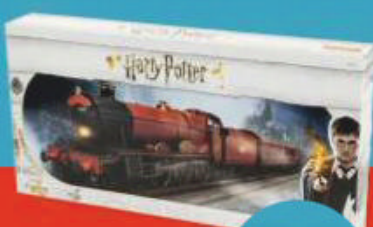


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MODEL RAIL

brought to you by



Richard Foster

Now that the nights have drawn in, I might look at building some brass Lynton & Barnstaple rolling stock.



George Dent

I really need to finish the various large scale truck and car kits that I started during last winter's long evenings.



Chris Leigh

Unusually for me, my current project is a Georgian town house that I'm building just because I want to.



Chris Gadsby

Leisure time? What's that then? If I did have some I'd still need to build a baseboard before I can think about making kits!



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



JACQUES PORTAL



It's a bit of a 'chicken and egg' situation.

We've never had it so good when it comes to the sheer volume and quantity of ready-to-run locomotives, coaches and wagons, regardless of scale. But many see that choice as the death knell of kit-building or, to some, 'real modelling'.

Kit manufacturers sprung up in the days when you might be lucky to get one, maybe two, new RTR locomotives a year. Scratchbuilding was beyond the skill of most modellers but kits filled the gap, giving modellers the chance to have the locomotive they wanted.

A successful kit depends on the skill of the builder. Some modellers have the knack, the patience, the understanding. Others are left frustrated by poorly fitting parts, poor running chassis and gluey fingerprints. And that's after you've bought the kit and had to source your own wheels, motor and paint.

Kit-building is even harder today when people have more demands on their leisure time. Do you really want to spend weeks building a locomotive when, for the same money, you can buy something beautifully made and smooth running?

But kit-building can be a hugely rewarding exercise. What's more, today's generation of kit manufacturers are benefitting from modern technology. So let this issue inspire you to investigate the possibilities of kit-building, so you can create an item of rolling stock unique to your layout.

Richard Foster Editor

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Model Rail essential information

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

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

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Search the online index at:
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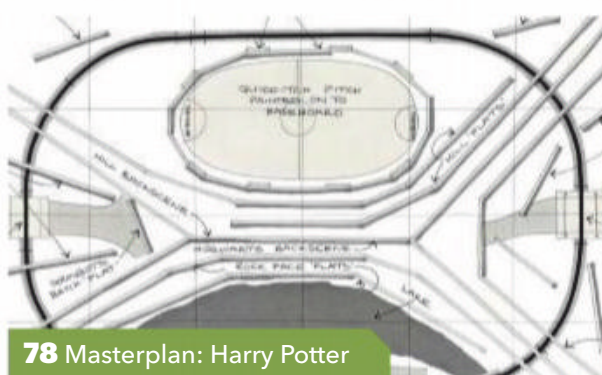


WIN!
A Dapol
Class 50
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WIN A
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SUBSCRIBE

Get a Satlink brake van worth over **£25** with the latest reader offer

see p20

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Chris Gadsby shows you how to turn a resin kit into a great Christmas present.

38 Use 3D-printed models
How easy is 3D printing to work with? Chris Leigh's been getting some practice.

42 Build better brass kits
George Dent and Dave Lowery offer a range of tips for working with brass.

46 Build perfect plastic kits
George Dent gives a masterclass in plastic kit construction.

73 Skills Station: Wiring
Part two of our wiring module. George Dent discusses isolated sections.



34 Assemble a resin kit



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73 Skills Station: Wiring

Model Rail exclusive models

Order your 'J70' and 'USA'
The entire range of our exclusive 'J70s' is now in stock and some of our 'USA' 0-6-OTs are nearly sold out. Buy yours today.



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Opening the box

The latest happenings from the world of model railways

The Big Picture

There's still much of interest to be found on the modern railway. But one feature that has largely disappeared is the small, rail-served factory. Shaun Harvey's 4mm:1ft 'Winkle's Yard', which appeared on the cover of our October issue (MR266), recalls those halcyon days where your ears would prick up at the sound of an English Electric 6KT engine and, after scrambling up walls or peering through gateways, you'd get a glimpse of an '08' pottering around with a couple of wagons in tow. There will be a proper look at Shaun's wonderful creation in 2020. Photography: CHRIS NEVARD





VOTE FOR YOUR FAVOURITE SHOP - TODAY!

The model shop is the lifeblood of our hobby. It's the place where dreams are made - you gaze longingly at rows of locomotives, choosing which ones you'd buy. It's a place where dreams are fulfilled - it's where you buy the paints, glues, kits and products to take home and use on your layout.

Britain's high street retailers are having a tough time and the model shop is no exception. It's right, therefore, for the model shop to be given the recognition that it deserves and that this great modelling institution is celebrated.

That's why we've joined forces with The UK Model Shop Directory to create the 'Model Shop of the Year' awards.

This is YOUR chance to celebrate all that's best about YOUR favourite shop. This is the shop that always has what you

need when you need it, where helpful staff advise that if you buy this product instead of that one, you'll get a better result. Essentially, it's the shop in which you feel happiest spending your money.

We've created the following categories that we feel sum up everything we look for in a model shop.

Now we need you to vote.

Then we need you to tell all your modelling friends. We want the whole modelling community to join together to say 'thank you' to the hard-working and dedicated people who keep the nearly 300 model shops in the British Isles going.

Voting couldn't be easier. Go to www.model-rail.co.uk/modelshopoftheyear and select the winning shop in each category.

Voting opens on November 22 2019. You'll have six weeks to vote and the results will be announced in the February 2020 issue.



MODEL SHOP OF THE YEAR - THE SIX CATEGORIES

1. BEST RANGE

What to bear in mind when voting:

- ◆ Does your favourite model shop offer a comprehensive range of products?
- ◆ Does it stock common modelling materials such as styrene sheet/section?
- ◆ Does it have a mix of new and second-hand locomotives and rolling stock?
- ◆ Does it offer a decent range of railway and non-railway kits, in a variety of scales and from all brands rather than just the obvious ones?
- ◆ Does it offer the best prices?

2. BEST SHOPPING EXPERIENCE

What to bear in mind when voting:

- ◆ Is your favourite shop easy to find? Can you park nearby? Can you get to it

by public transport?

- ◆ Is the shop clean and tidy?
- ◆ Is everything easy to find?
- ◆ Has your favourite shop gone the extra mile with a coffee machine or a customer loo?



3. BEST TEAM

What to bear in mind when voting:

- ◆ Are the people who work there friendly and approachable?
- ◆ Do they know their stuff?
- ◆ Are they helpful?

4. BEST AFTERMARKET SUPPORT

What to bear in mind when voting:

- ◆ Does your favourite shop undertake repairs?
- ◆ Does it offer advice on, for example, what complementary products you might need?
- ◆ Does it install DCC decoders?

5. BEST ATMOSPHERE

What to bear in mind when voting:

- ◆ Is your favourite shop one of those Aladdin's Cave places where there's always something new to find?
- ◆ Do you go in for one thing but come out with other stuff you had no idea you wanted?
- ◆ Does a visit inspire you for future projects?

6. MODEL SHOP OF THE YEAR

- ◆ This is your chance to nominate your favourite model shop as the best one in the whole of the British Isles.

Vote and win!

Everyone who votes for the Model Rail/UK Model Shop Directory 'Model Shop of the Year' competition is automatically entered into a draw to win £500 worth of railway-themed prizes. Visit <https://bit.ly/2pZo6IJ> for terms and conditions.

VOTE NOW!

www.model-rail.co.uk/modelshopoftheyear

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Model Rail News online.



DAPOL'S BIG '66'

Dapol's has traditionally offered small locomotives in 'O' for small layouts. However, the Chirk firm has well and truly broken this philosophy with its next 7mm:1ft scale release, for it is to produce the mighty EMD Class 66.

Dapol will offer original and revised body profiles and different light cluster styles.

The new model is to be crammed with features. It will have twin motors and die-cast bogies to maximise pulling



power and slow-speed running.

It will also boast full DCC functionality, with fully controllable interior and exterior lighting (including an illuminated control desk) as well as a 21-pin DCC socket and provision for sound.

DCC-fitted models will come with Dapol's new Imperium decoder and 'RealDrive' system. Other features include etched grilles to enable you to see through the body, sprung buffers and rotating axle centres.

DAPOL CLASS 66 **Co-Co**

What's planned?

- ◆ 7D-066-001: 66001, EWS livery
- ◆ 7D-066-00266504, Freightliner Powerhaul livery
- ◆ 7D-066-00366709, GBRf/Sorrento MSC livery
- ◆ 7D-066-00466421, DRS livery
- ◆ 7D-066-00566789 *British Rail 1948-1997*, GBRf 'large logo'
- ◆ 7D-066-00666783 *The Flying Dustman*, GBRf/Biffa red

Price: £325.00-£475.00

What stage is it at?

CAD design

When's it due? Q2 2020

HELJAN CLASS 40

Heljan is to produce another run of its 'O' gauge Class 40... but this time with centre headcode panels. This panel was fitted to the final 55 '40s' (D345-399) and Heljan is to produce versions with destination blinds and the 'domino' panels with marker lights.

Five guises are planned:

- ◆ HJ4060: overall BR green
- ◆ HJ4061: BR green with yellow warning panels
- ◆ HJ4062: BR green with full yellow ends
- ◆ HJ4063: BR blue with full yellow ends
- ◆ HJ4064: 40155, BR blue with 'domino' headcodes

Tooling is complete and the model is due to arrive in the UK in mid-2020.

RRP has yet to be confirmed.



Rolling stock releases

Locomotives and rolling stock arriving soon

N New to the Gaugemaster Collection is this Dapol Class 66, finished as 66789 in GBRf's take on BR 'large logo' blue with the name *British Rail 1948-1997*. **Product code:** GM2210101
Price: £119.95 **Availability:** Gaugemaster stockists or www.gaugemaster.com



N Joining 66789 in the Gaugemaster Collection is 66783 *The Flying Dustman* in GBRf/Biffa red. **Product code:** GM2210102
Price: £119.95 **Availability:** Gaugemaster **Tel:** 01903 884488
Web: www.gaugemasterretail.com



N The Medway Queen Preservation Society has commissioned two gun powder van from Dapol, finished in fictitious New Medway S. P. Co. red and blue liveries. All proceeds will go to towards the restoration of PS *Medway Queen*.
Price: £11.90 plus P&P
Availability: Richard Halton, 2 Drury Close, Hook, Wootton Bassett SN4 8EL
Web: www.medwayqueen.co.uk/railway-wagons---n-gauge

00 The Bagnall Locomotive Group has commissioned this 12t vent van from Dapol finished as Departmental ZDW No. 024798 to raise funds for the overhaul of Bagnall 'Austerity' 0-6-0ST No. 2746. Limited to 180 pieces.
Price: £18.50 **Availability:** Bagnall Locomotive Group, 13 Trenchard Drive, Buxton, SK17 9JY





EXCLUSIVE TURBINE

Rail Exclusives is to produce Western Region 'Gas Turbine' locomotive 18000. It has commissioned Heljan to manufacture the 'OO' gauge version of the locomotive built in Switzerland by Brown Boveri and SLM.

18000 had been ordered by the GWR in 1946 but was not delivered to BR until February 1950. It was withdrawn in 1960, and it was returned to Switzerland for experimental work before moving back to the UK in

the 1990s. It's now on display at Didcot Railway Centre.

The model will feature key detail differences and is to feature a 21-pin decoder socket, provision for sound, and directional lighting. It will have spoked wheels, sprung buffers and even a frame for Western Region train reporting numbers (with numerals included in the box).

CAD design work is complete and tooling has started. Rail Exclusives expects that production will take place in late 2020.



OO GAUGE RE/HELJAN 'GAS TURBINE' A1A-A1A 18000

What's planned?

- ◆ Gloss black/silver trim (1949-56 condition)
- ◆ BR lined green, early emblem (1956-57)
- ◆ BR lined green, late emblem (1957-60)

Price? £199.99

What stage is it at? Tooling

When's it due? Late 2020/early 2021

A MODEL OF EDUCATION

They say the best things come to those who wait... after many months of careful negotiation, Ashford International Model Railway Education Centre has finally secured a foothold in the town.

It is to open a 'taster suite' in a unit within the new PictureHouse Cinema Complex, which is close to Ashford International station. This will contain several display layouts,

including those built by of the 'Men of Kent' team from the Channel 5 series *The Great Model Railway Challenge*. This will enable AIMREC to give visitors (and potential sponsors) a glimpse of its vision for a 38,000sq ft centre located elsewhere in town.

AIMREC's 'taster suite' is set to open on December 7 2019 and will be open every weekend. Entry will be free.

AIMREC - ESSENTIAL INFORMATION

Where is it? Unit 2, Elwick Place, Elwick Road, Ashford, Kent TN23 1AE

When's it open? Every Saturday and Sunday. **Time** 1000-1600.

How can I get there?

■ **By train:** Elwick Place is a short walk from Ashford International station. For further information on travelling by train to Ashford International, please contact National Rail Enquiries

Tel: 08457 484950 **Web:** www.nationalrail.co.uk

■ **By car:** Ashford is just off the M20. There is car parking next door with plenty of other parking facilities in town.

What does it cost? It's free!

AIMREC is seeking volunteers to help operate the layouts on display, as well as interact with the public and spread its message to a wider audience. If you would like to help, please e-mail friends@aimrec.co.uk

KR LAUNCHES 'FELL' SCHEME



KR Models is set to add another experimental locomotive to the ranks of ready-to-run models in 'N' and 'OO'. The Canadian outfit, already working on gas turbine 4-6-0 GT3, has unveiled its plans to produce Fell 2-D-2 10100 in both scales.

Former Doncaster works apprentice Lieutenant Colonel Louis Fell joined forces with LMS Chief Mechanical Engineer H.G. Ivatt to develop a powerful yet lightweight diesel locomotive. The concept was to use multiple, smaller diesel engines to spread the weight, all linked by Fell's gearbox and 10100 had no fewer than four 500hp Paxman diesel engines with two 150hp AEC engines to provide auxiliary power. The driving axles were linked by gears and outside fly cranks and coupling rods. It entered service in 1951 but was withdrawn in 1958.

KR Models' version is expected to have a five-pole motor, ESU LokSound V5.0 decoder, sprung buffers, NEM

pockets and will be offered in original black and later BR green liveries.

RRP is expected to start from

£140, but the project will only continue if enough expressions of interest are received. Go to www.krmodels.co.uk to register.



W. OLIVER/COLOUR RAIL



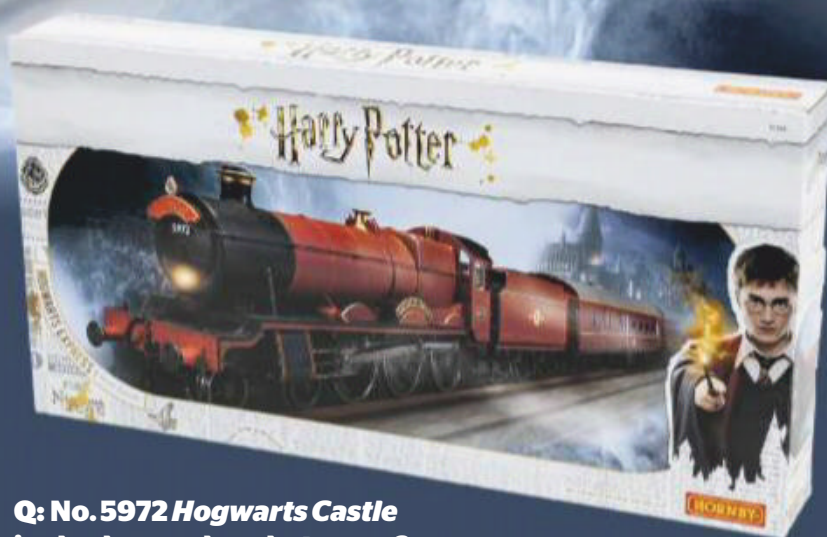
WIN A HARRY POTTER TRAIN SET

Model Rail's layout design guru and movie buff Paul A. Lunn has devised four exciting track plans utilising Hornby's new Harry Potter R1234M train set and range of wizard scenic accessories just in time for Christmas. Turn to page 78 for some magical ideas.

But before you do, why not enter our exclusive competition to win a Harry Potter train set?

Hornby has generously provided Model Rail readers with a set that includes the famous red 4-6-0 No. 5972 *Hogwarts Castle*, two coaches in Hogwarts Railways livery, an oval of track with a siding and a 12V DC controller.

Waving a wand won't help you, here, but for a chance to win, go to www.model-rail.co.uk/harry-potter, fill in your details and answer the following question:



Q: No. 5972 Hogwarts Castle is also known by what name?

A Oldlands Hall **B** Oakley Hall **C** Olton Hall

For full terms and conditions, go to www.bauerlegal.co.uk/competition-terms.html Closing date is December 30 2019.



HELJAN 'AL6'/CLASS 86

Heljan has confirmed the identities of its forthcoming 'OO' gauge 'AL6'/Class 86. Seven versions will be produced:

- ◆ HJ8650: E3104, overall Electric blue
- ◆ HJ8651: E3114, Electric blue with small yellow warning panels

- ◆ HJ8652: E3178, Electric blue with full yellow ends
- ◆ HJ8653: E3146, BR blue with white cab roof
- ◆ HJ8654: E3156, BR blue
- ◆ HJ8655: 86036, BR blue
- ◆ HJ8656: 86034, BR blue, weathered

Starting price is £189.95 and the models are expected to hit the shelves next year.



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

00 GAUGE ACCURASCALE JSA BOGIE COVERED STEEL WAGON

What's planned?

Three versions are planned: original British Steel livery with flush-steel hoods, VTG livery with riveted aluminium hoods and in post-2018 'open' condition.

Price: From £59.95 (twin pack)

What stage is it at? Engineering prototype

When's it due? January 2020

When was it announced? November 2019 (MR267)



00 GAUGE CAVALEX BBA STEEL CARRIER

What's planned?

BR's 50ft air-braked steel carrier, being produced in Railfreight and bauxite liveries.

Price? TBC

What stage is it at? Engineering prototype

When's it due? TBC

When was it announced? January 2019 (MR256)



HATTONS FULL BRAKE

Hattons is to add a Full Brake to its range of four and six-wheel coaches (MR267). The new vehicle, with six wheels, is, as with the other 'Project Genesis' vehicles, not based on a specific prototype but includes all the features one would expect to find on a coach of the Victorian era.

Initially, the new Full Brake is to be offered in GWR, GNR, LNWR, SECR, LMS, LNER and SR liveries,

along with BR breakdown train red. It will be available with or without internal lights. RRP starts at £30.

◆ Hattons is to offer its 'Project Genesis' range of four and six-wheel coaches, including the newly announced Full Brake, in London Brighton & South Coast Railway umber livery. Again, prices start at £30, with vehicles also available with working lights.



NEW BR LIVERY PAINTS FROM LIFECOLOR

Italian model paint brand Lifecolor has extended its range of British Railways livery colours, to cover many of the popular livery colours from the 1948-1990 era. Developed with the expert help of *Model Rail's* George Dent, the acrylic paints feature a satin-gloss sheen and all are available in single 22ml jars, or in a trio of six-packs, split into three distinct BR eras.

RRP is £3.70 per jar, while each six-pack is priced at £17.99.

What's available?

Set 1 - BR Early Period (1948-1959)

UA817 Fitted Freight Bauxite
UA818 Unfitted Freight Grey
UA819 Loco Green (early shade)
UA820 Signal Red
UA821 Coach Crimson
UA822 Coach Cream

Set 2 - BR Mid period, (1960-1970)

UA814 Loco Green (later shade)
UA815 BR Maroon
UA823 Sherwood Green
UA824 Diesel Loco Roof Grey
UA825 DMU Green (later shade)
UA826 Warning Panel yellow (early shade)

Set 3 - Late Period (1970-1990)

UA813 Rail Blue
UA816 Rail Grey
UA827 Warning Panel Yellow (later shade)
UA828 Coach Roof Blue/Grey
UA829 Railfreight Red
UA830 Railfreight Grey

Availability: Lifecolor stockists or The Airbrush Company.

Tel: 01903 767800

Web: www.airbrushes.com



On the road

◆ The Road Transport Images range of 1:76 scale commercial and military vehicles is back in business following the death of founder Frank Waller. New owners Graeme and Lorraine McQuaker will continue to produce and develop the range.

Availability: www.roadtransportimages.com

◆ Arnold has introduced four new 'N' gauge catering trailers, offering scrumptious delights such as French crêpes, Italian pizza, Spanish paella and German Bratwurst catering points.

Price: £4.50 each **Availability:** Hornby stockists or www.hornby.com



◆ Osborn's Models has produced a new range of 'N' gauge road vehicles called 'British Classics Commercials'. Most are available ready finished but others come unpainted. The latest additions to the range include this front bucket loader and this Bedford S Type box van.

Price: £15.95 (painted)

Availability: Osborn's Models

Tel: 01237 423453

Web: www.osbornsmodels.com



PETER MARRIOTT

◆ German manufacturer Faller has introduced a range of detailing parts to bring your 1:76 scale garage to life. Highlights include compressors, tyre balancing machines, lifts and engine hoists and even a pack that contains a miniature trolley jack, ramps and axle stands.

Availability: www.gaugemasterretail.com

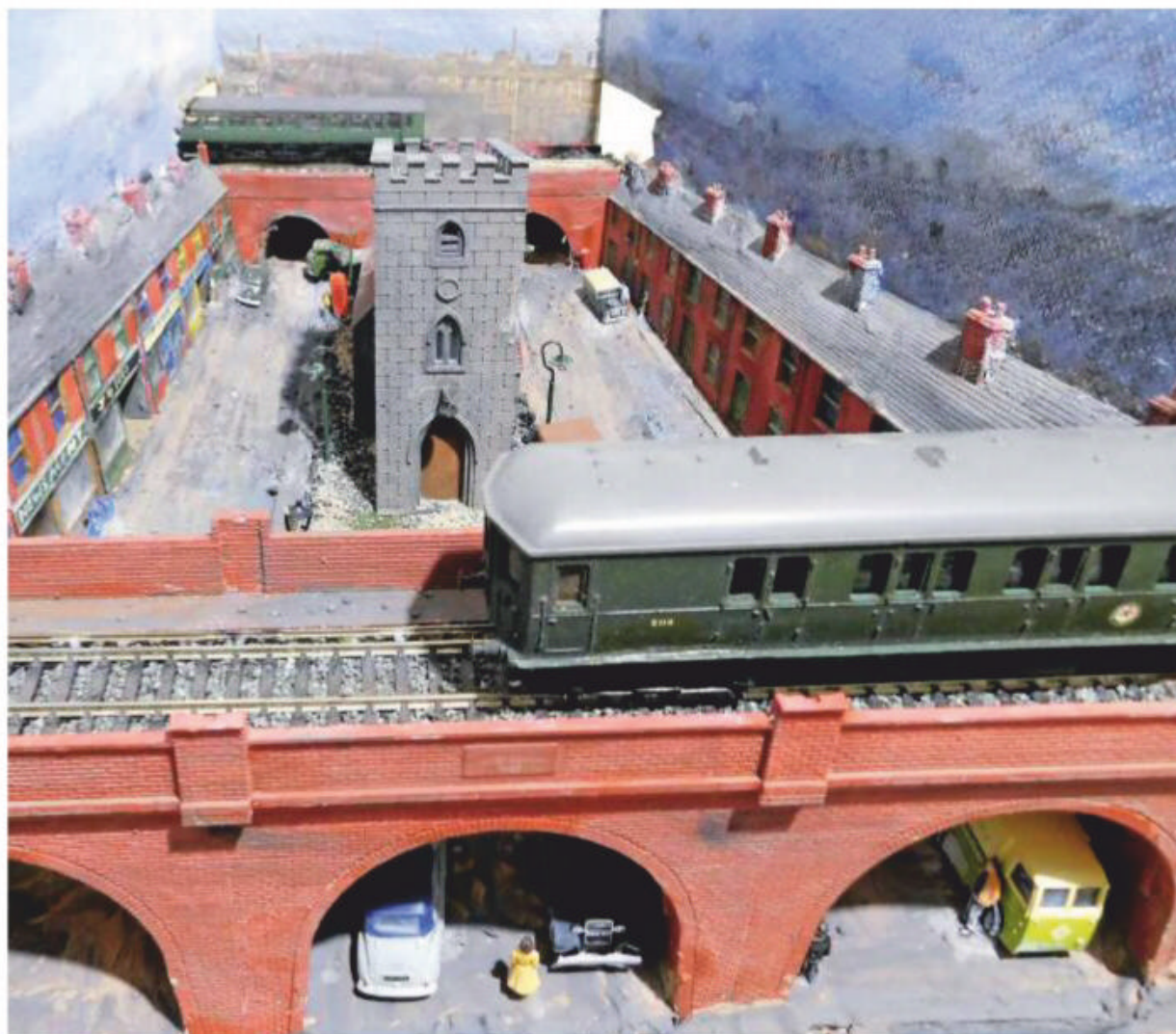
◆ Scalemodelscenery has launched a selection of 'N' gauge road markings. These include straight and curved double yellow lines, as well as white road markings suitable for the 1950s/60s.

Price: £4.99 **Availability:** www.scalemodelscenery.co.uk



Show & Tell

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



Fresh perspective

There has been quite a lot of interest in using forced 3D perspective in model railways. Many do this by including models of different scales, but as a fan of the work of Jack Nelson many years ago, I thought much more could be achieved now.

A few years ago I had the chance of looking closely at one of the dioramas created by Jack Nelson. Not only do the models get smaller the further back they are, but they are 'distorted' to enhance the forced perspective. It isn't an exact science, but if it looks right then it is right, and sets up the optical illusion.

Forced perspective is something I had wanted to try, especially now that I had

thought it might be possible with the help of 3D CAD and 3D printing.

I decided to jump in at the deep end and create a row of brick terraced houses, with the scale changing along the length of the row. One end of each house would be smaller than the other.

One end of the first house is at 1:76 scale, the other end is at 1:87.

The second house starts at 1:87 scale, the other end is 1:100, then 1:100 to 1:115, 1:115 to 1:132, and finally 1:132 to 1:152, which is near enough 'N' gauge.

The 3D-printed terrace looks good - it has a few small issues, but it's good enough.

Simon Dawson

Golden gauge

My mum died four years ago. Since then, my 93-year-old dad has returned to modelling and has spent many hours building a 'OO' gauge layout. The project has been hugely beneficial to his quality of life and mindfulness.

It occurred to me that your readers may find the story uplifting, since my dad has greatly benefited from focusing on modelling. He's now thinking of changing scale and doing an 'N' or 'OO9' 'coffee table' layout in his front room!

David Evans



Letters

What a magnificent beast the Rivarossi 'Big Boy' is! I know it's not a new model, as I remember adverts for it a long time ago, however I'm sure I'm not alone in being more than a little puzzled, cheesed off and otherwise annoyed that Hornby seems unable to produce models which go around first radius curves but its competitors can.

I am sure many will say it looks toy-like, but so what? They are, at the end of it, toy trains! I am also a bit cheesed off when I fork out (nearly) half the price of a 'Big Boy' for a Hornby 'Pacific' to find that it turns out to be only a 4-6-0, as it hasn't even got a working trailing truck and that it's fitted with flangeless wheels - and it still won't go round the curves on parts of my train set.

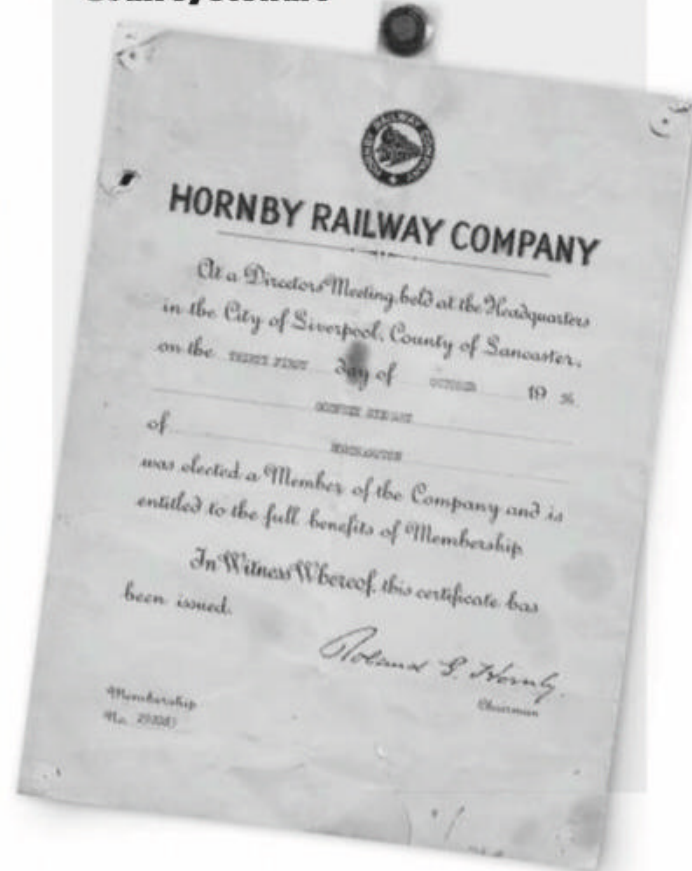
Meanwhile you (rightly) enthuse about the Hornby Peckett 'B2' 0-6-OST, a lovely locomotive which will go round first radius curves - but that is because its chassis has origins with an Electrotren Spanish 0-6-OT.

So come on Hornby, get it right. Let's have all the wheels flanged and the ability to go round first radius curves for British locomotives too!

Simon James

In a recent edition of *Model Rail* I noticed in Chris Leigh's column that he mentions being a member of the Hornby Club. I was also a member of this club and still have my membership certificate and the small lapel badge that went with it. Considering that this was in 1956, there can't be that many members still going strong.

Godfrey Stewart



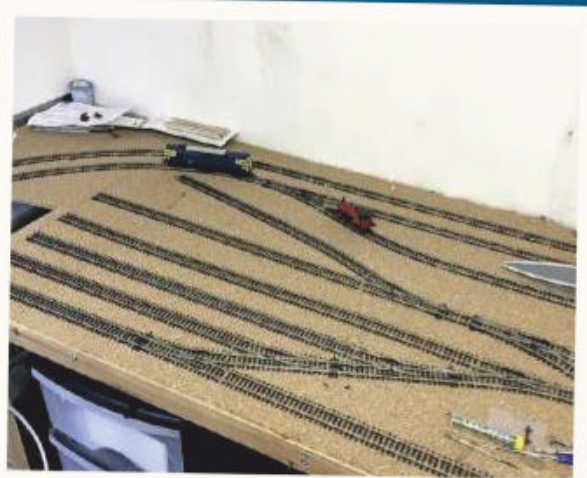


Modelling Monday

Every Monday, we ask our followers on social media to send us photographs of the modelling projects you've been working on. Here is a selection of your pictures - get involved on our social media channels and your projects may be featured in a future issue of *Model Rail*! www.facebook.com/modelrail or www.twitter.com/modelrailUK



Started work on my 'On30' micro layout in an APA box. It depicts a mine head somewhere in the Midwest of the USA. **Ian Holmes**



Track laying. After we completed the outside line, it was time to return to the inside shed now the weather is turning. Here we are laying the engine shed yard. Still not sure on the shed we will use as yet. **Andy Sollis**



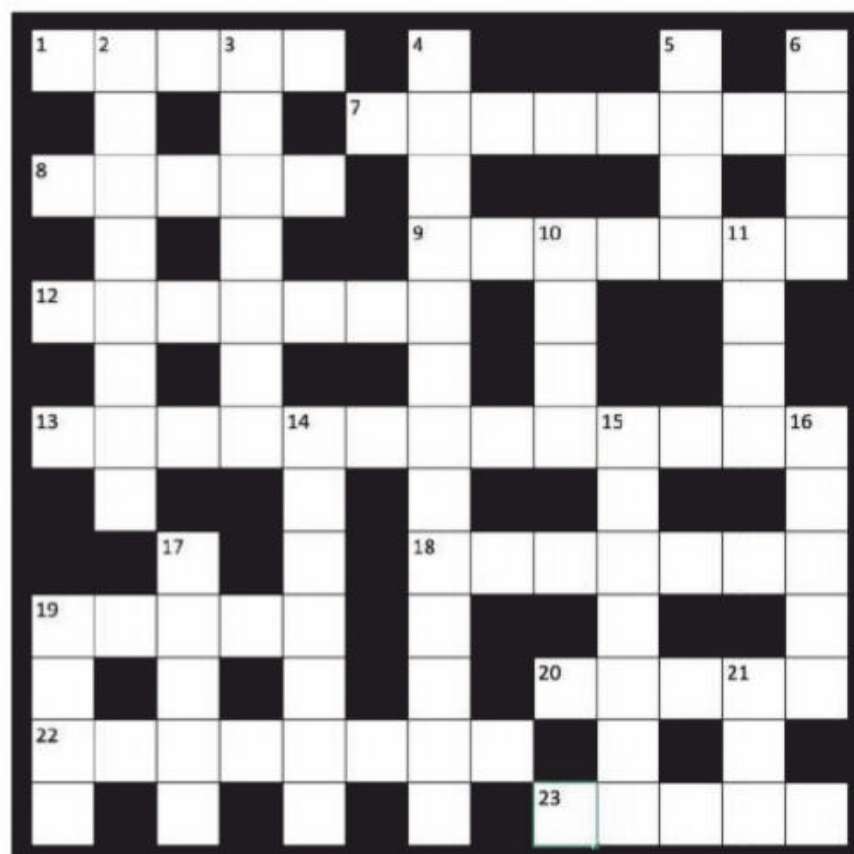
Made this cement mixer look a bit used. **Stephen Solomon**



Did some vehicle lighting for my layout 'Wolverhampton Parkway'. **Simon Fletcher**

This month's crossword competition once again has some of the answers somewhere within the editorial pages of this month's issue. Send your completed crossword and contact details to *Model Rail* 268 crossword competition, *Model Rail* magazine, Media House, Lynchwood, Peterborough Business Park, Peterborough PE2 6EA. The first correct answer out of the hat will win a prize out of the *Model Rail* store cupboard. Good luck!

Closing date is December 23 2019. Make sure you check our website and next month's issue for the answers to each crossword after the closing date!



Photocopies will be accepted.

Crossword Entry Form

Name:

Address:

Postcode: Telephone:

E-mail:

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

Across

- 1** What do all model railways need to go on? (5)
- 7** An ECML train going to London will use this track. (4,4)
- 8** Building a model railway can be this, particularly if you spill glue everywhere! (5)
- 9** Lowestoft is the UK's most _____ station. (7)
- 12** Essential track item for smooth running. (7)
- 13** South London station north of Queenstown Road. (9,4)
- 18** This often happened to locomotives, usually in honour of someone or something. (7)
- 19** Country in which *Model Rail*'s exclusive models are made. (5)
- 20** These visits would be over much sooner if the Queen was in a train carriage rather than a horse-drawn one! (5)
- 22** Type of coach you might also keep Tweety Pie in. (8)
- 23** 1:48, for example. (5)

Down

- 2** A sudden surge when operating layouts could cause this. (8)
- 3** An intermittent signal may cause a sound file to stop and then do this. (7)
- 4** Southeastern line station five miles north of Battle. (13)
- 5** Type of point frog. (4)
- 6** 'Goods' locomotive offered by Oxford Rail. (4)
- 10** Alternative seat for an armchair modeller! (4)
- 11** Backscenes tend to be found at this part of a layout (4)
- 14** Adding extra details to locomotives and buildings can really _____ the look of them. (7)
- 15** Type of 'pigs' after which the Class 442 is affectionately nicknamed. (7)
- 16** Brand of model railway coupling. (5)
- 17** If you are using a glass brush, make sure you don't get one of these on your fingers as it will irritate your skin. (5)
- 19** Locomotives have these, it's where they are driven from. (4)
- 21** Company in charge of buses, trains etc in the capital (abv). (3)

Model Rail 266 answers

Across 1 wheels 6 plastic 8 diorama 9 title 11 bekonscot 14 chessington 16 twice 17 fireman 19 visitor 20 cameo

Down 1 weeds 2 echo 3 lima 4 fasten 5 static 6 plank 7 crests 10 scenics 11 busiest 12 score 13 scot 15 union 17 fare 18 race

Congratulations to issue 266's winner Mrs Christine Frost.



Exhibition Diary

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

NOVEMBER 30

ARLESEY, BEDS. Letchworth MRS MRE. Etonbury Academy, Stotfold Road, Arlesey, Beds SG15 6XS. **Time:** 1000-1630. **Admission:** Adult £5, Concession £4. **Web:** www.letchworthmrs.org.uk

CARDIFF. EM Gauge Society Modelling Workshop. Coleg y Cymoedd, Nantgarw Campus, Heol y Coleg, Parc Nantgarw, Cardiff CF15 7QY. **Time:** 1000-1600. **Admission:** £4. **E-mail:** publicity@emgs.org **Web:** www.emgs.org

RAINHILL, MERSEYSIDE. Rainhill MRC Christmas MRS. Rainhill Village Hall, Weaver Avenue, Rainhill L35 4LU. **Time:** 1000-1700. **Admission:** Adult £3.50, Child £4, **Tel:** 01925 226266. **Web:** www.rainhillmrc.org.uk

DECEMBER 1

BROMLEY, KENT. Rusper MRC Meeting. **Web:** 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

DECEMBER 7

BLACKHEATH, WEST MIDS. MRE. St Paul's Church, Church Hall, Vicarage Road, Blackheath B62 8HX. **Time:** 1000-1600. **Admission:** Adult £3.50, Child £1.50, Family £9. **Tel:** 07854 376561.

LAKE, ISLE OF WIGHT. Sandown Railway Enthusiasts Club, Lake Community Centre, New Road, Lake PO36 9LA. **Time:** 1000-1600. **Admission:** Adult £3. **Tel:** 01983 638917.

PRESTATYN, DENBIGHSHIRE. Rhyl & District MRC MRE. Prestatyn Parish Church and Community Hall, High Street Prestatyn LL19 9AR. **Time:** 1030-1600. **Admission:** Adult £3.50, Child £1.50. **Web:** www.rhylmodelrailclub.co.uk

DECEMBER 14

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

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

DECEMBER 14-15

HIGHBRIDGE, SOMERSET. Burnham MRC Sedgemoor Rail. King Alfred School, Burnham Road, Highbridge TA9 3EE. **Time:** 1000-1600. **Admission:** Adult £5, Family £10. **Web:** www.bdmrc.co.uk

SWADLINCOTE, DERBYSHIRE. Gresley and Wychnor MRG Open Weekend. Gresley Social Centre, 5A Park Road, Church Gresley, Swadlin-

cote DE11 9QE. **Time:** 1000-1600 both days. **Admission:** Adult £3.50, Child £1, Family £6.50.

DECEMBER 28

CONWY, N. WALES. N Gauge Society (North Wales Area Group) Christmas Charity Show. St Michaels Church, Rosemary Lane, Conwy LL32 8HY. **Time:** 1000-1600. **Admission:** Adult £2. **Tel:** 07703 393900. **E-mail:** athoath@ntlworld.com

WEST CAMEL, SOMERSET. West Camel MRS Christmas MRE. Davis Hall, West Camel, nr Yeovil, Somerset BA22 7QX. **Time:** 1000-1530. **Admission:** Adult £4, Child £1. **E-mail:** charliebishop@hotmail.co.uk

DECEMBER 28-29

BISHOPS LYDEARD, SOMERSET. Taunton MRG MRE. Bishops Lydeard Station, Platform 1, West Somerset Railway, Taunton TA4 3BX. **Time:** 1030-1630. **Tel:** 07879 852736. **Web:** www.ukmodelshops.co.uk

GAINSBOROUGH, LINCS. See Dec 1.

JANUARY 4

MAIDENHEAD, BERKS. Marlow, Maidenhead & District MRC MRE. Cox Green Community Centre, 51 Highfield Lane, Maidenhead SL6 3AX. **Time:** 1000-1630. **Admission:** Adult £5, Child £3, Family £13. **Web:** www.mmdmrc.org.uk

JANUARY 4-5

EDINGTON, SOMERSET. Somerset & Dorset Railway Trust Ltd MRE. The Edington Village Hall, Lippets Way, Edington TA7 9HA. **Time:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adult £5, Senior £4.50.

KIDLINGTON, OXFORD. Kidlington ScoutRail Model Rail Show. Exeter Hall, Kidlington, Oxford OX5 1AB. **Time:** 1000-1630. **Admission:** Adult £4, Concession: £3, Child £2, Family £10. **Web:** www.scouttrail.org.uk

JANUARY 11-12

BOGNOR REGIS. Bognor Regis MRC MRE. Flepham Community College, Felpham Way PO22 8EL. **Time:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adult £5, Child £3.

PRATTS BOTTOM, KENT. Orpington & District MRS MRE. Pratts Bottom Village Hall, Norsted Lane, Pratts Bottom, Orpington BR6 7PQ. **Time:** 1000-1700 both days. **Admission:** Adult £4, Child £1.50. **E-mail:** exhibition@odmrs.uk **Web:** <http://odmrs.uk>

STEVENAGE, HERTS. Chiltern MRE. Stevenage Arts & Leisure Centre, Lytton Way SG1 1LZ. **Time:** 1000-1730. **Admission:** Advance/Day Adult £8/10, Child £4. **Tel:** 01438 715580. **Web:** www.cmra.org.uk

JANUARY 12

GUILDFORD, SURREY. Astolat MRC Exhibition. Surrey Sports Park, University of Surrey, Richard Meyjes Road, Guildford GU2 7AD. **Time:** 1000-1700. **Admission:** Adult £6, Child £3, Family £12. **Tel:** 01483 722098. **Web:** www.astolatmrc.co.uk

JANUARY 17-19, 2020

ALEXANDRA PALACE, LONDON. London Model Engineering Exhibition, Alexandra Palace. **Time:** Fri & Sat 1000-1700, Sun 1000-1630. **Admission:** Online/Door Adult £11.50/12.50, Senior £11/12, Child £4/4.50. **Web:** www.londonmodelengineering.co.uk

JANUARY 18

HARPENDEN, HERTS. Brambleton MRC MRE. Harpenden Public Halls, Southdown Road, Harpenden AL5 1PD. **Time:** 1030-1730. **Admission:** Adult £5, Child/Senior £3. **Web:** www.brambleton.co.uk

JANUARY 19

WITHAM, CAMBS. The Witham MRS. Witham Public Hall, Collingwood Rd, Witham CM8 2DY. **Time:** 1000-1700. **Admission:** Adult £5, Child £2, Family £12. **Tel:** 07595 255150.

JANUARY 25-26

EASTLEIGH, HANTS. Southampton MRS MRE. Barton Peveril College, Chestnut Avenue, Eastleigh SO50 5ZA. **Time:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adult £8, Child £1, Family £17. **Tel:** 01489 799809. **Web:** www.southamptonmodelrailwaysociety.wordpress.com

KENDAL, CUMBRIA. Kendal MRC MRE. Kendal Leisure Centre, Burton Road, Kendal LA9 7HX. **Time:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adult £6, Senior £5, Child £3, Family £16. **Web:** www.kendalmrc.org

LONGFIELD, KENT. Erith MRS MRE. Longfield Academy, Main Road (B260), Longfield DA3 7PH. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £9, Child £1. **Tel:** 07736 560956. **E-mail:** erithmrs@gmail.com

PONTEFRAC. Normanton & Pontefract MRS MRE. New College, Park Lane, Pontefract WF8 4QR. **Time:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adult £6. **Web:** www.nprms.co.uk

FEBRUARY 1

YATE, GLOS. Sodbury Vale MRC MRE. St Mary's Church & Church Hall, Church Road, Yate, Glos. BS37 5BG. **Time:** 1000-1630. **Admission:** Adult £5. **Tel:** 01454 327611. **Web:** www.sodburyvalemrc.co.uk

FEBRUARY 15-16

HIGHBRIDGE, SOMERSET. The Somerset O Gauge MRE. King Alfred School, Burnham Road, Highbridge TA9 3EE. **Time:** Sat 1030-1700, Sun 1000-1630. **Tel:** 01278 684606.

FEBRUARY 15-16

MILTON KEYNES, BUCKS. Milton Keynes MRE. Stantonbury Leisure Centre, Milton Keynes, MK14 6BN. **Time:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adult £8, Child £1. **E-mail:** secretary@mkmrs.co.uk **Web:** www.mkmrs.org.uk

SILEBY, LEICS. Syston MRS MRE. Community Centre, High Street, Sileby LE12 7RX. **Time:** Sat 1000-1630, Sun 1000-1600. **Admission:** Adult £4, Family £8. **Tel:** 0116 2605760. **Web:** www.systonmrs.org.uk

FEBRUARY 22

PRINCES RISBOROUGH, BUCKS. Risborough & District MRC MRE. Com-

munity Centre, Wades Park, Stratton Road, Princes Risborough HP27 9AX. **Time:** 1000-1700. **Admission:** Adult £4, Child £2. **Tel:** 07943 496652. **Web:** www.rdmrc.org.uk

FEBRUARY 23

HEANOR, DERBYS. Ilkeston (Woodside) MRC MRE. Heanor Miners Welfare, Ilkeston Road, Heanor DE75 7DT. **Time:** 1000-1630. **Admission:** £4. **Tel:** 07930 909571.

APRIL 4

BECKENHAM, KENT. Beckenham and West Wickham MRC Vintage MRS. St John's Church, Eden Park Avenue, Eden Park BR3 3JN. **Time:** 1000-1700. **Admission:** Adult £6. **Tel:** 07545 469610. **Web:** www.bwwmrc.co.uk

APRIL 18-19

BANGOR, GWYNEDD. North Down MRS MRE. Bangor Grammar School, Gransha Rd, Bangor BT19 7QU. **Time:** Sat 1000-1700, Sun 1200-1700. **Admission:** Adult £6, Child £4, Family £15. **Tel:** 0289 1450833. **Web:** www.ndmrs.co.uk

APRIL 19

CANVEY ISLAND, ESSEX. Castle Point Transport Museum Society, 105 Point Road, Canvey Island SS8 7TD. **Time:** 1030-1700. **Admission:** Adult £3.50, Child £2. **Tel:** 07533 349094. **Web:** www.castlepointransportmuseum.co.uk

OCTOBER 4-6

BISHOPS LYDEARD, SOMERSET. See Dec 28-29

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

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Entries for the January 2020 issue should reach us by December 6 2019.

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According to Chris...

...social media can steal hours out of your life!

Long-standing *Model Rail* readers may recall an editorial comment that I wrote under the title 'Forum or against' in which I expressed a few thoughts about what is now called 'social media' as it applied to our hobby. I still can't say that I really like forums or Facebook, but I do find them compelling. Perhaps that's why I don't really like them – I'm acutely aware that I could be making much better use of my time. That presupposes that by 'better use' we mean time spent making models.

“It's gratifying, through 'Modelling Mondays', to see so many modellers keeping busy with new projects”

Forums and Facebook are, however, a bit like doctors' surgeries. Not something to like, but useful when you need them.

One aspect of Facebook that I do really enjoy is the 'Modelling Monday' feature introduced on *Model Rail's* Facebook page by my

colleague Chris Gadsby. It's just an invitation to show whatever modelling project you've been working on over the weekend. There's no doubting its popularity with readers, but it's the diversity of the models and projects that fascinates and never ceases to amaze me. They vary from large-scale outdoor projects to modellers

working in 'N' or even 'Z' gauge, and from installing layout lighting to painting 'N' gauge passengers. If you ever had any doubts that the model railway hobby is alive and well, this will surely dispel them.

So what am I doing, modelling-wise, during my weekends? Well, here are three pictures from numerous projects, some of which appear elsewhere in this issue and the next. I've painted some 3D-printed baggage trolleys for my Canadian 'HO' layout, I've made the running-in board and garden for my 'O' gauge 'Tetbury' and I've started work on a model of 27 Clarence Street, Staines, just because I wanted to. Oh, and thanks to a certain TV programme that I also don't like but find compulsive, I'm working on an animated landslide for my 'Railway Children' 'O' gauge layout.

After more than half a century of relative stability and development, there's little doubt that the hobby has changed and still is changing fast. New technology is influencing how we run our trains, how we gain more enjoyment from our modelling and how we communicate with the rest of the

Computer-printed name, but the rest of Tetbury's garden is more traditional.



27 Clarence Street will make a handsome model. The real building faces an uncertain future – if demolished, another part of Staines will be gone forever.

modelling community.

We can take from this as much or as little as we wish. We can have the bells and whistles of modern digital control with sound, lights and working accessories or, if we wish, we can

continue to run with analog control, taking advantage (or not) of the high standard of recent ready-to-run models. With some caveats regarding certain modern motors and electronics, we can even continue with our 50-year-old H&M controller for as long as it keeps going. And it may outlast us!

So it's gratifying, through 'Modelling Mondays', to see so many modellers keeping busy with new projects. For many of us, all these new models and technical developments are coming at the end of our modelling lives. I don't suppose for a moment that, among the post-war 'baby boom' generation, I'm alone in thinking that I'm actually turning out some of my best work now. I should be, for I have over 60 years' experience!

With that in mind, it is easy to understand the feelings of those whose models were destroyed by the appalling act of vandalism that took place in Stamford back in May 2019. I refrained from much comment earlier because the four juveniles who committed this crime were due to appear in court. That court appearance has now taken place with predictably lenient sentencing which, superficially at least, seems to pay more attention to safeguarding the future of the young perpetrators and rather less to providing any satisfaction to those whose lovingly created models were destroyed for no good reason beyond a drunken rampage.

We can but hope that the referral orders which were handed down will address the aspects of family life that allow underage kids illegal access to alcohol. Perhaps, too, the £500 fines will impress that upon the parents, whose failure to do their job properly was manifest.

Public generosity followed worldwide publicity, and support from Rod Stewart led to a fund that quickly topped £100,000 and left Market Deeping Model Railway Club with the onerous – but no doubt gratifying – responsibility of deciding how it should be used. It is no surprise that much of it has been set aside for a youth project to introduce young people to the joys of model-making. But against all this it remains obvious that the perpetrators were young and that the victims were not. I suspect there were few 'under 50s' among the members of Market Deeping and St Neots clubs and the small traders who were the victims here. As modellers, we generally don't wish to repeat a project or build the same thing twice over, even if we have, potentially, enough lifetime left in which to do so.

Perhaps the life lesson that these kids need to learn is that destruction of any sort is forever. It can't be undone.

Modeller CV: Chris Leigh

Pondering how to insulate a timber shed for layout storage, single-handed.

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Richard Foster, Editor



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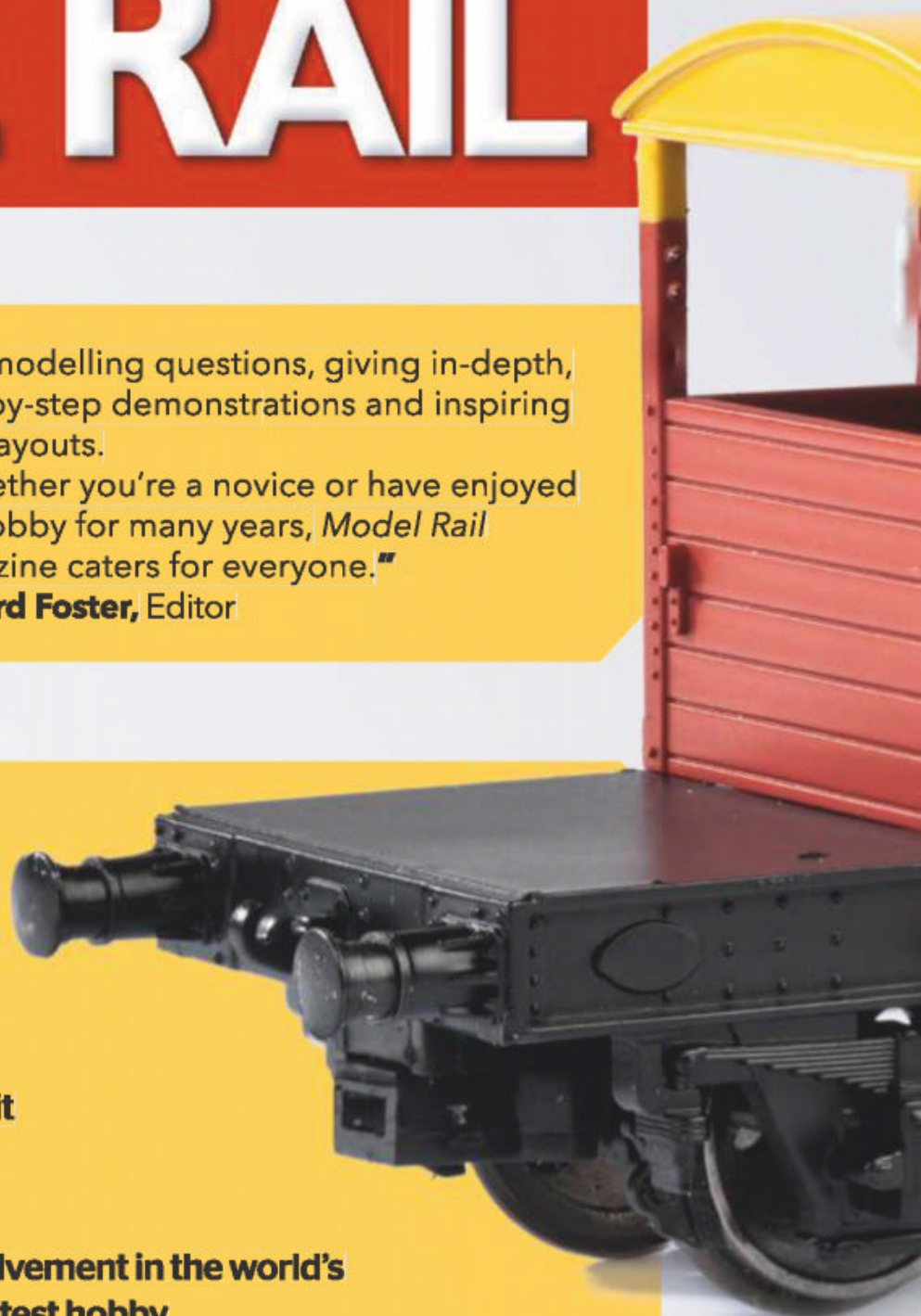
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Urban utopia

By avoiding the restrictions of modelling a specific location, **Paul Butler** was able to let his imagination run wild on this Midlands-inspired layout.

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





“What makes this layout great?”

Freelance layouts allow your creativity to flourish and not get bogged down in prototype measurements and pinpoint accuracy. The pleasing blend of urban and country scenes make 'Westbrook' a superb all-round model.

”



3 Thin wire was laid between the sleepers in appropriate places to represent orange cable conduit to link up with ratio concrete trunking laid beside the tracks.

Almost every modeller has an idea of a location they would like to model at some point. At the very least there's somewhere that provides a form of inspiration. Recently there have been some fabulous layouts in *Model Rail* accurately depicting prototype locations right down to the telegraph poles, but Paul Butler has shown with his freelance model of a town in the Midlands that you don't need a prototype to make a great model railway.

Set in the late 1980s to the early 1990s, Paul's town of 'Westbrook' is located on a Cross Country route that the company uses as a diversion, close to where he lives. Similarly to some cities, space is at a premium, and the railway is lost underneath the concrete jungle of buildings at one end. But how did this urban 'N' gauge layout come into being?

"I'd visited my local exhibition hosted by the Elizabethan Railway Society and was very impressed by the club's 'N' gauge layout. After speaking with the operators I decided to join them. The layout was a regular on the exhibition circuit and once I'd operated it at a few shows I decided to have a go at building my own exhibition layout. I came up with 'Annston', a modern image end-to-end layout, but it was limited to fairly short trains, so I began to plan a continuous circuit layout. 'Westbrook' was born."

Since it was built with exhibitions in mind, Paul carefully measured the available space in his car to ensure that he utilised the maximum space available to make trains as long as possible, without having to buy an expensive new vehicle!

"The boards were constructed from 9mm exterior plywood with 18mm by 44mm bracing and hinged legs. The whole ensemble is able to form two boxes for transport." ➤



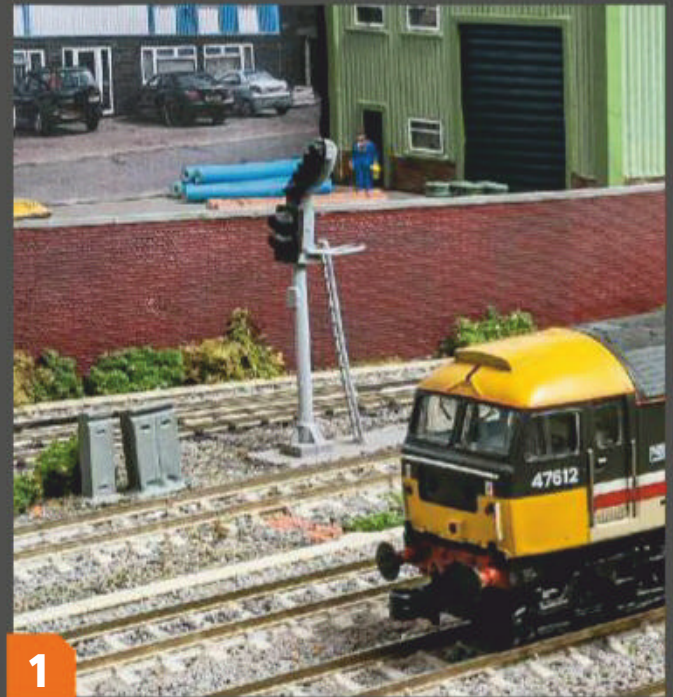
As much detail was added as possible using many items from the ever-growing range of manufacturers' detailing parts. These include a variety of vehicles and several cameos, including roadworks on the bridge.



“Paul Butler has shown with his freelance model of a town in the Midlands that you don't need a prototype to make a great model railway”

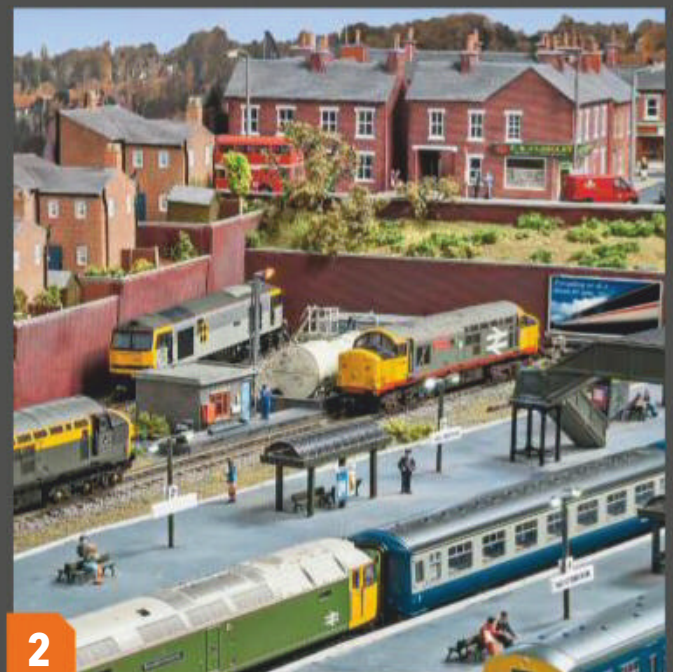


3 things we like



1

The signals are CR signals, operated with switches, and they mimic lights from the control panels.



2

The buildings are a mixture of Scenecraft, Lyddle End, Pikestuff, Weston Models and Metcalfe, some of which have been kit-bashed.

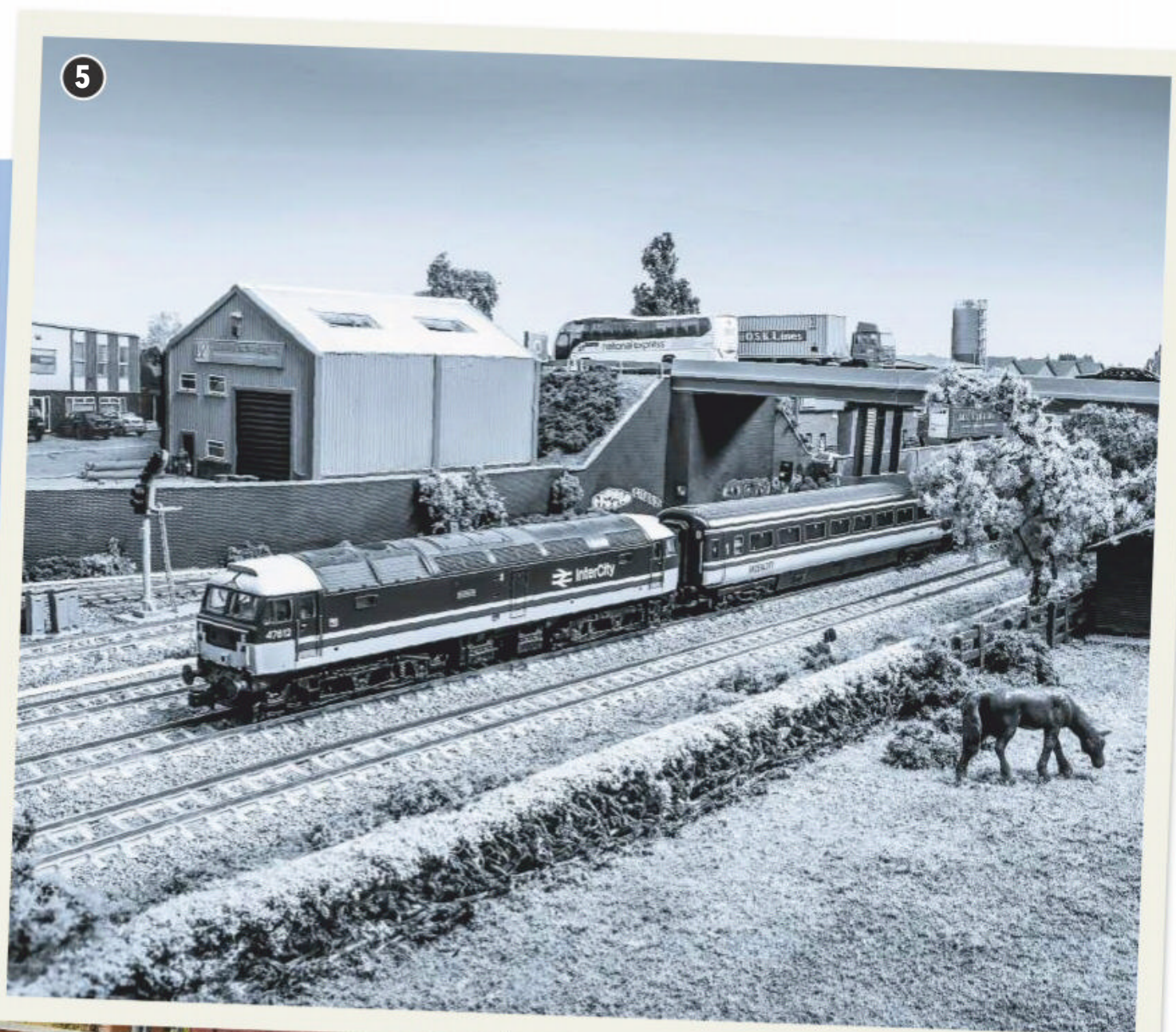


3

The backscenes are a mix of proprietary photographic scenes and photos taken by Paul to fit various areas.

4 The ballast is a mix of several colours from Woodland Scenics applied in the normal way using diluted PVA, tamped between the sleepers with a paintbrush before fixing.





“The boards were constructed from 9mm exterior plywood with 18mm by 44mm bracing and hinged legs”

‘Westbrook’ is a freelance layout that has all the classics incorporated into it. It’s got the main line station, the sidings behind, the railway disappearing under the buildings at one end and there’s even a cameo scene of a car accident. This is another example of how modelling in ‘N’ gauge is showcased so well, but, as Paul explains, as with any railway the planning is key.

“The plan took me quite a while but once I was happy with the structure and stability I began working out a track plan. After several changes I settled for one that allowed for a two-track through line with passing loops and a branch line diverging from the inner loop. There is also a small freight distribution depot and adjacent sidings. Once I was happy that the layout would be easy to operate at shows and allow for maximum use of both freight and passenger trains, it was marked out on the boards.”

Whereas the mention of a two-track through line may bring to mind images of Paul standing at the side of the layout chatting to exhibition goers as trains continually run round, and while this is possible if locomotives are taken out of the fiddleyard to allow

“As one locomotive completes a circuit, it joins the back of the line and has to wait in the queue to be featured again”



6 The platforms are constructed from plastic card and Peco concrete edging. One bridge is scratchbuilt from plastic card and Peco bridge sides; the other being an American Rix kit.

a clear passage, ‘Westbrook’ is unusual in that it doesn’t really allow for continuous running of more than one circuit. This is because Paul’s fiddleyard is split into several isolated sections to allow for the storage of 20 locomotives and 12 DMUs. As one locomotive completes a circuit, it joins the back of the line and has to wait in the queue to be featured again. He can still chat to the viewers, so long as he has a couple of helpers to keep trains moving.

“The locomotives all run on Peco Code 55 finescale with live frog points pinned directly to the baseboards. To me, a gentle curve will always look better than a straight on a layout, so it took a bit of fine tuning to get all the track to fit in a way that looked prototypical and that wouldn’t give me any wiring difficulties across the joins in the baseboard.”

WIRING WOES

“I absolutely loathe doing the wiring; you spend forever doing it and have nothing (visually at least) to show for it at the end. It took a long while to do, particularly with each of the 12 tracks on the

These are large electrical connectors that bridge the gap between two baseboards

fiddleyard split into several sections and all of the wiring that comes with live frog points. When the layout is erected, 25-pin D connectors link the baseboards and feed everything to the two mimic panels in the fiddleyard, which are wired with Double-Pole-Double-Throw switches.”

Paul uses the stud and probe method to change the points and a Gaugemaster W controller at each end, one for the inner and one for the outer loop, highlighting the necessity for two operators as the controllers are 14ft apart! Selecting the correct tracks takes a little bit of getting used to, but after an hour or so it becomes second nature.

“The layout was given a thorough test to check it worked before the ballast was put down. This did result in a couple of extra sections being added to make it a bit easier to use. Testing and making changes at this stage is quite easy, and it provides an excuse to run trains!”

With only a 2ft 6in scenic depth to work with, having height was an important consideration for Paul to create a realistic 3D representation of the landscape. ➤



'N' GAUGE LAYOUT **WESTBROOK**

"I used polystyrene for the basic shape and covered it with filler to give myself a firm base to apply the scenic materials. Rather than using static grass I opted for Woodland Scenics powders fixed in place with diluted PVA, then added details such as the bushes and the trees.

"Adding the details is by far the part of model railways I enjoy the most. I always try to get some cameo scenes into my layouts and here at 'Westbrook' the most noticeable is the car accident being dealt with by the emergency services. The driver had a lucky escape after rolling his car as had he gone a few feet

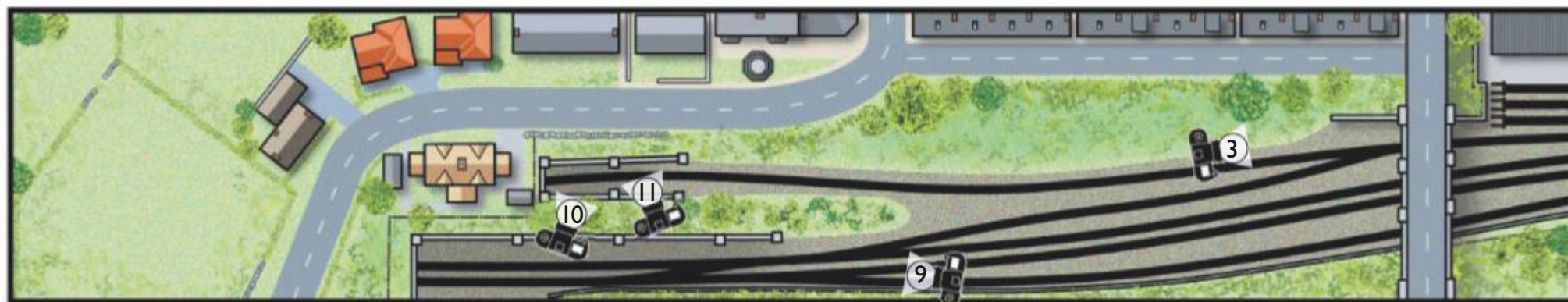
further he would have plummeted onto the rails! My thanks must go to Dave Harrison for fitting the flashing lights to the fire engine. These details really bring the layout to life and give people something to look at on the odd occasion when there isn't a train moving.

"'Westbrook' has now attended over 30 shows and continues to visit exhibitions during 2019, including Milton Keynes, Macclesfield, Mansfield, Cotgrave, Quorn GCR and Burton on Trent. I would like to thank my regular crew of Alan Britton and Geoff Kybett and other occasional operators for their continued assistance in exhibiting 'Westbrook'." **MR**

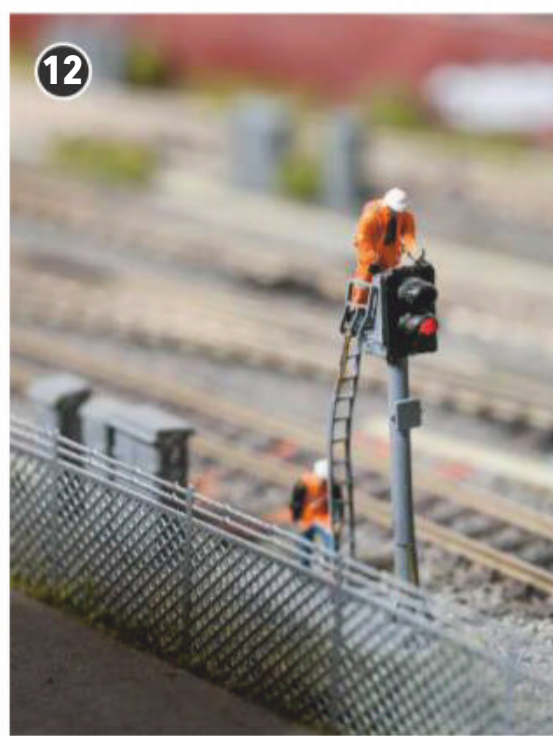
9 The tunnel mouths have been given a plastic card covering to add to their realism.



Artwork: **Andrew Mackintosh**



14ft



MODELLER CV: PAUL BUTLER

I spend a lot of time exhibiting 'Westbrook' but on the weekends I do get to myself I love to spend them pottering about in the garden.

FACTFILE: 'WESTBROOK'

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

Time to build: Eight months

Size: 14ft by 2ft 6in

Track: Peco Code 55, electrofrog points

Power and control: 12V DC analogue. Points are powered via a stud and probe system with SEEP point motors.



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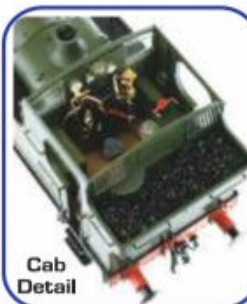
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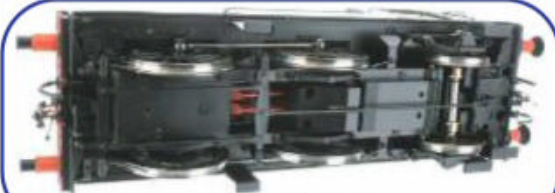
Tool free DCC/Sound
Installation



Cab
Detail



Early toolbox and steps



Underside detail



Late toolbox & steps

7S-006-001 - 48xx Class GWR Great Western
Green 4800 Auto Fitted Top Feed

7S-006-002 - 48xx Class GWR Shirtbutton
Green 4871

7S-006-020 - 14xx Class GWR Green
1432 Auto Fitted Top Feed

7S-006-021 - 14xx Class BR E/Crest Black
1405 Auto Fitted Top Feed

7S-006-022 - 14xx Class BR E/Crest Lined Green
1444 Auto Fitted Top Feed

7S-006-023 - 14xx Class BR L/Crest Lined Green
1426 Auto Fitted Top Feed

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7F-043-006 - Turbot Bogie Ballast Wagon Engineers Dutch Livery DB978702

Streamlined Railcar



4D-011-005 - Streamlined Railcar 12 Lined Chocolate & Cream GWR Monogram & Valance

4D-011-006 - Streamlined Railcar 10 Lined Chocolate & Cream GWR Monogram

4D-011-007 - Streamlined Railcar W11 BR Lined Chocolate & Cream

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4A-002-005 - Water Tower Choc/Cream Flat Top Static
4A-002-006 - Water Tower Choc/Cream Flat Top Motorised
4A-002-007 - Water Tower Grey Flat Top Static
4A-002-008 - Water Tower Grey Flat Top Motorised
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4L-001-007 - Bracket Signal GWR Right hand one arm
4L-001-008 - Bracket Signal GWR Left hand one arm

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Product Scale Key

O Gauge

OO Gauge

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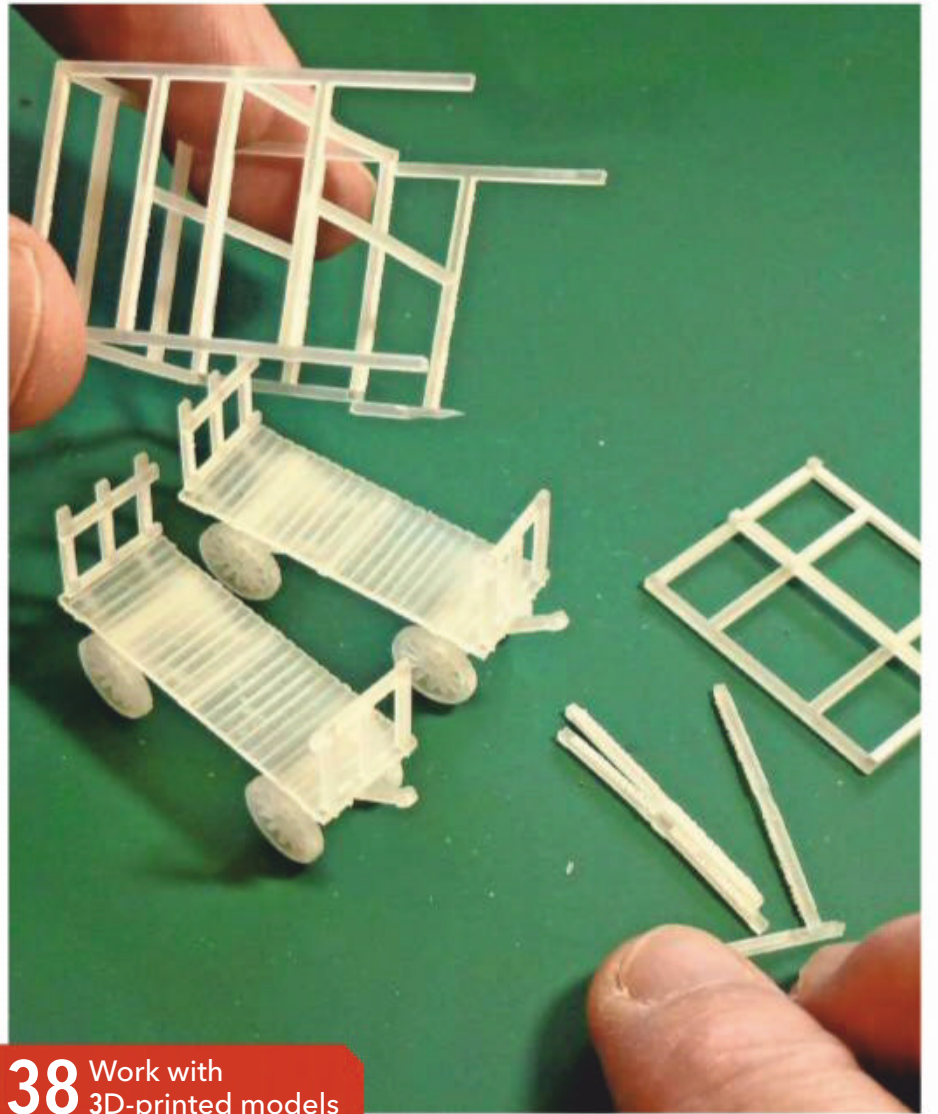
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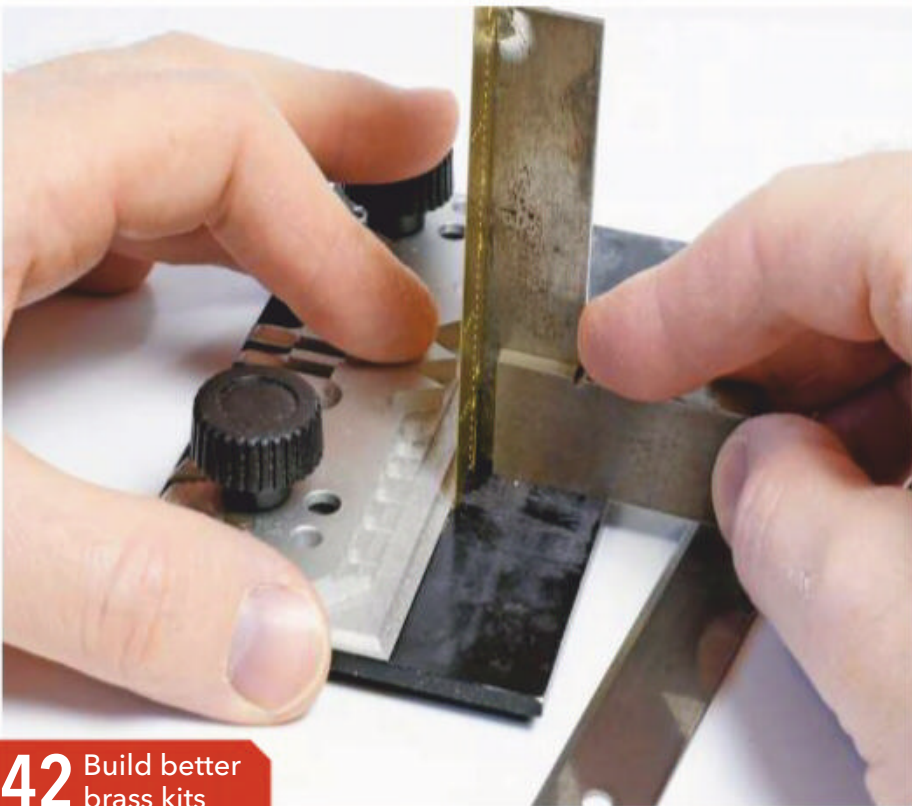
34 Assemble a resin locomotive kit



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



42 Build better brass kits



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Meet the *Model Rail* Expert modellers



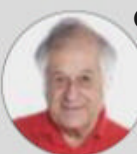
George Dent
Learn from one of the country's best modellers.



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



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



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



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

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



HOW TO

ASSEMBLE A RESIN KIT

Model railway items can make great Christmas gifts and **Chris Gadsby** shows you how to give the modeller in your life something more personal than an off-the-shelf model.

There can be no denying that the range of ready-to-run models on the marketplace caters for a lot of modeller's needs and it's growing all the time, as illustrated by the increasing size of our special edition *Britain's Model Trains* year on year! However, as good as the ready-to-run market is, it doesn't cover every version of every class of locomotive ever built. Fortunately, that is where kit-building comes into its own.

A number of manufacturers create kits for models that aren't yet available ready-to-run, such as the one I've built here from Hardy's Hobbies. This is a resin kit of a Hudswell Clarke 1800 and, as per the instructions, it's designed to fit on an Electrotren 0-6-0 chassis, which I bought from Hornby for £53. Admittedly, by the time you have spent money on the resin body and the chassis you will have spent around the same amount of money as a ready-to-

MODEL Hardy's Hobbies Hudswell Clarke 1800 Class ♦ Price £45.00

AVAILABILITY
www.hardyshobbies.co.uk

25 hrs

run locomotive would cost, but this gives you the opportunity to have a model which simply isn't available off the shelf.

For this project I decided to build the Hudswell Clarke as a Christmas present and create a personalised livery for my Grandad who is growing his model railway collection without actually having a layout to run it on (aren't we all)! For over 50 years he owned a vintage car named 'Albert' but, sadly, he had to sell it last year. I decided to replicate 'Albert's' colour scheme as closely as possible while remembering there are a lot of differences between a locomotive and a car. The kit took me about three days, including drying time, and it was enjoyable to build, gave me a satisfying result and it runs well.

What you will need

SHOPPING LIST

- ♦ Electrotren Spanish 030 Baracaldos
Price: £52.99 Availability:
www.hornby.com
- ♦ Phoenix Precision LNER Oxford Blue
Price: £3.75 Availability:
www.phoenix-paints.co.uk
- ♦ Fox Transfers Generic Alphabet
Price: £10.45 Availability:
www.fox-transfers.co.uk

TOOLS

- ♦ Hand drill
- ♦ Screwdriver
- ♦ Paintbrush
- ♦ Pliers
- ♦ Needle files

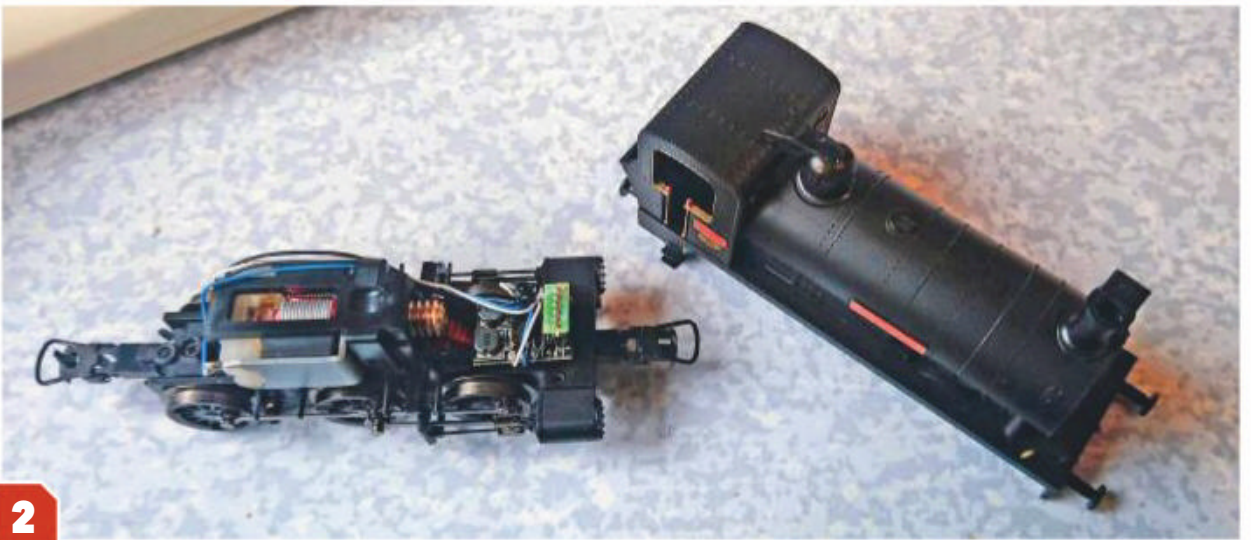
STEP
BY
STEP

1



This is the model which is going to lend its chassis to this project. Remove the body using the screws underneath and take this opportunity to remove the foreign couplings ready for the British ones to be fitted.

2



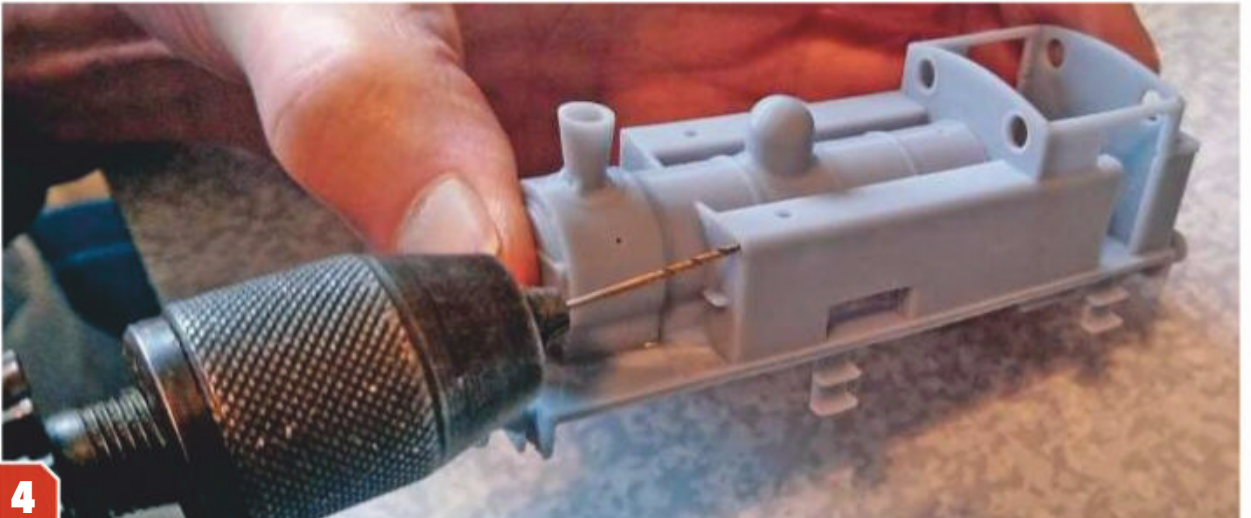
Keep the body once you've removed it. It could come in handy for another project. You will need to prise the circuit board off the chassis by removing the holding plug and moving it out of the way before you drill it.

3



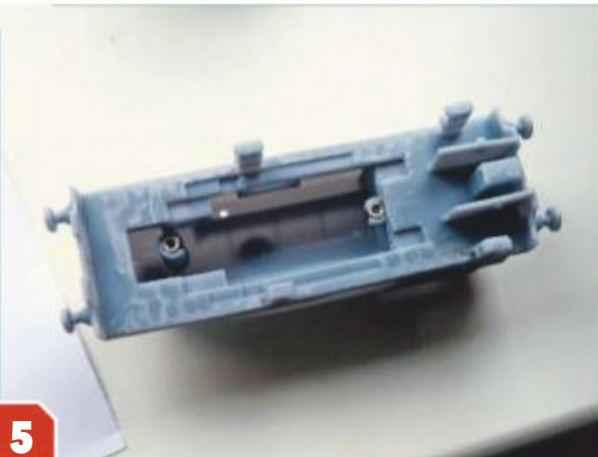
You need to drill right through the chassis with a 9mm drill bit. This is needed to take the screw to attach the body to the chassis later on. Make sure this is completely clear of any flash.

4



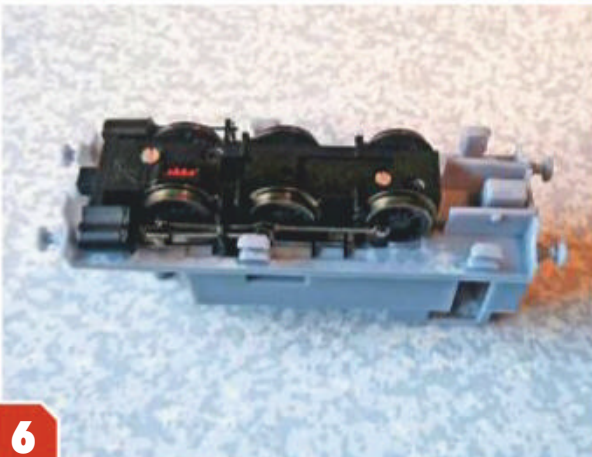
The resin body needs a few 0.9mm holes drilled into it. Be careful when doing this as it is very easy to break the drill bit. Having an extra pair of hands if you don't have a vice (as in my case), is very helpful!

5



In the resin body there is space for two nuts that will fix the chassis to the body. Keeping them in their slots was tricky so I resorted to gluing them in. However, be careful not to glue the thread of the nut when doing this.

6



Here the chassis has been test-fitted to the body. This did reveal a couple of potential problems with the steps on the side which rubbed on the wheels. I filed the steps back a bit and this seemed to solve the problem.

7



Now it's time to paint it. If you're using a prototype livery you'll have examples of the real thing to work from, but if you are doing a fantasy livery, you can let your imagination flow. Use masking tape to ensure crisp lines.

8



I always start with the dark colours, in this case black, which I used for all of the lining and the smokebox. It looked good after only a single coat, but some touching up may be required for areas the brush didn't cover first time.

9



Carefully peel away the masking tape which should hopefully reveal nice crisp lines for your model. This can be done as soon as the paint starts to go tacky to prevent any paint that's on the tape from flaking off.

STEP BY STEP



10

Now to add the other colour. I went for a really nice Oxford blue since the livery I was trying to recreate was one on a Morris Oxford car. This one needed two coats, especially as I was brush painting. It's only had one in this picture.



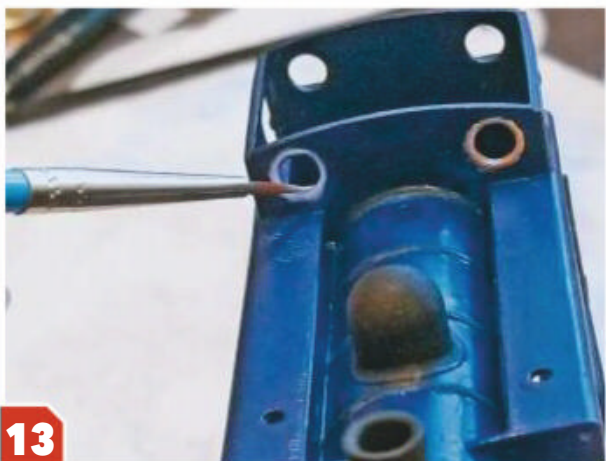
11

Paint the roof the same colour as the running boards. I just used a matte black but it will need two coats for a good finish. One coat will suffice if you are aiming for a weathered, slightly distressed look.



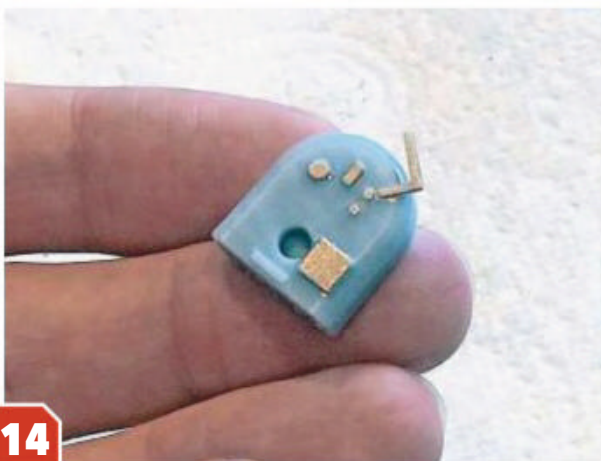
12

I found it easier to leave the roof on the sprue while painting - it gave me something by which to hold it and it also allowed me to paint down the sprues and ensure I covered the entire roof.



13

Using a very fine brush, paint brass rings around the windows. This picks them out from the main body and adds some colour to an otherwise dark livery. It means that the windows are the same colour as the pipes and handrails as well.



14

In order to fit the cab detail easily it is best not to fit the roof until the very end. Once again, pick out the controls in brass with a fine paintbrush before painting the rest of the firebox backplate.



15

As with the roof, I found it easier to paint all the small details while they were still on the sprues, using the photographs on the Hardy's Hobbies website as a guide. Be careful when cutting them from the sprues as they are delicate.



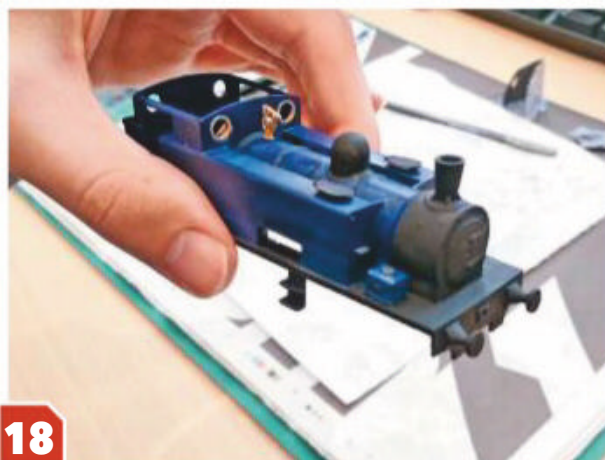
16

Fit the controls into the cab. Handily, there is a little indent in the centre of the bottom of the backplate which sits on top of a small extremity in the main body which helps you to get it in the right place.



17

The two tank fillers sit in the holes created right at the start in the tanks. Use plenty of glue and push them down as far as they will go as the 'leg' isn't very long. I applied the glue from inside the model.



18

Add the safety valves to the front of the cab. These are very delicate - I managed to break both the one for the model and the spare, so I had to do some repairs. Again, as with the tank fillers, apply the glue from the underside.



19

Three 6cm lengths of wire are included with the kit for the cab handrails and the smokebox rails. There's no margin for error here so take your time. Bend the top of the wire with some pliers and fit into the hole.



20

Thread the knobs onto the rail and bend the centre of it around a 5p piece to get the curve around the top of the smokebox. Locate the knob in the hole and push it all the way in. Once they are all in they will hold there.



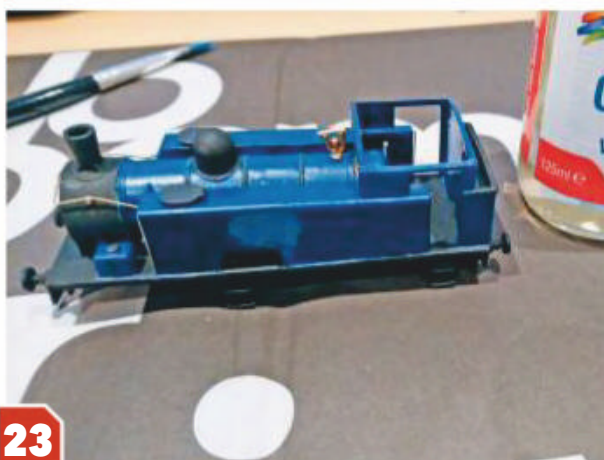
21

Bend the wire around the smokebox and the forces acting in different directions will keep it firmly in place. Use pliers to make fine adjustments once the knobs have been glued in place to get the desired angles on the wire.



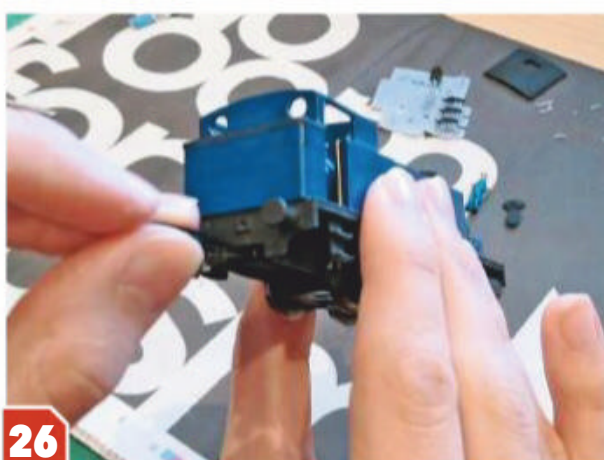
22

At some point over the course of the build I lost the smokebox door dart. No doubt it will turn up as soon as I have finished the project, but for now I made one from a small spare piece of wire and a spare knob.



23

Time for the transfers to give this locomotive some identity. I used some clear gloss varnish as per the instructions to aid the adhesion of the transfers on the tank sides. You don't need to use a lot so don't smother your model.

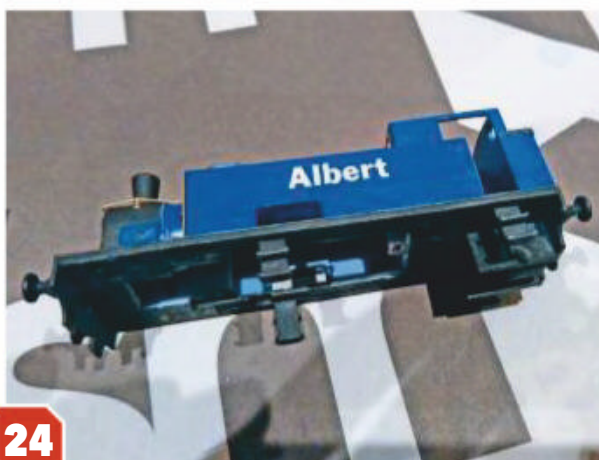


26

Having removed the European couplings from the chassis replace them with the tension lock couplings supplied in the bag. I found that the socket for the rear coupling was too long and it would not click into place.

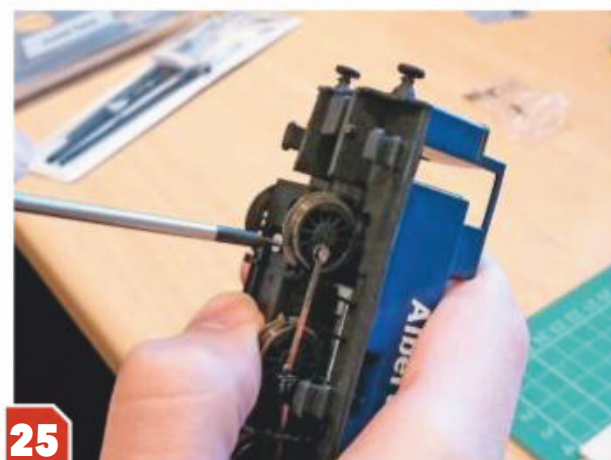
Who is the real 'Albert'?

My Grandad's 1928 Morris Oxford flatnose 'Albert', which he owned for more than 50 years before selling it last year. The side of the double garage in which it lived was going to house a model railway, however it has now been taken over by parts for the rebuild of his Wolseley on the other side!



24

I used Fox's transfers 5mm generic alphabet to name my locomotive. The size is a bit larger than would be used on a prototype but it did make them easier to work with and it will make the model easy to recognise on a layout!



25

Two M2 screws connect the Electrotren chassis to the resin body. Since you can't see the nut you're screwing it into, it may take several attempts. Do not tighten them fully until you are sure that the screws have threaded.



27

The two figures that come with the kit are tall gentlemen but nevertheless they are suitable for 'OO' gauge. I painted them in suitable attire and then fixed them to the cab with suitable resin adhesive.



28

Fit the roof once the figures are in place. I thought this was slightly too small and wasn't as snug a fit as I would have liked but it still looks good. I now have a finished personalised model. Merry Christmas Grandad!



HOW TO

WORK WITH 3D PRINTED MODELS

Replacement parts, conversion parts or complete models, you'll find them all in 3D print. But just how easy is it to work with? **Chris Leigh** has been getting some practice.

Back when I was a teenager, cast whitmetal kits were one of the newest innovations in 'OO' gauge modelling. I wanted a '14XX' 0-4-2T, but before taking the plunge and buying an expensive locomotive kit I decided to try out working with this new medium and bought the autococh kit as a practice piece. Later, with the introduction of etched brass kits, there was a lattice footbridge kit that could be assembled with the revolutionary new cyanoacrylate adhesive, before one launched into building coach and locomotive kits which were best assembled by soldering. Then came resin kits, often with very few parts to assemble and no need for soldering.

The production of etched parts requires drawn artwork, while cast kits and resin mouldings require the preparation of masters from which moulds are made. Such work is time-consuming and skilled, and therefore expensive. What if you could cut out much of that preliminary work making patterns and tools? What if you could go from artwork,

drawn on computer, straight to production? There would, of course, still be a cost in preparing the computer artwork but there would no longer be the need to produce bulk quantities to cover the original costs, and which might then sit on the shelf for years, preventing the recovery of the original outlay.

3D printing does just that. It enables those with the skills to produce the computer artwork and then offer the item for sale to a wider public. In the case of model railways, the maker no longer has to invest in a stock of models, kits or parts which may stay on the shelf for years. The maker is also freed from the restriction of offering his product only in his chosen scale. Now, by using the services of an online 3D printing operation such as Shapeways, a maker can advertise a product in various scales and it will only be produced when someone orders it. The purchaser

selects the product and scale and pays the price accordingly.

That is how I stumbled across the GER mobile fruit traffic office van that is the subject of this article.

I already had some experience of working with 3D-printed models. Several years ago I bought a 3D-printed 'J70' 0-6-0T which was featured in *Model Rail* at the time. More recently I've painted a number of 'OO' gauge figures from ModelU which are produced by 3D printing and available direct from Modelu (www.modelu3d.co.uk/3d-scanning/). I've also acquired from Shapeways a couple of 'HO' scale baggage trolleys as practice pieces for use on my Canadian layout. The GER fruit traffic office van is available on Shapeways market place from Recreation21 in six scales, from 'N' gauge to Gauge 1, and priced from £18.75 to £156.96. The 'OO' gauge version,



MODEL Recreation21 GER Fruit Traffic Office Van ♦ Price £42.89

AVAILABILITY
www.shapeways.com



STEP
BY
STEP

1

I practised with some ModelU shunter figures. In this case there's a supporting column of plastic (a sprue) which needs to be cut away with a sharp scalpel, while keeping it well supported on the cutting mat.



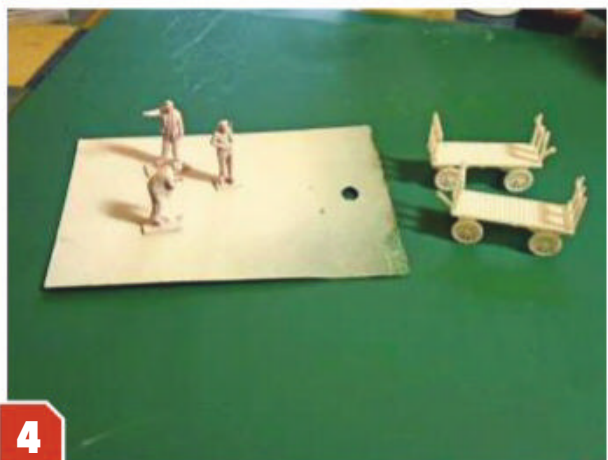
2

This engine driver's arms are resting on the cabside of his locomotive (see MR254's cover) and those arms have tiny sprues which needed to be cut away. If you cut carefully, there will be no need for any further cleaning up.



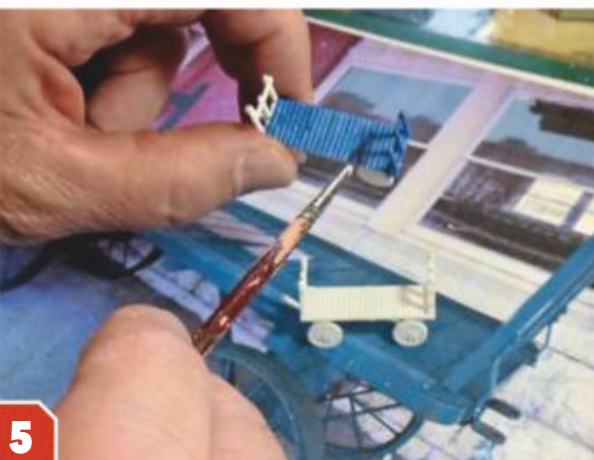
3

These baggage carts were supplied as a pair in a 'cage' which not only served as a basis for the building of the plastic but also helped to protect the models in transit. The 'cage' is easily cut away and can be discarded.



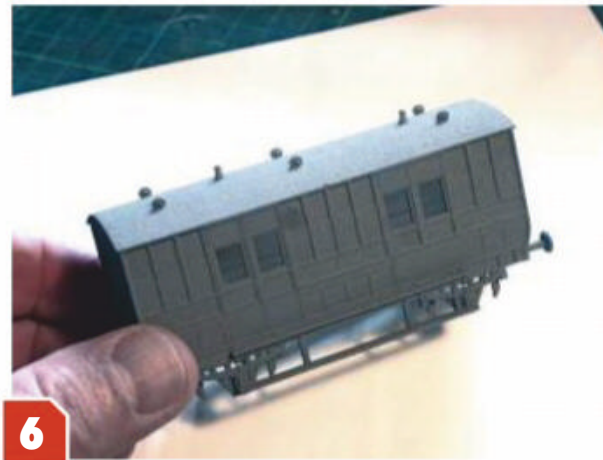
4

Painting is the next stage. I planned to brush-paint these items but gave them a quick spray with Halfords white primer first. By coincidence, the baggage carts and the railway figures were to be predominantly matt blue.



5

I used Humbrol acrylic (water-based) paints for these items, but the GER van was finished with a RailMatch enamel 'rattle' can. I like to brush-paint smaller items whenever possible as aerosol cans clog or splatter.



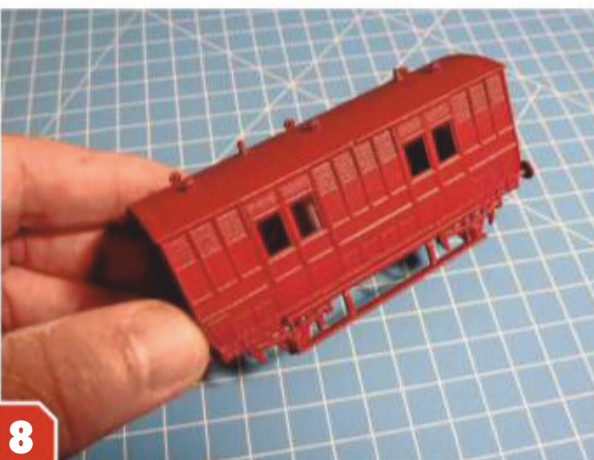
6

I began by spraying the white plastic moulding with Modelmates grey primer. A white primer would actually be better under the RailMatch BR crimson as the grey base coat tends to darken any red that is applied over it.



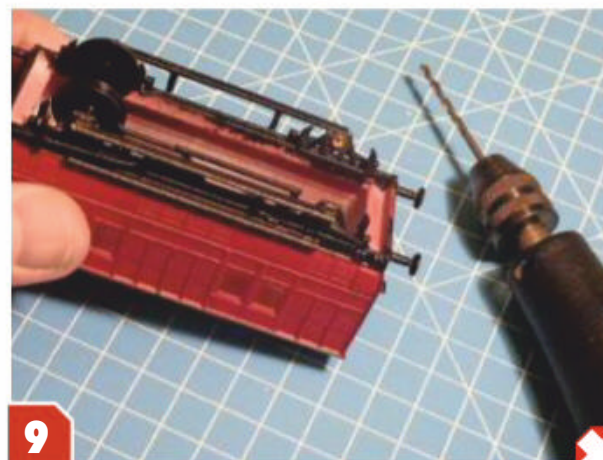
7

It needs a floor but I had no details of any underframe or brake gear and decided not to bother as it would be largely hidden by the stepboard. Ledges at either end will be handy for attaching the floor and couplings.



8

I sprayed the model RailMatch BR crimson with a 'rattle can'. The lighting exaggerates the slight stipple finish, which is not the painting but actually the finish of the 3D printing. As this was a wooden vehicle, some 'texture' is acceptable.



9

A trial fit of some wheels revealed that these would require the fitting of brass top-hat bearings. Access to drill out the holes in the axleboxes is not easy but the plastic can sustain being drilled. I used 14mm coach wheels.

A-76, is priced at £42.89. It is important, when ordering, to double-check that you are ordering the correct scale, as the same illustration is used for all the sizes. Models are produced to order and an approximate delivery date will be given when the order is placed. Mine took about three weeks to arrive.

3D-printed models are still very much a kit, but cannot be approached in the same way that one would build a plastic, etched or cast kit. In the case of the GER van, what you receive is a single component, comprising the complete body, roof, solebars, axleguards and bufferbeams, all in one piece. It is complete with buffers and roof vents. The only extras you need to provide are your own choice of

couplings and wheelsets. I felt that it was also necessary to provide a styrene floor, clear glazing and some weight.

Because the body is a one-piece moulding, access to fit glazing material is from underneath, there being no floor. Before fitting glazing, it is necessary to paint the model, so one ends up making the model in reverse order, painting first, then glazing, then adding the floor and the wheels. As this makes the paint finish vulnerable to accidental damage, it is worth doing some preparation first, cutting the floor to size and test-fitting it, and drilling the axleboxes to take brass 'top-hat' bearings. Starting with some practice pieces, here's how I did it.

What you will need

SHOPPING LIST

- ◆ RailMatch BR crimson Availability: <http://howesmodels.co.uk>
- ◆ Parkside/Peco coupler mounting blocks
- ◆ White primer Availability: Halfords

TOOLS

- ◆ Minidrill and 1/16in drill bit
- ◆ Paintbrushes
- ◆ Plastic Magic liquid adhesive



10

Glazing is the next step. I used oversized pieces of .010in thick clear glazing material to glaze all four windows with a single piece, glued in place with Uhu adhesive. For ease of handling, small pliers were used to place the glazing.



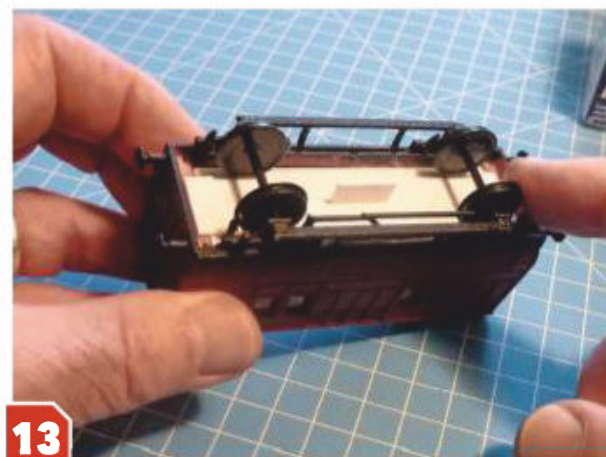
11

I made a floor from 040in styrene sheet, with a shallow box on the top. Some quick-setting PVA was spread inside the box and a teaspoon of lead granules added. These are used mainly in model boats and aircraft.



12

I added tabs of 040in styrene to the ends of the floor so it could be glued to the body. I added a central tab of styrene as a 'handle' to enable the floor to be positioned. Once the floor was in place, the 'handle' was snapped off.



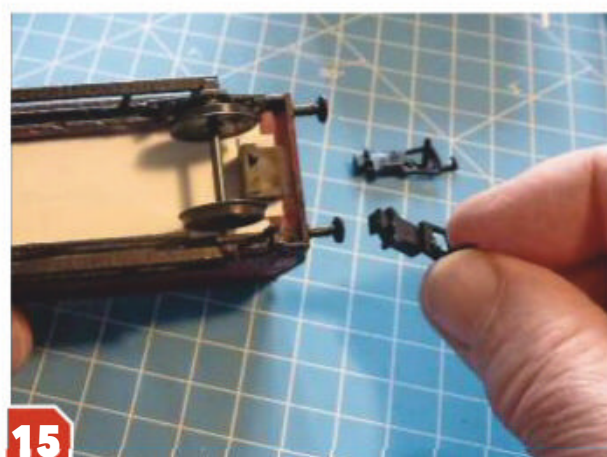
13

With the floor in place, the wheelsets could be inserted into the brass bearings. I used 14mm disc coach wheels from Alan Gibson. I checked that they were free-running and eased the bearings very slightly to make sure.



14

In the absence of real evidence to the contrary, I stuck with my crimson livery and made up some decals to suit. Working in Microsoft Word, I used 6pt Gill Sans font and yellow lettering highlighted in dark red.



15

The final task was couplings. I've started converting my stock back to tension-locks using Parkside mountings (from Peco) and Bachmann couplers, as my eyesight and patience no longer copes with three-links!



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HOW TO

BUILD BETTER BRASS KITS

Expert kit builders **Dave Lowery** and **George Dent** offer a range of tips for shaping and joining etched brass components.

Building etched brass kits can be a daunting prospect for the beginner, but the following tips will help you to prepare, shape and bond components more effectively. Working with metal can be a hugely rewarding experience, whether you're building an

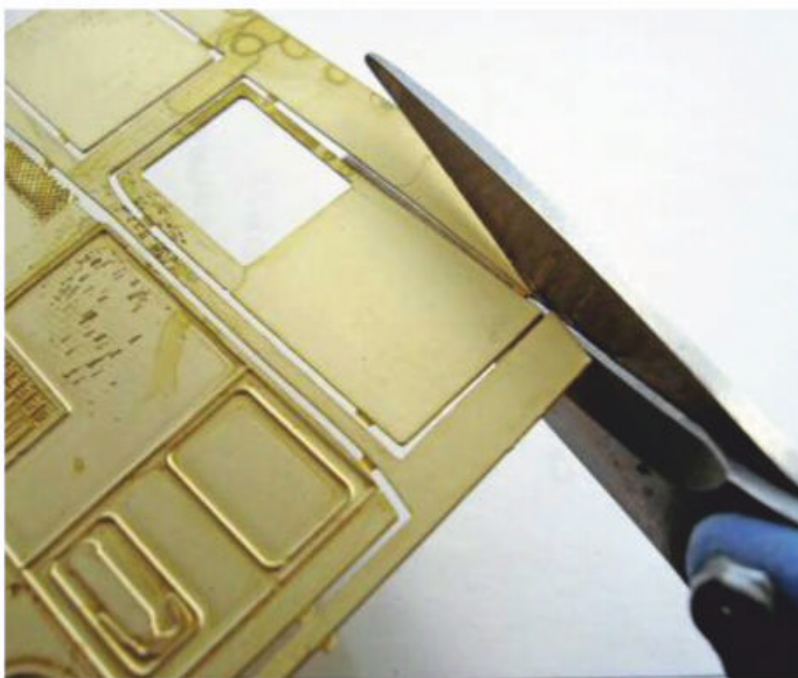
entire model or the brass element of a multimedia kit, or even just a detailing/conversion project.

Between them, Dave and George can boast many decades of metal kit-building experience, so sit back and let them pass on some of their top tips!

DAVE'S TOP TEN TIPS

TIP 1

Attempting to cut out individual components from within the brass fret carries the risk of distorting the delicate etched parts. This is something I often see people doing, but it's far safer - and easier - to simply cut straight through the fret with a set of metal shears, such as these from DCCconcepts. Once the surrounding waste material is removed, you'll have better access to the individual parts.



TIP 5

With brass kits, three types of solder can be employed: general-purpose 180° four-core solder for the main assembly; a lower temperature solder, such as 145°, for overlays and smaller components; and 70° whitemetal solder for... guess what? Whitemetal parts!

You'll need an adjustable temperature soldering iron in order to work with different solders to best effect.



TIP 6

Forming a double fold is probably the most difficult shaping task and I have shown an example here of a window rebate in a Class 86 cab side. Complete the first fold in the clamp bars and, when you're happy that it's square, run a seam of solder down the inside of the fold.



When the metal has cooled, the second fold can be achieved without risk of distorting the previous fold.



TIP 7

When soldering laminates or multiple layers of brass, use general-purpose four-core or 145° solder and 'tin' both of the surfaces to be joined. Then flux both, clamp together and add heat with either a hot soldering iron or a small gas-powered heat gun, such as this tool from Proxxon, which is lovely!



TIP 2

In order to get a good soldered joint, the bonding areas need to be clean. Burnish the metal with a good thick glass fibre stick, but do be careful of the loose glass fibres, as they will stick into your fingers and irritate the skin – I speak from experience!

**TIP 3**

Once the parts have been cut from the fret, you'll need to clean them up. Use a flat file along the straight edges to remove the inevitable burrs that remain after cutting from the fret. Work gently – being rough with the file is likely to distort the metal, which will be difficult to remedy.

TIP 4

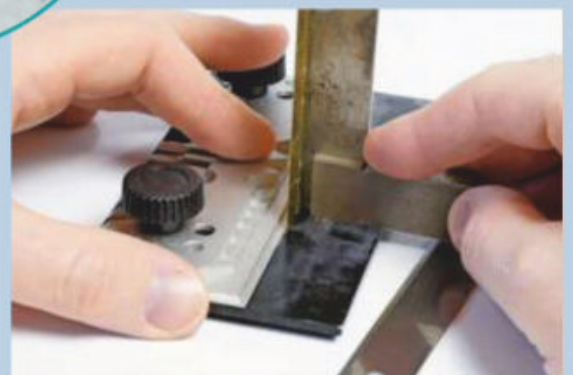
Many etched metal components need to be shaped in some way, usually by folding. Half-etched fold lines are inevitably formed into the parts to help the process. Check the kit's instructions, but a general rule is that these half-etched lines lie on the inside of the fold.



It's vital for the folds to be formed neatly without distorting the rest of the part and there are many commercial folding tools on the market that greatly ease the process, most notably the range of Hold 'n' Fold clamps.



It's possible to make your own folding aid, although you'll require a decent bench vice in which to operate it. Here, I've formed a simple folding aid from two pieces of 1/8in brass sheet, held together with a pair of screws. The etched component is clamped between the two sheets and the assembly held within the vice. The half-etched fold line is aligned carefully with the top of the tool brass sheets and a steel rule – or other stiff, flat object – is employed to fold the brass in the desired direction.



Check the angle of the fold with a mini set square before removing the part from the clamping tool.

TIP 8

Flux acts as a catalyst in the soldering process and, again, there are many examples on the market in both type and consistency. I personally like to use a good strength acid flux. Flux helps to keep the metal clean while soldering is in progress, while also aiding the transfer of heat from the iron and the flow of the molten solder.

Flux helps to keep the metal clean while soldering is in progress, while also aiding the transfer of heat from the iron and the flow of the molten solder.

TIP 9

Flux also allows you to avoid damaging fragile whitmetal castings with a hot soldering iron. Instead, you can use the heat transfer method. 'Tin' both sides of the brass part to which you're going to solder the whitmetal part. Then, using 70° whitmetal solder, apply flux, position the parts and apply the heat from underneath the brass component.

TIP 10

To hold brass when soldering, you will need clamps and grips to avoid burning your fingers. Aluminium hair grips are really useful, as are sprung steel tweezers. Always allow the molten solder and brass components to cool before you handle the parts.

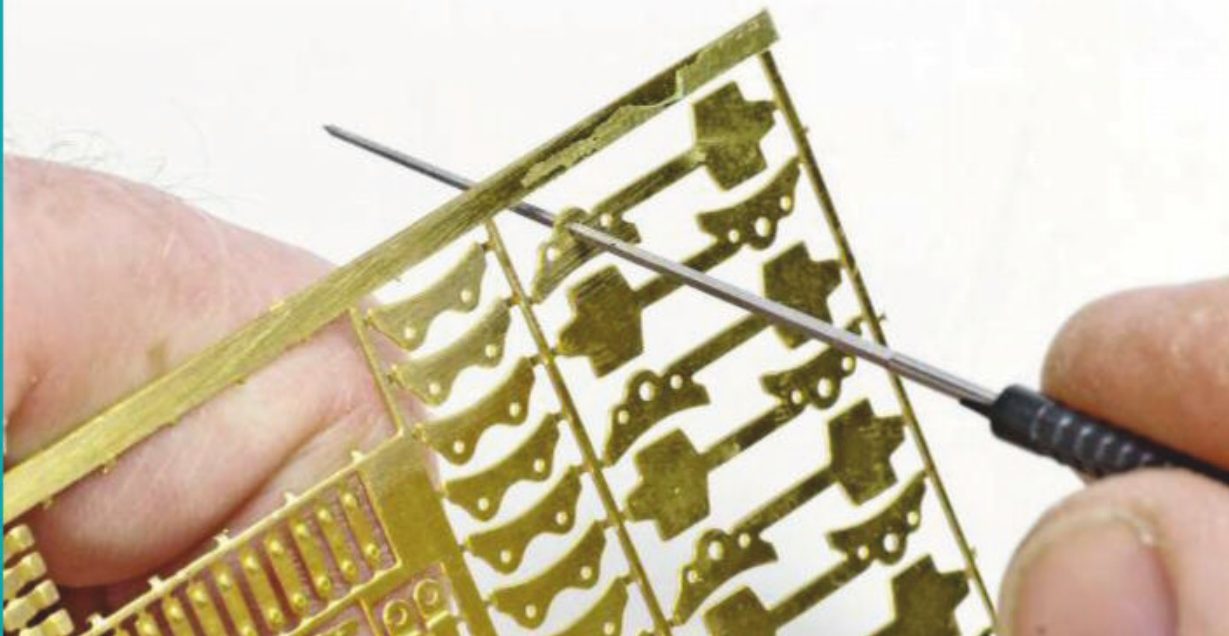


GEORGE'S SEVEN LESSONS

TIP 1

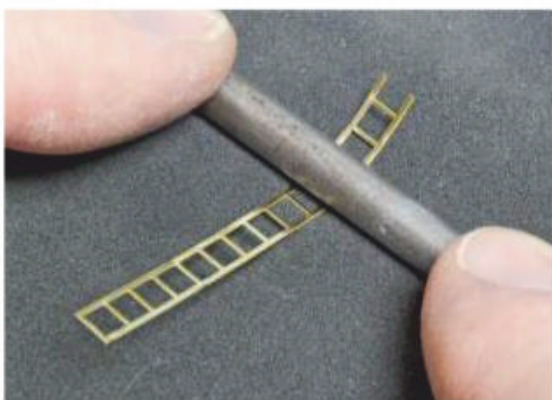
If etched holes need to be opened out to accommodate wire or other parts, using tapered reamers is preferable to drill bits, especially with smaller, delicate components. A reamer offers more

control and there's less chance of distorting the brass, with drill bits often likely to 'bite' into the metal. Test the diameter of the aperture until the required size is achieved.



TIP 2

When holes do need to be drilled, clamp the part securely onto a flat piece of plywood and use a centre punch to form a small indent in the surface to guide the drill bit. Employ a few drops of light modelling oil to lubricate the drill bit while it cuts through the brass. If using a power drill, set it to the slowest speed and allow the bit to cut in its own time. Don't force it, or there's a good chance that the drill bit will break, or the brass will be distorted.



TIP 5

A simple timber jig, consisting of a plywood base and softwood cheeks, fixed to a right angle and perpendicular to the base, helps when assembling

bodyshells. Clamp the parts in position and check the angles with set squares before soldering the corners together.



TIP 4

When parts need to be shaped to a curved profile, lay the brass face down onto the back of a foam PC mouse mat. Roll a metal rod or tube over the component, using gentle pressure. The brass will begin to curl upwards. By altering the diameter of the rolling rod and the amount of pressure, the radius of the curve can be tailored to suit your needs.

The same process applies to parts of any size, with a longer rolling rod and foam mat required for carriage sides. Work gradually and check the profile at regular stages, using other parts as a guide if necessary - especially coach ends - until the desired shape is achieved.



TIP 6

Cleaning away all traces of flux residue is vital, especially when using acid-based formulae, as these can degrade the solder bonds in the long term if left *in situ*. A thorough scrub in soapy water, using an old toothbrush or cotton swabs, can be followed by a rinse in clean water before setting the parts aside to dry.



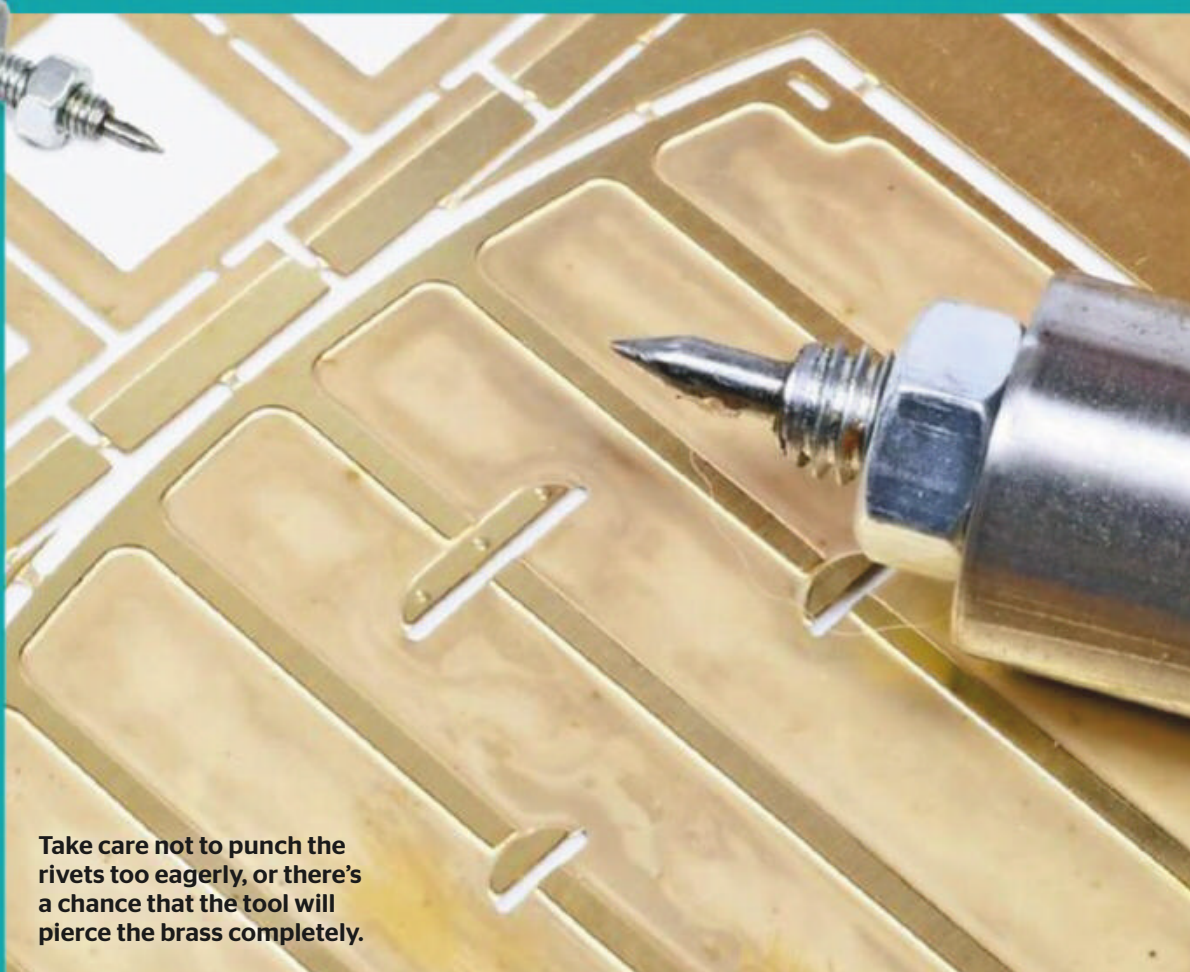
TIP 3

Raised rivet heads will need to be formed into the brass before the parts are shaped and assembled. Like fold lines, half-etched location points will be provided, and these can be punched with a pointed scribe and a light hammer. Various dedicated punching tools are available, such as this simple device that features a weight that's dropped down the shaft to impact on the punch head. By setting the height from which the weight is dropped, a consistent punching pressure can be achieved.

THINK SAFE!

Remember that hot soldering irons and metal parts need to be handled carefully and working on a heat-resistant surface is important. Solders and fluxes may contain toxic ingredients, so be sure to wash your hands after handling them. Always work in a well-ventilated room and avoid inhaling the fumes created when soldering.

Take care not to punch the rivets too eagerly, or there's a chance that the tool will pierce the brass completely.

**TIP 7**

It isn't necessary to solder every element of a metal kit, especially if you're wary of working with whitemetal and low temperature solders. Smaller parts can be attached with glue after all of the soldering work is complete (and the surfaces have been cleaned). Epoxy glue offers a resilient bond for buffers and other exposed parts, while cyanoacrylate is perfect for smaller detail fittings.



Good quality plastic kits are easy to build and offer an enjoyable experience.



HOW TO

BUILD PERFECT PLASTIC KITS

George Dent gives a masterclass in plastic kit construction, using a Parkside 'O' gauge van as an example.

Building plastic rolling stock kits can be great fun, especially when working with good quality products that feature crisply moulded parts that fit together easily. I've been a big fan of the Parkside range of kits since I was a teenager, building about 200 of them so far, mostly in 'OO', but also in 'N', 'O' and 'OOO' gauges

They offer great value, with wheels and bearings supplied, while the 7mm scale kits also provide a wealth of underframe fittings, sprung buffers, scale couplings and even sets of transfers. Now produced and distributed by Peco, they're readily available from model shops.

Preparing and aligning of the parts is important with any kit, but especially with rolling stock subjects, where the chassis and body need to be built square and true in order to ensure that the wheels and axles perform correctly. A degree of twist or

0 GAUGE **MODEL** Parkside Models PS-10 SR 12t Banana van kit ♦ Price £36.75 | **AVAILABILITY** Peco stockists | **12 hrs** | www.peco-uk.com

misalignment can lead to unreliable running and even derailments.

This doesn't mean that the task is difficult, however. By taking a few precautions and test-fitting the parts before gluing, we can avoid most of the potential pitfalls. As shown in the accompanying demonstration, working on a small, thick piece of plywood provides a reliably flat reference surface on which to build the vehicle. It also removes the risk of inadvertently gluing the parts to a plastic cutting mat!

Choosing good quality kits is important. Kits of a lesser quality, whose moulds are wearing out, often involve hours of fettling away waste material and lots of extra work to get the components to mate together

effectively. In such cases, you need a higher degree of dedication and persistence, but the joy factor can often prove elusive (trust me, I've been there once or twice!).

It's worth pointing out that, although I've employed an 'O' gauge kit here, the same core principles apply to plastic kit building in any scale.

What you will need

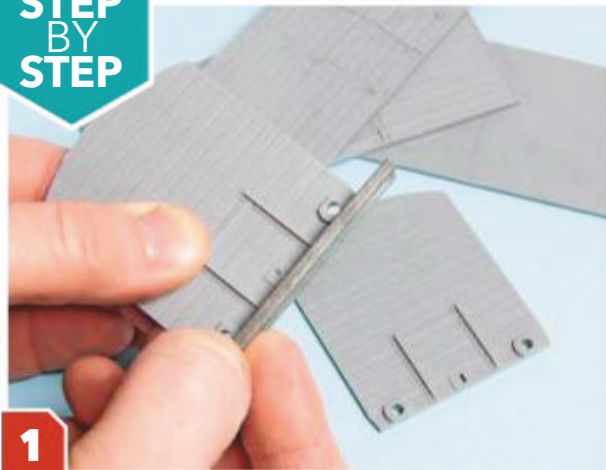
TOOLS

- ♦ Knife
- ♦ Tweezers
- ♦ Files

- ♦ End cutters
- ♦ Drill & bits
- ♦ Pliers
- ♦ Setsquare

STEP BY STEP

1



After cutting the sides, ends and floor from the plastic sprue, gently tidy the edges of any burrs and moulding seams using a flat file. Ensure that the edges are square and true with a set square.

2



The corner joints of the sides and ends feature small rebates and these also need to be free of any excess plastic. A pointed needle file is perfect for cleaning up these areas, test-fitting the parts to check for a close fit.

TOP
TIP

Sticky subject

For the basic assembly of plastic kits, thin liquid poly cements are the best choice of adhesive. This type of glue relies on the parts meeting snugly, as the solvent acts to 'weld' the two surfaces together. Wherever possible, apply the cement from the inside of the joint to avoid damaging the exterior surface relief. Just a small amount is usually necessary.

Allow the parts to dry at each stage before handling - 20 minutes is usually enough, but other parts may need a longer rest, perhaps overnight, such as axleguards, chassis frames and complete body assemblies.

3



A piece of plywood useful for aligning and bonding plastic parts as the poly cement will not damage the surface. With the floor and one end aligned with a set square, apply a small amount of cement to the inside of the joint.

4



Allow a few moments for the first two parts to bond together before repositioning the floor on the plywood base. Align one of the sides carefully and apply the cement to the inside edges, again using a set square to aid alignment.

5



The process is repeated by adding the other end, followed by the opposite side. Again, check the angles with the set square and ensure that the body sits squarely on the wood base without any signs of twisting.

6



It's wise to leave the body for an hour or two before adding the roof. Position it with masking tape to hold it in place and check for correct alignment before applying the cement to the joint with a fine brush. Leave overnight to cure.

7



Something I wished I'd noticed before adding the solebars and underfloor framing is the raised ejector pins near each corner of the floor. These impede the fitting of the brakes, so they need to be flattened before you continue.

8



The axleguards and axleboxes come in several parts to allow for a degree of compensation in the axles. Fettle the parts carefully with needle files until the axleboxes slide freely (but not loosely) in the 'W' irons.

9



The bearings need to be secured to the axleboxes with glue and this in turn holds the front and rear sections of the 'boxes together. Fix one of the completed axleguards to the solebar, ensuring that it's perpendicular to the floor.

10

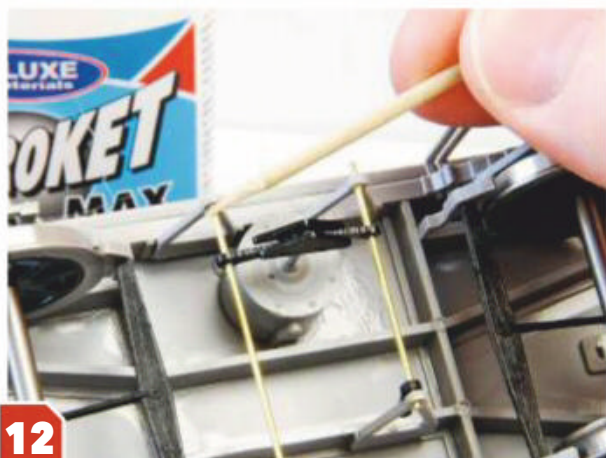


Insert one of the axles and position the opposite axleguard assembly. Check that the axle sits concentrically with the wagon's longitudinal axis and that the wheels rotate before securing the axleguard to the solebar.

11



Fettle and test-fit the brake shoe assemblies to ensure adequate clearance for the wheels to rotate. Open out the holes in the brake shoes for the yokes with a small drill. When happy with the fit, commit to applying the adhesive.



12

The yokes can be applied, along with the rest of the brake gear, including hangers, vacuum tank and actuating arms. Brass wire is provided with the kit for the cross shafts, which can be cut to length and secured with cyano glue.



13

Thinner brass wire is also supplied for the small door handrails, which need bending to shape and fixing into drilled holes. Finish the underframe by adding the brake handles and guides.



14

Buffer shanks are fitted, but the steel sprung heads can wait until after the wagon has been primed and painted. Whitmetal brake and steam hoses need fettling slightly with a needle file before fixing in position.



15

A little extra weight is helpful to improve performance. Fine lead shot is a handy, dense material that can fit within the chassis framing. Secure with a thin, penetrating glue such as Super 'Phatic from Deluxe Materials.



16

When the glue is fully cured, clean the model thoroughly before priming and painting. The wheels aren't easy to remove, but they can be masked *in situ* with strips of tape, applied carefully to avoid damaging the brake gear.

TOP TIP

Weigh things up

Plastic kits invariably lack the requisite mass for reliable running, so adding some extra weight is often necessary. With vans or other covered wagons, it's possible to hide a metal weight inside the bodyshell during assembly. However, I've found that these sometimes work loose over time and rattle around the interior, with no means of access to cure the problem.

In most cases, I prefer to fix weight to the underside in the form of fine lead shot (as sold for model boats and aeroplanes) between the chassis framing, secured with a penetrating glue such as thin PVA.

It's important to maintain consistency throughout your wagon fleet, as a marked difference in weight between vehicles can lead to derailments. Placing the model in a small set of weighing scales while adding ballast is a simple means of measuring the mass, using ready-to-run models of a similar size as a point of reference.

TOP TIP

TESTING, TESTING

Test-run the vehicle on your layout to check for correct performance of the wheels/axles, as well as the alignment of buffers and couplings with other stock. A tiny drop of light oil in the axle bearings helps the axles to turn smoothly.

Parkside's 'O' gauge kits come complete with wheels, bearings, three-link couplings and transfers, making for a great value package.



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Masterclass

Looking at locomotives in detail

142045 passes the signal box at Edale, on the Hope Valley line, on June 25 2016. This unit was one of several to receive larger dot matrix destination displays. Some '142s' received additional ventilation grilles on the nose. ROBERT FALCONER

A NOD TO the underdog

An unsung hero of Britain's railways, the 'Pacer' proved to be a stalwart people mover. **Richard Foster** describes its humble origins.

Two trains, two very different farewells. It's May 18 2019 and the platforms at London Paddington are thronged with well-wishers who want to give Great Western Railway's HST fleet a final send-off. It's not just enthusiasts who are paying their respects – the general public wants to say farewell too.

Weeks later there were howls of derision from passengers and media alike when Rail Minister Andrew Jones declared that the soon-to-be redundant 'Pacers' could be turned into cafés or community centres.

The 'Pacer' is not a hero like the HST. It's been used as a symbol by politicians and campaign groups alike for all that's wrong with Britain's railway system.

Two trains, two very different public perceptions.

The irony is that both HST and the 'Pacer' were born at a time when British Rail was really struggling to make ends meet. InterCity faced stiff competition from motorways and air travel, while falling receipts and ageing 'first generation' DMUs meant that reports were published that recommended closing 84% of a network that had already been diminished by Dr Beeching.

InterCity pinned its hopes on the tilting Advanced Passenger Train, but the project's increased costs and rising technical challenges forced BR management to select the rival High Speed Diesel Train scheme instead.

HSDT was simpler and cheaper than APT as it used more traditional technology, but its 125mph top speed (25mph more than the 'Deltics') combined with that striking shape was a masterstroke. BR's claim that "Inter-City 125 really is for everyone to enjoy" worked and business

“HST and the 'Pacer' were born at a time when British Rail was struggling to make ends meet”

was 15% up on the Western Region just months after the first train was introduced. Here was proof that a cheaper, simpler 'stop gap' train could be a success. As the 1980s began, BR's multiple unit fleet, built in the 1950s and early 1960s by manufacturers that had gone to the wall, was getting a bit long in the tooth.



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Here was proof that a cheaper, simpler 'stop gap' train could be a success.

As the 1980s began, BR's multiple unit fleet, built in the 1950s and early 1960s by manufacturers that had gone to the wall, was getting a bit long in the tooth.

'CANNED'

The branch line equivalent of APT was the Class 210 DEMU. This was a diesel-electric multiple unit based on the new Mk 3 ➤

'142s' from 142051 onwards featured three prominent roof ribs rather than ten. '142s' now feature standard twin doors and some sport revised 2+2 seating). 142096, the last off the production line, reveals an additional ventilation system at Thornaby on January 30 2009. Judging by the livery, it has been recently transferred from Arriva Trains Wales. N. BURKIN/COLOUR RAIL





Having used its experience with LEV1, BR and British Leyland built the Class 140 prototype. 140001 passes Neville Hill depot, Leeds, on July 19 1983. J. ROBERTSON/COLOUR RAIL



Above: 142015-142027 were delivered new to Laira depot, where they became known as 'Skippers'. Nearing its first birthday, 142019 bounces along the St Ives branch in September 1986. When built, the '142s' featured bus-style 2+3 seating and folding pivoted doors. PETER GRAY/COLOUR RAIL

Below: Serco retained 141017 for weedkilling duties and it became known as 'Flower'. It was withdrawn circa 2000 and exported to Iran in 2001 to join 11 other '141s'. Two further '141s' were exported to the Netherlands. COLOUR RAIL

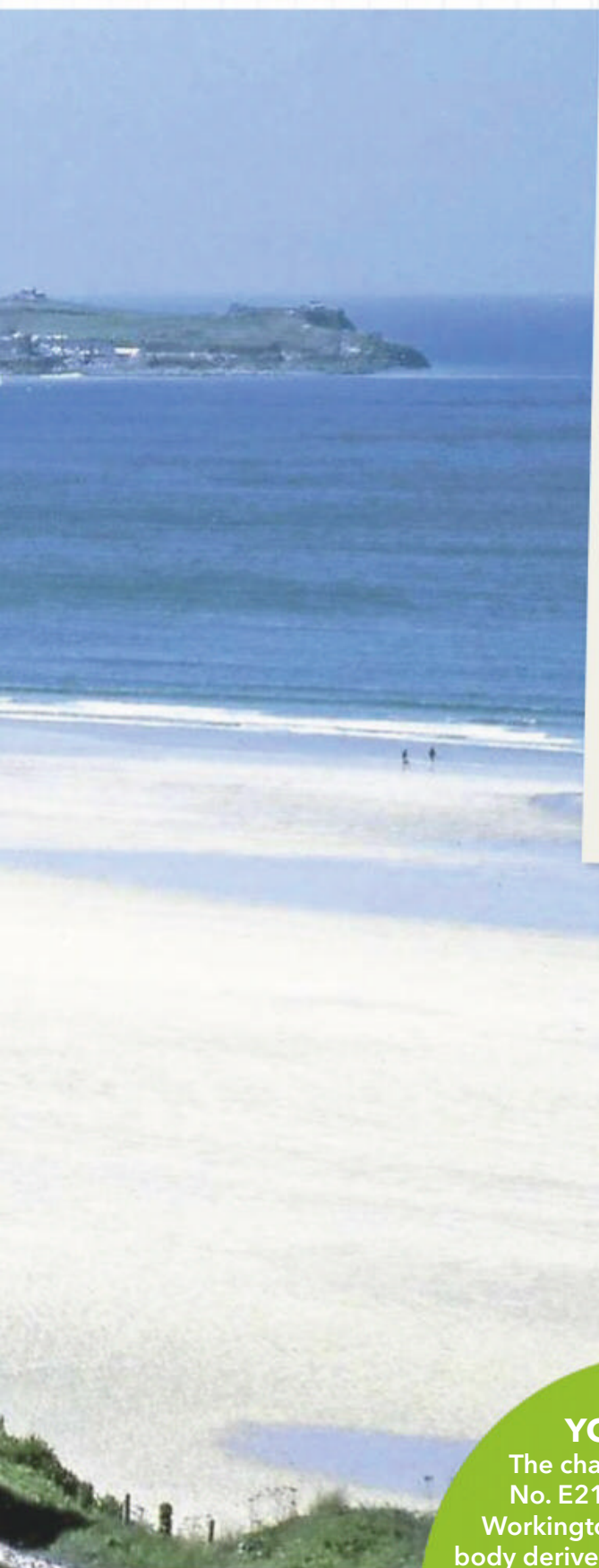


So named because it was built for the nationalised bus operator National Bus Company.

coach but the engine was mounted inside the body, which utilised space that could have been used for passengers. It was deemed uneconomical and the project was canned.

Faced with an urgent need for a cheap multiple unit, BR resurrected a partnership with another state-owned, financially struggling organisation in the hope of replicating the success of the HST in branch line form.

The disparaging view that the 'Pacer' was made by "welding the body of a bus to a freight wagon" is an essentially true yet hugely simplistic version of events. The Government's answer to the decline in traditional heavy industries was to invite organisations to build new manufacturing facilities in what were becoming depressed areas. British Leyland's bus production facility in Workington in Cumbria was one such factory. It was designed to build Leyland's new **National** bus.



It was about this time when Leyland engineer Mike Cornish, tasked with finding uses for Leyland National bus components, got in touch with Martin Jones at British Rail Research. The result was 1978's LEV1, a four-wheel railbus with what was effectively a Leyland National body mounted on a four-wheel chassis derived from the HSFV.

The regional Passenger Transport Executives continued to push BR for new trains. West Yorkshire PTE claimed that it was spending 30% of its rail subsidy on maintaining 'first generation'

DMUs. With the Class 210 dead in the water and the PTEs unable (or unwilling) to pay for alternatives, BR resurrected its partnership with British Leyland to create a new, low-cost train.

The two-car Class 140 was, like LEV1, based around the Leyland National body but fitted with Class 317

EMU-style cabs to enable units to be coupled together. Its two

Leyland 200hp engines produced a top speed of 75mph.

Prototype 140001 entered service on June 10 1981. It wasn't a success. Critics claimed that it was too cheap and too lightweight and the ride, even at speeds well below 75mph, was uncomfortable and not a patch on a 'first gen' DMU.

BR and BL went back to the drawing board and, using their experience of further railbuses that they had built, produced the Class 141, which used components from the new Mk 2 National bus.

BR ordered 20 new Class 141s for South

The final Class 141 diagram, a Doncaster-Adwick shuttle, ceased in 1997 and the class was withdrawn. 141113 is one of two '141' sets preserved at the Weardale Railway, although it was photographed on a visit to the Llangollen Railway. 141007 is also preserved, this time at the Colne Valley Railway. RAIL COLLECTION

and West Yorkshire PTEs in 1982 and they entered service on September 22 1983.

Then, a few months later, in January 1984, BR ordered more bus-based DMUs.

The new Class 142s were a big improvement – literally. They were wider than the '141s', which retained their bus width of 8ft 2½in and had a different door configuration to reduce passenger congestion at busy periods. Their noses looked more train-like too. These new trains were officially branded 'Pacers' when 142001 was launched on September 2 1985.

ON THE BUSES

BR also invited other builders to the 'Pacer party'. Scottish bus builder Alexander won a contract to build a further 50 units. These became the Class 143 and were based on Alexander's P Type bus, while fellow Scottish company Andrew Barclay would supply the underframes.

The first Class 143s were delivered in the summer of 1985. A few months later, BR ordered 23 more units from Alexander. However, this time BR supplied the underframes.

The 'Pacer' wasn't BR's only new low-cost new train. BREL York had built two prototype three-car units in 1984 and they became the first of the 'Sprinter' family. BL's Workington factory built the 114 two-car Class 155 'Super Sprinters' in 1987/1988, which again used Leyland National components, even though the bus itself has ceased production in 1985!

BR's Class 155 order was worth some £2.5m to Leyland Bus, but so desperate was the ➤

DID YOU KNOW?

The chassis from Mk 1 BCK No. E21234 emerged from Workington in 1983 with a new body derived from Leyland National body panels. Mounted on B4 bogies, it was trialled between 1983 and 1984. However, the press dubbed RDB977091 "Third class travel" and the trial was not continued.

Today, it's owned by the Gwendraeth Valley Railway.

The first National entered service in 1972. It was a state-of-the-art vehicle and many of its features can be found on contemporary buses. However, the

Workington factory, with its unique rolling production line, was only turning out 500 buses a year when it was designed to produce 2,000.

Meanwhile, BR's Railway Technical Centre at Derby had tempted dynamics engineer Alan Wickens away from aircraft manufacturer AV Roe. Wickens was immediately put to work on studying high-speed wheel/rail interfaces, and his team created the High Speed Freight Vehicle, a four-wheel chassis that was capable of travelling at 140mph. Wickens also played a major role in developing the APT and increasing the knowledge of high speed rail travel.



The Class 143 was based on Alexander's P Type bus rather than Leyland's National. They were delivered new with 2+3 bus seats, which have since been replaced by more modern 2+2 seating. Tyne & Wear County Council paid for 143020-024 and they received Tyne & Wear PTE's yellow and white livery; the remaining vehicles were delivered in BR Provincial blue. COLOUR RAIL

Government to stem BL's losses that it sold Leyland Bus to a management buy-out group in 1987 for £4m, writing off some £55m of debt. Its new owners subsequently sold its operations to Volvo 18 months later. Volvo persevered with Workington but the recession of the early 1990s was its death knell and it closed in 1993.

HST, meanwhile, was building success upon success. It was an amazingly economical project that soon repaid its investment. Plus, nearly ten years after they were introduced, two HST power cars set a world speed record for a diesel-powered train.

Sadly, for the 'Pacer' family, things weren't quite so rosy.

MAJOR REBUILDS

Months after 43102 and 43159 reached 148mph down Stoke Bank between Grantham and Peterborough on November 1 1987, Hunslet-Barclay started to receive '141s' for a major rebuild, which included new brakes, new couplings and a repaint. Leyland's Self-Changing Gearbox was also causing serious issues. BR decided to replace this system with Voith hydraulic transmission on the '142', '143' and '144' fleets.

Further modification and upgrade packages have followed in order to keep the 'Pacer' fleet in action. This was partly out of necessity. Leyland DAF, owner of the former BL Truck Division, was declared insolvent in 1993 and this meant that the Leyland TL11 engine, which powered the 'Pacers', ceased production.



All 23 Class 144s were delivered to West Yorkshire PTE due to increased demand for train travel in the region. So similar were they to the Class 143s, BR issued one Working Instructions book to cover both classes. 144022 shows off the West Yorkshire PTE livery that all '144s' received new. JOHN E. HENDERSON

Therefore, BR had to look to Cummins power for its '142' fleet.

Other key changes were brought about by a desire to give passengers the best possible experience. Travelling on a 'Pacer' is not a pleasant experience, so BR replaced unpopular draughty doors with revised designs, while the privatised rail companies have continued to invest in new interiors, including improved toilet facilities. Rolling stock owning company Porterbrook, for example, spent some £6m on improving its newly acquired '143s', including fitting Cummins engines.

'Pacers' shouldn't be judged too harshly. BR didn't have the money for anything grander. The 'Pacer' was, at the time, the right train for the job.

Despite its shortcomings, what would finally kill off the 'Pacer' was the Rail Vehicle Accessibility (Interoperable Rail System) Regulations 2008, which state that all trains from January 1 2020 onwards must be fully accessible. Despite Porterbrook's '144e' project, which created a fully accessible 'Pacer' for the 21st century, train operators have taken the opportunity to order new trains –

Right: Class 141s were delivered in BR blue, before receiving this cream and green colour scheme, illustrated by 141012 at Leeds on April 28 1994. The fleet later received West Yorkshire PTE red and cream, BSI couplers and lost the ugly jumper cables on the nose. J.D. JONES/ COLOUR RAIL

Below right: Ten Motor Second cars, numbered 55850-55859, were delivered in 1988. They enabled 144014-023 to be turned into three-car sets. N. BURKIN/ COLOUR

Below: The Class 144s have remained largely unchanged during their 33-year careers. They were built with 2+2 bus seats but these have been replaced with 2+2 high-back seats. Porterbrook turned 144008's classmate 142012 into the '144e', with a fully accessible toilet, wheelchair spaces, WiFi and media screens. RICHARD CLINNICK/ RAIL



with bogies! – to meet passengers' needs.

However, the 'Pacer' has had the last laugh. With only a few weeks of 2019 left, most of the new trains that were due to replace the 'Pacers' haven't yet entered service, giving the 'Nodding Donkey' a reprieve. Train operator Northern has confirmed that its last '142' will be withdrawn on February 17 2020, whereas its '144s' will hang on until May 17 2020. It's either that, says current Rail Minister Chris Heaton-Harris, or a cut in train services.

Operators Transport for Wales and Great

Western Railway will retain Class 143s (15 for TFW and eight for GWR) beyond December 2019 and TFW will also retain some Class 142s too. It is unclear how long they will remain in service.

The 'Pacers' will never be regarded as highly as HSTs and their withdrawal will be more 'goodbye and good riddance' than 'farewell faithful servant'. But with time running out, why not take yourself off for a nostalgic 'nod' before the chapter on one of the railway's true unsung heroes closes for the final time? 

Pacer Factfile

CLASS 141

Numbers: 141001-141020

(not carried); 141101-141120 (in service); DMS 55502-55521, DMSL 55522-55541

Built: 1982/83; Leyland, Workington (body), BREL Derby (chassis)

Car length: 50ft 8½in

Car width: 8ft 2½in

Seating: 2+2

Operators (BR era):

West Yorkshire PTE

Operators (post-privatisation): N/A

Current operators/owners: 12 in Iran, 1 in the Netherlands. Units preserved at Colne Valley and Weardale Railways.

CLASS 142

Numbers: 142001-142096 (DMS 55552-55591, 55701-746/DMSL 55592-55641, 55747-55792)

Built: 1985-1987; Leyland, Workington (body), BREL Derby (chassis)

Car length: 51ft 0½in

Car width: 9ft 2½in

Operators (pre-privatisation): Greater Manchester PTE, Western Region, Tyne & Wear PTE Merseyside PTE (Merseyrail)

Operators (post-privatisation): North Western Trains, Northern Spirit, Northern, Valley Lines, Arriva Trains Wales, First Great Western

Current operators/owners: Transport For Wales, Northern (Angel Trains)

CLASS 143

Numbers: 143001-143025 (DMS 55642-55666, DMSL 55667-55691)

Built: 1985/86; Walter Alexander, Falkirk (body), Hunslet-Barclay, Kilmarnock (chassis)

Car length: 51ft 0½in

Car width: 8ft 10½in

Operators (pre-privatisation): BR Provincial, Tyne & Wear PTE, Regional Railways

Operators (post-privatisation): Wessex & Wales, Valley Lines, Arriva Trains Wales, First Great Western

Current operators/owners: Transport For Wales/Great Western Railway (Porterbrook)

CLASS 144

Numbers: 144001-023 (DMS 55801-846)

Built: 1986/87; Walter Alexander, Falkirk (body), BREL Derby (chassis)

Car length: 50ft 2in

Car width: 8ft 10½in

Operators (pre-privatisation):

West Yorkshire Passenger Transport Executive, Regional Railways

Operators (post-privatisation):

Northern Spirit, Arriva Trains Northern

Current operators/owners: Northern (Porterbrook)

HOW TO

IMPROVE A HORNBY '142'

George Dent and **Dave Lowery** look at ways of improving the ageing Hornby Class 142.



MODEL Branchlines
re-motoring kit

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The humble 'Pacer' trains have certainly been in the news over the past few years, becoming something of a political football and an icon for the lack of investment in the railways in northern England. Indeed, they've become one of the few train types to enter the consciousness of the general public, rather than being confined to an enthusiasts' favourite.

Despite this, we've had to wait a long time for a decent ready-to-run 'Pacer'. RealTrack Models' excellent 'OO' gauge '143' and '144'

models were a very welcome release back in 2014, but the more numerous '142' has had to wait even longer to be miniaturised in a similarly 'high-spec' manner in 4mm:1ft scale.

While Dapol's attractive 'N' gauge Class 142 appeared earlier this year, until the RealTrack 'OO' version finally arrives, Hornby's venerable '142' remains the only option for 4mm scale modellers, although it is certainly showing its age in terms of looks and performance.

However, Hornby 'Pacers' can be obtained fairly cheaply these days, especially older

pre-owned examples and there are a couple of re-motoring kits still available, from High Level Kits and Branchlines.

Both kits provide etched metal cradles to support a new motor and transmission, as well as a new set of driving and trailing wheels for both cars. Only a small amount of modification work is required, removing some material from the plastic underframe to accommodate the new parts, while tweaking the Hornby power collection wipers is necessary.

The Branchlines kit provides a motor, flywheel, gears and wheels and there's a

The re-motored Hornby 'Pacer' brings an old model up to date. George has had this model since he was 16!



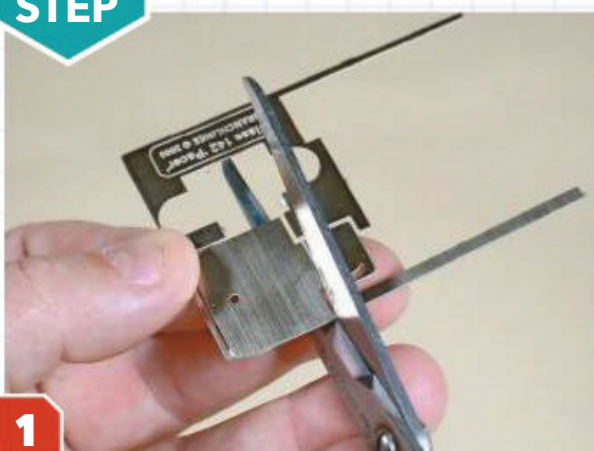
What you will need

TOOLS

- ◆ Knife
- ◆ Tweezers
- ◆ Mini drill and bits
- ◆ Metal cutting shears
- ◆ Razor saw
- ◆ Chisel
- ◆ Mini screwdrivers
- ◆ Files
- ◆ Tapered reamer
- ◆ Soldering iron and equipment

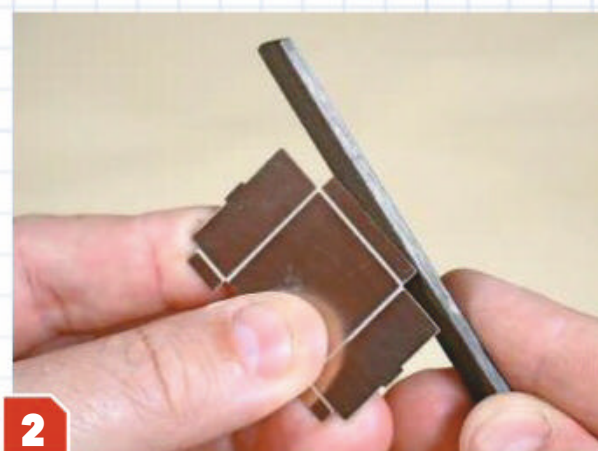
HOW TO: RE-MOTOR THE HORNBY 'PACER' WITH A BRANCHLINES KIT

STEP BY STEP



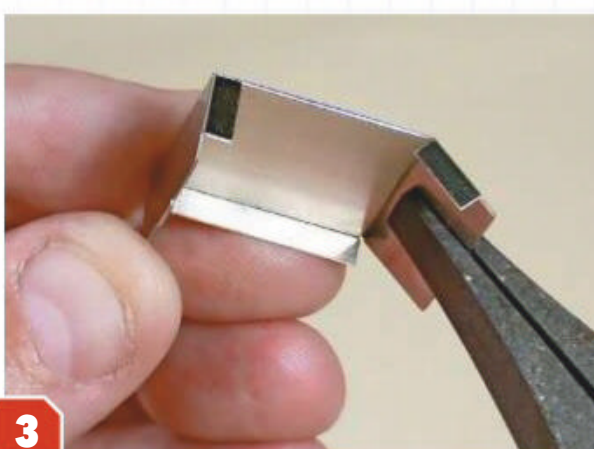
1

Cut the required components from the fret, one element at a time. Use metal cutting shears, cutting away the waste material to ease access to the 'tang's holding the parts to the fret.



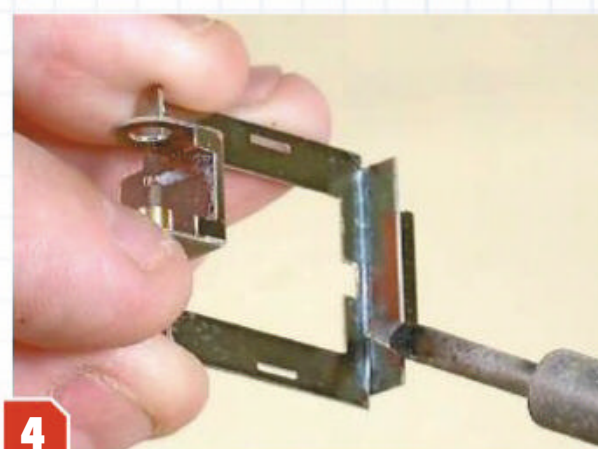
2

Use a flat needle file to smooth any burrs and ensure that the edges are square. The etching process produces a bevel to the edges, which can prevent parts from mating accurately.



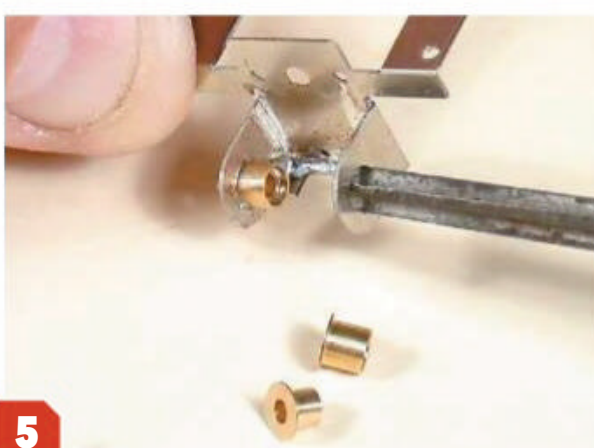
3

The fold lines on the various parts are very clear and - when folded - give a clean, square edge. Work on a flat surface when bending components or employ a Hold 'n' Fold.



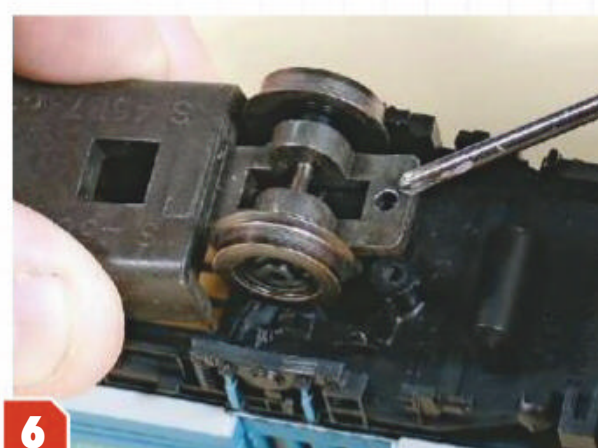
4

Once all of the folds are complete, double-check everything. It's a good idea to reinforce the corners with solder. Apply a little flux, then load the soldering iron with molten solder and run it down the inside of the fold.



5

The only mechanical operation you'll need to carry out is the opening-out of the axle bearing holes in the etched cradles. A tapered reamer is essential here, rather than a drill bit, as the cutting action can be finely controlled.



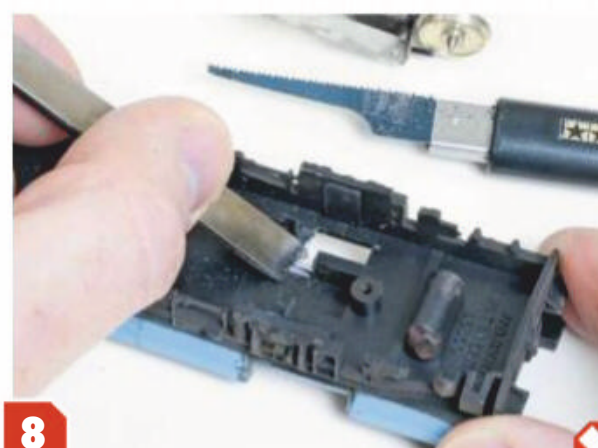
6

The original equipment is easily removed, with only a single screw holding the motor cradles in place. This die-cast unit adds valuable weight to the model, so we'll need to compensate for its removal with extra ballast.



7

Solder the axle bearings in place and clean the parts to remove any debris and flux residues. When dry, fix the motor in place, then add the axle and gears. Rotate the flywheel by hand to check that everything has meshed correctly.



8

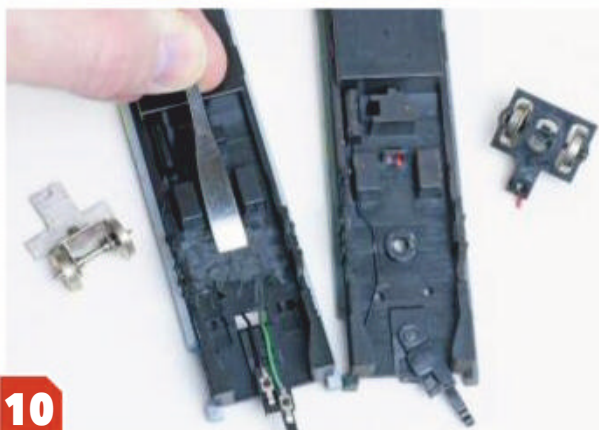
Using the new etched motor cradles as a guide, mark the areas of the chassis that require trimming and remove the waste with a small razor saw and a sharp chisel, paring away a small amount of the tough plastic at a time.





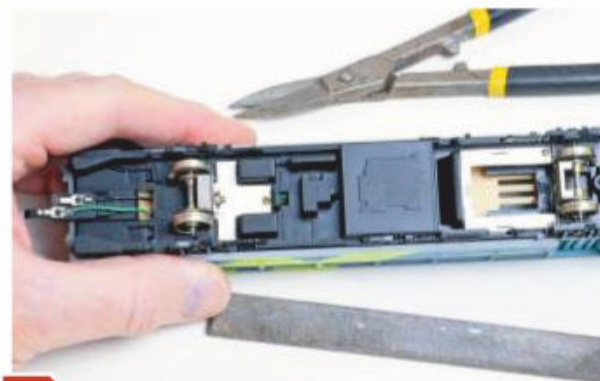
9

Test-fit the cradles, then check that the axles sit concentrically within the frames and that their centres match those of the moulded axleboxes on the exterior. When happy, drill 1.2mm holes for the mounting screws.



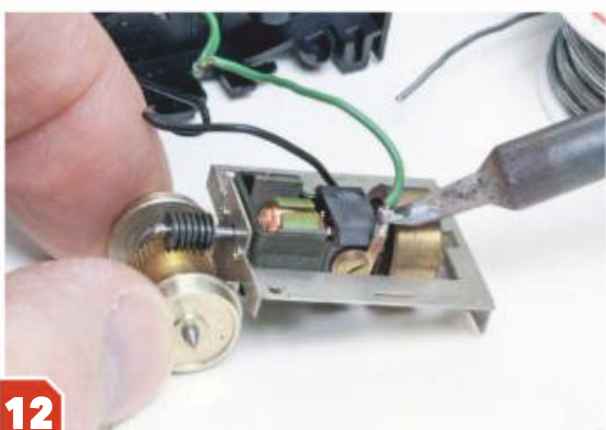
10

The compensated trailing axle cradles also demand some modification of the Hornby chassis. Unclip the original axle unit and flatten the floor area with a chisel or flat blade. Take care to get the floor as flat as possible.



11

We found it easier to fix the replacement axle unit the opposite way around, although this meant that the etched base needed trimming to a 'T' shape fit within the twin moulded equipment boxes on the chassis.



12

Another deviation from the instructions involved retaining the original pick-ups, so the insulated wheels were fitted on the same side of each axle to avoid short circuits. After connecting the power cables, install the new axle units.



13

After adjusting the wiper power pick-ups so that they stay in contact with the wheels, without causing excessive friction, test-running can commence. Some extra weight was added to the interior in the form of flat steel strip.



14

Before final reassembly, take the opportunity to paint the interior mouldings and add a complement of passengers and crew. 'HO' scale figures fit more readily into the cramped interior.

HIGH LEVEL KITS 'PACEMAKER'

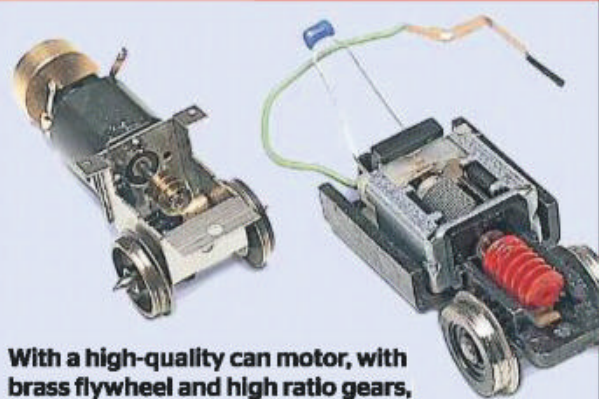
An alternative to the Branchline re-motoring kit is the 'Pacemaker' package from High Level Kits. Ostensibly similar to the Branchline option, a set of etched nickel silver cradles is provided for both cars, which need to be assembled and installed to the Hornby chassis.

The kit provides the etched frames (including compensated trailing axle units), gears, bearings and fixings, but the motor and wheels must be sourced separately. Impressively, the kit is available in a choice of three gear ratios: 27:1 for main line running, 36:1 for improved slow speed and 48:1 for ultra-slow running.

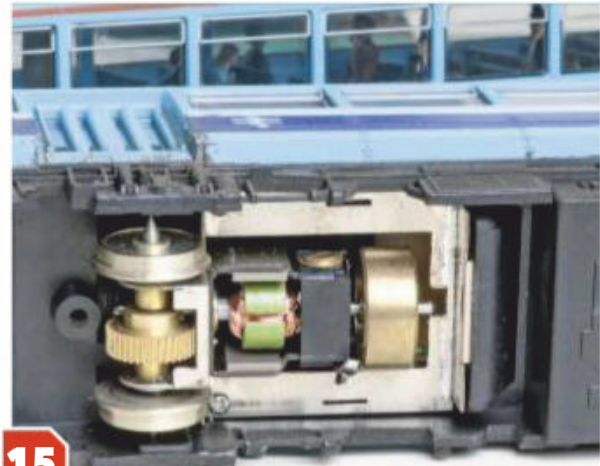
Availability: High Level Kits

Tel: 0191 388 2112

E-mail: enquiries@highlevelkits.co.uk

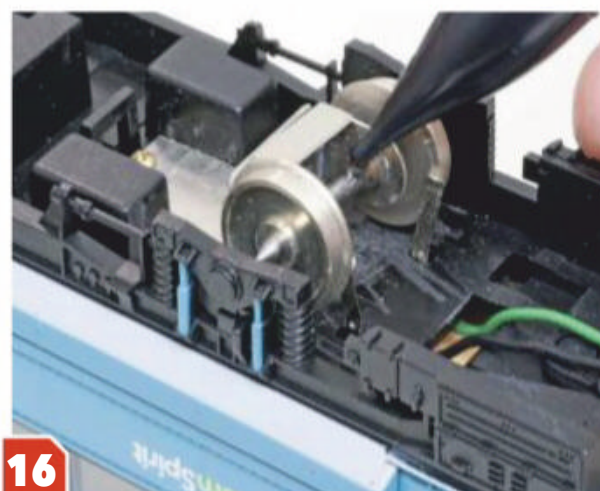


With a high-quality can motor, with brass flywheel and high ratio gears, the High Level Kits re-motoring unit offers a much more refined package than the original Hornby power unit.



15

Lubricate the axles with light oil and the gears with a thicker grade and test the assembled model. The Branchlines kit provides covers for the motor cradles to protect the motor from dust and debris. Lightly glue these in place.



16

Peco's Electrolube is suitable for lubricating the axle bearings, especially if utilising the metal axle cradles to collect track current. A little oil will also keep the compensated axle cradle moving smoothly.

As well as superior performance, the new wheels and a detailed interior give the Hornby 'Pacer' a more authentic appearance.



STEP BY STEP

CREATE A 20TH CENTURY 'PACER'



1

Hornby's model reflects the original condition of the '142s', including the four-leaf bus-type doors, which were soon replaced with twin-leaf units. To replace them, simply cut away the three inner vertical sections.



2

Once the waste has been cut away, use a needle file to neaten the edges of the aperture and to remove any surface relief, especially from the lower edges of the doors. Follow with sanding sticks to create a smooth surface.



3

A set of etched door overlays can then be installed. These, along with the rooftop radio pods, were produced by A1 Models. The owner of the A1 range has a shop on eBay, under the name 'a1models-doncaster'.

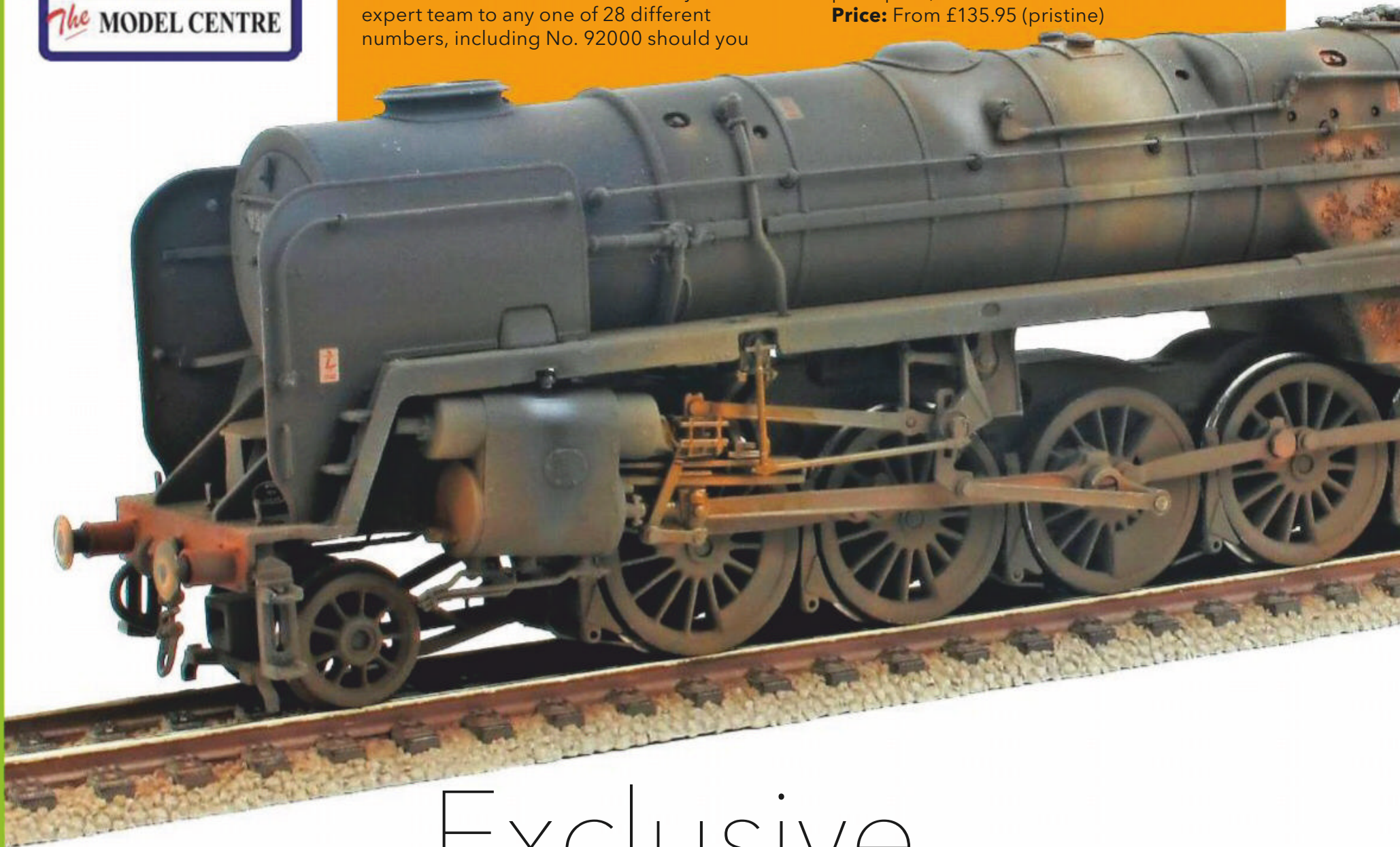


TMC EXCLUSIVE BR '9F' 2-10-0

The Model Centre's exclusive '9F' features a BR1G tender, double chimney and late emblem and can be renumbered by TMC's expert team to any one of 28 different numbers, including No. 92000 should you

desire. The model pictured is a deluxe, weathered TMC '9F' fitted with an additional parts pack, crew and real coal.

Price: From £135.95 (pristine)



Exclusive editions

The Model Centre offers much more than weathering and customisation. It also has a range of limited edition models you won't find anywhere else.

Words: **Chris Gadsby** Photography: **TMC**



Over the past three issues of *Model Rail* we have been taking a detailed look at the history of The Model Centre and its specialist weathering and customisation services. But The Model Centre is much more than just a bespoke weathering company with a shop, it also sells a range of limited edition models.

TMC's manager Alex Yates explains how the company began commissioning its own range of exclusive models.

"We're always looking at ways to expand the business, so when the opportunity came to branch

out into our own range of models we jumped at it. Of course, it was a nervous time as it was a lot of money to put into a project with no guarantee that it would work, but years later we're so glad that we did it."

There have been far too many limited editions over the years for all of them to be covered in these two pages, so we're going to focus on a few of the most recent ones, including two that are yet to hit The Model Centre's shelves. **MR**

Below: A TMC '9F' pulling a rake of TMC exclusive wagons.





CONTACT TMC

The Model Centre, Hill
Farm, Beck Hole, Whitby,
North Yorkshire YO22 5LF

Tel: 01947 899125

Web: www.themodelcentre.com

TMC EXCLUSIVE YIWU DB CLASS 66

Did you know that there's a weekly freight service from Eastern China to London? Taking two weeks and travelling 7,500 miles through eight countries, it delivers products manufactured in China to 14 destinations before reaching London. It's much faster than

travelling by sea and a fraction of the cost of airfreight.

TMC has commissioned Bachmann to produce 66136 in DB red livery with Yiwu - London branding and it's in stock now.

Price: From £135.95 (pristine)



TMC EXCLUSIVE CLASS 40 EMPRESS OF ENGLAND

TMC has also commissioned Bachmann to produce Class 40 233 *Empress of England*. 233 was one of 26 '40s' to be named after famous liners. It also hauled the Royal Train, most famously in 1969 when the family travelled from London to Caernarvon for the investiture of The Prince of Wales. The model comes with printed nameplates

and is being offered in both analogue and with factory sound-fitted. Delivery is expected in Q2 2020. **Price:** From £189.95 (pristine)



MORE MODELS OFFERED EXCLUSIVELY BY THE MODEL CENTRE

Class 25

TMC has commissioned Heljan to produce 25102 in BR two-tone green with full yellow ends. Delivery is expected in late 2019.

Price: TBC



Bachmann PMV cycle van

- BR crimson £33.95
- BR crimson (weathered) £38.95
- BR crimson (Deluxe Weathered) £41.95



Anchor-mounted Gulf tank wagons (set of three)

- Gulf blue £74.95
- Gulf blue (free TMC weathered) £74.95
- Gulf blue (Deluxe Weathered) £84.95
- Gulf blue faded weathered £79.95



'Sugar Covhops' (pack of four)

- BSC blue 'Covhop' wagons, pristine £99.95
- BSC Blue 'Covhop' (mixed weathering) £119.99
- Bachmann 'sugar' 'Covhops' two different renumbered sets, can be bought pristine or weathered:

£119.99/£139.99



Plate and bolster wagons

TMC has commissioned a range of 21t 'Double Bolster' and 20t 'Plate' wagons from Bachmann. There are 13 variations available; visit www.themodelcentre.com for more details. From £24.95

Heavy traffic, light railway

Ten years in the making, **Malcolm Snellgrove**'s homage to the line that served a refinery takes a simple approach to maintaining operational interest.

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





What makes this layout great?

“Fawley is situated just outside the boundaries of the New Forest, and Malcolm has done a great job of adding enough trees and sloping the landscape to make it look as though the line has been carved into the countryside. 'Fawley' is an excellent example of less is more.”

Sandwiched between Southampton Water and the New Forest National Park is a small ribbon of land measuring just 10 by 1½ miles. Before the 1920s, it was just an agricultural area with winding roads and a few small villages. That was until the Atlantic Gulf and West Indies Petroleum Corporation (later Esso) decided to call it home.

That oil refinery, the largest in the UK (more than a square mile), significantly boosted the population of Fawley. So much so that four years after construction began on the refinery in 1921, a branch line from Totton to Fawley was opened by the Southern Railway in 1925. But why did Malcolm Snellgrove choose this particular branch for his layout?

"I felt that a model based on Fawley might be of

interest at the local exhibition of the Southampton Model Railway Society," explains Malcolm. "It isn't a scale model as there's severe compression on both length and width to make it viable to work on at home, and even with this I can't erect all the boards inside at the same time."

The refinery was in its infancy in the period Malcolm is showing, so although there is oil traffic, it wasn't the behemoth it is today. The branch was operated as a **light railway** but despite this it was built to normal railway standards, making use of concrete wherever possible over the approximate nine and a half mile route.

"I've based the layout on ➤

A light railway is built to lower costs and standards than a typical line. They use steeper gradients, sharper curves and fewer road bridges to cut engineering costs, as well as using lighter rail.

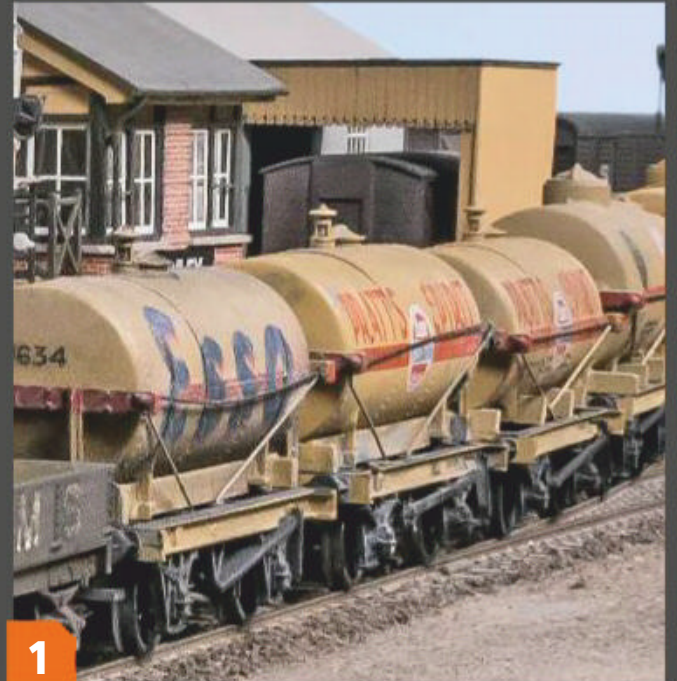
2



“The branch was operated as a light railway, but it was built to normal railway standards, using concrete wherever possible”

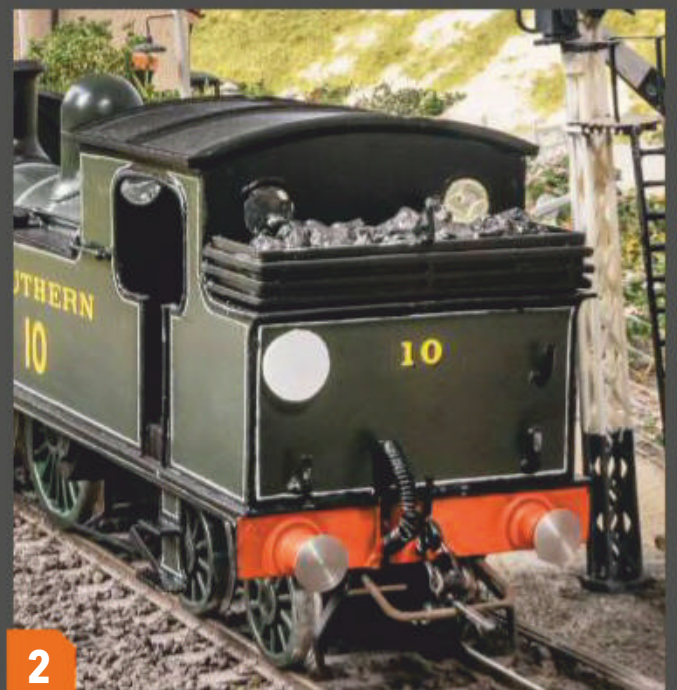


3 things we like



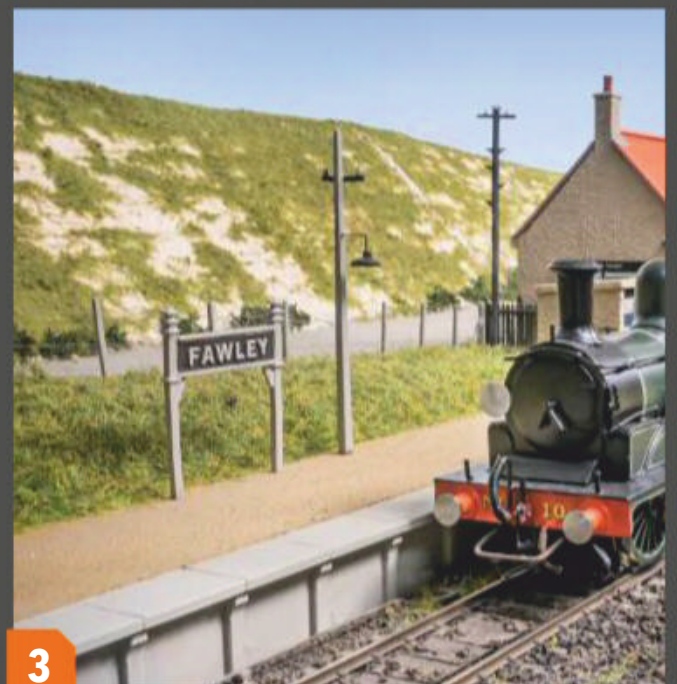
1

The transfers for the tank wagons are partly from Robbies Rolling Stock and partly home made using 4D transfer paper, making them unique to Malcolm.



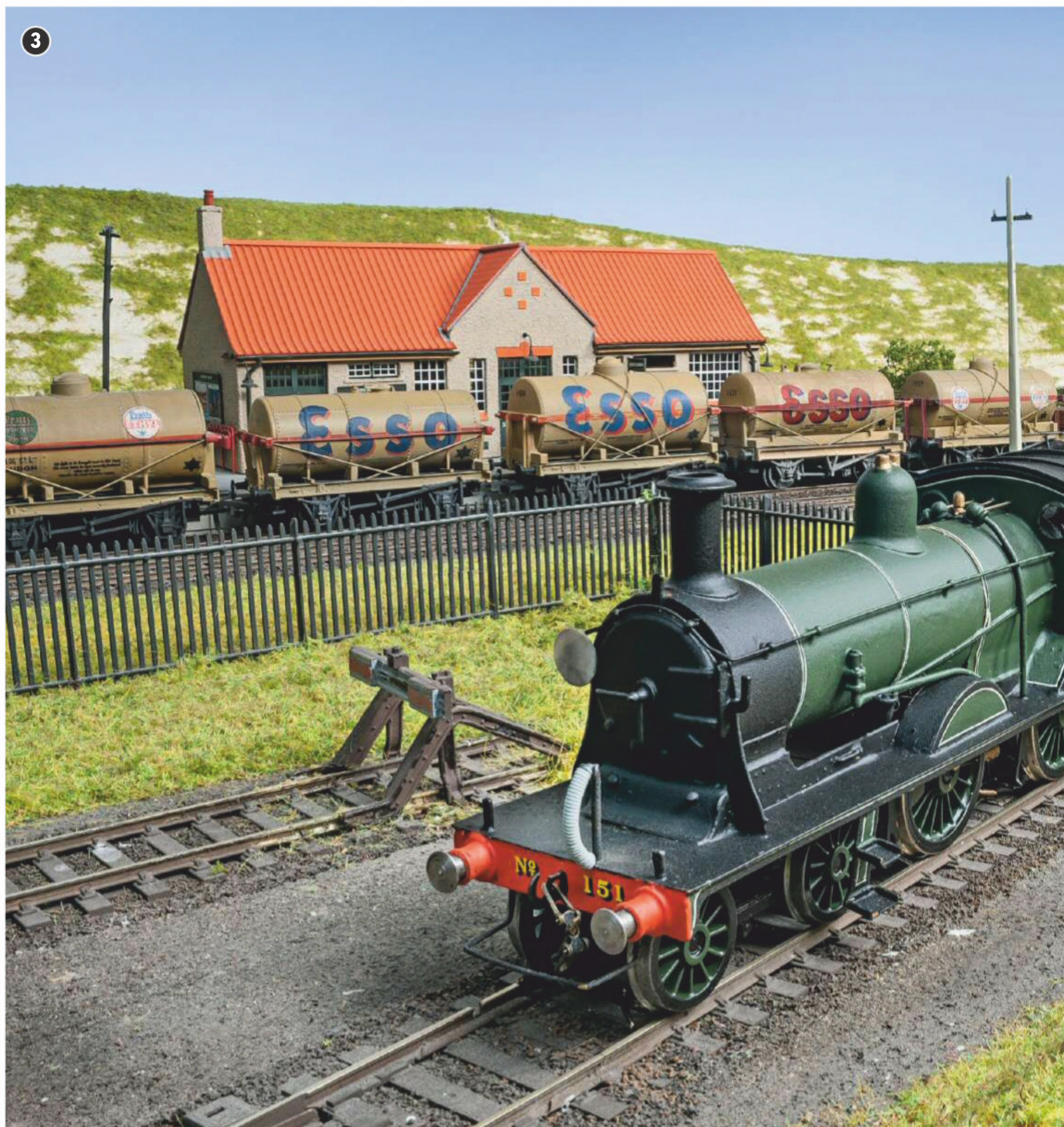
2

Malcolm has put the correct route markers on the locomotive to increase realism.



3

Patches of the hillside have been left bare for variation on the landscape.



the 1939 working timetable when there were only three Down and four Up passenger trains a day, predominantly bringing workers to and from the refinery. Only one worked to and from Totton, which extended to Salisbury on a Saturday, while the rest went to Southampton with one to Andover Junction.

"In terms of freight, there were just the two Up and two Down trains. Due to the refinery, a lot was oil but there was also coal and the usual freight. There may also have been some material for the maintenance base for Imperial Airways flying boats, which was next to the goods yard at Hythe, but I'm

yet to find any photographic evidence of this."

Having a limited service means that Malcolm hasn't had to have an extensive fiddleyard capable of holding dozens of locomotives and rakes of rolling stock. Just nine locomotives is all he needs to accurately represent a day's work.

"Considering I started building 'Fawley' about 2009, but due to work and other commitments have only been able to finish it since I retired three and a half years ago, not having more than necessary has had its benefits! The age of the model has caused some problems during the build as some of the electrical



The models

As Malcolm has modelled an era prior to the models provided by the majority of the manufacturers, he has had to buy mainly kit-built locomotives.

"I have two Jubilee 0-4-2s from Nu Cast kits built through Cove models, a Jidenco kit of an Adams 4-4-0 bought at a show, two Adams 'T1' 0-4-4Ts Craftsman kits, one built by Ron Neal of Alton, the other I've repainted. Ron also built me a Drummond K10 4-4-0 from a Jidenco kit. Finally there's an Adams 0-6-0 Nu Cast kit bought at a show and repainted, two Hornby 'M7s' and two 700s.

"The coaches comprise two professionally built LSWR non-corridor sets, the latest built by Willets Scale Models from modified Roxey kits. My tank wagons are mainly Bachmann - many have had underframes opened up and tanks remounted on the more typical cross bearers. The older and smaller tanks are from the Thomas the Tank Engine range on either steel or wooden underframes. Couplings are Bachmann mini type set to a consistent level with a jig. Uncoupling is achieved by push-up strips and model aircraft rodding."

connections and the underlay in the fiddleyard had perished, but thankfully these are all sorted now, fingers crossed! As I need to put up and take down the layout, having lightweight boards was a key factor and I've achieved this with plywood blocks and dowels, joining the boards together with bolts. They're easy to take apart and straightforward to replace should one fall to the ground and get lost!

"Laying the Peco Code 75 track was straightforward enough thanks to the foam underlay, which was given a ballast finish before laying. One thing I wish I'd done is use a fine grade of ballast over the entirety of the ➤



'OO' GAUGE LAYOUT **FAWLEY**

layout rather than just part of it, as this would have improved the look instead of having two different grades on the same layout."

We know from his articles in *Model Rail* that Chris Nevard is a master modeller and we've followed his tips and advice for numerous years. Well his advice has also reached 'Fawley', as Malcolm explains.

"Chris told me that the best way of making a realistic yard is to use the earth itself to create it. I got some earth out of my greenhouse and dried it before sifting it and finishing with the extremely fine pieces. I mixed this with plaster to give a nice fine texture, perfect for replicating the yard surface."

INSPIRATION

It isn't just Chris Nevard who provided Malcolm with some tips for his model railway. In fact, he's taken advice and inspiration from a few different sources over the years.

"The plans for the station building and the signal box are in the late John Fairman's book *The Fawley Branch* (Oakwood Press). Marchwood station building, though, is the same as that of Fawley and that one is still standing – handy when I needed reference for the build. The signal box is made from card and plastic card and I've detailed the interior, although the frame is not visible as this was at the rear of the box.

"The fencing has metal post uprights kindly supplied by J. Douglas Smith of 'Swaynton' fame. These are great, but I've used fishing line for the wire, forgetting that if the fish can't see it in the water, I can't see it on the layout! The trees are salvaged wire frames and part lacecap hydrangea stems as per Jas Milham's article in *MRJ*. ➤



The goods shed was moved to Fawley from Tisted on the Meon Valley line in 1927. It has a card frame clad with plastic card. The awnings are laser-cut.

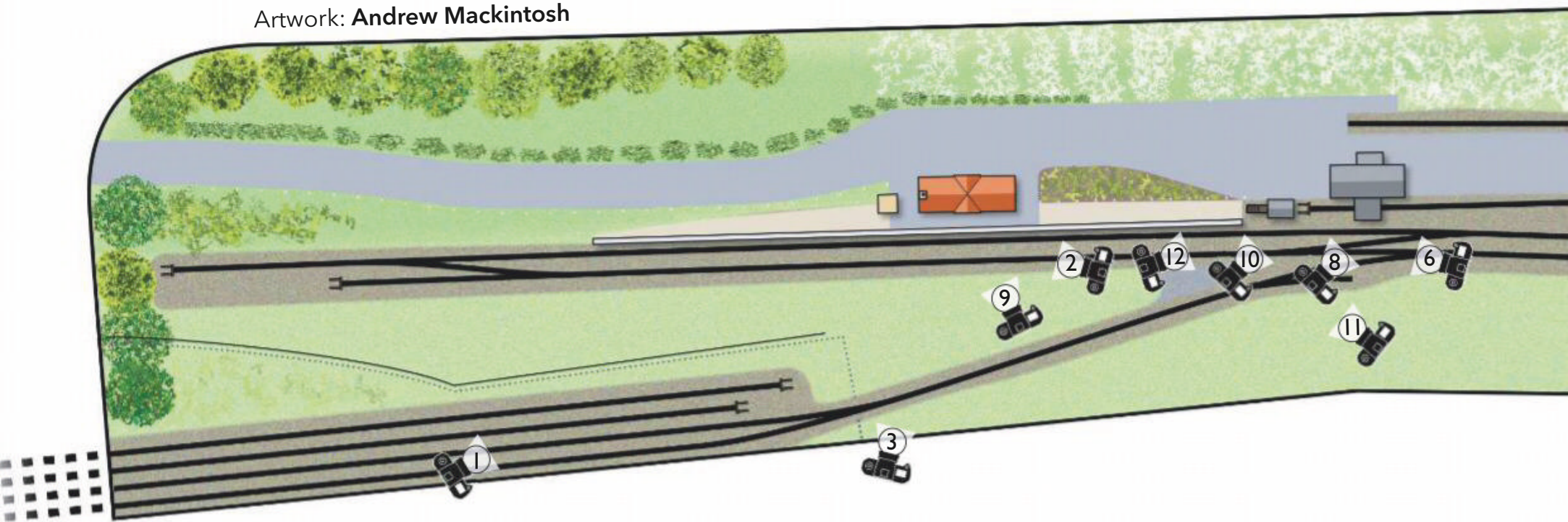




The last freight train was used to clear refinery traffic and could be heavily loaded. Spare a thought for the crew of a small tender locomotive working, possibly tender first, a heavy unbraked tank train at night in bad winter weather.

'OO' GAUGE LAYOUT **FAWLEY**

Artwork: **Andrew Mackintosh**



I had used various foliage materials in the past but now only use Heki's products sprayed to modify the colour."

Either due to the type of soil or extensive cutting back, photographs of the branch show very limited vegetation apart from in the shaded cutting. Malcolm attempted to use static grass but had difficulties and instead opted for a sifted mix of flock and foam.

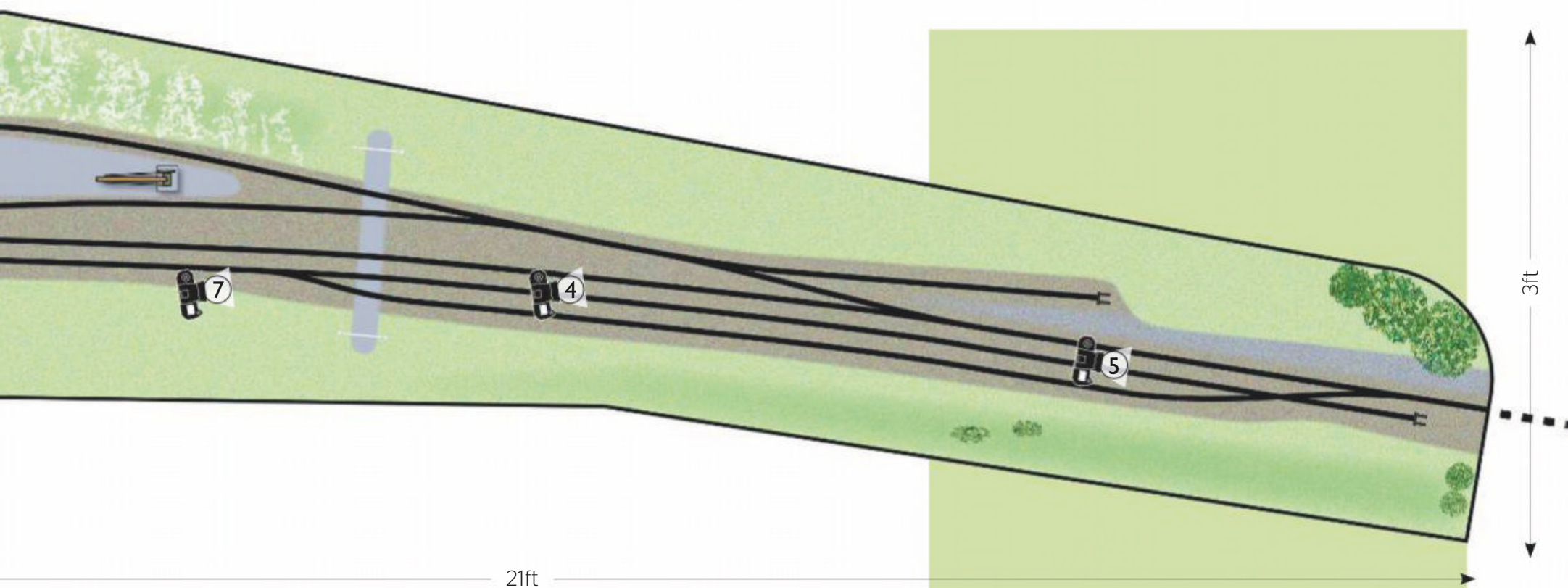
CRAFTY COMPOSITION

If Malcolm hadn't said he'd compressed the layout, you wouldn't be able to tell. The large oil refinery isn't featured, but it doesn't need to be as the carefully selected rolling stock implies that it's nearby. Sometimes less is more and despite the prototypes' proximity to heavy infrastructure, you still feel as though you're disturbing the peace of the stunning New Forest when watching trains trundle by at 'Fawley'.

"I need to give thanks to many people for information on the Fawley branch line. In particular to fellow Southampton MRS members John Purdie for arranging a site visit and Ian Wilkins for wiring details and other practical assistance." 

'Fawley' runs on conventional analogue with KPC handheld controllers. Each board is wired directly back to the control panel and the points have Peco motors and switches. All of the wiring is colour coded and each wire has a numbered label attached.





FACTFILE: 'FAWLEY'

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

Time to build: Ten years

Size: 21ft by 3ft

Track: Peco Code 75

Power and control: 12V analogue with KPC
handheld controllers

MODELLER CV: MALCOLM SNELLGROVE

I used to do a lot of photography and gardening but I'm not as mobile as I used to be. For a long time, two evenings a week were spent at the Southampton MRS!

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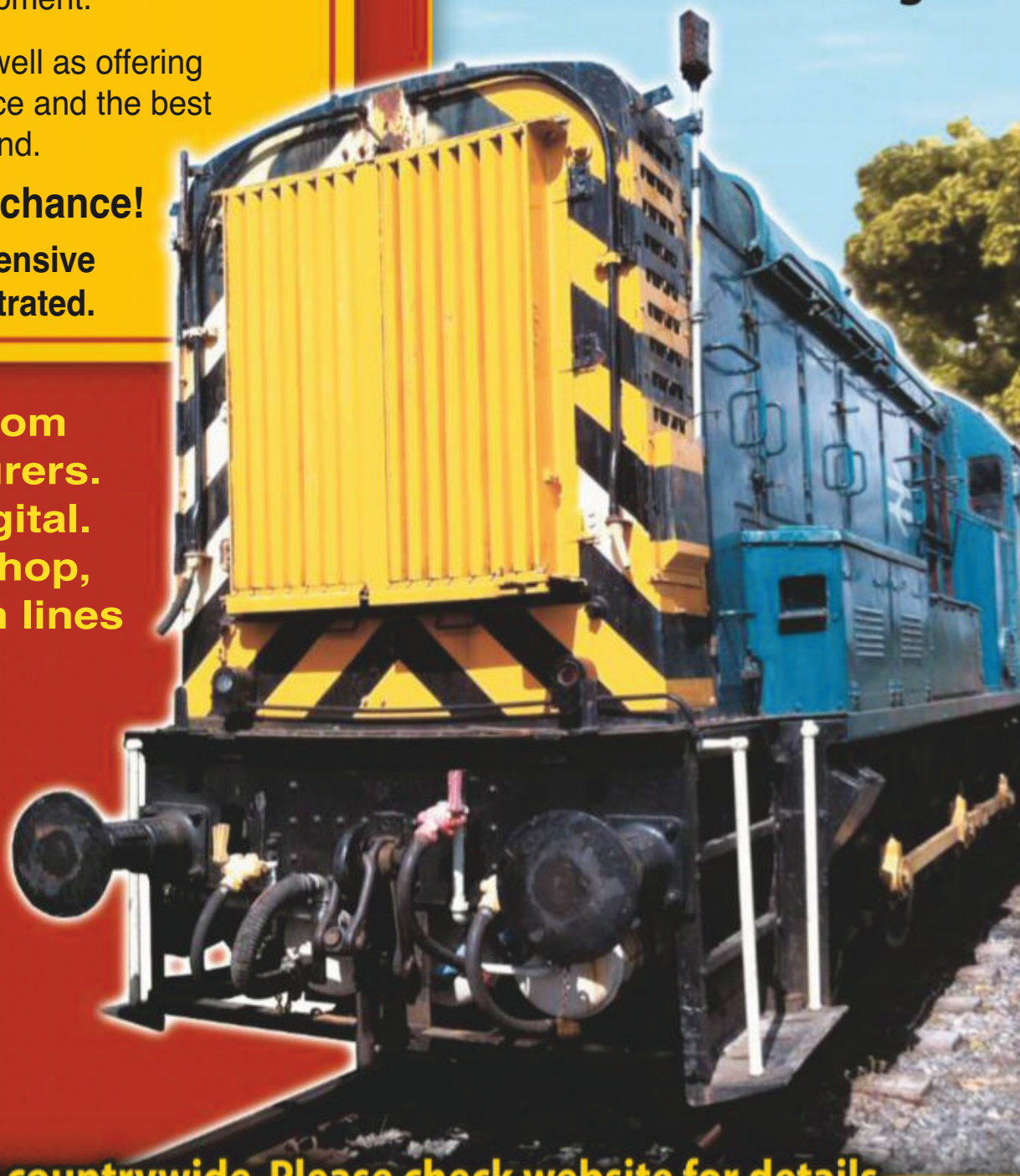
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MODEL RAIL

Skills Station

Welcome to the second part of the Skills Station Essential Guide to Wiring. 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!



Richard Foster Editor



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THE ESSENTIAL GUIDE TO LAYOUT WIRING

Part 2: ADDING POINTS AND ISOLATED SECTIONS

After the theory behind traditional analogue control was explained last month, **George Dent** delves into the subject of points, loops and isolation sections.

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

Skills Station

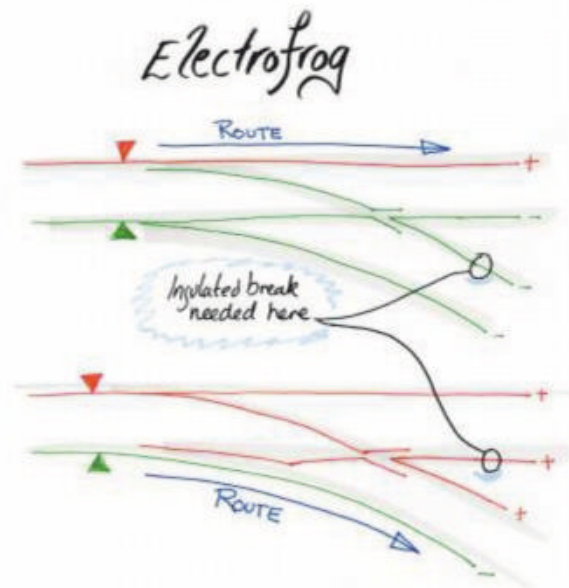
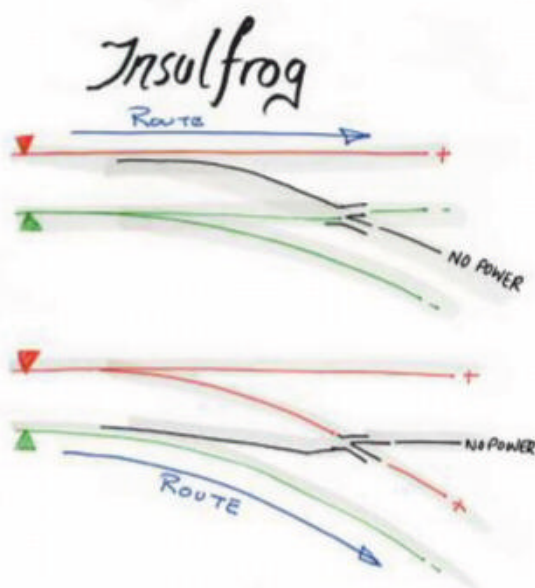
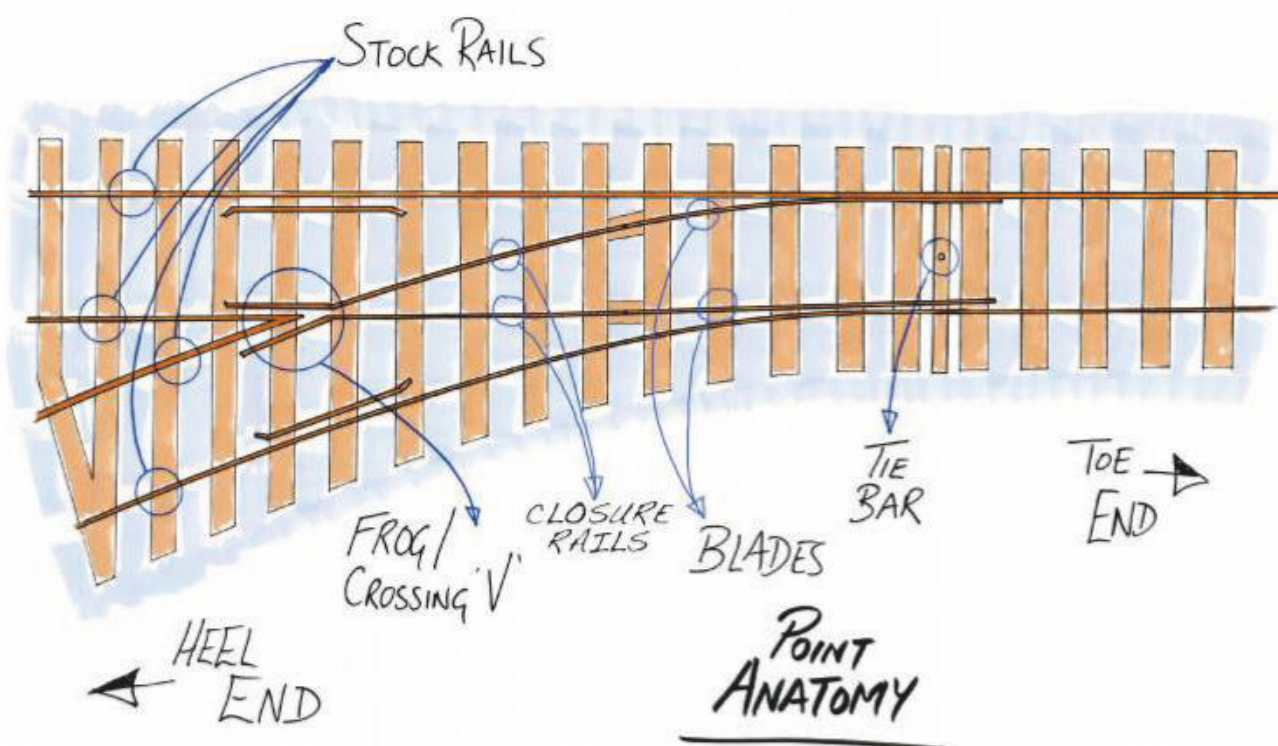
POINTING THE WAY

Unless you're building a simple oval of track, your layout is going to need a point or two. Apart from various sizes and geometry, points are available with either 'dead' or 'live' frogs. The frog is the 'V' section of the point, where the routes converge, and the live/dead description refers to its ability to conduct electric power. Given that the twin polarities of the power supply potentially intersect at the frog, we must take steps to prevent short circuits occurring.

'Dead' frogs, marketed by Peco as Insulfrogs, consist of a small plastic crossing 'V', as well as short insulated fillets within the point blades. These features keep the opposing polarities apart, whatever route is selected. Providing that the track power feeds are located at the 'toe' end of each point, Insulfrogs require no extra wiring. However, the short 'dead' sections may cause stalling, especially when short wheelbase locomotives are involved.

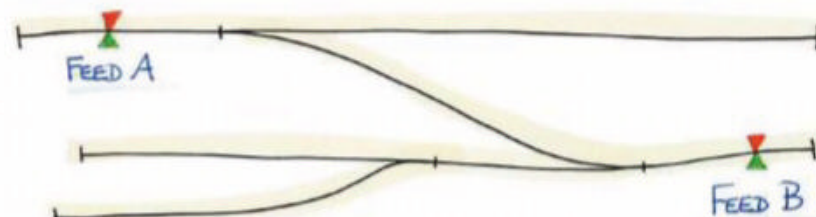
'Live' - or Electrofrog - points lack the plastic insulation breaks, offering the potential for superior running and appearance. Alas, this comes at the cost of extra wiring, with the frog and stock rails at the 'heel' end energised at all times, polarity being switched as the route is changed.

This is where short circuits arise, as both stock rails leading from the 'V' are energised to the same polarity, contradicting what is being fed to the track beyond the point, meaning that insulated rail joiners must be installed.



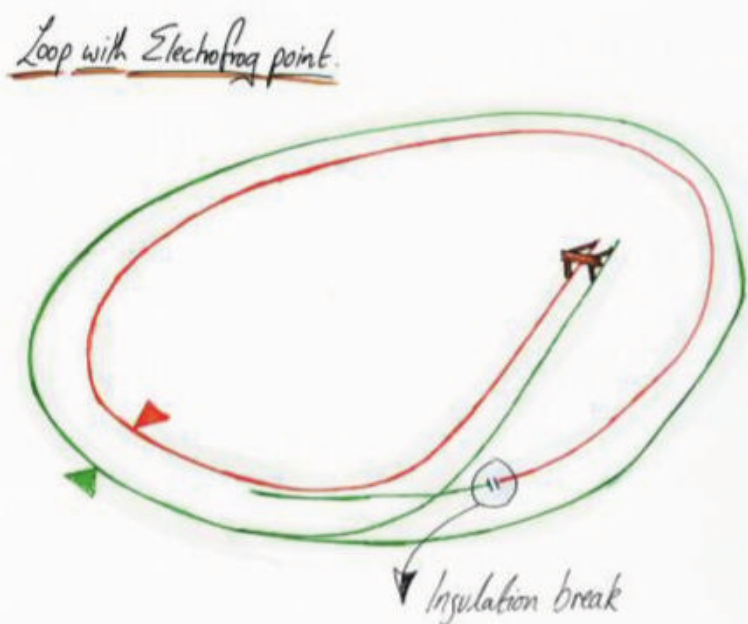
POWER POINTS

Wherever a turnout is installed, it's essential that a power feed be connected to the 'toe' end. In this track plan, if an extra power connection had not been provided (Feed B), no power would run into the sidings once the point blades had been switched away from the main route.



ELECTRO LOOPS

With a circle or oval of track, a section of rail will connect back into the heel end of a point. When using Electrofrog points, an insulated break is required to avoid a short circuit occurring as the turnout is switched to the siding route. Only one rail needs to be insulated in this instance.



FEEDING FRENZY

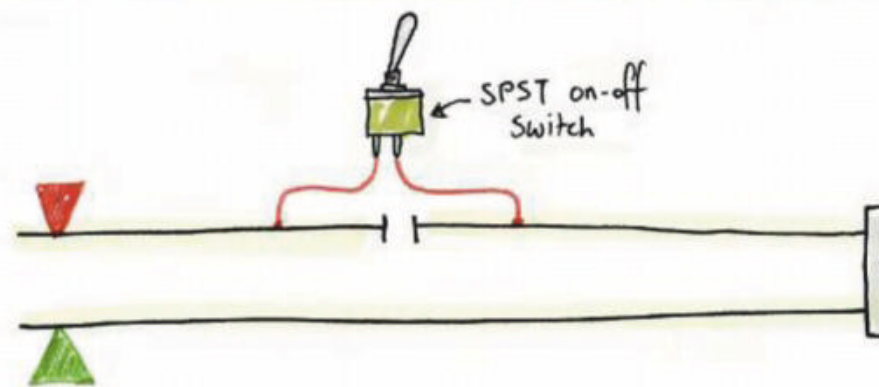
Points rely on the blades to transmit power to the track beyond. In nearly all cases, once the point is switched away from a particular route, that line will then be automatically isolated. This is the case for dead-end lines only, where no other power feed is installed. The problem with relying on the point blades to transmit power is that over time the small metal wiper connections wear out, or become clogged with dirt. Adding extra power feeds offers more reliable operation, although isolated sections will be required.

ISOLATION

The purpose of creating isolated sections of track may vary, according to the demands of the layout. Perhaps you want several locomotives or multiple units to share siding space. Similarly, a terminal station platform benefits from an isolated section at the buffers, permitting another locomotive to back onto the carriages.

Isolation breaks also allow for a layout to be broken into sections that can be operated independently. Interrupting power flow through one or both rails also avoids any potential polarity conflicts, especially where loops and Electrofrog points are concerned. Installing insulation breaks is simple, using plastic rail joiners which help to keep the rails aligned. Alternatively, the rails can be cut and a clear gap created.

PLAN VIEW OF BASIC ISOLATION BREAK



STEP BY STEP

HOW TO DO IT: CREATE AN ISOLATION BREAK

ANY GAUGE



20 mins per isolation break



What you will need

TOOLS

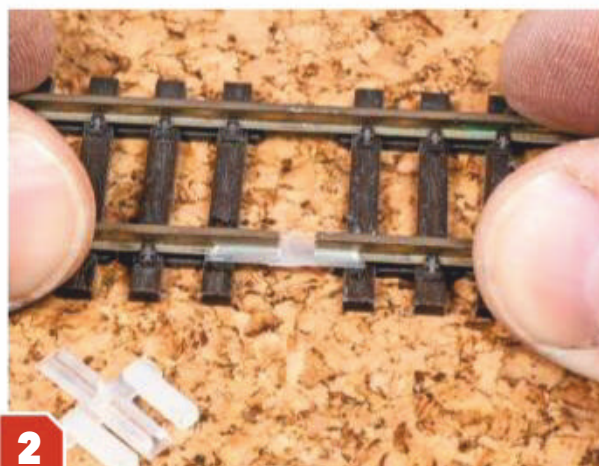
- ◆ Wire strippers
- ◆ Knife
- ◆ Soldering iron
- ◆ Solder
- ◆ Non-acid flux
- ◆ Needle file
- ◆ Pliers
- ◆ Drill & bits

1



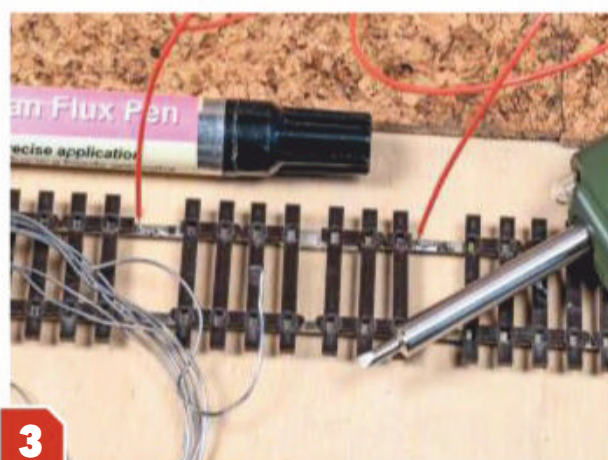
Cut the rail carefully, preferably with a set of cutting shears, and tidy the edges with a needle file. Trim the chairs from each sleeper adjacent to the cut rail to allow room for the insulated joiner.

2



Slide the insulated joiner onto the rail, ensuring that there's adequate clearance between the rail and the top of the sleeper. Check that rail height is consistent over the break, removing more material from the sleeper if necessary.

3



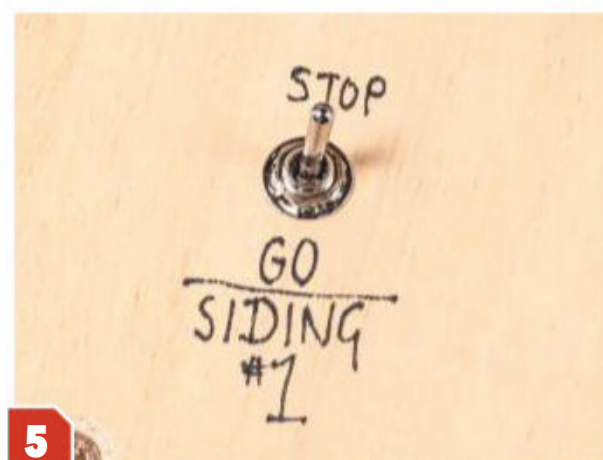
Solder the twin feed cables discreetly to the underneath or outer side of the rail that has been cut, moving the sleepers aside while the hot iron is applied. Carefully drill holes for the dropper wires to pass through the baseboard.

4



The two wires are connected to the terminals of a SPST on-off switch. A drop of non-acid flux helps to create effective solder bonds. Don't disturb the joint until the molten solder has cooled and solidified.

5



Mount the switch to the control panel or baseboard, securing the wires neatly and safely. Orient the isolation switches so that they all act in a similar manner (up for 'on' for instance) and label them clearly.

6

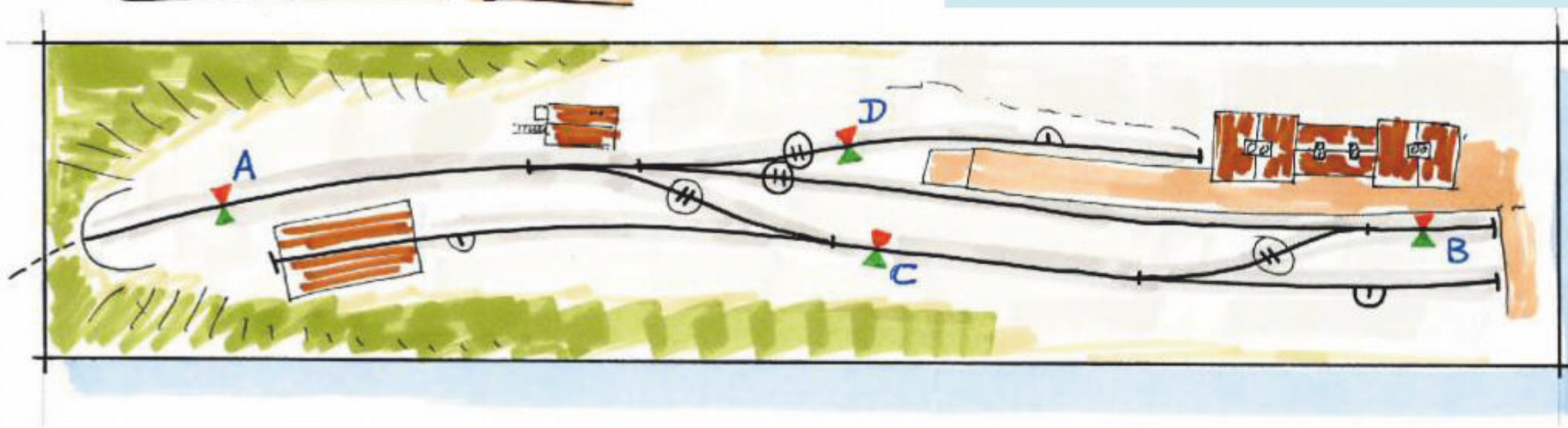
Installing switches close to the isolation point saves plenty of wire, in contrast to creating a central console. Testing the layout in stages, after wiring up each section, makes fault diagnosis easier.



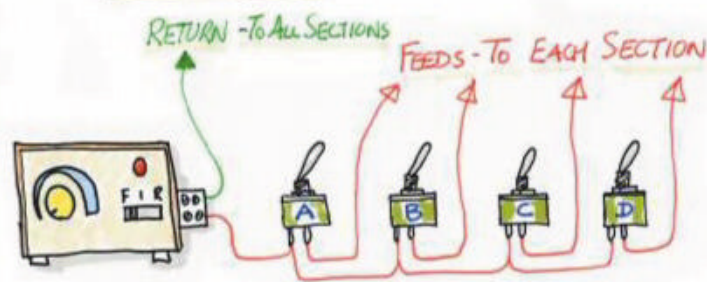
TOP TIP SWITCH YOUR FEEDS

This typical branch line terminus track plan shows the need for four separate power feeds (A-D). With all four feeds switchable – and the insertion of four double-rail insulation breaks – four independently controlled sections are created. Using a single controller, trains can be held in both the main and bay platforms, while a third is run into the loop from the main line. This can also be isolated so that one of the other trains can depart. The three single-rail insulation breaks add further operability by allowing locomotives to be parked – and isolated – at the stop blocks. In particular, the bay platform and shed siding can each accommodate two stabled locomotives.

BASIC TERMINAL PLAN



INDIVIDUAL SWITCHED FEEDS - PLAN VIEW



Creating switchable isolated sections is easy: the green 'Return' wires from the controller are connected directly to the rails, while the red 'Feed' cables are routed via separate SPST (single-pole-single-throw) on-off switches.

ESSENTIAL ISOLATIONS

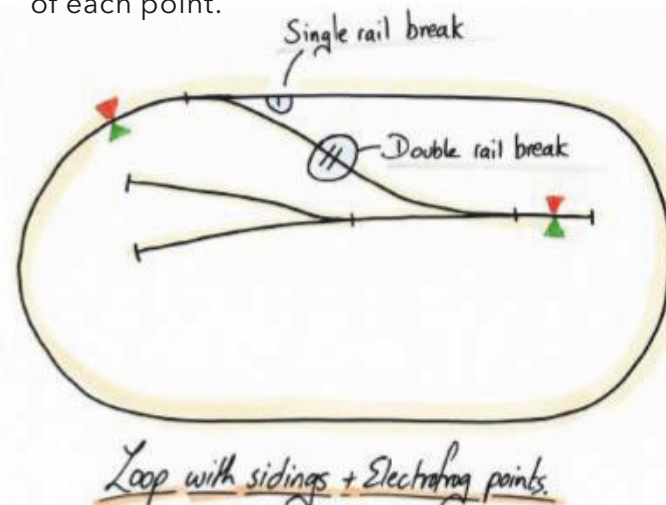
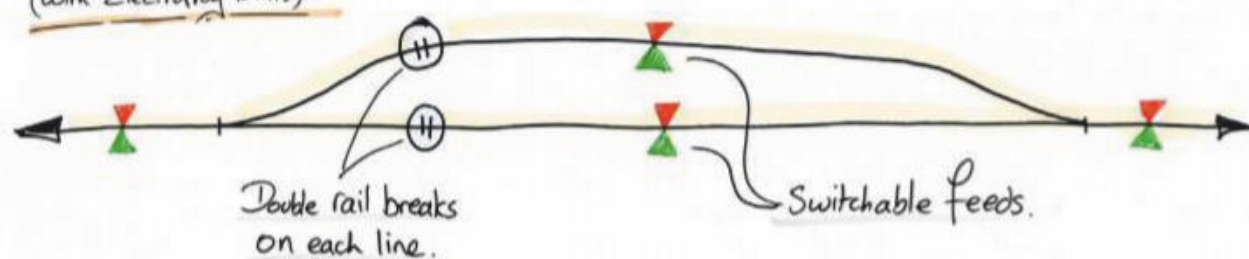
Multiple Electrofrog points, arranged back-to-back, demands insulation of both rails at a convenient point in between. This avoids a conflict of polarity as the routes are

switched. A separate feed must be added to the 'toe' end of each point.

Passing loops with Electrofrog points also require a double-rail insulation break on each line. Inserting switchable power feeds to the loops allows a train to be held on one line while another train

passes. Be sure to locate the double-rail breaks at a point where a locomotive's wheels will not bridge the gap while waiting in the loop. Once again, separate feeds must be installed to the 'toe' end of each point.

BASIC PASSING LOOP (with Electrofrog points)



ISOLATION TIPS

When creating isolated sections, cut the same line on each track. I always choose the 'Feed' lines, so that all isolation

switches are fed with red wire, helping to avoid confusion during construction or maintenance.

Choose the location of the isolation breaks carefully, ensuring that your locomotives or multiple units will fit safely within each section. Any vehicle straddling a section will bridge the electrical gap.



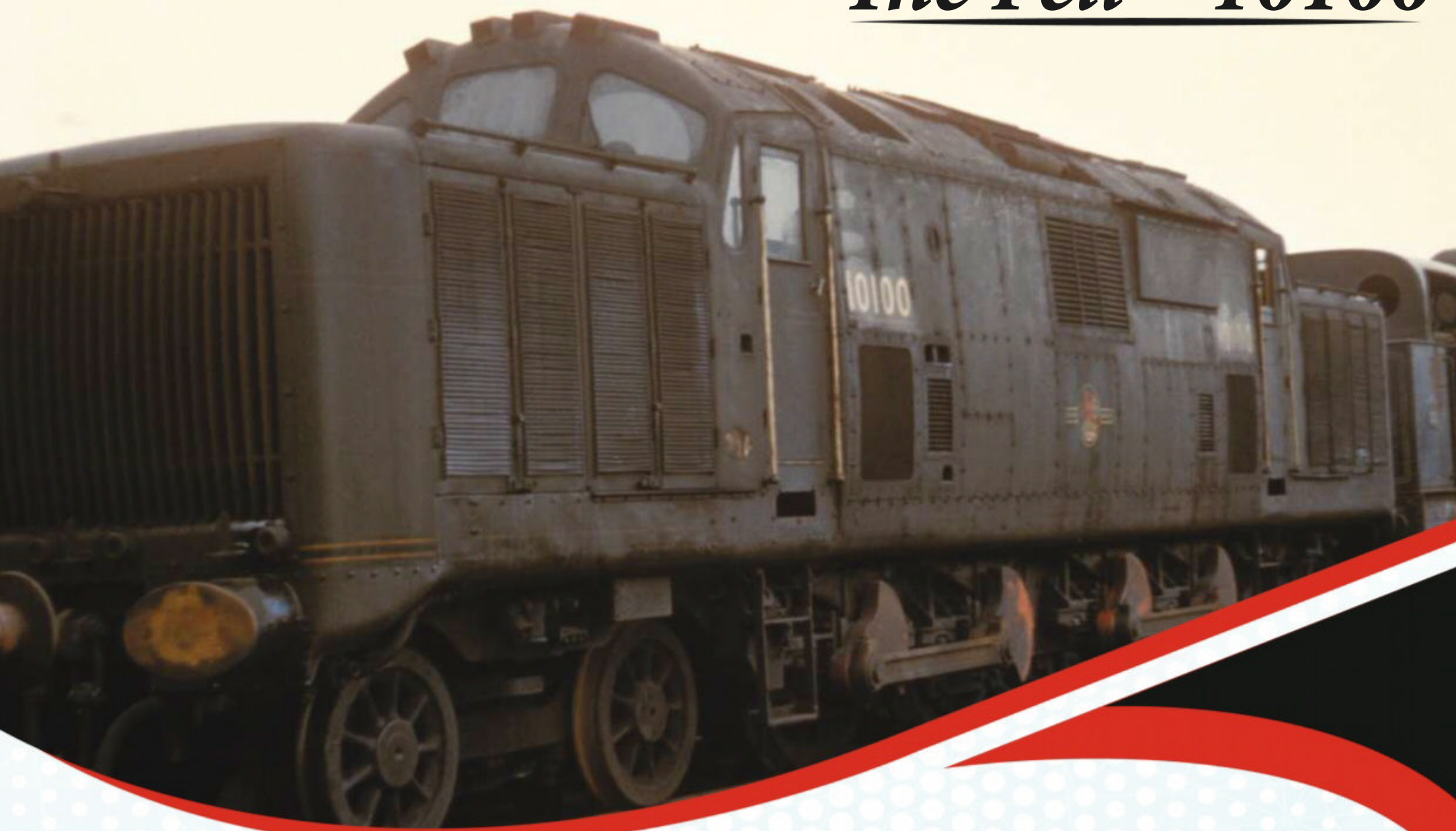
Insulated rail joiners help to keep the rails perfectly aligned, while maintaining a safe gap.

WHAT NEXT?

Next month, we look at the installation and operation of point motors.

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

The Fell – 10100



The Fell – 10100

KR Models proudly announces the launch of the much-anticipated model of the **Fell – 10100**. This very unusual looking loco was quite the head turner. Plus it's unusual engineering makes it a very sought after model. With **4 Paxman** prime mover engines and two **AEC** auxiliary engines, it had the most complex gearbox ever engineered. Having been brought into service in 1951 and because of a fire, put out of service 1952

It will be available in **Black** and **Brunswick green** in both **OO** and **N** gauges, subject to enough interest. This **RTR** model will be available in both liveries, and in **DCC** ready and **DCC** sound. It will have a 5 pole motor, **ESU LokSound V5.0** decoder, sprung buffers, **NEM** pockets. Prices will be **£140** and **£245**.

Expression of interest now open via the website

Masterplan Harry Potter

Track plans to get you thinking in three dimensions

It's a kind of **MAGIC**

Our resident conjuror of layout plans **Professor Paul A. Lunn** proposes four Harry Potter-themed layouts.

Artwork: **Paul A. Lunn**

James Bond defeating Blofeld, Steve McQueen's Virgil Hilts jumping on his motorcycle, Brody, Quint and Hooper battling with a giant shark – all scenes from classic Christmas movies that have delighted generations every year. But there's a new pretender to the throne –

a bespectacled wizard and his pet owl...

J.K. Rowling's characters have delighted children and adults alike since *Harry Potter and the Philosopher's Stone* made its big screen debut in November 2001. The movies built upon the success of Rowling's books and have consequently made parts of the Britain's railway system famous throughout the world.

Ex-GWR 'Hall' No. 5972 *Olton Hall* is arguably now more popular than Thomas The Tank Engine and visitors



flock to the West Highland Railway and Glenfinnan Viaduct in their thousands to experience one of the films' most iconic locations for themselves.

Hornby is to be commended for producing a new range of Harry Potter-themed models. Star billing goes to a train set, including an accurate model of No. 5972, but there is a whole host of buildings, depicting King's Cross and Hogsmeade too. This range bridges the gap between Thomas products and fully fledged railway modelling and I hope it will inspire new and existing modellers alike.

With new Hornby models hitting the shelves and with Christmas approaching – the time of year when people typically buy a train set – I decided to put together a range of Harry Potter-inspired layout ideas. They're pitched from entry-level to more advanced designs, which can be converted to represent the real-world if and when moving on from Harry Potter, to provide maximum versatility.

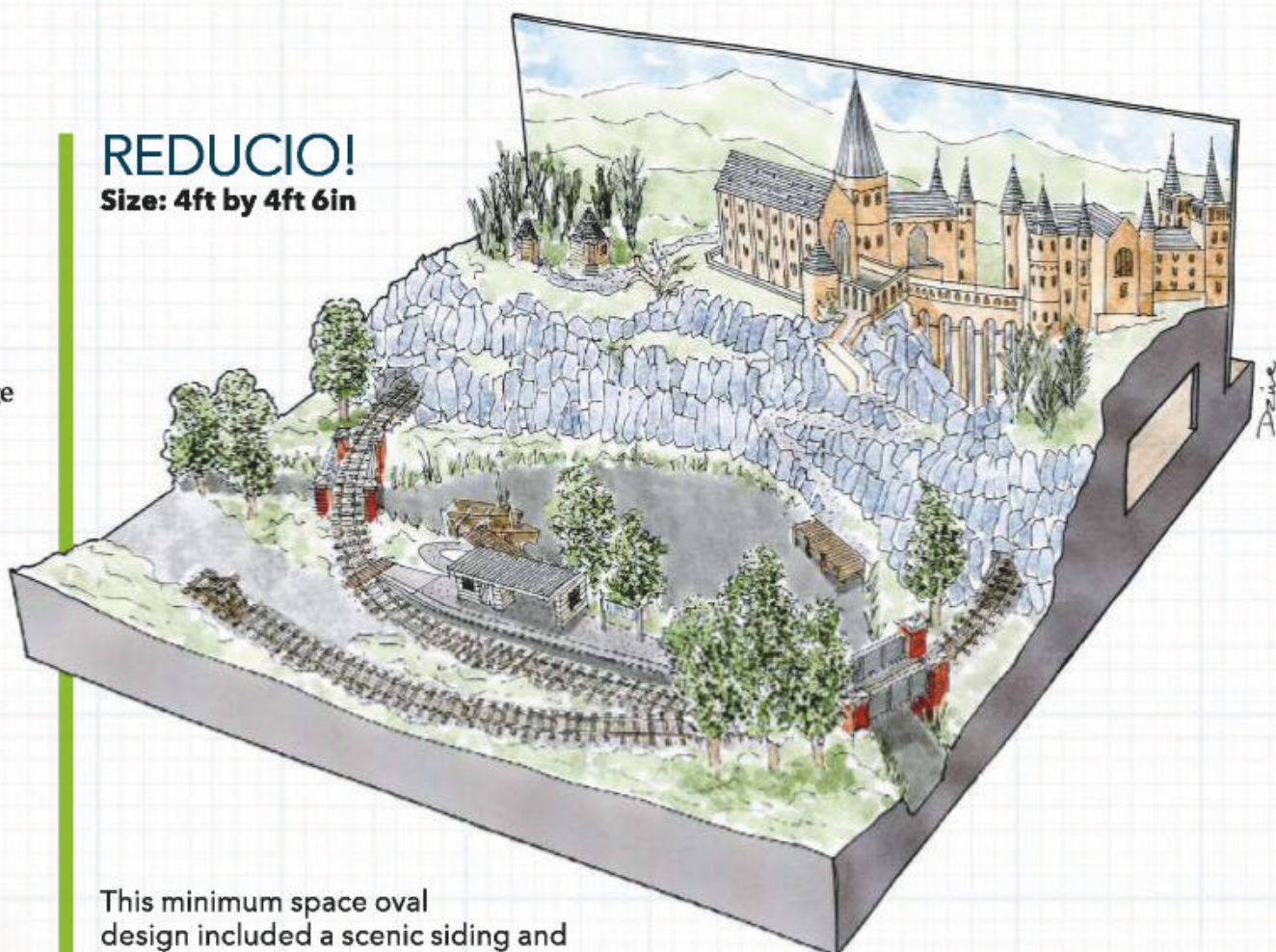
All four layouts have been designed to 'grow' with the operator, who could...

- ...change the castle on the smallest layout and operate as a Scottish branch line...
- ...add sidings to both long sides on the 6ft by 4ft, convert all 2D scenic flats into 3D scenic modelling and operate as a country branch...
- ...develop the terminus and fiddleyard as partially indicated on Plan 3, increase the baseboard width modestly to include a depot or additional sidings and operate as a South East layout...
- ...replace the castle on the largest design with one to a more prototypical British design, replace the quidditch pitch with a goods yard and operate it as a North Eastern Railway layout.

Anyway, here's what I've conjured up...

REDUCIO!

Size: 4ft by 4ft 6in

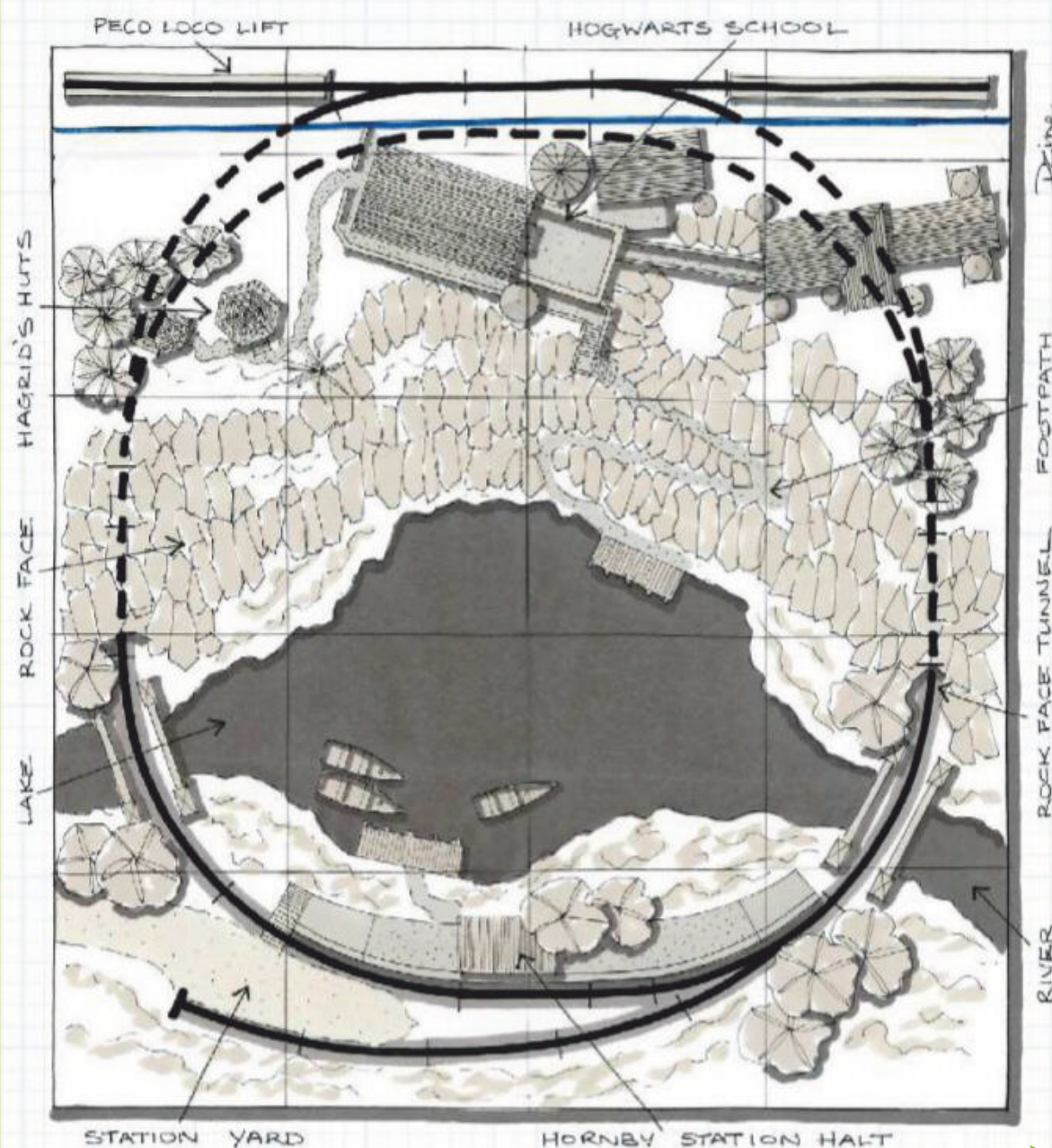


This minimum space oval design included a scenic siding and hidden non-scenic loop. Key features include a minimum space Hornby station halt and platform and Peco's SS57 Vari Girder Plate bridge. There's a substantial scenic undertaking; low-level river, elevated rock face terrain, two naturally occurring tunnels and a reduced-scale representation of Hogwarts School, best viewed at or near eye-level. Access holes are provided along both sides, towards the rear, for servicing hidden track.

HORNBY TRACK NEEDED

- R600 Straight x5 @ £2.19
- R606 R2 single curve x2 @ £2.19
- R607 R2 double curve x7 @ £3.29
- R610 Short Straight x4 @ £1.59
- R628 33 degree curve x4 @ £2.79
- R643 R2 ½ curve x3 @ £2.29
- R8075 R/H curve point x2 @ £18.99

Total cost: £100.73



● Each square represents 1ft.

FOUR-IN-ONE

Size: 6ft by 4ft

I imagined that this layout would be a perfect for a joint child/parent (or grandparent) construction project. Except for Hogsmeade Halt and the level crossings, all scenic treatment is on a theatrical 'flat' and the baseboard has to be painted to represent roads, the river and Diagon Alley's cobbled

streets. I have suggested three possible methods of fixing; (A) a grooved wooden block, (B) fabricated from three pieces of thick plastic (could be made from square and oblong pieces) and (C) a slot in a solid baseboard top to suit the size of individual scenic 'flat' tabs.



Olton Hall crosses one of the Harry Potter films' most recognisable locations, Glenfinnan Viaduct on the Fort William-Mallaig line, on August 31 2001. ANN GLEN

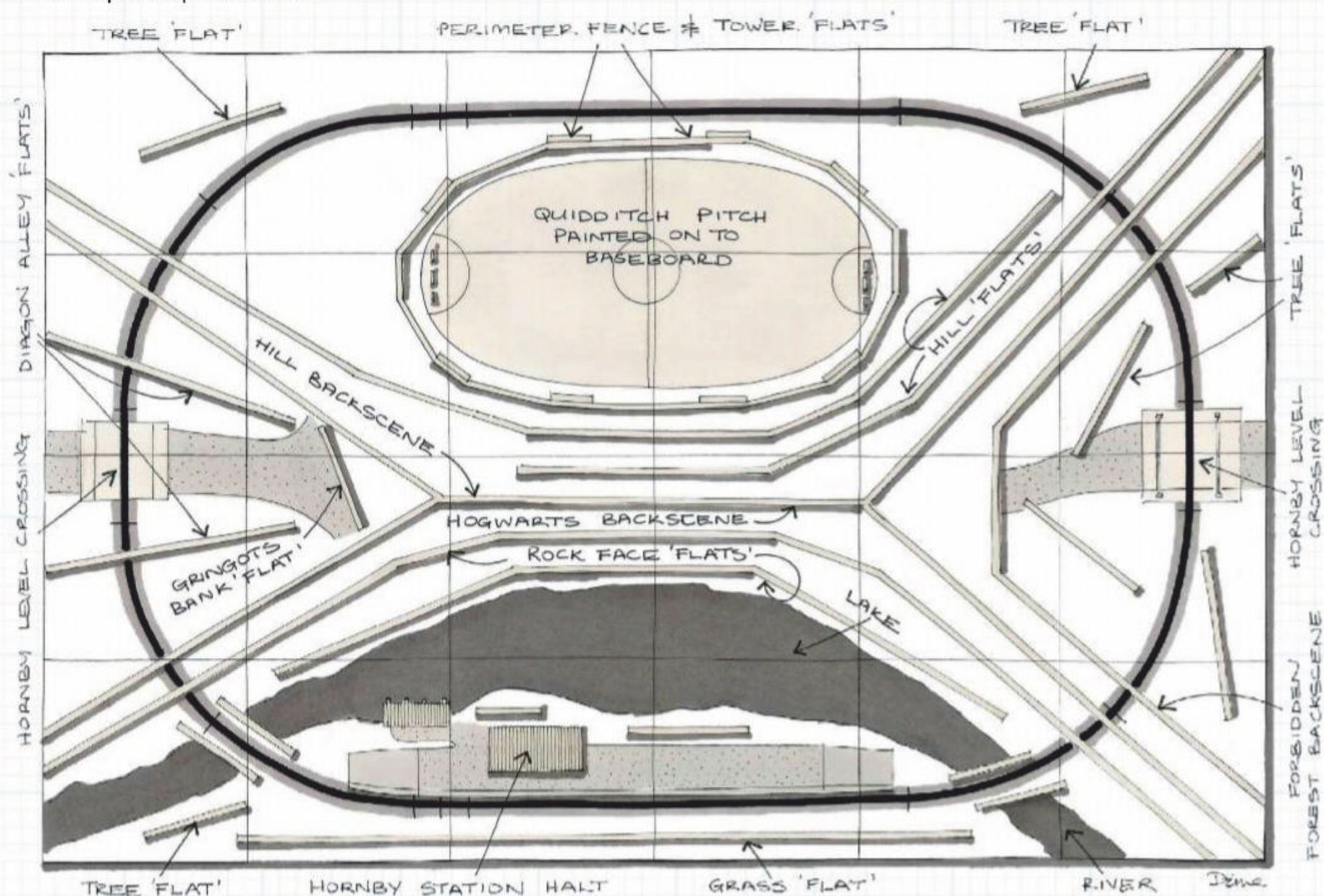
HORNBY TRACK NEEDED

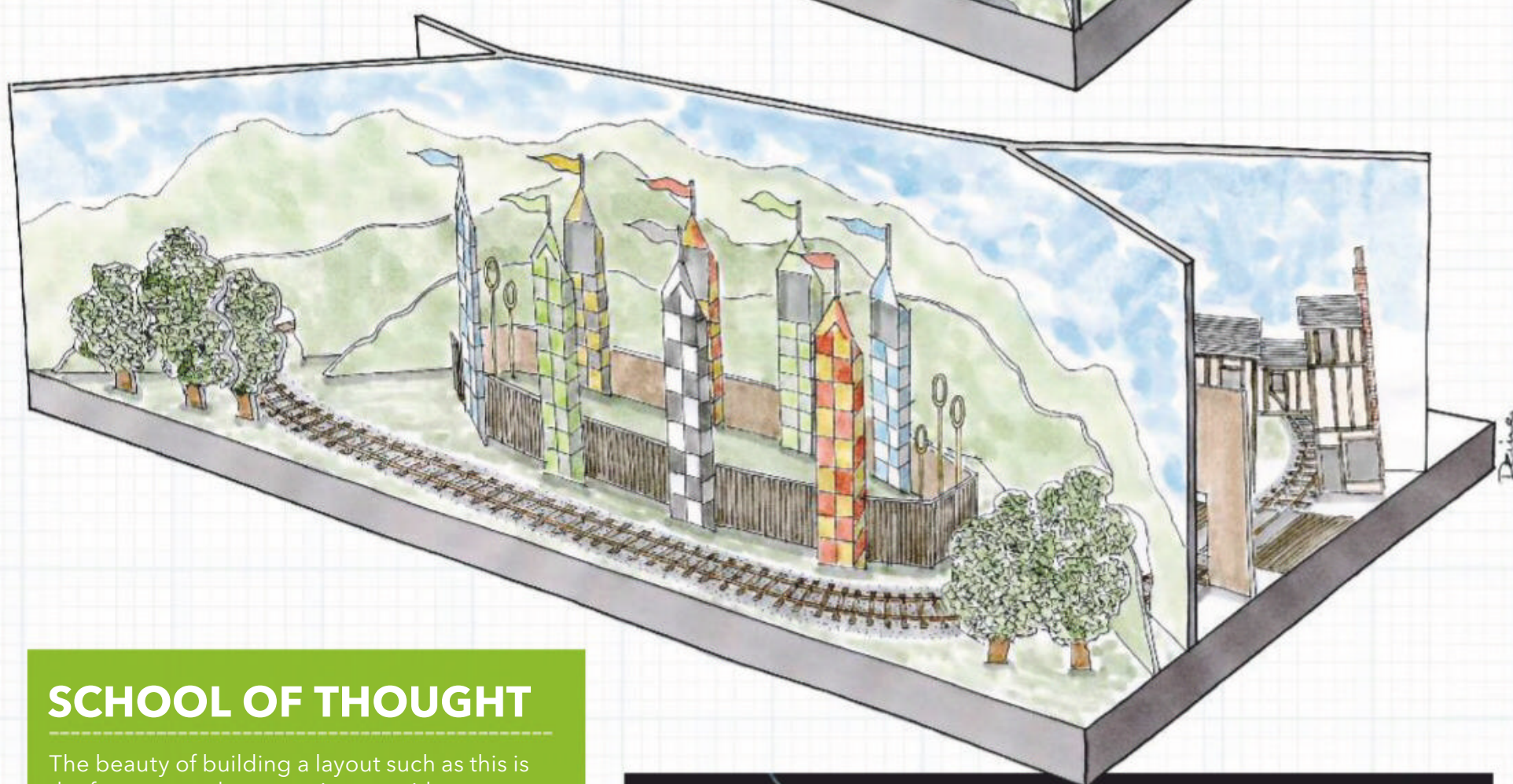
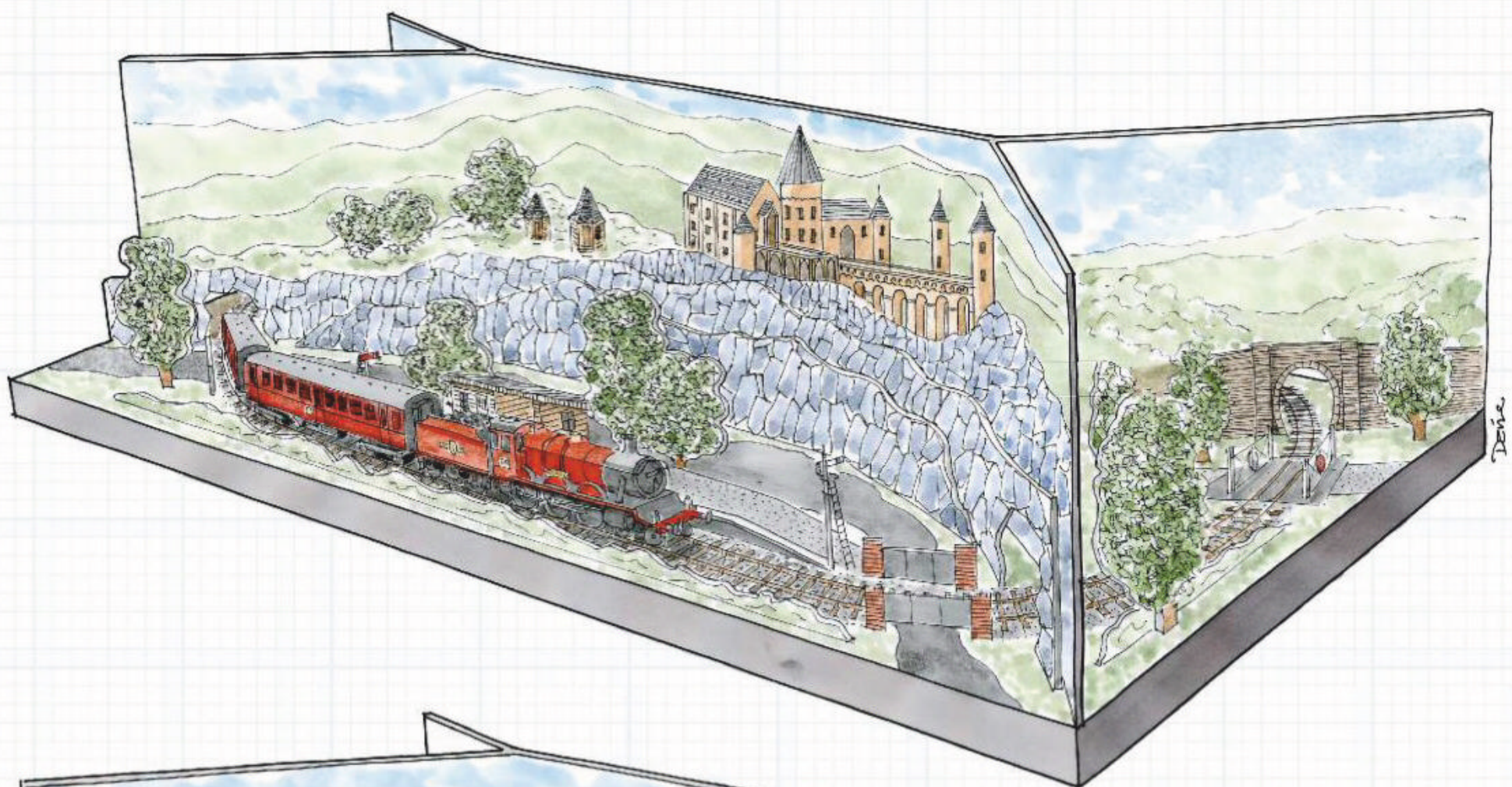
R600 Straight x2 @ £2.19
R603 Long Straight x2 @ £4.99
R607 R2 double curve x8 @ £3.29
R610 Short Straight x4 @ £2.79
R645 Level crossing* x2 @ £18.99

Total cost: £89.82

*You'll need one level crossing with traditional gates for the enchanted forest and one without for Diagon Alley.

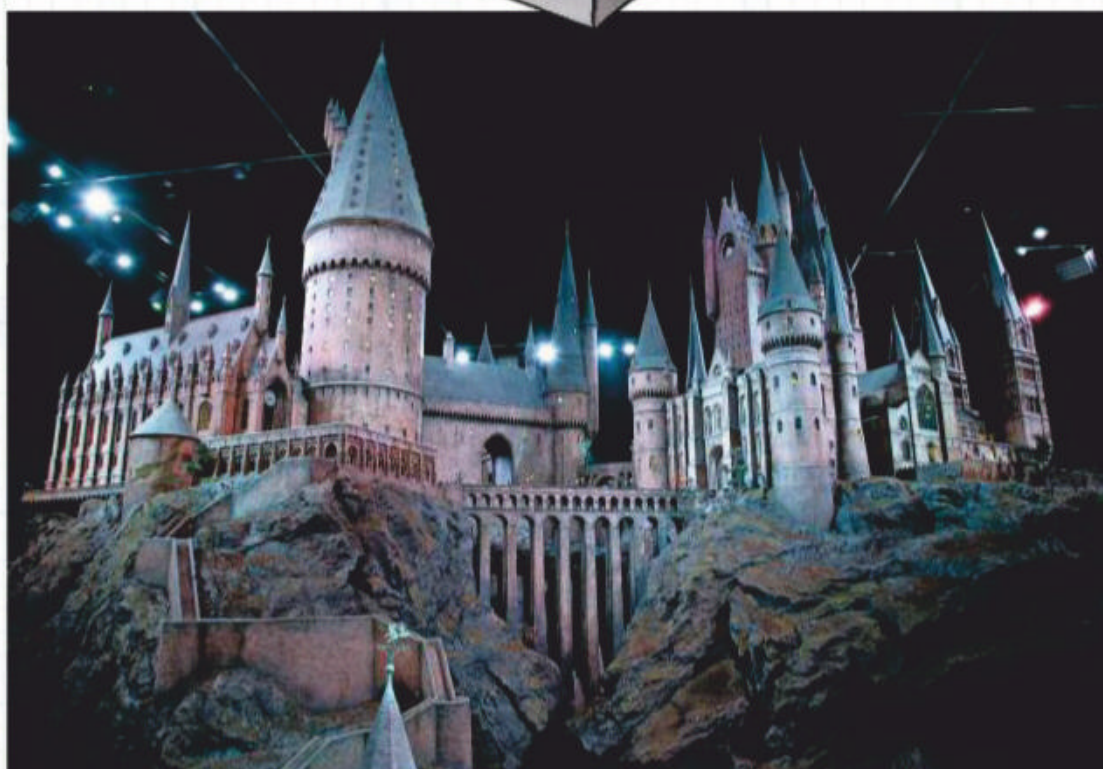
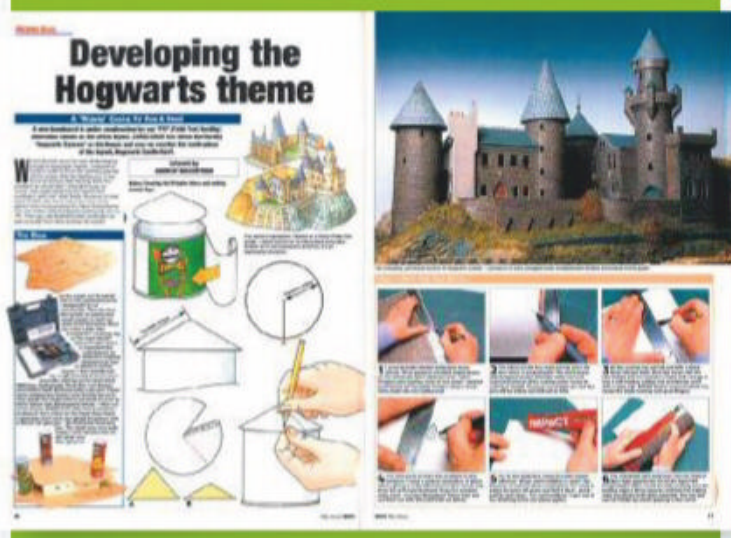
● Each square represents 1ft.





SCHOOL OF THOUGHT

The beauty of building a layout such as this is the fun you can have coming up with ways to model Hogwarts school. These layout ideas are all about fun so there's nothing stopping you from using a Lego kit or, as Chris Leigh demonstrated, making your own using cardboard tubes and brickpaper. Let your imagination run free!



This layout contains four key Harry Potter scenes: Hogwarts School (this is the film set, displayed at Leavesden studio) and Hogsmeade station. GETTY

RAIL AND ROAD

Size: 8ft 3in by 4ft 6in

This end-to-end design features a dropped section at one end to accommodate Glenfinnan Viaduct, reduced in size, and a raised section for a cityscape, including 'modern' London, a short section of Diagon Alley and Platform 9¾. There's a reduced-scale Hogwarts School, best viewed at or near eye-level.

This plan also include a section of Faller road system for use with a modified Oxford Diecast Corgi Ford Anglia and Corgi's triple-decker Knight Bus.



JACQUES PORTAL

HORNBY TRACK NEEDED

- R600 Straight x2 @ £2.19
- R601 Double Straight x6 @ £2.59
- R603 Long Straight x2 @ £4.99
- R606 R2 single curve x5 @ £2.19
- R607 R2 double curve x2 @ £3.29
- R608 R3 single curve x1 @ £2.59
- R609 R3 double curve x6 @ £3.29
- R610 Short Straight x6 @ £2.79
- R8072 L/H point x5 @ £11.99
- R8073 R/H point x1 @ £11.99

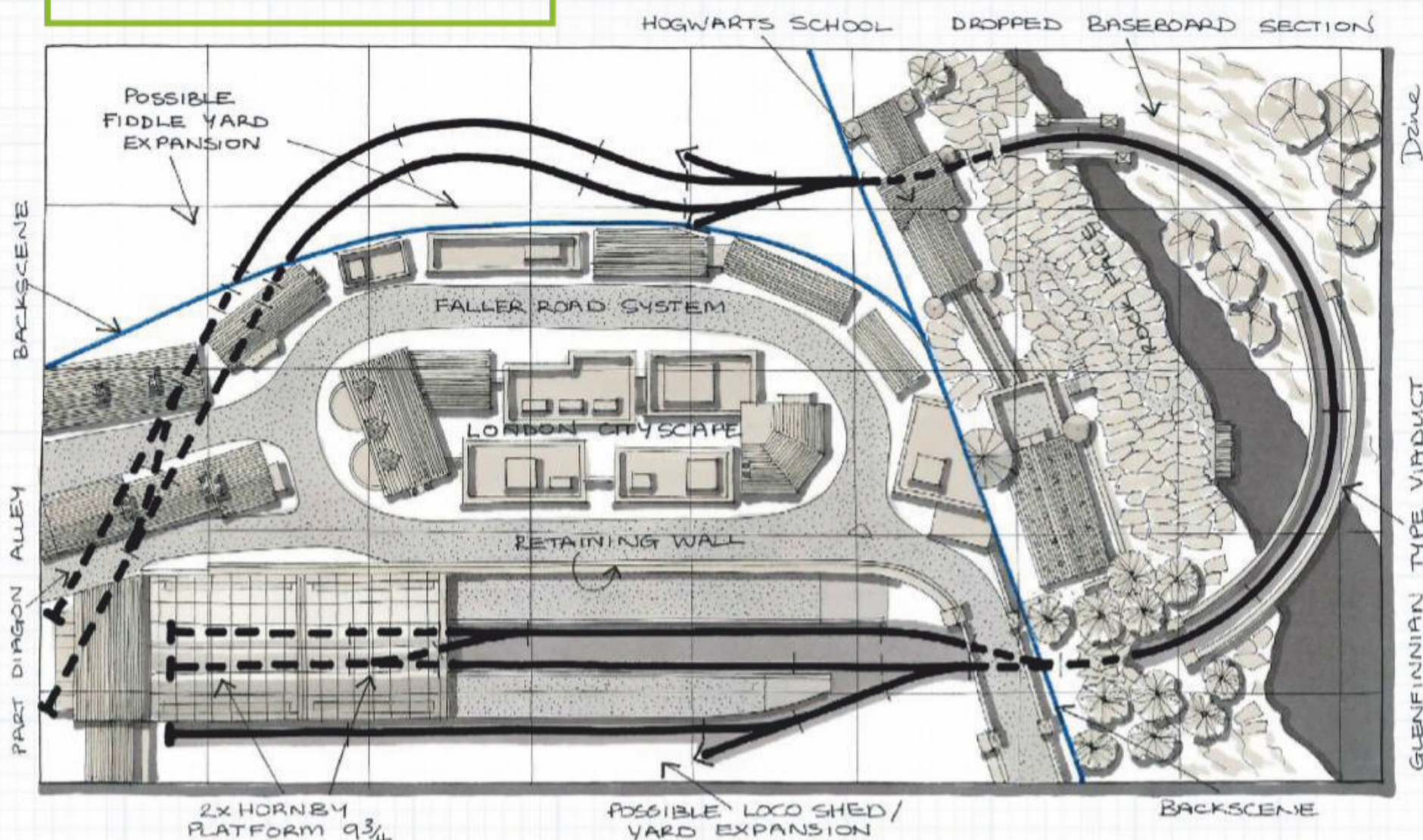
Total cost: £158.44



ALAMY



Olton Hall, wearing its 'Hogwarts Castle' nameplates, stands at Platform 9¾ during the filming of *Harry Potter and the Order of the Phoenix* on September 3 2006. SHUTTERSTOCK

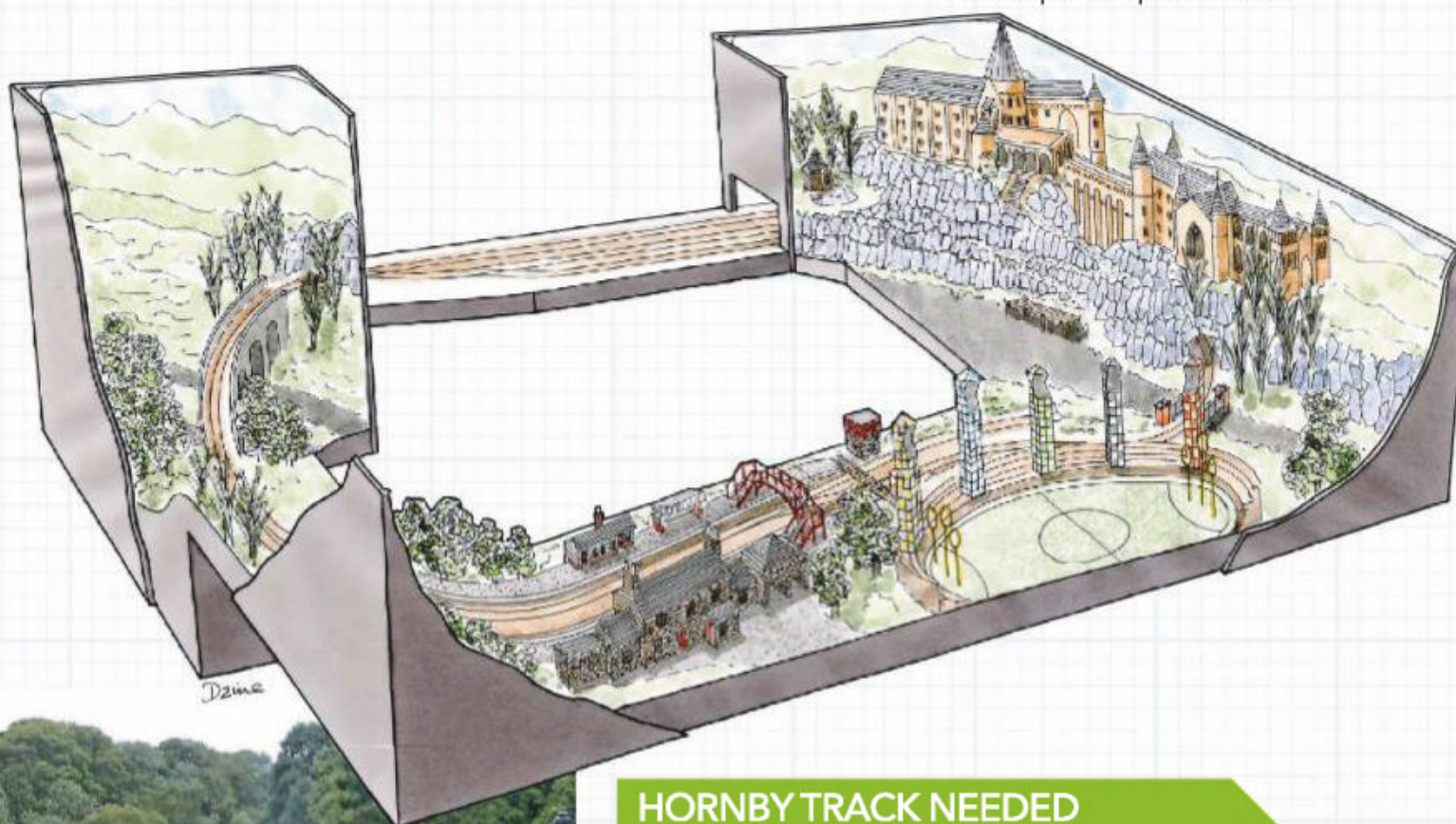


ENGORGIO!

Size: 8ft 6in by 5ft

This is the largest of the four designs and it includes a central operating well. It includes a low-relief Hogwarts school quidditch pitch, Glenfinnan Viaduct and a basic, non-scenic fiddleyard. It also focuses much more on Hogsmeade station, making use of the new Hornby Skaledale models. This layout is a substantial undertaking with a dropped section for the viaduct and raised rocky terrain for much of the right-hand end.

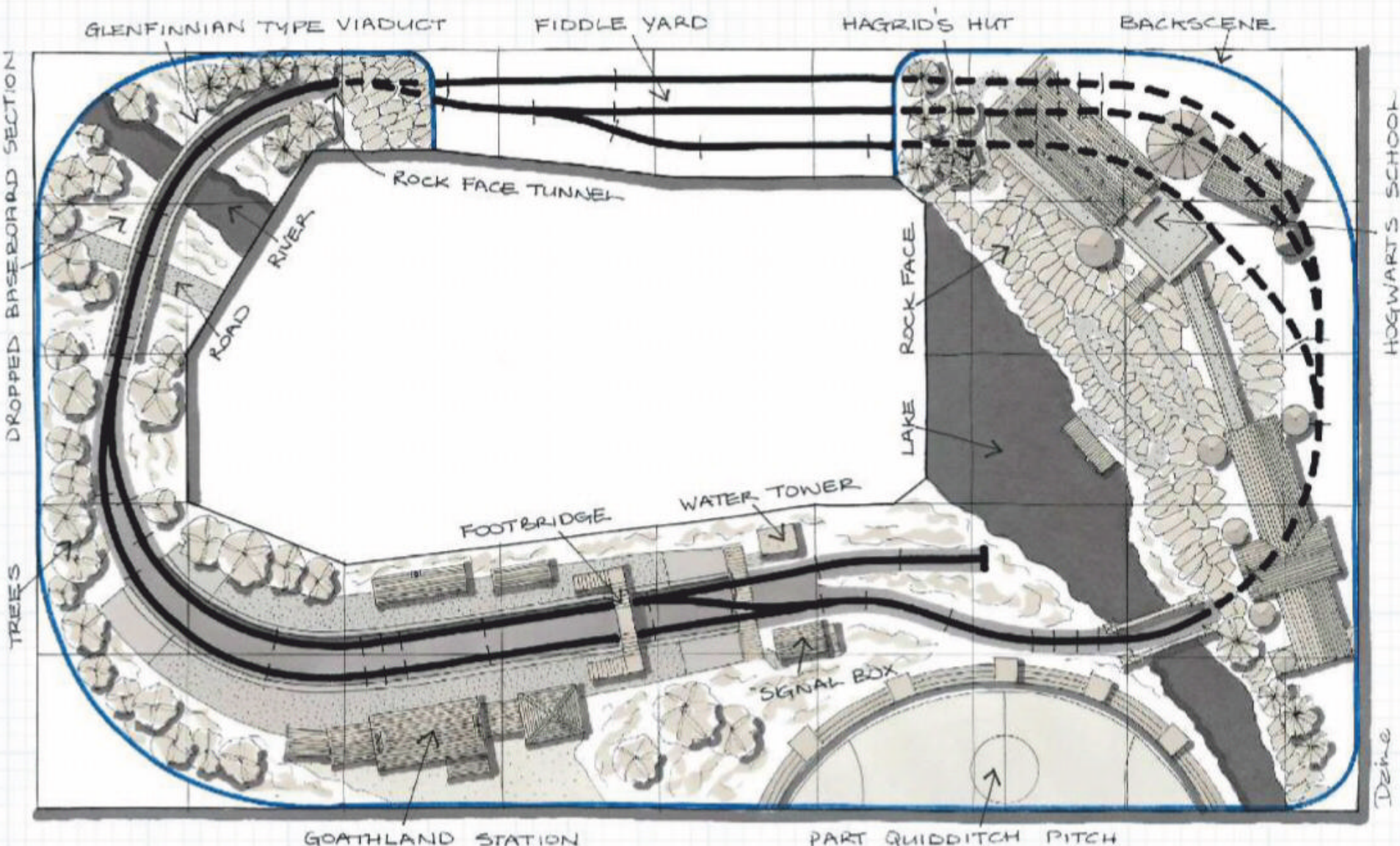
● Each square represents 1ft.



HORNBY TRACK NEEDED

R600 Straight x9 @ £2.19
R601 Double Straight x8 @ £2.59
R606 R2 single curve x9 @ £2.19
R607 R2 double curve x8 @£3.29
R608 R3 single curve x1 @ £2.59
R610 Short Straight x16 @ £2.79
R628 33 degree curve x1 @ £2.79
R643 R2 ½ curve x4 @ £2.29
R8072 L/H point x1 @ £11.99
R8073 R/H point x4 @ £11.99
R8074 L/H curved point x1 @ £18.99
Total cost: £215.42

The North Yorkshire Moors Railway station at Goathland was best known for a generation as Aidsenfield from the TV show *Heartbeat*. It's now more famous as Hogsmeade station.
TONY STREETER



THE CHANGING FACE OF HOGWARTS CASTLE

The first locomotive to carry the 'Hogwarts' name was actually rebuilt 'West Country' No. 34027 *Taw Valley*. The Bulleid 4-6-2 was repainted in a shade akin to EWS maroon for a launch tour of the fourth book in J.K. Rowling's Harry Potter series, *Harry Potter and the Goblet of Fire*. The tour left King's Cross on July 8 bound for Perth but via Didcot, Manchester, York, Newcastle and Edinburgh.

Warner Brothers didn't think *Taw Valley*'s post-war lines suitable for the starring role in its film versions of the books and, apparently having considered ex-GCR 'O4' 2-8-0 No. 63601, opted for David Smith's ex-GWR 'Hall' No. 5972 *Olton Hall*, recently restored from Barry condition at its West Coast Railway Company base.

The 'Hall' is now on display at the Warner Bros studio at Leavesden in Hertfordshire. But it's sparked many imitators. There are at least three replica *Hogwarts Castles* in movie theme parks, including a life-size funicular version at Universal Studios in Florida. Queensland Railways 3ft 6in gauge 'C17' 4-8-0 No. 988 masqueraded as No. 5972 between 2001 and 2011 at Movieworld in Coomera, Queensland.

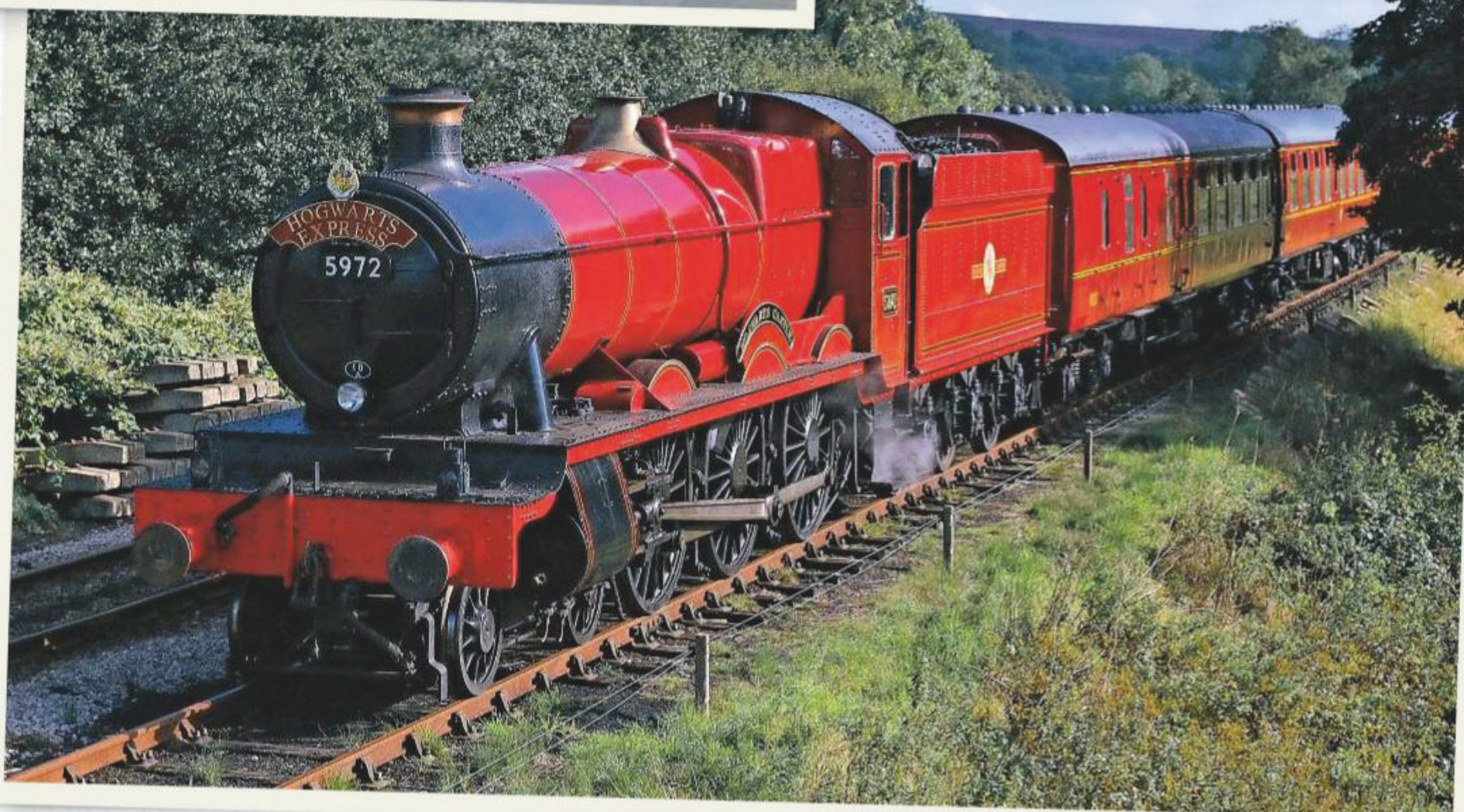


Above: Bulleid 'WC' No. 34027 *Taw Valley* as *Hogwarts Express*, steams into York on July 9 2000, with the 'Queen of Scots' set. The maroon colour scheme led to cancelled railtours and unhappy punters expecting to ride behind a green Bulleid. NICK HARRISON



Left: *Olton Hall* hasn't always been red! It returned to steam in 1998 after restoration from Barry condition and was displayed at Crewe Works in BR green with 'cycling lion' emblem. MEL HOLLEY/RAIL

Below: Freshly outshopped in *Hogwarts Railways* red and carrying *Hogwarts Castle* nameplates, No. 5972 steams to Goathland for filming on September 29 2000. Despite security guards preventing spectators watching the filming at Goathland, they couldn't prevent people from watching from the lineside! TOM REEVE





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George Dent

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



Chris Leigh

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



Peter Marriott

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

ROLL A COBBLESTONE ROAD



How do I create a realistic, textured cobblestone surface? Previously, I've used Wills embossed plastic sheets, but cutting them up and filling the gaps can be an arduous task. Is there a simpler, faster way?

Kirk Henderson, by e-mail

George says: Embossed plastic sheets can produce good results but, yes, installing them can be laborious, especially when irregular shapes are required.

Redutex pre-coloured sheets offer a more flexible alternative to other embossed plastic sheets, being easier to cut and shape. However, they can prove expensive if larger areas are to be covered.

A much simpler – and more economical – solution is to form your own cobbles into a layer of clay, plaster or putty. Chris Nevard achieves amazing effects with DAS clay and the plastic shaft of a Biro pen, but the clay can take a day or two to dry out fully, especially in colder environments.

I used to enjoy spreading wet plaster over scenery and imparting texture with a variety of implements. Again, though, the plaster takes time to dry out before it can be painted.

As my patience seems to be dwindling as I get older I've recently started using epoxy putty to achieve similar results, with dramatically reduced drying times.

Epoxy putty, after mixing the two elements together carefully, can be rolled out with a plastic or metal rod, using a dusting of talcum powder to prevent it sticking to the work surface

or roller. The task feels similar to making pastry or icing a cake. Indeed, it always makes me feel hungry!

The putty is secured to the scenic area with a layer of brushed-out PVA glue, allowed to turn tacky for a few minutes. Further rolling-out, *in situ*, creates the final contours for the roadway or pavement.

Before the putty hardens, the cobblestone texture can be achieved with a special textured rolling pin, as offered by Spanish scenics supplier Green Stuff World.

These excellent plastic tools are available in all manner of textures, sizes and patterns, allowing anything from bricks, blocks, paving slabs, factory floor panels, wood planks, decorative stonework and cobbles to be formed instantly and consistently.

All you need to do is apply a light dusting of talcum powder before rolling the tool over the surface, being sure to apply an even, consistent pressure, especially when working on an undulating surface.

Depending on the putty formula and ambient temperature, the textured surface will soon be ready for painting. When rolled thinly, Deluxe Materials' EZE Putty sets within an hour or so, meaning that the whole job can be completed in an evening.



1

Roads can be formed from modelling clay, although epoxy putty offers a much faster-setting option. Deluxe Materials' EZE Putty comes in a pre-measured format, so all you need to do is cut off as much as required.



2

The EZE Putty is then kneaded between the fingers until the two coloured elements are mixed evenly, which takes only a few minutes. Working in a warm environment renders the putty more malleable.



3

Dust a layer of talcum powder onto the working surface and over a plastic rod, which is then used to roll the putty out. Add more talc and move the putty to spread it out as flat as possible, but not too thinly just yet.



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



30 mins



PRODUCT: Textured rolling pins (various patterns/sizes). **PRICE:** £14.25 each. **AVAILABILITY:** Green Stuff World **Web:** www.greenstuffworld.com



This realistic cobblestone surface was created quickly and simply using epoxy putty and a textured rolling pin. GEORGE DENT



4

Peel the putty off the worktop and lay onto a bed of tacky PVA glue. Add a little more talc to the top of the putty and roll it out further until the area is covered as evenly and flatly as possible.



5

A further sprinkling of talc precedes the textured rolling pin, rolled in one direction and with gentle pressure applied evenly over the length of the tool. Clean the roller immediately in warm soapy water.



Above: Green Stuff World's rolling pins are available in a variety of patterns and textures to suit large and small scales. Most of the rollers are 140mm long, with a diameter of 15mm.

OTHER NON-STICK OPTIONS

Instead of talcum powder, coating the rolling pins in Vaseline before use will prevent the putty from sticking to the tool and make cleaning up much easier.

Technique of the month

Painting flexible plastic figures

George says: One of the questions I'm asked regularly is how to paint figures rendered in flexible plastic. Airfix's various 1:72/1:76 scale military-themed figure sets spring to mind, with modellers of wartime subjects often making use of these cheap and convincing miniatures.

The issue with the plastic employed on these figures is that paint and primers struggle to adhere to the surface in the first instance, while the flexible material causes the paint to peel away.

After experimenting, I found that preparing the surface with a strong liquid poly cement, such as Flex-i-File Plast-i-Weld or Tamiya's Extra Thin liquid cement, provides a 'key' for the ensuing primer and paint layers.



1

After trimming away any waste plastic from the figures, scrub the figures with water and detergent. When dry, apply an overall coat of liquid poly cement, using a small brush.



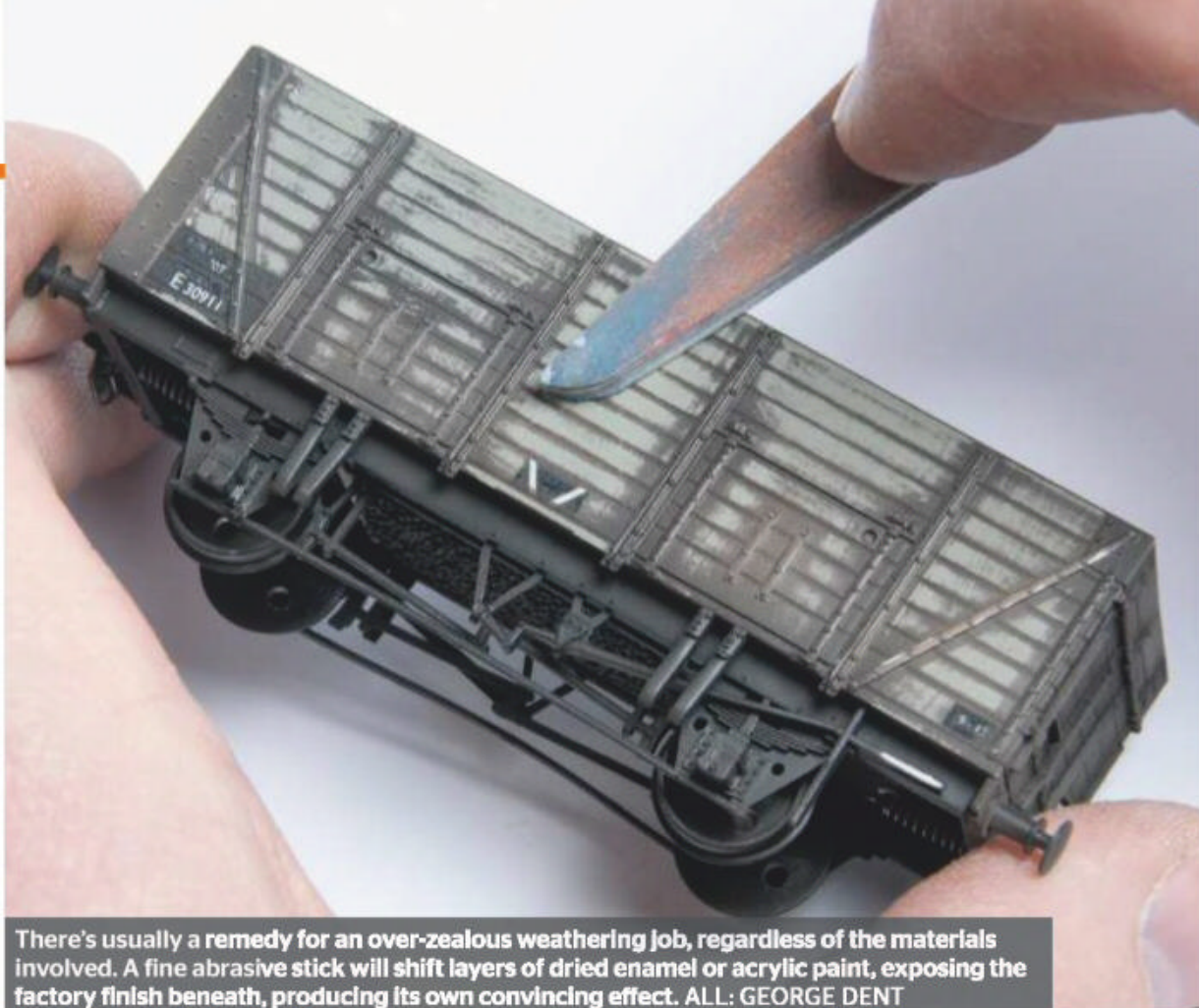
2

Leave the figures overnight to allow traces of the liquid poly solvent to evaporate. Spray a light coat of grey primer from an aerosol or airbrush, before another overnight rest.



3

The figures can then be painted with either enamel or acrylic paints. Provided that the figures are handled carefully, I've had no issues with the paint peeling away.



There's usually a remedy for an over-zealous weathering job, regardless of the materials involved. A fine abrasive stick will shift layers of dried enamel or acrylic paint, exposing the factory finish beneath, producing its own convincing effect. ALL: GEORGE DENT

SALVAGE A WEATHERING JOB



I'm not happy with my attempts at weathering a number of mineral wagons, having applied far too much paint. How can I strip the acrylic paint and start again?

Bob Ridgewell, by e-mail

George says: Once dry, acrylic paints can be stubborn, although alcohol-based thinners (such as Tamiya's formula) can be effective when applied vigorously with cotton swabs. Importantly, Tamiya's thinners will not disturb the factory finish beneath.

However, this approach can be laborious. In contrast, employing fine abrasive sticks and pads makes the job a lot easier. Used in vertical strokes, the abrasives create some welcome texture and streaking effects which can appear ultra-realistic.

Furthermore, on planked wagons in particular, the 'dirty' weathering paint will remain within the seams and other recessed areas, as well as around raised strapping and door fittings. These lingering deposits suggest areas of ingrained filth and give the model a more authentic, three-dimensional



After removing the excess dried paint, the effect can be fine-tuned with dry weathering powders, applied with a soft, flat brush.

aspect. While this stage alone can produce interesting results, the contrast between clean and dirty areas will appear overly harsh.

More delicate work with an airbrush or the application of dry weathering powders will soften the overall effect and allow for greater fine-tuning. This process was applied to the wagon featured here, after it was deemed that the original airbrushed weathering was excessive.



After initially being disappointed with the weathered finish, a little remedial work created a much more satisfying result.

HOW CAN I IMPROVE FACTORY-FITTED FLUSH GLAZING?



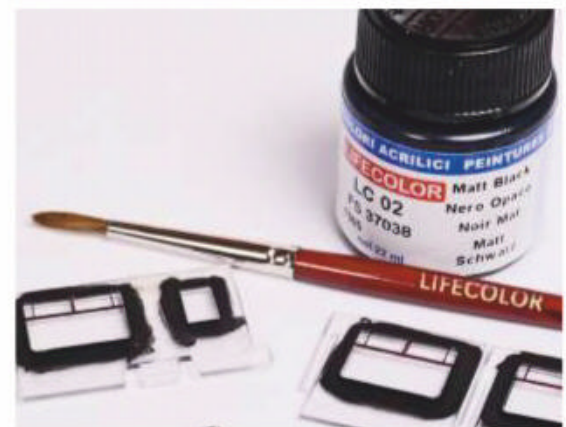
Is there a way of improving the look of the glazing on my new Hornby LMS carriages?

Jim Walker, by e-mail

George says: The glazing's prismatic effect, whereby the light is refracted from the edges of the thick clear plastic, can be drastically reduced simply by painting the edges of the moulded windows with matt black paint. The black coating also has the benefit of replicating the look of a rubber seal around the edges of the glazing panels. The main difficulty involves the safe

removal of the glazing panels from the carriage bodyshell. The amount of glue employed can vary between individual models, but often firm finger pressure is enough to 'pop' the glazing out. Flexing the bodysides also helps to break the brittle glue bonds. Prising the glazing with a blade sometimes works, but it also increases the risk of shattering the clear plastic.

Once removed, apply two coats of matt black acrylic to the edges of each panel and allow to dry fully before re-fitting the glazing with canopy glue, such as Glue 'n' Glaze, allowing it to turn tacky before fixing.



Above: Painting the edges of moulded plastic glazing drastically improves its appearance, reducing the prismatic effect.



Once reinstalled, the modified glazing looks much more convincing. BOTH: GEORGE DENT

PROTOTYPE QUESTION OF THE MONTH

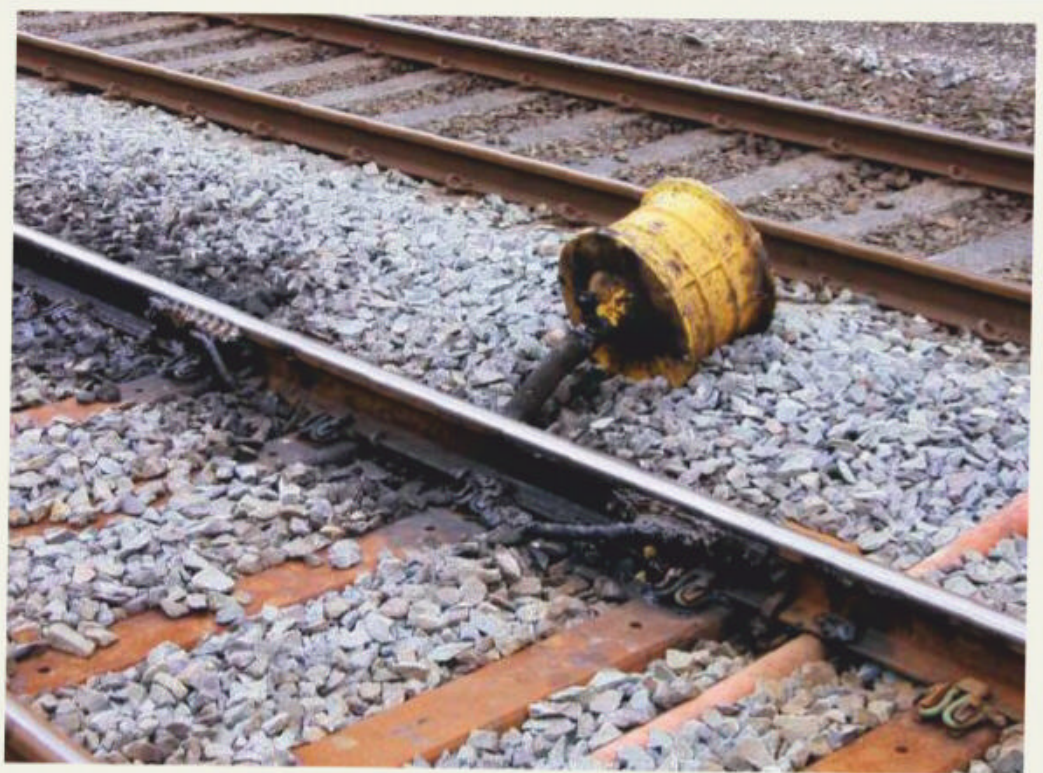


My plan is to make the track on my modern layout as realistic as possible and a friend suggested adding a flange lubricator. What do these look like and are they available off-the-shelf, or will I have to scratchbuild one?

Mark White, by e-mail

George says: I've seen a few different flange lubricators, in terms of size and shape, but they look easy to recreate in miniature. They usually consist of a container full of grease, supplying one or more applicators fixed to the inside edge of the adjacent rail. Some units appear to work by gravity, such as that illustrated here, with the reservoir placed atop a shoulder of ballast.

I'm not aware of any ready-made versions in any scale, although it's the kind of thing that lends itself to 3D printing. Alternatively, scratchbuilding would be fairly simple, using various diameters of plastic rod and wire. Remember to allow adequate clearance for the flanges of rolling stock. Something to note from the illustrated example is the murky weathering around the applicator points, where the grease has stained the rails, sleepers and ballast.



A typical example of a simple gravity-fed flange lubricator, near Silverdale station on the Carnforth-Barrow line. GEORGE DENT

A SIMPLE TIP FOR BUILDING PLASTIC COACH KITS



I'm building a number of 'OO' plastic coach kits and the mouldings need cleaning up before assembly.

I'm struggling to get the edges of the sides straight and true with a file.

Any suggestions?

Wilf Watkins, by e-mail

George says: As mentioned elsewhere in this issue, it's important to get plastic components to meet as closely as possible in order to form strong bonds, especially when working with liquid poly cement. Fettling parts carefully and test-fitting before assembly is, therefore, a vital step.

Broad, flat files are usually sufficient for dressing square edges flat and true, but working on longer components, especially carriage sides, can prove difficult. Mounting the sides in a padded vice and running a longer file along the edges offers more control. Checking with a steel straightedge at regular intervals helps to identify any high or low points.

The process can be eased further by creating a simple aid, using an old mirror, a sheet of coarse (120grit) wet/dry paper and strong double-sided tape. By rubbing the edges of the components on the abrasive sheet, any waste material is removed and the surfaces levelled. The flatness of the glass also doubles as an ideal reference surface, revealing how flat the edges are.

Once the parts have been prepared, test-fit everything before any glue is applied, making any further alterations where necessary. A way of ensuring that the parts are correctly aligned before the liquid poly is applied, is to clamp them together with masking tape. This also removes the need for the elusive 'third hand' that we modellers often wish we had.

For even more control over alignment, mini lightweight bar clamps are also useful, especially when installing carriage roofs. As seen here, a combination of tape and clamps allows the roof's position to be fine-tuned and restrained before the glue is applied with a fine brush, directly into the joint.

Just enough pressure should be exerted by the clamps to hold everything in place, without distorting the soft material. Furthermore, clamps should only be employed once the rest of the bodyside assembly is fully cured.

What you will need

MINIATURE BAR CLAMPS

- ◆ Available from hardware stores or www.amazon.co.uk



Masking tape and mini bar clamps are great for holding parts together during the gluing stage.

ANY GAUGE

40 mins

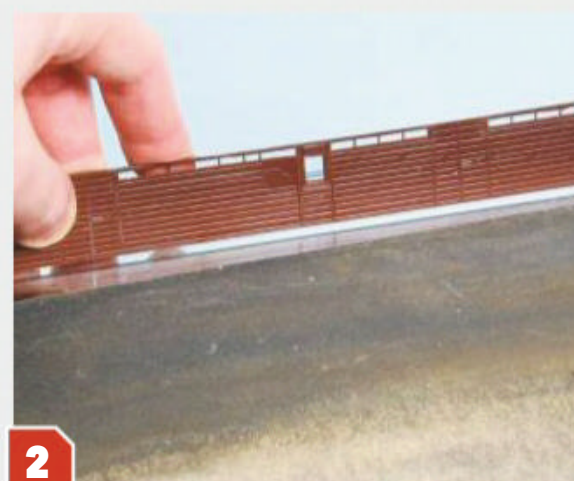


STEP BY STEP



1

A sheet of coarse wet/dry paper can be fixed to an old mirror with double-sided tape. This provides a perfectly flat surface for dressing the edges of long components.



2

Check that the edges are straight and square by placing the sides on the glass, looking to see if the plastic is in contact with the surface for the whole length.



3

Fix each end into position, using a set square to ensure that it not only stands vertical in relation to the floor's upper surface, but also at a right angle to the sides of the floor.



4

Place one side in position and fix one corner with poly cement. Check the side's alignment again before fixing the other corner. Then brush the glue along the length of the side.

Bespoke card curtains are simple to create but bring an ultra-realist look to model coaching stock. **GEORGE DENT**



MAKE YOUR OWN CURTAINS



I want to install realistic curtains to the windows of my steam-era coaching stock. Can you recommend any suitable materials or products?

Garry Wilcox, by e-mail

George says: MJT's cast whitmetal curtains (www.dartcastings.co.uk) can look effective, once painted and treated with a dark weathering wash to accentuate the relief. However, their uniformity can be a little disappointing.

For ultra realism, I often make my own curtains from coloured paper, although finding the correct shade to suit your coaching stock can sometimes be difficult. In such cases, painting the curtains allows for greater authenticity.

Assembly is simple, if time-consuming, cutting the paper into small rectangles a few millimetres deeper than the apertures and folding into a compressed concertina pattern. Smaller strips of paper are then cut and wrapped around the waist of the curtains to act as tie-backs, being fixed with a small drop of cyano glue for an instant bond.

The concertina can then be opened up above and below the tie-back to create the distinctive angled profile. Inevitably, no two curtains will look identical and there's also the option of omitting the tie-backs from some curtains, suggesting that they've been drawn by passengers.

The curtains can be fixed to the inside of the glazing with a drop of glazing adhesive, such as Deluxe Materials' Glue 'n' Glaze. The interior mouldings of some RTR coaches may need to be trimmed to accommodate the curtains.

The colour of the paper is not wholly accurate for BR Mk 1 stock, but the stages of George's curtain assembly process can be appreciated.



Tool of the month

A heat-resistant board that's perfect for soldering tasks.

Skamolex board is a useful, heat resistant material formed from vermiculite. Often employed for lining woodburning stoves and fireplaces, it also has many uses for modellers.

Available in sheets of various sizes, the material can be cut with a saw and glued to a sheet of plywood to form a resilient and handy work surface for all manner of soldering tasks.



The lightweight material yields freely to drawing pins, making the clamping of components simple. Also, it doesn't draw heat away from the metals being soldered, which can be important when using solders with higher working temperatures. The board will withstand repeated exposure to high temperatures from mains or gas-powered soldering irons and torches.

Product: Skamolex board, (300mm by 20mm by 15mm)

Availability: Axminster Tools

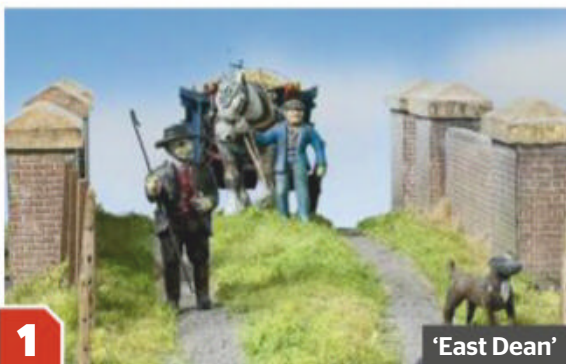
Price: £13.55

Tel. 0800 371 822

Web: www.axminster.co.uk



THREE CAMEO IDEAS FOR YOUR LAYOUT



'East Dean'

On the bridge: We've all seen the 'bus on an overbridge' cameo, but this horse-drawn cart, along with a drover and his dog, adds a period twist.



'Widnes Road'

Blind spot: The vertical blinds hanging in the cabin's windows add a convincing touch, along with the array of modern health and safety signage and general detritus.



'Sutton Parva'

A sack full of everything: Railways once carried small freight consignments by passenger train. Sacks, barrels and cases were a common sight on station platforms.

Olivia's Trains of Sheffield

'OO' Gauge UK DCC
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25a Mansfield Rd,
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Extensive UK sound library utilising the Loksound decoders.

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Heljan Class 58's Available Now.

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Heljan EM2 Class 77 / EM1 Class 76 - Available Now.



Heljan "Falcon" 4 Versions.



Heljan "Kestrel" Available Now.



Dapol Class 73's
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Coming 2016 - Class 73 In EW&S, Fragonset & Network Rail.
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Reviews

In-depth and unbiased reviews of the latest products



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GWR locomotives

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Scenics wild grass



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Our reviewers

George Dent

Model Rail's modern image expert.

Richard Foster

His forte is steam locomotives.

Chris Gadsby

Tests models to their limits.

Peter Marriott

Model Rail's scenic expert.

Ben Ando

Model Rail's 'N' gauge specialist.

Our ratings

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

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

How we test

At *Model Rail*, we pride ourselves on the quality, thoroughness and unbiased nature of our reviews. To do this, we judge models against prototype images and historical texts. We also run them on our test track, which features 1-in-30 and 1-in-60 gradients in both 'N' and 'OO', not to mention numerous challenging track configurations.





Hornby Class 87

◆ GAUGE 'OO' ◆ MODEL Hornby R3656 Class 87 Virgin red/black ◆ PRICE £169.99 ◆ AVAILABILITY Hornby stockists Web www.hornby.com

The Class 87 has been available in 'OO' gauge for decades, with the venerable Lima tooling being updated and reissued by Hornby in 2008. Not surprisingly – despite some good points – that model looked like it belonged to the previous century.

Hornby's all-new version appeared last year, the first batch portraying the '87' in its early and later British Rail guise, appealing to modellers of the 1970s-1990s era. Another batch has now arrived,

aimed at the post-privatisation scene, complete with appropriate detail modifications. Our sample sports the popular red/grey Virgin Trains scheme, while a second version is also on offer, representing 87002 in the ultra-stylish Caledonian Sleeper livery (R3751).

GENERAL MUSINGS

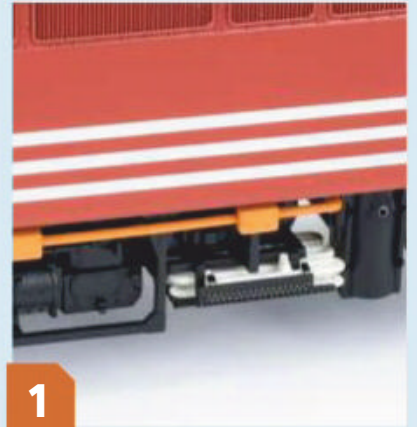
It's impossible to fault the overall look of this model, as it instantly conjures up memories of the real thing, which was a favourite from my 'spotting days'. Hornby has

managed to capture the rugged, purposeful look of the prototype, adding a high level of finesse to key areas such as the rooftop, cab ends and underframe.

The quality of the moulded bodysheet is superb, with all grilles, fastener heads, handrails and door furniture rendered crisply and accurately. The rooftop area is impressive, with a full array of insulators and equipment, while the cab interiors feature a welcome amount of detail, although some work with a paintbrush –



3 things we like



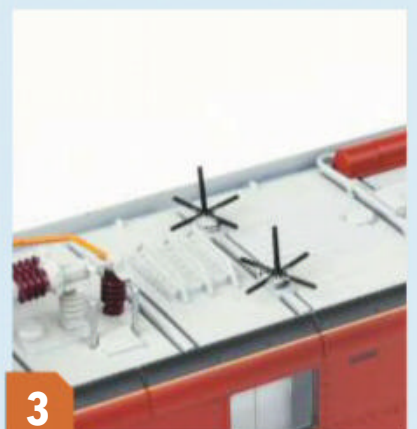
1

Separately moulded compressor and underframe equipment.



2

Interior detail.



3

Period-specific rooftop fittings.

“The quality of the moulded bodyshell is superb, with all grilles, fastener heads, handrails and door furniture rendered crisply and accurately”

and the addition of a driver – would improve things. Behind the bodyside windows lie a convincing representation of the various items of equipment and transformer cabinets of the prototype.

Bogie detail is attractive and authentic, with the distinctive flexi-coil spring assemblies being fixed to the bodyshell, allowing the bogies just enough room to cope with second radius curves. The brake shoes sit in line with the wheels, as do the guard irons.

The underslung equipment between the bogies is very impressive, with battery and equipment boxes, compressor, air tanks, cooling pipes and an array of plumbing in place. It's also satisfying to see the small triangular-framed footsteps featured at each corner of the bufferbeams. Glazing is fitted flush throughout, sporting a striking level of transparency, while the windscreen wipers are a discreet but important highlight.

Period-specific features for these post-privatisation models include a pair of rooftop cab-to-shore radio antennae and fire suppression cylinders, while

a cosmetic, unsprung pantograph is also installed, of the later 'high speed' pattern. It's delicately rendered in plastic but unsuitable for running in contact with wire.

Additionally, there's a pair of realistic TDM cables fitted to the front ends, formed from separate black wire. The only omission is the red/white striped stickers on the lower pockets, which is a minor disappointment. The plated-over panels of the original multiple working jumper cables look convincing, with pronounced fastener head detail, as per the prototype.

FEATURES AND ACCESSORIES

Accessories include brake hoses and ETH jumper cables for fitting to the bufferbeams, plus a pair of tension lock couplings (which are not pre-fitted) to slot into the NEM sockets.

For digital control users, the model features an eight-pin DCC socket mounted prominently atop the circuit board and there's space for a small speaker at one end of the chassis block although, due to the nature of the prototype, there are no sound

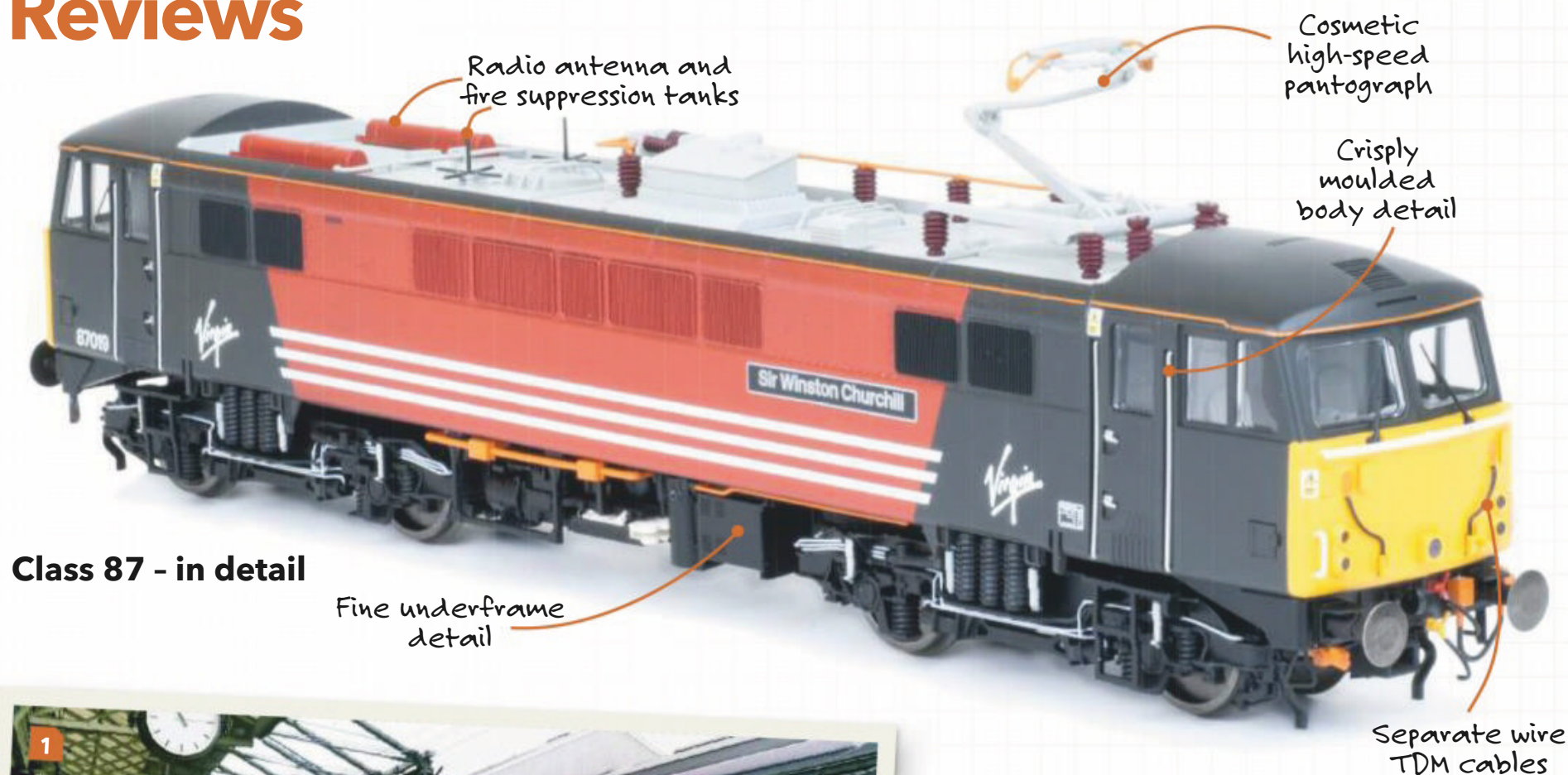
holes provided in the bodyshell.

The Virgin livery has been applied flawlessly, with all logos and numerals printed to a very high standard. Interestingly, a set of separate nameplates is provided which, although not etched, are slightly more convincing than the printed originals. The instructions suggest fixing these in place with Blu Tack, but PVA glue would be more effective. In fact, a set of etched replacements from Shawplan or Fox Transfers would be much more worthwhile.

At nearly half a kilogram, this model has a decent amount of mass. This, combined with the powerful five-pole motor, provides plenty of pulling power and, after a brief running-in period, the locomotive runs smoothly and reliably.

Power collection ▶

Reviews



Class 87 - in detail



1: 87019 entered service in March 1974 and was named *Sir William Stanier* in 1978. This photograph, taken at Crewe on December 5 1981, reveals the original multiple working equipment and the original style of headlamp. JOHN E. HENDERSON/COLOUR RAIL

2: Frontline Class 87 haulage with Virgin ended in 2005 and 87019 was leased to GBRf for a short period. It shows off its commemorative LNWR-inspired lined black and ACoRP Association of Community Rail Partnerships name, carried for its last years in service, at Carlisle in 2006 along with its later TDM cables and revised headlamp. 87019 is now in service in Bulgaria. COLOUR RAIL

Factfile: Class 87

From its introduction in 1973, British Rail's Class 87 served as the WCML's premier traction for 30 years, until it was usurped by Class 390 'Pendolinos'. Built at Crewe, the 36-strong fleet (35 Class 87/0 and a single 87/1) was procured as part of the extension of the AC electric network between Preston and Glasgow.

Developed from the preceding AL6/Class 86, the '87s' performed admirably over the testing gradients of Shap and Beattock, working express passenger services, as well as overnight sleeper traffic, mail/TPO workings and bulk freight flows, especially Anglo-Scottish steel and intermodal traffic.

With a top speed of 110mph, journey times between London and Glasgow were reduced significantly, especially as a switch from electric to diesel at Preston was abolished. The entire fleet received names, many of which bore tribute to former steam locomotives that worked over Shap in LMS and LNWR days.

Once finally displaced from frontline WCML work in 2003, a number of '87s' have been overhauled and modified to work on the Continent. Direct Rail Services trialled three examples for a short time (87006/022/028) on freight and charter work, as did GBRf and Cotswold Rail. Only 87002, owned by the AC Locomotive Group, is still in use on Britain's network, employed primarily on Caledonian Sleeper stock workings and the odd charter service.

The unique 87101, fitted with experimental thyristor control (later perpetuated on the Class 90), was operated by the Railfreight Distribution sector of BR and passed



into EWS ownership following privatisation. Withdrawn in 1999, it was stripped for spares before scrapping in 2002. A similar fate has befallen 11 of the '87/0s' so far, although pioneer 87001 is now safely preserved at the National Railway Museum, while 87035 can be found at The Railway Age, Crewe.

RECOMMENDED READING

- ◆ *Class 87 Locomotives*, Andrew Cole, Amberley Publishing 2018
- ◆ *BR AC Electric Locomotives in Colour*, Gavin Morrison, Ian Allan, 2013
- ◆ *British Rail Main Line Electric Locomotives*, G. Fenn & C.J. Marsden, OPC 2001
- ◆ *BR Electric Locomotives in 4mm Scale*, R.S. Carter, Ian Allan 1985

System builder

Other items to complement this model...

Coaches

Recreate the halcyon 'top link' days of the '87' with Oxford Rail's Mk 3a coaches, in InterCity and Virgin liveries. **Price:** £37.95 each **Availability:** Oxford Rail stockists or www.oxfordrail.com



Coaches

No Class 87 and Mk 3 set is complete without a Driving Van Trailer bringing up the rear – available in 'OO' from Hornby. **Price:** £74.99 **Availability:** Hornby stockists or www.hornby.com



Catenary

It might be prototypically correct for the WCML, but Dapol's OHLE masts are the easiest to install. There are complementary packs of wire available too. **Product code:** OOCAT1. **Price:** £11.35 (pack of ten) **Availability:** Dapol stockists or www.dapol.co.uk



REVIEW VERDICT

PROS. Looks, fine detail, excellent level of finish
Smooth performance
Important prototype.

CONS. Unpainted cab interior.

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

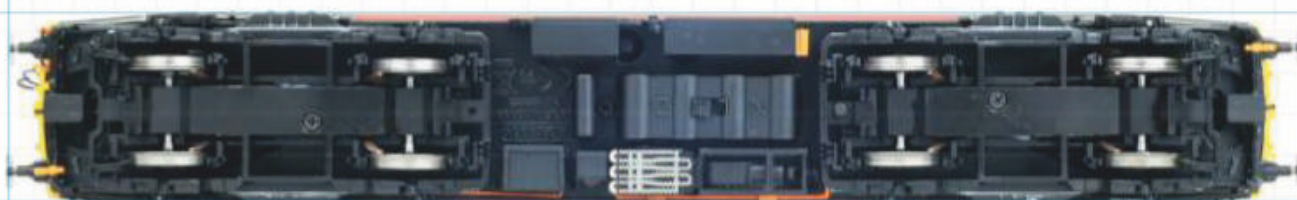
91%

is via a set of delicate phosphor bronze wiper pickups bearing onto the rear faces of all four wheels (similar to many Hornby steam locomotives). These need to be kept clean of dust and debris and checked regularly to ensure that they remain in contact with the wheels.

Overall, build quality is high and this Virgin-branded version is bound to be popular among enthusiasts who recall the latter days of '87' haulage with fondness.

FINAL THOUGHTS

While AC electric locomotives may not have the same mass market appeal as, say, a Class 37 or 'Deltic', the Class 87 still ranks as one of BR's most successful locomotives. Moreover, Hornby should be applauded for producing such an attractive and accurate model, which is an essential acquisition for anyone interested in the post-1970s WCML scene. **(GD)**



HORNBY CLASS 87 ELECTRIC LOCOMOTIVE (LATER VERSION)

OVERVIEW

Manufacturer: Hornby Ref. No: R3656
Unit No: 87019 Sir Winston Churchill
Scale/gauge: 1:76 scale, 16.5mm 'OO' gauge

Body: Plastic with metal parts
Chassis: Metal with plastic parts
Weight: 475g
Min. curve radius: R2 (438mm)
Wheel back-to-back: 14.4mm

ELECTRICS

Electrical system: 12V DC two-rail
Motor type: Five-pole skew-wound motor

Lights?: Directional head/tail lights
DCC ready?: Eight-pin socket

MECHANISM

Drive system: Plastic gears drive all six axles

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

DIMENSIONS

	PROTOTYPE	1:76 SCALE	MODEL
Length (over buffers)	58ft 6in	234mm	233mm
Height (pantograph lowered)	13ft 1¼in	52.5mm	52.3mm
Width	8ft 8¼in	34.7mm	35.4mm
Wheel diameter	3ft 9¼in	15mm	15mm
Bogie wheelbase	10ft 9in	43mm	43mm

SERVICING

How to dismantle: Body unscrews from chassis.
Where to oil: Axles, as per instructions.

Dapol Class 50 Co-Co

◆ GAUGE 'N' ◆ MODEL Dapol 2D-002-001 Class 50 Co-Co 50043, BR blue ◆ PRICE £144.95 ◆ AVAILABILITY Dapol stockists Web www.dapol.co.uk



Dapol is to produce an 'N' gauge Class 50." That's how the December 2017 issue of *Model Rail* marked Dapol's commitment to honour its September 2012 pledge (MR173) to produce the classic English Electric Type 4 Co-Co in 'N'. The '50' was one of several long-awaited models that were put on hold during the summer of 2017 as Dapol reviewed its outstanding 'N' gauge products. Rather than drop the '50', Dapol promised to produce the '50' to a specification that it's called 'Next Generation'. This means that the '50' now includes some of Dapol's more recent technological developments, including a new, iron-cored five-pole motor and a Next18 decoder interface and it comes in Dapol's new-style packaging. This model impresses straight from the box. The shade of BR blue looks right on our review sample (50043) and it's good to see Dapol nailing this after some inconsistent offerings in the past.

It positively bristles with refinements, such as the separately fitted windscreen wipers and jumper cables, and the roof details are well represented.

The '50' checks out in all key dimensions, though it appears that while the length is absolutely accurate over headstocks, the length over buffers is a little short, suggesting that the buffers have been compressed. This is by less than a millimetre at each end and makes no appreciable difference to the appearance.

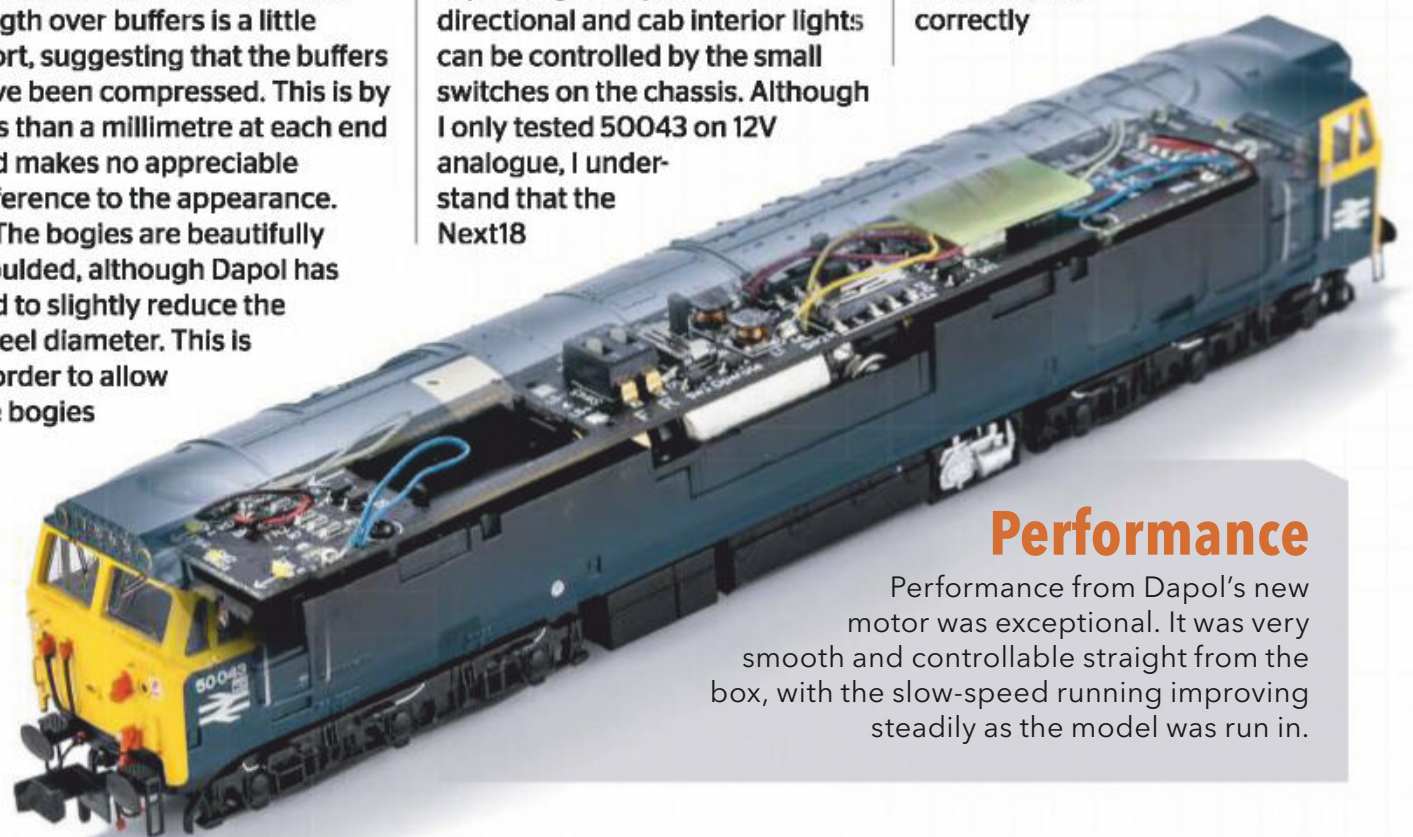
The bogies are beautifully moulded, although Dapol has had to slightly reduce the wheel diameter. This is in order to allow the bogies to

pivot on under-scale train set curves while retaining the Class 50's distinctive 'low sitting' appearance.

As Dapol promised with its 'next generation' tag, a look under the body reveals a Next18 DCC decoder socket and an aperture to allow the simple clip-fitting of a speaker. The directional and cab interior lights can be controlled by the small switches on the chassis. Although I only tested 50043 on 12V analogue, I understand that the Next18

interface enables all these functions to be fully controllable.

My only real criticism of the shape concerns the cab front, which is always a tricky area to get right on any diesel. To me, the nose appears to be a fraction too wide, and this results in the windscreens appearing too flat and not quite correctly



Performance

Performance from Dapol's new motor was exceptional. It was very smooth and controllable straight from the box, with the slow-speed running improving steadily as the model was run in.

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



3 things we like

1

The manual itself deserves a mention; it's comprehensive, comprising 28 illustrated pages, and it's printed in full colour.



2

The body is a snug interference fit on the chassis and can be removed without difficulty.



3

Separately fitted footsteps really catch the eye.



“It positively bristles with refinements, such as the separately fitted windscreen wipers and jumper cables”

proportioned. It therefore doesn't quite capture the distinctive end taper of the prototype. This is noticeable on those models with yellow or white around the windows, though the large logo livery, with its black window surrounds, would disguise the issue.

I also think that where the lower bodyside tucks in towards the underframe is represented, it could be a shade more pronounced.

As well as the TOPS-numbered unrefurbished variant that we received for review, Dapol also offers unrefurbished models with pre-TOPS numbers in blue and in refurbished form in BR 'large logo' and early Network SouthEast liveries. Photographs of these other versions suggest that the high standard of finish on 50043 is maintained on all



Dapol '50s'. The only niggle concerning the finish is that the lettering in the headcode box seems under scale.

Dapol's new '50'

is light years ahead of its only mass market predecessor, the long defunct Poole-era Graham Farish model. 'N' gauge modellers and '50' aficionados will welcome the superb performance, refined detail and ergonomic design features but I would argue that it falls just short of being the definitive model. (BA)

WIN! This Class 50

We have 'N' gauge Dapol Class 50 50043 *Eagle* in BR blue to give away.

All you need to do to win is visit www.model-rail.co.uk/dapol-class-50 and answer the following question:

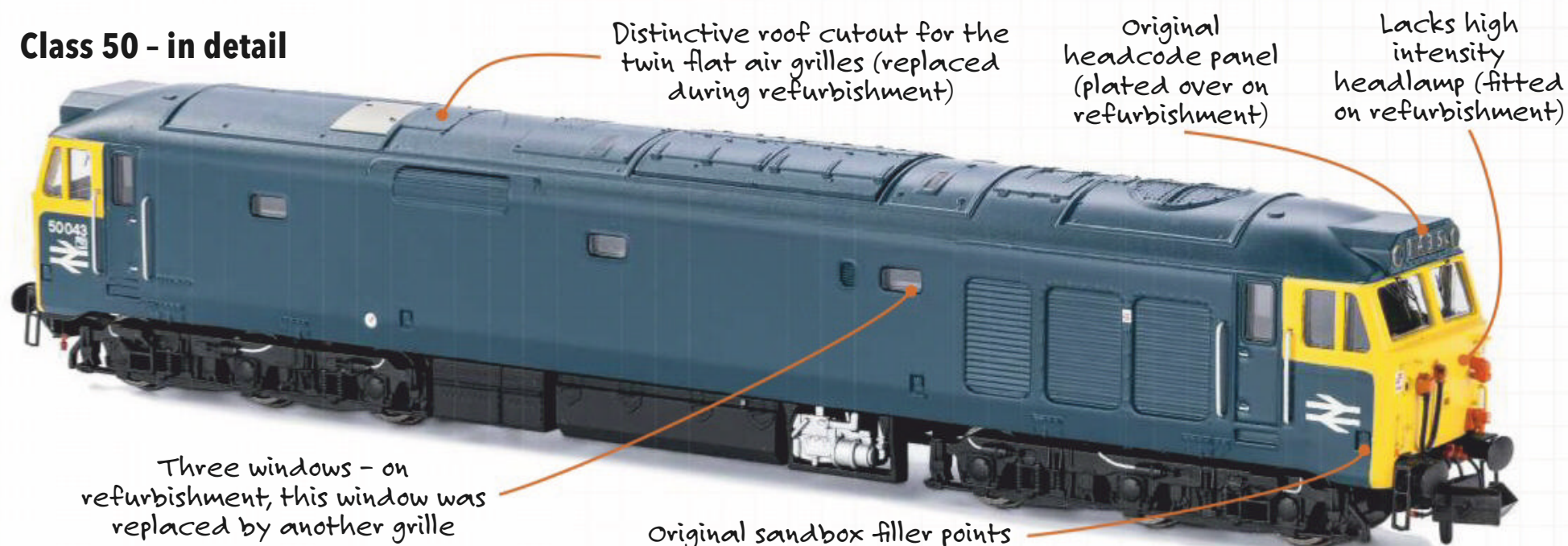
Q: 50043 was named *Eagle* after 'Audacious' class aircraft carrier HMS *Eagle*. But what was HMS *Eagle*'s famous sister ship?

A. HMS Ark Royal **B.** HMS Victory **C.** RMS Mauretania

For full terms and conditions, go to www.bauerlegal.co.uk/competition-terms.html
Closing date is December 30 2019.

Reviews

Class 50 - in detail



Factfile: Class 50

English Electric developed its Type 4 Co-Co using a power plant first tested in the ill-fated DP2 prototype (it crashed at Thirsk in 1967) and built 50 between 1967 and 1968. BR leased the locomotives from English Electric for use on Anglo-Scottish expresses on the northern reaches of the West Coast Main Line while the overhead catenary was still under construction.

By 1974, the wires were up and the powerful Class 87s were entering service so the '50s' were transferred to the Western Region to replace the final diesel hydraulics.

However, the '50s' were usurped again, a few years later, by the arrival of the HSTs.

Reliability problems forced BR to carry out a full refurbishment programme in the late 1970s. Changes included the installation of high-intensity headlights but the air filtration system, which sounded like a vacuum cleaner and gave rise to the enthusiast nickname of 'Hoovers', was removed.

The class worked out its last years on Western Region secondary services and expresses on the ex-LSWR main line from Waterloo before the last were withdrawn in 1994. Hugely popular with enthusiasts, 18 survive today, with two, 50007 *Hercules* and 50049 *Defiance*, in use with GBRf.



1: 50043 *Eagle* had entered service as D443 (the 'D' prefix being swiftly dropped) on October 4 1968. It was initially allocated to the Stoke Division for use on the West Coast Main Line. This January 17 1973 photograph, taken at Maudlands, near Preston, shows it in almost original condition, complete with blinds in the headcode panel. It was renumbered 50043 later this year and was named *Eagle* in 1978. RAIL PHOTOPRINTS

2: The Class 50 refurbishment programme started in 1979 and all 50 locomotives were overhauled at Derby. 50043 *Eagle* was dealt with during 1983 and emerged in the new 'large logo' livery. It passes Teignmouth on August 1 1984. JOHN E. HENDERSON/COLOUR RAIL

3: 50043 *Eagle* ended its days in Network SouthEast livery. When it was photographed at Basingstoke on January 19 1991, it had just a few weeks of active service left for it was withdrawn on February 1 1991. It was bought as a source of spares for Class 40 40118 but wasn't finally scrapped until 2002. P. PYE/COLOUR RAIL

RECOMMENDED READING

◆ *The Power of the 50s* by John Vaughn (OPC, 1986)

System builder

Other items to complement this model...

COACHES

The Class 50s are synonymous with Mk 2 coaches, and Graham Farish's Mk 2a and forthcoming Mk 2ds are the perfect complement to Dapol's model. **Price:** £39.95-£43.95
Availability: Bachmann stockists

FINISHING TOUCHES

Create that distinctive oil-splatter Class 50 finish with Lifecolor's Dirty Grease acrylic paint. **Product:** UA262
Price: £2.95
Availability: The Airbrush Company **Tel:** 01903 767800 **Web:** www.airbrushes.com

DECODER

Control your Class 50's lighting functions with Dapol's Imperium six-function Next18 decoder. **Product:** 113213 **Price:** £22.96
Availability: DCC Supplies **Tel:** 01905 621999 **Web:** www.dccsupplies.com

REVIEW VERDICT

PROS. Continues new standards set by '68', best mainstream rendition of enthusiasts' favourite so far in 'N'.

CONS. Issues around proportions of cab front.

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

88%

DAPOL CLASS 50 Co-Co

OVERVIEW

Manufacturer: Dapol
Ref. No: 2D-002-001 **Unit No:** 50043
Scale/gauge: 1:148 scale, 9mm gauge 'N'

Body: Plastic
Chassis: Alloy with plastic parts
Weight: 106g
Min. curve radius: R1 (263.5mm)
Wheel back-to-back: 7.4/7.5mm

ELECTRICS

Electrical system: 12V DC two-rail
Motor type: Five-pole skew-wound

Lights?: Interior/directional
DCC ready?: Next18 socket

MECHANISM

Drive system: Power to both bogies via cardan shafts

Flywheel(s): Yes
Traction tyres: No

DIMENSIONS

Length (over buffers)
Height
Width
Bogie wheelbase
Wheel diameter

PROTOTYPE

68ft 6in
12ft 9in
8ft 10in
13ft 7in
3ft 7in

1:148 SCALE

141.9mm
26.5mm
18.7mm
27.8mm
7.4mm

MODEL

140mm
26.4mm
18.8mm
27.8mm
6.5mm

SERVICING

How to dismantle: Unclip body and lift carefully away.
Where to oil: On axles.





Hornby Ruston & Hornsby '48DS'

◆ **GAUGE** 'OO' ◆ **MODEL** Hornby R3704 Ruston & Hornsby '48DS' 4wDM, R&H works lined green ◆ **PRICE** £79.99 ◆ **AVAILABILITY** Hornby stockists or www.hornby.com

Of all the common phrases which tend to mean absolutely nothing, the one which best relates to the Ruston & Hornsby '48DS' from Hornby is 'the best things come in small packages'. Usually this is nonsense. Who really prefers a regular bar of chocolate over a jumbo one? However, in the case of the '48DS', the best thing comes in a standard Hornby box!

Announced by Hornby as part

of its 2019 range (MR257), this is one of the smallest 'OO' gauge models we have ever reviewed. That's hardly surprising as Ruston & Hornsby's '48DS' is one of the smallest standard gauge locomotives every made. It's so small that Hornby has taken the precaution of offering all four versions with a wagon permanently coupled to provide extra pick-ups. Of the four versions, it's the one in Ruston & Hornsby works livery that goes under the spotlight here.

First impressions are that this model really is tiny. Usually the picture on the box is either a little bit smaller or roughly the same size as the model inside. For the '48DS', however, the picture is a full two inches bigger! The Ruston is so small that you could lose it in your pocket.

Let's start with the sideshow, rather than the main event, and examine the wagon first. It weighs 21g and it looks and feels cheap, with a chunky underframe and not much in the way of detail. It is,

of course, the old Airfix 'Conflat' that passed to the Hornby range via Dapol.

The tooling has been tweaked to not only include NEM pockets but it now has electrical pick-ups on the leading axle that connect to the '48DS' via two small wires. It thus serves an important purpose. Out of all the wagons Hornby could have chosen, the 'Conflat' is the most versatile and it can be loaded with anything from whisky barrels to baulks of timber and pieces of machinery.



Additional electrical pick-ups (front axle of 'conflat')

“The lining around the cab and engine is crisp and straight and the Ruston & Hornsby logo is well applied to the cab sides”

The 'Conflat' can be disconnected as it simply increases the number of pick-ups available to the Ruston (see panel right). You can remove the electrical connection and connecting bar from the NEM pocket if you don't want it. Quite a bit of force is needed to remove the connecting bar.

So, on to the headline act. Upon initial inspection, it would appear as though the model lacks detail. However, after comparing the model with photographs, Hornby has captured the prototype's simple lines almost perfectly. The real

thing lacked the hundreds of rivets you'd find on a steam locomotive and those on the Hornby model are nice and subtle. Only the panel gaps are a touch on the heavy side.

There's not much published information about the '48DS' but it appears that our review sample depicts a crossover period when the locomotive was offered with an enclosed cab but before the larger bufferbeams were introduced. Hornby also offers the original, open style cab.

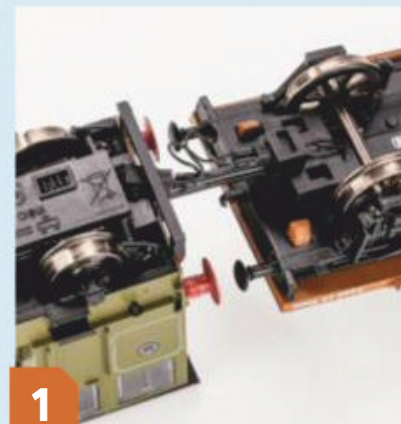
There's quite a bit of moulded detail but, given the size of the model, it really doesn't detract

from its appearance. Only the moulded radiator grille and the lack of cab interior stands out but this is counteracted by those lovely restraining rings on the chassis.

The plain green livery is well applied and the lining is crisp and straight. The Ruston & Hornsby logo may not stand up to close scrutiny but it looks good from normal viewing distances. Photographs of the Ruston works livery that this model carries suggests that the cab front window frames should not be body colour.

Removal of the body is ➤

3 things we like



1

The thin wires connecting to the additional pickups are almost invisible when running.



2

An electrical socket at the front of the '48DS' allows for rear-leading operation.



3

Neatly applied 'Ruston' plate on the front of the engine cover.



Performance

The model performed excellently on our test track, far exceeding expectations. The extra electrical pick-ups on the flatbed wagon helped on our points, through which the model navigated without any difficulties. With the 'Conflat' removed, the model still managed to get through our tight pointwork, but it did hesitate slightly as it went over the insulated frog - understandable, given its short wheelbase. Its haulage capabilities were also impressive. It managed five bogie coaches on the flat, two up the 1-in-60 incline and one up the 1-in-30, far more than the prototype would have been expected to pull. It was also comfortable running at the scale maximum speed of 9.36mph and with the controller turned all the way up to maximum it reached a scale 45mph. We also managed to get it down to a scale 4.2mph without any difficulties.

Reviews

'48DS' - in detail



1: The Ruston '48DS' could be found from whisky distilleries in the Highlands to the Heinz factory at Willesden. This ornate example was used at Express Dairy's bottling plant close to Morden South station. Its identification has gone unrecorded – if any *Model Rail* reader has any further information, it would be gratefully received! It has the 1941-1946 cab style. MIKE MORANT

2: 417892 sports the post-1946 enclosed cab, but with the later style rounded front and rear windows. It also sports the deep bufferbeam with rounded corners fitted to later members of the class. It was built in 1959 and delivered new to Sir William Arrol & Co., the Glasgow civil engineering firm that specialised in steel construction. It's now preserved at the Derwent Valley Light Railway where it carries the name 'Jim'. PAUL BARTLETT

3: BR purchased Ruston '48DS' 237923/1946 from aeroplane maker Bristol in December 1948 for use on coastal defence work at Folkestone as DS1169. It was moved to the South West in 1959, going first to Broad Clyst, then Taunton and finally Yeovil, from where it was withdrawn in 1972. DS1169 was scrapped in 1973 but classmate 305302 now carries the 'DS1169' guise at the small railway centre based around the former S&D station at Shillingstone. COLOUR RAIL



Factfile: Ruston & Hornsby '48DS'

The forerunner to the '48DS' was built by Ruston & Hornsby of Lincoln for Heinz in 1936. It was a small standard gauge locomotive that used a lot of narrow gauge technology. The first production '48DS' followed in 1937. The '48DS' was perfect for moving a small amount of traffic and was limited to 9.36mph. Ruston would build 204 of these locomotives, with 189 of them built to standard gauge.

Originally designated '44/48HP Type', they became '48DS' in 1941, when a revised cab style was introduced, along with a standardised 2ft 6in diameter wheel and Ruston's own 4VRO engine. An enclosed cab was introduced in 1946.

Several survive and you don't even have to go to a railway to see one as there is one on a plinth on the corner of Derby Road and Bankfield Street in Liverpool.

System builder

Other items to complement this model...

Wagons

Anything will do here as long as it's light. Hornby's open wagons are a good choice. **Price:** From £14.99
Availability: Hornby stockists or www.hornby.com



Figures

Mike Pett's supercast figures produces a footplate crew set that's available painted or unpainted. **Price:** £1.75 (unpainted) £4.50 (painted)
Availability: 07976 724225



Wagon loads

Load the 'Conflat' A range of loads are available for the 'flatbed wagon which will add to the look and performance. **Availability:** Modelling stockists



REVIEW VERDICT

PROS. Surprisingly good runner, price.

CONS. Incorrectly coloured window frames.

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

91%

achieved by undoing a screw in each of the four corners of the locomotive which will give you access to the cab for the addition of a crew. Unlike most other models there isn't the included bag full of fiddly brake rods and pipes, just a few spare tension lock couplings and a blanking plate in case you do choose to take the connecting bar out at the rear.

Yes, this is a basic model in terms of features; there aren't

sprung buffers or any lights and getting a DCC decoder in will mean finding space in the cab. But that isn't what this locomotive is about.

Measuring just under 55mm over the buffers, the Ruston & Hornsby '48DS' allows modelers with even the smallest of spaces to build something in 'OO' (for further comparisons, five '48DSs' take up the same space as just one 'OO' gauge Class 66). It's a well-built model

without fragile parts to break off and it's a good runner, even on less than perfect track.

What Hornby has done here is show that fitting a model with the latest technology and fancy gadgets isn't the only way to make it fly off the shelves. A simple, well-executed model will do just as well.

Ideal for flat dwellers, university halls students and anyone whose list to Santa Claus is looking a little on the short side! (CG)



HORNBY RUSTON & HORNSBY '48DS'

OVERVIEW

Manufacturer: Hornby Hobbies
Ref. No: R3704 Unit No: N/A
Scale/gauge: 1:76 scale, 16.5mm gauge, 'OO'

Body: Plastic with metal parts
Chassis: Metal with plastic parts
Weight: 97g (including wagon)
Min. curve radius: R1
Wheel back-to-back: 14.5mm

ELECTRICS

Electrical system: 12V DC two-rail
Motor type: Sealed
Lights?: No

DCC ready?: Six-pin socket
Current consumption:
Max speed: 0.05A Stalled: 0.1A

MECHANISM

Drive system: Gear train to both axles
Flywheel(s): No

Traction tyres: No

DIMENSIONS

Length (over buffers)
Height
Width
Wheel diameter (driving)
Wheelbase

PROTOTYPE

13ft 7in
10ft 5in
7ft 4in
2ft 6in
N/A

1:76 SCALE

54.47mm
41.71mm
29.47mm
10.02mm
N/A

MODEL

54.45mm
41.68mm
29.05mm
9.86mm
21.28mm

SERVICING

How to dismantle: See instructions.

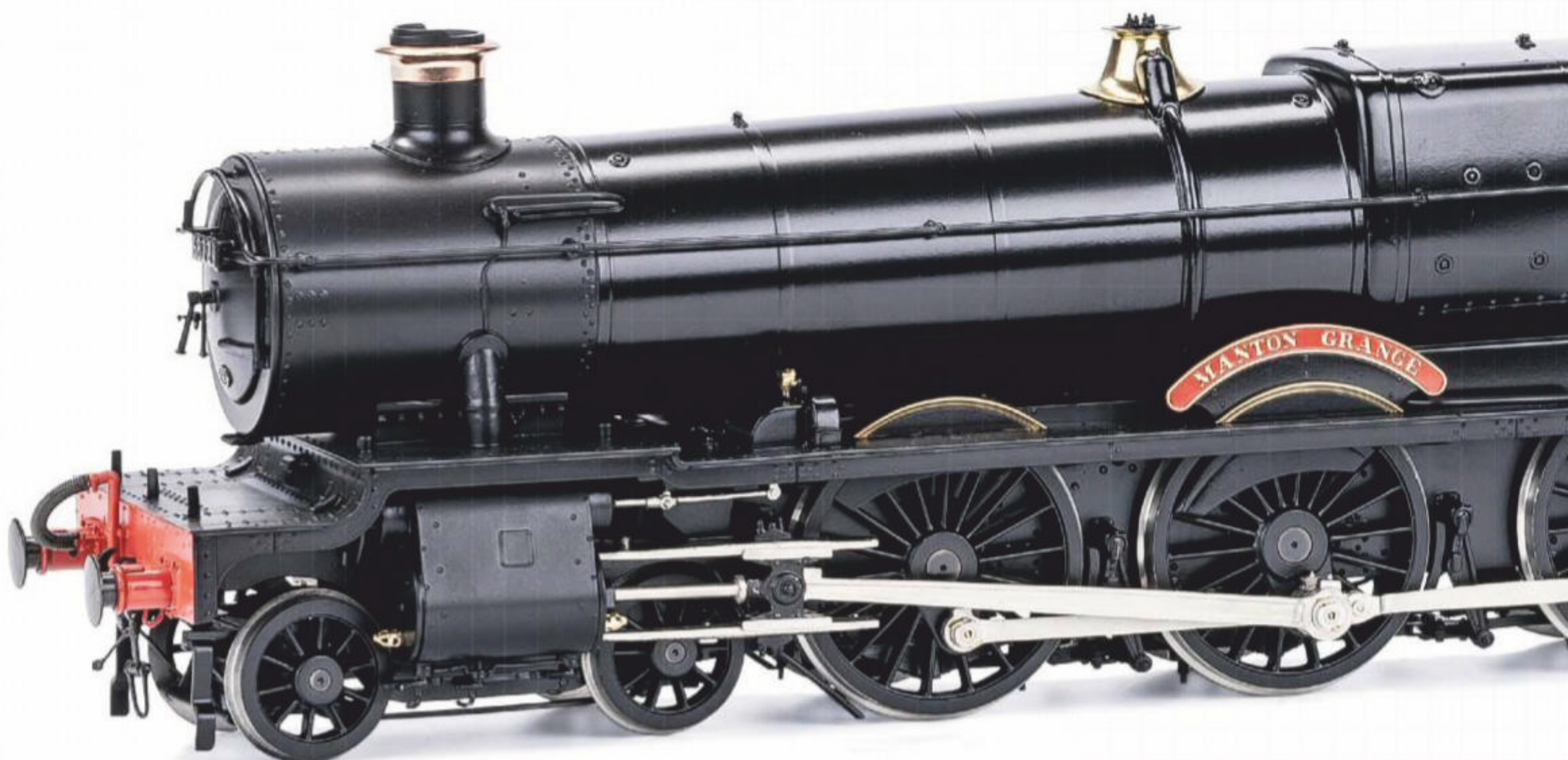
Where to oil: Factory lubricated; instruction suggest lubricating every six months.



Masterpiece Models GWR locomotives

◆ **GAUGE** 'O' ◆ **MODEL** Masterpiece Models Churchward '47XX' 2-8-0 No. 4700, BR lined green; Collett 'Grange' 4-6-0 No. 6822 *Manton Grange*, BR black

◆ **PRICE** '47XX' from £3,465; 'Grange' from £3,355 **AVAILABILITY** Masterpiece Models **Tel** 01737 242073. **Web** www.masterpiecemodels.co.uk





“It’s almost sacrilege to call these locomotives ‘models’”

There are so many quotes from Henry Royce, of Rolls Royce fame, that can be applied to much more in life than luxury motor cars. You can certainly pick any number of them to describe these two new offerings from Masterpiece Models.

It’s almost sacrilege to call these locomotives ‘models’. As we discovered with its 7mm:1ft scale ‘Castles’ in the July issue (MR262), Masterpiece produces

scaled down versions of the real thing. The only difference is that they’re powered by electricity and not steam.

It’s probably fair to say that most museum-quality manufacturers tend to stick with the ‘glamour’ locomotives; ‘Pacifics’, express 4-6-0s, even ‘Deltics’. Masterpiece covers all areas of the railway, dishing out its high quality treatment to tank locomotives and express locomotives alike.



We therefore follow the review of the ‘Castle’ with two very different Great Western designs. The big green monster is George Jackson Churchward’s mighty ‘47XX’ express freight 2-8-0. Charles

Collett’s ‘Grange’ 4-6-0 looks quite dainty by comparison!

Both models really capture the essence of the originals. They’re absolutely spot on from every angle, although *Manton Grange’s* BR smokebox numberplate ➤





doesn't quite meet the high standards set elsewhere. As with the 'Castles', the finish is nigh on flawless, thanks to the brass construction.

It's impossible to describe the level of detail in words, which is why we'll let the photographs do the talking. In summary, however, you get full working valve gear, the smokebox door opens with a miniature dart and locking bar arrangement to reveal the blastpipe, steam pipes and front tubeplate. All the cab fixtures and fittings are present and correct, including posable seats and firehole door. The tender is just as good as the locomotive and the tool boxes open. You even get a complementary box of miniature fire irons, lamps and a bucket.

SMALL THINGS

As with the 'Castles', these models are built to pull trains. Both performed well on Dave Lowery's layout, handling heavy trains of brass rolling stock with ease. They also featured the switch in the tender filler to change between 12V analogue and DCC control.

However, there is one further innovation: the electrical connection between locomotive and tender is maintained by a pair of powerful miniature magnets. There's no need to mess around with fiddly plugs and sockets here; you just pull the plug apart. Again, dare we hope that such a feature finds its way on to mass-produced models?



Consider this Henry Royce observation when drinking in Masterpiece's '47XX'

and 'Grange': "Small things make perfection, but perfection is no small thing." (RF)





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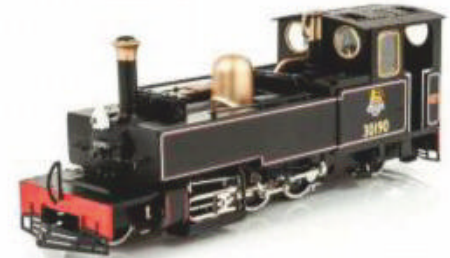


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Hornby Skale Scenics wild grass

◆ **SCALE** Any ◆ **MODEL** Hornby R7187 Wild Grass Light Green ◆ **PRICE** £8.95 ◆ **AVAILABILITY** Hornby stockists or www.hornby.com

I've been really impressed with Hornby's new Skale Scenics range and this new landscape mat perfectly illustrates why. You get a 22cm by 22cm mat that contains static grass fibres of different lengths and colours. What I really like about it, aside from the colours, is how versatile it is. You can break it into smaller pieces with your fingers and, with Skale Scenics Grass Glue, use it in all manner of locations. **(PM)**

Adding weeds

Weeds seem to get everywhere. You can see them whenever you travel, either from the window of your train or from your car. Weeds are really easy to reproduce with this mat by breaking off a thin strip of the foliage mat and gently introducing it to brushed-on white glue next to the track. Multiple layers can be added if the first 2.5mm layer is not deep enough.

STEP BY STEP



1

Tease a small piece off the mat with your fingers.



2

Skale Scenics Grass Glue is perfect for working with the grass mat.



3

Brush on a little Grass Glue where you want the weeds. You only need a thin layer.



4

Press the teased out length of mat into the wet glue and leave to dry.



5

This process works just as well on or away from the railway...

Cheating with static grass

If you want the realism of static grass in an area so small that it doesn't justify the cost of buying an applicator, don't worry. Just buy one of these mats instead, tease out the static grass fibres and fix it down with Grass Glue.

STEP BY STEP



1

This area of soil is crying out for some static grass...



2

Using a flat paintbrush, brush on some Grass Glue.



3

Sprinkle on some fibres from the mat.



4

The completed scene once the glue had cured.



Hiding the gap

Hiding the gap around the base of a building is one sure way to improve the realism of your layout. These mats make it a five-minute job.

STEP BY STEP



1

The base of a Metcalfe card kit with a tell-tale gap around the bottom edge.



2

Use a fine paintbrush to apply a little Grass Glue around the base.



3

Press down some mat fibres into the wet glue and leave to dry.

REVIEW VERDICT

PROS. Colour, value, loads of potential.

CONS. Nothing of note.

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GAUGE

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Specification list

Made by: Rapido Trains

Motor: Five-pole

DCC socket: Next18

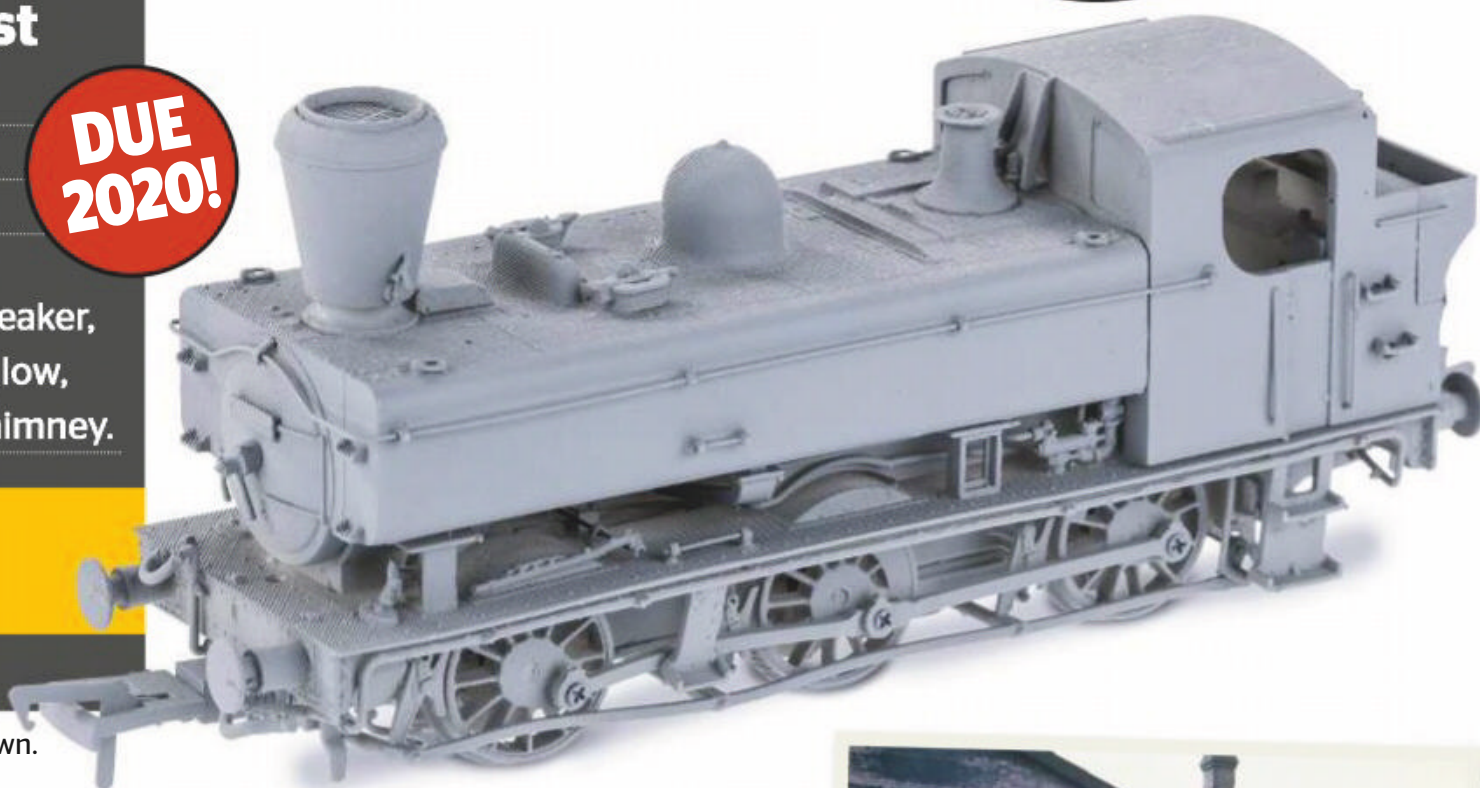
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- ◆ MR-301E: No. 1664
- ◆ MR-301F: No. 1648
- ◆ MR-301G: No. 1668
- ◆ MR-302A: No. 1646

BR BLACK, EARLY EMBLEM (WEATHERED)

- ◆ MR-302B: No. 1649
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- ◆ MR-304A: No. 1636
- ◆ MR-304B: No. 1655

BR BLACK, LATE EMBLEM (WEATHERED)

- ◆ MR-305A: No. 1627
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GWR GREEN

- ◆ MR-306: GWR green No. 1638



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weathered, No. 1661

NCB GREEN

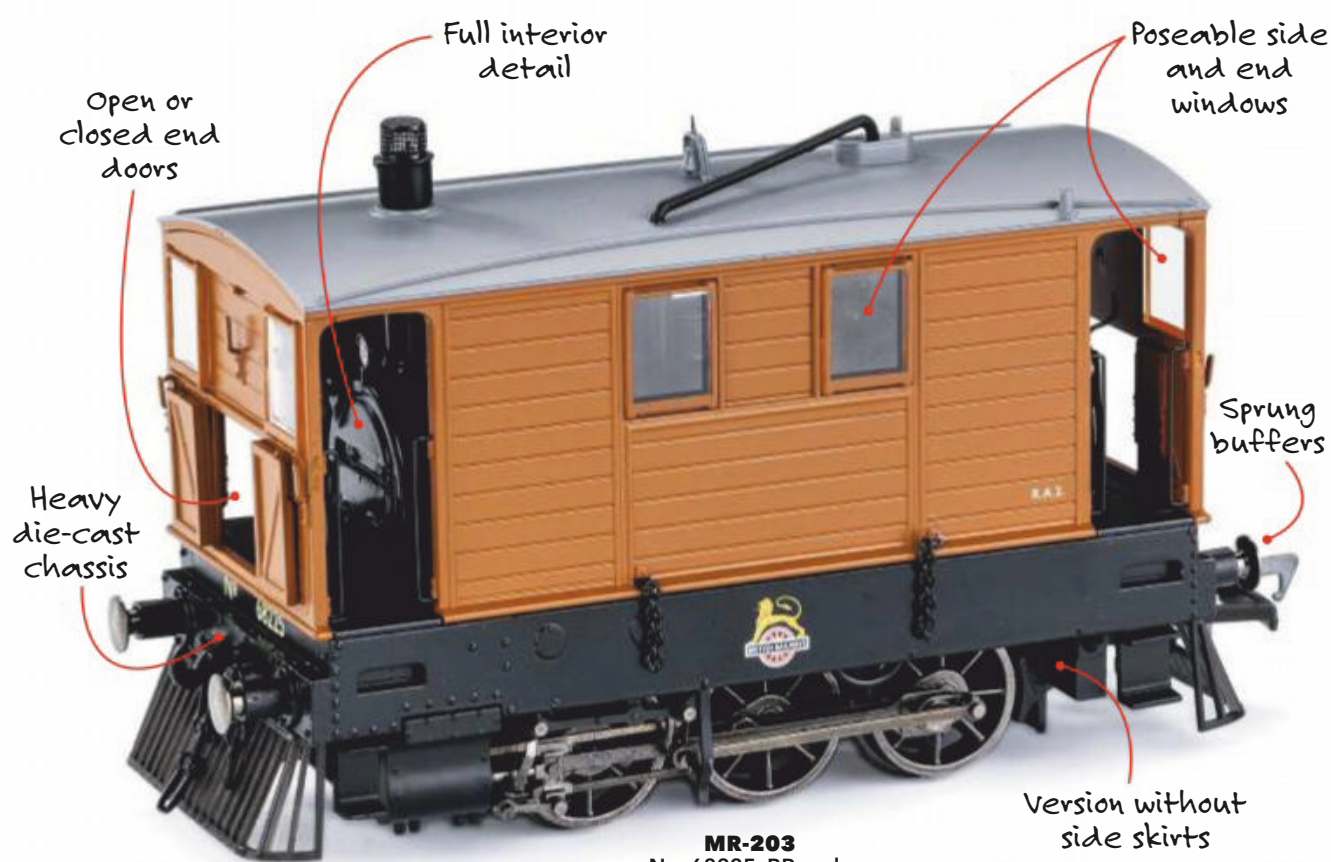
- ◆ MR-309A: NCB green, No. 1600
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- ◆ MR-310A: Green early BR emblem,
No. 1638
- ◆ MR-310B: Green 'Dart Valley' lettering,
No. 1638

Please note: Guises may change without notice.

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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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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



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Later style
tank-top grab
stanchions



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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MR-111

'USA' 0-6-0T No. s73

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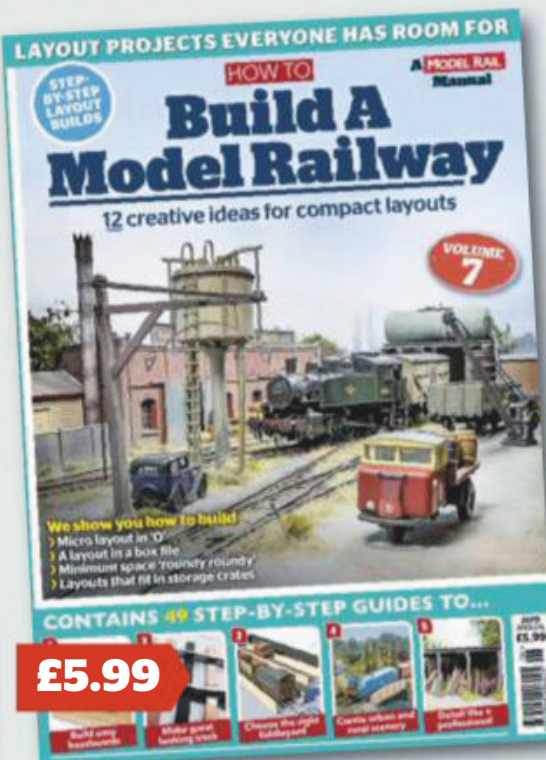
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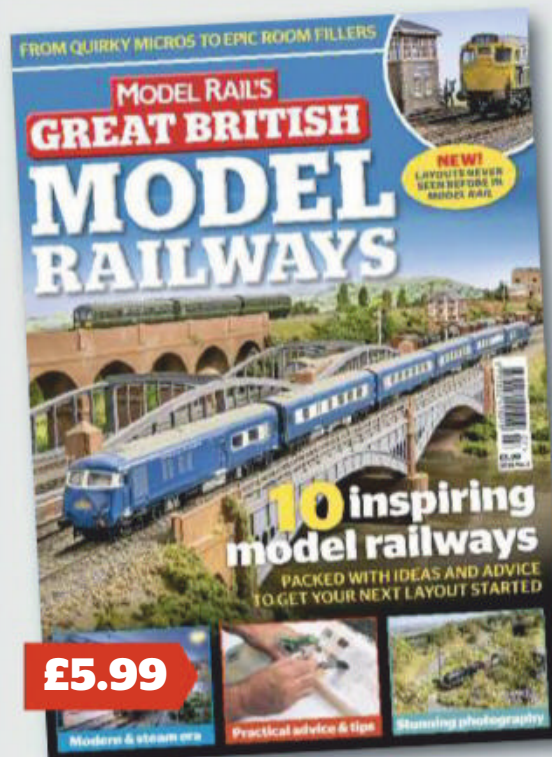
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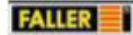


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R3555 Class 8P Princess Coronation 4-6-2 46256 'Sir William Stanier F.R.S' in BR maroon (Hor) (RRP £204.99) **BARGAIN**..... £169.50



R3617 Class 8P Rebuilt Merchant Navy 4-6-2 35030 'Elder Dempster Lines' in BR green late crest (Hor)..... £144
32-850A Class 9F 2-10-0 92220 'Evening Star' BR green late crest (Bac) £184.50



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



R3371 Class A4 4-6-2 4468 'Mallard' in LNER garter blue - Railroad range (Hor)..... £94



R3701 Class A4 4-6-2 60028 'Walter K Whigham' in BR experimental purple (Hor) **NEW**..... £153
R3676 Class A4 4468 'Mallard' LNER garter blue - as preserved (Hor)..... £179.50



R3622 Class J36 0-6-0 65311 'Haig' in BR black early emblem (Hor) (RRP £139.99)..... **BARGAIN**..... £99



R3600TTS Class J36 0-6-0 673 'Maude' in North British Railway lined black - as preserved - TTS sound fitted (Hor) (RRP £164.99)..... **BARGAIN**..... £119.50



R3621 Class J36 0-6-0 722 in LNER black (Hor) (RRP £139.99)..... **BARGAIN**..... £99



R3603TTS Class LN 'Lord Nelson' 4-6-0 30850 'Lord Nelson' in BR green late crest - TTS sound fitted (Hor) (RRP £194.99)..... **BARGAIN**..... £139.50



R3635 Class LN 'Lord Nelson' 4-6-0 30863 'Lord Rodney' in BR green early emblem (Hor) (RRP £169.99) **BARGAIN**..... £124



R3634 Class LN 'Lord Nelson' 4-6-0 851 'Sir Francis Drake' in Southern Railway olive green (Hor) (RRP £169.99) **BARGAIN**..... £124



OR76N7001 Class N7 0-6-2T 1002 in Great Eastern Railway wartime grey (Oxf)..... £98



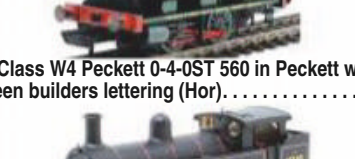
OR76N7002 Class N7 0-6-2T 8011 in LNER black (Oxf) £98



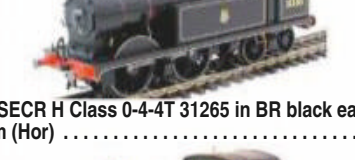
3923 Class O2/4 Tango 2-8-0 63982 in BR black late crest flush tender (Hel) (RRP £184.95)..... **BARGAIN**..... £84



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



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 in SE&CR full lined green (with brass) (Hat)..... £99



H4-P-015 SECR P Class 0-6-0T 27 in SE&CR full lined green (with polished brass) (Hat)..... £99



H4-P-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



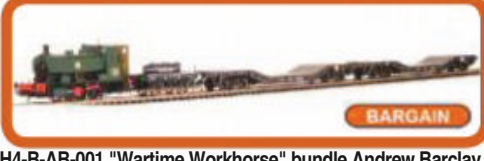
R3548 Standard Class 4MT 4-6-0 75053 in BR black early emblem (Hor)..... £144



H4-B-P-002 'Branchline passenger' bundle SECR P class 0-6-0T 31556 in BR black SECR birdcage brake coach in BR crimson (Hat) (RRP £158.95)..... **BARGAIN**..... £110



H4-B-AB-004 'Power Station hauler' bundle Andrew Barclay 0-4-0ST 2069 'Little Barford' in blue and three 16 ton mineral wagons (Hat) (RRP £158.85) **BARGAIN**..... £125



H4-B-AB-001 'Wartime Workhorse' bundle Andrew Barclay 0-4-0ST 705 in GWR green, GWR shunters truck and pair of Warwell wagons in WD (Hat) (RRP £182.95) **BARGAIN**..... £140



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



OR76BOOM01 Railgun Pack railgun 'Boche Buster' and 'Dean Goods' 0-6-0 2330 in ROD khaki (Oxf)..... £153

Diesel locos



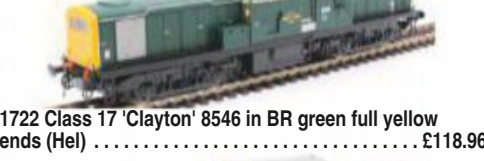
2930 Class 07 shunter 07001 in Harry Needle Railroad Company - Exclusive to Hattons Model Railways (Hel) (RRP £139)..... **BARGAIN**..... £95
2915 Class 07 shunter 07009 in BR blue - weathered (Hel)..... £127.46



2903 Class 07 shunter 07010 in BR blue wasp stripes (Hel) (RRP £139)..... **BARGAIN**..... £101
2904 Class 07 shunter D2986 in BR green wasp stripes (Hel)..... £118.96



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



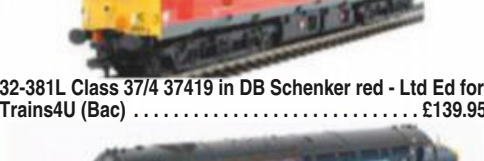
2712 Class 27 D5403 in BR green small yellow panels (Hel)..... £101.15



32-381L Class 37/4 37419 in DB Schenker red - Ltd Ed for Trains4U (Bac)..... £139.95



32-392 Class 37/5 37688 'Kingmoor TMD' in Direct Rail Services compass blue (Bac)..... £135.96



R3757 Class 47/7 47798 'Prince William' in EWS Royal Train claret - Railroad range (Hor) **NEW**..... £72



R3758 Class 47/7 47799 'Prince Henry' in EWS Royal Train claret - Railroad range (Hor) **NEW**..... £72

Steam train packs



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)



4D-003-017 Class 52 'Western' D1016 "Western Gladiator" in BR maroon full yellow ends (Dap) .. £129.15



4D-003-015 Class 52 'Western' D1034 "Western Dragoon" in BR maroon small yellow panels (Dap) £129.15
4D-003-013 Class 52 'Western' D1035 "Western Yeoman" in BR green small yellow panels (Dap) £129.15



4D-003-016 Class 52 'Western' D1043 "Western Duke" in BR chromatic blue small yellow panels (Dap).... £129.15
R3605TTS Class 60 60044 "Dowlow" 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-022-016 Class 68 68034 in Direct Rail Services blue (Dap) £131.71
4D-006-006 Class 73/1 electro-diesel 73138 in Civil Engineers 'Dutch' (Dap) (RRP £146.22) **BARGAIN** £91



OLIV005 Class 73/2 73212 in Network Rail yellow - Olivias Trains limited edition (Dap) £146

HSTs



R3698 Pair of Class 43 HST Power Cars 43033 and 43183 in Scotrail "7 Cities" (Hor) £261



R3685 Pair of Class 43 HST Power Cars 43041 "Meningitis Trust Support for Life" and 43005 in GWR green (Hor) (RRP £289.99) **BARGAIN** £229

Electric locos



0071-004HAT 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



R3656 Class 87 87019 "Sir Winston Churchill" in Virgin Trains red and black (Hor) £153



R3580 Class 87 87035 'Robert Burns' in BR Blue (Hor) . £144

NEW



R3741 Class 92 92043 in GBRf (Hor) **NEW** £76.50

DMUs



4D-009-HAT01 Class 121 single car DMU 'Bubblecar' 120 in 'GWR 150' chocolate and cream - Hatton's limited edition (Dap) (RRP £129.95) **BARGAIN** £99
4D-009-005D Class 121 single car DMU 'Bubblecar' 121027 "Bletchley TMD" in Silverlink purple and green - Digital fitted (Dap) (RRP £175) **BARGAIN** £123



4D-009-HAT02 Class 121 single car DMU 'Bubblecar' 121032 in Arriva Trains Wales - Hatton's limited edition (Dap) (RRP £129.95) **BARGAIN** £99



4D-009-HAT07 Class 121 single car DMU 'Bubblecar' 55022 in original Network South East - Hatton's limited edition (Dap) (RRP £129.95) **BARGAIN** £99
4D-009-006D Class 121 single car DMU 'Bubblecar' 55026 in BR blue and grey Highland Rail stag - Digital fitted (Dap) (RRP £175) **BARGAIN** £123



4D-009-HAT05 Class 121 single car DMU 'Bubblecar' 55027 in revised Network South East - Hatton's limited edition (Dap) (RRP £129.95) **BARGAIN** £99
4D-009-007D Class 121 single car DMU 'Bubblecar' 55032 in BR blue and grey Welsh Dragon emblem - Digital fitted (Dap) (RRP £175) **BARGAIN** £123



4D-009-HAT06 Class 121 single car DMU 'Bubblecar' 960010 in Railtrack 'coaching stock' maroon - Hatton's limited edition (Dap) (RRP £129.95) **BARGAIN** £89



4D-009-004 Class 121 single car DMU 'Bubblecar' W55023 in BR blue (Dap) (RRP £145) **BARGAIN** £99



4D-015-HAT01 Class 122 Gloucester RCW "Bubblecar" single car DMU TDB975023 in Route Learning BR blue - Hatton's limited edition (Dap) (RRP £129.95) **BARGAIN** £99
4D-015-006 Class 122 single car DMU 'Bubblecar' 975042 in Network SouthEast 'Route Learner' (Dap) £123.25
4D-015-009 Class 122 single car DMU 'Bubblecar' W55006 in BR green small yellow panels (Dap) £123.25



4D-015-008 Class 122 single car DMU 'Bubblecar' W55018 in BR green speed whiskers (Dap) £123.25



R3772 Class 156 2 car DMU 156480 in Northern Rail / Royal Air Force commemorative (Hor) £112.50

EMUs



R3606 5-BEL Pullman Brighton Belle EMU end vehicles in Pullman umber and cream small yellow panels (Hor) £160
30-430 Capital Commuter train pack Class 416 in Network SouthEast and low relief station building (Bac) £178.46

Bi-Modal Multiple Units



R3609 Class 800/0 IEP two-car pack 800003 in GWR green - "Queen Elizabeth" and "Queen Victoria" (Hor) £243

Track Maintenance vehicles



B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap) £64

Train sets - analogue



R1167 'Flying Scotsman' starter train set 4472 "Flying Scotsman" loco in LNER green and three Gresley teak coaches (Hor) £157



R1151 Caledonian Belle starter trainset 0-4-0 steam loco in blue 4 wheel coach & open wagon (Hor) (RRP £49.99) **BARGAIN** £45



R1265 Hornby Family Fun Project - OO gauge model railway starter pack (Hor) **NEW** £180



R1202 Mallard Pullman Train Set Class A4 4468 'Mallard' in LNER blue and pair of Pullman coaches (Hor) £144
R1248 Santa's Express - Christmas starter train set (Hor) £49.50



R1234 Starter train set - "Hogwarts Express" - Harry Potter range (Hor) £180



R1233 The Coca-Cola Christmas Train Set (Hor) £72

Train sets - digital

R1173 e-Link DCC Western Master train set GWR Class 2721 steam loco & 3 wagons (Hor) (RRP £175.99) **BARGAIN** £130

Coaches



30-525 Coaches 2 x Pullman Cars (349 & 335) & 1 x Mk1 BSK in Pullman UMBER & Cream - separated from the Shakespeare Express set (Bac) £70



R4886A Bulleid 59' composite corridor S5718S in BR green (Hor) £43.50
R4900 Clerestory brake third corridor 3403 GWR chocolate and cream (Hor) (RRP £175.99) **BARGAIN** £33.50



R4681A Collett corridor brake third (Left-Hand) 4942 in GWR chocolate and cream (Hor) **NEW** £43.50
R4682A Collett corridor composite (Left-Hand) 6528 in GWR chocolate and cream (Hor) **NEW** £43.50



R4679A Collett corridor third 4556 in GWR chocolate and cream (Hor) **NEW** £43.50



R4525 Collett restaurant car 9578 in GWR chocolate & cream - Railroad Range (Hor) (RRP £21.99) **BARGAIN** £10



39-779 ex-LMS 50' inspection saloon M45035M in BR maroon (Bac) (RRP £59.95) **BARGAIN** £50.96



R4826 Gresley 61' 6" brake composite corridor 32557 in LNER teak (Hor) £49.50
R4829 Gresley 61' 6" corridor buffet 21611 in LNER teak (Hor) ... £49.50



R4827 Gresley 61' 6" first corridor 31885 in LNER teak (Hor) £49.50



R4830 Gresley 61' 6" full brake 4234 in LNER teak (Hor) .. £49.50



R4904 K type Pullman "New Century Bar" in Pullman umber and cream (Hor) **NEW** £53.50



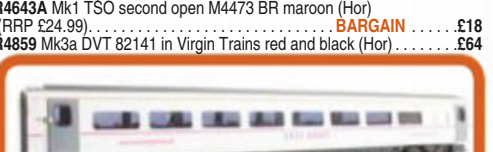
R4744 Maunsell brake third 3563 in SR malachite green - Railroad Range (Hor) (RRP £22.99) **BARGAIN** £9.50



R4355 Mk1 BSK brake second corridor W34888 in BR chocolate & cream - Railroad Range (Hor) (RRP £21.99) **BARGAIN** £12



R4621A Mk1 TSO second open E4558 in BR maroon (Hor) (RRP £24.99) **BARGAIN** £18
R4643A Mk1 TSO second open M4473 BR maroon (Hor) (RRP £24.99) **BARGAIN** £18
R4859 Mk3a DVT 82141 in Virgin Trains red and black (Hor) £64



R4666B Mk4 TSO second open 12425 in East Coast (Hor) (RRP £28.49) **BARGAIN** £14



R4898 Pack of three Mk2E coaches in Northern Belle (Hor) £94.50

Visit

www.hattons.co.uk/new

for all new releases



Buildings - railways



R7230 Hogsmeade station building - Harry Potter range (Hor) £54
R7235 Hogsmeade station footbridge - Harry Potter range (Hor) .. £31.50



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
SL-40 Rail built buffer stop (Pec) £1.60

Signals

460 GWR-style semaphore home signal - plastic kit (Rat) **NEW** ... £10.50
DS3 One Touch three aspect home signal (red/yellow/green) - DCC fitted (Tra) £26
4L-001-005 Signal - motorised, GWR bracket right hand junction bracket signal - two arms (Dap) **NEW** £55.21
4L-002-001 Signal - Motorised, LMS home (OOSIGN3) (Dap) £26
4L-003-001 Signal - motorised, SR lattice home (Dap) £26.68

Buildings - general



PO259 Crofters stone cottage - card kit (Met) **NEW** .. £8.50
PO258 Gardeners stone cottage - card kit (Met) **NEW** £9.50
PO257 Grange stone cottage - card kit (Met) **NEW** £11.50

Bridges, Tunnels & Walls



PO244 Retaining wall in red brick - 4 sections per pack- card kit (Met) £12

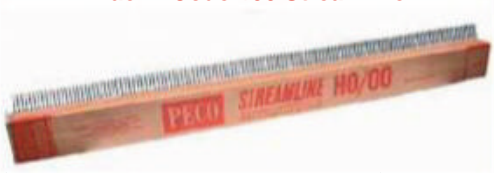
Track - Code 100 Setrack

R8090 1 single yard length of Semi-Flexible Track (Hor) £3.50
R8090 Pack of 24 (Hor) £79
R605 1st radius double curve (8 make a circle) (Hor) £2.50
R605 Circle of 8 (Hor) £18
R607 2nd radius double curve track (8 make a circle) (Hor) £2.50
R607 Circle of 8 (Hor) £18
R609 3rd radius double curve track (8 make a circle) (Hor) £2.60
R609 Circle of 8 (Hor) £20
R601 Double Straight (Hor) £2
R601 Box of 24 (Hor) £47

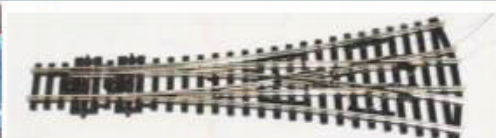


R070 Electrically Operated Turntable (Hor) £64
R8074 Left hand curved point (Hor) £14
R8077 Left hand Express point (Hor) £14.50
R8072 Left Hand Standard Point (Hor) £9.50
R603 Long Straight - 670mm (Hor) £4
R8075 Right hand curved point (Hor) £14
R8073 Right Hand Standard Point (Hor) £9.50
ST-245 Setrack curved double radius left handed point insulfrog (Pec) £14.50
ST-244 Setrack curved double radius right handed point insulfrog (Pec) £14.50
ST-241 Setrack No.2 radius left handed point insulfrog (Pec) £9
ST-240 Setrack No.2 radius right handed point insulfrog (Pec) £9
ST-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



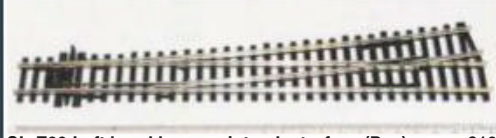
SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) £66
SL-100 Single (Pec) £3
SL-102 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) £3
SL-102 Pack of 25 (Pec) £70



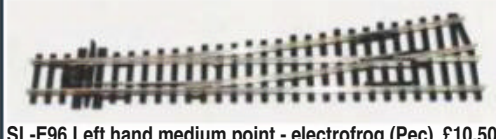
SL-E99 3 way medium radius point - electrofrog (Pec) £27
SL-99 3 way medium radius point - insulfrog (Pec) £27
SL-90 Double slip - insulfrog (Pec) £33



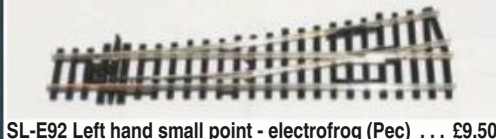
SL-E87 Left hand curved point - electrofrog (Pec) . £12.50
SL-87 Left hand curved point - insulfrog (Pec) £12.50



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



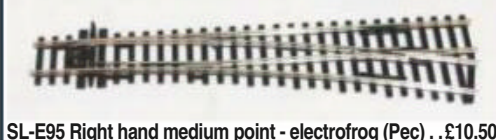
SL-E92 Left hand small point - electrofrog (Pec) ... £9.50
SL-92 Left hand small point - insulfrog (Pec) £9.50



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

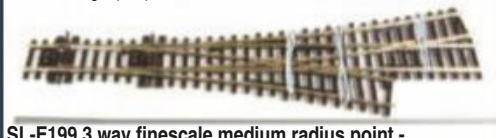
SL-108F 1 yard (91.5cm) length of Code 75 Wooden-sleeper nickel silver bullhead rail flexible track (Pec) £4
SL-108F Box of 25 (Pec) £98



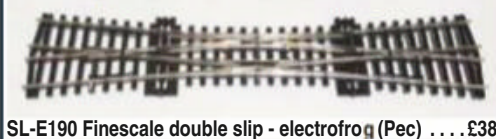
SL-102F Pack of 25 1 yard (91.5cm) length of finescale Nickel Silver concrete-sleeper flexible track. (Pec) ... £82
SL-102F Single (Pec) £3.30



SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) £72
SL-100F Single (Pec) £3



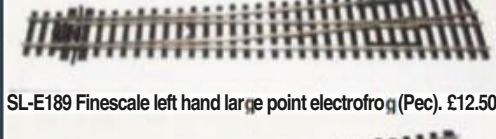
SL-E199 3 way finescale medium radius point - electrofrog (Pec) £29



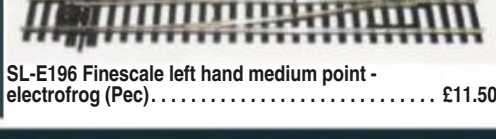
SL-E190 Finescale double slip - electrofrog (Pec) ... £38



SL-E187 Finescale left hand curved point - electrofrog (Pec) £13



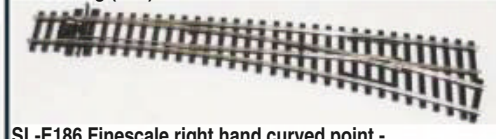
SL-E189 Finescale left hand large point electrofrog (Pec). £12.50



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-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

Buses



UK6511 ADL Enviro400 MMC - "Stagecoach West Scotland" (Nor) **NEW** £51

Cars



76AUS006 Austin 1300 Harvest Gold (Oxf) **NEW** £5



76BB003 Bentley Blower British Racing Green (Oxf) **NEW** £5



76MGTC005 MGTC Powder Blue (Oxf) **NEW** £5
76P38003 Range Rover P38 Epsom Green (Oxf) **NEW** £5.50
76VEL002 Range Rover Velar SE Fuji White (Oxf) **NEW** £5.50

Commercial vehicles



76CIT004 Citroen H Catering Van Glorias Blooms (Oxf) **NEW** £7



76SDF004 Shelvoke & Drewry Freightlifter BRS (Oxf) **NEW** £12

Military ground vehicles



76WMB006 Willys MB RAAF (Oxf) **NEW** £5

HO Gauge (1:87 Scale)

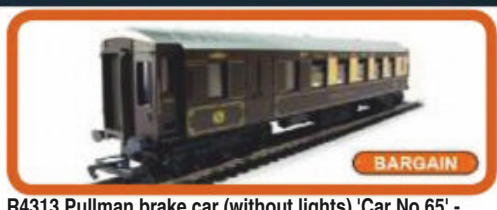
Cars



87CC61002 Chrysler 300 Convertible 1961 (Closed) Black (Oxf) **NEW** £6
87DC68002 Dodge Charger 1968 Gold/Black (Oxf) **NEW** £6

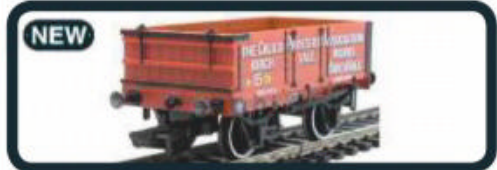


87PB59003 Pontiac Bonneville Coupe 1959 Seaspray Green (Oxf) **NEW** £6



R4313 Pullman brake car (without lights) 'Car No.65' - Hornby Railroad Range (Hor) (RRP £23.99) **BARGAIN** .. £10

Wagons



OR76MW4010 4-plank open wagon "Calico Printers Association, Birchvale" (Oxf) **NEW** £10



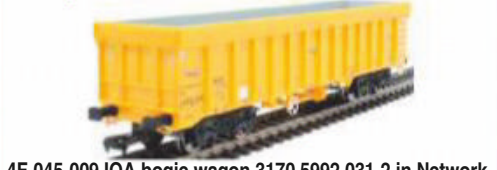
OR76SPWAG01 7 plank private owner wagons - pack of three (Oxf) £26



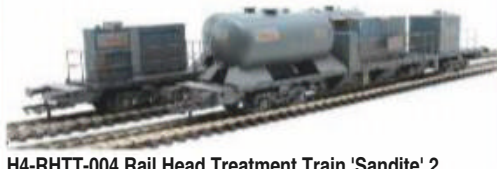
OR76BOOM03 BL 14 inch howitzer railgun "Boche Buster" (Oxf) £51



ICI004BW ICI Hopper wagon 19033 in battleship grey body, underframes & bogies PHV TOPS panel (no backing) - weathered. 1973 - 1992 (Oxf) £25



4F-045-009 IOA bogie wagon 3170 5992 031-2 in Network Rail yellow (Dap) £22.31



H4-RHTT-004 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules - weathered (Hat) ... £126



H4-RHTT-005 Rail Head Treatment Train 'Water Jet' 2 wagons and water jetting modules - weathered (Hat) £126

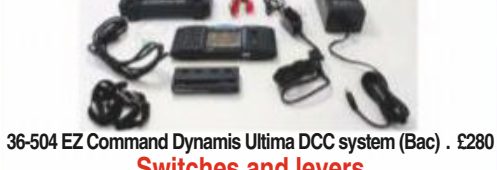


OR76WW010 Southern Railway Warwell - Revised Bed MS14176 (Oxf) £28

Digital control accessory decoders

PC2 One Touch DCC Quad Point Controller x 4 (Tra) £34

Digital controllers



36-504 EZ Command Dynamics Ultima DCC system (Bac) . £280

Switches and levers

R044 Passing contact lever frame switch (for point motors) (Hor) (RRP £11.99) £6

Electronic components

R8211 Rolling road for all types of steam loco (utilises live rollers) (Hor) ... £76

Cables & Wires

PL-80 Power feed joiners - Code 100/124 (x4 pairs) (Pec) £6

Model railway spares

SL-111 Finescale insulated rail joiners/fishplates (Code 70, 75 & 83) for OO & HO gauge - Pack of 12 (Pec) £2
SL-110 Finescale rail joiners/fishplates (for code 70, 75 & 83) for OO & HO gauge - Pack of 24 (Pec) £2
OR76ACC01 GWR-style loco snow plough (Oxf) **NEW** £5
SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec) £2
SL-10 Metal rail joiners/fishplates (for code 100 rails incl. Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pec) £2.20
19KADEE NEM362 Kadee coupling - Long (10.76mm) - Pack of four (Kad) . £5
18KADEE NEM362 Kadee coupling - Medium (8.63mm) - Pack of four (Kad) £5

Prices valid until 18/12/19

All prices correct
when going to press.
Errors excepted.

N Gauge Steam locos



2S-010-007 Class 49xx 'Hall' 4-6-0 4970 "Sketty Hall" in GWR green Great Western lettering (Dap). £124.38



2S-007-016 Class 57xx Pannier 0-6-0PT 8767 in BR green British Railways lettering & later cab (Dap). £74

2S-007-015 Class 57xx Pannier 0-6-0PT 9791 in GWR black later cab (Dap) £74
2S-012-010 Class A1X 'Terrier' 0-6-0T 32636 BR black late crest (Dap). £67.96
2S-012-012 Class A1X 'Terrier' 0-6-0T 734 in London and South Western Railway green (Dap). £67.96
2S-020-003D Class B17 4-6-0 1671 "Manchester City" in LNER apple green. DCC Fitted (Dap). £134.23

2S-020-002 Class B17 4-6-0 61664 "Liverpool" in BR green early emblem (Dap) £109



2S-021-001 Class Q1 0-6-0 33016 in BR black early emblem (Dap) £108.82

Diesel locos

371-471 Class 37/0 37261 in Direct Rail Services blue (Gra) £114.71



2D-002-003 Class 50 50037 "Illustrious" in original Network SouthEast (Dap). £123.21



2D-002-002 Class 50 50040 "Leviathan" in BR large logo blue (Dap) £123.21

2D-002-001 Class 50 50043 in BR blue - unrefurbished (Dap). . . . £123.21
2D-002-000 Class 50 D406 in BR blue - unrefurbished (Dap). . . £123.21
371-386 Class 66 66416 in Freightliner Powerhaul (Gra) £114.712D-007-011 Class 66/0 66002 in EWS DB branding and six megafret container wagons (Dap). £194.64
2D-022-007S Class 68 68001 "Evolution" DRS - DCC sound fitted (Dap) £242.72
2D-022-009 Class 68 68019 "Brutus" in TransPennine Express (Dap) . £119.85

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

DMUs

2D-009-003D Class 121 'Bubble Car' DMU W55033 in BR green speed whiskers - DCC fitted (Dap) £139.54
2D-021-003 Class 156 156403 in Regional Railways express Central Trains branding (Dap) £114.71

Coaches

2P-011-173 Gresley 1st Class E11036E in BR maroon (Dap) **NEW**. £23
2P-011-074 Gresley 2nd Class E12032E in BR maroon (Dap) **NEW** . £23
2P-011-075 Gresley 2nd Class E2053E in BR maroon (Dap) **NEW** . £23
2P-011-273 Gresley Brake Composite E10081E in BR maroon (Dap) **NEW** £23
2P-011-372 Gresley Buffet E9035E in BR maroon (Dap) **NEW** . £232P-011-106 Gresley Teak 1st Class 318767 in LNER Teak (Dap) **NEW** . £23
2P-011-010 Gresley Teak 3rd Class 60634 in LNER Teak (Dap) **NEW** £23
2P-011-011 Gresley Teak 3rd Class 60648 in LNER Teak (Dap) **NEW** £23
2P-011-305 Gresley Teak Buffet 91218 in LNER Teak (Dap) **NEW** . £23

Wagons

NR-P425 7 plank open wagon "Huntley and Palmers, Reading" (Pec) **NEW** . £9

2F-026-002 HIA aggregate limestone hopper 369052 in Freightliner green (Dap) £21.50

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 & 009 gauge (24 per pack) (Pec) £2

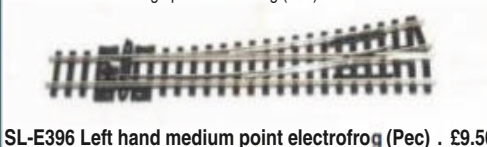
Buildings - general

PN159 Crofters stone cottage - card kit (Met) **NEW** £7PN158 Gardeners stone cottage - card kit (Met) **NEW** . £7
PN157 Grange stone cottage - card kit (Met) **NEW** £7
PN814 Greenhouse and cold frames - card kit (Met) **NEW** . £4.50

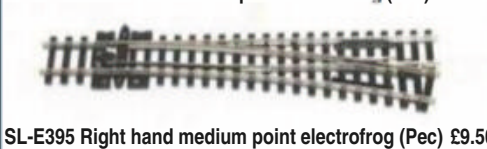
Track - Code 80 Setrack

ST-11 Double straight track (Pec) £1.60
ST-6 Setrack left hand point insulfrog (Pec). £8.50
ST-5 Setrack right hand point insulfrog (Pec). £8.50
ST-3011 ST-11 double straight track - 174mm - pack of eight (Pec) £12.50
ST-3019 ST-19 fourth radius double curve - pack of four (Pec). . £10
ST-300 Starter Track Set (Pec) £49

Track - Code 80 Streamline

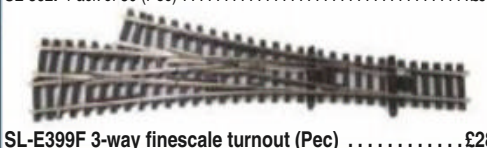
SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) £64
SL-300 Single (Pec) £3
SL-E389 Left hand large point electrofrog (Pec) £10.50

SL-E396 Left hand medium point electrofrog (Pec) . £9.50

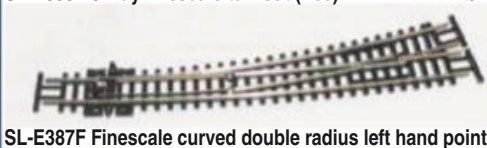


SL-E395 Right hand medium point electrofrog (Pec) £9.50

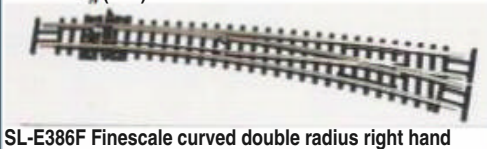
Track - Code 55 Finescale

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

Cars

NDIS002 Land Rover Discovery 4 Santorini Black (Oxf) **NEW** £4

Commercial vehicles

NSHL04TK Scania Highline Tanker "Exol" (Oxf) **NEW** £13

Military ground vehicles

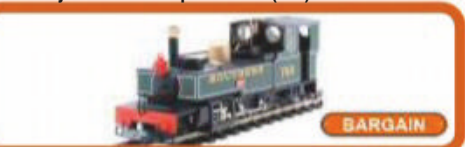
NLAN188021 Land Rover Series 1 88" Hard Top RAF (Oxf) **NEW** . . £4

009 Narrow Gauge

Steam locos

9955 Lynton & Barnstaple 2-6-2T "Exe" in L&B dark green (Hel) (RRP £209.95) **BARGAIN**. . . £1549956 Lynton & Barnstaple 2-6-2T "Taw" in L&B dark green (Hel) (RRP £209.95) **BARGAIN**. . . £154

9963 Lynton & Barnstaple 2-6-2T 190 "Lyd" in Southern Railway green - as preserved (Hel). £186.96

9962 Lynton & Barnstaple 2-6-2T 30190 "Lyd" in BR lined black early emblem - as preserved (Hel) **NEW**. . . £186.969951 Lynton & Barnstaple 2-6-2T 760 "Exe" in Southern Railway green (Hel) (RRP £209.95) . . . **BARGAIN**. £149.509952 Lynton & Barnstaple 2-6-2T 761 "Taw" in Southern Railway green (Hel) (RRP £189.95) . . . **BARGAIN**. £149.509960 Lynton & Barnstaple 2-6-2T E188 "Lew" in Southern Railway green (Hel) **NEW**. £186.969953 Lynton & Barnstaple 2-6-2T E760 "Exe" in intermediate Southern Railway (1927-29) (Hel) (RRP £209.95) **BARGAIN**. £154

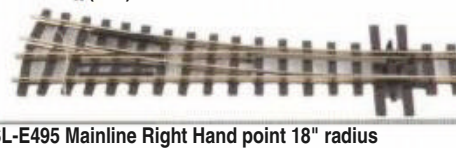
Track - Code 80 Setrack

ST-400 Setrack narrow gauge starter track pack - first radius (Pec) . . £68

Track - Code 80 Streamline

SL-400 1 yard length of 009 narrow gauge flexible track worn wooden sleepers (Pec) £3.50
SL-400 Box of 25 (Pec) £83
SL-E492 Left hand point electrofrog (Pec). £9.50

SL-E496 Mainline left hand turnout 18" radius electrofrog (Pec). £10.50

SL-E495 Mainline Right Hand point 18" radius electrofrog (Pec). £10.50
SL-E491 Right hand point electrofrog (Pec). £9.50

O Gauge (1:43 Scale)

Steam locos

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-010-015D Class A1X 'Terrier' 0-6-0T plain black - DCC fitted (Dap) . £216.75

H7-A3-003 Class A3 4-6-2 2745 "Captain Cuttle" in LNER black unstreamlined non-corridor tender (Hel) £750



H7-A3-001 Class A3 4-6-2 2750 "Papyrus" in LNER Grass green unstreamlined corridor tender - "Record Breaker" (Hel) £750



H7-A3-002 Class A3 4-6-2 4472 "Flying Scotsman" in LNER Grass green unstreamlined corridor tender - "Record Breaker" (Hel) £750



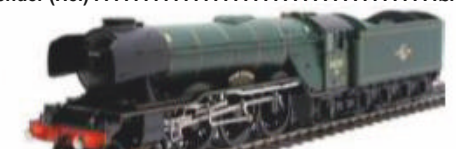
H7-A3-005 Class A3 4-6-2 60035 "Windsor Lad" in BR green early emblem and unstreamlined non-corridor tender (Hel) £750



H7-A3-004 Class A3 4-6-2 60072 "Sunstar" in BR Express blue unstreamlined non-corridor tender (Hel) £750



H7-A3-006 Class A3 4-6-2 60077 "The White Knight" in BR green late crest and unstreamlined non-corridor tender (Hel) £750



H7-A3-007 Class A3 4-6-2 60103 "Flying Scotsman" in BR green late crest and unstreamlined corridor tender (Hel) £750

Diesel locos

7D-008-013 Class 08 shunter 08717 in BR blue (Dap) **NEW** . £191.257D-008-015 Class 08 shunter 08740 in Railfreight Triple grey (Dap) **NEW** £191.25

Visit

www.hattons.co.uk/preorder

for all forthcoming releases



7D-008-014 Class 08 shunter 08795 in Intercity (Dap) **NEW** £191.25



7D-008-016 Class 08 shunter 08891 in Freightliner green (Dap) **NEW** £191.25



7D-008-009 Class 08 shunter D3002 in BR green late crest and wasp stripes (Dap) £191.25
7D-008-013U Class 08 shunter in BR blue - unnumbered (Dap) **NEW** £191.25
7D-008-016U Class 08 shunter Freightliner green - unnumbered (Dap) **NEW** £191.25
7D-008-014U Class 08 shunter in Intercity - unnumbered (Dap) **NEW** £191.25
7D-008-015U Class 08 shunter Railfreight Triple grey - unnumbered (Dap) **NEW** £191.25



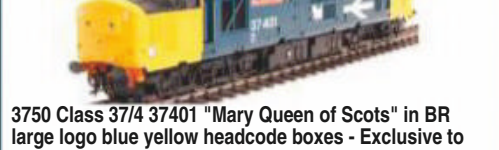
2006 Class 20 in BR blue full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hatton's (Hel) (RRP £599) **BARGAIN** £395



2007 Class 20 in BR Railfreight grey full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hatton's (Hel) (RRP £599) **BARGAIN** £395



2558 Class 25/3 in BR blue - unnumbered (Hel) £446.25



3750 Class 37/4 37401 "Mary Queen of Scots" in BR large logo blue yellow headcode boxes - Exclusive to Hatton's (Hel) £549



3741 Class 37/4 in BR large logo blue - unnumbered (Hel) £509.15



3743 Class 37/4 in EWS maroon and gold - unnumbered (Hel) £509.15



3742 Class 37/4 in Intercity Mainline - unnumbered (Hel) £509.15



3745 Class 37/4 in Railfreight triple grey - unnumbered (Hel) £509.15



4205 Class 42 Warship 829 "Maggie" in BR blue (Hel) (RRP £699) **BARGAIN** £495



4204 Class 42 Warship D866 "Zebra" in BR blue (Hel) (RRP £699) **BARGAIN** £510



4505 Class 45 'Peak' in BR early blue red bufferbeams - unnumbered (Hel) (RRP £699) **BARGAIN** £500



4502 Class 45 'Peak' in BR green small yellow panels and green roof - unnumbered (Hel) (RRP £699) **BARGAIN** £520



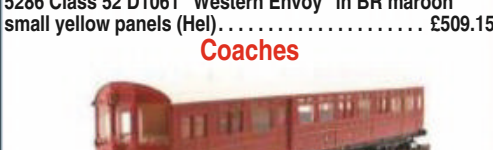
5287 Class 52 D1039 "Western King" in BR maroon full yellow ends (Hel) £509.15



5290 Class 52 D1043 "Western Duke" in BR chromatic blue small yellow panels (Hel) (RRP £599) **BARGAIN** £470



5286 Class 52 D1061 "Western Envoy" in BR maroon small yellow panels (Hel) £509.15



7P-004-007 GWR Diagram 'N' 59' Autocoach 37 in GWR crimson lake (Dap) £170

7P-004-007D GWR Diagram 'N' 59' Autocoach 37 in GWR crimson lake - Digital and light bar fitted (Dap) **NEW** £232.50



7P-004-010 GWR Diagram 'N' 59' Autocoach 39 in GWR chocolate and cream twin cities crest (Dap) £170

7P-004-006R GWR Diagram 'N' 59' Autocoach 40 in GWR chocolate and cream - light bar fitted (Dap) **NEW** £212.50

7P-004-009 GWR Diagram 'N' 59' Autocoach W36 in BR crimson (Dap) £170

7P-004-009D GWR Diagram 'N' 59' Autocoach W36 in BR crimson - Digital and light bar fitted (Dap) **NEW** £232.50

7P-004-009R GWR Diagram 'N' 59' Autocoach W36 in BR crimson - light bar fitted (Dap) **NEW** £212.50



7P-004-008D GWR Diagram 'N' 59' Autocoach W37W in BR crimson and cream - Digital and light bar fitted (Dap) **NEW** £232.50



4931 Mk1 FK first corridor in BR maroon - unnumbered (Hel) £169.50



4911 Mk1 SO second open in BR maroon - unnumbered (Hel) £169.50



5050 2797 695 IWB Cargowaggon (Hel) £151

7F-073-007 7 plank three door open wagon in GWR grey (Dap) **NEW** £39



5152 Bogie flat IWB Cargowaggon 4647007 in Corus Rail (Hel) (RRP £189) **BARGAIN** £74



H7-WW-702 Warwell wagon 50t diamond frame bogies WW.55 in War Department (LMS) (Hat) £85

H7-WW-703 Warwell wagon 50t diamond frame bogies WW36 War Department (LNER) (Hat) £85

LK-715 Brick-base signal box - plastic and laser wood kit (Pec) £36

7L-001-001 Signal - motorised, GWR home - square post (Dap) **NEW** £47.56

Buildings - railways
Signals
Track - Code 124 Bullhead Streamline



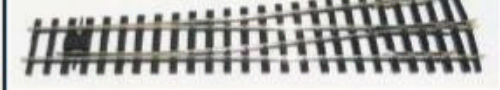
SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec) £75

SL-700BH Single (Pec) £6.50



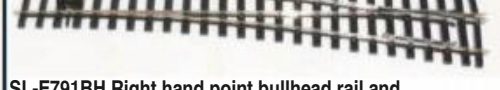
SL-E790BH Double slip (8 degree angle). Electrofrog (Pec) £85

SL-E787BH Left hand O gauge curved turnout (Pec) £54



SL-E792BH Left hand point bullhead rail and electrofrog (Pec) £43

SL-E786BH Right hand O gauge curved turnout (Pec) £54



SL-E791BH Right hand point bullhead rail and electrofrog (Pec) £43

ST-725 Setrack Bullhead 2nd radius standard curve 410mm (16") (Pec) £6

ST-U751 Setrack second radius Unifrog left hand point (Pec) £43

ST-U750 Setrack second radius Unifrog right hand point (Pec) £43



43WFL001 Weymann Fanfare Southdown Motor Services (Oxf) **NEW** £37.50



43LRL007 Land Rover Lightweight Canvas RAF Police (Oxf) **NEW** £14.50



43LRL008 Land Rover Lightweight Gulf War (Oxf) **NEW** £14.50



Any or Multiple Scales
Analogue controllers



COMBI Combi 12v 1Amp Single Track Controller Transformer (Gau) £34



D Double/Twin track power controller (Gau) £86

Q Quadruple 4 circuit power controller (Gau) £149

M1 Transformer Output 2 x 16v AC 1A (Gau) £42



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



Imperium 1 "Imperium" 21 Pin MTC 6-function DCC decoder (Dap) £19.51

DCR-21Pin-Direct-V2 21-pin 6-function 1.1Amp direct plug decoder back EMF (Hat) £16.50

DCR-6PIN-Direct 6-pin 2-function 1.1Amp direct plug decoder back EMF (Hat) £17

DC23 6-pin 2-function 1A (2A peak) decoder (suitable for N gauge) (Gau) £24

DCR-8PIN-HarnessMini 8-pin (harness) 2-function 1.1Amp small & thin (mini) decoder back EMF (Hat) £16

DCR-8PIN-HarnessMini Box of 5 (Hat) £72

DCR-8PIN-HarnessMini Box of 10 (Hat) £128



DCR-8PIN-Harness Box of 10 8-pin (harness) 4-function 1.1Amp decoder back EMF (Hat) £120

DCR-8PIN-Harness Single (Hat) £15

DCR-8PIN-Harness Box of 5 (Hat) £68

R8249 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) £16

R8249 Box of 6 (Hor) £92

DCR-8PIN-Direct 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) £17

DCR-8PIN-Direct Box of 5 (Hat) £77

DCR-8PIN-Direct Box of 10 (Hat) £136

R8118 TTS DCC Sound Decoder 8 pin plug - Class 20 diesel (Hor) £36

R8102 TTS DCC Sound Decoder 8 pin plug - Class 37 diesel (Hor) £36

R8119 TTS DCC Sound Decoder 8 pin plug - Class 40 diesel (Hor) £36



R8121 TTS DCC Sound Decoder 8 pin plug - Class 66 diesel (Hor) £38

R8114 TTS DCC Sound Decoder 8 pin plug - LMS 5MT 'Black Five' steam loco (Hor) £38

R8120 TTS DCC Sound Decoders - Pack of 2 8 pin plugs - Class 43 HST (MTU) (Hor) £59.50



R8123 TTS digital sound decoder - Class 50 diesel (Hor) £38

R7143 TTS digital sound decoder - Class 7MT 'Britannia' (Hor) £38

Digital control accessory decoders
36-561 EZ Command Dynamis 4-output point decoder (similar to Hornby R8247) (Bac) (RRP £45.35) **BARGAIN** £24.50

Digital controllers
DCC06 Prodigy Express 1.6 Amp Digital controller WiFi capability - complete starter pack (Gau) £224

Digital control accessories
DCD-PWRAUX Alpha power upgrade bundle - 5 amp booster and Alpha control box (DCC) £129

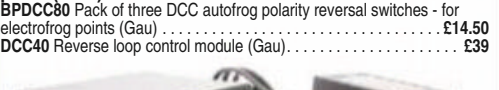
DCD-PWRAUXAEC Alpha power upgrade bundle - 5 amp booster and Alpha control box Alpha Central accessory controller (DCC) £214



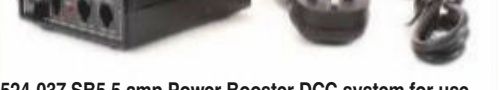
DCD-AEC Cobalt Alpha Central - 12-way switch control panel (DCC) £111

BPDC80 Pack of three DCC autofrog polarity reversal switches - for electrofrog points (Gau) £14.50

DCC40 Reverse loop control module (Gau) £39



524-037 SB5 5 amp Power Booster DCC system for use Power Cab controller (NCE) £177



DCP-CB120MG Cobalt Omega slow-action analogue point motor - pack of 12 (DCC) £165

PL-10WE High performance turnout point motor extended pin (Pec) £7

BPPM20 Pack of five Surface mounted seep point motors (Gau) £36

PL-10 Point Motor (Switch Machine) (Pec) £6

PL-10 Bag of 6 (Pec) £34

PL-10E Point Motor Extended Pin (use PL-9) (Pec) £6

PL-10E Bag of 6 (Pec) £34

PM-2 Seep point motor (Gau) £3.50

PM-2 Pack of 6 (Gau) £20

PM-1 Seep point motor accessory switch (Gau) £5

PL-11 Side/surface mounted point motor (Pec) £8



PL-13 Accessory Switch for fitting to turnout motor PL10 (Pec) £3

PL-26R Passing Contact Switch - Red Lever (Pec) £6

Track underlay
JCS18L Cork underlay sheet - 1/8" thick - 24" x 36" (Jav) £9

ST1411 Incline For Transition From 1 Level To Another - 4% Set - Elevates Track 4" In 8' - 2.5" Wide - Pack Of 4 (Woo) £17.50

Glues
AD-57 Roket Card Glue. Clean, Neat & Instant Card Modelling Glue (Ideal For Superquick & Metcalfe) - 50ml (Del) £6



HZ-OM01a Modular Organizer drawers module x 6 - flat-pack kit (Hob) £19

HZ-OM02a Modular Organizer flat drawers module x 3 - flat-pack kit (Hob) £15

Tools
PL-71 Loco servicing kit - servicing cradle, infills, Powerlube, brush & scraper (Pec) £19

PSG-3 Pro Static Grass Precision Applicator (Pec) £49

DCM-RR12 Rolling Road - 12 Axle - For OO, N, HO, TT, OO9, EM and P4 gauges (DCC) £85

DCM-RR12 Rolling Road - 8 Axle - For OO, N, HO, TT, OO9, EM and P4 gauges (DCC) £68

GAUGEMASTER

Analogue Control



Choose your controller for life with the Gaugemaster Lifetime Guarantee...

We have been producing Model Railway Controllers for over forty years. Our analogue controllers have stood the test of time, and so has our lifetime guarantee:

"We undertake to replace, free of charge, any parts found defective within the lifetime of the unit providing that the item has not been tampered with."

What's the difference between the controller types?

Our Mains Powered Cased Controllers come complete with transformer, and can just be plugged in, connected to the track, and away you go. Panel Mounted Controllers require a separate transformer, and also need to be mounted onto a control panel to be used effectively.

We also produce various controllers with Feedback and Simulation, two effects controlled by the controller itself. Feedback senses the load on the circuit and helps maintain the locomotive at a steady speed up and down gradients. Feedback controllers are not suitable for use with locomotives with coreless motors. Simulation (also known as Inertia) allows a train to accelerate, coast, and be braked to a standstill, by use of a regulator and a brake.

MAINS POWERED CASED CONTROLLERS

GMC-COMBI Single Track Controller/Transformer
Most Suited for HO/OO/N Scale Layouts



Fantastic for small layouts or beginners upgrading a starter set, the Combi has both a 12V DC output to run one track, and a 16V AC output for accessories.

BEST FOR
Beginners

GMC-D Twin Track Controller
Most Suited to HO/OO/N Scale Layouts



Our best selling controller. Runs a two track railway with minimum of fuss. The D Controller has two 12V DC track outputs, as well as a 16V AC output for accessories.

BEST FOR
Twin Tracks

GMC-Q Four Track Controller
Most Suited to OO/HO/N Scale Layouts



The best selling four track controller available today. It offers impressive value for money with its four 12V DC track outputs, and two of 16V AC and 12V DC outputs for accessories.

BEST FOR
Four Tracks

PANEL MOUNTED CONTROLLERS

GMC-100 Single Track Panel Controller
Most Suited to OO/HO/N/Z Scale Layouts



Some modellers may wish to incorporate their controller into an overall panel to control their layout. The Model 100 Controller has a single 12V DC output.

BEST FOR
Control Panels

GMC-U Single Track Controller with Simulation
Most Suited to OO/HO/N/Z Scale Layouts



With the brake knob controlling the 12V DC track output, this controller allows you greater realism when running locomotives.

BEST FOR
Realistic Running

GMC-W Single Track Walkabout Single Track Controller
Most Suited to OO/HO/N/Z Scale Layouts



Fitted with 1.5m of cable, this controller allows you the freedom to move around your layout while still controlling your layout. It has a single 12V DC track output.

BEST FOR
Flexibility

Did you know...

If you don't have a handy accessory output from a controller, the **GMC-WM1** Wall Mounted Transformer can be used on its own to power accessories, such as point motors and lights from the 16V output. Just plug it in and connect it up!

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Panel Mounted Controllers (Orange text shows transformer required)

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Transformers

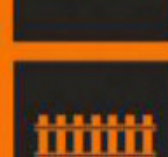
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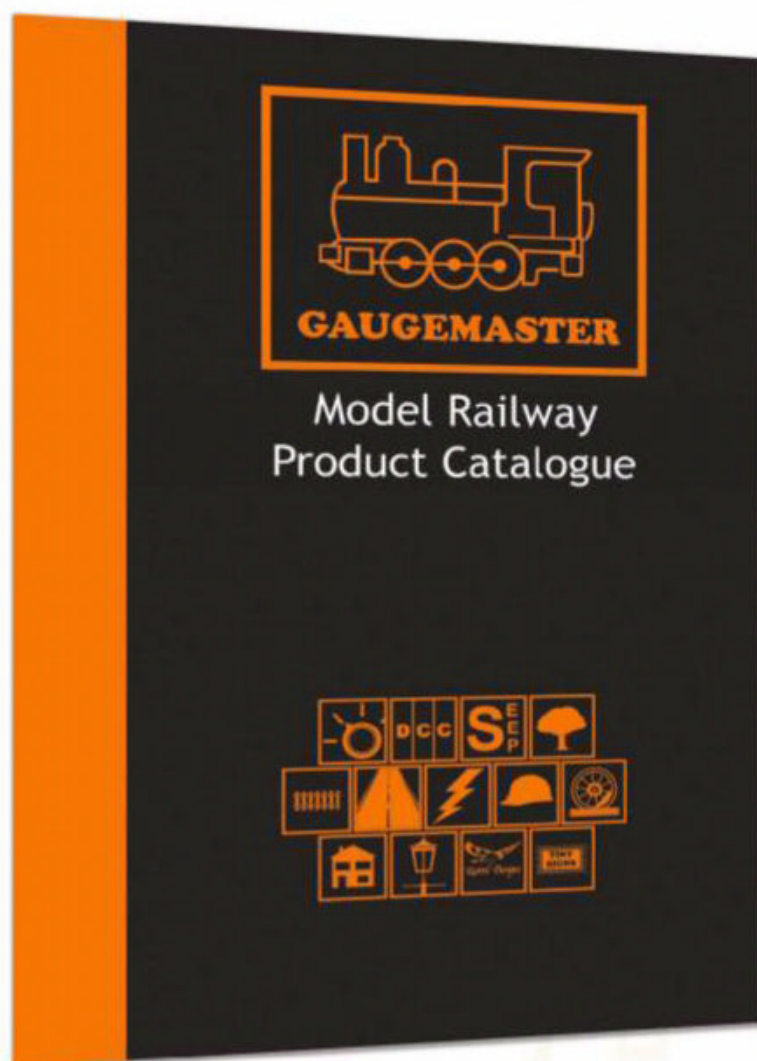


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- GM9961 Gaugemaster Tools
- GM9962 Gaugemaster Track

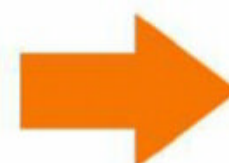


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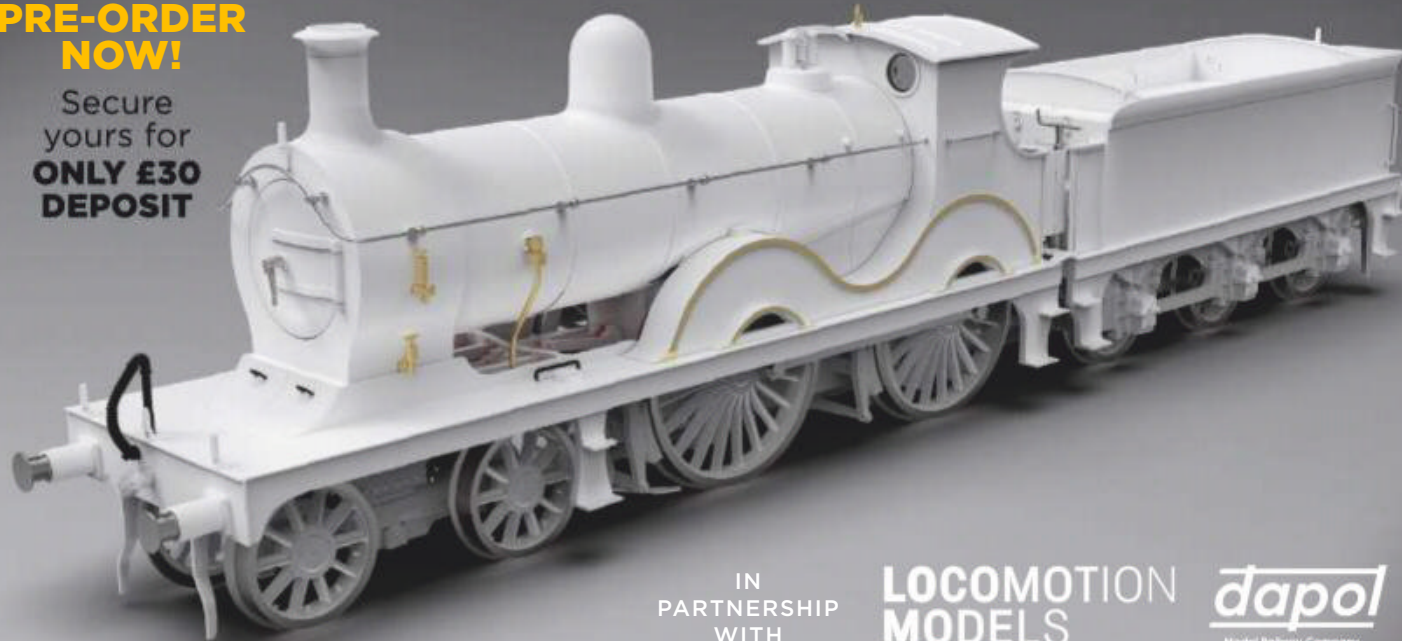
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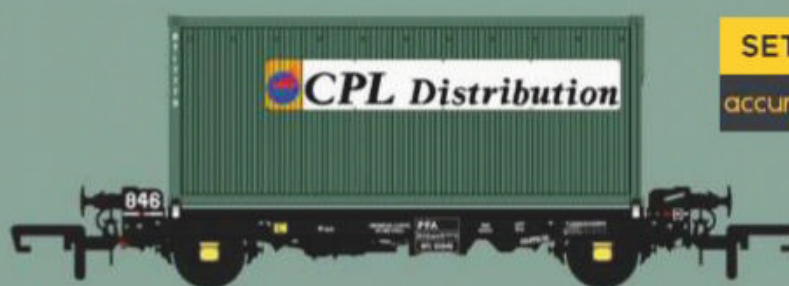
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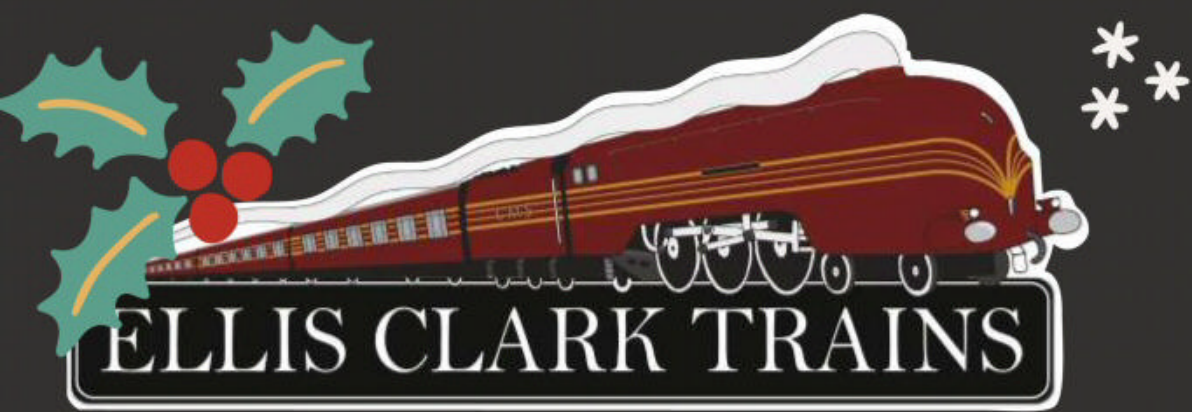
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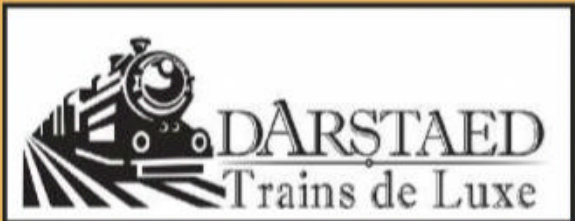
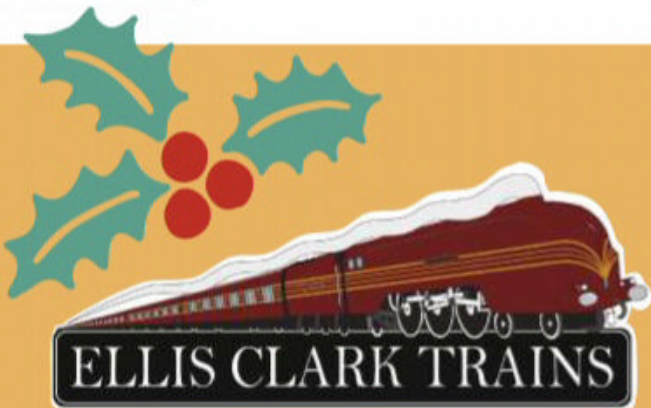
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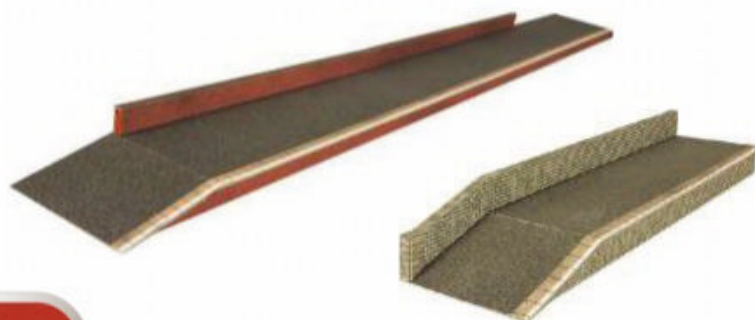
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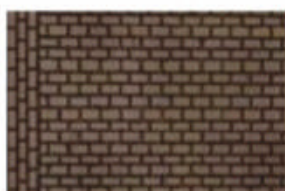
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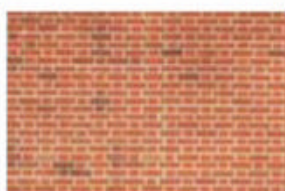
DRESSED GRITSTONE

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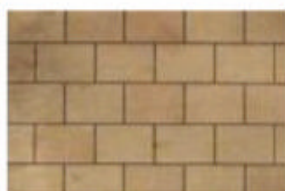
BLUE BRICK

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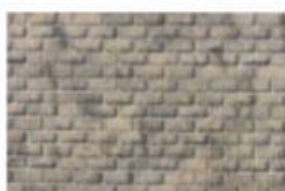
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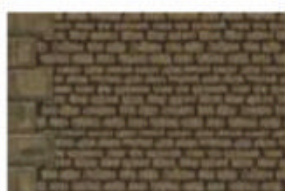
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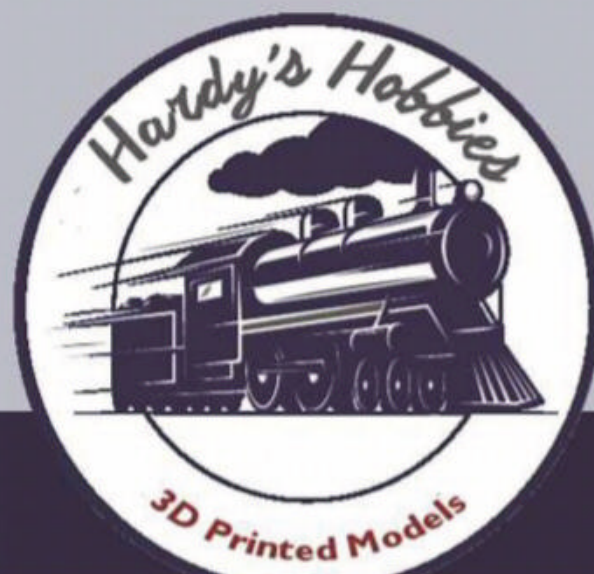
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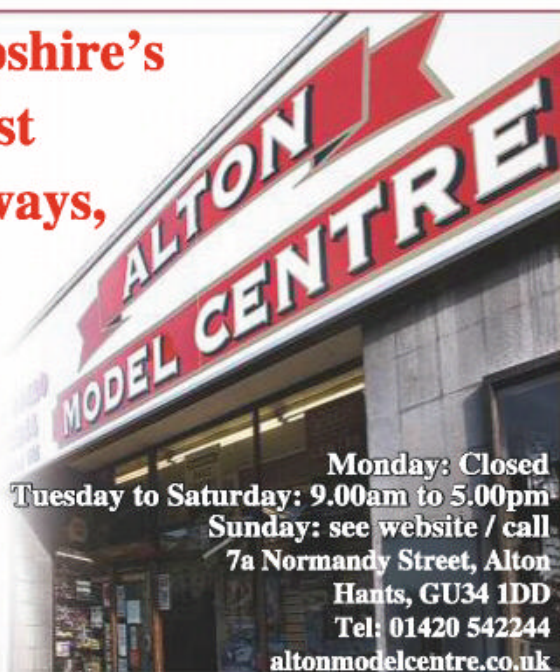
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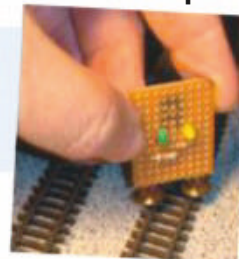
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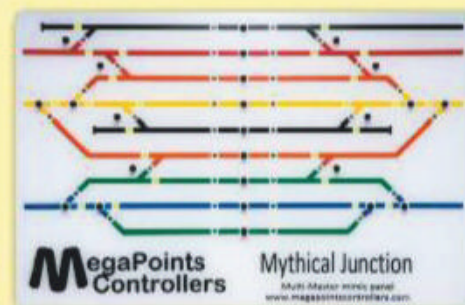
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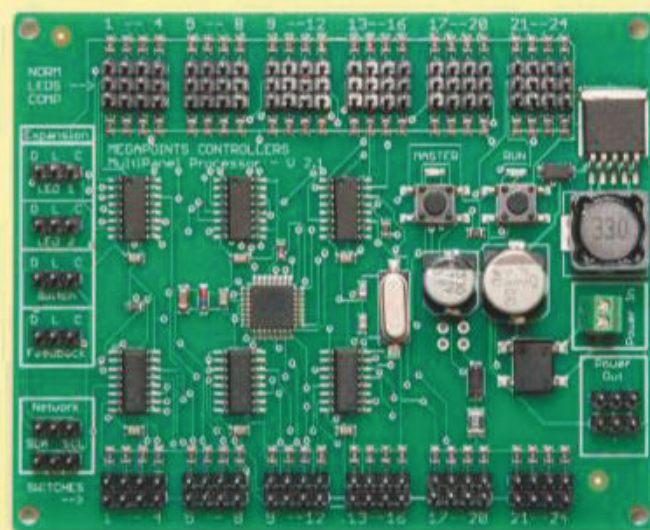
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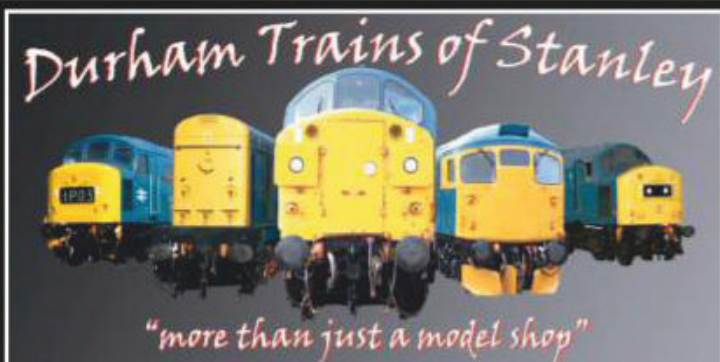
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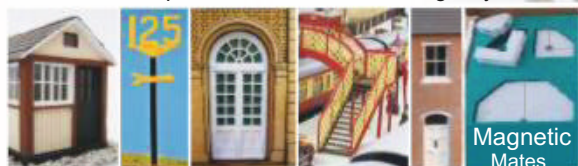
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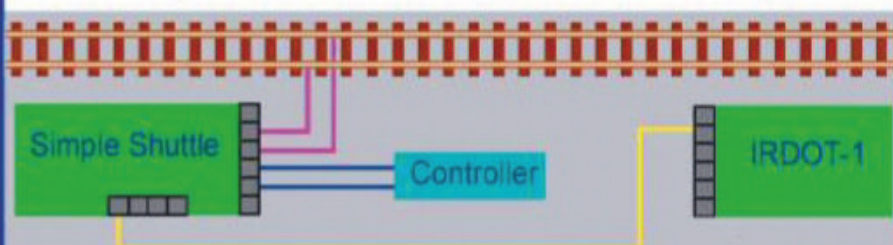
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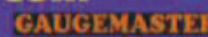


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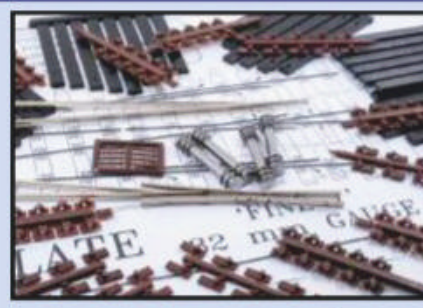
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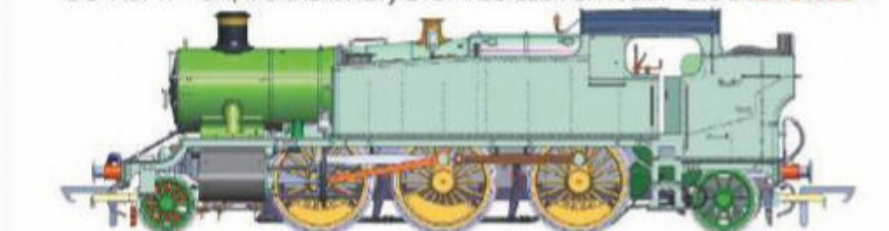
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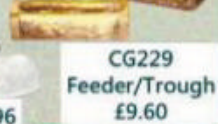
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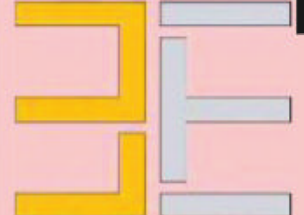
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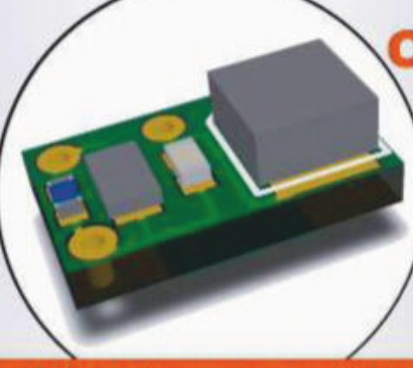
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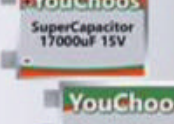
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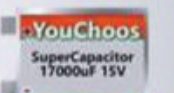
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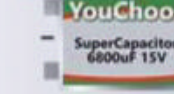


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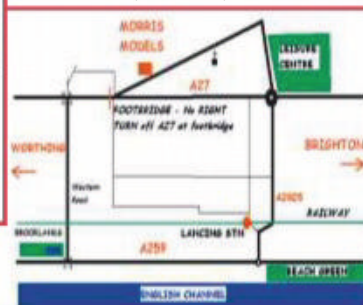
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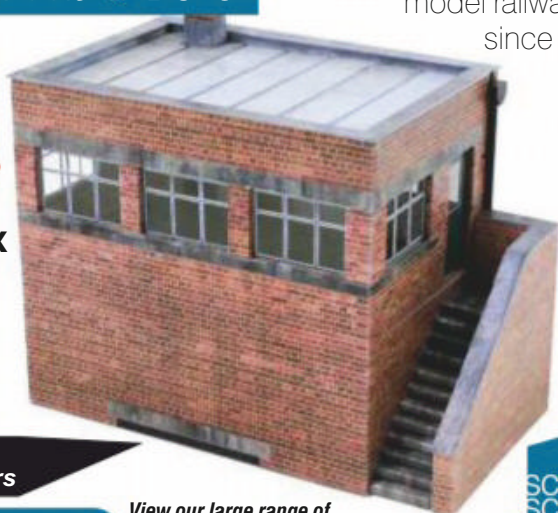
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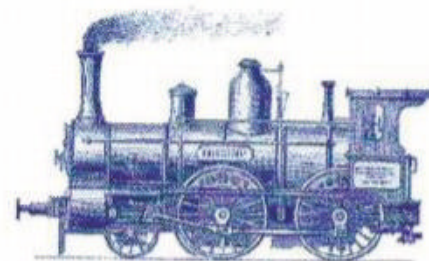
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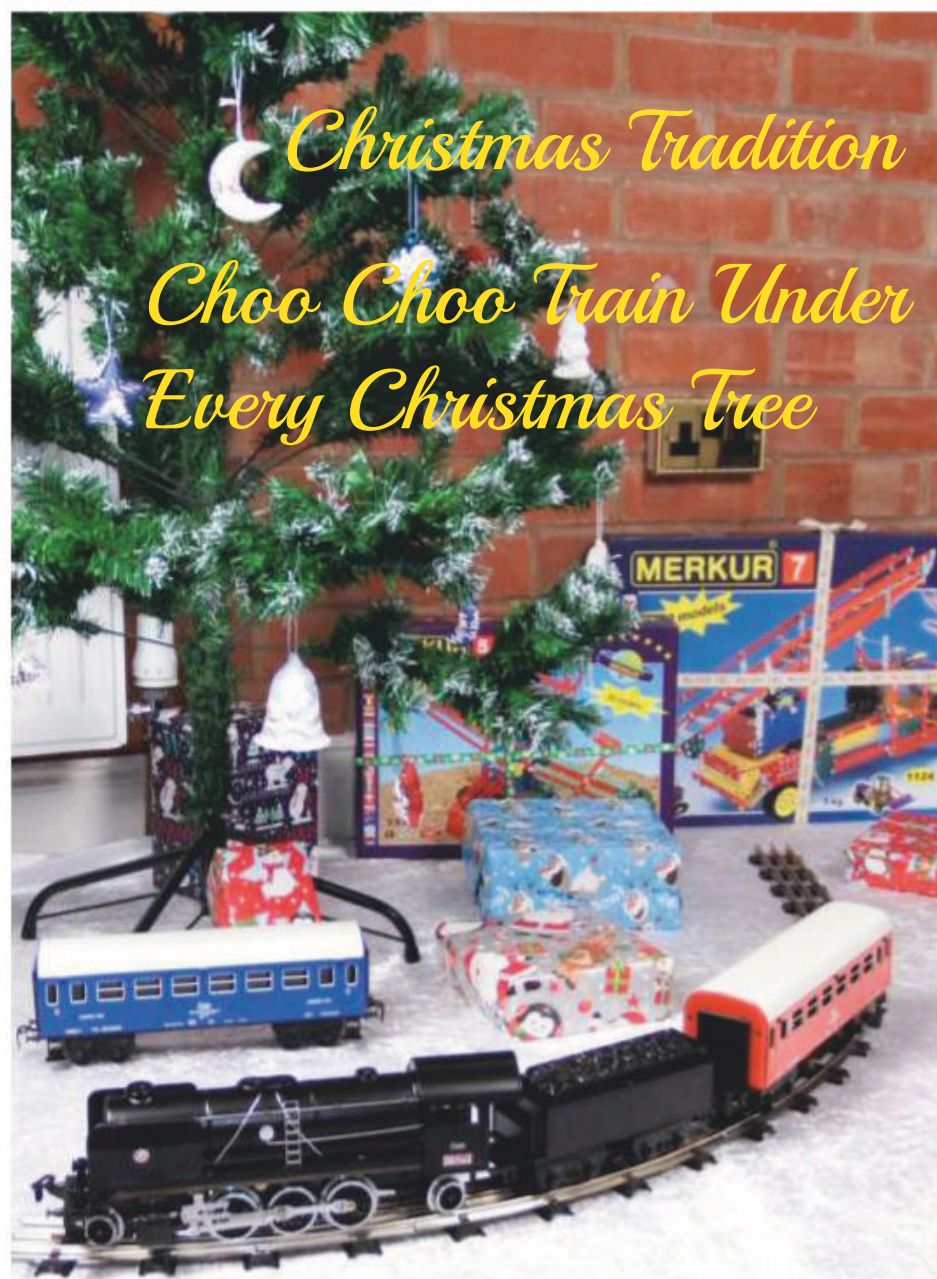
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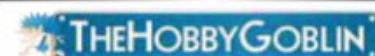
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MARK PIKE

Present your case

If there's a locomotive that you think needs to be offered ready-to-run, here's the place to voice your opinion...

Locomotive: Class 442 EMU

Gauge: '00'

Proposed by: Peter Burnage

What is it?

Surely, if any train deserves immortalising in 'OO' form, it's the Class 442 'Wessex Electric'. Derided by enthusiasts, the '442s' are some of the most reliable EMUs built in Britain. They've already been withdrawn and reinstated once, before being withdrawn in 2017. But they're back once more.

This eye-catching unit was introduced in 1987 after British Rail had extended third-rail electrification to Weymouth. They were launched in a blaze of publicity and did a record-breaking, high-speed run from Waterloo to Weymouth in 1988. They featured exciting 'mod cons' such as air conditioning, and their 100mph top speed and disc brakes helped reduce journey times.

The '442s' were based on the Mk 3 coach and affectionately nicknamed 'Plastic Pigs', owing to the way the front ends were designed. They were a futuristic design at the time as they replaced the flat-fronted slam door Mk 1 units. But in true Southern style, they reused parts from their predecessors – the traction motors were taken from the Class 432 '4-REP' units.

The units increased their network coverage in the early 1990s and they were introduced onto the Waterloo to Portsmouth line. However, in 2007 they were superseded by the new Class 444s and stored. This didn't

last and, in 2008, they were back on what was known as the South Eastern Division.

Southern leased 18 of the 24 units for Gatwick Express services, but they were soon also used on services to Eastbourne and Brighton. They were stored again in 2017, replaced by Class 387s. But in 2018 they were back on their former stamping ground – as well as working to Portsmouth and Bournemouth – under the South Western Railway banner. You can't keep a good train down!

What would make it viable?

Launched in the striking Network SouthEast livery, these units have received numerous liveries since privatisation. First was Stagecoach's variation of NSE livery which featured an additional orange stripe. Then came the colourful South West Trains livery, the equally bright Gatwick Express scheme and, finally, South Western grey, which looks rather bland in comparison.

There are some key detail differences too: the layout of the buffet car, which also houses the guard, a mail/ luggage area and originally a 'snug' to be enjoyed by users of the buffet car. The model could be made to reflect all these variables and would then span 31 years and several different modeling eras. A modern five-car EMU model, with head, tail and interior lights, would be a dream come true!

Can I see a real one?

Absolutely! Book a ticket on South Western Railway and go for a ride.



Have your say

Do you agree with Peter's argument? Go to www.model-rail.co.uk and take part in our vote.

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PETER J. HOWARD



Backscene

EIGHTIES CLASSIC

With a new, sound-fitted Class 03 due imminently from Bachmann Branchline, **Adrian King** takes a nostalgic look at the old Mainline model.

BR standardised its wide and varied diesel shunter fleet by retaining just the 204hp Class 03 and the Class 08/09. The latter, by the start of the 1980s, was available ready-to-run from Tri-ang, Hornby-Dublo and Lima, so it made sense for Mainline, looking for a diesel shunter to model, to pick the Class 03.

A pre-production '03' was illustrated in Mainline's 1982 catalogue, but by the time the 1983 catalogue was issued it had still not arrived in the shops. There had been some progress, however, and the models shown in the 1983 catalogue appear identical to the finished version. In February 1983, Mainline took the slightly unusual step of placing a full-page advert in the model press, detailing all the time and hard work that had been lavished on the model development to date. By the time of the first review (June 1983), some models had made their way into shops. The 18-month period between announcement and delivery that's commonplace today was clearly considered unusual in the early '80s!

Reviews for the '03' claimed that model to be 'absolutely irresistible' and it was praised for its 'well-detailed body' and quiet, slow running. One reviewer considered there to be 'evidence of... meticulous design and finish'.

The 1982 catalogue listed two versions and that was what was delivered in mid-1983: 03382 in BR blue (37-036) and D2179 in BR green (37-037).

Mainline didn't have long left when the '03s' hit the shelves. The Coalville office officially closed on August 31 1983 and no further '03' version were produced. In the 1983 catalogue, the models are listed as 937-036 and 937-037 but, to date, no examples of boxes bearing these revised catalogue numbers have been found and it is most likely that this 'variant' exists on paper only. It is not uncommon to find examples of D2179 with red coupling rods. However, the wide variation in shades of red observed tends to support the conclusion that these were the results of user modification, rather than a *bona fide* factory-issue variation.



Replica Railways and then Bachmann issued further '03s' using the former Mainline tooling. Bachmann introduced some tooling variations (primarily to cover the different exhaust stacks) and produced four different models, two in blue and two in green. The tooling was irreversibly modified to create the Class 04 and Bachmann announced a newly tooled '03' in 2009, which arrived a year later.

Mainline models regularly crop up second-hand. At the time of writing, clean, untouched examples in their original packaging can be found for around £20-£30, with more 'well-loved' examples fetching considerably less. In terms of detailing, the most easily damaged parts are the air horns at the front of the cab and the four lamp irons at the front.

As with many Mainline models, it uses a split-chassis mechanism that incorporates a selection of plastic components, most noticeably the stub axles. Such mechanisms were engineered down to a price and are generally not well-known for their longevity and it should be borne in mind that the youngest of the Mainline Class 03s will be getting on for 35 years old. That said, a well-maintained example runs reasonably well by modern standards, though it would not compare favourably to the recent (post-2010) Bachmann

mechanism, which is considerably smoother and quieter.

Mainline's mechanism does not present a lot of scope for user maintenance, beyond the very occasional light oiling of the points described in the instructions. Over-oiling should be avoided, as the oil can disrupt the electrical contact between the axles and their bearings, resulting in poor running. Periodic

“Reviews for the '03' claimed that model to be 'absolutely irresistible' and it was praised for its 'well-detailed body' and quiet, slow running”

brush replacement is recommended and it is pleasing to report that even many years after Mainline's demise, these spares are still available from a variety of sources. Examples which have sat in storage for long periods may be hampered by dried lubricant which may clog up their drivetrains. This can be removed with a cocktail stick or similar.

Mainline managed to set a standard for ready-to-run 'OO' gauge diesel models with one diminutive offering. It would take the competition over 20 years to catch up.



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GAUGEMASTER

NEW Website



Our existing website has been withdrawn from service, which was a sad moment for us here as it has served us (and you) well over the years.

The online world has changed massively over the last few years and we've listened to all of your feedback about the old site as we developed our new version, and therefore invite you to take a look at our new site.

www.gaugemaster.com

We feel that the biggest improvements are in the following areas:

- It's been **built with mobile in mind**.
Mobile devices have now overtaken desktop devices for internet browsing. We needed to follow this trend.
- It **demonstrates our breadth of products**.
All of our genres (railways, slot cars, kits etc.) are now under one online roof. We stock products from around the world.
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- **Better and more images**.
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- **A more powerful search box**.
This will be your closest companion on our new site.
- **An Events listing**.
Things that might interest you locally such as exhibitions or shows.
- **A 'Club Hub'**.
This is where we highlight clubs and societies where you can meet like-minded people.

This project was a massive undertaking, and we'd like to think we've got a lot of it right. However, we REALLY welcome your feedback by email customerservices@gaugemaster.com, or by telephone on **01903 884488**, so please do get in touch with your comments.

We look forward to welcoming you to our new (online) home!



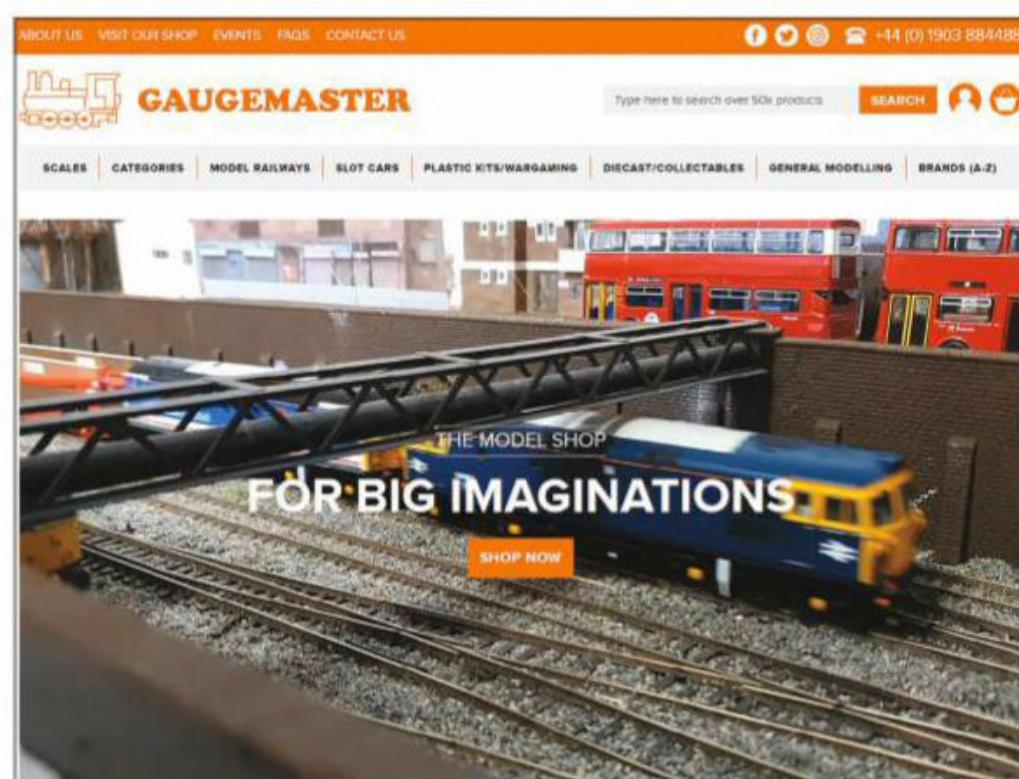
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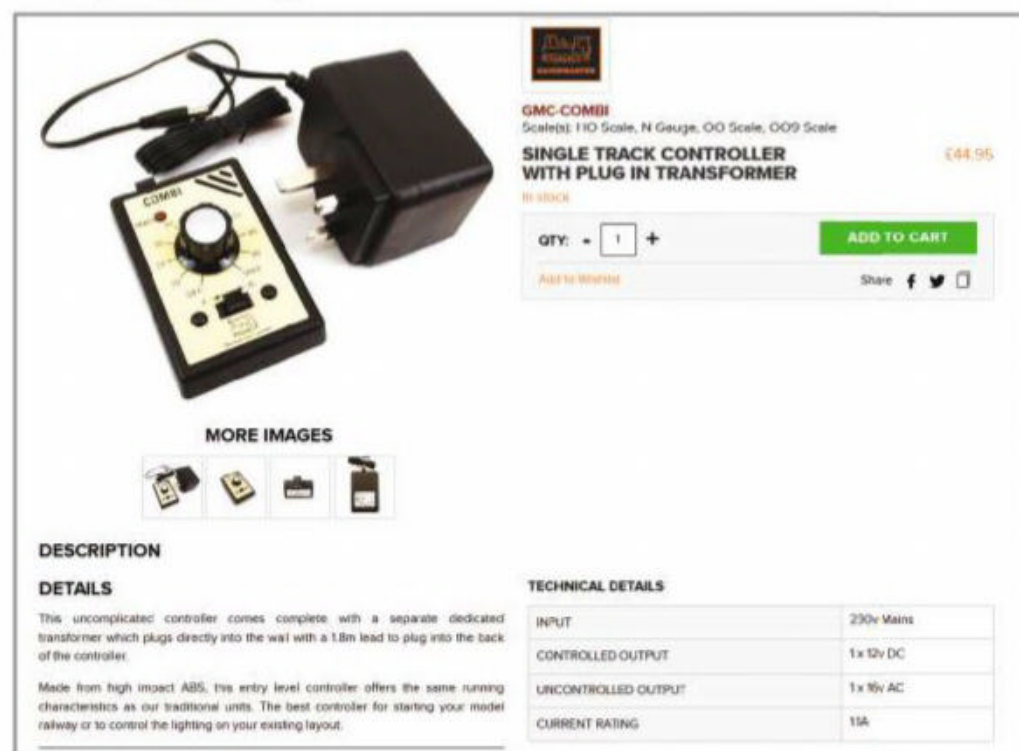
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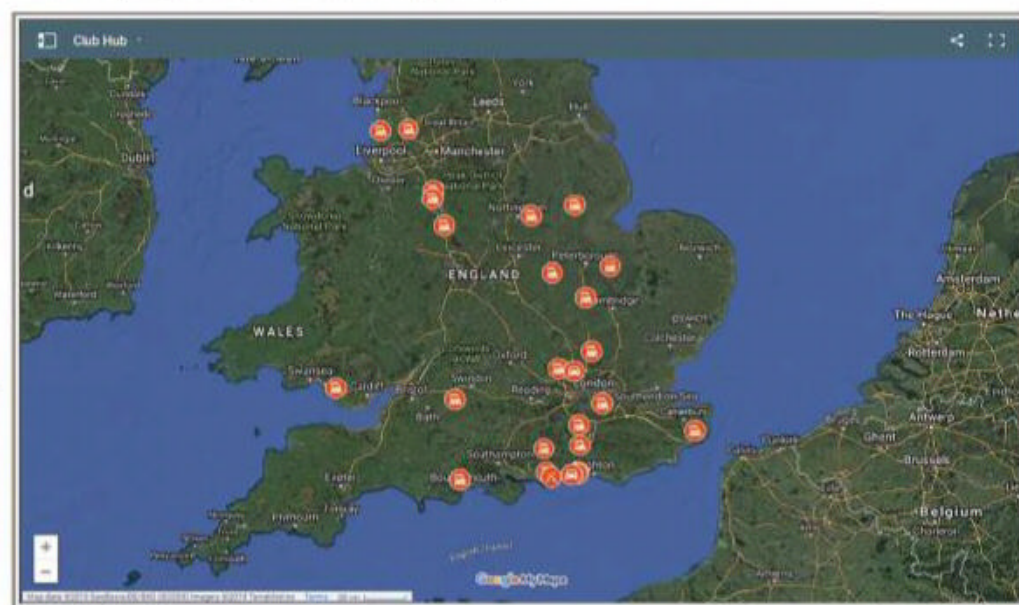
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