

WARLEY
NEWS REPORT

48 NEW MODELS
COVERED

MODEL RAIL VoR ♦ ACCURASCALE '37'
HELJAN GWR '2251' ♦ REVOLUTION KUA

No. 269 January 2020 £4.40

MODEL RAIL

IN-DEPTH ♦ INDEPENDENT ♦ UNBIASED

How to achieve

Station Perfection

**30-page
special**

Our experts share the secrets of their success

- ♦ **Build a main line terminus in a small space**
- ♦ **Create the ultimate narrow gauge station**
- ♦ **Add essential detail**

PLUS

Amazing
Liverpool Lime
Street layout –
13 pages of
Chris Nevard
photos



REVIEWED



**RAILS SEC
BOX VAN**

**HELJAN L&B
2-6-2T LEW**

**BACHMANN
45T CRANE**

TECHNIQUE

How to build
a whitemetal kit

ROUND-UP

Five snow
products tested



2020 RANGE ANNOUNCEMENT

6TH JANUARY 2020

Visit www.hornby.com at 10am to see the official range launch

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MODEL RAIL

brought to you by



Richard Foster

I'd love to see 'Lime Street' set in 1968 with grubby 'Black Fives' on blue/grey coaches mixing with AC electrics.



George Dent

It'd have to be 'Lime Street' in the 1980s for me: lots of blue diesels and electrics, including shabby 'Deltics'!



Chris Leigh

I've only been to Lime Street once. I was on the last through train to Birkenhead Woodside in steam days, though.



Chris Gadsby

I would say modern day but then you would lose all the character of the scene which makes 'Lime Street' so good!



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



CHRIS NEVARD



I love wayside stations and have a fantasy list of layout subjects ranging from Baltimore in Ireland to the Isle of Wight and the Golden Valley line in Herefordshire. But it's the inner city terminus that I find the most exciting.

There's that sense of anticipation on arrival that, within minutes, you're going to be outside in the hustle and bustle of a city. There's also the sense of adventure as you gaze up at the departure board and think of all the exciting, faraway places that could be reached, simply by jumping aboard a train.

It's easy to see why a station such as Liverpool Lime Street made such an impression on a young John Holden. It's always a pleasure and a privilege to visit John and to see this wonderful layout at close hand. You really don't get to see half of this layout, from its wonderful detail and artistry to the technical innovation, at exhibitions.

What really makes 'Lime Street' special is the way that it takes you back in time. Termini such as this are now the centrepiece of urban regeneration, but there are no trendy eateries or micro-breweries on John's layout. The crowds of miniature people stepping off the station are seemingly oblivious to the seedy goings on next door. This is what life used to be like and 'Lime Street' is full of such stories of how Liverpool used to be.

That's what we've focused on in this issue – all the stuff that brings 'Liverpool Lime Street' to life and makes it one of the best exhibition layouts in the country.

Richard Foster Editor

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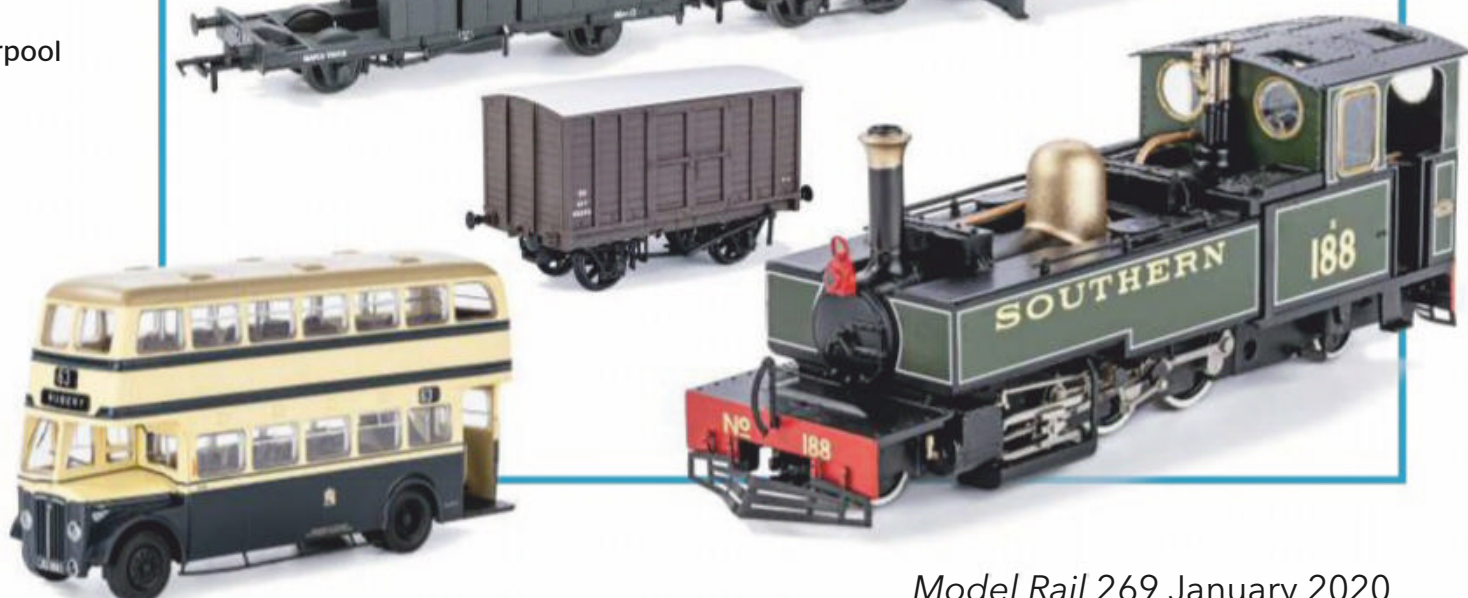
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68 Build a clasp station



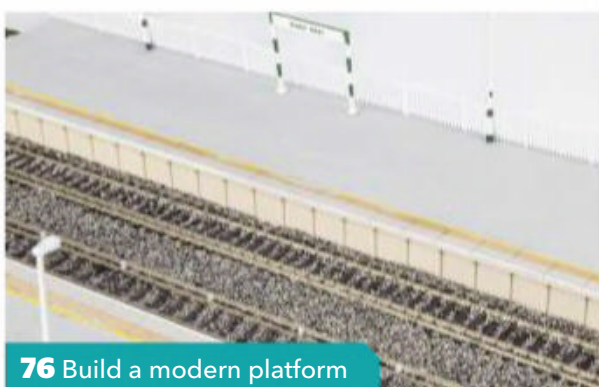
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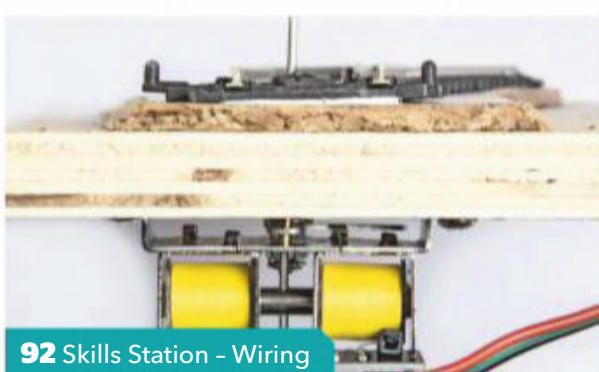
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Model Rail exclusive models

Order your 'J70' and 'USA'
Our exclusive 'J70s' are starting to sell out, and some of our 'USA' 0-6-OTs are nearly all gone. Buy yours today.



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Opening the box

The latest happenings from the world of model railways

009
GAUGE



DAVID ROSTANCE

'009' VoR EXCLUSIVES!

Model Rail is pleased to announce its first venture into '009': the Vale of Rheidol 2-6-2Ts. These models will be the first *Model Rail* Exclusives to be produced directly with a Chinese factory.

We are to produce the three 2-6-2Ts built for Vale of Rheidol by the GWR at Swindon in 1923. We plan to cater for key detail differences between the trio and are hoping to be able include an oil-fired variant to cover the late

1970s until the line was privatised in 1988/89.

It is planned that the model will include NEM coupler pockets, wire handrails, a compact Next18 decoder interface and a mechanism designed to offer smooth and reliable running over uneven and dirty track. The model is also set to be designed to negotiate 305mm radius curves.

Design work has started, using original works drawings. *Model Rail* would like to thank VoR CEO



THOMAS BRIGHT/SR

Model Rail VoR 2-6-2T

What's planned?

Specific liveries/identifications to be confirmed but will include Nos. 7, 8 and 9 (formerly No. 1213) in three GWR liveries (Great Western lettering, 'shirtbutton' roundel and GWR initials), BR black, BR lined green and BR blue.

Price: TBC

What stage is it at? Research

When's it due? 2021

Rob Gambrill and General Manager Llyr ap Iolo who made Nos. 7, 8 and 1213 available for a research visit.

The model is expected to arrive

in 2021. Prices have yet to be confirmed and the order book will open closer to the delivery date. Keep an eye on future issues of *Model Rail* for developments.

REVOLUTION TRAINS GOES NUCLEAR

Revolution Trains is to produce two new 'N' gauge wagons with a nuclear theme. Top of the bill goes to the two KUA four-bogie 150t nuclear flask wagons, MODA 95770 and MODA 95771. These giant vehicles were built by Bombardier/Prorail of Wakefield in 1998 for transporting Royal Navy nuclear waste to Sellafield for disposal.

These vehicles are not crowd-funded. Prices have yet to be confirmed but are likely to be around £75.

Revolution has also joined forces with Accurascale once more to offer the four-wheel PFA wagon in 'N'. The PFAs, which Accurascale is producing in 'OO', were built in 1986 for containerised coal traffic but are now used by DRS as runner wagons, or for carrying low-level nuclear waste.

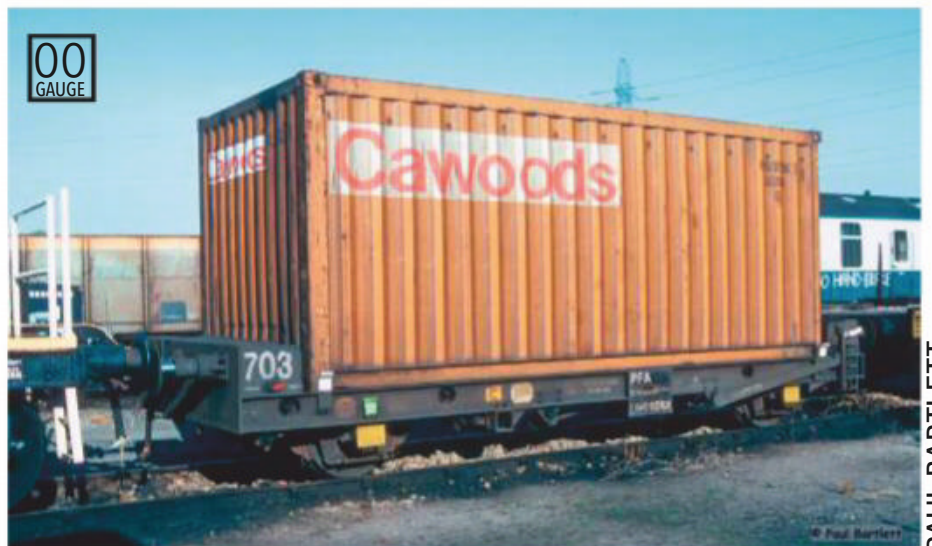
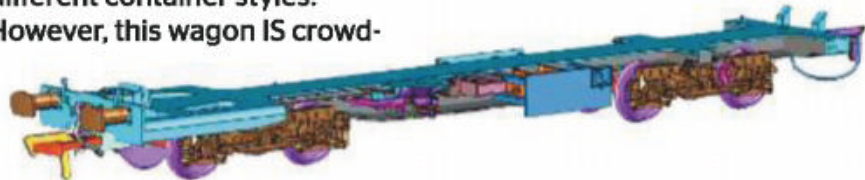
Revolution's model is set to have a die-cast deck to maximise weight and it proposes to offer different container styles.

However, this wagon IS crowd-



funded and production will only commence if enough people sign up to the scheme. For more info, visit www.revolutiontrains.com

Revolution hasn't forgotten 'OO' gauge modellers and has proposed a 1:76 scale version of the VTG 'Ecofret' container flat. Revolution is currently working on an 'N' gauge model of the wagon operated by DB Cargo, Freightliner and GBRf. The order book for the two and three-wagon sets is due to open early 2020.



PAUL BARTLETT



ACCURASCALE TO OFFER THE 'DEFINITIVE' '37'

Accurascale is to produce what it claims to be the "definitive model of the English Electric Class 37" in 4mm:1ft scale. Not only will it offer the original D6700-D6818 with split headcode boxes (later Class 37/0) but also, for the first time ready-to-run

in 4mm, the Class 37/6.

This sub-class of 12 was created from Class 37/5s for Eurostar but most subsequently passed to DRS, where they were fitted with Wipac light clusters and extra headlamps. This is the configuration that Accurascale is to model.

Accurascale promises to include lots of detail differences for both the '37/0' and '37/6', as well as bestowing its models with an impressive spec list. It is also being designed to allow easy conversion from 'OO' to 'EM' and 'P4'.



Accurascale Class 37/0 Co-Co

What's planned?

- ◆ 37001, BR blue, yellow ends
- ◆ D6702, BR green, warning panels
- ◆ D6704, BR green, yellow ends

Price? £169.99-£259.99

What stage is it at? CAD design

When's it due? Q4 2020



Accurascale Class 37/6 Co-Co

What's planned?

- ◆ 37602, DRS 'compass' (original)
- ◆ 37605, DRS plain blue
- ◆ 37606, DRS 'compass' (original)
- ◆ 37607, DRS plain blue
- ◆ 37608 *Andromeda*, Rail Operations Group grey/red
- ◆ 37609, DRS 'compass' (revised)

Price? £169.99-£259.99

What stage is it at? CAD design

When's it due? Q4 2020

WASTE NOT WANT NOT

Accurascale has also announced its intention to produce the KUA, wagon as part of its range of 'OO' gauge rolling stock.

Accurascale see the KUA as a wagon to complement its forthcoming DRS Class 37/6

range. The production run of the wagons will be a small due to the limited nature of the prototypes.

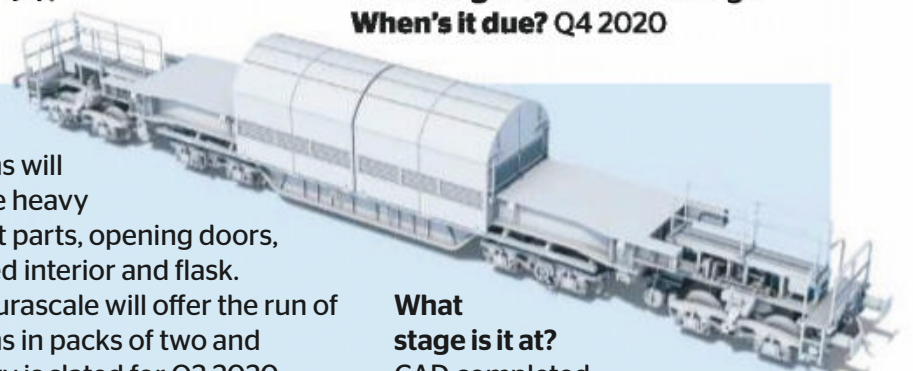
Revolution Trains has provided Accurascale the data and opportunity to produce this wagon in 4mm scale.

The wagons will feature heavy diecast parts, opening doors, detailed interior and flask.

Accurascale will offer the run of wagons in packs of two and delivery is slated for Q2 2020.

Price: £159.95

What stage is it at?
CAD completed
When's it due? Q2 2020



NEW TOOLING FROM HELJAN

Heljan's 2020/2021 range includes two items of new tooling plus the welcome return of a few favourites.

Star billing goes to the two new 'O' gauge items: the GWR '2251' 0-6-0 and a range of BR Mk 2 coaches.

The Collett 0-6-0 is to build on the high standard set by Heljan's 'Large Prairie' and '43XX' 2-6-0 and is set to include working inside motion and firebox flicker, as well as full provision for DCC and sound.

Heljan's new Mk 2 coach range includes the original design (Mk 2, later Mk 2z) and the revised Mk 2a. Three versions are planned: a Tourist Second Open, Brake Second Open and Brake First Corridor. Customer-fit parts will allow both types to be modelled.

The coaches are set to include a fully detailed interior and separate underframe details.

Heljan is to refresh a few of its old favourites. Hot on the heels of its all-new 'AL6'/Class 86/0 (MR256), Heljan is to tweak its existing Class 86 to create the Class 86/4 and '86/6' subclasses.

The original 'O' gauge split headcode Class 37/0 tooling will be modified for a second run. Tweaks include making the chassis 'DCC friendly'.

The revised Class 33/0 tooling that was introduced in 2014 will be modified again to include a high intensity headlamp and, last but not least, eight new LNER 'O2' 2-8-0s, covering for 'O2/1', 'O2/2' and 'O2/4' subclasses with Great Northern Railways cabs and tenders, are due for late 2020 release.

Heljan Class 33 Bo-Bo (with headlight)

- ◆ 3450: 33012, BR blue (weathered)
- ◆ 3451: D6515 *Lt Jenny Lewis RN*, BR green, warning panels
- ◆ 3452: 33026 *Seafire*, BR Engineers' 'Dutch'
- ◆ 3453: 33042: Railfreight Construction grey (weathered)
- ◆ 3454: 33063, Mainline grey
- ◆ 3455: 33021 Eastleigh, red
- ◆ 3456: 33030, EWS maroon/gold
- ◆ 3458: 33029, WCRC maroon (weathered)

Price? TBC

What stage is it at? TBC

When's it due? Q2 2020

Heljan Class 37/0 Co-Co (split box)

- ◆ 3700: BR green, warning panels
- ◆ 3701: BR blue
- ◆ 3702: BR green
- ◆ 3703: 37116 *Comet*, BR 'large logo' (weathered)
- ◆ 3704: BR green, yellow ends

Price? TBC

What stage is it at? Decorated samples

When's it due? Q3 2020



PAUL BARTLETT



MODEL RAIL COLLECTION

Heljan GWR '2251' 0-6-0

What's planned?

- ◆ Great Western green
- ◆ GWR initials
- ◆ 'Shirtbutton' roundel
- ◆ BR black (early)
- ◆ BR black (early), weathered
- ◆ BR black (late)
- ◆ BR green (late)
- ◆ BR lined green

Price? TBC

What stage is it at? Research and development

When's it due? Early 2021

Heljan LNER 'O2' 2-8-0

What's planned?

- ◆ 3900: 'O2/2' No. 3501, LNER black
- ◆ 3902: 'O2/2' No. 63933, BR black (early)
- ◆ 3903: 'O2/2' No. 63940, BR black (late)
- ◆ 3930: 'O2/1' No. 477, GNR lined grey
- ◆ 3931: 'O2/1' No. 3481, LNER black
- ◆ 3940: 'O2/4' No. 3485, LNER black
- ◆ 3942: 'O2/4' No. 63945, BR black (early)
- ◆ 3943: 'O2/4' No. 63932, BR black (early)

Price? TBC

What stage is it at? Decorated samples

When's it due? Q4 2020

Heljan Mk 2z/Mk 2a coaches

What's planned?

- ◆ BR blue/grey (TSO, BSO including micro-buffet, BFK)
- ◆ 2401 ScotRail (TSO)
- ◆ 2402 Network SouthEast (TSO, BSO, BFK)
- ◆ Hebridean green/cream (TSO, BSO)
- ◆ Provincial Trans-Pennine (TSO)
- ◆ Regional Railways (TSO, BSO, BFK)
- ◆ West Coast Railway Company maroon (TSO)
- ◆ DRS blue (BSO)
- ◆ InterCity Executive (BFK)
- ◆ Network Rail yellow (BFK)

Price? TBC

What stage is it at? Research and development

When's it due? Early 2021

Heljan has confirmed the guises of re-tooled 'OO' gauge Class 47 that it announced during the summer (MR264):

- ◆ 4710: D1526, BR two-tone green (warning panels)
- ◆ 4711: D1969, BR two-tone green (yellow ends)
- ◆ 4712: 47137, BR blue
- ◆ 4720: 47316, BR blue
- ◆ 4721: 47450, BR 'Large Logo'
- ◆ 4722: 47214 *Tinsley Traction Depot*, Railfreight grey
- ◆ 4723: 47125 *Tonnidae*, Railfreight Petroleum sector
- ◆ 4724: 47555 *The Commonwealth Spirit*, InterCity Executive
- ◆ 4725: 47329, Departmental grey
- ◆ 4726: 47575 *City of Hereford*, Parcels red/grey





LOCOMOTION ANNOUNCES LAST OF THE GWR

Locomotion Models has announced that it has commissioned a 'OO' gauge model of GWR 94XX Class 0-6-0T No. 9400 from Bachmann. The popular '94XX' Class 0-6-0 pannier tank was effectively the

last GWR-designed steam locomotive; the first ten were turned out in the company's Middle Chrome Green by Swindon before nationalisation. The model is DCC ready and is fitted with a Next18 Decoder

socket. No. 9400 can be pre-ordered with a £30 deposit through the Locomotion Models website.
Price: TBC
What stage is it at? Livery complete
When's it due? Q3 2020

THAMESLINK '319'

Bratchell Models has announced it will release the Class 319 in 1997 Thameslink blue and yellow. E-mail orders are being accepted with the ready-to-assemble model priced at £360, the

four-car wheel pack and ready-to-motorise pack are both priced at £72. E-mail

info@bratchellmodels.com to place your order.



In Brief

ALLY PALLY EXPO

The London Model Engineering Exhibition will return to Alexandra Palace on 17-19 January 2020. It will include over 2000 models built by individuals, clubs and societies in various scales. This year over 500 emergency services and armed forces models will be displayed throughout the hall. Online tickets are £11.50 for adults, £11.00 for concessions and £4.00 for children under 14. On the door tickets are £1 extra.



FIVE LIVERIES FOR '66'

Hornby has announced five liveries of its upcoming Class 66 ahead of its full range launch in January.

What's planned?

- ◆ 66743, Royal Scotsman maroon
 - ◆ 66746, Royal Scotsman maroon
 - ◆ 66780, *The Cemex Express*, GBRf/Cemex
 - ◆ 66623, Freightliner/G&W orange
 - ◆ 66587, *As One We Can*, Freightliner/ONE pink
- Full details will be announced in the next issue of *Model Rail*.

STATIONS IN 'O'

Dapol has announced it will produce three 'O' gauge station building kits. The kits will be designed and moulded in the UK and will be based on Diggle station on the LNWR, Culkerton on the GWR and Westerham station in the Southern region.

FIVE NEW LIVERIES FOR CLASS 66

OO
GAUGE

Hattons has also revealed four new liveries for its upcoming Class 66 in 'OO'. Royal Scotsman maroon, Cemex, G&W orange and ONE pink will now be produced alongside the previously announced range.

What's planned?

- ◆ H4-66-033: 66743, Royal Scotsman maroon
- ◆ H4-66-034: 66746, Royal Scotsman maroon
- ◆ H4-66-035: 66780, *The Cemex Express*, GBRf/Cemex
- ◆ H4-66-036: 66623, Freightliner/G&W orange
- ◆ H4-66-037: 66587, *As One We Can*, Freightliner/ONE pink

Price: From £150 **What stage is it at?** In production

When's it due? December 2019

Where can I find out more? www.hattons.co.uk



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

00 GAUGE ACCURASCALE PFA WITH BLUE GYPSUM CONTAINER

What's planned?

20 variants including different containers and packs.

Price? £69.95 per triple pack

What stage is it at? Decorated sample



00 GAUGE ACCURASCALE JSA COIL CARRIER

What's planned?

Three covered steel wagons in British Steel and VTG liveries and three open steel wagons in VTG livery.

Price? £59.95 per twin pack

What stage is it at? Engineering prototype



00 GAUGE ACCURASCALE CLASS 55 'DELTIC'

What's planned?

17 variants covering BR green, BR blue and Porterbrook liveries with yellow panel differences.

Price? £160.00

What stage is it at?

Engineering prototype



00 GAUGE BACHMANN 1532 JOHNSON '1P' 0-4-4T

What's planned?

LMS black, BR lined black early emblem and Midland Railway crimson

Price? TBC

What stage is it at? Livery sample



00 GAUGE BACHMANN '94XX'

What's planned?

GWR green, BR black late crest, BR black early emblem.

Price? £106.21

What stage is it at? Livery sample

00 GAUGE BACHMANN CLASS 45/0

What's planned?

BR green, BR green with small warning panels, BR blue

Price? £131.71

What stage is it at? Engineering prototype



00 GAUGE BACHMANN CLASS V2

What's planned?

LNER Apple lined green, BR lined black with early emblem, BR lined green with late crest,

Price? £186.96

What stage is it at? Engineering prototype



00 GAUGE BACHMANN HKA BOGIE HOPPER

What's planned?

DB Schenker, 'National Power' blue, 'National Power' blue debranded

Price? £50.96-£55.21

What stage is it at? Livery sample



N GAUGE GRAHAM FARISH '8F' 2-8-0

What's planned?

LMS black, BR black early emblem, BR black late crest, LNER black.

Price? £140.20

What stage is it at?

Livery sample



N GAUGE GRAHAM FARISH CLASS 31

What's planned?

BR blue, Railfreight grey, RTC red and grey, BR green with small yellow warning panels.

Price? £123.21

What stage is it at?

Livery sample



N GAUGE GRAHAM FARISH HKA BOGIE HOPPER

What's planned?

DB Schenker, 'National Power' blue, 'National Power' blue debranded

Price? £41.60

What stage is it at? Livery sample



N GAUGE GRAHAM FARISH WD 'PARROT'

What's planned?

LMS grey, WD grey

Price? TBC

What stage is it at?

Engineering prototype



N GAUGE C-RAIL KQA KTA POCKET WAGON

What's planned?

Empty, NYK logistics and OOCL container.

Price? £27.50 (£33.50 with container)

What stage is it at? In stock

In Brief

00 GAUGE 'THE FLYING DUSTMAN' UPDATE

Hattons has updated the bodysell of its model of 66783 'The Flying Dustman' in Biffa red. It now depicts the prototype in its current condition with two cabside windows rather than three. Due to the tooling modification required, Hattons decided to air freight the model rather than ship it in order for it to arrive before Christmas. This was done free of charge and any orders with air freight already selected will have the £10.00 charge refunded.



N GAUGE TWO WAGONS FROM PENNINE MODELS

Pennine Wagons has taken delivery of two specially commissioned 'N' gauge wagons from Peco. The first is a seven-plank covered salt wagon in the livery of Falk Salt of Winsford priced at £16.00, and the other is a 14-ton tank wagon in the livery of the Clayton Aniline Co Ltd priced at £17.00. Both can be purchased for £30.00.

Where can I find out more?

www.penninewagons.co.uk



CORRECTION

In the previous edition of *Model Rail* we released details of a Rail Exclusives 'Gas Turbine' 18000. This should have read 'Rails of Sheffield exclusive'.

Incoming



C-RAIL PCA BULK CEMENT WAGON

What's planned?

Three liveries in triple packs: Rugby Cement, Castle Cement and STS.

Price? £78.00

What stage is it at? Final pre-production sample



DAPOL '14XX'

What's planned?

Liveries planned in BR black, GWR unlined green and BR lined green with emblem and crest.

Price? £191.25

What stage is it at? Being shipped



DAPOL '43XX'

What's planned?

GWR green, GWR lined green and BR black with detail variations.

Price? £135.96

What stage is it at?

First decorated sample



DAPOL '45XX'

What's planned?

BR black with early emblem and British Railways lettering, BR lined green with late crest.

Price? £420.75

What stage is it at? Final decorated sample



DAPOL BOGIE BOLSTER 'E'

What's planned?

Six number variations in BR bauxite.

Price? £59.46

What stage is it at? Final pre-production sample



00 GAUGE DAPOL CLASS 21

What's planned?

Four guises planned, two in plain BR green and two with yellow warning panels.

Price? £129.15

What stage is it at?

In production



00 GAUGE DAPOL CLASS 29

What's planned?

Four guises planned, plain BR green with full yellow panels, BR green with warning panels and two in BR blue with full yellow ends.

Price? £129.15

What stage is it at? In production



00 GAUGE DAPOL JHA AGGREGATE HOPPER WAGON

What's planned?

Ten number variations in Foster Yeoman livery with inner and outer variants.

Price? £38.25-£46.75

What stage is it at?

Final pre-production sample



00 GAUGE DAPOL 'TURBOT' BOGIE BALLAST WAGON

What's planned?

EWS maroon and civil engineers 'Dutch'.

Price? £21.21-£59.46

What stage is it at?

Final pre-production sample



00 GAUGE HELJAN BR/CLAYTON TYPE 1 - CLASS 17

What's planned?

BR green and BR blue unnumbered, BR green with small yellow warning panel.

Price? £130.00

What stage is it at?

Engineering prototype



Incoming

HELJAN CLASS 37/0 SPLIT HEADCODE

What's planned?

Variations of BR green and BR blue.

Price? £510.00

What stage is it at?

Tooling approved



HELJAN CLASS 40

What's planned?

BR green with differing warning panels, BR blue with domino headcodes and BR blue with full yellow ends.

Price? £540.00

What stage is it at?

Engineering prototype



HELJAN CLASS 117

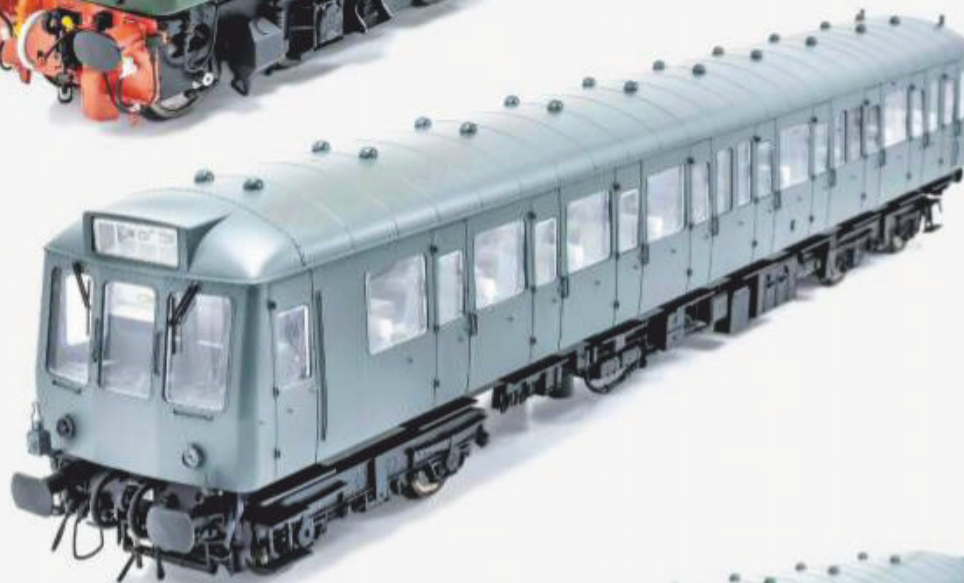
What's planned?

Two and three car sets in BR blue/grey and Network SouthEast and three car sets in BR green and BR blue.

Price? £620.00 – £880.00

What stage is it at?

Engineering prototype



HELJAN REFURBISHED CLASS 31

What's planned?

Numerous liveries of two versions, Class 31/1 and Class 31/4 with headlight.

Price? £466.65

What stage is it at?

Engineering prototype



HELJAN BR CLASS 121 RAILCAR

What's planned?

BR green, BR blue, BR blue/grey, Network SouthEast and GWR150 chocolate and cream.

Price? £470.00

What stage is it at?

Engineering prototype



HELJAN LYNTON AND BARNSTAPLE RAILWAY BALDWIN LYN

What's planned?

Undecorated works black, L&BR dark green and Southern green.

Price? £169.00

What stage is it at?

Tooling approved



HELJAN BR CLASS 122 RAILCAR

What's planned?

Various versions with early exhaust, modified exhaust and plated headcode panel variants.

Price? £470.00

What stage is it at?

Engineering prototype



HELJAN BRCW TYPE 3 - CLASS 33/0

What's planned?

Ten variants. Will be available with or without high-intensity headlight where appropriate.

Price? £470.00

What stage is it at?

On shipment ('O')



HELJAN BR Mk 1 COACHES

What's planned?

Five different liveries including variants with commonwealth bogies.

Price? £169.50

What stage is it at?

Tooling approved



HELJAN GLOUCESTER DRIVING TRAILER SECOND

What's planned?

BR green, BR blue and BR blue/grey.

Price? £275.00

What stage is it at?

Engineering prototype



HELJAN GWR AEC DIESEL RAILCAR

Six liveries covering pre and post-war chocolate and cream, BR crimson and cream and BR green with speed whiskers.

Price? £115.00

What stage is it at?

Engineering prototype



In Brief

LASER-CUT BUILDINGS

L-cut creative has released an easy-to-build laser-cut station building ideal for younger modellers. Made with pre-coloured wood, only basic modelling tools are required for construction. The model is priced at £9.99 plus postage and packaging.



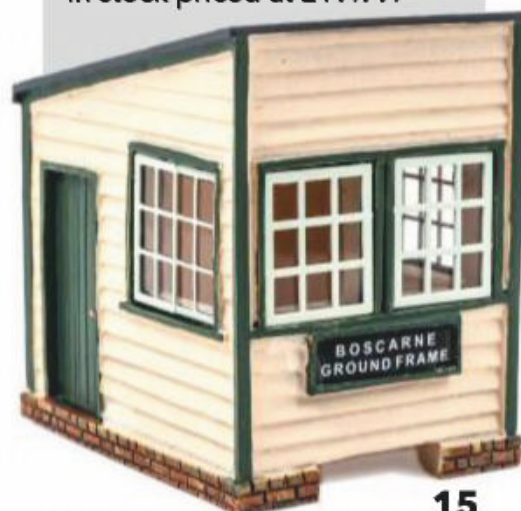
WAREHOUSE KIT

Petite Properties has launched its next model, a warehouse in 'OO' gauge. Priced at £11.99, the kit also includes pre-cut external vernacular detailing, glazing and doors and features an aperture in the base for lighting.



HUT'S BACK IN STOCK

Kernow Model Rail Centre has announced a further run of its exclusive 'OO' gauge Bachmann Scenecraft LSWR Ground Frame Hut. Based on the prototype at Boscarne Junction, the model was first released in 2013 but has been out of stock for several years. A further batch is now in stock priced at £19.99.



Incoming



00 GAUGE HORNBY LMS 'PRINCESS ROYAL'

What's planned?

Three different names and liveries spanning three eras.

Price? £204.99

What stage is it at? First decorated sample



00 GAUGE HORNBY GWR 'LARGE PRAIRIE'

What's planned?

Four versions, two as Class 5101 and two as Class '61XX'.

Price? £139.99

What stage is it at? Final pre-production sample

00 GAUGE IRISH RAILWAY MODELS A CLASS

What's planned?

17 variations with livery and detail evolutions to fit the lifespan of the prototype.

Price? From €189.95

What stage is it at?

Engineering prototype



00 GAUGE OXFORD RAIL 'J27'

What's planned?

Three liveries of LNER black, BR black and L&NER black.

Price? £94.00

What stage is it at? First livery sample



00 GAUGE MURPHY MODELS CLASS 121

What's planned?

Five liveries including CIÉ black and 'supertrain' orange.

Price? TBC

What stage is it at? Final pre-production sample





00 GAUGE OXFORD RAIL RCH 12T TANK

What's planned?

Six different liveries.

Price? TBC

What stage is it at? Final pre-production sample

00 GAUGE OXFORD RAIL 'N7/4'

What's planned?

Three different liveries with sound options.

Price? £98.00

What stage is it at?

In production



00 GAUGE REVOLUTION/ KERNOW MODEL RAIL CENTRE IZA CARGOWAGGON TWINS

What's planned?

Three twin sets and two twin set triple packs.

Price? £49.50

What stage is it at? Final pre-production sample



N GAUGE REVOLUTION TRAINS STURGEON ENGINEERS WAGON

What's planned?

Five liveries in single and triple packs with the option of side doors.

Price? £35.00-£105.00

What stage is it at?

In production



00 GAUGE TRAINS4U KFA/ PFB 'WARFLAT'

What's planned?

PFB and KFA warflats in olive green.

Price? £35.00

What stage is it at?

3D-printed sample





It's that time of year again when we give you the opportunity to celebrate excellence and innovation in British outline model railways with our Model of the Year competition. Model of the Year covers all of the new 'ready-to-run'

tooling reviewed in the 2019 issues of *Model Rail* from January 2019 (MR256) to December 2019 (MR268). There are 13 categories in which you can cast your vote and you can cast one vote per category.

VOTE NOW

You can vote on the *Model Rail* website and can cast one vote per category.

The poll closes on January 24 2020. View what we said and vote now at

www.model-rail.co.uk/moty2019

'OO' GAUGE - The Shortlist

'OO' steam locomotives

- ◆ OO Works GSWR '101' - MR257 February 2019
- ◆ Hornby LMS 'Semi' - MR257 February 2019
- ◆ Hornby 'J36' - MR258 March 2019
- ◆ Hornby 'Lord Nelson' - MR258 March 2019
- ◆ Hornby streamlined 'Princess Coronation' - MR258 March 2019
- ◆ Oxford Rail 'N7' - MR258 March 2019
- ◆ Bachmann LBSCR 'H1' - MR259 April 2019
- ◆ Hornby 'A1' 'Terrier' - MR260 May 2019
- ◆ Hornby 'A1X' 'Terrier' - MR261 June 2019
- ◆ Bachmann 'ROD' - MR264 Summer 2019
- ◆ Hornby Peckett 'B2' - MR266 October 2019
- ◆ OO Works 'K10' - MR266 October 2019
- ◆ Bachmann 'J72' - MR267 November 2019

'OO' diesel and electric

- ◆ Kernow Model Rail Centre 'Warship' - MR260 May 2019
- ◆ Bachmann Class 90 - MR263 August 2019
- ◆ Hornby Class 87 - MR268 December 2019
- ◆ Hornby Ruston & Hornsby '48DS' - MR268 December 2019

'OO' rolling stock

- ◆ Bachmann 'Conflat' with BA container - MR256 January 2019
- ◆ Hornby 'Toad B' - MR256 January 2019
- ◆ Olivia's Trains/Heljan liquefied gas tanks - MR257 February 2019
- ◆ Revolution Trains TEA tank wagons - MR257 February 2019
- ◆ Irish Railway Models Tara Mines bogie ore wagon - MR258 March 2019

- ◆ Bachmann Mk 1 stowage van - MR259 April 2019
- ◆ Oxford Rail railway gun - MR259 April 2019
- ◆ Cavalex PGA hoppers - MR260 May 2019
- ◆ Hattons FEA - MR261 June 2019
- ◆ Hattons RHTT - MR261 June 2019
- ◆ Hornby GWR non-corridor coach - MR261 June 2019
- ◆ Accurascale 'Cemflo' PCV cement wagons - MR261 June 2019
- ◆ Dapol 'Bogie Bolster 'E' - MR263 August 2019
- ◆ Hornby Bulleid 59ft coaches - MR264 Summer 2019
- ◆ Hornby Mk 2f - MR265 September 2019
- ◆ Revolution Trains MMA/JNA Ealnos box wagons - MR265 September 2019
- ◆ Bachmann '2F' DBSO - MR266 October 2019
- ◆ Bachmann 50t 'Warflat' - MR266 October 2019
- ◆ Kernow Model Rail Centre PRA china clay wagon - MR267 November 2019

'OO' manufacturer of the year

- ◆ Accurascale
- ◆ Bachmann Branchline
- ◆ Cavalex
- ◆ Hattons
- ◆ Hornby
- ◆ Irish Railway Models
- ◆ Kernow Model Rail Centre
- ◆ Olivia's Trains/Heljan
- ◆ OO Works
- ◆ Oxford Rail
- ◆ Revolution Trains

'OO9' GAUGE - The Shortlist

'OO9' gauge locomotives

- ◆ Heljan Manning Wardle 2-6-2T - MR258 March 2019
- ◆ Bachmann TR slate wagons - MR264 Summer 2019

'OO9' gauge manufacturer of the year

- ◆ Bachmann Narrow Gauge
- ◆ Heljan

'O' GAUGE - The Shortlist

'O' gauge locomotives/units

- ◆ Heljan Class 25/3 - MR256 January 2019
- ◆ Heljan '43XX' 2-6-0 - MR257 February 2019
- ◆ Minerva Manning Wardle 'K' - MR261 June 2019
- ◆ Heljan Class 37/4 - MR264 Summer 2019

'O' gauge rolling stock

- ◆ Dapol five-plank private owner wagon - MR261 June 2019
- ◆ Accurascale 24t coal hopper - MR261 June 2019
- ◆ Darstaed BR Mk 1 'suburbans' - MR267 November 2019

'O' gauge manufacturer of the year

- ◆ Accurascale
- ◆ Dapol
- ◆ Darstaed
- ◆ Heljan
- ◆ Minerva

'N' GAUGE - The Shortlist

'N' gauge locomotives

- ◆ Dapol Class 142 - MR260 May 2019
- ◆ Graham Farish SECR 'C' - MR264 Summer 2019
- ◆ Dapol Class 50 Co-Co - MR268 December 2019

'N' gauge rolling stock

- ◆ Graham Farish SECR 'birdcage' coaches - MR261 June 2019
- ◆ Graham Farish TEA tank wagon - MR264 Summer 2019
- ◆ Dapol HIA hopper - MR266 October 2019
- ◆ Sonic Models VEA van - MR267 November 2019

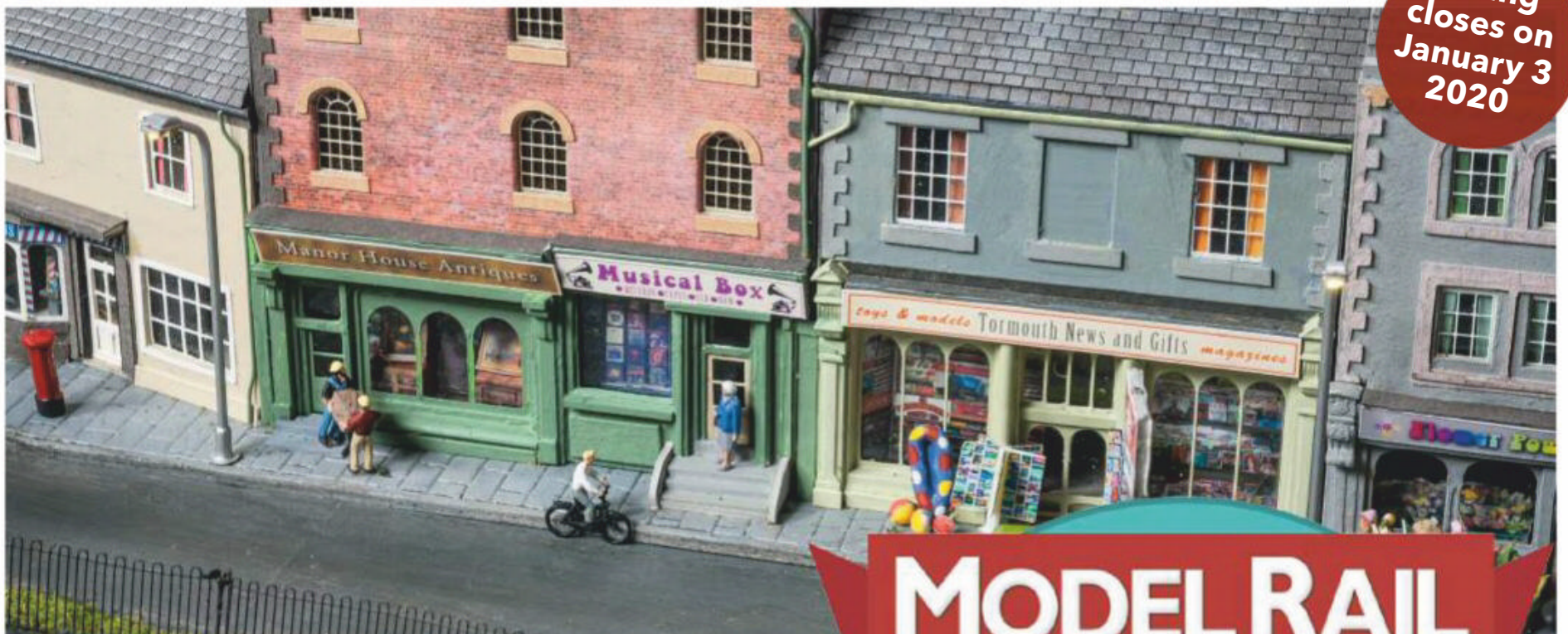
'N' gauge manufacturer of the year

- ◆ Dapol
- ◆ Graham Farish
- ◆ Sonic Models

Overall Manufacturer of the Year

- | | |
|-------------------|----------------------------|
| ◆ Accurascale | ◆ Irish Railway Models |
| ◆ Bachmann Europe | ◆ Kernow Model Rail Centre |
| ◆ Cavalex | ◆ Minerva |
| ◆ Dapol | ◆ Olivia's Trains/Heljan |
| ◆ Darstaed | ◆ OO Works |
| ◆ Graham Farish | ◆ Oxford Rail |
| ◆ Hattons | ◆ Revolution Trains |
| ◆ Heljan | ◆ Sonic Models |
| ◆ Hornby | |

Voting
closes on
January 3
2020



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.

We've received over 2,000 votes already, and 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.

You only have just over a week to cast your vote before the vote closes on January 3, and the results will be announced in the February 2020 issue.

MODEL RAIL
MAGAZINE

MODEL SHOP
OF THE
YEAR

THE UK Model Shop Directory

www.ukmodelshops.co.uk

MODEL SHOP OF THE YEAR 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 sell 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?
- ◆ Are they knowledgeable?
- ◆ 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 like an Aladdin's cave, 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 now! www.model-rail.co.uk/modelshopoftheyear



Exhibition Diary

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

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. Gainsborough MRS Open Day. Florence Terrace, Gainsborough DN21 1BE. Time Sat & Sun: 1330-1730, Mon 1030-1730. **Admission:** Adult £4, Senior £3, Family £10. **Tel:** 01427 610475. **Web:** www.gainsboroughmodelrailway.co.uk

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, 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

PONTEFRACCT. 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 8

CLEVELEYS, LANCASHIRE. Blackpool & North Fylde MRC Open Day. Cleveleys Community Centre & church, Kensington Road, Cleveleys FY5 1ER. **Time:** 1000-1600. **Admission:** Adult £3.50, Senior/Child £2.50, Family £9.50. **Web:** www.blackpoolandnorthfyldemrc.co.uk

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

SOLIHULL. West Midlands G Scale Society MRE. **Time:** 1000-1600. **Admission:** Adult £3, Child £1. **Tel:** 0121 705 5840. **Web:** www.gscaleociety.com

FEBRUARY 8-9

YENSTON, SOMERSET. Cale Rail and Gartell Light Railway MRE. Gartell

Light Railway, Common Lane, Yenston, Near Templecombe BA8 0NB. **Time:** Sat 1000-1600, Sun 1000-1600. **Admission:** Adult £4.

FEBRUARY 9

LENHAM, KENT. French Railways Society MRS. Lenham Community Centre, Groom Way, Lenham ME17 2QT. **Time:** 1000-1630. **Admission:** Adult £4.50. **E-mail:** roger.allen1@btinternet.com **Web:** www.frenchrailwaysociety.org

FEBRUARY 14-15

SOUTH SHIELDS. The Salvation Army MRE. The Salvation Army Community and Worship Centre, Wawn Street, South Shields NE33 4EB. **Time:** Fri 1300-2000, Sat 1000-1700. **Admission:** Adult £4, Child £2, Family £10

FEBRUARY 15

BIGGLESWADE, BEDS. East Beds MRS. Stratton School, Eagle Farm Road, Biggleswade SG18 8JB. **Time:** 1000-1630. **Admission:** Adult £5.50, Child £3, Family £14. **Tel:** 01626 864942. **Web:** www.ebmrs.org.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 16

BOSTON, LINCOLNSHIRE. MRE. Hubberts Bridge Community Centre, nr Boston PE20 3SG. **Time:** 1000-1600. **Admission:** Adult £3.

MONMOUTH. Monmouth Rotary MRE. Bridges Community Centre, Drybridge House, Wonastow Road, Monmouth NP25 5AS. **Time:** 1000-1600. **Admission:** Adult £6, Child/Senior £5, Family £14. **Tel:** 01600 711889.

FEBRUARY 22

PRINCES RISBOROUGH, BUCKS. Risborough & District MRC MRE. Community Centre, Wades Park, Stratton Road, Princes Risborough HP27 9AX. **Time:** 1000-1700. **Admission:** Adult £4, Child £2. **Tel:** 07943 496652. **Web:** www.rdmrc.org.uk

READING, BERKS. Kenavon Railway Society MRE. The Warehouse, 1a Cumberland Road, Reading RG1 3LB. **Time:** 1000-1700. **Admission:** Adult £4, Senior £3, Child £2, Family £9.50. **Tel:** 0776 0285383.

SAFFRON WALDEN, ESSEX. Saffron Walden MRC MRE. United Reformed and Salvation Army Halls, Abbey Lane, Saffron Walden, Essex CB10 1AG. **Time:** 1000-1630. **Admission:** Adult £3.50, Senior £3, Child £1. **Tel:** 01799 521029. **E-mail:** julian.nettle@btopenworld.com

FEBRUARY 22-23

CHAPEL EN LE FRITH, HIGH PEAK. The New Mills & District Railway Modellers MRE. Chapel en le Frith Leisure Centre, Long Lane, Chapel En Le Frith SK23 0TQ. **E-mail:** exhibition@nmdrm.co.uk **Web:** www.nmdrm.co.uk

TENTERDEN, KENT. Tenterden MRE. Homewood School, Ashford Road, Tenterden TN30 6LT. **Time:** 1000-1700. **Tel:** 07394 630328. **Web:** www.ashfordmrc.com

YORK, HEWORTH. Ebor Group of Railway Modellers MRE. Heworth Church Hall, Melrosegate, York YO31 ORL. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £4, Child £1. **E-mail:** walmsley_tony@hotmail.com

FEBRUARY 23

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

MARCH 7

HARROGATE, YORKSHIRE. Harrogate MRG MRE. Bilton Grange United Reform Church, Skipton Road/Woodfield Road, Harrogate HG1 4LP. **Time:** 1000-1600. **Admission:** Adult £4, Child £2, Family £10. **Tel:** 07534 829050.

LANCING, SUSSEX. Wealden Railway Group MRE. Parish Hall, 96 South St, Lancing BN15 8AJ. **Time:** 1000-1630. **Admission:** Adult £3.50. **Tel:** 07714 101015. **E-mail:** andyknights@wealdenrailwayplus.com

MARCH 7-8

RAINHILL, MERSEYSIDE. Rainhill MRC MRE. Rainhill Village Hall, Weaver Avenue, Rainhill L35 4LU. **Time:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adult £5, Child £3, Family £13.00. **Tel:** 01925 226266. **Web:** www.rainhillmrc.org.uk

MARCH 8

GREAT DUNMOW, ESSEX. Great Dunmow MRS. Foakes Hall, Stortford Road, Great Dunmow CM6 1DG. **Time:** 1000-1700. **Admission:** Adult £5, Child £2, Family £12.

MARCH 14

HEYWOOD, LANCASHIRE. See February 8.

MARCH 21

NEWTON AYCLIFFE, CO. DURHAM. Rotary Newton Aycliffe & Shildon MRC MRE. Youth Centre, Burn Lane, Newton Aycliffe DL5 4HT. **Time:** 1000-1700. **Admission:** Adult £5, Concession £4, Family £10, Child 50p. **Tel:** 07870 210269. **Web:** www.newtonaycliffe Rotary.org.uk

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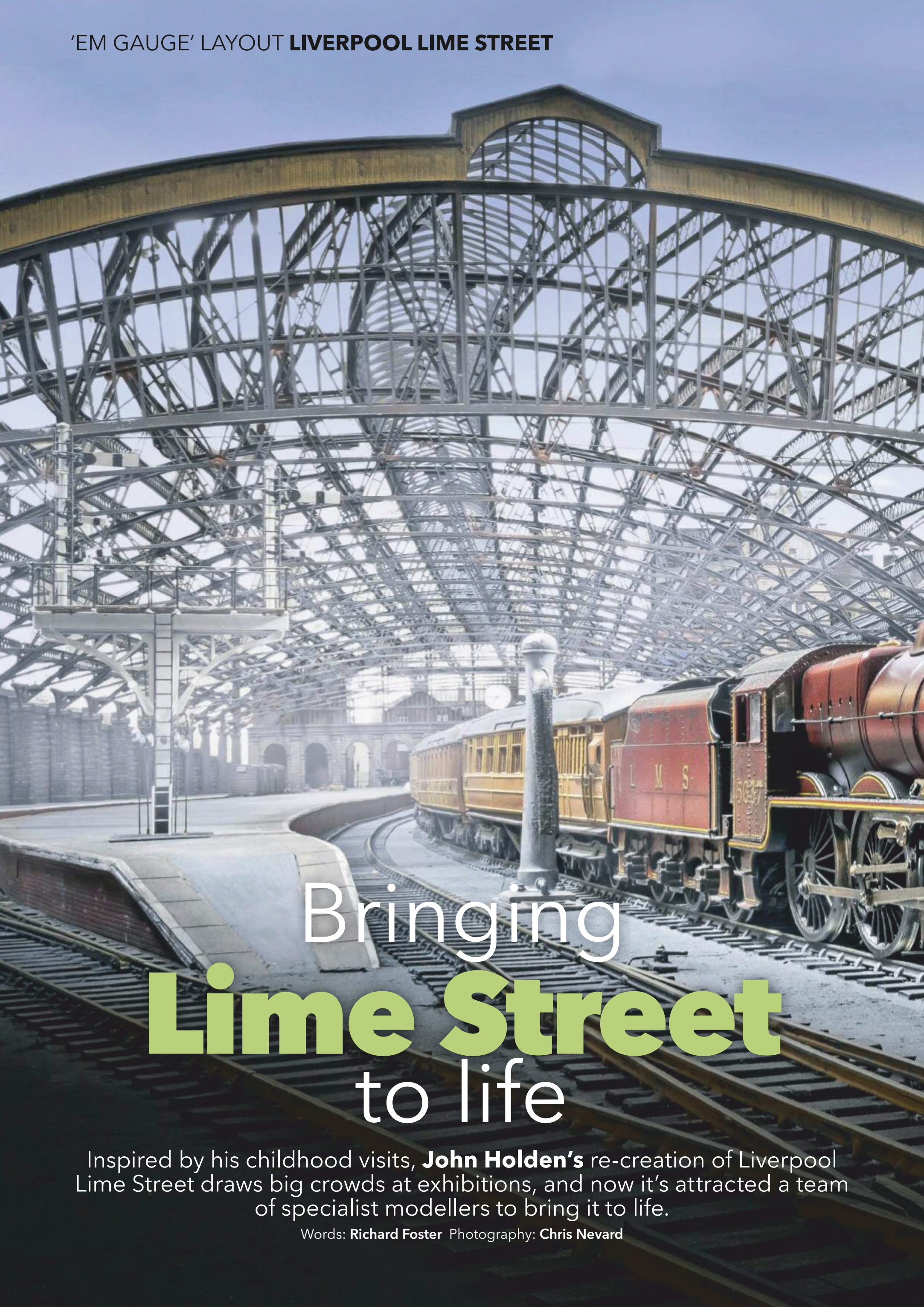
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'EM GAUGE' LAYOUT **LIVERPOOL LIME STREET**



Bringing **Lime Street** to life

Inspired by his childhood visits, **John Holden's** re-creation of Liverpool Lime Street draws big crowds at exhibitions, and now it's attracted a team of specialist modellers to bring it to life.

Words: **Richard Foster** Photography: **Chris Nevard**



'EM GAUGE' LAYOUT **LIVERPOOL LIME STREET**

“One of the criticisms we get is ‘why haven’t you ballasted in the platforms?’
“Well, we’re working our way through them but we’ve got 11 to do!”

You can always tell when John Holden’s ‘Liverpool Lime Street’ is at an exhibition. It always draws the crowds and, very often, you can only see the immaculate pelmet, beautifully painted in Crimson Lake and proudly displaying the LMS crest above the sea of heads.

Some model railways spring to mind for the sheer ambition of what they’re aiming to recreate. Others are notable for the innovations used in their construction. Then there are those layouts that just present a spectacle, a seemingly endless procession of impressive and lengthy trains.

‘Liverpool Lime Street’ ticks all three boxes. You can’t fail to be impressed by that huge overall roof, delicate in model form and yet able to invoke the spirit of the heavy Victorian engineering of the real thing. Arriving and departing from under the roof are short suburban sets, semi-fasts and premier expresses, all hauled by classic classes from the pens of Fowler, Stanier and Ivatt.

HIDDEN QUALITIES

Arguably, some of the most interesting bits of ‘Lime Street’ are those you’ll never see, such as the onboard laser-levelling system to ensure that the legs can be adjusted to suit the floor that’s accurate down to 1mm.

Yet some people still feel the need to criticise.

Rob Harrison, one of John’s small yet dedicated team of modelling friends, says that they don’t let criticism bring them down. Rather, it spurs them on to up their game.



“When I first came here, every platform was painted grey,” he recalls. “It didn’t look right, so I said that we need more colour, more texture and that’s what we’re doing. What we’ve done is to begin at Platform 1 and we’ve started to put the scenics in.

We’re working our way down to Platform 11. I think we’ve got as far as Platform 4!”

You’d think that an undertaking such as ‘Lime Street’ would require an army of modellers beavering away. Not so, says Rob.

“Basically there are four modellers,” he explains. “There’s John, of course. Les Green, he’s the 3D printing man and then we have Steve Hewitt, who is known for his signal making.”

Rob is the self-described “scenics man” who is also, as his unflattering and sadly unprintable nickname suggests, in charge of the weathering.

Noel Coates, Treasurer of the Lancashire & Yorkshire Railway Society, joins the team for exhibitions and is the historical consultant, while John Rocca, from Blackburn & East Lancashire Model Rail Club, also joins the team for exhibitions.

“The background boys consist of Geoff Peters, who is the electronics man and, along with John, ➤

The ballast

“It’s not just [a case of] throwing ballast on glue,” says Rob Harrison about ‘Lime Street’s’ ballasting. “You’ve got to do other things as well, including any point rodding, water supplies and so on.”

Colour is key. Rob uses washes

and weathering powders to get that classic steam era track look. Achieving it takes time and he will vary his approach depending on the location.

“At the end of the platforms, where locomotives stood, I’m going to apply a lot of grot,

probably washes of some description,” he explains. “As you move along the platform, the ballast is slightly cleaner until you get to the other end, up against the buffers, where locomotives would also stand.”

John makes the point rodding. He uses square section metal from Hobby Holidays (www.hobbyholidays.co.uk) fixed to bases from Model Signal Engineering (www.wizardmodels.ltd).





'EM GAUGE' LAYOUT **LIVERPOOL LIME STREET**

The hotel

The inclusion of the station hotel has completely transformed the layout and it made its public debut at the 2017 Glasgow Model Railway Exhibition.

It's a huge structure and its ornate finish perfectly complements the stark overall roof behind. It provides the perfect frontage for the street scene.

The hotel "was a pig of a job but we enjoyed it," Rob admits.

The building's foundations are two layers of laser-cut 3mm MDF, with laser-cut window frames. The ironwork is etched and the statues are 3D prints.

"Les, the builder, put the base coats on colour-wise and then it came up to my place and I took over," Rob recalls. "I used washes, powders, dyes, whatever I thought suitable I used. It took three months to weather."

The real thing remained empty for many years until it was turned into student accommodation for



Liverpool John Moores University in 1996.

"We contacted the university and got access to the roof," says Rob.

Work has since started to return the Grade II listed building to a hotel.

The miniature hotel was followed by the construction and installation of the station administration block.

designed the computers that we run," says Rob.

"Geoff doesn't come to exhibitions but he's under the layout when we need him."

The final member of the team is John's long-time friend Brian Pickersgill, who has been involved since the very beginning. He's contributed many of the mechanical bits and pieces and, more importantly, helped John move baseboards in and out of the layout's previous home in a cellar. Now, it's housed in a purpose-built railway room.

"For running sessions, both here and at exhibitions," Rob adds, "there are six of us, but for modelling it's either all four, three of the four or whatever. When we're getting close to exhibitions, we have meetings virtually every week. When we're not showing we probably come down once or twice a month simply to work."

"Of course, John's in here fiddling with it, week in, week out. It is his baby."



That's an understatement to the drive and desire John has to recreate the station that made such an impression on him in his youth.

CHILDHOOD AMBITION

"It all started in the 1950s," John says. "I was born and brought up in Southport and we had a boarding house there. I had to give up my room at night for the visitors over Christmas, so my mum took me to London for New Year. We used to get the electric train into Liverpool Exchange, get a taxi to Lime Street and get the train down to London.

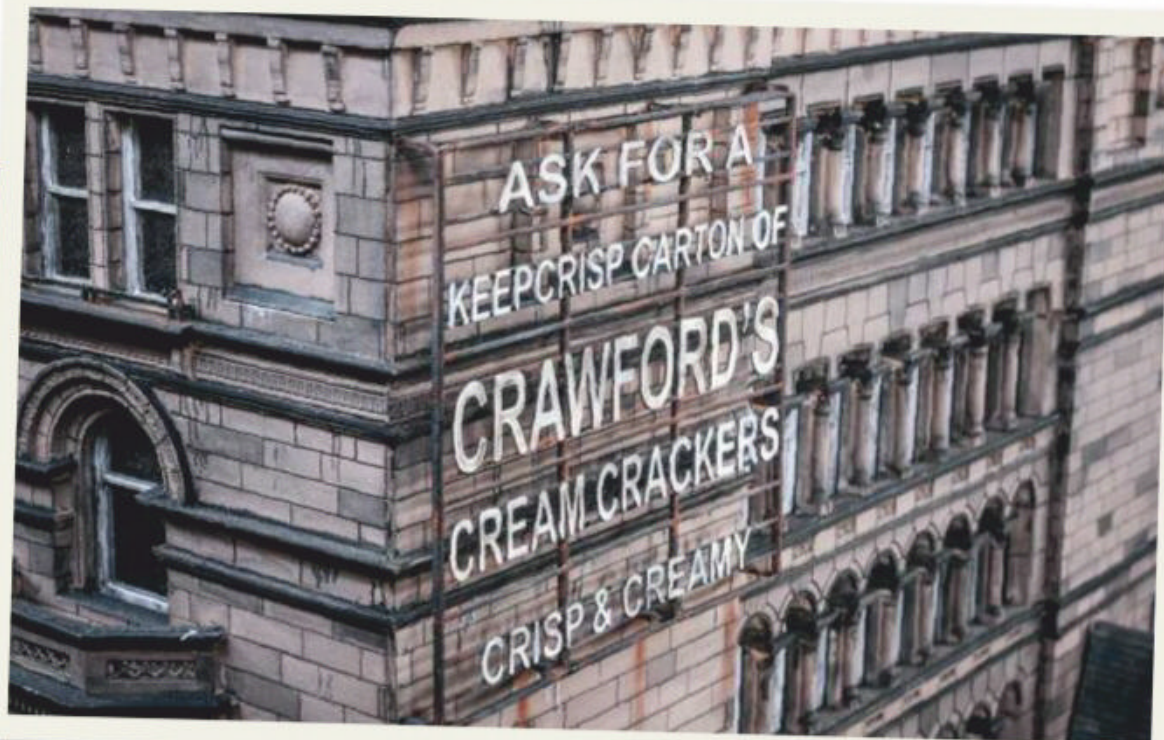
"I went on the 'Merseyside Express' hauled by the prototype Deltic in 1955. I can remember coming down the platform at Euston and looking up into the cab of it."

It's memories like that that has driven John to recreate Liverpool Lime Street ever since he received his first train set as a child. This is his third serious

attempt at it and has already been 25 years in the making.

It's been over seven years since John kindly invited *Model Rail* to see behind the scenes of his incredible creation. It's a cliché that a model railway is never complete but in the case of 'Lime Street' that was actually true. There were some obvious gaps, such as the blank box that represented the station hotel and the administrative block, but it looked pretty 'complete' apart from the lack of ballast and the spartan platforms.

But that's now changing – and changing apace. The station hotel dominates one end of the layout and looks truly superb. Now the team is focusing on one thing – bringing 'Liverpool Lime Street' to life... 



The servicing area

One of the priorities for John is to complete the locomotive servicing area around the turntable. Rob has been tasked with applying the scenics.

"It'll be your typical steam era groundworks with a bit of junk around," he says.

He recommends a package of whitemetal castings called Shed Clutter from Model Scenery Supplies (www.modelscenerysupplies.co.uk).

"There's all sorts in there," he says. "Brake blocks, buckets, that sort of thing."

Rob has also been experimenting with ash piles, a steam shed essential that you rarely see modelled. The result is particularly impressive and really looks like a pile of ash. But this is not a pile. It's actually wetted plaster bandage that's been moulded into a rough shape over scrumpled newspaper. The pile was covered in varnish to harden it and then covered with scatter.

What makes the servicing area interesting is that it's a two-stage project, thanks to the era in which the layout's set. John chose 1947 as this was the last year of the LMS and

also the year of his birth. At this time, Lime Street only had a 65ft turntable, which could only turn 4-6-0s – 'Jubilees', 'Royal Scots' and 'Black Fives'. The Stanier 'Pacifics' had to turn at Edge Hill depot. However, at the end of the 1940s, a new 70ft turntable was installed to make way for the new ARP signal box and the 65ft 'table removed.

"We're going to model a building site, where they're excavating the ground for the new turntable," says Rob.

The scene will feature contractors' vehicles correct for the period. The issue is that the 'Lime Street' team hasn't found any photographs of the work and has no idea how the vehicles were used or what for. Some vehicles will be placed on the road overbridge to act as an eye catcher and some by the railway.

"We're getting things like compressors, braziers and little huts," says Rob. "We've no photographs of working going on there so it's all going to be out of our heads."

Work on the building site will start when the existing servicing area is complete.



The figures

Nothing brings a layout to life like miniature people and, if you're modelling a slice of a city, no matter how small, you're going to need a lot of people. Most of the figures have been custom made and painted by Peter Goss to reflect the period. Peter is well known for his layouts 'Rowlands Castle' and 'The World's End'.

"I have a feeling that he's done about 500," Rob says, "and we've only another 700 to go!"

What works is how naturally the figures are placed. But there's no overall masterplan for figure placement.

"If there's something going on, if there's a happening, Peter forms the figures around that," Rob says, "otherwise they're placed at random. Peter and his friend made several visits to fit the figures onto the layout."

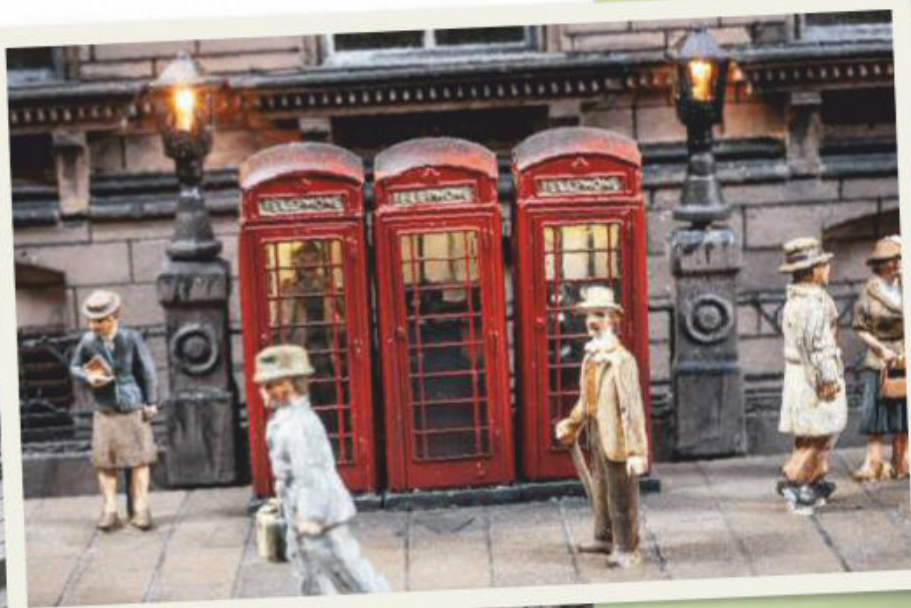
Les Green adds, "There are loads of little cameos, like the taxi stands. Outside the hotel there's the flower seller with a little crowd around her."

Viewers will be able to spot the procession of women with their washing on their heads going to and from the wash house and there's even formidable Liverpool MP Bessie Braddock attracting a gathering. Some cameos have been

informed by conversations at exhibitions, such as finding out about the terrifying game of swinging out over the railway cutting on a rope. One couple told the team that they used to meet under the station clock and they've been included too.

"We pick up a lot of things at exhibitions," says Les. "People tell us things. It's all really interesting."





Lighting

'Liverpool Lime Street' makes great use of miniature lighting. They are everywhere! The colour light signals are all illuminated of course, but the semaphore signals all have working lamps too, including the tiniest ground signals.

The buildings, naturally, are illuminated with a mixture of electric and gas lighting, as are the streetlights. Even the telephone boxes - complete with correct period equipment - are lit. Plans include a lighting sequence inside the station

administration block, where lights are turned on and off corresponding to the time of day.

The team also plans to include the lights under the trainshed.

"One of the problems we've got," says Rob, "is that, in our period, we're not sure of the form of lighting. We think it was probably electric but it could be gas."

The team is currently working on what the lamp shades looked like and, once the design has been finalised, will probably 3D print them so that they can be suspended from the roof.



Finished: the cutting

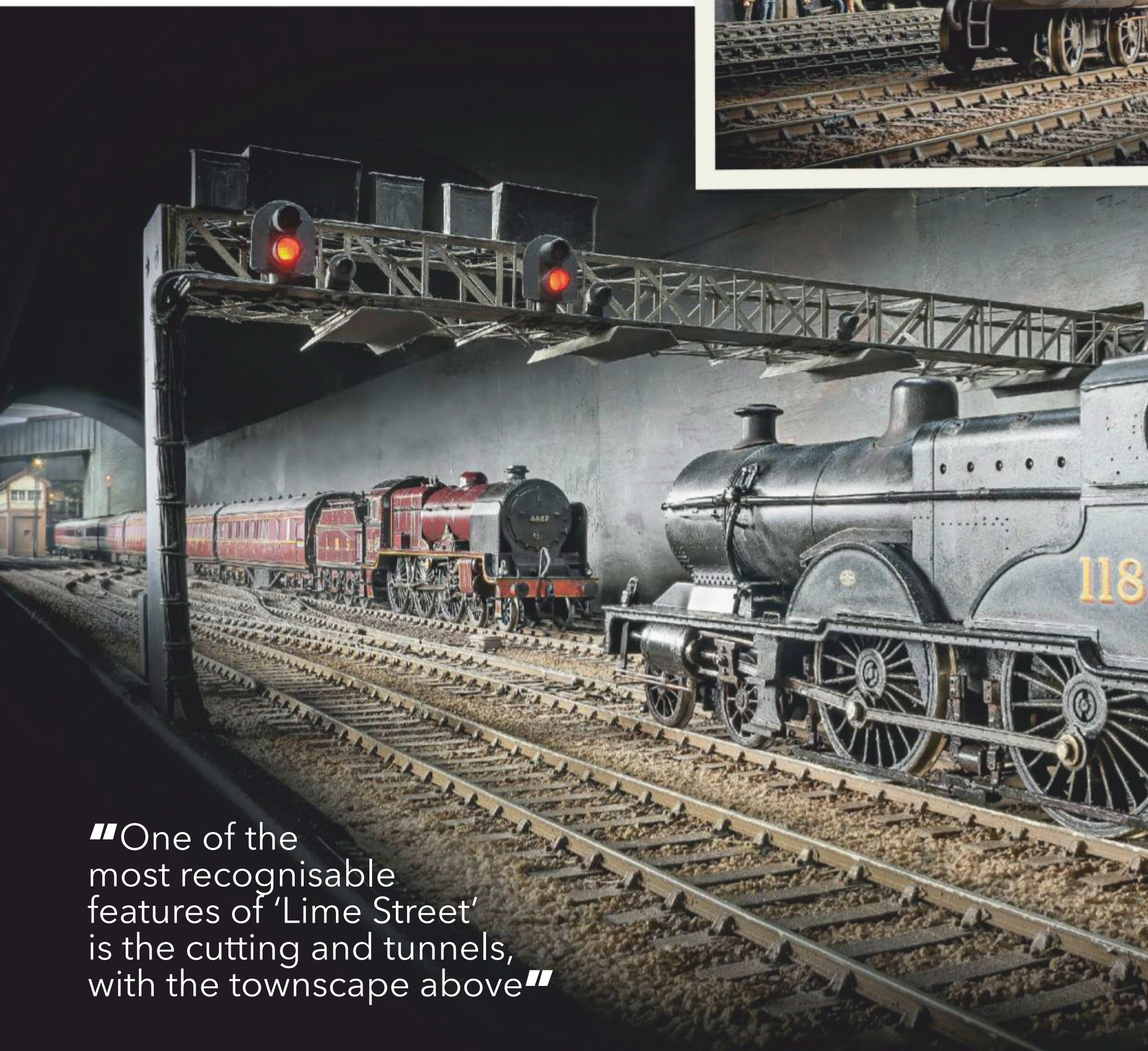
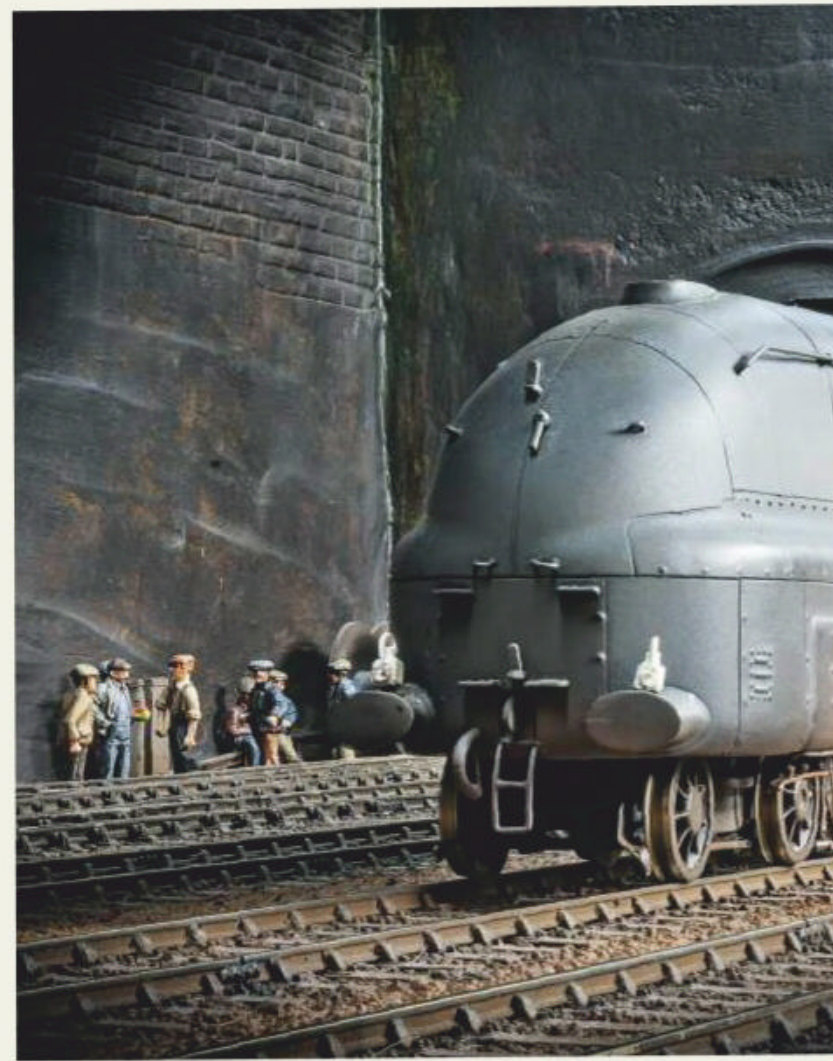
One of the most recognisable features of 'Lime Street' is the cutting and tunnels, with the townscape above. Aside from adding more people to the streets, this area of the layout is largely complete.

The buildings above the cutting were built by Chris Hewitt who also built the incredible pointwork. They are all based on real buildings that many people still

recognise. However, some are beginning to show their age but Rob doubts whether they'll ever be replaced.

"It would be a major job," he says.

"I liken them to oil paintings by the 'old masters'," says Les, "where the subject is very clear and precise but the background is fuzzy and vague. To me those buildings are 'background'."



“One of the most recognisable features of 'Lime Street' is the cutting and tunnels, with the townscape above”



Historical trains

There's no point building a layout like 'Lime Street', which is set in a very specific time period, and skimping on the operational detail, especially as John has a passion for building coaches. 'Lime Street' has traditionally used a fairly realistic timetable but a new timetable is currently under development. It's the brainchild of Noel Coates, who has tracked down a 1947 Working Timetable and, together with Steve Hewitt, is putting together a new, fully authentic timetable for a day between 6am and midnight.

"Believe it or not, they have only got as far as 9.45am so far!" jokes Rob.

The new timetable has revealed a number of new trains that need modelling, one of which is the sleeper service (see 'Pushing

technology', page 36). It's also required another five suburban trains, which, Rob says, have been sourced.

The layout's train service also recalls some interesting snippets into what life was like in 1947. For example, you could think that the four-wheeled vans stabled in one of the platforms serves a parcels service. But, as Rob points out, they are actually loaded with linen from the station hotel.

There's also a coal train on the layout, which raises a few eyebrows arriving at a large passenger terminus. However, the large number of chimneys on the station hotel all needed feeding with coal and there was a dedicated coal siding, from which coal was barrowed from wagons to the various buildings.

The backscene

A good backscene should complement the foreground modelling and 'Lime Street's backscene is no exception. It's nicely subtle, with the Liverpool skyline suggesting life beyond the station environs. It's another example of Rob's scenic skills.

"In the dim and distant past," says Rob, "someone had actually done a sky backscene that finished halfway down."

This needed replacing with a full length backscene and John asked Rob if he would produce one.

"John said to me that he didn't want any scenics on the backscene, just a simple sky," Rob recalls. "Then he said, do you think you could put one or two buildings on it? So, starting at that far end, it took about 12 months to complete."

The colours are subdued so that, when you start to examine the backscene in detail, you realise some of the buildings just stand proud of the scene.

"I took one or two items and painted them onto cardboard and then glued it onto the backscene. It just gives you that little bit of depth."

The buildings are all based on real structures that stood at the time. They've been recreated from photographs and other evidence where it can be found but, where gaps exist, Rob has used "modeller's licence".

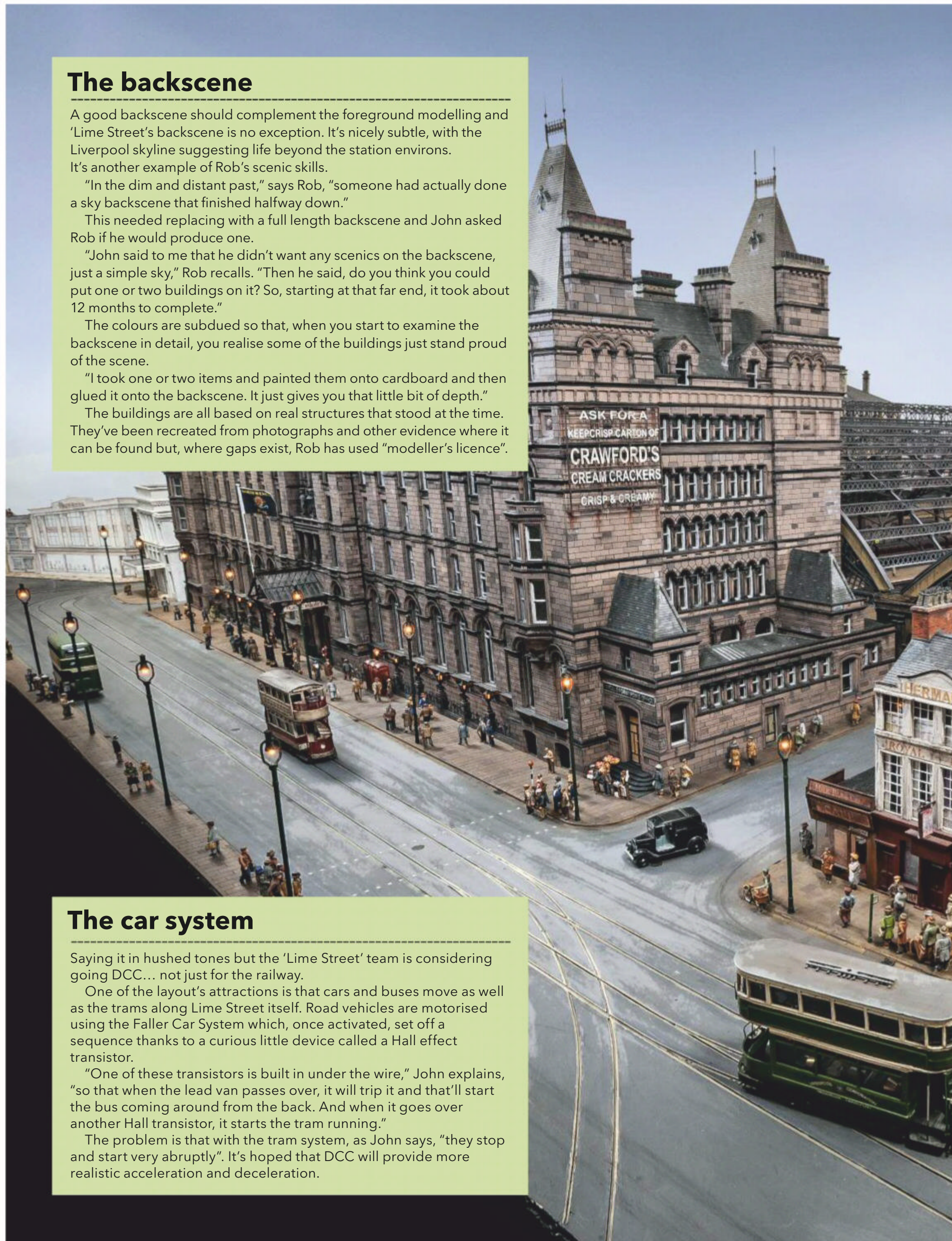
The car system

Saying it in hushed tones but the 'Lime Street' team is considering going DCC... not just for the railway.

One of the layout's attractions is that cars and buses move as well as the trams along Lime Street itself. Road vehicles are motorised using the Faller Car System which, once activated, set off a sequence thanks to a curious little device called a Hall effect transistor.

"One of these transistors is built in under the wire," John explains, "so that when the lead van passes over, it will trip it and that'll start the bus coming around from the back. And when it goes over another Hall transistor, it starts the tram running."

The problem is that with the tram system, as John says, "they stop and start very abruptly". It's hoped that DCC will provide more realistic acceleration and deceleration.



There are some 22 miniature cameras positioned around the layout. They not only enable operators to see areas that are hidden from the control desk, but a high level screen also allows viewers to watch the action too. Future plans include fitting a camera inside the driving cab of an ex-LNWR push-pull set.



Pushing technology

How many times have you asked "Wouldn't it be great if..."? It's a phrase that gets uttered a lot in John's railway room but the key difference is that John and the team then set out to make 'if' happen.

Take the chimney behind the station. "John picked up a Skytrex chimney," says Rob, "and when he bought it, the question arose, well if you have a chimney you want a boiler house. So I designed it and Les printed it."

But then John wanted to make the chimney smoke. Experiments with a Seuthe unit were unsuccessful so

John made his own smoke unit.

"John has it working on the bench and you could see the smoke," Rob said, "but when it goes on the layout, with the light background, you can't see it."

Work is ongoing!

Meanwhile, Les Green is working on a working, miniature version of the famous Joyce clock.

"We've just got a dummy up there," says Rob, "but Les is working on one that will actually tell the time."

Another idea that John and the team are working on is a way to create realistic

lights for a newly completed sleeper train. There are proprietary internal analogue lighting systems available, but none that accurately reflect the operations of a sleeper, which spends a long time parked at a platform with the lights on.

"The idea John's working on is that the cars will be equipped with their own battery," Rob explains. "So they're working on an idea of when the train enters the layout, the lights go on - with magnets or something; when it leaves the layout, the lights go off so that it's not using the batteries."



The electronics

That constant flow of trains, to and fro under that great roof, is down to a control system that's far more sophisticated than the typical DCC system. DCC was still in its infancy when the layout was started and although it could provide all of John's operational needs, it lacks the tactile function of the huge control panels. Basically, John can fulfil his fantasy of being a signaller, controlling trains in and out of the terminus!

John is a retired telecoms engineer, as is fellow electronics whizz Geoff Peters. Their combined training and skills have allowed them to develop some incredibly sophisticated electronics.

It's hard to make electronics sound, well, interesting but spend a few minutes in John's company, listening to him speak of the systems under 'Lime Street' and you'll be shaking your head in

wonderment rather than bewilderment!

As an ex-telecoms engineer, John is just as keen on fault finding as he is on making things work in the first place. The wiring diagrams fill at least three thick ring-binders.

Should the power go out in an exhibition hall, you might find that one of the control relays for the Fulgurex point motors has released but the point itself hasn't changed. And, if a locomotive has been left straddling a point, you are, as John eloquently says, "knackered". When the power is restored, the point would move under the loco. However, all the points can be tested and reactivated at the touch of a button once the points have all been checked. All of the point motors can be cycled too, in order to find the ones that are sticking and all the possible routes can be checked at the touch of a

button that initiates a route-testing routine.

There are a staggering 72 25-way plugs and sockets under the baseboards.

"You want to make sure that you've put all these plugs in correctly," says John. "If you get one wrong, you get all sorts of problems."

That's why John has included something called a 'cable integrity lead' (CIL).

"Every 25-way plug has a wire going through it which is daisy-chained to form a circuit," John explains.

Essentially, if you allocate a different pin on every plug and socket to the cable integrity lead, when everything is connected, it forms a circuit. If a plug is wrongly connected, the circuit is incomplete, which, on 'Lime Street', is highlighted by a blue light. Then you can go and find the fault. As John says, you can use a cable integrity lead on any layout.

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Four track plans to get you thinking in three dimensions

GOT IT covered

Large city stations had to be impressive, and that usually involved spectacular architecture.

Paul A. Lunn proposes four track plans to depict famous termini.

The railway companies always used their main city termini to make a statement. Prepare to be impressed, they seem to say, for you've chosen the right company with which to travel.

Just imagine, for example, walking down London's Euston Road circa 1910. Within a few yards, you'd pass the imperious pomp of Euston's Doric arch, the over-the-top Gothic style of St Pancras and the pleasing simplicity of Cubitt's King's Cross. The architects and builders certainly didn't skimp on the details just to save a few bob!

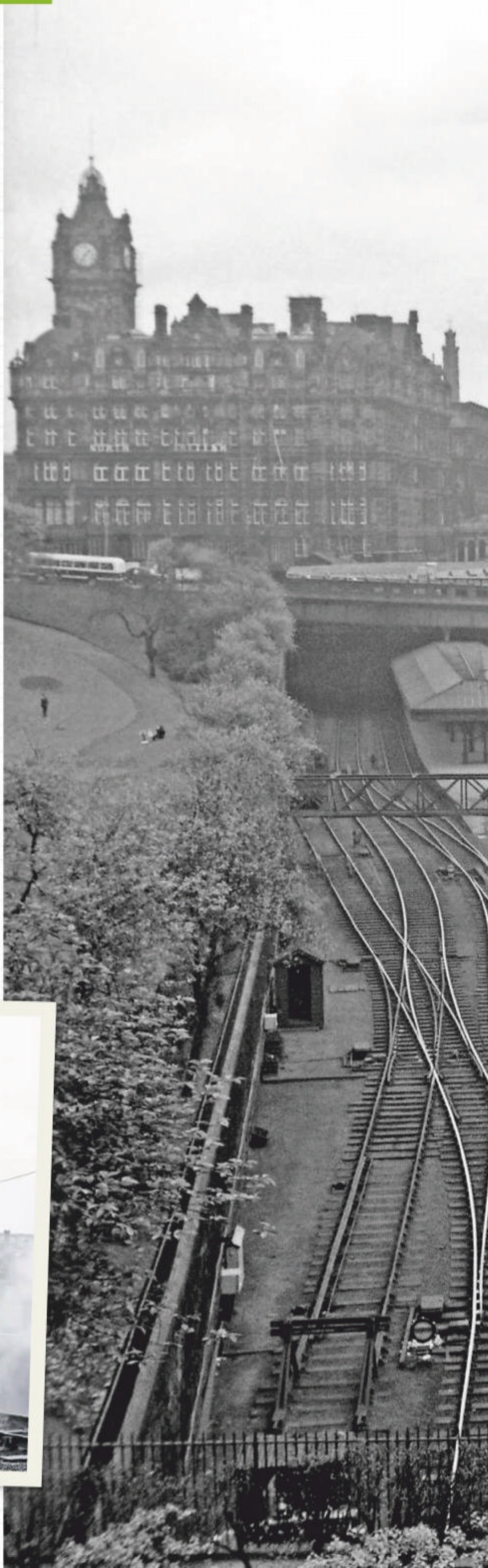
The inner city terminus' crowning glory is the overall roof. The endless procession of trains, the public address system and the hubbub of thousands of people all merge under those soaring spans to create an atmosphere like no other.

Some overall roofs are instantly recognisable and the names of Barlow, Wyatt *et al* are bandied about regularly when we talk about great railway architecture. That's why, in this issue's Masterplan, I've tried to be as diverse as possible, featuring some grand stations and their roofs that often get overlooked.

Overall roofs, in model form, are a substantial undertaking both in the space they occupy and complexity of construction. For those brave enough to take up the challenge, there'll be much repetition in delicate sub-assemblies and potential viewing restriction of what goes on beneath. However, there's no mistaking the grandeur of a finished structure, enhanced by magnificent trains such as the 'Golden Arrow' or 'Yorkshire Pullman'.

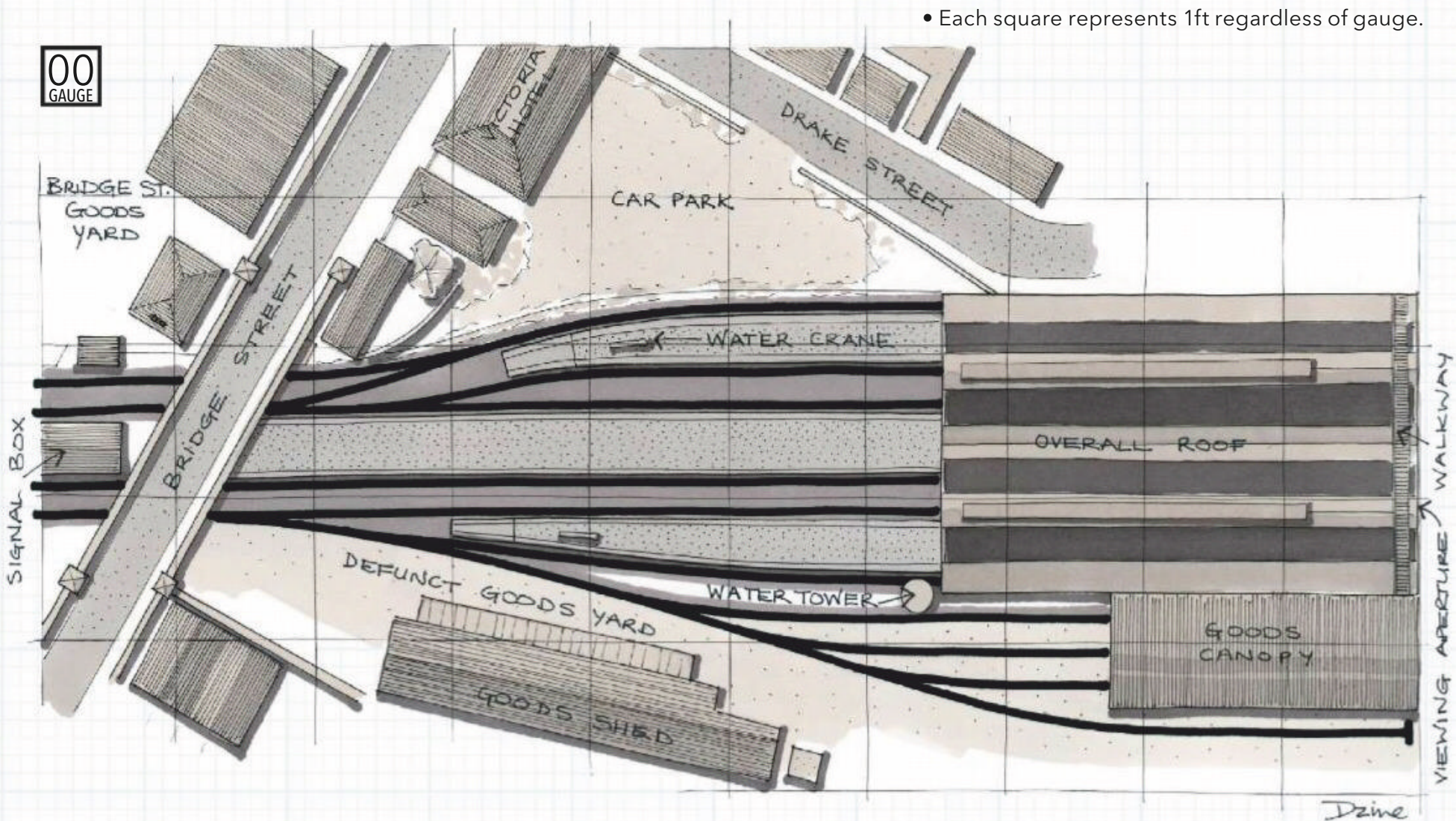
Some of the designs are clearly aimed at advanced modellers, whereas others are not. That said, 'entry-level' could be upgraded, and 'advanced' redefined for beginners.

'Jubilee' No. 45562 *Alberta* prepares to leave Bradford Exchange with a railtour to Carlisle on October 7 1967, days after steam in the area came to an end. RAIL PHOTOPRINTS



With the Scottish National Gallery behind the photographer, an unidentified Class 26 stands at the platform at Edinburgh Waverley with a lengthy train on May 5 1960. The trackwork is immaculate and has since been rationalised considerably. RAIL ONLINE





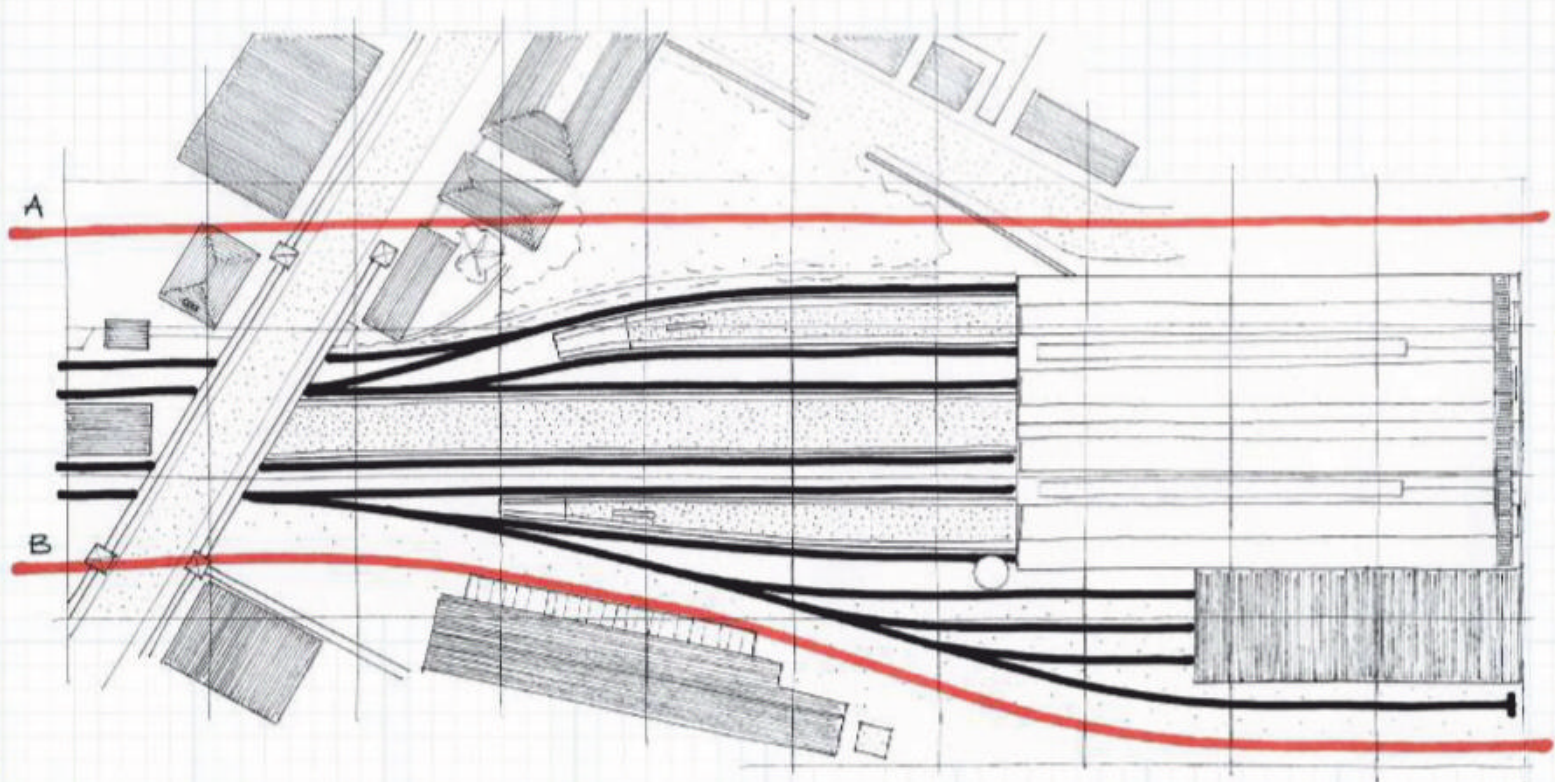
BRADFORD EXCHANGE

Built for: Lancashire & Yorkshire Railway/
Great Northern Railway
Opened: May 9 1850
Today: Closed on January 14 1973 and demolished;
replaced by Bradford Interchange.

I envisage this in the late steam/early blue diesel era. It's a compact terminus which I've reduced from five platforms to three to minimise the overall width. The layout can be viewed from one or both sides, by defining baseboard edges along lines A and/or B (see schematic plan). Some buildings - the long narrow goods shed for instance - have been/can be slightly repositioned, nearer or further from the railway, for better effect. Similarly, Victoria Hotel could be rotated 90° for improved view blocking, between Bridge Street bridge and the overall roof, if this becomes part of the layout's backscene. It depends how flexible you want to be with reality!



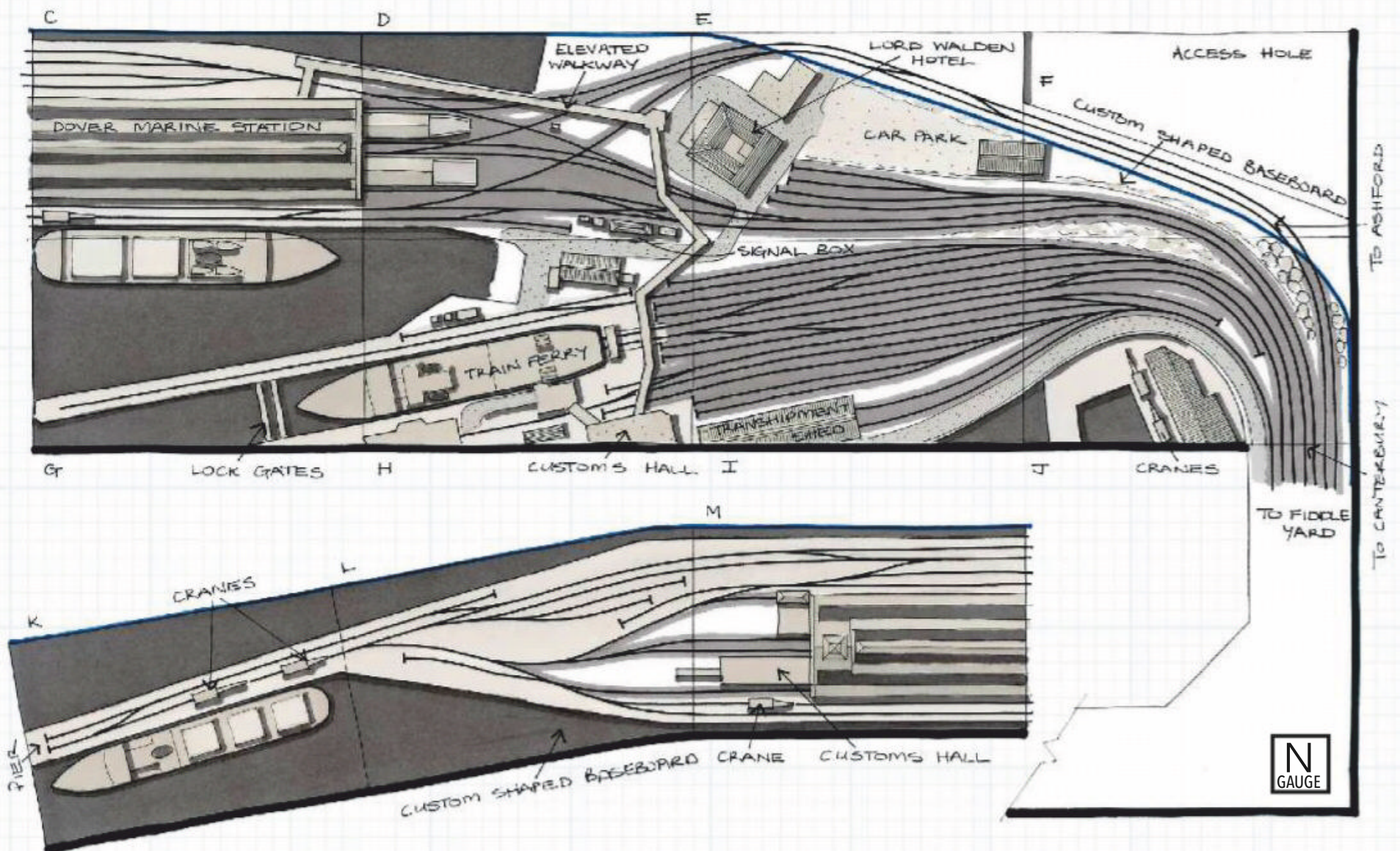
With final closure looming, this September 5 1971 photograph shows how much of the station had been allowed to fall into disrepair. Both canopies are devoid of most of their cladding and, in my opinion, would make a great and somewhat unusual, rarely modelled, subject. PAUL A. LUNN



MODELLING NOTES:

- Uses flexible or rigid track or a combination of both.
- Requires scratchbuilt overall roofs, bridge, warehouse and hotel.

- Each square represents 1ft regardless of gauge.



DOVER MARINE

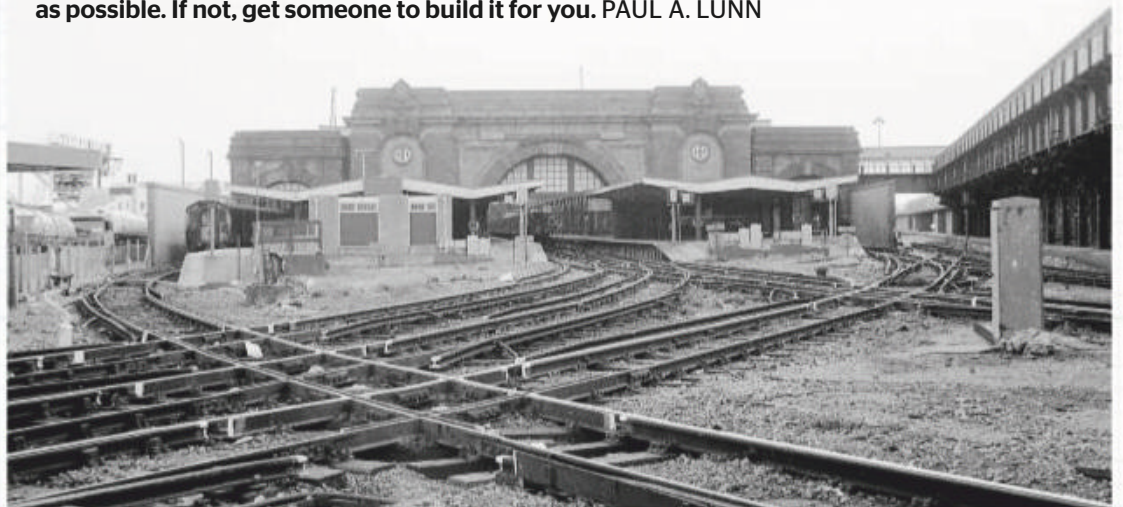
Built for: South Eastern & Chatham Railway

Opened: January 18 1919

Today: Closed on November 19 1994 and now used as a cruise terminal.

Again, this would work as a steam/diesel and electric crossover-era layout for either home or exhibition use. Most of the baseboards measure 4ft by 2ft 6in. Comprises boards C, D, E, F, J and fiddleyard (drawing not included). These boards, with a revised J (only tracks from Dover Marine Station) and fiddleyard, are a housebound, permanent layout only.

Occasionally the track plan gives away the location, Newcastle's a classic example of this and, to a lesser degree, so is Dover Marine (below). For me, it all hangs on this arrangement. If you have the skill, stick as close to the prototype station throat as possible. If not, get someone to build it for you. PAUL A. LUNN



Maunsell 'King Arthur' No. E765 *St Gareth* makes a spirited departure from Dover Marine in the mid-1920s. The trainshed, complete with this arch featuring the 'SECR' letters, still survives, albeit now as car parking. RAS/RAIL ONLINE

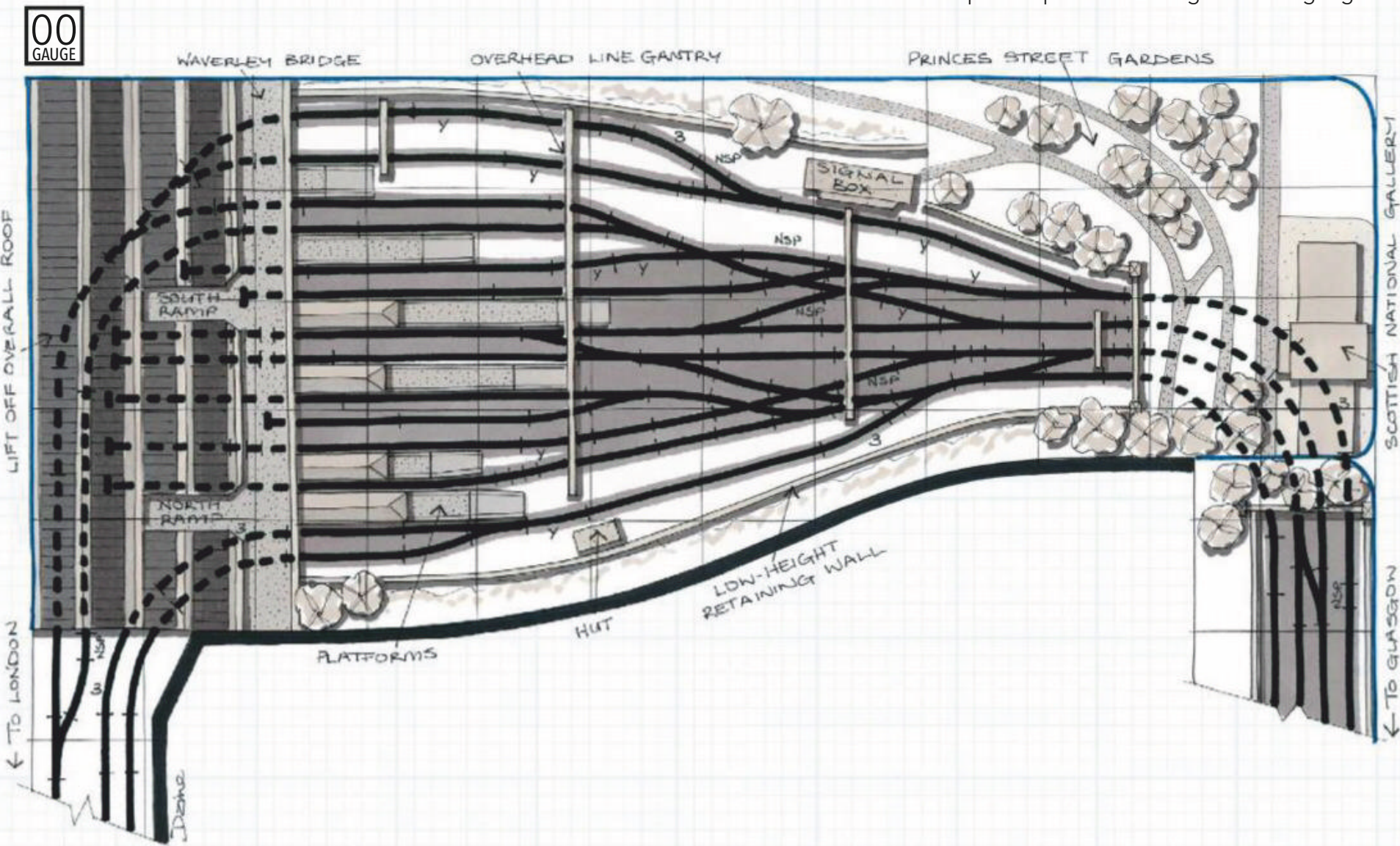


Oh, I do like to be beside the sea... Class 24 D5017 stands on Dover pier with an unidentified classmate in August 1959. COLOUR RAIL

MODELLING NOTES

- Will need custom-made 'N' gauge track, particularly in the station throat, and with the addition of third rail, where relevant.
- Requires scratchbuilt, station overall roof, quayside, Lord Warden hotel building, elevated walkways and numerous dock-related buildings.

• Each square represents 1ft regardless of gauge.



EDINBURGH WAVERLEY

Built for: North British Railway
Opened: April 18 1866
Today: Still open, serving LNER, CrossCountry, Caledonian Sleeper and ScotRail.

This layout requires a 12ft by 11ft 6in room to accommodate the following widths: fiddleyard (1ft 6in); operating well 2ft 6in; 5ft maximum width station baseboard and 2ft 6in minimum walkway along the outer baseboard edge. It uses rigid track, with a few pieces of flexible track (marked NSP) in order to complete the unusual geometry. A number of modifications have been employed to the prototype plan in order to compensate for the lack of availability of appropriate diamond crossing angles, slips and custom-shaped points, in basic track systems.



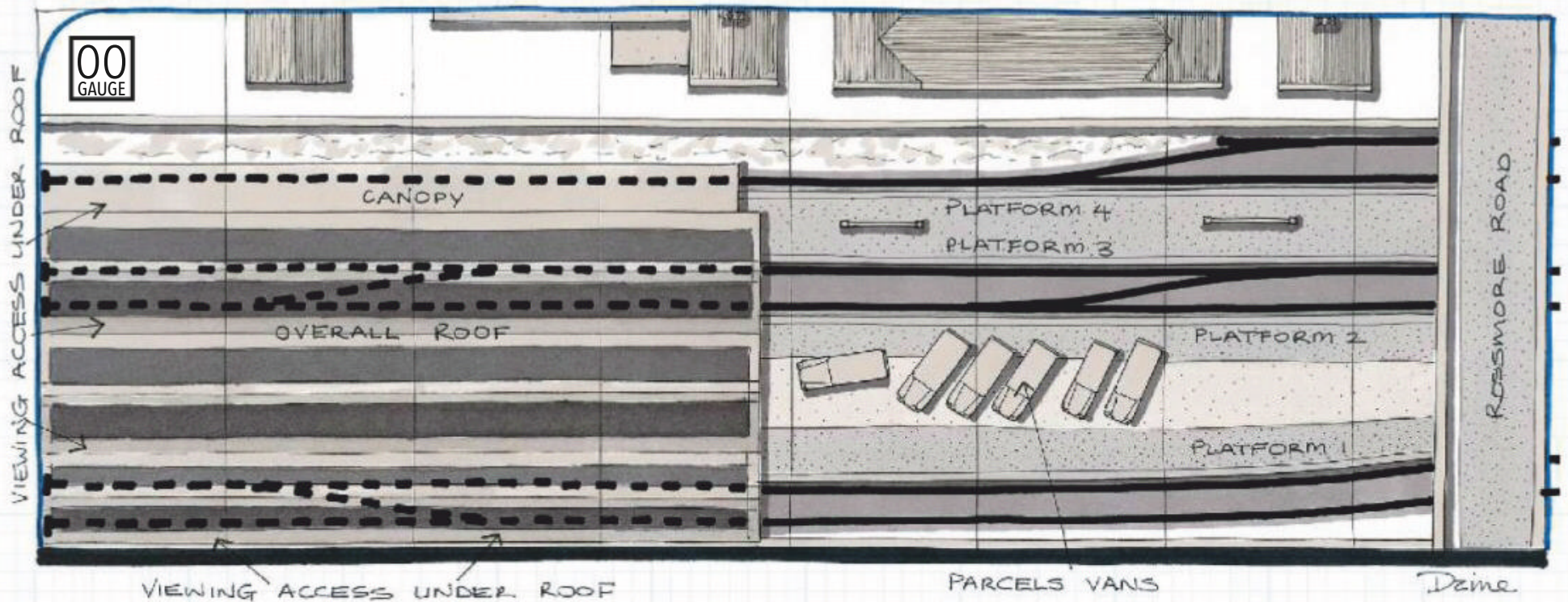
There are no great arching spans at Edinburgh Waverley. This aerial view reveals the huge trainshed formed from transverse northlight-style spans, bisected by the North Bridge. PHIL METCALFE/RAIL

Here's the western approach to Edinburgh Waverley Station at the time of partial reopening of the 'Waverley Route' (now called the Borders Railway). The platform lengths are greater than model space allows and, for that same reason, there are more overhead line gantries from platform to distant tunnel. PETER SALMON

MODELLING NOTES

- Reasonable representations of the main overall roof and platform canopies, bridge, signal box, platforms and retaining walls could be fabricated from a range of card and plastic kits.
- Focuses on the station's western end, to the tunnel underneath the Scottish National Gallery, together with a possible partial section of Princes Gardens beyond.

- Each square represents 1ft regardless of gauge.



LONDON MARYLEBONE

Built for: Great Central Railway

Opened: March 15 1899

Today: Still open, serving Chiltern Railways.

This 'OO' gauge layout is designed to go in a 'box' to be viewed at eye level and it depicts the pre-1980s station before significant rebuilding of the platforms. Modern modellers could redesign the track plan for current operation. In a contained setting you'll be able to adjust lighting levels, from grey inclement weather to sunshine, or night time. It represents a compressed 8ft section between bufferstops and Rossmore Road Bridge, with a fiddleyard of equal capacity beyond. Those tight on space could reduce the length further to 5ft and view-block by placing Rossmore Road Bridge just beyond the station overall roof.



Marylebone's station roof is one of the least impressive in London as 'B1' No. 61186 prepares to depart in May 1962. The roadway to the left has been replaced by platforms and railway track. RAIL ONLINE

MODELLING NOTES

- Minimalist, making use of flexible or rigid track.
- Most structures will require scratchbuilding.

WHAT NEXT?

Turn to page 56 to see which of these plans the Model Rail team has turned into a reality...



'Black Five' No. 44932 draws to a halt at London Marylebone on May 18 1962. The tenements to the left have since been replaced by 1970s flats and much of the former railway land has been developed. RAIL ONLINE

Marylebone station is arranged like a giant reverse 'L' shape with a frontage that's much wider than the number of platforms before. The frontage seems more like a wayside station (though a large one, deep in Metroland) than a main London terminal - an impression aided by the fact that it sits back, away from the main Marylebone Road. ALAMY



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

4D-011-101 - Streamlined Railcar 17 Express Parcels BR Crimson

4D-011-008 - Streamlined Railcar W8 BR Lined Carmine & Cream

DCC AND DCC & SOUND VERSIONS AVAILABLE

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Class 29



4D-014-000 - Class 29 6112 BR Two Tone Green FYE



4D-014-001 - Class 29 D6114 BR Two Tone Green SYP



4D-014-002 - Class 29 D1629 BR Blue FYP



4D-014-003 - Class 29 6107 BR Blue FYE

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Class 26



2D-028-001/D - Class 26 D5316 BR Green Headcode/DCC

2D-028-002/D - Class 26 D5310 BR Green SYP (Preserved)/DCC

2D-028-003/D - Class 26 26024 BR Blue FYE Scottie Dog/DCC

2D-028-004/D - Class 26 26037 BR Railfreight Grey/DCC

2D-028-005/D - Class 26 26004 BR Coal Sector/DCC

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Silver Bullet



4F-027-013 - Silver Bullet Nacco/ECC 3387 789 8 077-5

4F-027-014 - Silver Bullet Nacco/ECC 3387 789 8 053-6

4F-027-015 - Silver Bullet Nacco/ECC 3387 789 8 064-3 Weathered

4F-027-016 - Silver Bullet Nacco/ECC 3387 789 8 066-8 Weathered

Previous model used for illustration purposes only.

2P-000-058 - Collett Coach GWR Choc/Cream Composite 7032

2P-000-080 - Collett Coach BR Choc/Cream Composite W7019

2P-000-159 - Collett Coach GWR Crest Choc/Cream 3rd 1088

2P-000-180 - Collett Coach BR Choc/Cream Second W1092

2P-000-270 - Collett Coach BR Choc/Cream Brake Composite W6539

2P-000-283 - Collett Coach GWR Crest Choc/Cream Brake Composite 6527

2P-000-310 - Collett Coach GWR Crest Choc/Cream Full Brake 101

4A-002-001 - Water Tower Choc/Cream Conical Static

4A-002-002 - Water Tower Choc/Cream Conical Motorised

4A-002-003 - Water Tower Light & Dark Stone Conical Static

4A-002-004 - Water Tower Light & Dark Stone Conical Motorised

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

7L-002-001 - Signal LMS Home Wooden arm single post

7L-002-002 - Signal LMS Home Steel arm Single post

Product Scale Key

O Gauge

OO Gauge

N Gauge

All product release dates correct at time of going to press

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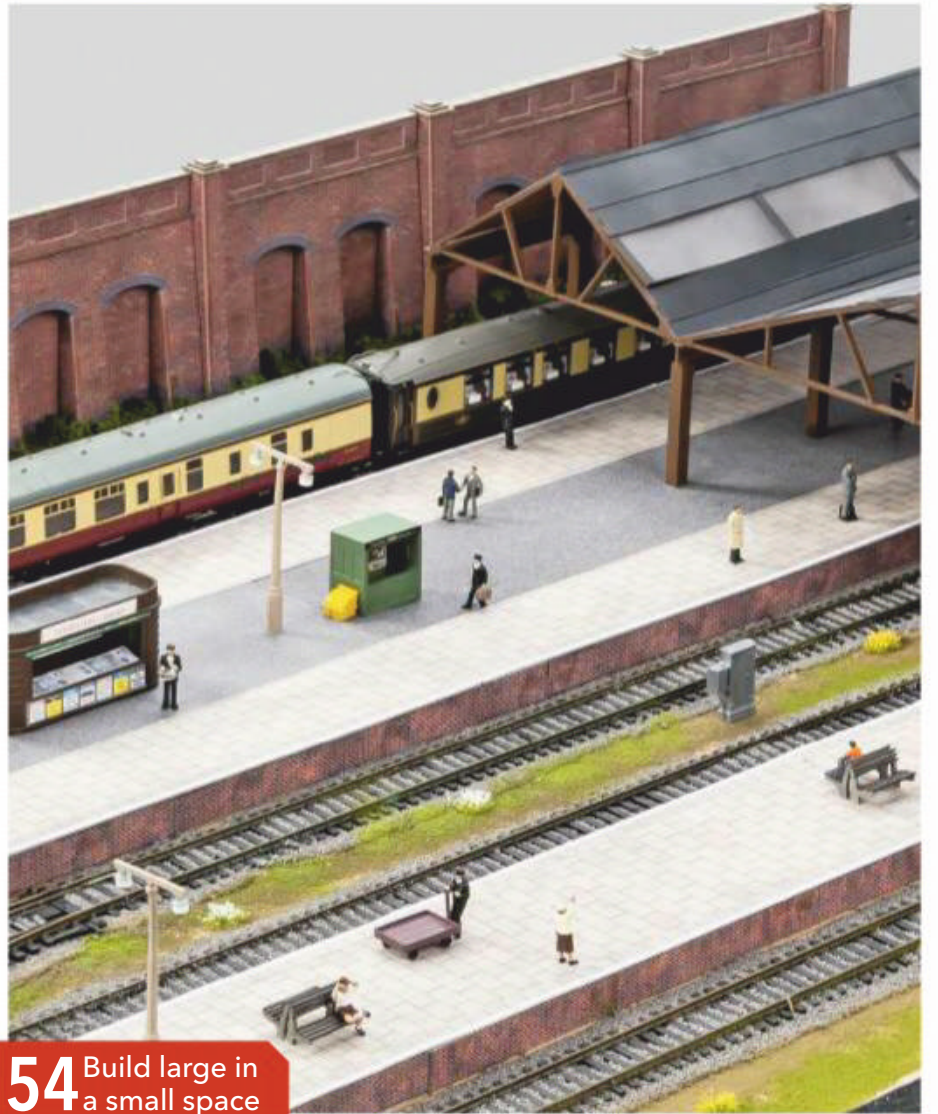
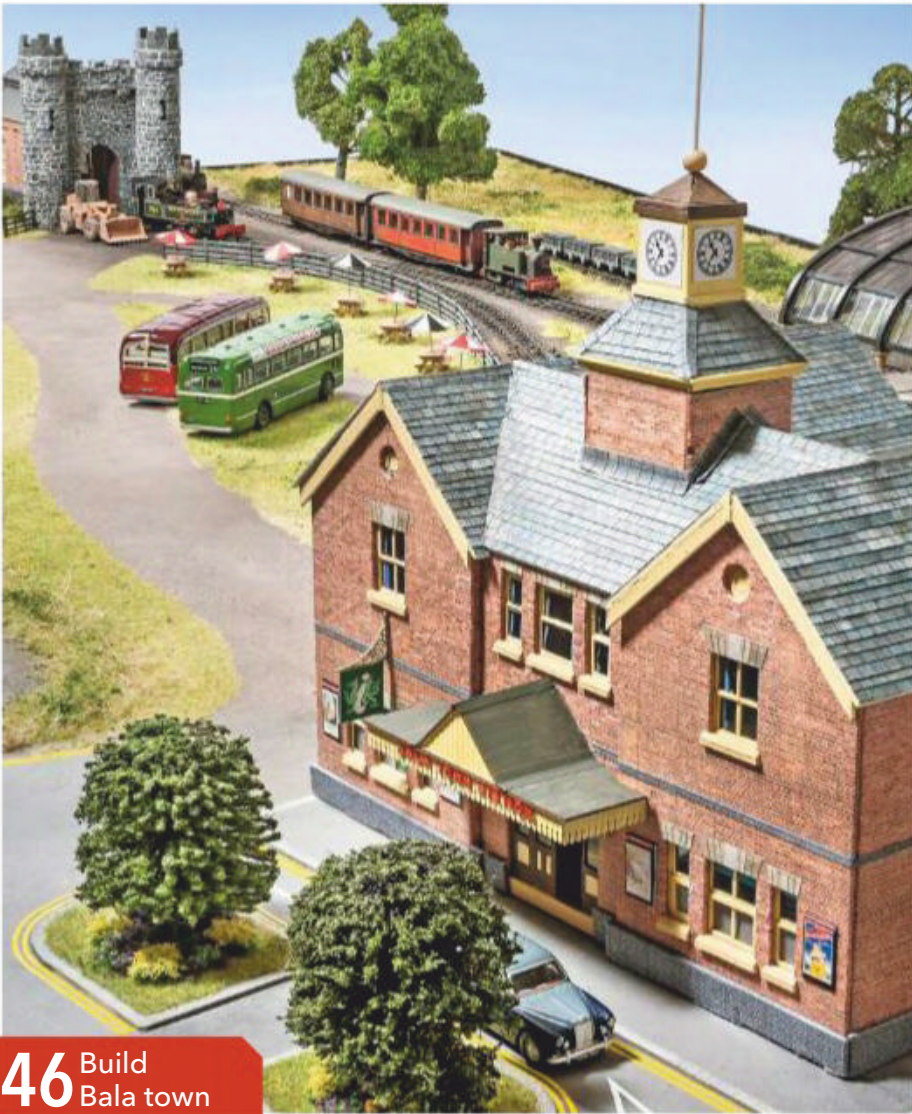
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46 Build Bala town

54 Build large in a small space

Workbench

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



64 Plant a station - GWR style



68 Build a CLASP station



72 Build a bespoke station



76 Build a modern platform

Meet the *Model Rail* Expert modellers



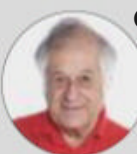
George Dent
Learn from one of the country's best modellers.



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.

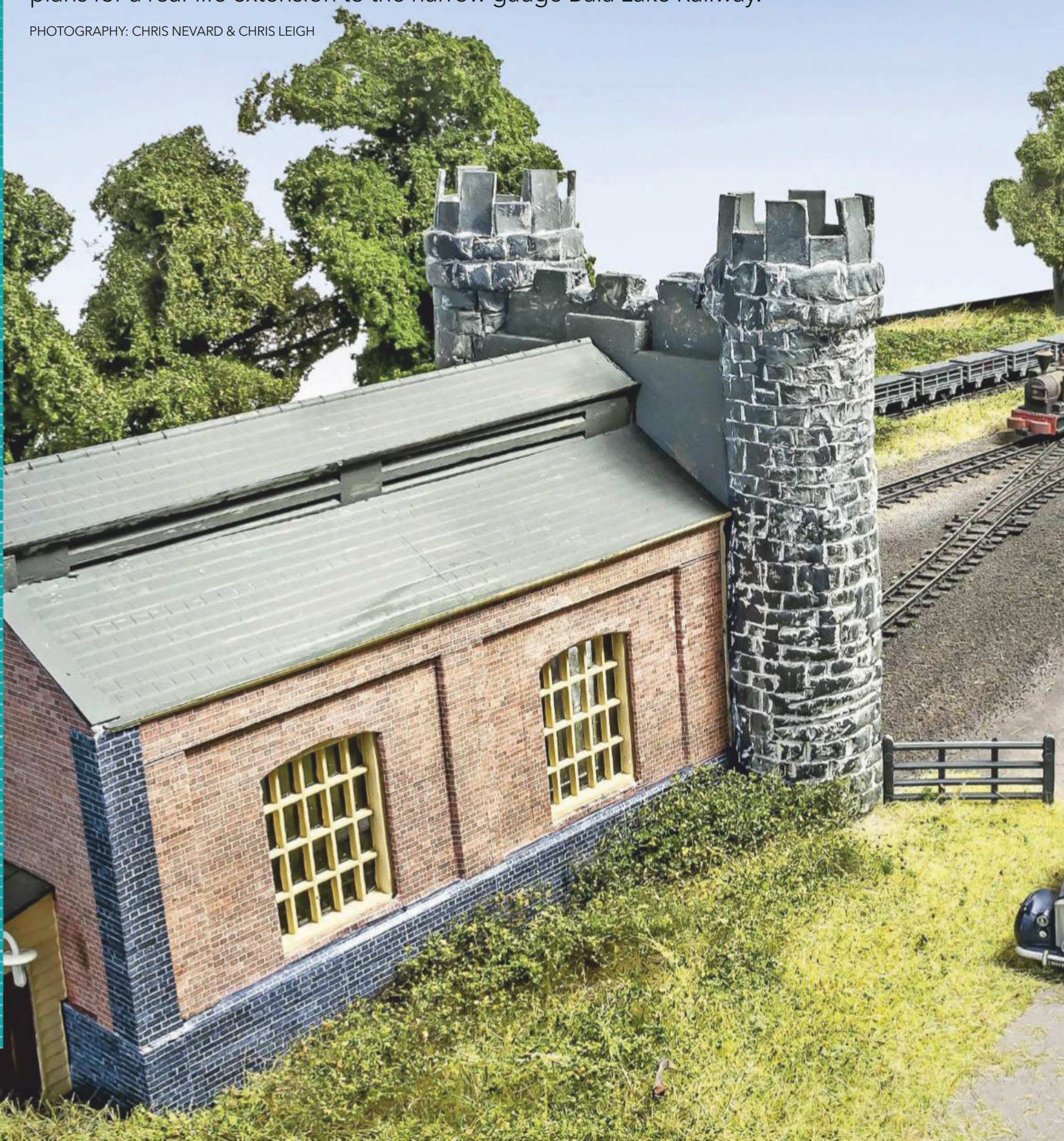
Project difficulty ranges from easy: one screwdriver, to very hard: five screwdrivers.

HOW TO

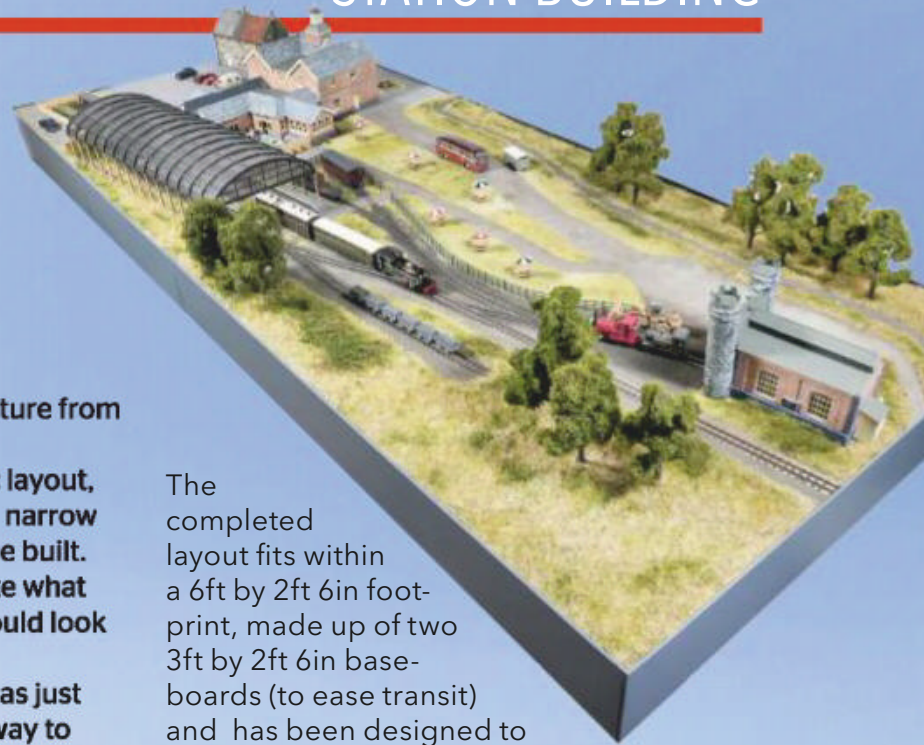
BUILD BALA TOWN

Chris Nevard and **Chris Leigh** join forces to create a unique layout, based on plans for a real-life extension to the narrow gauge Bala Lake Railway.

PHOTOGRAPHY: CHRIS NEVARD & CHRIS LEIGH



STATION BUILDING



Most model railways tend to be based in the past. Maybe there's something about the nostalgia of looking back to those childhood, worry-free days of trainspotting. Or maybe we like to look even further back to recreate a scene from a black and white photograph.

One could be forgiven for thinking that 'Bala Town' is another rose-tinted historical scenario depicting days of yore, when steam

reigned, and everybody was a caricature from an Ealing comedy.

However, 'Bala Town' is a futuristic **layout**, for the ongoing extension to the real **narrow gauge** Bala Lake Railway has yet to **be built**. The object of this layout is to illustrate **what** the planned new railway terminus **could look** like in just a few years.

At the time of writing, this layout **has just** been delivered to the Bala Lake Railway to illustrate the new station area in **miniature**.

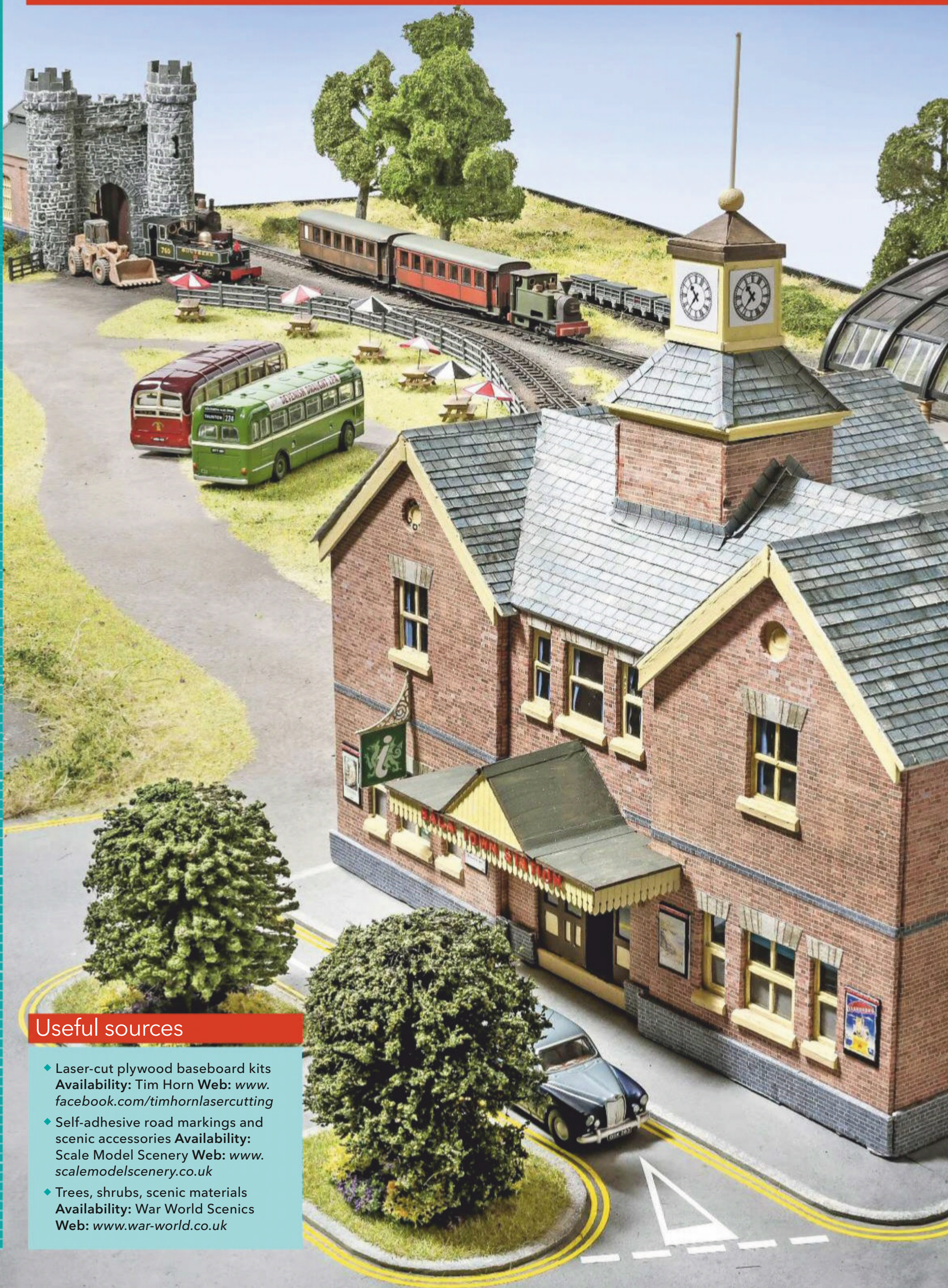
The completed layout fits within a 6ft by 2ft 6in foot-print, made up of two 3ft by 2ft 6in baseboards (to ease transit) and has been designed to be viewed from all sides.



Portability



The lightweight baseboards were assembled from a pair of laser-cut plywood kits from the Tim Horn range.



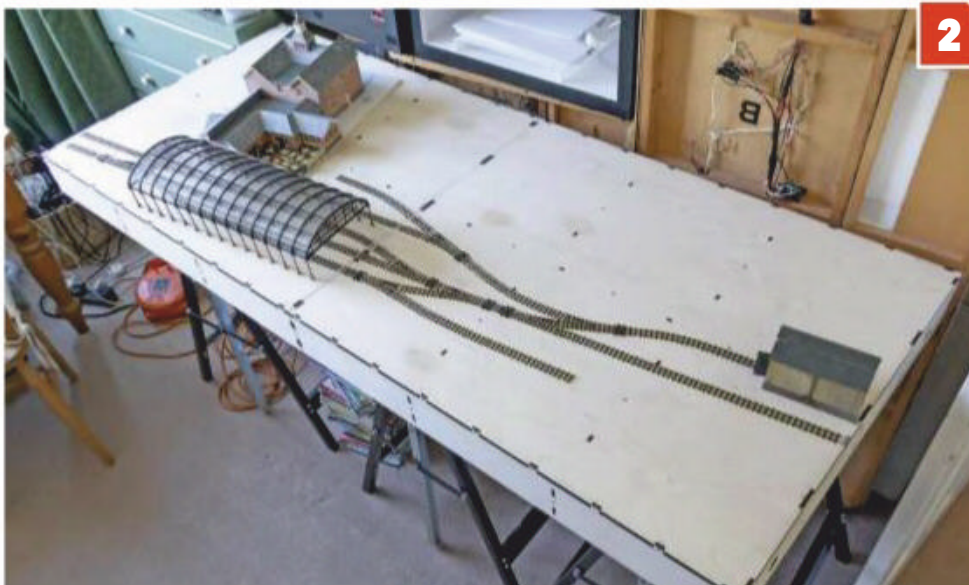
Useful sources

- ◆ Laser-cut plywood baseboard kits
Availability: Tim Horn Web: www.facebook.com/timhornlasercutting
- ◆ Self-adhesive road markings and scenic accessories
Availability: Scale Model Scenery Web: www.scalemodelscenery.co.uk
- ◆ Trees, shrubs, scenic materials
Availability: War World Scenics
Web: www.war-world.co.uk

STEP
BY
STEPCHRIS NEVARD - BUILDING BALA TOWN'S
TRACK AND SCENERY

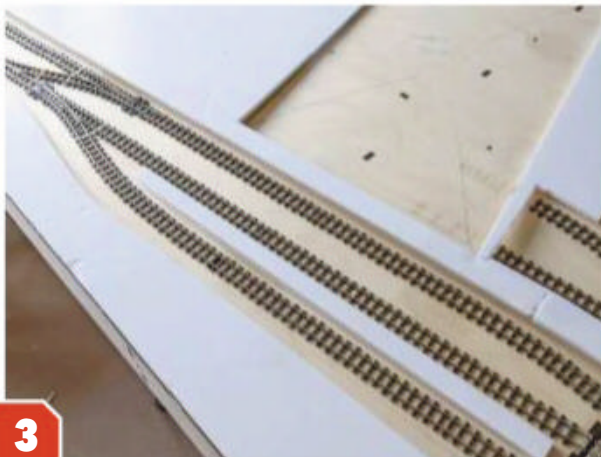
1

The architect's drawings suggested a canopy over the platform lines, but with no indication of design, I used the popular Peco Manyways overall roof as it boasted the correct footprint.



2

The roof had to be assembled first, so that the platforms could be spaced correctly. I followed the Peco instructions, taking care due to the fragile nature of the kit. Then I put it to one side while layout construction continued.



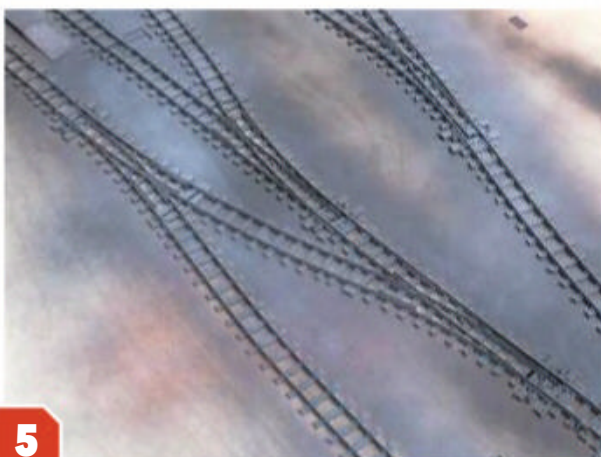
3

Next was the forecourt and platforms. Narrow gauge platforms tend to be low, so I used 6mm foamboard. To mark out the platforms, I held a pencil against the edge of my widest coaching stock to ensure adequate clearance.



4

Platform tops were cut from mid-grey mounting board, using the foamboard platform bases as templates before they were glued down. The mounting board tops were glued in place with PVA, and left overnight to dry.



5

The next step was to fix the track down. Peco 'OO9' Crazy Track was used and I attached the rails straight to the baseboard - no ballast shoulder was required. Weathering was achieved with aerosol paints.



6

Once the weathering was done and the rail heads cleaned, ballasting followed, using fine, sieved sand. The 'ballast' was secured with PVA glue over the sand, diluting the glue with surgical spirit, which speeds the drying time.

'OO9'
GAUGE20
hrs

What you will need

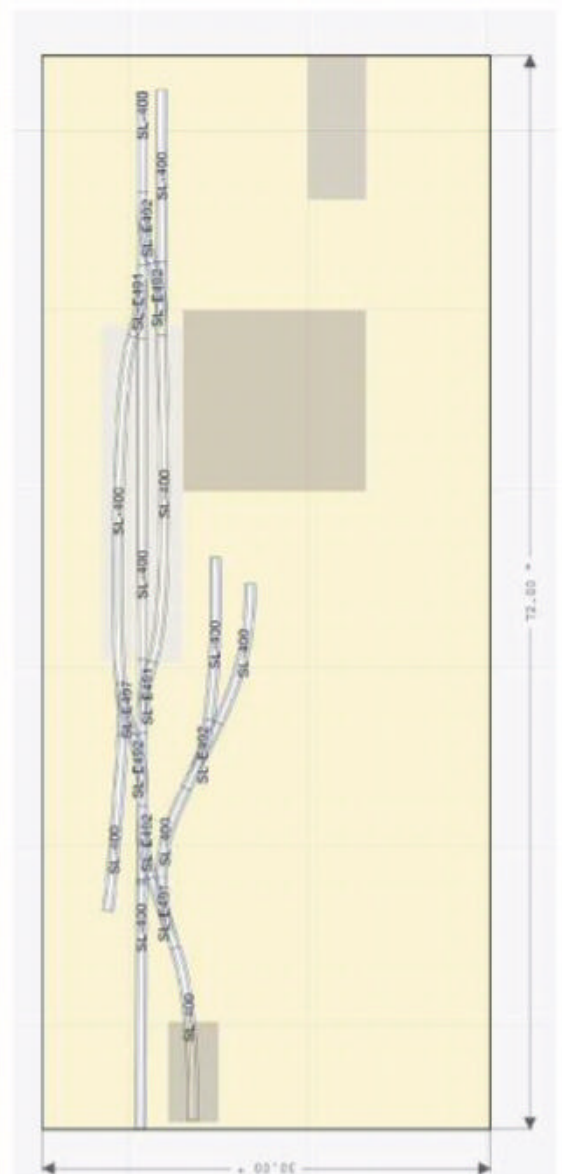
TOOLS

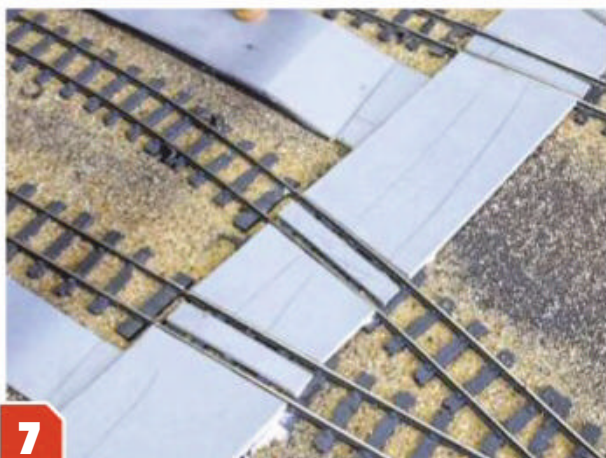
- ◆ Cutting mat
- ◆ Steel rule
- ◆ Craft knife and spare blades
- ◆ Paint and brushes

Modern planning -
by Chris Nevard

Based on proposed drawings of the real location, a track plan was created using computer software, in this case Railmodeller Pro (www.railmodeller.com) for OSX on Macintosh. Windows users can take advantage of the popular AnyRail (www.anyrail.com). Both packages have libraries for different makes and gauges of commercial track, making design fairly straightforward.

As with most miniature re-creations of real locations, a degree of compression was required to fit the space, and while the station building couldn't be shrunk to fit, I was able to shorten platforms and run-round loops, hopefully without losing too much of the character of what the real location might look like.





7

Walkways were also added from grey mounting card, fixed atop a bed of foamboard, making sure that the top edges stood just below rail height, to allow for easy cleaning of the rails with a track rubber.



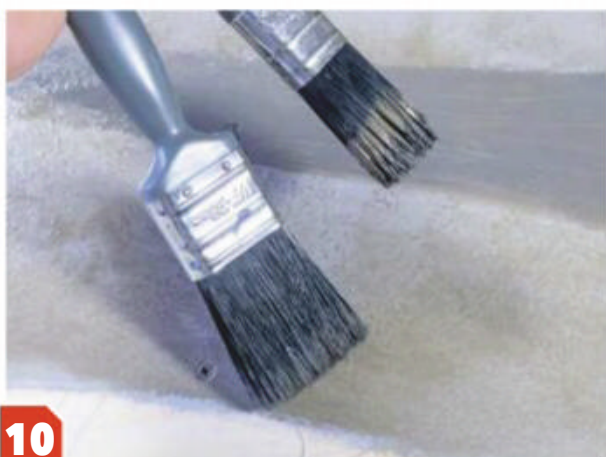
8

DAS modelling clay was used to hide the sharp edges of the card, along with a gentle slope from the platform and road to track height. A little PVA glue, brushed on first, helps the clay to adhere.



9

Road surfaces and track ballast were painted using a pale grey interior matt emulsion. The trick is to use a slightly paler shade than you might initially think. Roads on model railways are frequently rendered too dark.



10

Once dry, I added a few thin beige and black washes of diluted matt emulsion to add a little variation in colour. I won't list manufacturers' colours here because their names frequently change; just try to select understated shades.



11

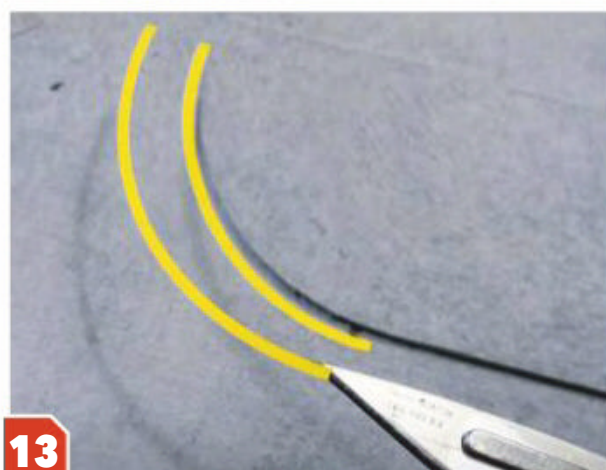
For the first time, I tried out some self-adhesive road marking from Scale Model Scenery. Available in a variety of packs, they're easy to apply, despite being very thin. A knife blade is a perfect tool for accurate positioning.



12

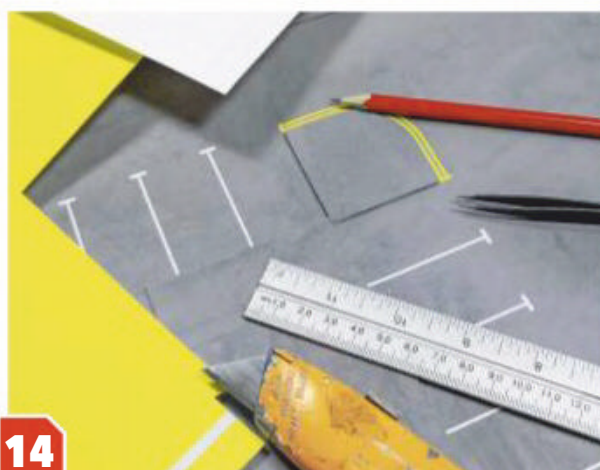
Take your time positioning the road markings, marking out their location with a pencil and ruler first. Once you're happy with the alignment, pressed the markings down firmly and carefully, rubbing them with a soft cloth.





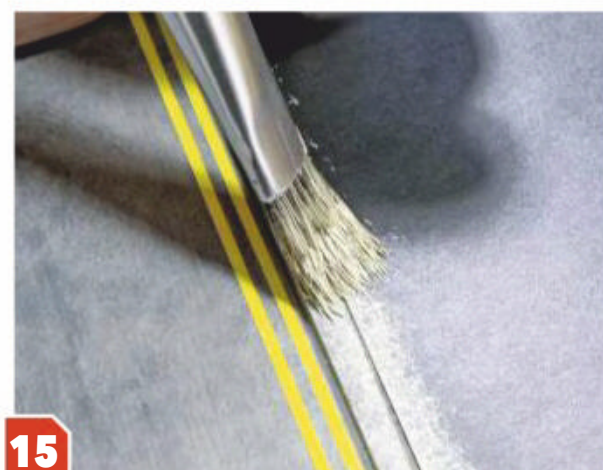
13

Use the same process to apply parking restriction lines. A selection of radii is available to fit rounded corners. If adding double yellow lines, ensure that they're placed at a consistent distance from each other and the kerb.



14

Scale Model Scenery also offers fine white markings for delineating parking spaces. Again, mark out their positions using model cars to discern the required width and length, before applying the self-adhesive markings.



15

A quick way to portray kerbstones is to mask off the pavement edge with a little card, then stipple on a paler shade of grey or beige paint. I used matt emulsion, but enamel or acrylic works just as well.



16

On the ornamental traffic islands, short 2mm static grass fibres, from various manufacturers, was applied over a bed of wet PVA glue. Employing a variety of shades avoids an overly uniform appearance for greater realism.



17

Small shrubs, from the War World Scenics (WWS) range, were arranged in symmetric patterns on the twin traffic islands to mimic the typical appearance of 'civic' gardening. They were fixed down with small blobs of PVA glue.



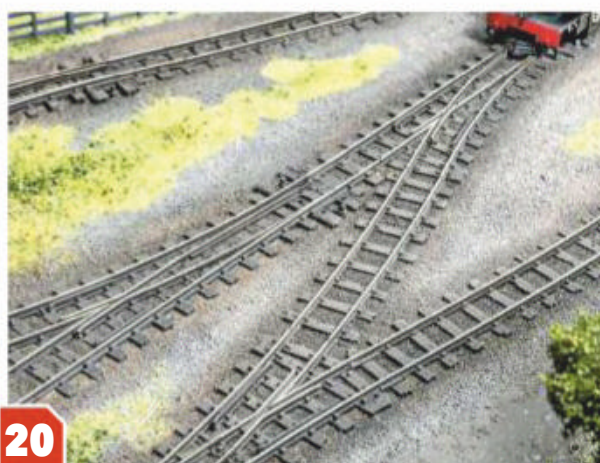
18

The landscaped islands were finished with a pair of manicured trees, using a set intended for use on an 'N' gauge layout. Care was taken to ensure that the trees stood vertical, being supported while the PVA glue dried.



19

Further details, such as fencing, was added. Punch holes into the card and foamboard base layers to provide secure mounts for the plastic fencing, which can then be glued into position.



20

For less manicured areas of greenery, another mix of 4-6mm static grass fibres were applied over a base of teased-out hanging basket liner, which gives the landscape more of an organic appearance.



21

I added some additional details to the station café's outdoor seating area, most notably by adding gingham tablecloths and napkins. These were printed from resized images found online.



22

Scale Model Scenery's laser-cut picnic benches and umbrellas bring some colour and interest to the surroundings, providing visitors with a great vantage point for watching the trains go by.



HOW TO

BUILD BALA TOWN STATION

Chris Leigh turns the Bala Lake Railway's plans for a new terminus station into a 4mm:1ft scale model.

I have to say that, of all the many facets of railway modelling, making buildings is my favourite. However, I like to build models of real structures, working from photographs and measurements. I've always found that to be the easiest way to get a building looking just right.

How easy is that going to be when the real building doesn't yet exist? That's the challenge I faced when I was asked to build Bala Town station for the Bala Lake Railway. The Welsh narrow gauge line has a station site and a drawing of the proposed station,

which is to be an entirely new construction but with more than a hint of GWR.

The plan drawing shows a building around 100ft long with everything that a preserved narrow gauge railway needs under one roof.

The drawings I received are concept drawings. They consisted of interior plans of the ground and first floors, and a front (road side) elevation. The front elevation and a verbal instruction require the styling to be Great Western. Where necessary I shall make certain assumptions and changes in order to create

a plausible model and to incorporate some details that were not specified on the drawings.

NEW BUILD - OLD STYLE

For this job, I had decided to build in 2mm mounting card and brickpaper, as this is the

See
more

You'll be able to find out more about how Chris Leigh built the various buildings in a special publication, due out next year.



quickest and most economical method for a larger building. The only obvious decoration on the walls is the use of what appear to be stone lintels over doors and windows. Brick and stone papers can be obtained, to be downloaded and printed at home, from www.scalescenescenes.com under the section called 'scratchbuilder's yard'.

I already had the sheets that I needed, having used them on previous projects, TX01 red brick, TX46 Random Ashlar and TX18a Slate Roof Tiles. Once you have bought a Scalescenescenes product you can print it as much as you need for your own use. There will be a cost in ink and paper for your printer and, depending on the type of printer, there may be issues with fading if the model is subject to strong sunlight, but a coat of clear artists' spray varnish will preserve the colours. ➤

The new Bala Town station?



This artist's rendition shows how the new Bala Town station could look. It is hoped that the locomotive shed will feature the castle-like crenellations that the old GWR goods shed had.

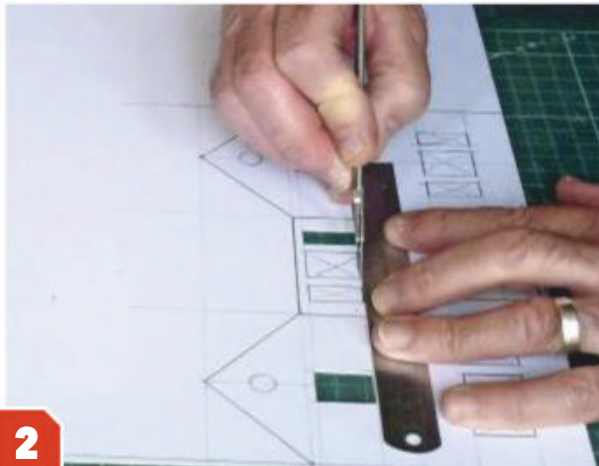


STEP BY STEP



1

I enlarged the drawings to 4mm:1ft scale, based on a standard door height. Then I drew out the front wall on 2mm thick mount card. Crosses mark window and door openings to be cut out.



2

The job of cutting out followed, using a Swann-Morton scalpel with a fresh blade, and a short steel rule. Always use a steel straight edge for safety. Each wall was completed, papered and detailed before assembly.



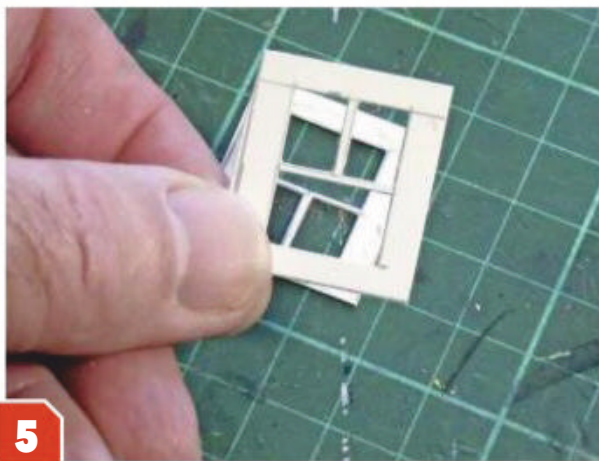
3

To avoid frayed edges I wrap brick paper into openings and glue it inside. 3M Spray Mount was used to glue the Scalescenes brickpaper to the card. Using the flat handle of the knife helps to obtain nice, crisp corners.



4

I standardised on one shape and size of sash window which I cut from a sheet of postcard. Each sash window consists of two similar frame layers mounted one above the other. A fresh knife blade is necessary.



5

The two casements are fitted with the upper one to the outside and the lower, inside. Once glued together the frames were painted cream and some 10thou clear glazing was added behind them.



6

I then added the rest of the wall details, including the lintels, cut from the Scalescenes TX46 stone sheet, and sills made from plastic strip. The doors were cut from postcard, the different layers painted before assembly.



7

Strips of 1/8in balsa wrapped with brickpaper were fitted to the inner edges of the bays to provide the rebate. I made poster boards from postcard painted brown and added a Welsh Tourist Board sign taken from their website.



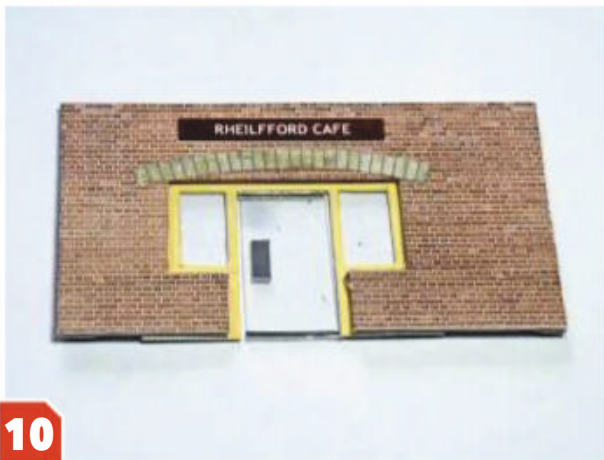
8

The canopy was made up from styrene sheet and strip. It was painted and allowed to dry before adding the name from Slater's letters. These had been painted red while still on the sprue. I used Velo-Set to glue them in place.



9

More walls were then made up and installed, using the scale drawing glued to 5mm foamboard as a base. The string courses of engineers blues were cut from a Scalescenes sheet.



10

I decided to use modern doors. A postcard frame and .010in clear glazing were used, with some reflective-faced postcard used to represent metallic trim. BR Western Region signs were made up with a Scalescenes sheet.



11

The base of the clock tower was made up from 2mm mount card faced with more brick paper but the upper parts were assembled from Evergreen styrene sheet and strip. I took a suitable clock face from a Google search.



12

The café needed lots of detail. I used Wills York paving with a dragon (again, Googled, copied, resized and printed) as the floor centrepiece. Chairs and tables were from Auhagen, with diners from Noch and Woodland Scenics.

FACTFILE – BALA

The railway preservation movement doesn't have a huge war chest of funds to draw on. But on a smaller scale, in 2018, the Gloucestershire Warwickshire Railway re-opened Broadway station. The Llangollen's new station at Corwen is due to open imminently and the Strathspey Railway continues to make progress towards its eventual target of a new station at Grantown-on-Spey.

There's one project that's even smaller... smaller because the track gauge is just 1ft 11½in! But the Bala Lake Railway's extension to Bala Town itself has more akin to HS2 than other preservation extension projects. Whether reopening a long-closed station such as Broadway or building a new one just short of where the original once stood, such as Corwen, the railways concerned are re-opening a stretch of closed trackbed.

Where the BLR's extension is different is that it's being built on a completely new foundation. The BLR operates between Llanuwchllyn, on the former GWR main line from Ruabon to Dolgellau, to the former GWR halt at Pen-y-Bont, a distance of about 4½ miles. The terminus at Pen-y-Bont was always going to be temporary – but its primitive facilities have remained, well, primitive since it opened in 1976.

The BLR has decided to do something about it. It plans to strike out from Pen-y-bont, crossing the River Dee and skirting the eastern shore of the Llyn Tegid before terminating a short hop away from Bala High Street.

This is not an attempt to re-open a stub of the old Trawsfynydd branch – this is a completely new stretch of railway, just like HS2! And it's expected to only cost £2.5m, a tiny fraction of HS2's projected £100bn price tag.

Right: An early trackplan of Bala Town station. Our diorama reflects the revised track layout, which will be complemented by a GWR-style signal box.

Below: The proposed route of the Bala Lake Railway's new extension.



Get involved

If you'd like to contribute to the BLR's 'Red Dragon' project to extend the railway to Bala, please write to Penrhiwdwrch, Llanuwchllyn, Gwynedd LL23 7DE or visit www.balalakerailway.org.uk



See it yourself

The Bala Lake Railway will use this diorama for promotional purposes, so you might see it out and about on its travels. It's likely to spend most of its time on display in the railway's new exhibition centre at Llanuwchllyn. However, it will likely join Hunslet *Winifred* on display at the new station site in Bala next summer.



HOW TO

BUILD LARGE IN A SMALL SPACE

Model Rail's expert team of modellers – **George Dent, Dave Lowery, Chris Leigh** and **Chris Gadsby** – combine to bring a Paul Lunn layout plan to life.

PHOTOGRAPHY: JACQUES PORTAL



In the *Model Rail* office, we're often taken with Paul Lunn's layout designs and this month's Masterplan was no different. Indeed, it was the plan based on London Marylebone (see page 43) that got us thinking about how we could pack a large urban terminus station into the minimum of space.

A little compression of Paul's plan left us with a potential 4ft by 2ft scenic baseboard, with the facility to add a fiddleyard at the 'country end' of the station, along with another - smaller - at the 'town' end. The latter could be hidden from view by the shell of the station building and forecourt, while allowing locomotives to



run around the stock of incoming trains.

In terms of scenic breaks, the road overbridge works at one end, while an overall roof would be essential at the other, the length of which could be tailored according to how much of the trains the modeller wants to see. Furthermore, having the platforms continuing off-scene means that signals aren't essential, thus simplifying the layout considerably.

So, could our idle musings be turned into reality? We thought we may as well have

a go, so Dave was tasked to build the baseboard, lay the track and create the platforms, while George scratchbuilt an overall roof. Chris Leigh then took care of populating the platforms, bringing the scene to life.

As far as operating potential goes, a constant flow of arriving and departing loco-hauled trains and multiple units will give a flavour of a bustling city terminus, while added variety comes from parcels and newspaper traffic, with the station pilot helping to shunt the stock. Sleeper services could also appear in the early morning or evening periods, so there's plenty to keep the viewer entertained!

STEP BY STEP

BUILDING THE BASIC LAYOUT



1

The 4ft by 2ft baseboard was formed from a 9mm thick plywood sheet and a framework of 2in by 1in softwood, glued and screwed together. A 6in tall hardboard support strip was added to the rear edge



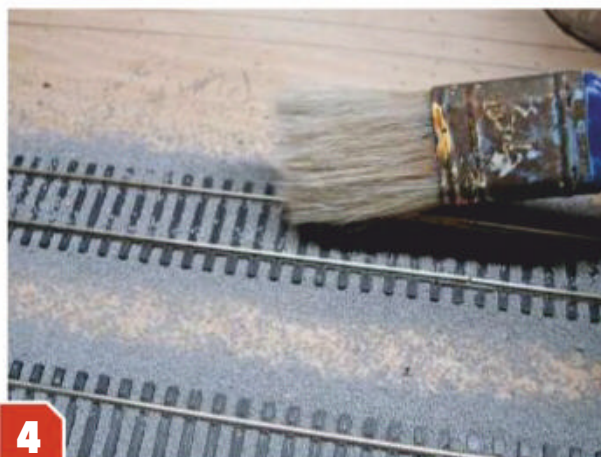
2

Using a slightly truncated version of Paul Lunn's plan, the track was laid out in order to derive the dimensions for the platforms. The main island platform would be 7in wide, while the narrower 'branch' platform would be 3in wide.



3

The points provided a handy guide for discerning the correct separation of the tracks. Use a metre rule or a long straight piece of wood to mark out the locations of the platform edges and tracks.



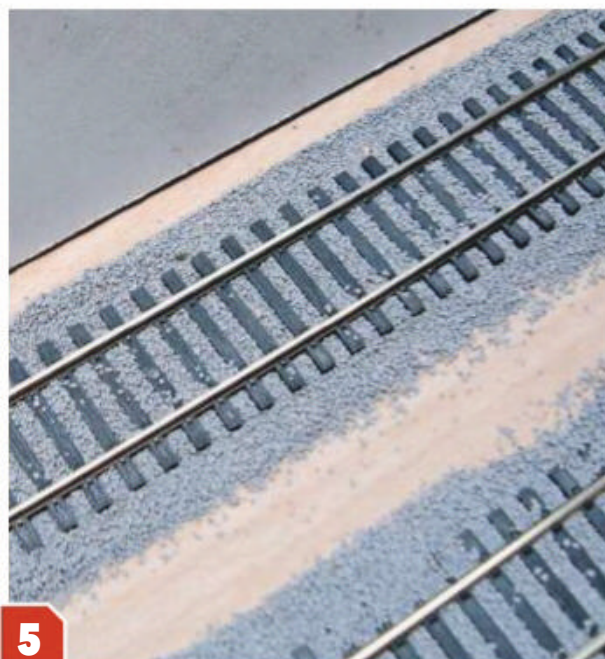
4

Once the track had been pinned down, it could be ballasted. I shook a cup of ballast liberally over the tracks, then refined it with a large, flat paint brush. Take the time to get the fine material neatly arranged around the sleepers.

What you will need

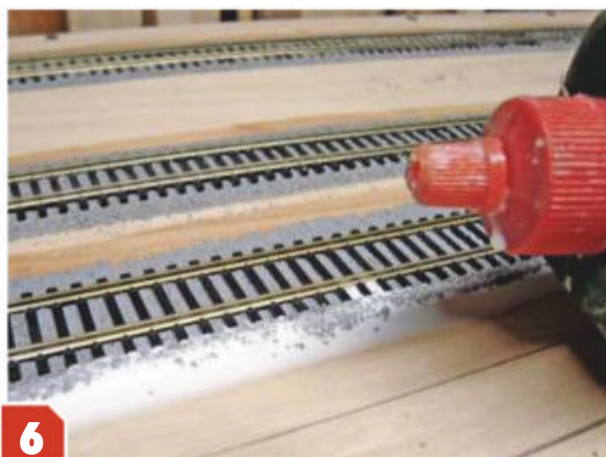
TOOLS

- ◆ Saw
- ◆ Set square
- ◆ Drill & bits
- ◆ Screwdrivers
- ◆ Hammer
- ◆ Track cutters
- ◆ Pliers
- ◆ Knife
- ◆ Tape measure
- ◆ Paintbrushes
- ◆ Straightedge
- ◆ Sandpaper



5

A useful tip for tidying up the ballast is to gently tap the baseboard. Just like a tamping machine in real life, this helps the scatter material settle around the sleepers. Form the ballast 'shoulder' with a straightedge for a neat appearance.



6

Good old PVA glue, mixed 50:50 with water and a few drops of washing-up liquid, was applied sparingly along the edge of the ballast. The fluid then seeps naturally under the ballast without disturbing it.



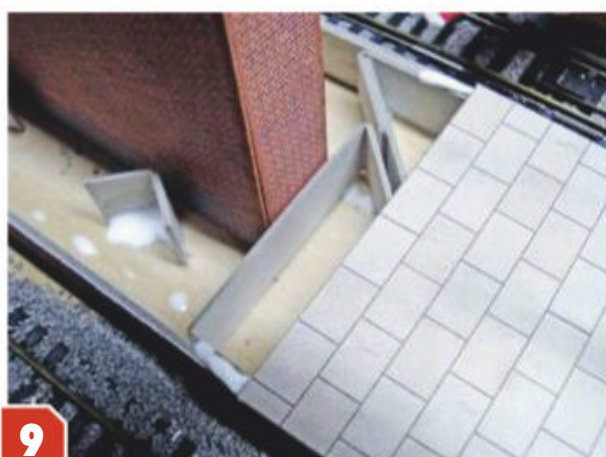
7

The roadway was formed from 9mm plywood, supported with softwood stanchions between the tracks, checking for adequate clearance. The stanchions were then covered in printed brick paper and the roadway painted black.



8

The retaining walls, platforms, paving and brick paper are from Metcalfe, while the steel bridge spans are plastic mouldings from Peco. The Metcalfe platforms require a latticework of supports to be fitted first.



9

Once the platform bases had dried, the upper surfaces could be installed, trimming the card sections to fit around the bridge supports. Keep joints between card sections neat and tidy, with plenty of support to prevent warping.



10

Add a bit dash of colour with some different shades of green scatter material applied adjacent to the ballasted track. Brush a coating of slightly diluted PVA onto the baseboard before sprinkling the scatter over the top.



11

The Peco girder spans were painted and added to the sides of the overbridge, while a row of pavement slabs (Metcalfe) was fixed along the edge of the road. The Metcalfe retaining walls at the rear were also built and installed.



HOW TO BUILD A STATION ROOF

Think of a terminus station in a large town or city and we usually imagine a number of platforms and an overall roof of some description. When we decided to realise one of Paul Lunn's layout plans, a roof was deemed essential.

While various 4mm scale kits are available, in a variety of materials, they're usually limited to fit within a certain footprint. However, in our case, the platform arrangement meant that a kit would have to be modified significantly to fit. After a little thought, I realised that it would be quicker and easier to start from scratch and build a bespoke roof to fit the plan, rather than adapt a kit.

With lots of plastic strip, section and sheet already 'in stock', a fairly utilitarian design was sketched out, which would further simplify the task. It has none of the ornate flair that we associate with the Victorian and Edwardian era. Rather, the simple profile suggests a post-war rebuild, perhaps due to bomb damage or rationalisation.



Scratchbuilding can be a hugely rewarding enterprise, although amassing a stockpile of suitable materials doesn't necessarily make it the cheapest option. However, economies can be made, such as simplifying the internal truss arrangements which will not be readily visible. I did end up 'cheating' a little, by employing part of a Ratio platform canopy kit as an add-on to one side of the main structure, providing a modicum of shelter to the least important platform.

Much more detail could be added to this basic design, especially by adding gutters and downpipes, while the upright supports could be made a little more interesting. But part of the fun was to see how quickly and simply I could build a convincing-looking roof. After a few enjoyable afternoons, the finished structure certainly looks at home on the layout.

What you will need

SHOPPING LIST

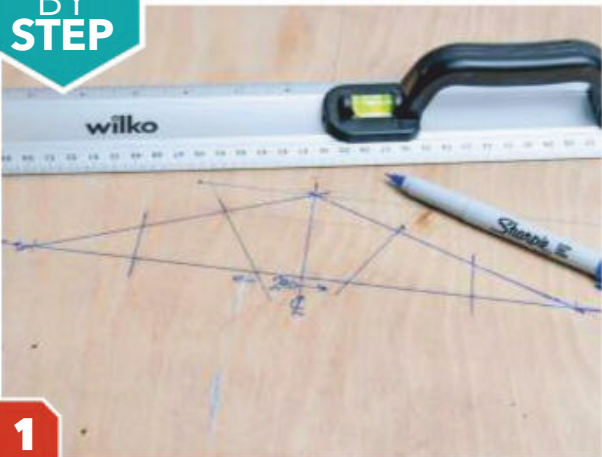
- ◆ Evergreen styrene strip and section
- ◆ Maquett translucent PVC sheet
- ◆ Slater's corrugated embossed styrene sheet **Availability:** Eileen's Emporium Tel: 01531 828009 **Web:** www.eileensemporium.com
- ◆ Tamiya aerosol paints TS-1 Red Brown, TS-82 Rubber Black, TS-99 IJN Grey **Availability:** Wonderland Models Tel: 0131 229 6428 **Web:** www.wonderlandmodels.com

TOOLS

- ◆ Knife
- ◆ Straightedge
- ◆ Set squares
- ◆ Razor saw
- ◆ Mitre block
- ◆ Flat file
- ◆ Cutting mat
- ◆ Plywood base
- ◆ Tweezers

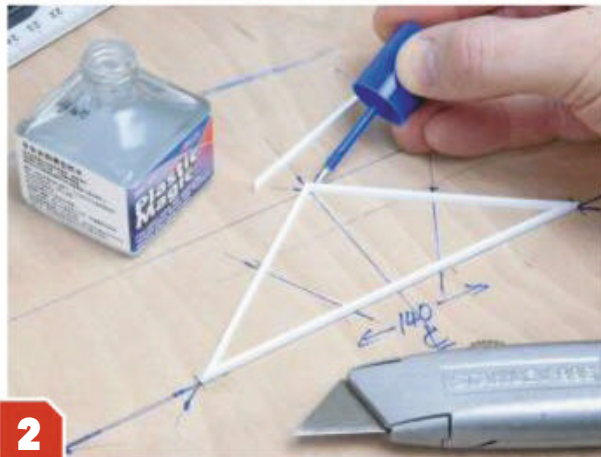
STEP BY STEP

BUILDING THE STATION ROOF



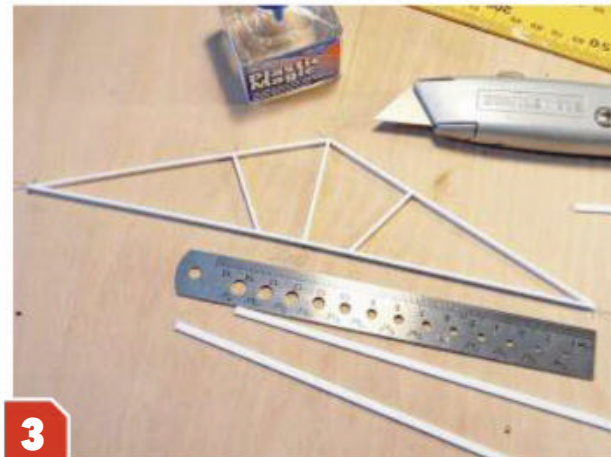
1

On a sheet of thick plywood, the outline of the two roof truss profiles was marked out carefully. These will act as templates for the main roof members. After checking the angles, the pencil lines were made more distinct.



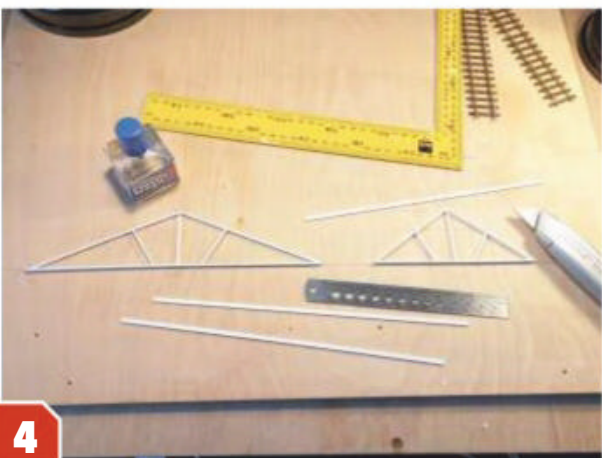
2

Using the template as a guide for cutting and fettling the angles, Evergreen 0.060in x 0.125in styrene strip was joined with liquid poly cement. Ensure that the parts fit snugly together for neatness and strength.



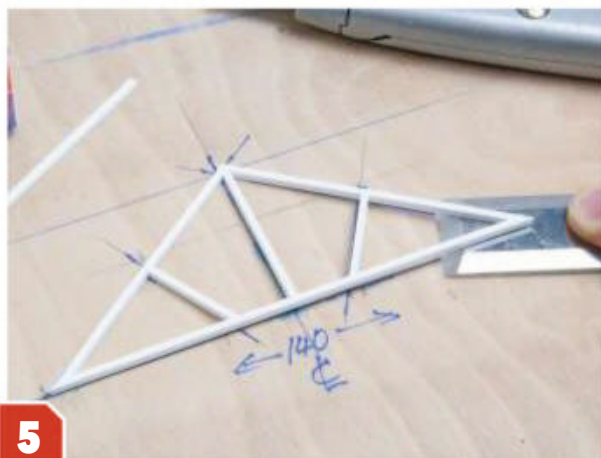
3

After forming the triangular outline, the strengthening ribs were cut and fitted, again following the template on the base. Double-check for straightness of the outer profile before flooding the joints with liquid poly cement.



4

The two different sizes of truss were built side by side, ensuring that the overall height of each was identical. Once all elements had been added, they were left to cure for an hour or so.



5

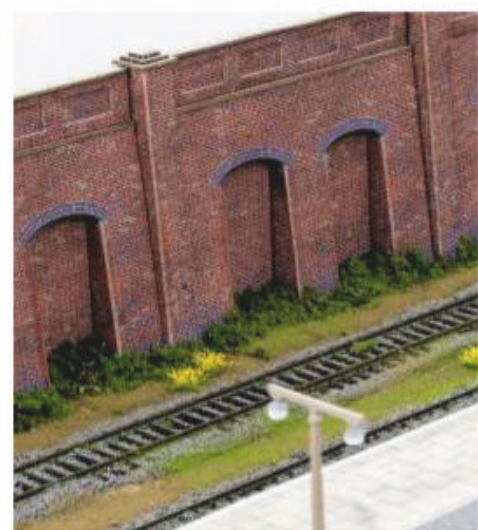
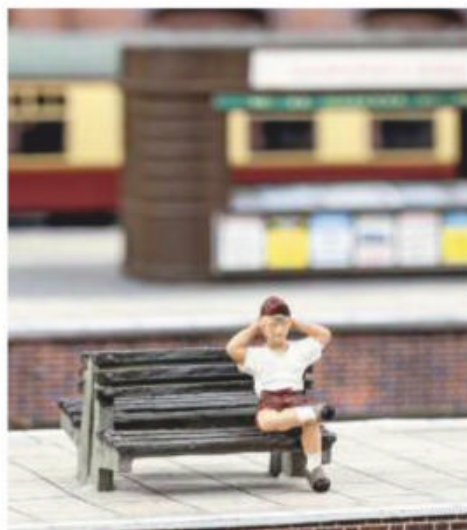
The liquid cement will cause the plastic to stick to the plywood, but this superficial bond can be gently broken with a broad, flat chisel. Place the trusses to one side and begin assembling the next pair in the same manner.



6

Masking tape was laid out on the workbench to delineate the overall footprint of the roof and the location to the longitudinal bearers, which were formed from Evergreen 5/16in shallow 'U' channel.

In detail



Bachmann Scenecraft produces a pack of young trainspotters which we placed in a group looking towards the bridge for a locomotive. Two of the spotters are in a seated position, so we placed them on the nearby bench to look as though they are having a break.



The roadway is a good scenic break and the perfect place for all those items that you want to include but which won't be found on the platform. The great layout cliché is a bus on a bridge. In a city, the buses always seem to run in pairs and it's important to choose vehicles from same era as your trains.



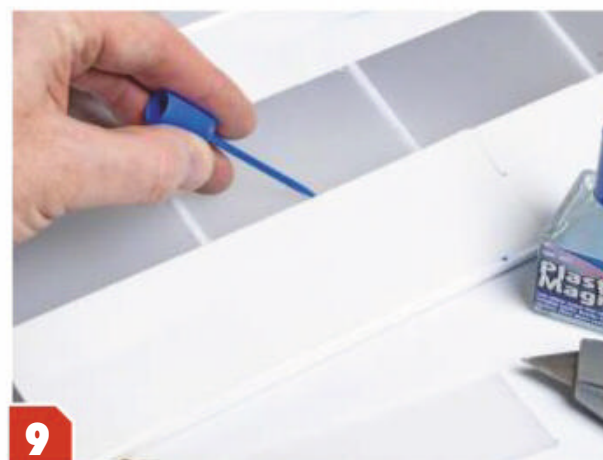
7

The outer trusses were fixed to the longitudinal bearers. The intermediate trusses were then installed, with lengths of Evergreen 3/16in 'H' section acting as apex spacers in between each truss.



8

The roof frame was left overnight to cure fully before removing the masking tape. In the meantime, strips of opaque (Slaters) and translucent (Maquett) corrugated plastic sheet were cut prior to fitting onto the framework.



9

The strips of corrugated sheet were layered onto the trusses, in a similar manner to a tiled roof. The Maquett translucent sheets are rendered in PVC which is best secured with a small amount of cyano or epoxy glue.



10

Once the layers of corrugated sheeting and glazing have been installed, the roof becomes much stronger and more rigid. However, allow the glue to cure overnight before handling the structure.



11

Evergreen 0.375in by 0.150in 'I' beam girders were fixed to the longitudinal 'U' channel bearers, which added rigidity. Note the simplified pattern of the inner frame trusses, which saved on the amount of strip required.



12

The upright columns were cut from 60mm square plastic section, using a razor saw and a mitre box to ensure the ends were cut squarely. A set square helped to orient them correctly when bonding to the 'I' beam girders.



13

One side of the roof structure required a small awning to shelter the outer platform. For convenience, I decided to modify a Ratio island platform canopy kit, which includes a pleasing timber valancing – it's also available separately.



14

One half of the Ratio apex canopy was employed, with the end and intermediate stretchers trimmed to fit. After securing the canopy to the main roof structure, the decorative valancing was installed.



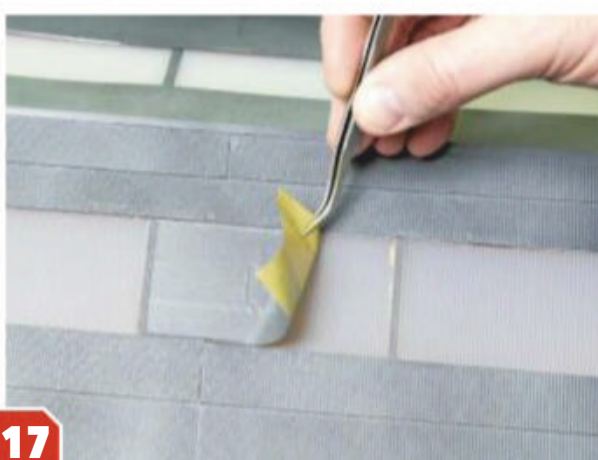
15

Once the glue had cured, the clear roof panels were masked before the underside, internal framing and columns were sprayed with Tamiya Red Brown acrylic spray. Be sure to wear a facemask while spraying aerosol paints.



16

After flipping the structure upright, the roof was sprayed with a mix of Tamiya IJN Grey and Rubber Black. Careful aiming of the can removed the need for masking, with any overspray mimicking a weathered appearance.



17

The paint was allowed to dry for a few days before the masking tape was gently peeled away, revealing the clear glazing panels. Don't worry if any the edges of the paint are a little fuzzy.



18

As the glazing was now spotless, Tamiya Rubber Black was sprayed lightly over the roof again to blend them more effectively into the overall appearance. Keep the can away from the surface to achieve a diffuse spray pattern.

Add the station details

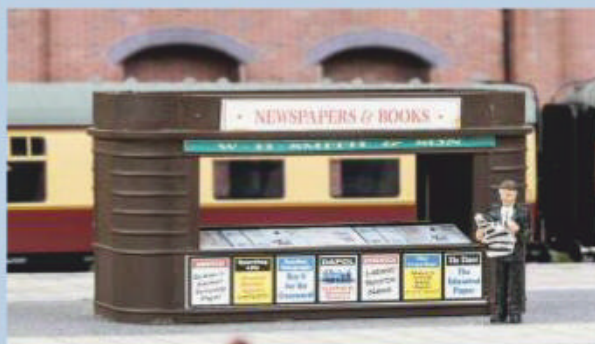
Chris Gadsby and **Chris Leigh** detail an urban station platform.

Once you've got your tracks and platforms in place you'll need to add lots of other station 'furniture' from nameboards and fences, to platform staff and passengers. We were presented with a station having four platform faces arranged on two islands. The blank canvas was fine but it really benefited from detailing and here, your imagination can run riot. As we were modelling a busy London station, we needed luggage, kiosks and plenty of people. Buses and taxis were needed for the road outside, and plenty of cameo

scenes were possible. Even some seagulls left over from Chris' Cornish harbour layout, found a new home foraging for fast food leftovers in the street. It's easy to end up spending a lot of money making your platforms look great, but it is really worthwhile.



THE LARGER DETAILS



It's always better to place large items first so that you don't end up trying to squeeze them in. The newspaper kiosk from Dapol is a simple plastic kit. A couple of figures holding newspapers is a good way to reinforce the scene.



Bachmann Scenecraft's brute trolleys were placed on the platform where parcels would be unloaded. Like the kiosk newspaper scene above, we're going to place porters around this area to reinforce the scene.



Most of the time benches are in pairs, back to back to one another so that you can face the platform your train should arrive at. We used the Hornby benches on the 'main' platform and the Bachmann ones on the narrower platform.

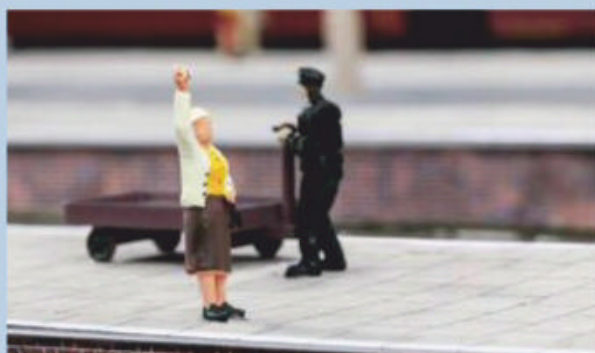


Three Peco relay cabinets were found in Chris' spares box. These are located between two tracks and far enough back that they don't foul any moving trains.

THE PASSENGERS



Above: In keeping with the theme of having a few scenes on the platforms, these two gentlemen are waiting for their train while resting their bikes against the wall. It helps to make the scene look more believable rather than having people placed randomly.



Anticlockwise: Figures should never be random. Everyone is where they are for a reason. The businessmen for example are all keen to be the first on the train and are guessing where the doors are going to be, while the lovers are right at the edge of the platform, embracing at the first opportunity and the lady is waving to her family.





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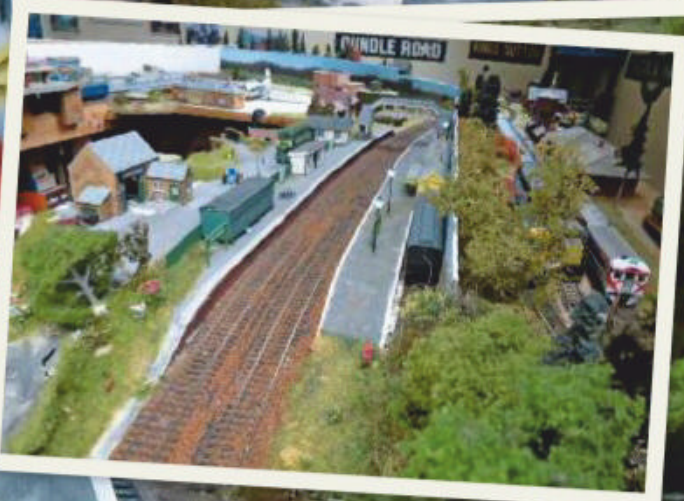
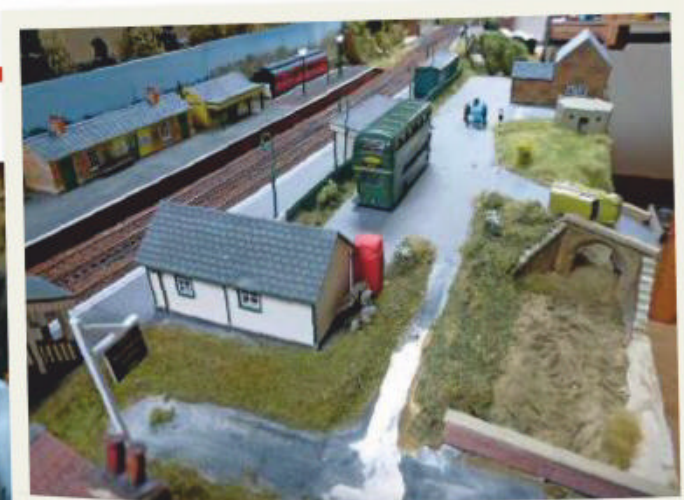
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Top - as it was: Incomplete scenic work and an overturned van show how lack of attention and vulnerability to damage have made this part of the layout unsatisfactory.

Above - as it was: The Up platform at Bolventor featured those Bachmann S&D buildings. As a modeller of BR Western Region, I really needed to replace them with something more to my taste.

HOW TO

PLANT A STATION - GWR STYLE

Unhappy with one of his present stations, **Chris Leigh** decides on a complete rebuild - from the ground up.

It is said that no layout is ever finished. I think that's a good thing, and even if it is finished, I don't think it hurts to rework some aspects of your layout from time to time. It's a chance to refresh 'tired' scenery, repair damage and give the layout the benefit of your current skills, which will have improved since your previous effort.

My 'OO' layout is a simple oval, with stations on both long sides. The main station, St Petrock, follows Southern Region practice and has a booking office based on the Art Deco structure at Bishopstone near Newhaven. It is incomplete because I've managed to build the layout in such a way that access to the island platform is difficult. Nevertheless, so far, I'm happy with it and



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one day I'll figure out how to reach the incomplete platform!

The secondary station is a different story. I had really wanted to make use of some resin structures by Bachmann, based on the Somerset & Dorset station at Shillingstone. I had a couple of timber buildings and a grounded coach body but not the main station building. However, this was enough for the Up platform as I already had a couple of Hornby buildings on the Down side. That platform is narrow and the Hornby buildings are a perfect fit.

What my layout lacked, however, was

a Great Western station, and that irked me. I'm probably the only British modeller who is not completely captivated by the Somerset & Dorset. I recognise that I'm peculiar in that respect, but I only ever knew the S&D as a collection of derelict stations after it had closed. After much soul searching, I decided that the Up platform and those S&D buildings had to go.

What followed, however, was hardly a simple choice. I have several GWR station buildings, including the Brunel-style Heyford, and the Oxford Worcester & Wolverhampton Railway's Handborough, both scratchbuilt, and my

What you will need

TOOLS

- ◆ Vacuum cleaner
- ◆ X-Acto knife with chisel blade
- ◆ Small hand mirror
- ◆ Steel rule
- ◆ Soft pencil
- ◆ Small drill and pin chuck

How big is a paving slab?

For this job it will be important to get all aspects as dimensionally correct as possible. I was going to be cutting card paving slabs for the platform edge but just how big was a traditional paving slab? No point popping out to the patio and measuring one there, as most modern paving slabs are much smaller, designed for ease of handling and making pretty patterns on patios. Despite having once been a station platform, my own garden revealed no clues. Then I remembered that there had been a small paved area where the house extension now is, and that I had donated the redundant paving slabs to the village church to make a disabled access. A quick trip to the church with a tape measure provided the answer. If you said '3ft by 2ft' you would be correct.

much-modified Oxford Structures model of Moreton-in-Marsh (see MR249, July 2018).

Bolventor station occupies a site very close to the central opening from which the layout is operated. Buildings in this spot are quite vulnerable to accidental knocks so I decided that the Oxford Structures resin model would be more resistant to such damage. Once I had stripped off all the old buildings, I tried all three buildings in place and confirmed my suspicion. The Oxford model of Moreton-in-Marsh it had to be.

It will, of course, be opposite Southern buildings on the other platform, but from most viewpoints you can only see one platform or the other. There are also precedents for buildings of mixed parentage. At Launceston and Lydford GWR and SR stations stood back to back and even had combined signal boxes, while at Dolgellau, the original Cambrian Railways station building was faced by a standard GWR structure on the opposite platform.

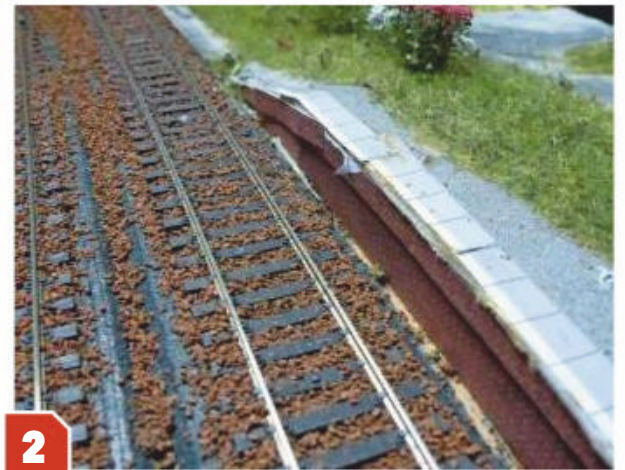
I also wanted to see if I could create a look of spaciousness, like the station on Pendon's Vale Scene. This would mean that there were fewer structures near the baseboard edge to get damaged. As I prefer my stations to have accurate details in the form of fencing, platform equipment and signs, this gave me an opportunity to create both a Southern wayside station and a GWR station on the same site.

STEP BY STEP



1

A few minutes' work with the end of a flat steel rule was all that was needed to strip the platform. The resin buildings came away undamaged and will be sold on.



2

Now is the time to check for damage. The platform is slightly curved and access is not very easy but even so, this mess should never have been acceptable. It will need to be rebuilt.



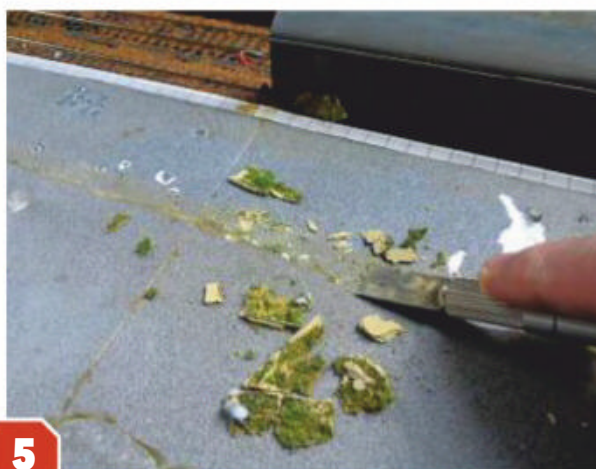
3

I started with a good clean-up using the domestic vacuum cleaner, which has a lot more suction than the layout's Dustbuster. Initially I intended to re-use the platform.



4

A trial fit of the Oxford building started to throw up some problems. It did not fit well into the existing scenery and there was a problem in getting it to stand level.



5

A chisel-shaped blade in the craft knife was used to remove the last traces of scenic plaster from the platform. By now, the printed platform surface was starting to suffer scrapes and tears.



6

The more I looked, the less happy I was with my previous efforts. A small hand mirror is a good way to check the less accessible areas. You can bet that these are the places that will show up in photographs!



7

When I thought I had unearthed enough problems, I placed a spirit level on the platform with this result. No wonder the Oxford building did not stand level. The whole platform sloped!



8

As the printed surface was damaged I decided to replace the whole platform surface with more substantial card. The old surface was removed to expose the 'egg-box' underneath.



9

By packing the underside and adding some deeper strips towards the back of the 'egg-box' I succeeded in levelling the platform, which I then resurfaced with 2mm mount card.



10

The GWR used paving slabs on platforms along the length of the building and where side doors needed to be accessed, and at the platform edge throughout its length.



11

Another check with the spirit level and this time the platform surface is within acceptable limits. Platform areas that were not paved were usually surfaced with 1/4in gravel.



12

Many stations had a pub on or close to the forecourt. In order to maintain access to the Moonacre Valley Inn, which is not being moved, the platform surface would need to slope down to meet existing scenery.



13

Here, the platform surface needs to fit around existing scenery and to accommodate the curved track. It will be best to mark it out and cut it before attempting to fit it in place.



14

Having marked the ends of the platform edge and cut a straight edge, I was able to temporarily fit the card in place and use a long coach as a guide to mark the curve with a pencil. This was then trimmed back.



15

With the curved platform edge now cut and the card fitted tight against the preceding piece, I cut it to fit around the existing scenery and along the back of the platform to allow for the slope.



16

The platform area in front of the building and the access to any side doors (usually the gents' toilet) was normally paved with standard slabs. I used a Slater's embossed styrene sheet.



17

I needed to blend the new work with the existing scenery so some minor repairs were made with plaster cloth and Polyfilla. The road and the station approach were surfaced with Woodland Scenics Smooth-It.



18

The Smooth-It is specially formulated to be easy to spread over large flat areas but it also stays in place on modest slopes, like the station entrance road. Once dry, after 24 hours, any minor lumps and bumps can be sanded away.



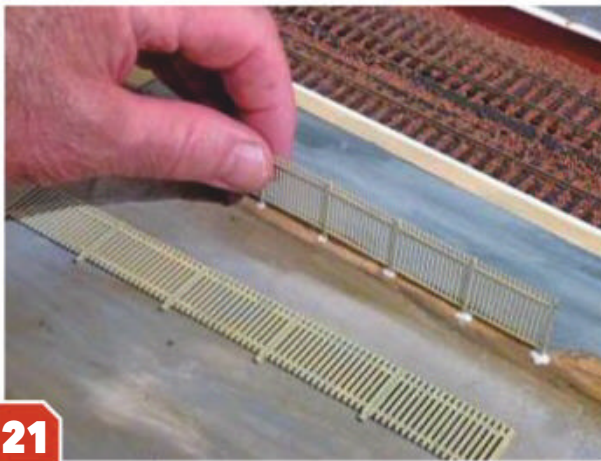
19

To colour the surface I used water-based paints working much as I had done on my Wisbech module (MR261, June 2019) to ensure that the colouring remained light in tone. Edges were blended with earth brown colour.



20

Before painting scenery, particularly 'paved' areas, I dampen the plaster by spraying with water containing a few drops of washing-up liquid. This helps to ensure that the paint goes on evenly, without dark patches.



21

A GWR station can have either iron railings or a wooden paling fence, or a mixture. Ratio produces both types. The GWR usually painted iron railings in dark stone but they could be cream or black in BR days.



22

I detailed and repainted the Oxford Structures station in MR249 (July 2018). Now is the last chance to add any further signs or posters from the Scalescenes sheet before the building is glued in place on the platform.

Station inspiration



KINGHAM A dismal, wet day shows up well the slabbed, block-paved and gravel areas of the Up platform at Kingham in the mid-1960s. Details to note are the standard roses, GWR nameboard and the concrete lampposts similar to, but not quite, the same as those used by the Southern Railway. KEITH JAGGERS



23

Nameboards, correctly called running-in boards, were distinctive to each railway company. Springside models makes the GWR type, though I used some old castings of my own. I used Slater's letters.



24

The screen for the gents' toilet door was made up from thin card, and with card trim added top and bottom. GWR used a cast nameboard post to support these screens so I used a spare from a Springside nameboard pack.



HENLEY-IN-ARDEN The nameboard at Henley-in-Arden is falling apart - not helped by growing runner beans up it! Slabbed areas are confined to platform edges and the immediate area around buildings. The rest is gravel. KEITH JAGGERS



25

A strip of Tamiya masking tape was laid 3mm from the platform edge so that the white edging could be painted. After 24 hours the tape was peeled off to leave a nice straight edge.

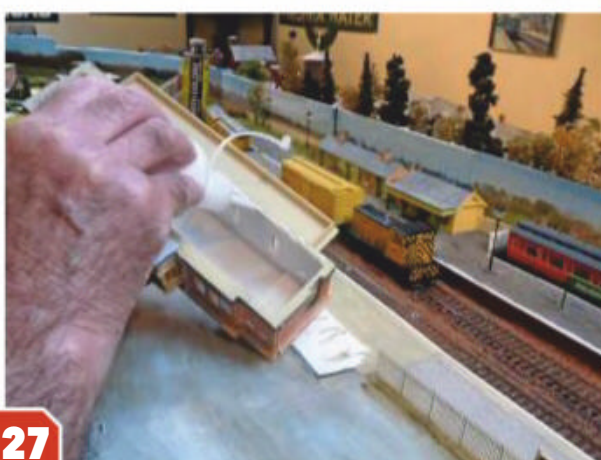


26

The areas of platform away from the building were usually surfaced with loose gravel. I applied a coat of cheap, slightly diluted PVA glue and then sprinkled on fine sand. Excess sand was vacuumed off after 24 hours.

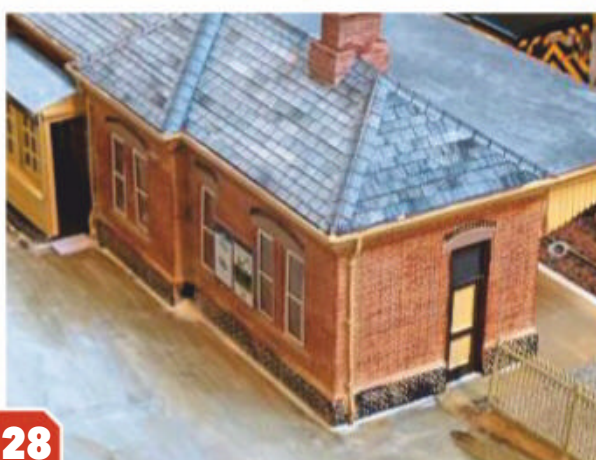


MENHENIOT The platform at Menheniot is part-slabbed and patched with 'modern' asphalt, despite the decrepit state of the rest of the station, still in its pre-war GWR light and dark stone paintwork in the mid-1960s. KEITH JAGGERS



27

I dislike visible gaps under model buildings so I applied a liberal 'bead' of Velo-Set PVA along the bottom of the walls and positioned it on the marked area of the platform. Glue needs to be visible all round the base of the building.



28

The glue around the base of the walls will dry clear and can be touched up with paint if needed. The porch needed a little filler and a doorstep to bring the level up sufficiently.



CHARLBURY Charlbury was the 'home' station of BR chairman Sir Peter Parker, so it was well looked after with restored GWR running-in boards, and smartly kept gardens, but modern chain-link fencing. KEITH JAGGERS



HOW TO

BUILD A CLASP STATION

George Dent assembles a great new Scalescenes kit of BR's prefabricated station buildings, which became a familiar sight in the 1960s and 1970s.

If, like me, you grew up in an urban environment in the 1970s and 1980s, austere concrete, glass and timber station buildings were a common aspect of the railway experience. Usually in a shabby state, they were a far cry from the immaculately tended facilities of earlier times.

While this might not sound appealing or particularly nostalgic, modellers with an interest in the BR Modernisation era tend to associate such buildings with contemporary motive power, such as Class 40s, 'Peaks' and 'Westerns', as well as first generation diesel and electric multiple units.

For those wanting to recreate the post-1960s scene therefore, this new offering from Scalescenes provides a perfect opportunity to

00 GAUGE | **MODEL** Scalescenes R003c CLASP modular building kit ♦ Price £3.99 | **AVAILABILITY** Download from www.scalescenes.com | **8 hrs** |

recreate an important style of structure employed by BR: the CLASP modular building.

THE KIT

As with all Scalescenes products, the new CLASP building kit is designed to be downloaded and printed at home. Once purchased, the kit can be printed as many times as you wish, allowing the building to be enlarged or customised to your own requirements. All you need is a decent colour printer and a supply of good quality paper and various grades of card.

Full, illustrated instructions are supplied as

part of the download and, like the prototype, the kit parts are offered in modular form. Therefore, the wall panels can be assembled in countless configurations, with a variety of window and door options provided, along with a range of internal walls, ticket counters and floor panels.

Single or multi-storey structures are possible and there are skylights and vents provided for the flat roof, along with overhanging awnings. Furthermore, different colour schemes are provided to suit various periods and regions, including plenty of Network South East brandings, along with



1

Having downloaded and printed out the kit, take note of the instructions and fix the paper onto the recommended thickness of card. Photo Mount aerosol adhesive offers a quick and secure bond – but wear a mask.



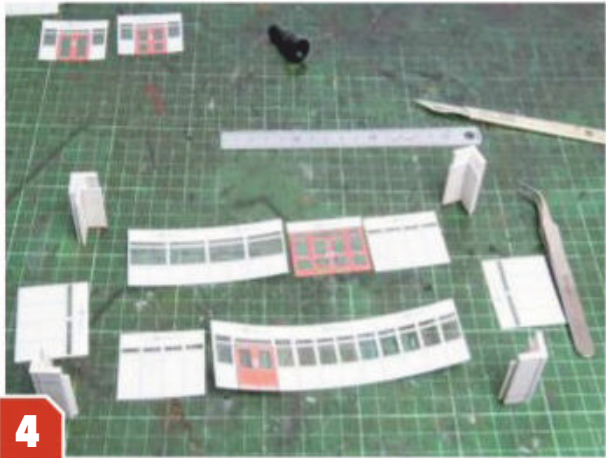
2

Cutting out the individual window apertures is a time-consuming business and the use of a fresh scalpel blade is recommended to keep the edges clean. Take your time with this stage to ensure the openings are neat and square.



3

Touching in the white edges of the paper with the appropriate colour adds greater realism to the finished model. Felt tip pens are ideal, if you can find a close match for the shades. Acrylic paint can also be employed, using a fine brush.



4

The walls and door panels have been fixed to a sheet of clear acetate (again using the Photo Mount) and the modular nature of the kit can be appreciated by how the various sections can be laid out to suit any requirements.



5

Having laminated the walls and corner sections, the main shell of the building can be erected. Check the corner angles with setsquares while the glue dries. Deluxe Materials' Roket Card Glue offers strong bonds and fast curing times.



6

The roof layers can be cut to the required size, laminated and glued in position. The optional awning is assembled in a similar way. When fitting to the walls, check that it's square and true. Make support columns out of plastic strip.



7

Lay the building onto the reverse of the roof covering sheet and trace out the dimensions carefully before cutting and gluing the overlay into position. The awning fascia boards can then be added.



8

Internal wall details are provided, including a ticket office window and a variety of doors and panels. The addition of the interior walls also adds strength to the overall structure. Again, use a setsquare to check alignments.

a range of appropriate signs and posters.

It takes a little time to cut out the various apertures and to laminate and assemble the various sections, taking care to align the parts squarely. Once the structure comes together, a surprisingly sturdy building is created, with a pleasing amount of surface relief. Indeed, the various concrete cladding panels are added as separate overlays which looks particularly effective.

With a little extra internal and external detailing, plus a touch of weathering with powders and paint, a very convincing rendition of the archetypal BR CLASP structure can be created, whether it's a station, depot office or mess room. The kit is also available in 'N' gauge and it certainly proved to be a fun modelling project.

What you will need

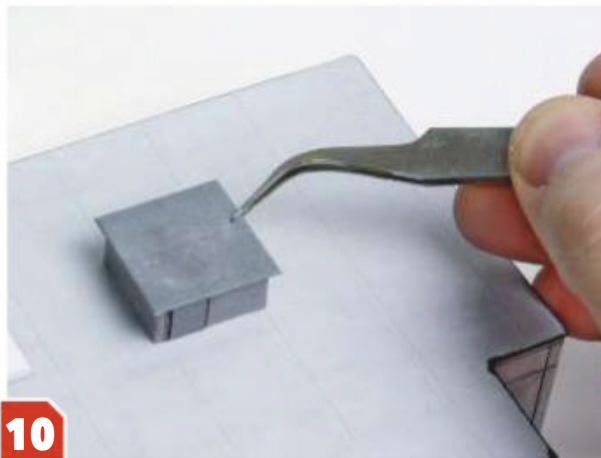
TOOLS

- ◆ Knife and blades
- ◆ Tweezers
- ◆ Straightedge
- ◆ Paintbrushes
- ◆ Cutting mat



9

The kit presents a pleasing amount of surface relief, created by the addition of several layers, including the individual concrete cladding panels to the exterior. Use the printed lines to position the panels accurately.



10

A choice of roof fittings is provided, including an array of skylights and a raised vent structure. Place these in appropriate areas – the vent above a plant room and the skylights above the waiting room, for instance.



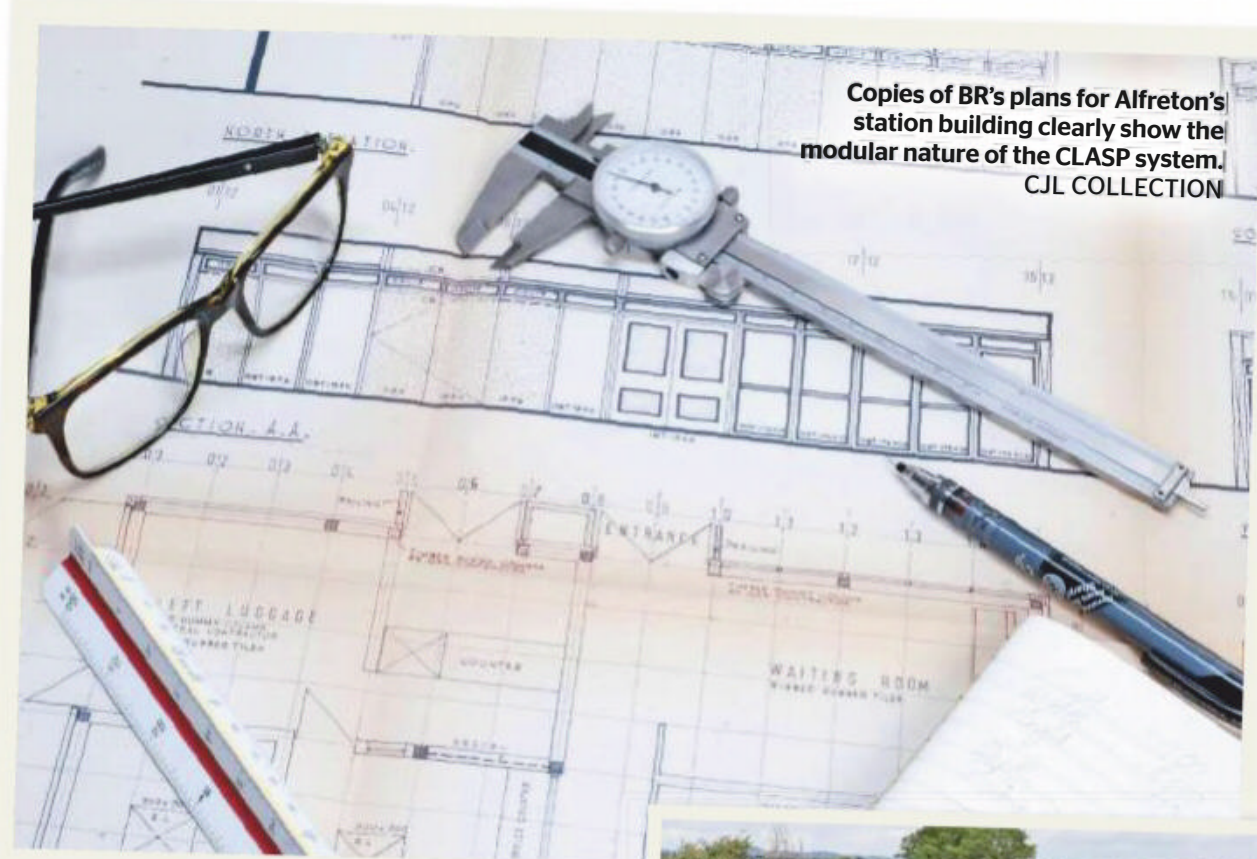
11

The CLASP kit provides an array of signs and posters, but Scalescenes also offer packs of editable signage so you can create your own station names. See www.scalescenes.com for full details.



12

The tiled floor panel can be cut to the required size and fixed to the groundwork before the building is installed. Now's the time to add benches, passengers, staff and other paraphernalia before 'planting' the building.



Copies of BR's plans for Alferton's station building clearly show the modular nature of the CLASP system. CJL COLLECTION

CLASP buildings

The CLASP (Consortium of Local Authorities Special Programme) system was developed in the early 1960s by Charles Herbert Aslin, the county architect for Hertfordshire. Prompted initially by an acute shortage of school buildings in post-war England, Aslin's idea of prefabricated, modular structures allowed them to be built quickly and cheaply.

Utilising a light steel frame, the buildings could be clad in a variety of materials, with concrete and glass being the most commonly employed, although decorative timber cladding was also popular. Despite the lightweight nature

The CLASP system allowed new or re-opened stations to be furnished at lower cost. Alferton and Mansfield Parkway's archetypal CLASP structure is pictured just before opening in 1973. CJL COLLECTION

of construction, a maximum of four storeys in height was possible and countless configurations could be achieved to suit the planner's needs. Offices, libraries and even housing was developed using the CLASP system and British Rail were quick to see the potential, with a large number of station buildings, mess rooms, depot offices and signal boxes being constructed in this style throughout the 1960s and 1970s.

Examples could be found all over the BR network, although the majority were to be found in southern England and the Midlands. Controversially replacing older, more ornate (and expensive to maintain) structures, the modernist aesthetic was not to everyone's taste and BR's minimal maintenance saw the buildings rapidly appear shabby.

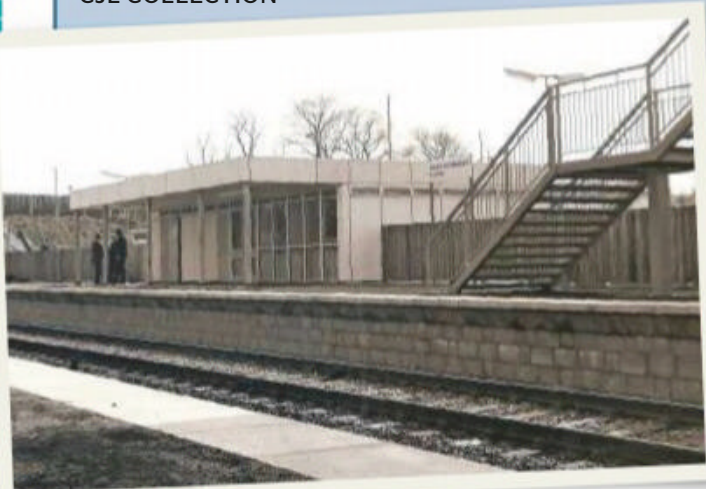
Indeed, some CLASP buildings enjoyed a relatively short life, whether they were railway or 'civil' structures, not least as the use of asbestos was prevalent in their construction. Happily, CLASP-style buildings are still in use on the national railway network, with some prime examples to be found at Alferton, Wool, Virginia Water and Sunbury.



Having lost the Mansfield Parkway suffix in 1995, Alferton hosts Northern Rail 158848 as it calls with a Nottingham to Leeds service, August 2016. RAIL



The two-storey, glazed booking office at Brockley illustrates the versatility of the CLASP system, which continued to evolve during the 1970s. ALAMY



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HOW TO

BUILD A BESPOKE STATION

If you have a particular station in mind it's likely you'll have to carry out some modifications to an off-the-shelf kit. **Peter Marriott** shows you his approach to achieving a specific style.

One of my favourite types of station is one where the original features have been carefully conserved and integrated into what appears to be a thoroughly modern station. Users get to enjoy traditional features such as old platform canopies with valances and original structures, but with all the modern features of 21st-century train travel.

Kettering station is an example of what I mean. Railtrack sympathetically restored the old Midland Railway canopy and buildings, rather than go with BR's preferred option, which was to replace the canopy with plastic sheeting. I wanted this blend of old and new on my 'Stanton Central' urban station project (MR246).

Wills' SS54 Station Canopy kit is nowhere near as ornate as the one at Kettering, but it has enough of that 'steam age' character that I wanted. I also wanted a complementary waiting shelter, so went for the Wills kit which, though apparently inspired by the one at Clapham Junction, is nicely generic. I spotted similar station architecture while passing through Leicester recently.

I'm no novice to building plastic kits, but I really struggled with the canopy. The instructions are rather dated and not particularly helpful, compared to those supplied with more modern kits. The biggest

00
GAUGE

MODEL Wills SS54 Station Canopy kit
♦ Price £8.95

AVAILABILITY
Peco stockists

3
hrs



00
GAUGE

MODEL Wills SS78 Island Platform Shelter
♦ Price £13.60

AVAILABILITY
Peco stockists

2
hrs



issue was that there was no way to fix the supporting legs and their brackets to the roof other than by improvising using additional support under the roof, made from excess plastic sprue. I felt that it would be easier and cheaper if I scratchbuilt my own canopy.

The waiting room, on the other hand, went together a lot better than the Wills platform canopy. To make mine a little different, I simplified the window frames by cutting off the rather ornate triangles on the top of the window frames.

STEP
BY
STEP



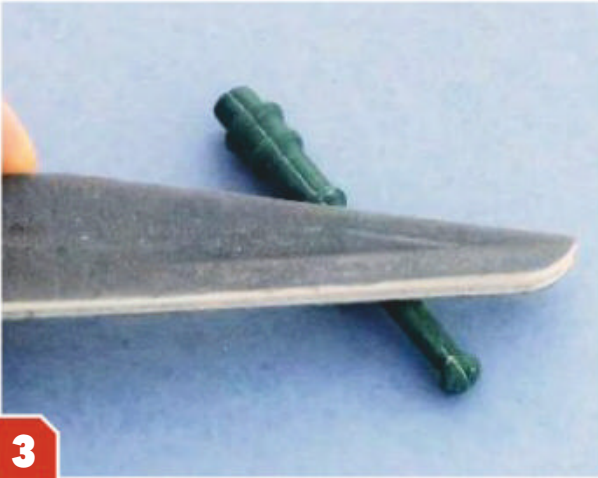
1

The components for the two Wills canopies, which would give a combined covered area of 180mm by 60mm.



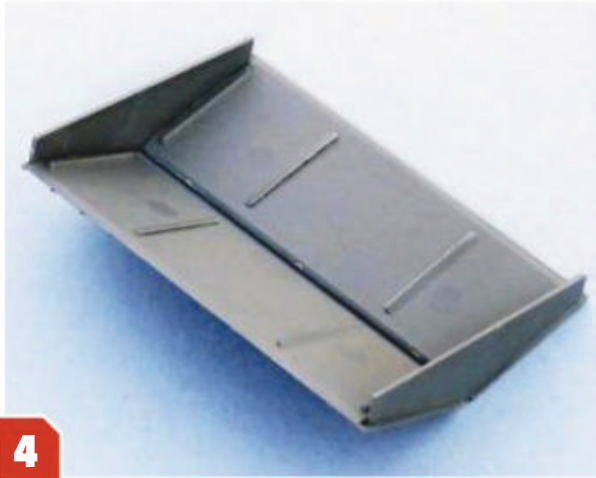
2

The columns come in two halves. Remove them from the sprue with a pair of cutters and glue them together with Humbrol Liquid Poly.



3

Use a fine sanding stick to smooth the joints on the two halves of the supporting legs. Preparation such as this only takes a few seconds but pays dividends.



4

Follow the same procedure with the roof pieces. Use a small sanding stick to remove a little excess plastic that was left over once the pieces had been removed from the sprue.



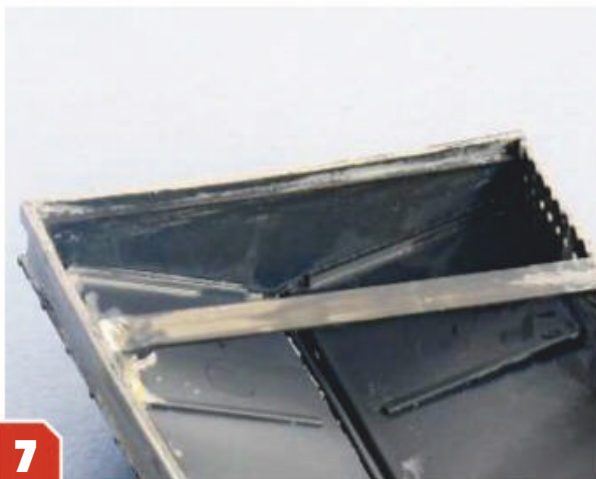
5

Joining the two canopy roof sections required a little ingenuity. I cut a chunky piece of sprue and glued it to one end...



6

...but the valancing was missing on one of the canopy kits. I made a new valance from card, gluing it in place with Scenic Glue. If it were visible, I'd have used pinking shears to make the jagged edge.



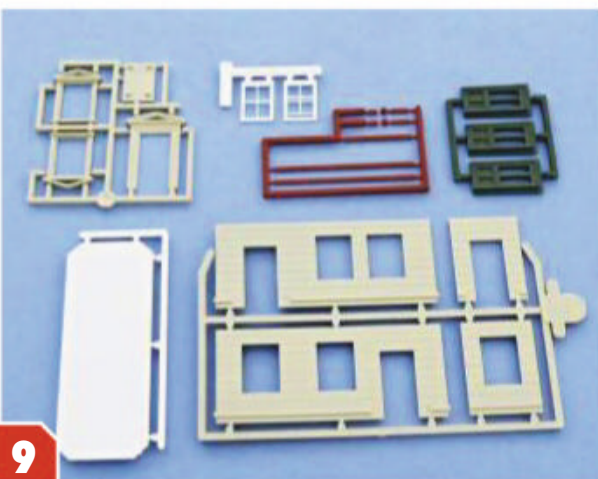
7

The underside of the roof, showing the additional supporting cross members I added to take the tops of the supporting pillars.



8

After painting the columns white I wanted to highlight the rings on the legs, so I wound masking tape around them before painting the rings with black acrylic paint.



9

The waiting room comes moulded in four colours. Assembly is straightforward using a pair of sprue cutters, a sanding stick and some poly cement.



10

The door and window frames have these distinctive arches. To make my shelter more generic, I removed them.



11

Greys, off-whites and dark blues tend to be fairly common station colours today. I painted the walls light grey, the columns and doors white and the door and window frames black.



12

Placing the waiting shelter enabled me to judge where the columns should go. Woodland Scenics' Scenic Glue is ideal for sticking the columns to the platform surface.



13

With the canopy secured to the columns, I painted the roof section with Tamiya Flat Neutral Grey and the valances in the same grey as the waiting room walls.



14

The holes in the valance are small and are easily clogged with paint. I opened the holes with a small nail, but a cocktail stick or pin would do just as well.



MODELLING THE 'AVOIDING LINE'

The railway is an increasingly congested place so some stations boast an avoiding line, that allows freight or through trains to overtake stationary ones - or to hold freight trains away from taking up valuable platform space. I've seen avoiding lines at both Peterborough and Chesterfield stations and wanted to include one on 'Stanton'.

I decided to model it with a lighter



coloured ballast, to suggest that this was a new Network Rail modification. The real advantage of it is that it can host a 1.3-metre long train (which would not usually fit in the station platform) for photographic purposes on it! It also provides a very neat backdrop to the layout.

What you will need

SHOPPING LIST

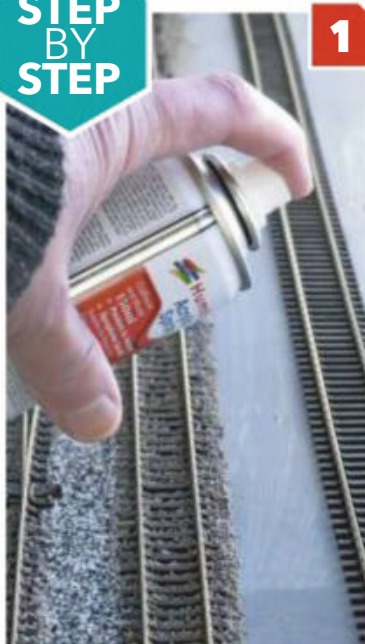
- ◆ Woodland Scenics WS190 Scenic Glue, £8.75
Availability: Bachmann stockists
- ◆ WWScenics 'N' gauge ballast; WW Scenics Ballast Glue £10.50
Availability: WW Scenics, 30 Lonlas Village Workshop, Skewen, Neath SA10 6RP
Tel: 01792 815841
Web: www.war-world.co.uk
- ◆ Humbrol AD6029 Dark Brown acrylic aerosol, £5.50 Availability: Hornby stockists or www.humbrol.com
- ◆ Noch 57430 3D Texture Wall Quarystone Grey, £20.17
Availability: www.amazon.co.uk
- ◆ DCC Train Automation DTA1021 Ballast Spreader, £14.00
Availability: DCC Train Automation
Tel: 01823 429309
Web: www.dcctrainautomation.co.uk



TOOLS

- ◆ Sharp pencil
- ◆ Craft knife with fresh blades

STEP BY STEP



1 I laid the Peco flexible track using Woodland Scenics Scenic Glue to hold it in position. When dry, spray the aerosol around 25cm from the track in a fairly quick motion along the length. Make a second pass and leave to dry.



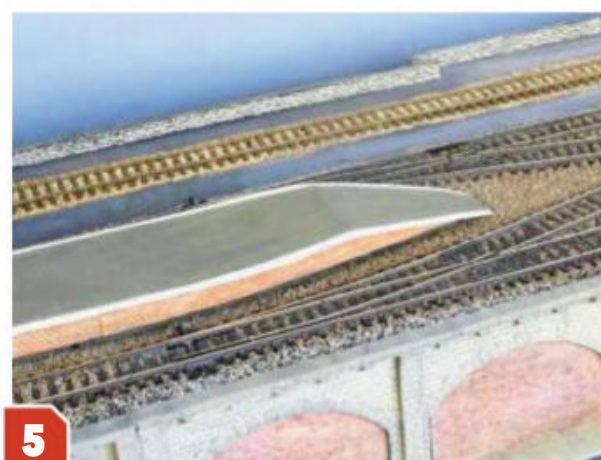
2 While the paint was wet I cleaned off the tops of the rails with fine sandpaper. To make a neat edge to the ballast, I laid domestic DIY masking tape along both sides of the newly weathered track as soon as the paint had dried.



3 WWScenics produces ready-mixed ballast glue which does not require the dry ballast to be sprayed with soapy water to break down the resistance of the tiny pieces of ballast.



4 I decided to use WWScenics 'N' gauge clean light brown ballast to provide contrast to the existing track. This Proscenics ballast spreader proved to be a lot quicker than my usual technique of spooning ballast out of the bag.

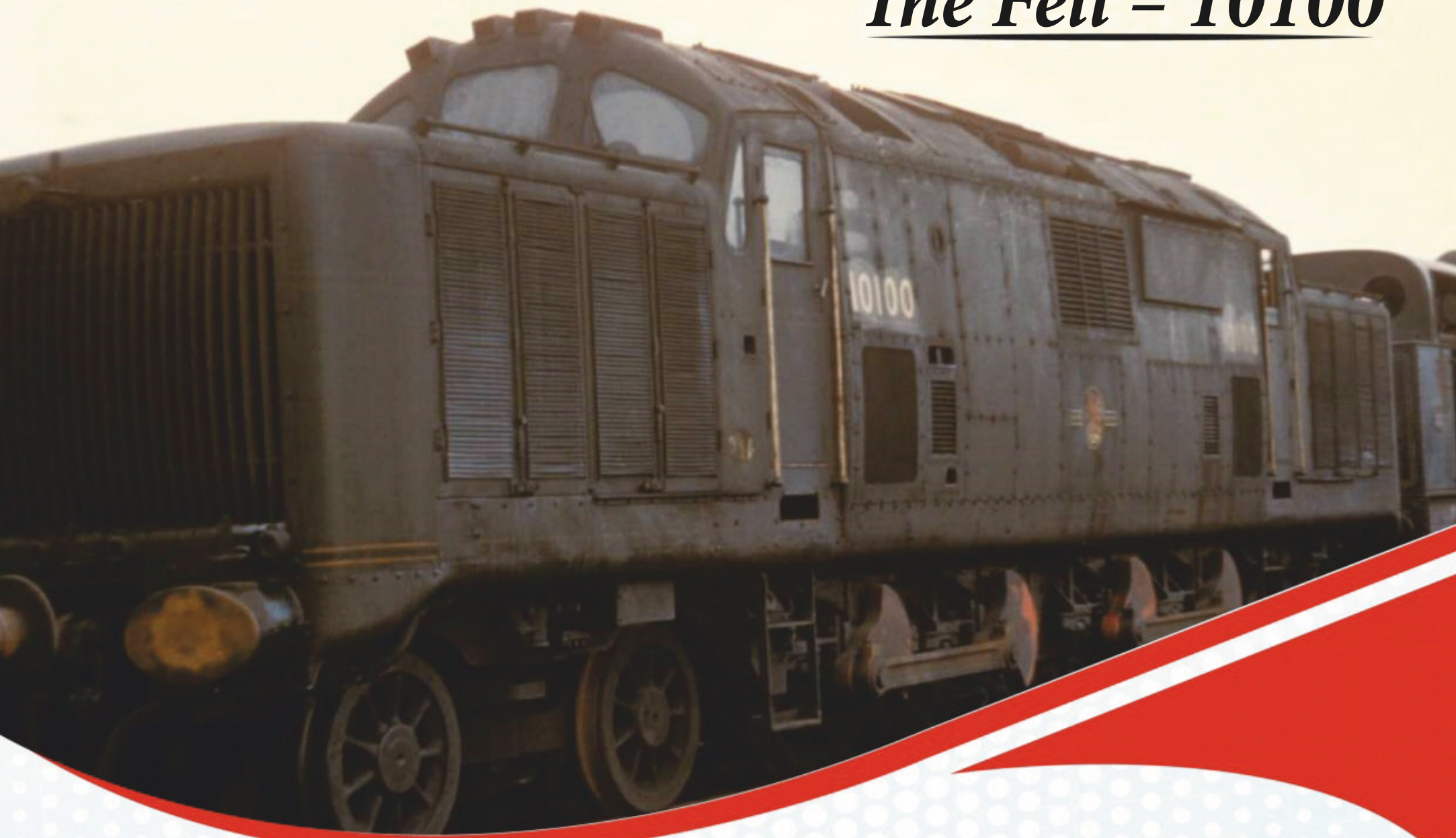


5 Along the rear edge of the raised section of the layout I made a stone wall from mounting card covered with Noch texture sheet, as shown. The wall was capped with thin cardboard strips from the packing of a new shirt.



6 Don't forget the trackside 'furniture'. While adding the station avoiding line, I installed these 'OO' gauge point motors from Peco. You get six in a bag (SL-47, rrp £2.70) and you can glue them into place with Scenic Glue.

The Fell – 10100



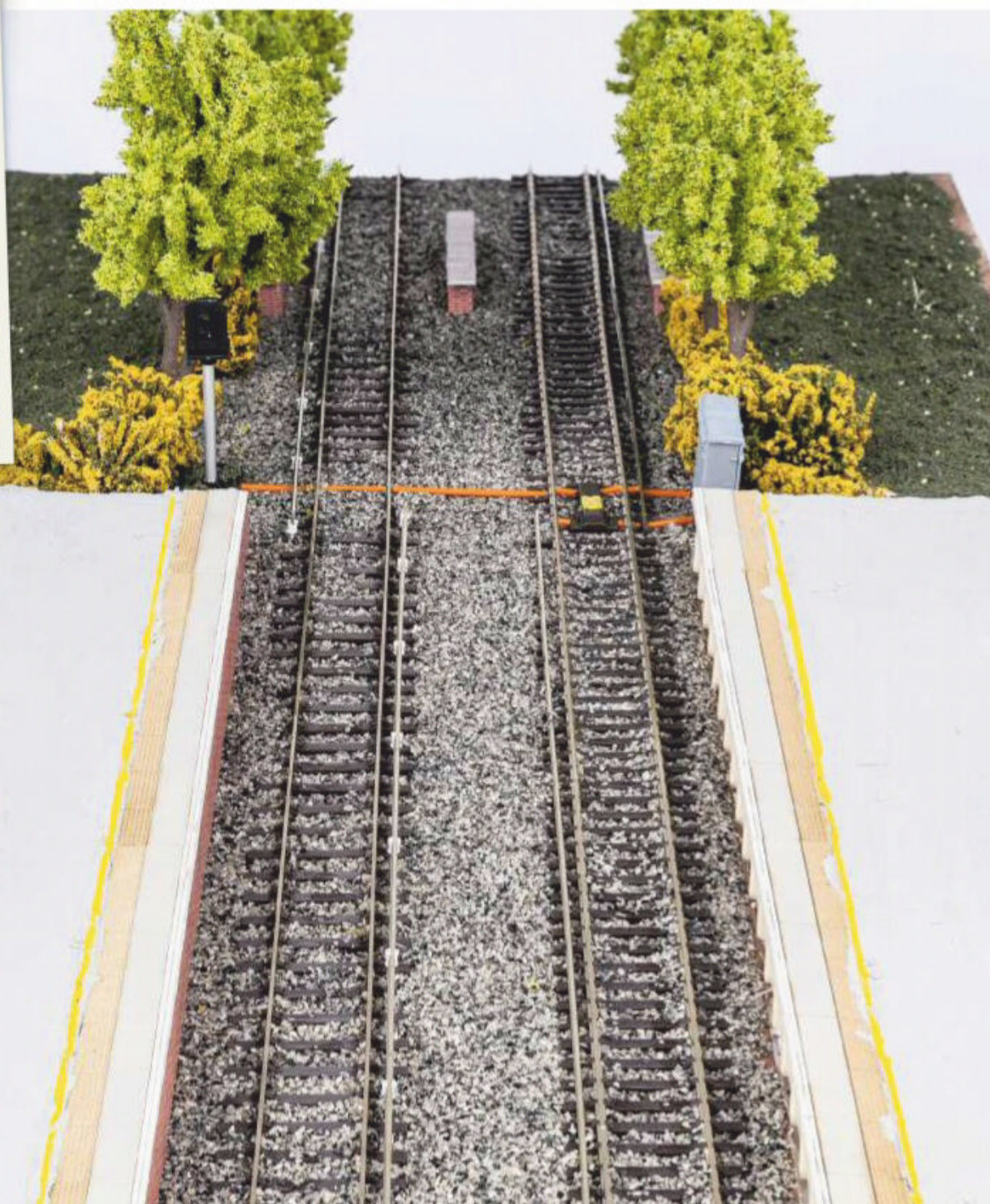
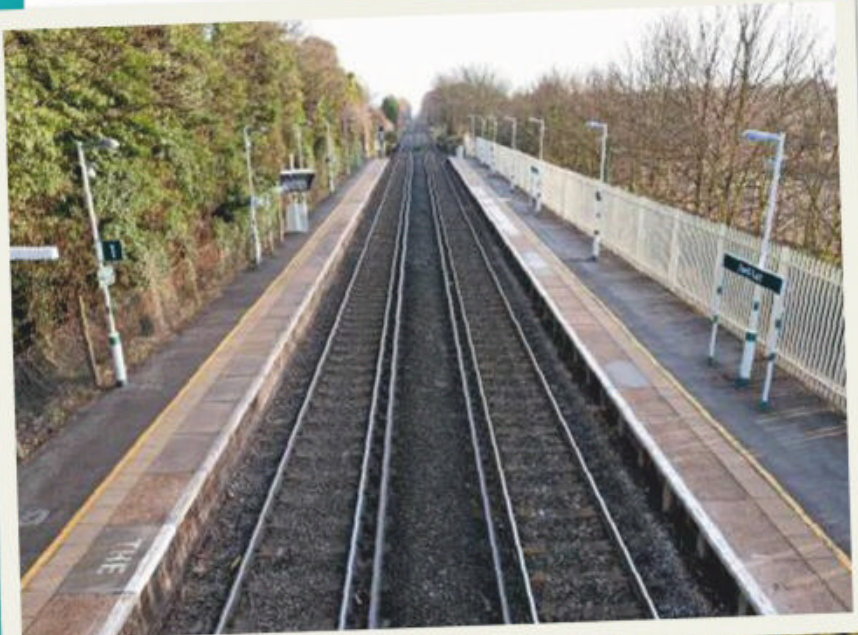
The Fell – 10100

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 sort after model. With 4 Paxman prime mover engines and two AEC auxiliary engines, it had the most complex gear box every 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 buers, NEM pockets. Prices will be £140 and £245.

Expression of interest now open via the website

www.krmodels.co.uk



HOW TO

BUILD A MODERN PLATFORM

Chris Gadsby builds a modern image platform.

The previous Workbench articles will show you that no two platforms are alike. And as the youngest of the *Model Rail* team by a good decade, there was only one type for me - the modern image platform.

You may recall I built some third rail track and a small amount of scenery on a Tim Horn 3ft by 1ft baseboard in *Model Rail* 266. Well, the reason for my choice of location was that it would also allow me to build the modern platform at East Ewell (Surrey) on the same board, saving me some valuable space!

As with everything in railways there is no



such thing as a standard platform. Some have all the bells and whistles on them, such as dot matrix indicators, waiting rooms and plenty of facilities, while others simply don't. A lot of this is down to station usage and passenger numbers, and in the case of Ewell East this doesn't make for pleasant reading. When compared directly to the other local station Ewell West, Ewell East struggles. It handles fewer than half the passengers,

likely due to its less frequent service to London, and as a result it does not have many facilities.

With new technologies becoming ever more common in model railways, and products such as Train-Tech's dot matrix indicator costing £50, you'd be forgiven for thinking that building a modern station costs the earth, but I built the whole layout for £100. A fair portion of that was taken up by the scenery, and a quarter of it was the Train-Tech DCC signal. The platform and all of the furniture cost under £50 and was completed in a day.

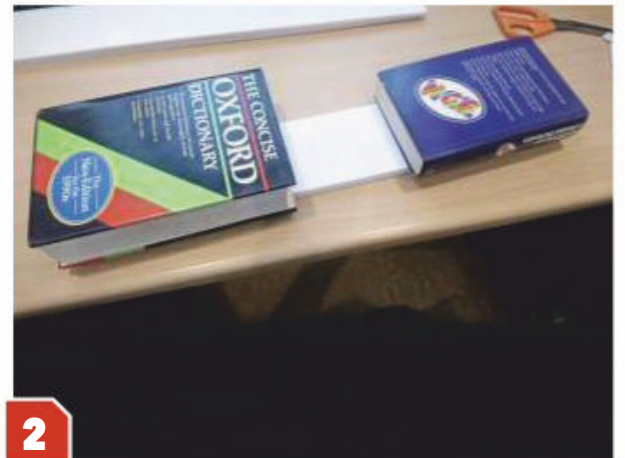


STEP BY STEP



1

I tested the height of the platform using offcuts of foamboard in different thicknesses. Remember to factor into your measurements that the top of the foamboard is not the top of the platform, as you will add material later.



2

After deciding that 15mm (excluding the additional surface materials) was about the right height, I taped and glued a 10mm and 5mm piece together, holding them firmly down with heavy weights until the glue had set.



3

At the end of the platform there is a ramp. To make this, mark the foamboard at the top of the ramp and use a blade to cut through at an angle. I found it easier to stand the foamboard on its side for this and let the knife do the work.



4

East Ewell's platforms have different types of edging. For the girders I used Peco edging. My platform was lower than 20mm, so I cut a groove in the board to make the platform sit flat – easier than trying to cut through the edging.

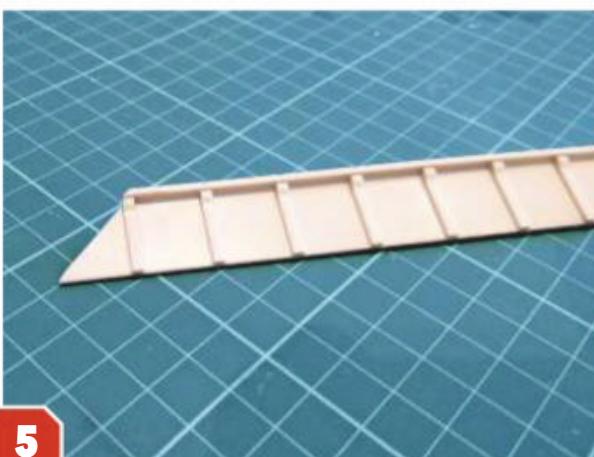
What you will need

SHOPPING LIST

- ◆ Bachmann 44-543 metal station platform lamps **Availability:** Bachmann stockists **Price:** £8.50
- ◆ Metcalfe M0054 red brick card sheets **Availability:** www.metcalfemodels.com **Price:** £5.80
- ◆ Modelscene 5095 Peco station nameboards **Availability:** Peco stockists **Price:** £4
- ◆ Peco LK-62 platform edging concrete type **Availability:** Peco stockists **Price:** £4.50
- ◆ Ratio 421 GWR station fencing **Availability:** Ratio stockists **Price:** £4
- ◆ Wills SS85 relay boxes set 1 **Availability:** Wills stockists **Price:** £4

TOOLS

- ◆ Heavy weights
- ◆ Foamboard
- ◆ Filler
- ◆ Grey paint
- ◆ Needle or thin tweezers
- ◆ Glue
- ◆ Cotton buds
- ◆ Steel edge rule
- ◆ Paint



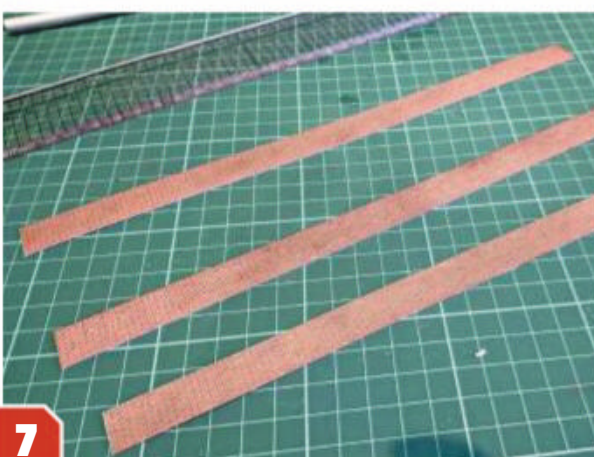
5

Cutting through the girder at an angle was easy as it is made out of very soft plastic. I lined up a vertical column with the very edge of the full height platform, just before the ramp begins, and cut it to length at the other end.



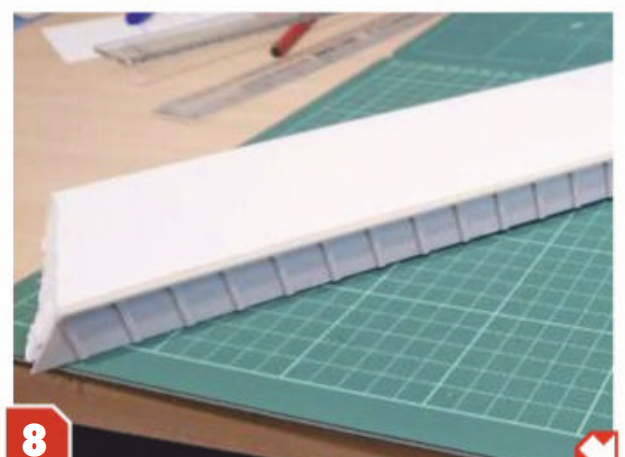
6

Handily, the girders come with joiners so that it's easy to connect them together. To reinforce the join I glued it so that when I was positioning the girders on the side of the platform I didn't have to worry about them coming apart.



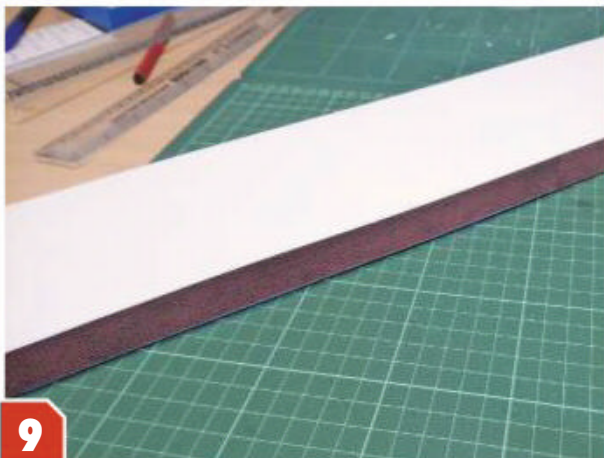
7

For the brick platform I used Metcalfe brick sheets. Use a steel rule and a blade to go through the sheet and, as with the other platform, make a cut at an angle on the piece at the end of the platform.



8

I glued the concrete girders to the platform, leaving the knobs at the top in place as I could use them to push into the foam. At this stage, make sure that the tops of the girders are in line with the top of the platform.



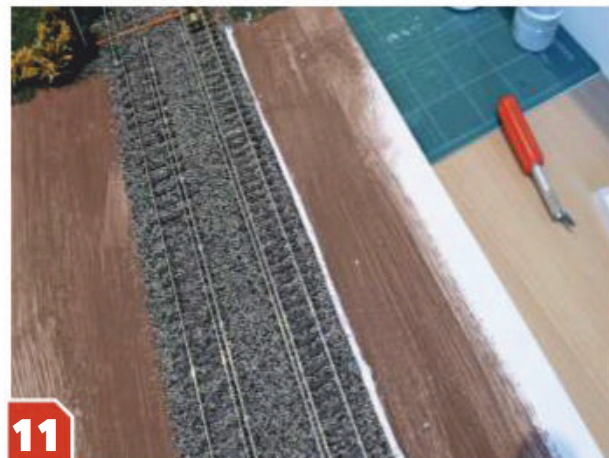
9

The brick side was a lot easier to attach. Again, I used contact adhesive to fix it in place. For two of the pieces I coloured the edge of the paper in a similar brick colour, but when I put them together I found that it looked better without.



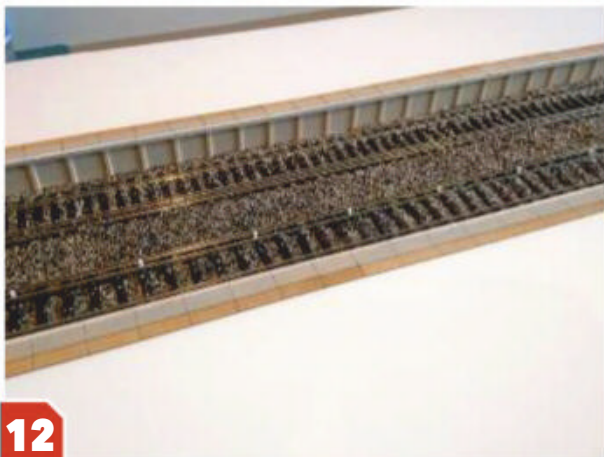
10

Scale Model Scenery's modern platform edging was perfect for this project. I painted the white line at the edge and then the stone slabs with a light grey. Don't worry if your paint job isn't even - it looks more realistic.



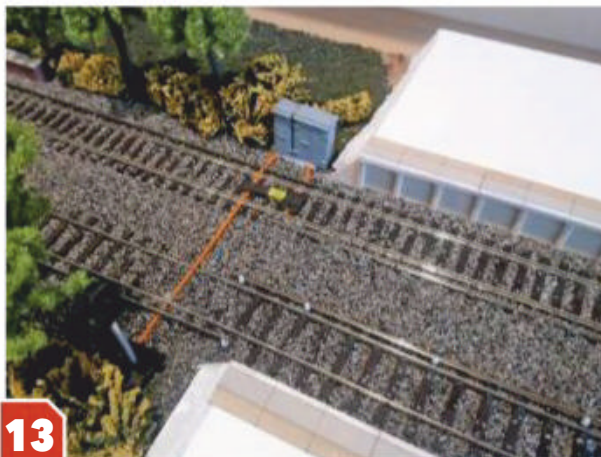
11

As the Peco girders were deeper than the platform I used a blade to cut a groove in the base in order for the platform to sit flush. Cut a groove in the foamboard and then lift any stubborn pieces out with tweezers.



12

Add the platform edging. Again, weigh it down until the glue has set. My laser-cut wood had started to curl after a long period of storage so only buy the edging when you need it - a flat surface is much easier to paint.



13

Wills relay boxes set 1 were perfect to place trackside at the end of the platform. They came in three parts and I found it easiest to paint them while they were still attached to the sprues.



14

For the platform top I wanted something to look like Tarmac and which I could make look a little bit rough. I decided to try Polyfilla, something I hadn't used before, mixed with grey paint to give the look of asphalt.



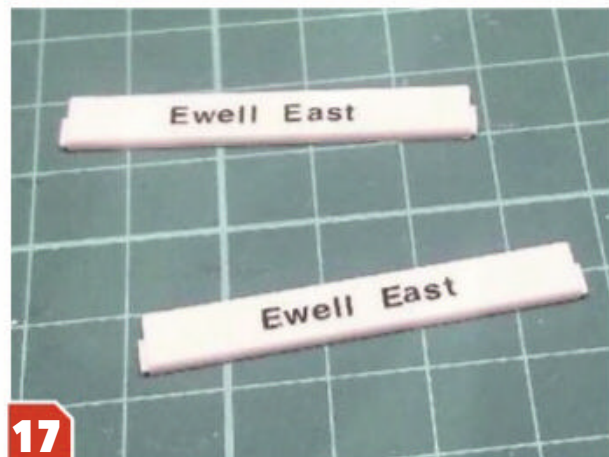
15

Spread the filler with a spatula. It can get quite messy, so put a sheet down! If you want to add in any patches of different colours, now is the time to do it.



16

Ratio GWR station fencing was used along the back of the platform. I made holes in the foamboard with a needle and filled them with glue before placing the fence in. The ruler against the fence ensures that it sets upright.



17

The station nameboards were by far the most time-consuming job, and the most fiddly. These use Fox's waterslide transfers. There isn't a ready-printed name for Ewell East, so I had to do each letter individually..



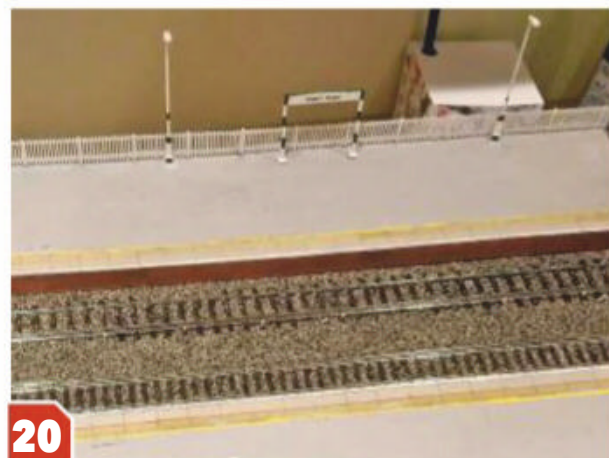
18

As a location on the Southern Railway network, the lampposts and station nameboards needed some green stripes. I held them in place with Blu Tack while doing so. Deluxe Materials' Tacky Wax would have been a better choice.



19

Draw the yellow line onto the platform. Use a ruler to get it straight. Painting the line could work just as well, but as the platform is outside in all weathers make sure you have a couple of bare patches for realism.



20

The final step was to add the nameboard and lampposts. The nameboard had legs to go into the platform but the lampposts just sit flush on the top. I used a bit of Sellotape to hold them upright while the glue was drying.



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Masterclass

Looking at locomotives in detail

PILOT scheme

As humdrum as its role was, the station pilot was the star of its own little world. **Richard Foster** tells the complicated story of one such locomotive – the 'J69'.



Isn't it funny how if a non-railway enthusiast friend or acquaintance tells you that their dad or granddad was an engine driver, just how many of them drove *Flying Scotsman*? You could almost believe that speeding between London and Edinburgh was the only job on the railway...

There were so many daily jobs on the steam-era railway that have disappeared. Many were humble, humdrum affairs, such as working the local branch line or the pick-up goods. Taking the named express, the trains that the public had all heard of, the 'Flying Scotsman', 'Royal Scot' or suchlike, was the preserve of the Top Link crews, an elite group of men at the very peak of their profession.

If there was one duty where humdrum

met public fame, it was that of station pilot. The station pilot covered all manner of tasks. It would bring in coaches and take coaches away. At through stations, it would attach or detach coaches for diverging branch lines. The pilot could also be called on to take over from an ailing locomotive on a longer journey.

Shedmasters at more rural locations would usually roster whatever spare locomotive they had available, but the station pilot at a London terminus took on extra special significance.

Where else but London would the station pilot become something special? It's why Great Western Railway management encouraged **Hawksworth** to develop the '15XX and '94XX' panniers. They didn't want people looking at 1920s locomotives on the modern, post-war railway. ➤

Frederick William Hawksworth, the GWR's chief mechanical engineer from 1941-1949.

“ The station pilot at a London terminus took on extra special significance ”

Liverpool Street's 'J69/1' station pilot No. 68619 has been pressed into service to haul the 5.27pm Liverpool Street to Chingford on May 7 1959 after an 'N7' failed. The 'N7s' replaced the 'Buckjumpers' as commuter traffic in East London and Essex increased but No. 68619 proves that the class could still cope as it powers past Hackney Downs with two Gresley 'Quint-Art' coach sets in tow. K.L. COOK/RAIL ARCHIVE STEPHENSON

Masterclass

If there was one London terminus where the station pilot took on extra significance, it was Liverpool Street.

Anyone who has read the late Dick Hardy's *Steam in the Blood* will know that Stratford shed had its fair share of problems in BR days, but it did make sure that the Liverpool Street pilot was always immaculately presented. This continued well into diesel days when Class 08 08833 stood sentinel in its immaculate Great Eastern Railway blue, lined in red with 'cycling lion' BR emblem and 'cockney sparrow' depot motif.

But 08833 was only following in the footsteps of No. 68619, arguably the most famous station pilot of all time. It caught the eye for its rich royal blue livery at a time when the rest of the railway was dirty black and green.

You could, therefore, be forgiven for thinking that James Holden's 'J69' was a one-trick pony. That was far from the case – the design actually originated in its ability to be more than a shunter.

The Great Eastern Railway had traditionally used older, displaced main line locomotives for shunting and so James Holden penned an all-new shunter when he became locomotive superintendent in July 1885. The 50 'T18s' may have revolutionised GER shunting but an even more significant event occurred when No. 294 was trialled on the increasingly busy commuter services to Enfield. It was a huge success and much more powerful than existing 2-4-2Ts.

Ten 'T18s' were built for passenger use and both Holden and Alfred Hill would go on to build four classes of 0-6-0Ts for the hugely intensive suburban system that became known as the 'Jazz'. This is where the 'J69' story starts.

Actually, the 'J69' story starts with the 'R24' class of 1890. It looked remarkably like the 'T18' but was shorter overall. It had a longer wheelbase, sported a smaller cab and the tanks were positioned further forwards.

The boiler on the first 100 'R24s' was pressed to 140lbs/sq in. Those built from 1899 onwards received a boiler to a slightly different design that was pressed to 160lbs/sq in. Earlier locomotives began to be fitted with the later boiler. Increased train weights from 1902 required an even more powerful variant and another new boiler, pressed to 180lbs/sq in with a larger firebox, was produced.

Larger water tanks were fitted, increasing the water capacity from 1,000gal to 1,140gal; a further modification increased capacity to 1,180gal. The larger tanks were much wider than the cabs.

Confused by such minor-sounding

'J67/2' No. 68492 rests at Edinburgh St Margarets in the early 1950s. Although cropped out of shot, it is coupled to an ex-'J37' 3,500gal tender for working the Lauder Light Railway. Despite its new role, it has the unbalanced wheels of a shunting 'Buckjumper'; shunter versions also had a lever rather than a screw reverser. RAIL ONLINE



modifications? They actually become vital to the 'J69' story.

These rebuilt 'R24s' became just that: they were classified 'Rebuilt R24'.

When the GER ordered more locomotives in 1904, they were built new with 180lbs/sq in boilers and 1,200gal water tanks with flush cab side sheets. They were given a new classification – 'S56'.

Still confused? The LNER tried to bring some order to this seemingly haphazard classification system.

Locomotives with 160lb boilers and 1,000gal tanks became 'J67' and those with 180lb boilers and larger capacity tanks 'J69'. But such simplicity didn't last long.

Ten 'Rebuilt R24s' had been converted into shunter locomotives in 1912. As part of the changes, some had received the 160lb boiler but had retained their big tanks.

A further 19 'J69s' followed suit from 1938, and all 29, because of their larger capacity tanks, became 'J67/2'. Standard 'J67s' became 'J67/1'. Even before all 19 'J67/2s' had been created, No. 7332 was refitted with a larger boiler in 1940 and became a 'J69' once again. Fourteen 'J67/2s' returned to 'J69' status, with No. 68529 becoming the last in 1954.

1946 brought with it another new sub-class. No. 8587 became the first 'J69/2' when it emerged that June with a 180lb ➤

A rare colour photograph of 'J67/1' No. 68616 at work on the Kelvedon & Tollesbury Light Railway in June 1950. The line between Tiptree and the coastal Essex town of Tollesbury closed in 1951; the Tiptree-Kelvedon section remained open for freight until 1962. No. 68616 was one of the two remaining passenger 'J67s' to receive a vacuum ejector alongside a Westinghouse pump in 1939. G.W. POWELL/ COLOUR RAIL

Right: 'J69' No. 68532 became Departmental No. 43 after withdrawal in January 1959. It continued to serve until finally condemned in August that year. Two more 'J69s' became part of the Departmental fleet and lasted until 1962. Alongside No. 43 inside one of Stratford's small sheds is 'J66' No. 32. The 'J66' or GER 'T18' was Holden's first 0-6-0T design and set the standard for the subsequent 'J65', 'J67', 'J69' and 'J68' builds. RAIL PHOTOPRINTS

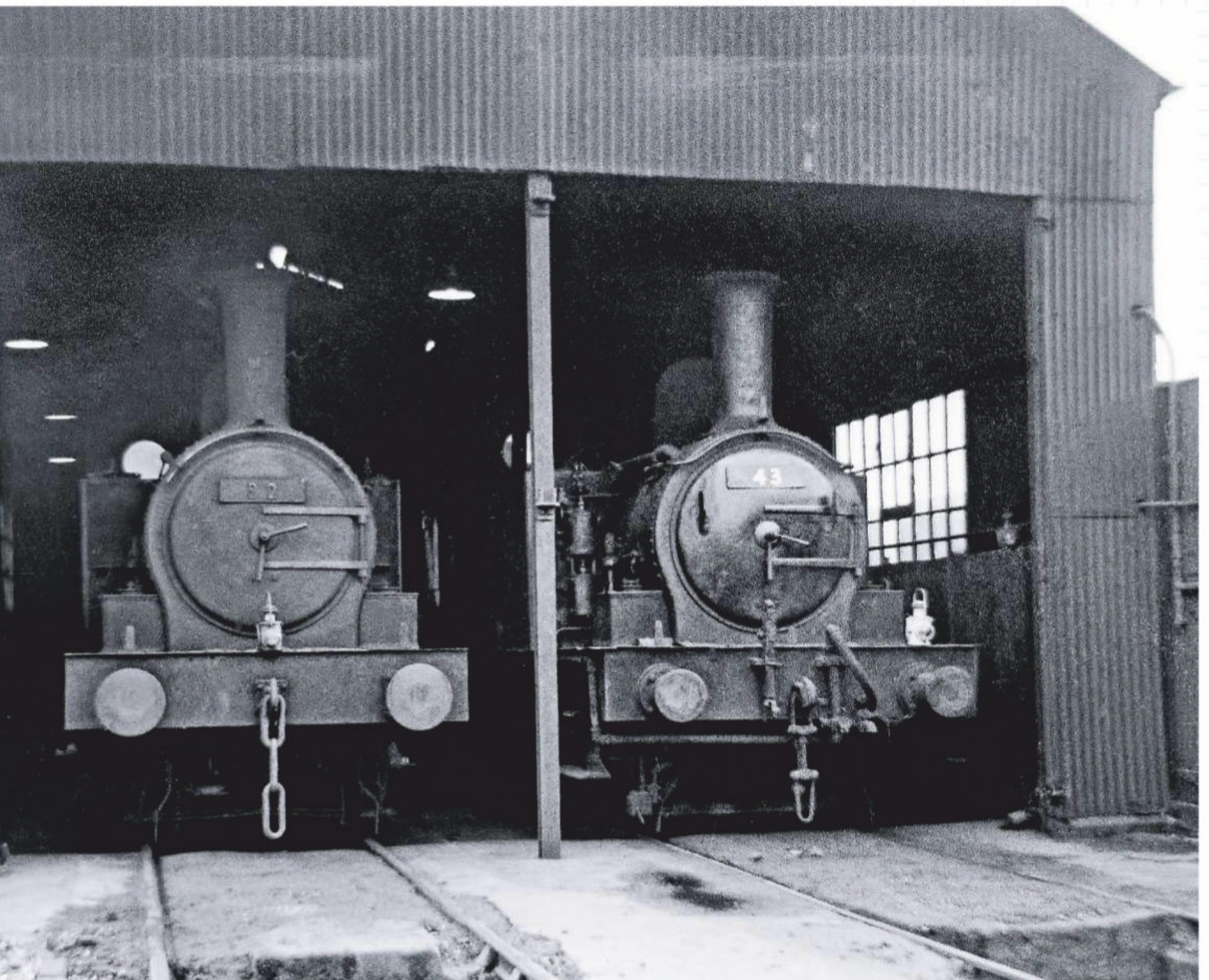




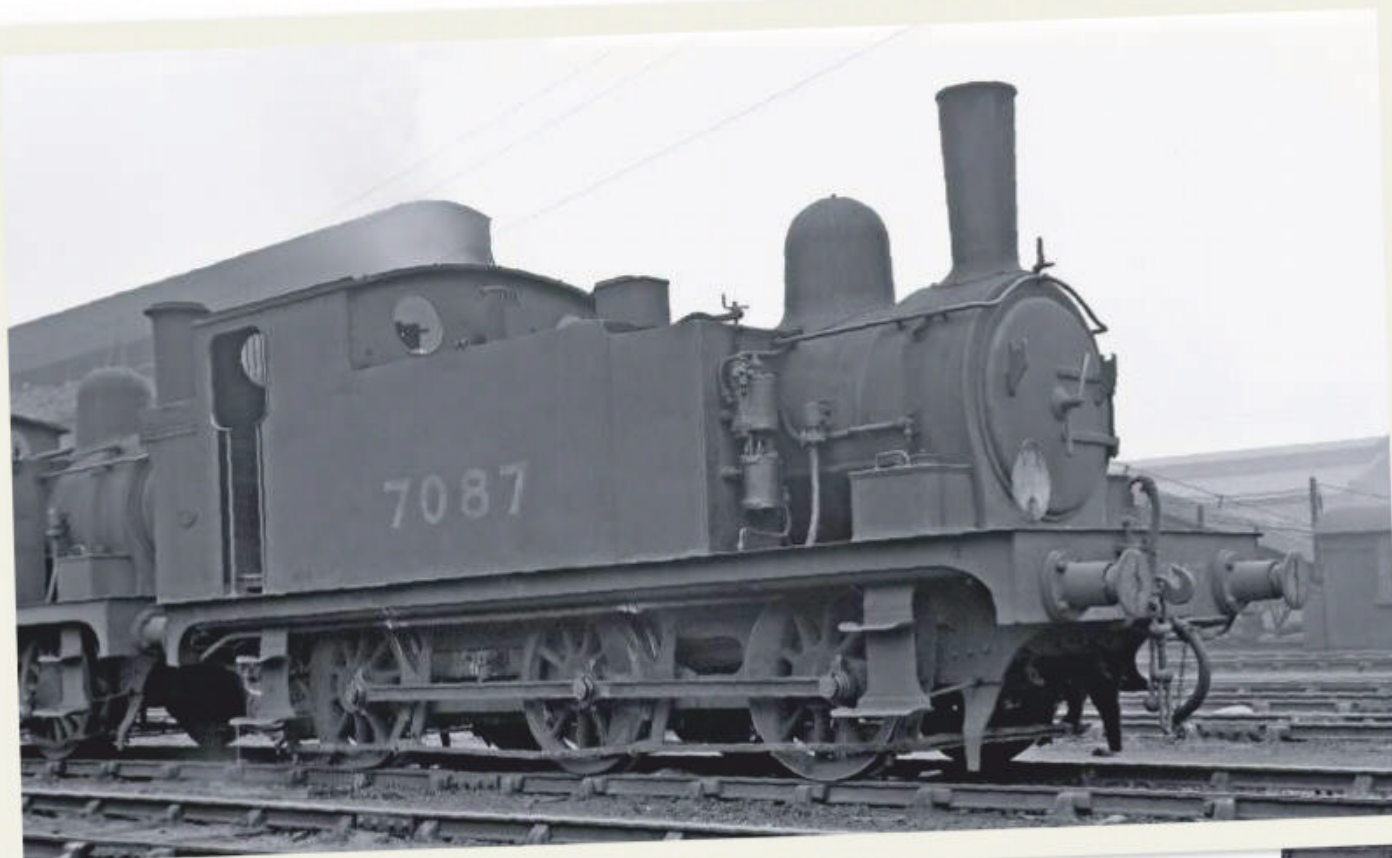
'J67' No. 7169 was loaned to the Government for use at Cairnryan, near Stranraer, between 1942 and 1945. Not only did it gain a modified chimney but it also received the LNER lettering and numbers in this odd, square typeface, possibly applied by the US military. A.W. CROUGHTON/RAIL ARCHIVE STEPHENSON

THE 'J68'

Holden's successor, Alfred Hill, built 30 'J68s' in three batches between 1912 and 1923. The first batch was built for passenger duties, which allowed ten passenger 'J67s' to be downgraded to shunters. The 'J68s' were virtually identical to the 'J69s' but had a larger cab with side windows. Boilers could be swapped between 'J67', 'J68' and 'J69', and when 'J68' No. 7047 received a 160lb/sq in 'J67' boiler in 1939 it was classified 'J67' until rebuilt in 1945.



Masterclass

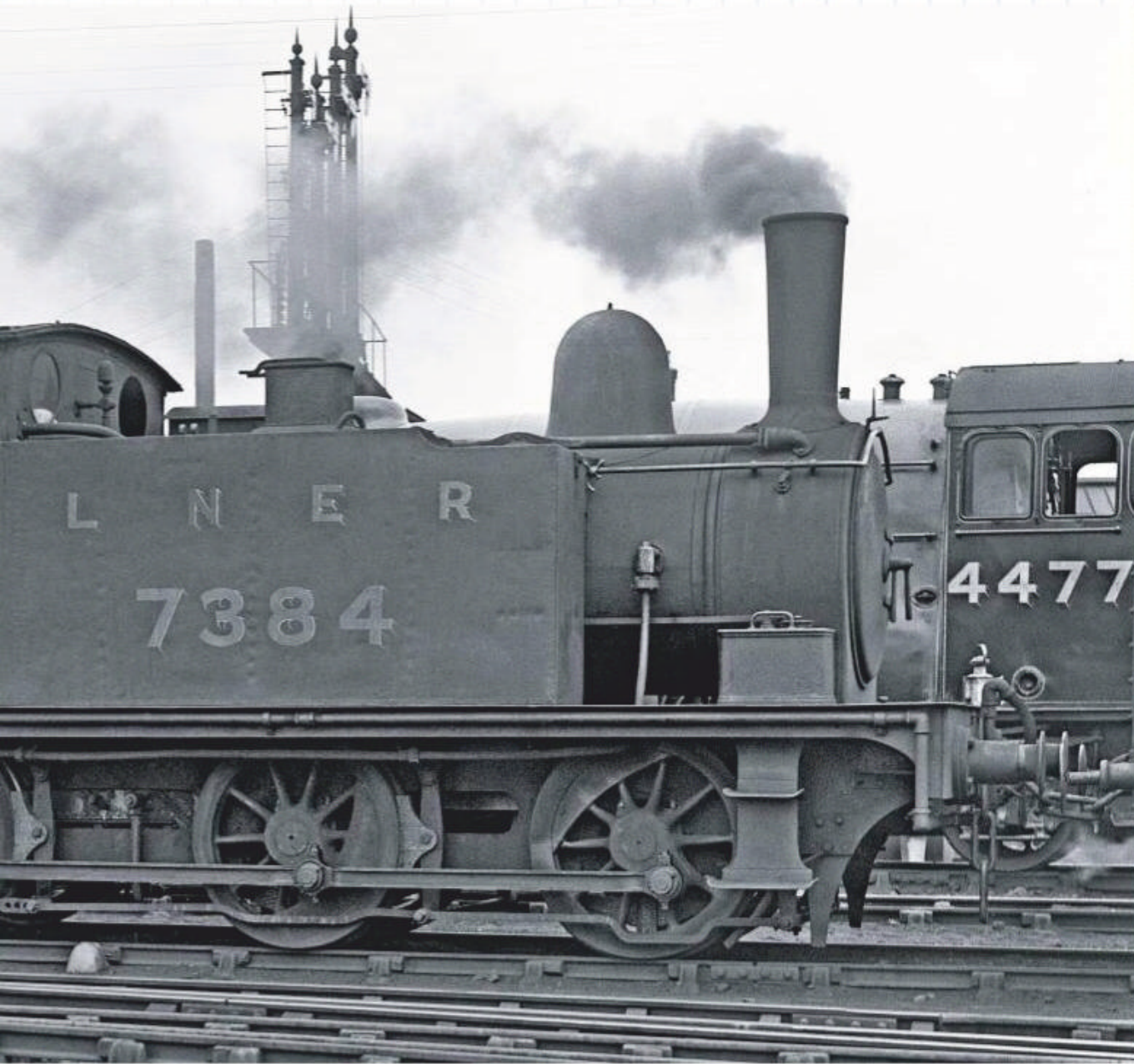


'J69/1' No. 7087 at Stratford shed in the 1930s. This was one of 14 'Buckjumpers' that BR inherited that were fitted with tripcocks for working freight services on London Underground's East London Line through to the Southern Railway via the Brunels' Thames Tunnel. RAIL ARCHIVE STEPHENSON

'J69/1' No. 7384 rubs shoulders with Gresley 'Pacifics' on former Great Northern territory at Grantham on August 2 1934. It was built as an 'R24' in 1895 and rebuilt in 1907. It retains its wooden cab roof. The lever under the handrail on the smokebox side controls the Macallan variable blastpipe, which was introduced in LNER days. T.G. HEPBURN/RAIL ARCHIVE STEPHENSON

'J69/1' No. 68503 shows off its blend of Great Eastern and North British lines at Parkhead, Glasgow, in July 1954. As LNER No. 7341, it was one of 20 transferred from the Great Eastern to Scotland in 1927/28. It has received typical Cowlairs modifications: extended step under the bunker and complementary handrail, different style of coal rails and Ross 'pop' safety valves fitted in a square box. It also carries a '3F' power classification above the larger size number. ERIC FRY/RAIL ARCHIVE STEPHENSON





boiler but retaining its 1,000gal tanks. Another 11 'J69/2s' were created between 1946 and 1953.

The 'J67/J69' design originated with the heavy commuter traffic generated from Enfield and Chingford into Liverpool Street. They coped well and No. 7386 was once recorded at 47mph (believed to be a class maximum) with 16 coaches between Chingford and Highams Park. They were also well suited to working cross-London trains to Southern territory via the Thames Tunnel and the East London line.

Known as 'Buckjumpers', they were also excellent shunting locomotives and those classified as 'passenger' machines became especially popular for passenger pilot duties at main stations.

There were less taxing roles too. Cambridge kept one 'Buckjumper' for use on the 5½-mile light railway from Elsenham to Thaxted and Colchester employed another on the equally rural Kelvedon & Tollesbury Light Railway.

'BUCKJUMPER' HAUNTS

The growth of the commuter belt to places such as Romford and Ilford had a profound effect on the 'Buckjumpers'. Train weights increased, particularly when Gresley articulated coaches came into service. Subsequent GER and LNER engineers developed more powerful 2-4-2Ts and 0-6-2Ts to take on such taxing work. The LNER authorities, therefore, had to find

other work for these powerful 0-6-0Ts and spread them throughout its empire.

Former Cheshire Lines Committee metals around Merseyside and Cheshire became popular 'Buckjumper' haunts. They were used around Trafford Park and the former Great Central Railway nerve centre at Gorton. After nationalisation, some 'Buckjumpers' in the area found their way to former LMS sheds. They even ventured into North Wales, accessing Wrexham via the former Wrexham, Mold & Connah's Quay Railway.

Closer to familiar haunts, the class also found its way on to former Great Northern Railway metals in Hertfordshire, Cambridgeshire and Lincolnshire, as well as penetrating Yorkshire where they became particularly popular on the stiff gradients of the East & West Yorkshire Union Railway around Leeds.

Scotland became an unlikely home for the 'J67/J69s'. The LNER transferred 20 'J69s' to former North British sheds in 1927-28. They went to sheds around Glasgow, Edinburgh and as far north as Perth. Some ventured on to former Caledonian and Glasgow & South Western metals. Scottish crews struggled with some of the Great Eastern fittings and they didn't take to the newcomers, which didn't offer a marked improvement over the native 'J83s'. That said, No. 7089 served Perth General well as station pilot for 14 years.

Two 'J67s' found themselves on an ➤

'J67/J69' family tree



'J67/1' (GER 'R24') 0-6-0T No. 201 at Stratford shed, c1921. It has 1,000gal water tanks and 160lb/sq in boiler, identifiable with the safety valves in a bonnet over the firebox. It also sports the 15-spoke wheels (without balance weights) of the shunting version. WILFRED BECKERLEGGE/RAIL ARCHIVE STEPHENSON



'J67/2' No. 8628 was built as a 'J69/1' in 1904. In 1938, it received a 160lb/sq in boiler and small firebox but retained its 1,200gal tanks and flush cabside. RAIL ARCHIVE STEPHENSON



'J69/1' No. 68549 shunts electric stock at Stratford on June 7 1959. This was built new with larger side tanks and flush cab sides. It also sports the raised chamber for the condensing apparatus, as well as airbrakes and the plated-over coal rails introduced from 1926. K.L. COOK/RAIL ARCHIVE STEPHENSON



'J69/1' No. 68559 was built as an 'R24' with small tanks in 1895. It was rebuilt with a 180lb/sq in boiler and 1,200gal tanks in July 1904; pre-January 1904 rebuilds had 1,140gal tanks. K.L. COOK/RAIL ARCHIVE STEPHENSON



Shunting 'J69/2' No. 68513 at Stratford shed on August 10 1958. 'J69/2s' retained the small water tanks but with a 180lb/sq in boiler. 'J69s' had the whistles mounted on a stand-pipe in front of the cab. The line on the spectacle plate shows that No. 68513's wooden cab has been replaced with a steel one. K.L. COOK/RAIL ARCHIVE STEPHENSON



unusual Scottish duty. 'J67/2' No. 7329 went to Galashiels shed in March 1944 to work the lightly laid branch from Fountainhall Junction on the Waverley Route to Lauder. The line had such severe restrictions that No. 7329 couldn't run with its water tanks full and so it was paired with an ex-NBR tender to better distribute the weight. This unconventional arrangement clearly worked for 'J67/1' No. 7399 made the move north in August 1944 and the pair remained in service until 1956.

The War Department requisitioned 13 'J69s' in October 1939. They were destined for the Longmoor and Melbourne Military Railways. The LNER essentially gifted Nos. 7054/56/58/81/88, 7167/68/97, 7272/74, 7344/62/88 to the WD in October 1940 and they became WD78-84/86-91. The WD disposed of its last 'J69' in 1948 but all 13 found new owners, from shipbreakers in Scotland, steelworks in Scunthorpe to chemical factories and collieries in South Wales. The last ex-WD 'J69' in service was No. WD91 (LNER No. 7167) which was scrapped by Metal Industries Ltd at Faslane in 1962.

1962 was a significant year in the story. The first 'Buckjumper' had been withdrawn in 1937 and withdrawals had accelerated to the point where 1960 dawned with just 40 'J69/1s' and three 'J69/2s' left in service. They were spread from Mexborough and Doncaster to Lincoln, King's Lynn and Colchester, with 15 still based at Stratford. Those 43 'Buckjumpers' were gradually thinned out and the final nine were withdrawn from Stratford in September 1962.

Strangely, Liverpool Street's famed No. 68619 was not one of the last survivors. The gleaming little machine had been withdrawn from Stratford in October 1961.

Happily, classmate 'J69/1' No. 68633 was taken back to its birthplace after withdrawal from Parkeston Quay during the summer of 1960 and emerged in gleaming Great Eastern Railway blue livery, carrying its GER number 87. It went on display at the Clapham Transport Museum. After many years at the National Railway Museum, it's now on long-term loan to Bressingham Steam Museum. 

Above: Metal Industries Limited Faslane No. 2 started life as 'J69/1' No. 7056. It was requisitioned by the War Department in October 1939. As WD No. 70087, it was sold to MIL in 1946 and was scrapped in June 1954. It still sports its GER destination board brackets on the smokebox door but has gained LNER Group Standard buffers with square ends. ERIC FRY/RAIL ARCHIVE STEPHENSON

68619's coat of many colours

'J69/1' No. E8619 was chosen to become Liverpool Street station pilot in January 1948. The celebrity 'Buckjumper' was always kept in immaculate condition in BR days. Here's a snapshot of its colourful 1948-1961 career:



As No. E8619 in LNER green but with British Railways lettering at North Woolwich with an RCTS special in April 1951. RAIL ARCHIVE STEPHENSON



Green was replaced with unlined black in 1953. T.G. HEPBURN/RAIL ARCHIVE STEPHENSON



No. 68619 and fellow pilot, 'N7' No. 69614, received lined black livery and post-1956 BR emblem. They also received red coupling rods and polished metalwork. J.F. DAVIES/RAIL ARCHIVE STEPHENSON



The final and prettiest incarnation: GER blue with red lining, red coupling rods, late BR emblem and GER crest below the number. COLOUR RAIL



HOW TO

BUILD A 'J69' KIT

Lamenting the lack of a ready-to-run 'Buckjumper', **Dave Lowery** makes his own using a kit.

OO
GAUGE

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30
hrs

In the good old days, the choice of ready-to-run models was very limited, and if you wanted a model of your favourite locomotive you'd have to build it yourself. Some kits went together well, others needed quite a lot of jiggling to get right. The neatest compromise would be a body kit that was designed to fit on a ready-to-run chassis. These offered the first steps on the road to real modelling! Wills did an excellent range of bodies and I remember what fun it was going through the catalogue and marking off all the lovely models I wanted to build.

Nowadays, you can find pretty much every locomotive produced ready-to-run. But there are gaps in the ranks and one of those is the 'J69'.

What do you do if you want a 'OO' gauge version of the little 'Buckjumper'? Do what we used to do in the 'good old days' and do some real modelling, by building a kit!

South Eastern Finecast now produces the old Wills kits but, in the 21st Century, they come complete with chassis. The whitmetal body castings are crisp and fit together beautifully, while the chassis is etched brass and comes with bearings.

You need wheels and a motor and gearbox to complete it, but SE Finecast does offer packs of wheels and a motor/gearbox kit. I put the 'Buckjumper' together with solder, but because the fit of the parts is so good, you could glue it together.

TOP
TIP

Always keep a clean sheet of paper and a pencil around before you start on a kit. It's always useful to make notes on measurements and which way round parts go.



What you will need

SHOPPING LIST

- ♦ SE Finecast FE004 Type 1 Motor Pack DS10/H1024, £29.95; FW147 Wheel Pack, £46.09 (Romford)/£27.46 (Scalelink) **Availability:** South Eastern Finecast Tel: 01342 824711 **Web:** www.sefinecast.co.uk
- ♦ Fox Transfers FRH4392 GER crests 7in, £6.20; FRH4099/076 Eastern Region Smokebox Numbersets, £5.50; FRH4004 Steam Cabside Numbering, £6.45; FRH4002 BR Later Lion & Wheel crest £8.40; Phoenix Precision PP500 GER Royal Blue, £3.85 **Availability:** Fox Transfers Tel: 01163 194950 **Web:** www.fox-transfers.co.uk
- ♦ Albion Alloys PB1M Phosphor Bronze Strip, £5.25 **Availability:** DCC Supplies Tel: 01905 621999 **Web:** www.dccsupplies.com

TOOLS

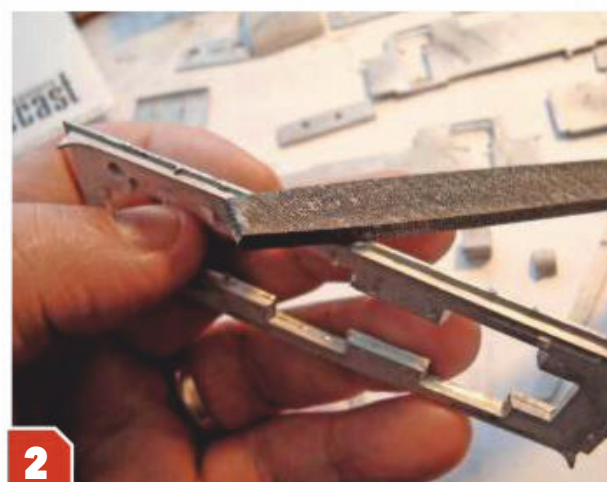
- ♦ Selection of quality metal files
- ♦ Metal sprue cutters
- ♦ Soldering iron
- ♦ Flux
- ♦ Gaugemaster GM01 Low Melt Solder
- ♦ Pin vice and selection of drill bits
- ♦ Selection of reamers and broaches

Masterclass

STEP BY STEP



1 Study the instructions and read them through first to understand the flow of construction. Refer to the excellent diagrams and get some good images of your chosen subject.



2 Start with the footplate. Whitmetal may feel sturdy but it's actually quite flexible so treat the component carefully, as it might bend. Lightly file the casting pips away.



3 Where the casting pips are across two levels, it will need additional work to file them away. Start with a coarse file before moving to a fine one and be sure not to leave behind any tool marks.



4 Once you've finished filing all the parts, run a ruler or square over them to check they are straight and true. Any bends need to be carefully straightened out.



5 This is why this kit is ideal for a first-timer – slot and tab construction! Clear the holes with a suitable drill bit and file the tabs, making sure they fit snugly into the slots.



6 In order to ensure the soldered joint is good, apply flux to both sides of the joint and run the soldering iron along it; you'll see the solder seep through, giving a fine silver line.



7 With free-standing parts, such as the bufferbeams, use a hair grip to hold the part precisely in place. Adjust the part for the right fit and, when satisfied, solder in place.



8 Always start soldering at one end. Apply solder, then flux and draw any excess solder along. Re-flux and add more solder until the joint is complete. There'll be less solder to clean away.



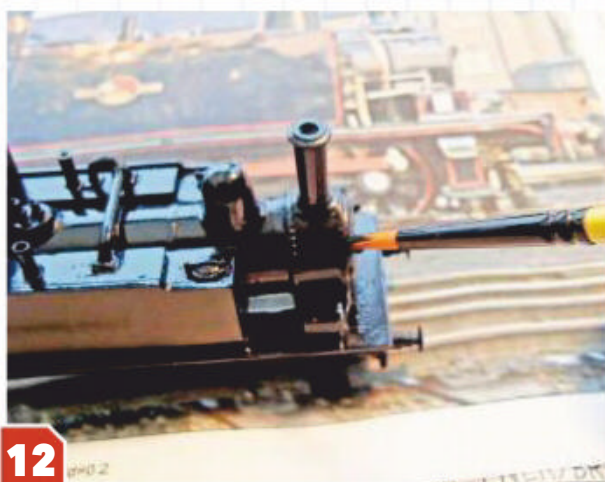
9 With both sides, the tank ends and the bunker in place, you have a good solid base on which to continue working, adding the various parts according to the kit's instructions.



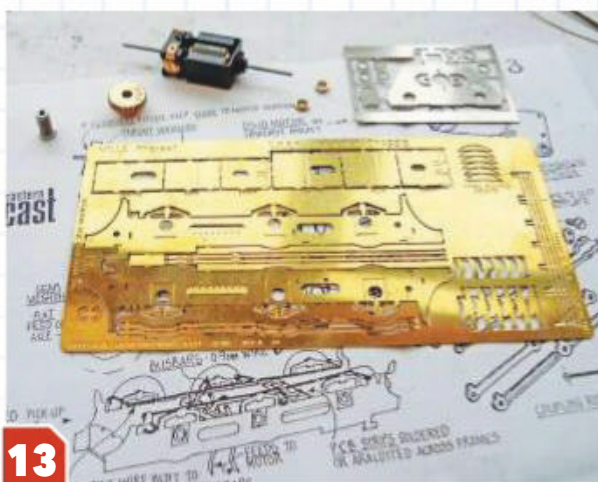
10 Assemble the smokebox, door and chimney as a separate unit and then solder it to the main body. Use a file positioned in the chimney to align the parts exactly.



11 Give the body a good scrub with warm soapy water. When dry, paint the body (either spray can or by hand) with the main body colour, in this case GER blue.

**12**

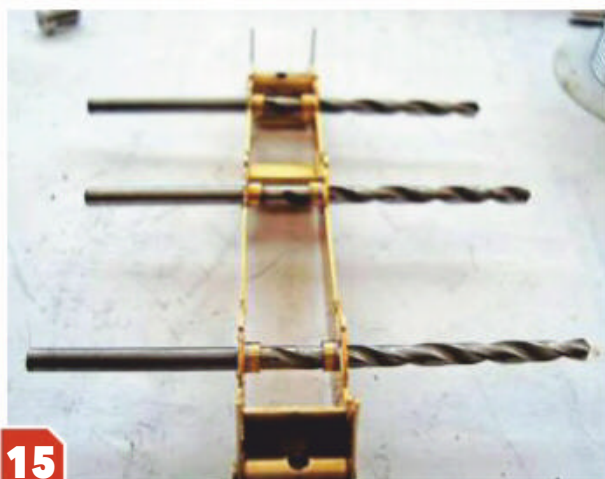
Once the blue paint was dry, the footplate, smokebox and chimney can be brush-painted black. Paint the bufferbeams and coupling rods red.

**13**

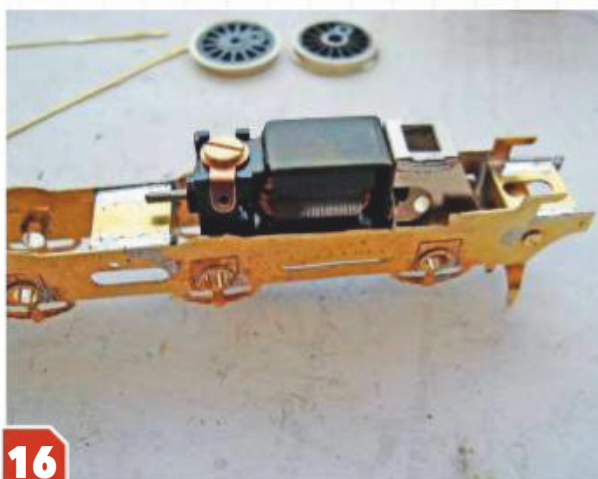
Turning now to the chassis, the brass etches need to be cut out with metal snips or a sharp blade. Remove the pips with a file, taking care not to distort any of the components.

**14**

Bend up the frame spacers and lay them out in the correct order. Attach turned brass spacers and hold in position with screws. Add extra brass spacers and screw the second frame in place.

**15**

Use drill bits or suitable metal rods through the axle holes to make sure they are all square and aligned. When happy, start to solder all the components in the chassis.

**16**

Next, assemble the etched nickel silver gearbox and secure the DS10 motor to it. Check it runs freely, then offer it up to the chassis. File any bearings so the fit is good.

**17**

Assemble the brake blocks to the hangers while still in the fret. Solder wire in place to support brake hangers - then it's off to the paint shop after masking wheel rim treads.

**18**

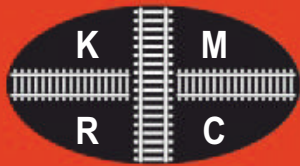
Cut out, clean and glue the weights to the wheels. Paint the chassis and wheels (carefully mask the wheel treads). When dry, add phosphor bronze pick-ups to rub on the wheel backs.

**19**

The body was lined out with a bow pen and red paint. Bufferheads, smokebox door hinges and cab sand rails were painted silver. Add transfers and then varnish.

20 'J69' No. 68919 all ready to take up station pilot duties at Liverpool Street! Still to be fitted are the vacuum pipes, lamp irons and lamps.



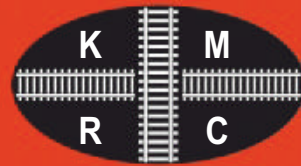


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Skills Station

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Richard Foster Editor



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THE ESSENTIAL GUIDE TO WIRING

Part 3: POINT MOTORS

Controlling points remotely offers many benefits, not least eliminating the use of the 'great hand from the sky'! **George Dent** explains how electric point motors work and how to fit them to analogue layouts.

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

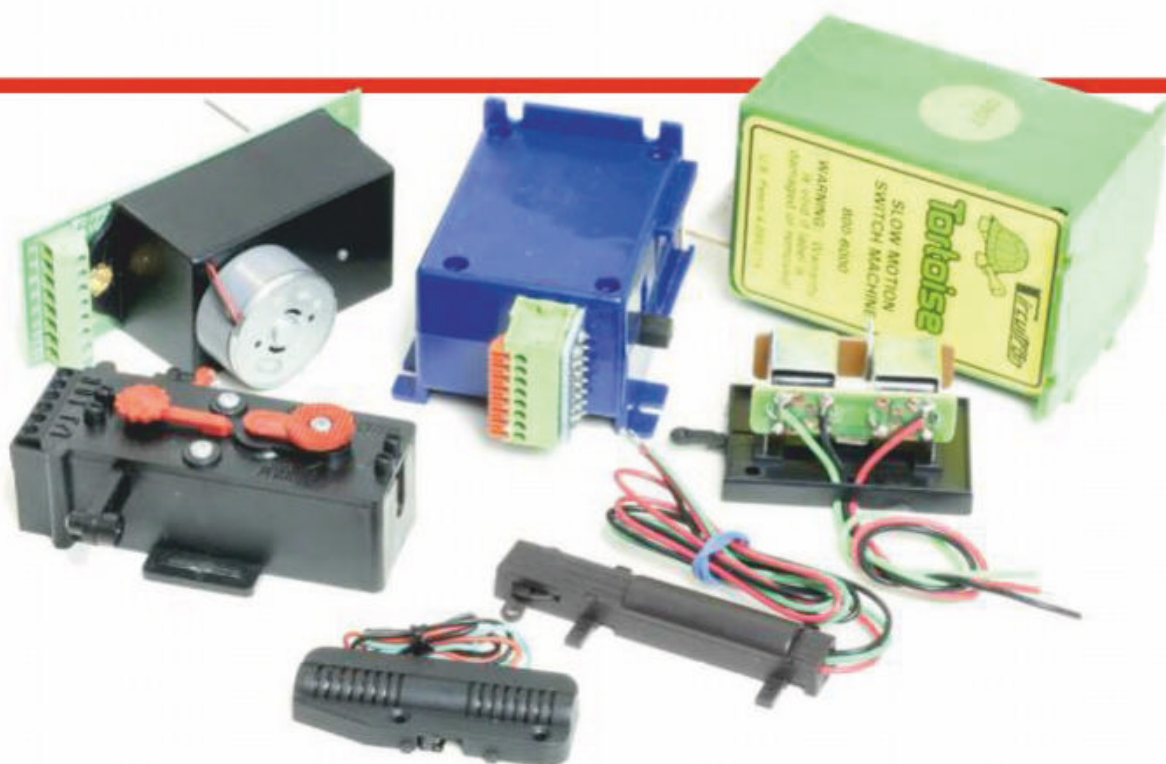


Skills Station

MOTORISING POINTS

Few of us relish the prospect of reaching across baseboards in order to operate points by hand. The alternative is to install some form of electric remote control, allowing the points to be switched from a more convenient operating station. Motorised switching also offers the chance to integrate a few extra features, such as automatic polarity switching for Electrofrog points.

Point motors come in two main forms: solenoid and slow action. Either can be fitted above or below the baseboard and there is a range of different brands and specifications to choose from.



SOLENOIDS

A solenoid consists of two wire coils – or electromagnets – separated by a gap and slotted with a metal rod and actuating arm. When an electric current is fed to one of the coils, the rod and actuating arm are drawn towards it. Feed the current to the other coil and the rod shifts in the opposite direction.

The actuating arm is linked to a point's tie-bar and the route can be switched as the power is fed to



A Capacitor Discharge Unit (CDU) provides an additional boost of power to help solenoid motors move the point blades effectively.

Solenoid point motors are available in various formats, from the likes of Peco, Hornby, Hattons and Gaugemaster. More recent versions feature pre-soldered wires or screw terminals, reducing the need for soldered connections.

either of the solenoid coils. The solenoid's coils will overheat and fail if electric current is applied for more than a few seconds, so it's important to employ momentary action, rather than self-latching, switches.

Most solenoid motors are suitable for any gauge, from 'N' to 'O', and power can be derived from the 16V AC output provided by most analogue controllers. A Capacitor Discharge Unit (CDU)

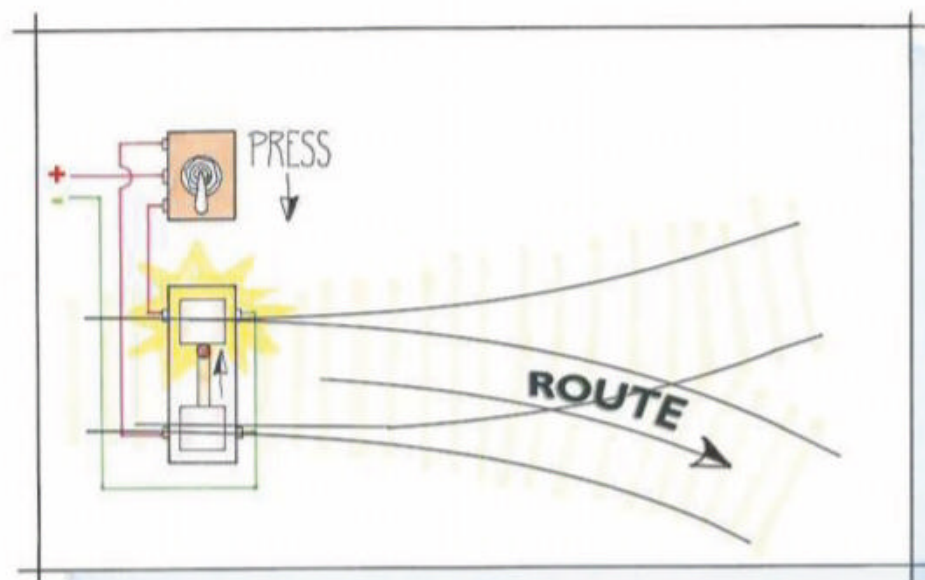


provides an additional burst of energy to move the point blades effectively and will be especially useful when multiple point motors are installed. Gaugemaster and Peco offer suitable CDUs that are easily installed between the 16V power source and the point motors.

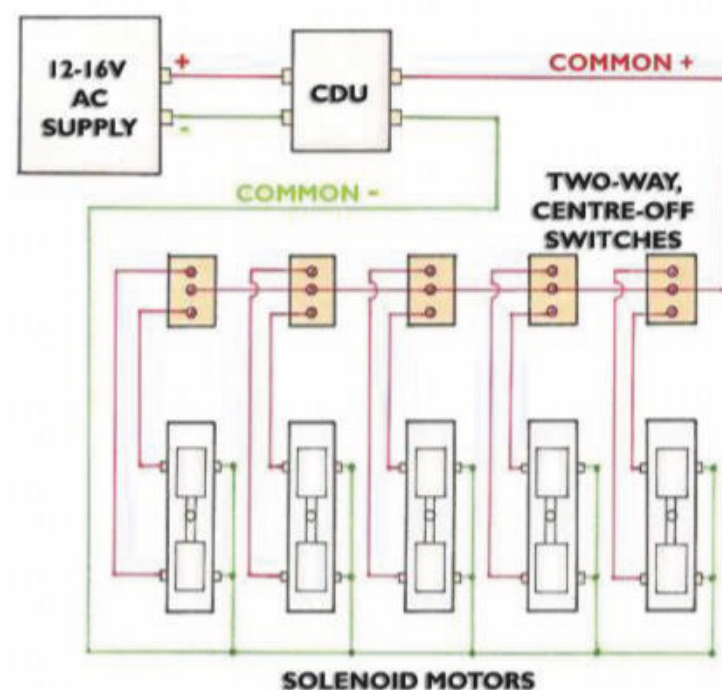
INSTALLING A SOLENOID POINT MOTOR

Solenoids are fairly easy to install, especially the more recent, updated designs that have appeared in recent years. Motors from Gaugemaster and Hattons are especially user-friendly, with screw terminals (Gaugemaster) or pre-soldered wires (Hattons) reducing the need for soldering.

Furthermore, the Hattons version also comes fitted with a twin-arm crank, allowing the motor to be mounted on the surface or beneath the baseboard. It's also perfect for operating semaphore signals – or anything else that demands a reciprocating action – as well as points.



It helps to position each switch in such a way as to suggest the desired route as the toggle is pushed up or down (or left or right!).



In terms of wiring, virtually all solenoids follow a similar pattern. A common positive power supply runs to the centre pole of each three-terminal toggle switch, with the outer poles linked to each side of the solenoid. A common negative connection links all of the other sides of the solenoids. As the switch is toggled up or down, power is transmitted to one end of the solenoid, drawing the pin – and point blades – towards it.

A Capacitor Discharge Unit should always be wired into the circuit, linked directly to the power supply. The CDU will have twin IN and OUT connections.



STEP BY STEP

INSTALL A SOLENOID POINT MOTOR

ANY
GAUGE

1 hr per
motor

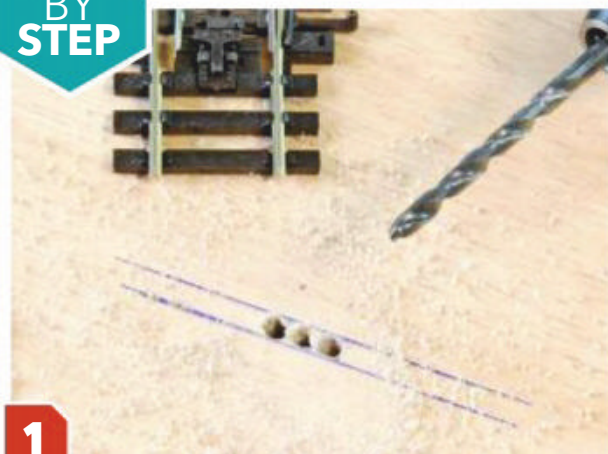


What you will need

TOOLS

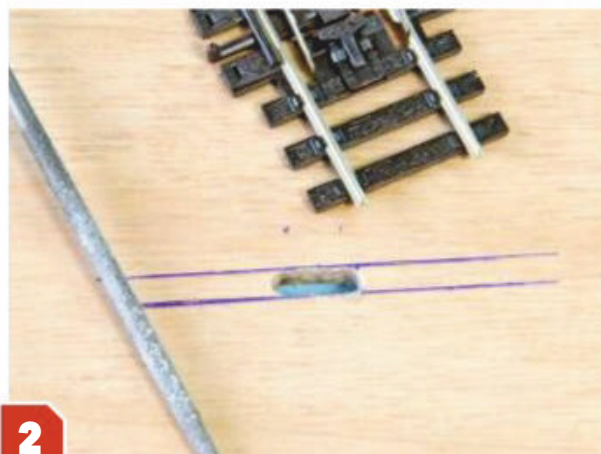
- ◆ Wire strippers
- ◆ Knife
- ◆ Soldering iron
- ◆ Solder
- ◆ Non-acid flux
- ◆ Needle file
- ◆ Pliers
- ◆ Drill and bits

1



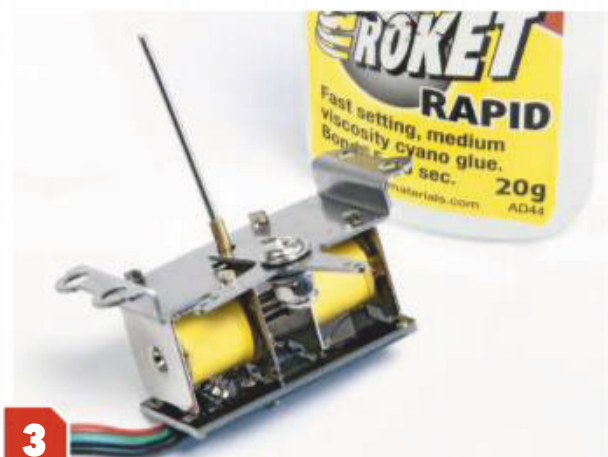
Installing a motor beneath the baseboard requires the cutting of a slot beneath the point, at 90° to the track's direction. Mark the centre point and the extreme lateral positions of the tie-bar, lift the point and drill a series of holes.

2



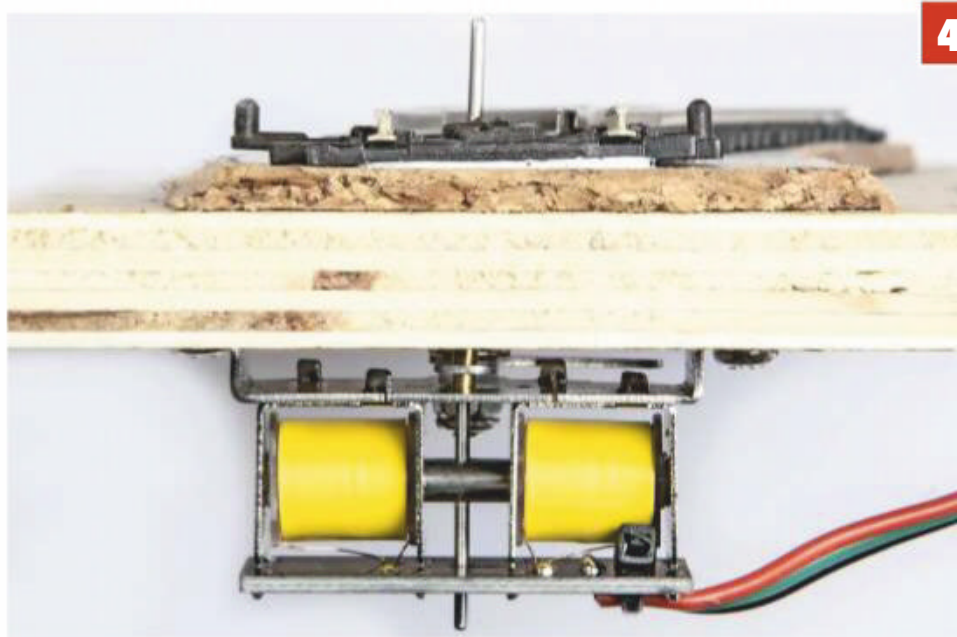
After the 4mm diameter holes have been drilled in a straight line, clean out the waste material with a small blade and a round needle file. Eventually, the slot should be around 4mm wide and 12mm long.

3



Install the supplied extension pin and collar, securing the parts with cyano glue. Check that the pin is straight and true and leave aside to cure fully. Don't spill any glue on the moving parts of the motor.

4



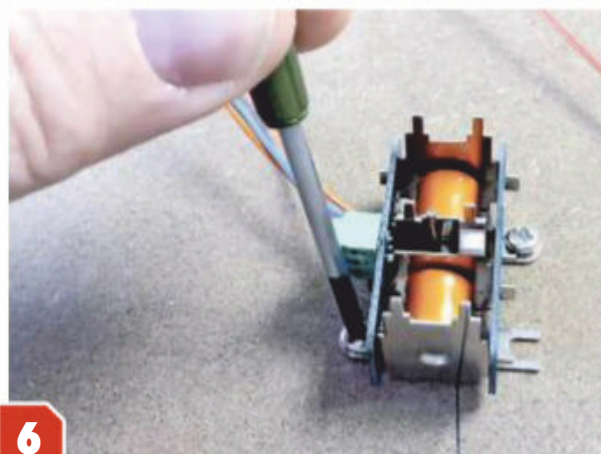
Place the point motor in position beneath the board, threading the arm through the hole in the point's tie-bar. The excess length of the pin can be cut away - and the end filed smooth later, once the motor has been finally installed.

5



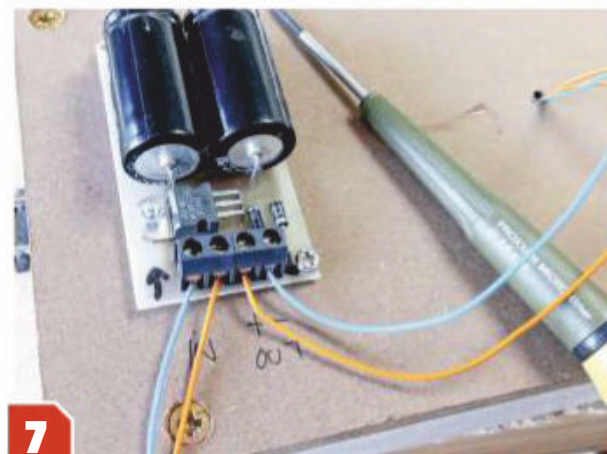
With the point blades held in a central position with a blob of Blu-Tack, look underneath the baseboard and check that the point motor's arm is set halfway between the two coils. Mark and drill two of the four mounting holes.

6



Screw the motor loosely into position and double-check the position of the blades and the actuating arm in their central locations. Tighten the screws, but don't drill holes or fit the other screws until the motor has been tested.

7



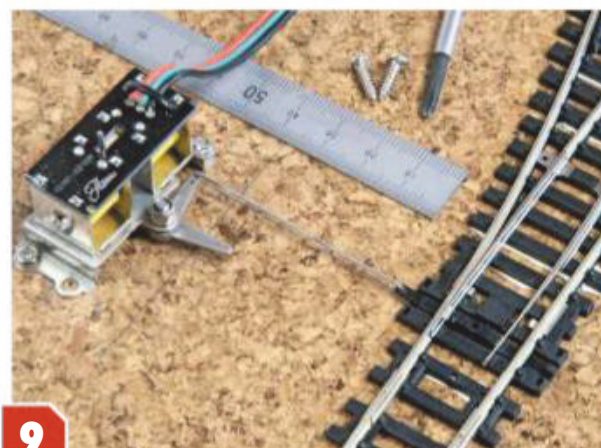
Connect the cables between the point motor and the Capacitor Discharge Unit, which in turn is linked to the controller's 16V AC output. Use different coloured wire to that employed for track power feeds to avoid any confusion.

8



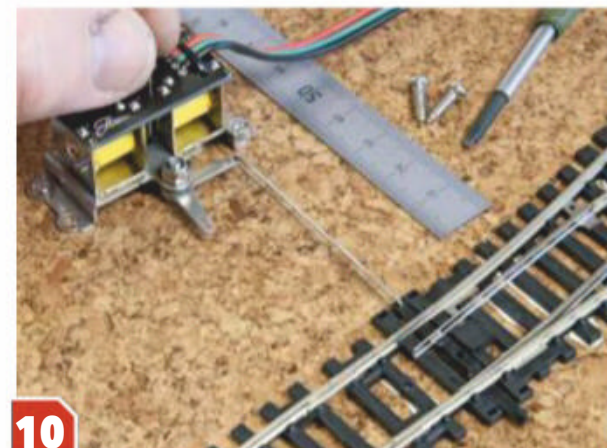
A momentary action, centre-biased toggle switch is needed for each solenoid. The common positive polarity from the CDU is fixed to the centre terminal. The cables from each solenoid coil link to the outer switch terminals.

9



Hatton's point motor can also be fitted above the baseboard. Mark a straight line from the tie-bar and position the motor so that the hole in the crank arm is aligned. Link the crank to the tie-bar with a length of spring steel wire.

10



Before mounting the motor, check for correct operation by moving the motor's pin by hand. If the blades move correctly, mark and drill a hole at each end of the base. Connect the cables and test before adding the other screws.

SLOW-ACTION MOTORS

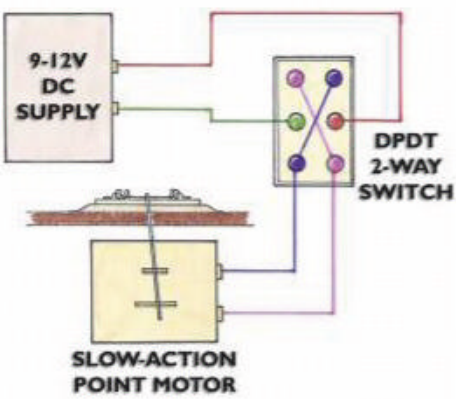
Slow-action point motors feature a miniature electric motor that moves the point blades at a sympathetic and realistic speed. A 'cut off' point can be set (some modern units now feature a facility for automatic self-adjustment) so that the point blades are moved without undue force.



Although more expensive than solenoids, slow-action motors are ideal for hand-built or delicate trackwork. Because they're self-latching, there's no need for sprung tie-bars, as found on RTR points. Slow-action motors demand a 12-16V supply, in either AC or DC form, depending on the brand and specification. They're suitable for use on layouts of any gauge and there's no need for a CDU.

Like solenoids, slow-action motors are simple to install below the baseboard, the actuating arm working through a similar slot beneath the point's tie-bar. A Double-Pole-Double-Throw (DPDT) two-way switch is usually required (but check the motor's instructions), which is wired up in a way that reverses the polarity of the power sent to the motor with each throw of the switch.

Once the motor has completed its movement of the point blades in one direction it will automatically

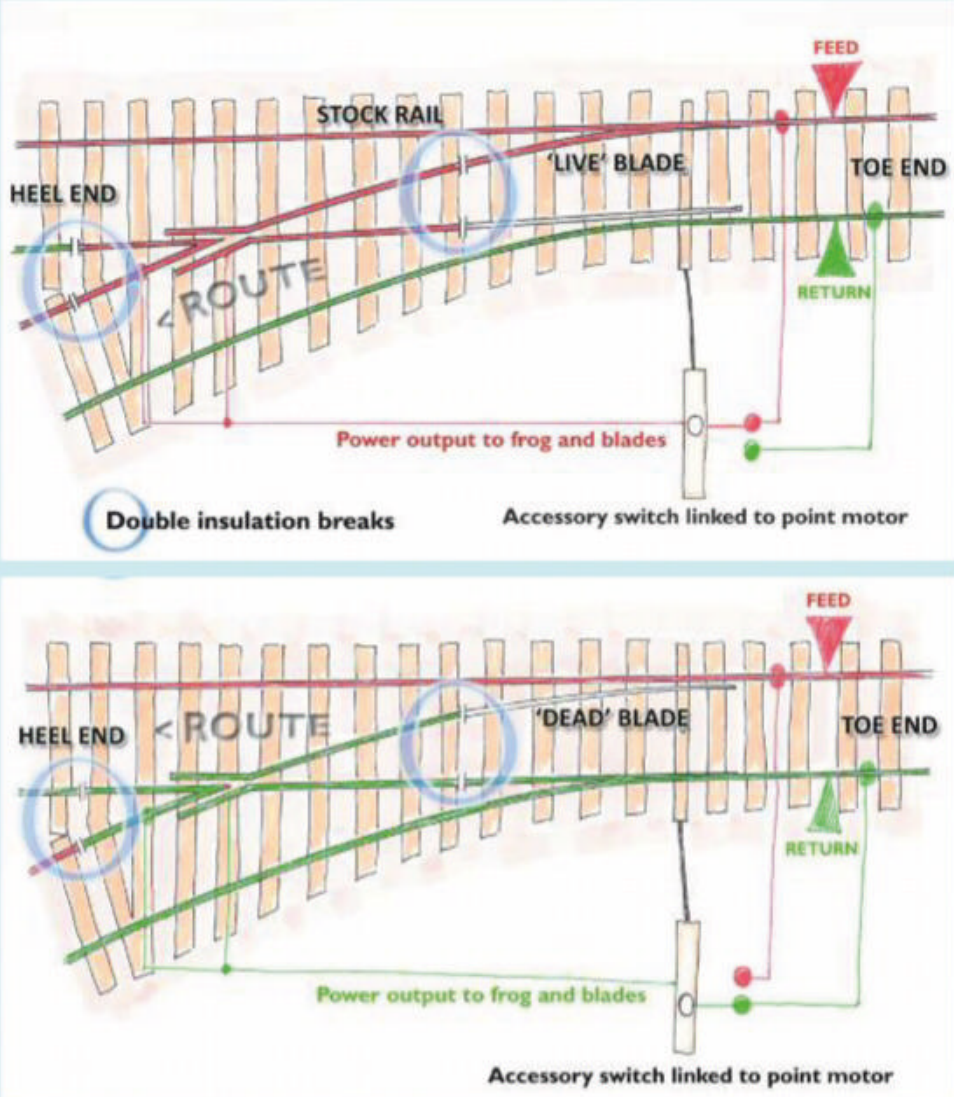


'stall', cutting off power until the polarity - or route - is switched again.

FROG MATTERS

When finer scale track systems are employed, such as Code 75 for 'OO', or Code 55 for 'N', the use of Electro-frog points poses a slightly greater risk of short circuits occurring when wheels pass over the point blades and crossing 'V' or 'frog'.

The issue can be avoided by connecting a wire from the point frog to an accessory switch on the point motor. Most Electro-frog points come pre-fitted with a short wire for this purpose. The polarity of the frog and 'live' blade can then be automatically switched as the route is changed. As usual with Electrofrogs, double rail insulation breaks are essential at the 'heel' end.

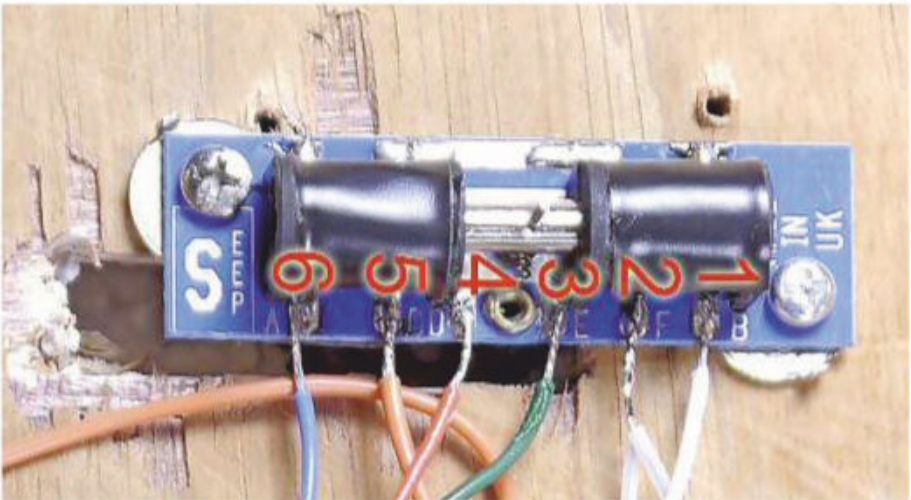


Isolating the moving section of each blade is also necessary, usually by means of cutting through a strip of thin conductive material on the underside of the point. In use, the 'live' blade is energised by contact with the stock rail, while the 'dead' blade is electrically isolated, thus removing any risk of short circuits from passing wheels.



CONNECTIONS TO A SOLENOID'S ACCESSORY SWITCH

- 1: To route selection switch
- 2, 3 & 4: Accessory switch, in this case controlling the polarity of the point's frog (2: power output to frog; 3: Track Return power supply; 4: Track Feed power supply)
- 5: To negative terminal of point control power supply (via CDU)
- 6: To route selection switch



ACCESSORIZE YOUR POINTS

Many point motors, especially slow-action types, come complete with built-in accessory switches. They're also available separately and can be employed to switch the polarity of live point frogs or for integrating signals and route indicators.

WHAT NEXT?

That's the end of this Skills Station module. Next month we start a new series that will explore the art of soldering.

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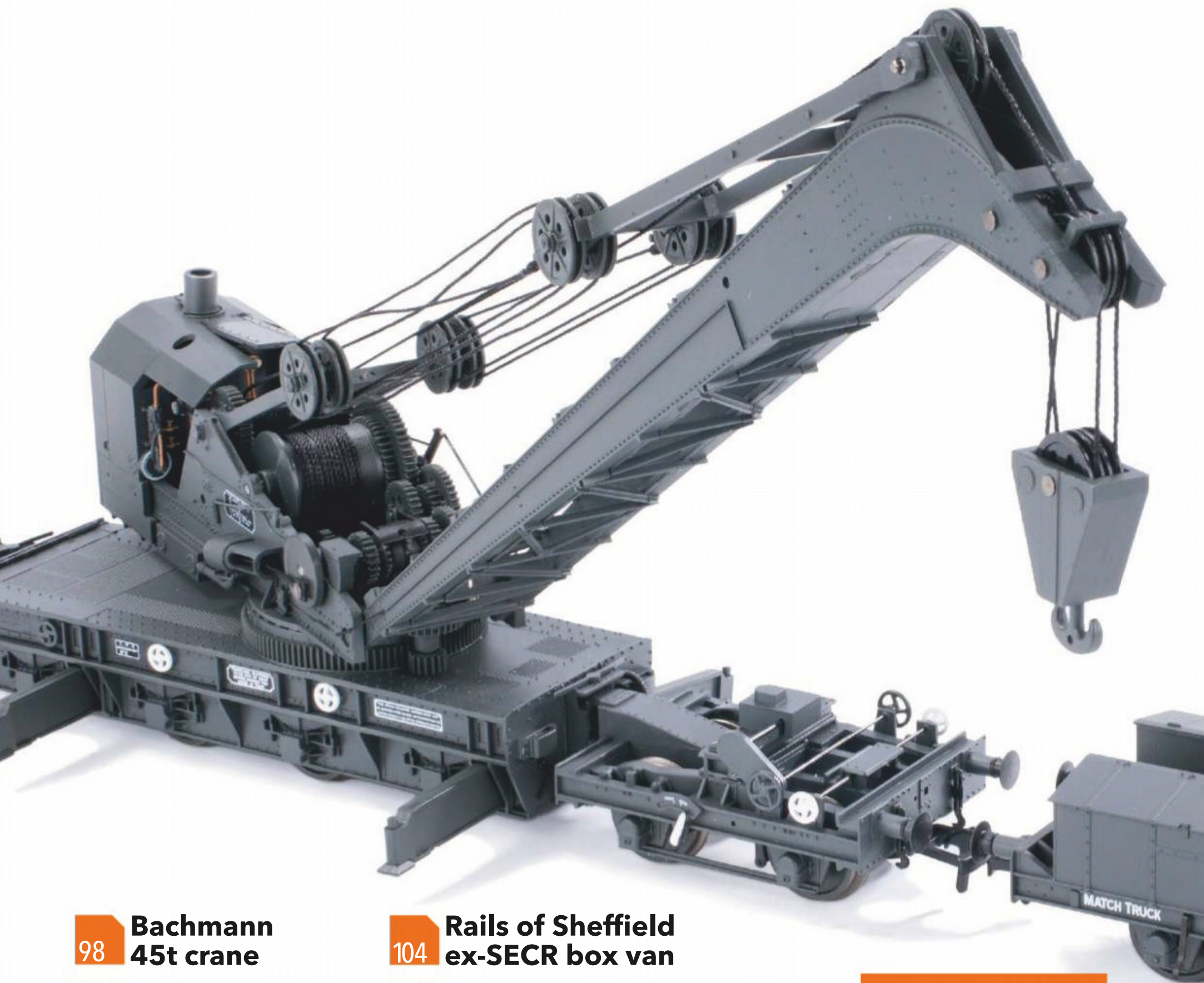
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106 Favourite Five
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This month: Peter Marriott tests his favourite products for modelling snow.



Reviews

In-depth and unbiased reviews of the latest products

Our reviewers

Richard Foster

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

Chris Leigh

Wrote his first review in 1964 and hasn't stopped since!

Peter Marriott

Model Rail's scenic expert.

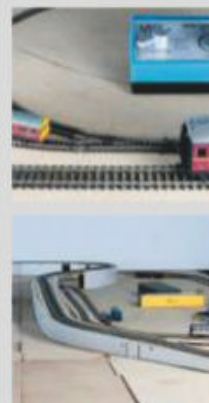
Our ratings

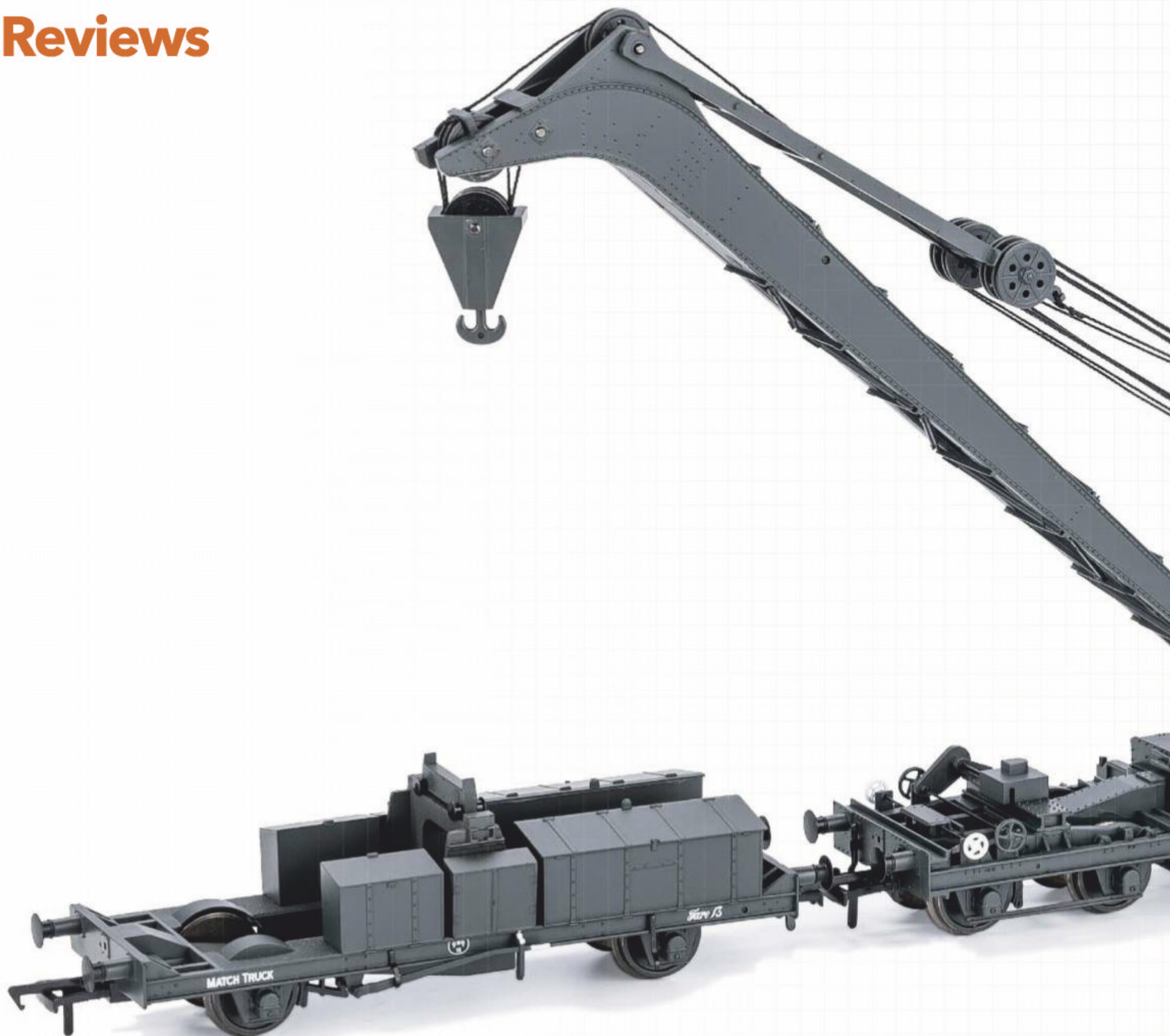
We assess models on the following criteria and rate each of them out of ten: that way, you know precisely how good a model is.

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.





Bachmann 45t crane

◆ GAUGE 'OO' ◆ MODEL Bachmann Branchline 38-801 Ransomes & Rapier 45t steam crane No. 16, GWR grey ◆ PRICE £249.95 ◆ AVAILABILITY Bachmann stockists

Is this the best 'OO' gauge ready-to-run model of all time?

Bachmann Branchline's 45t Ransomes & Rapier steam crane has been a long time coming. It was first announced in May 2015 (MR208) and its four-year gestation has given 'Bachmann bashers' more ammunition to fire at the Barwell company.

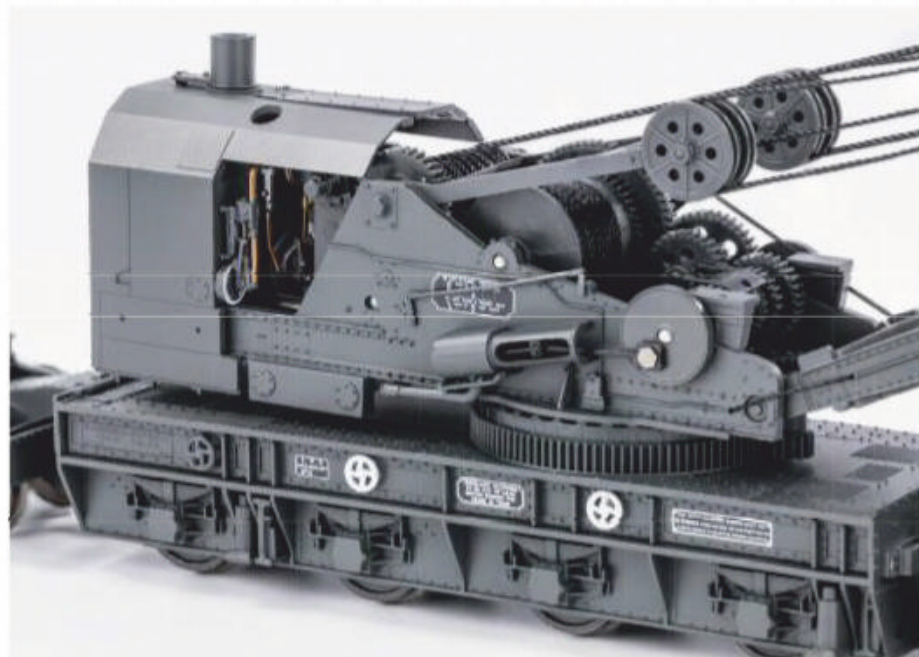
Yet what we have here should silence the critics once and for all.

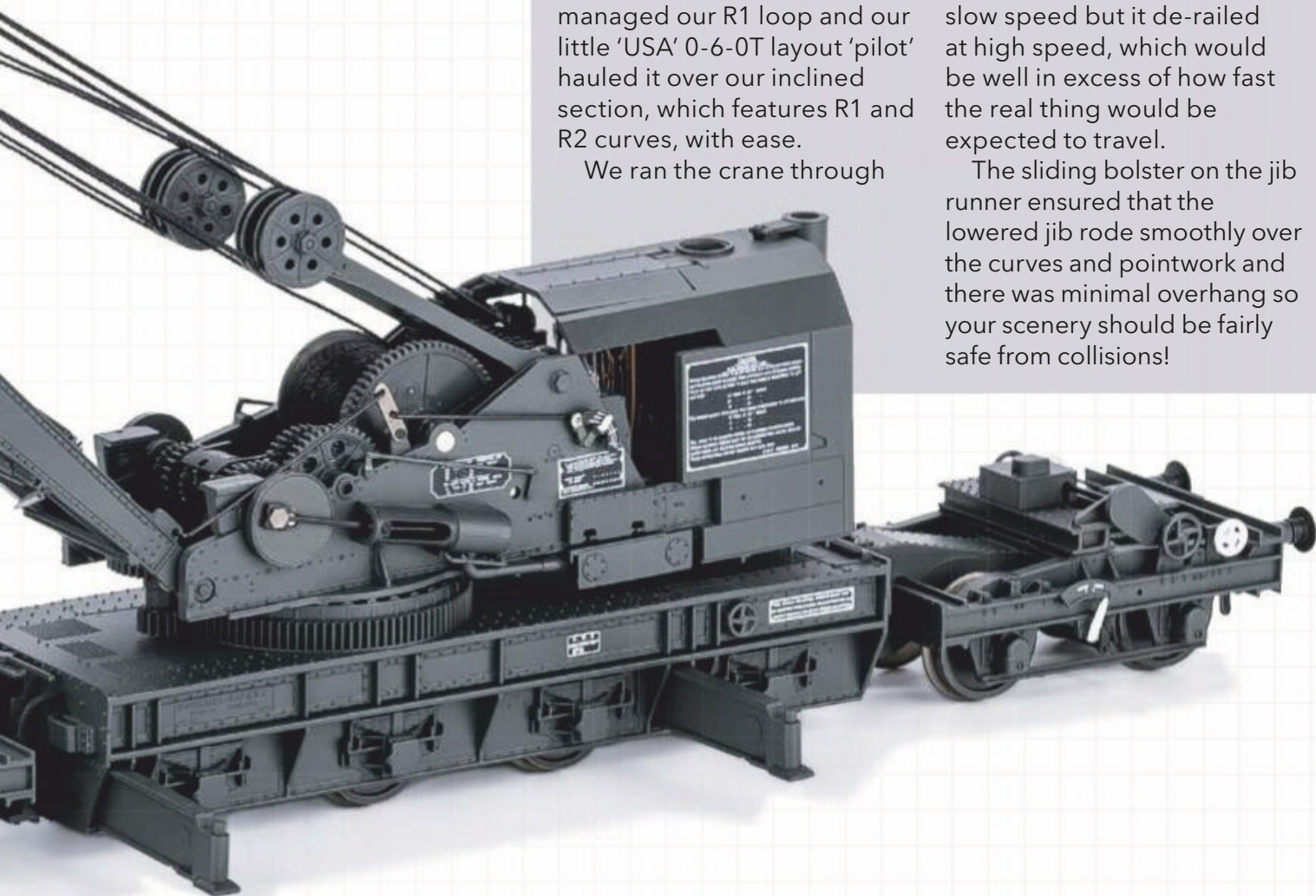
Hornby's 75t Cowans & Sheldon steam crane dates from the 1970s and still looks good today. It has two winding handles to raise and lower the jib and to raise and lower the hook. It still

makes for an impressive model, despite the fact that it's getting on for 50 years old.

But if you think the Hornby crane looks good though, Bachmann's offering blows it away in every category.

With copies of Peter Tatlow's *Railway Breakdown Cranes Vol. 2* being as rare as hen's teeth, we had to compare the model to photographs on the websites of both Paul Bartlett and the Vintage Carriages Trust, and first impressions are that Bachmann's designers have nailed the overall shape and character of the Ransomes & Rapier design.





Performance

Bachmann recommends that the minimum curve radius for the crane is 505mm (R3). GWR No. 16 performed faultlessly around our test track using the R3 and R4 loops. It managed our R1 loop and our little 'USA' 0-6-0T layout 'pilot' hauled it over our inclined section, which features R1 and R2 curves, with ease.

We ran the crane through

the section of tight Hornby points, first radius curves and left-hand diamond crossing several times, increasing the pulling and propelling speed. The crane performed well at slow speed but it de-railed at high speed, which would be well in excess of how fast the real thing would be expected to travel.

The sliding bolster on the jib runner ensured that the lowered jib rode smoothly over the curves and pointwork and there was minimal overhang so your scenery should be fairly safe from collisions!

“The printed signs are all legible under a glass and the boiler pipework is picked out in a pleasing coppery finish”

CRISP DETAIL

The jib draws the eye and it looks very impressive, with the rivet detail particularly crisp and refined. The main body is equally impressive and it's pleasing to note that with such a large model, even the smallest details on the boiler and cab have been beautifully reproduced.

The heavy duty solebars and frames match the good work elsewhere and the axlebox and spring detail is excellent. The relieving bogies are good, with fine wire brake gear.

It seems churlish to criticise anything, but the match truck looks a little on the basic side, an impression that's not helped by the fact that this was a 'minimal' vehicle at the best of times! The other slight issue is that the GWR grey makes the crane look a little plasticky in places, particularly around the frame plates.

The overall grey finish does have some relief and it's beautifully executed. The printed signs are all legible under a glass and the boiler pipework is picked out in a pleasing coppery finish.

Where this model really stands out is the sheer amount of technological innovation that has gone into its construction.

That sea of cogs and gears is like nothing we've ever seen before in 'OO'. They all mesh

together beautifully and you feel that four years of research and development could have been spent in this area alone.

Bachmann could have gone for the Hornby approach and used large knobs on the jib to make it operational. But that would have clashed with the fine detail.

KEY POINT

Instead, it has devised a most ingenious solution. You get

3 things we like



1

Etched metal plates are perfectly crisp and legible and add a real touch of class to the model.



2

The safety chains on the relieving bogies look as though they have individual links but they're actually one-piece mouldings.



3

Exquisite cab detail.

a key with a magnet on one end. You use the magnet to remove the plugs on the back of the boiler. One raises and lowers the jib and the other raises and lowers the hook. Turn the key over and you can operate both.

How the mechanism works



1

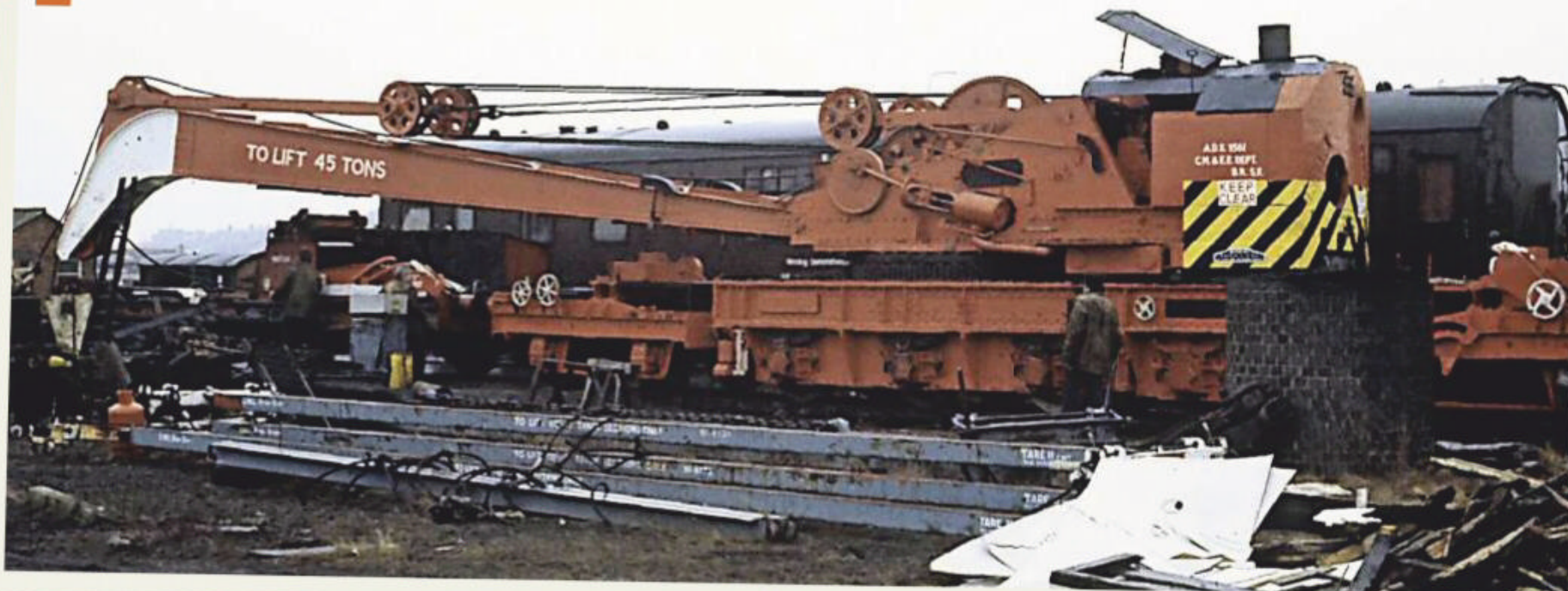


2



3

1



Factfile: Ransomes & Rapier 45t crane

Ipswich firm Ransomes & Rapier built many types of steam crane on six, eight and ten-wheel underframes that all shared a familiar look. They also shared similar features to cranes from competing manufacturers, such as Cowans & Sheldon and Craven Brothers.

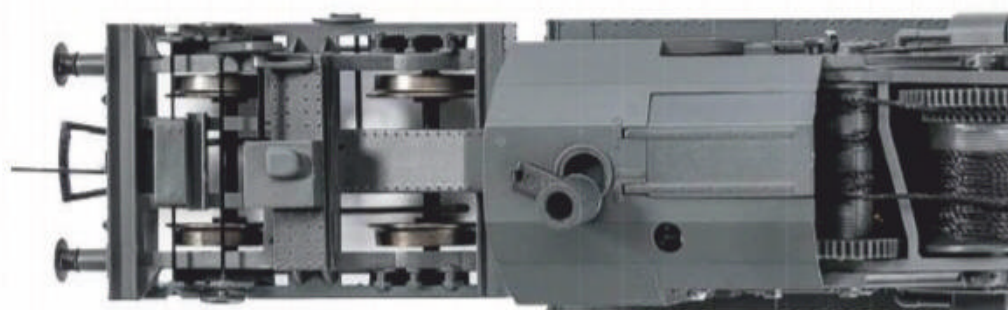
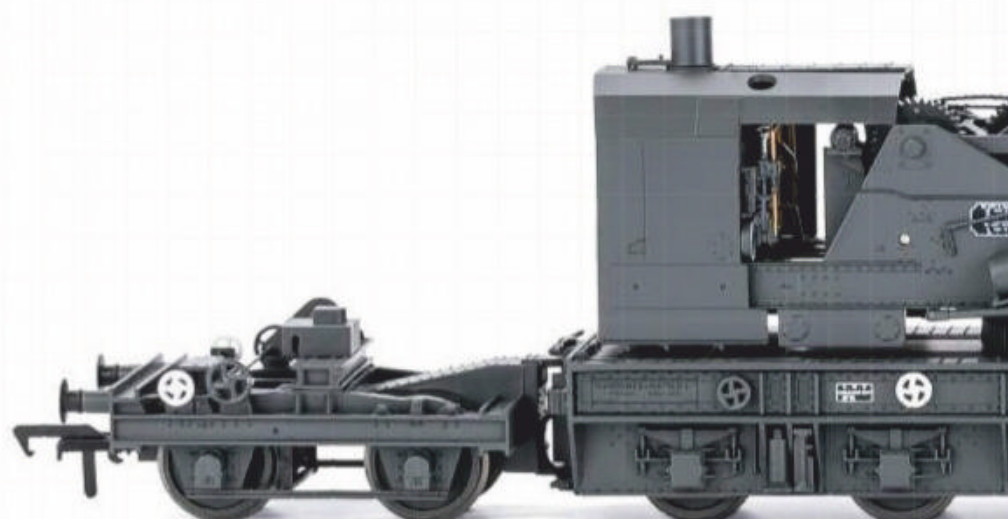
Bachmann Branchline has chosen to model a Ransomes & Rapier design from 1939/1940. Knowing that the railways would require extra lifting capacity to repair air raid damage during wartime, the Ministry of Supply ordered six 45t steam cranes from R&R in 1939. They were based on a 36t capacity crane delivered to the Southern Railway in 1936 but were designed with as wide a route availability as possible. Therefore, they fit within the British Composite Loading Gauge and the **relieving bogies** fore and aft brought the axle weight down to just 15t. The first two cranes went to the Southern (DS1560 and DS1561) and the remaining four to the Great Western Railway (Nos. 16-19). When the War Department requisitioned two LNER cranes in 1941, the MoS ordered two replacements to the 1940 design in 1942. The only differences between the six cranes was the configuration of the tool boxes on the jib runners.

All six became BR property and lasted well into the 1970s/1980s. In fact, the two Southern Region cranes remained in service until 1989. One is now preserved at the Swanage Railway. Both former ER region cranes survive (at the Bluebell and North Yorkshire Moors Railway) and former GWR crane No. 18 is at West Coast Railway Company's Carnforth HQ.

1: Former Southern Railway 45t crane DS1561 at Swindon in 1979. DS1561 and DS1560 were not withdrawn by BR until 1989; the former is now based at the Swanage Railway whereas the latter, having spent time in store around Swindon and Tyseley, was scrapped in 2010. COLOUR RAIL

2: Ransomes & Rapier crane DS1560 from Nine Elms clears the aftermath of a collision at Staines Central between an Up Windsor/Weybridge-Waterloo train and '700' class O-6-O No. 30688 on August 9 1957. The EMU had departed the station against a stop signal. D.J. SUTTON/CJL COLLECTION

Otherwise known as Stokes Bogies.



2



Keep an eye on the mechanism as you do. You'll see the cylinders move as you raise and lower the hook and, even more incredibly, as you change the position of the jib, the angle of lift indicator moves too!

Spare a thought for the teams on the Kader assembly lines who have to loop the thin black thread over the various pulleys. This is one time where we will ignore our "if it's a kit we build it, if it isn't we take it apart" motto!

The crane body rotates, with the gears engaging with a satisfying 'clunk'. The outriggers are posable too and can be slid in and out, but just be aware that there's no restraining point and you can pull them out of their slots. You can see from the photographs just what other moving features there are.

Included in the box are the spread beam, vacuum pipes and coupling chains. The pipes and

chains fit neatly into the relieving bogies by removing the tension lock couplers; you will have to prise the NEM coupler pocket from the jib runner and unscrew the mounting box to fit them to this vehicle.

This is all described in detail in the accompanying instruction booklet. The only thing missing from the booklet is any indication of what to do with the separately supplied ladder.

Bachmann's crane might not be cheap but it's testament to the skill of the team both at Barwell and at Kader's factory to have been able to produce such

a wonderful piece of miniature engineering.

Is Bachmann's crane the best 'OO' gauge ready-to-run model ever? In the face of the evidence, the answer's probably yes. *(RF)*

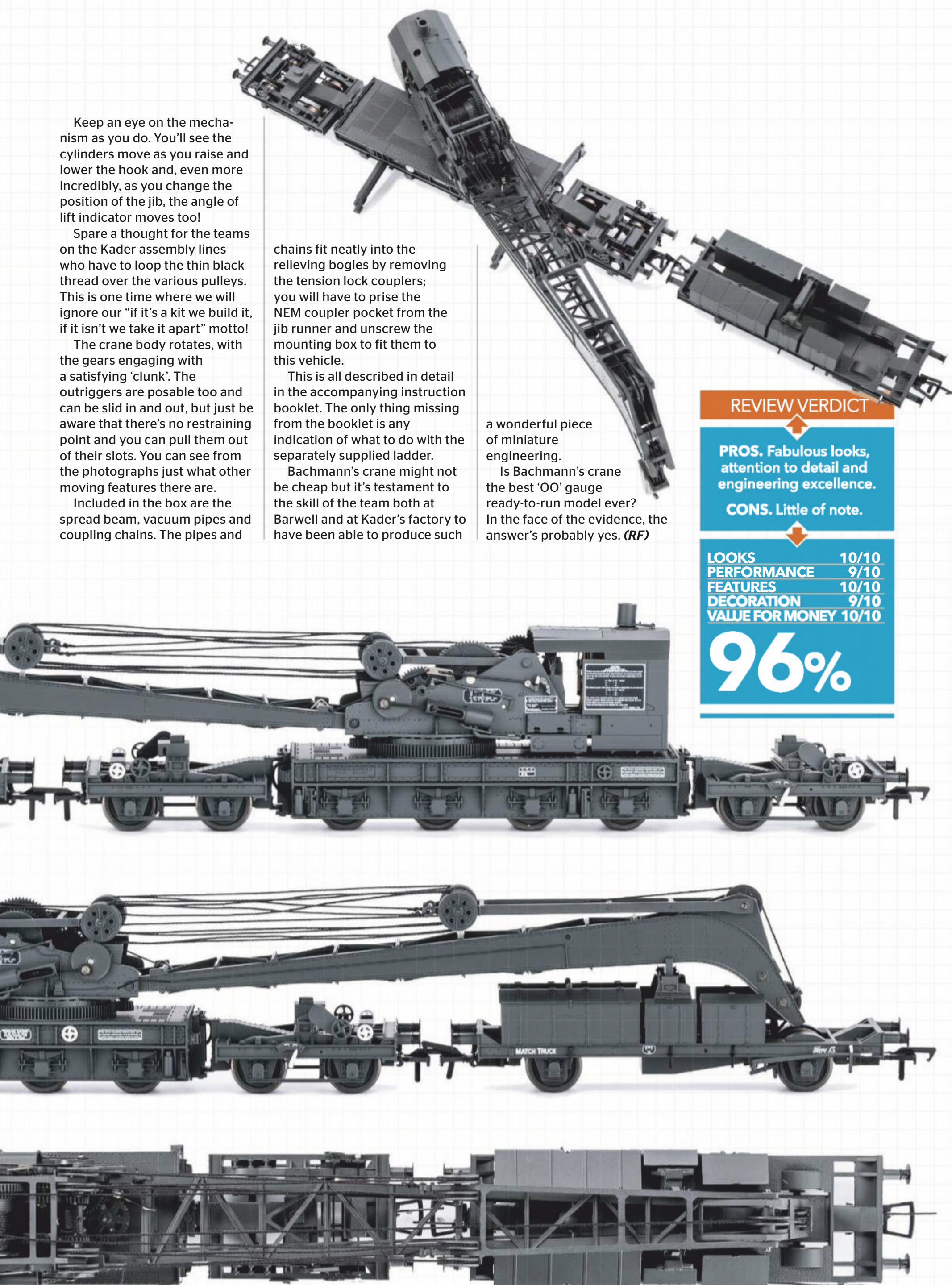
REVIEW VERDICT

PROS. Fabulous looks, attention to detail and engineering excellence.

CONS. Little of note.

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

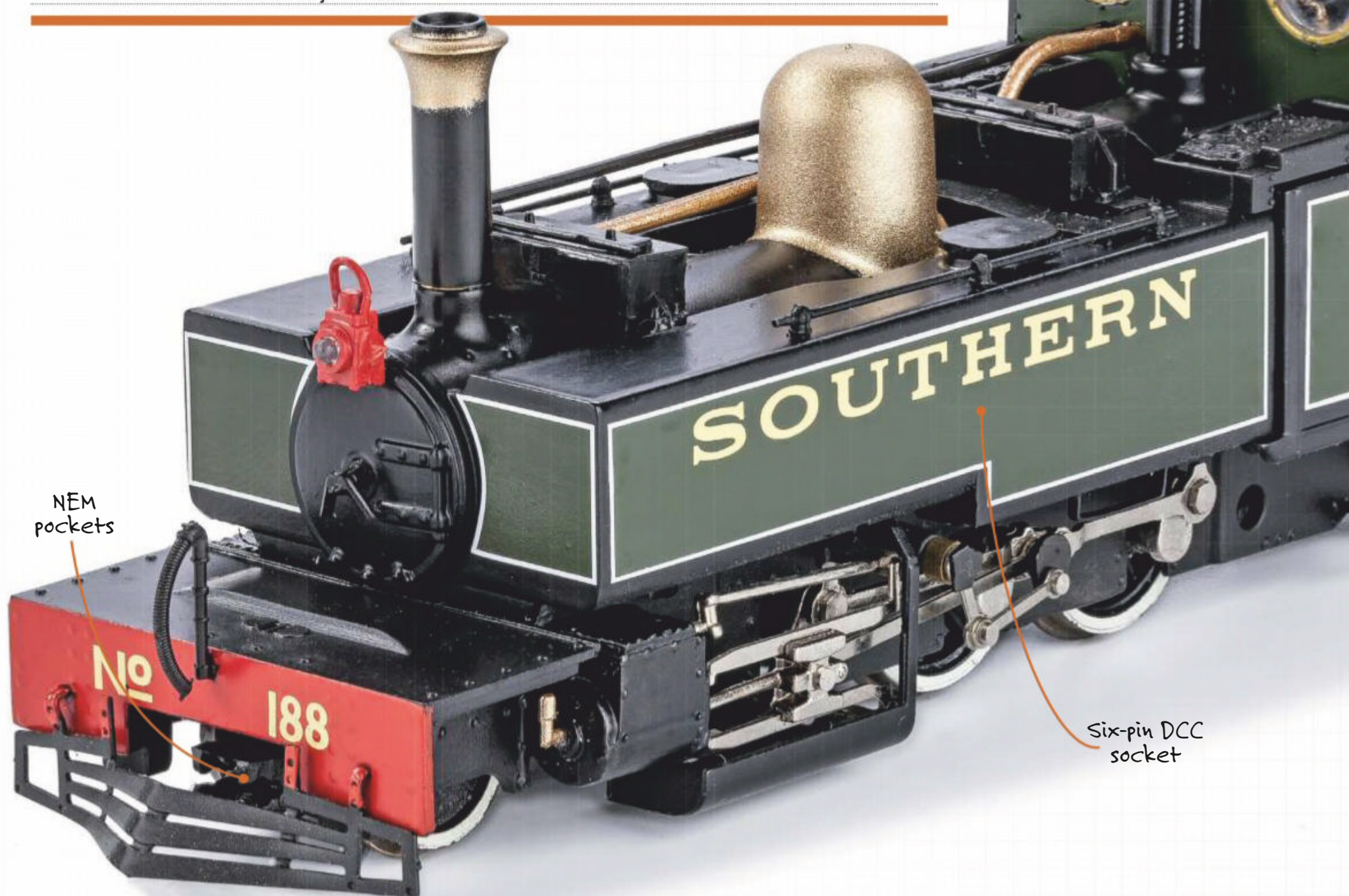
96%



Heljan L&B 2-6-2T Lew

◆ GAUGE 'OO9' ◆ MODEL Helan 9960 Manning Wardle 2-6-2T No. 188 Lew, Southern Railway green

◆ PRICE £219.95 ◆ AVAILABILITY Heljan stockists



Delivery of Heljan's 'OO9' Lynton & Barnstaple Railway 2-6-2Ts may have been problematic but they seem to have proved popular with 'OO9' modellers. After all, try finding any of the first batch - they're as rare as unicorns.

That first run of 'OO9' models depicted the trio of 2-6-2Ts that the L&B ordered from Manning Wardle for its opening in May 1898. Buoyed by such success, Heljan decided to offer the line's fourth 2-6-2T.

However, this was not a straight repeat of the first model with a new name and number. No, this new model has required a few tweaks to the tooling.

The Southern Railway absorbed

the L&B in July 1923, a few months after the Grouping had taken effect. It wanted to transform the L&B's ailing fortunes and one of its plans was to increase the frequency of its service. In order to accomplish that, it ordered another locomotive to complement 2-6-2Ts *Yeo*, *Exe* and *Taw* and the Baldwin 2-4-2T *Lyn*.

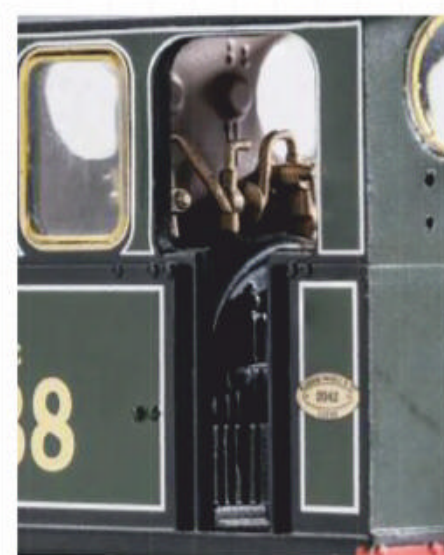
This new locomotive was built by Manning Wardle and was almost a duplicate of the original trio. However, when it was delivered in 1925, *Lew* had subtle differences, as a result of the builder's experiences with the originals.

The cab was much simpler with a straight back and there was no attempt to provide the troublesome cover over the valve gear.

Instead there was a simple oil drip tray under the motion.

As Heljan's new model shares the majority of its DNA with the original Manning Wardles, there's no point in repeating chunks of our March 2019 review (MR258). Let's just focus on what makes *Lew* different.

That squared cab with its four roof ventilators looks spot on and matches drawings in Stephen Phillips' *The Lynton & Barnstaple Railway Measured & Drawn*. The front spectacle plate includes the pair of vertical rivet strips down each side, fitted circa 1931, but lacks the oil atomiser pipework. Intriguingly, three of the four ventilators are moulded open and this allows you to see the



footplate, which, while not as detailed as some contemporary 'OO' models, is still well executed.

While on the subject of the cab, it's worth pointing out that



Heljan has used the same tooling for the Ffestiniog Railway's 21st-century take on *Lew*, which goes by the name of *Lyd*. However, *Lyd* is built to the FR's loading gauge and its cab profile is quite different to that of *Lew*.

There are a couple of minor

“Heljan has chosen to produce a moulded coal rail, which looks effective enough”

differences elsewhere. The oil drip tray is present and correct, as are the two types of coal bunker. *Lew* was delivered with coal rails but the fireman's side bunker was plated over almost immediately after delivery. Heljan has chosen to produce a moulded coal rail, which looks effective enough. You can imagine the difficulties of producing such a tiny etched metal part.

CURVES AND QUIRKS

Sadly, *Lew* does have a few annoying little errors. The lining on the front of the tanks follows the curve of the smokebox, whereas *Lew*'s lining dropped straight down. The model of *Lyd* has the correct lining but that on *Lew* is incorrect.

The 'E188' number is printed a touch too low on the bunker side but this masks another little error. *Lew* was originally built with short safety valve extension tubes; it was fitted with half-length tubes circa 1929 and full-length tubes circa 1934. However, by this time, it had lost the 'E' prefix. Heljan has printed the 'E' prefix but given the model tall valves.

The whistle was originally mounted in front of the valves.

However, presumably when the taller valves were fitted, the whistle was fixed to the cab spectacle plate and not in front of the valves as Heljan has modelled it.

Running quality on the Heljan Manning Wardles has been a bit hit or miss. The locomotives can be a little jerky and will really benefit from running in and spotless track. Our *Lew*, which replaced an early sample with some build quality issues, was a decent performer straight from the box and would definitely benefit from extended running in.

Despite these little niggles, *Lew* is still a cracking little model and matches what Chris Leigh called “Hatton Garden jewellery quality” of *Yeo*, *Exe* and *Taw*. Grab one while you can... and get your order in for *Lyn* while you're at it for neither model is likely to hang around for long! (RF)

RECOMMENDED READING

◆ *The Lynton & Barnstaple Railway* by Brown, Prideaux & Radcliffe (2006 edition)

◆ *The Lynton & Barnstaple Railway Measured & Drawn* by Stephen D. Phillips (SD Publications)



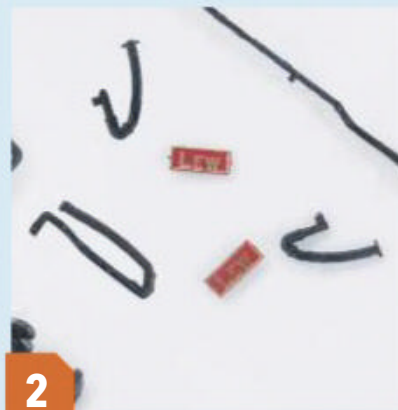
Fresh from Manning Wardle, Southern Railway 2-6-2T *Lew* pilots 1897-built classmate *Taw* at Barnstaple Town circa 1925. *Lew*, named after a river in central Devon, took its number from a gap left by Adams 'O2s', which had been transferred to the Isle of Wight. The lining on the front of the tanks, different to that carried by *Yeo*, *Exe* and *Taw*, is visible along with the original short safety valves. *Lew* hauled the last train on September 29 1935 with classmate *Yeo* and was sold to Castle's, a Plymouth shipbreaker, after the line closed. Castle's used *Lew* to dismantle the line between Pilton Works and Milepost 15½ before it was sold to a sugar plantation in Brazil. It left Britain in 1936 and, apart from rumours of some 1950s footage featuring the locomotive, its subsequent history remains a mystery. W.H. WHITWORTH/RAIL ARCHIVE STEPHENSON

3 things we like



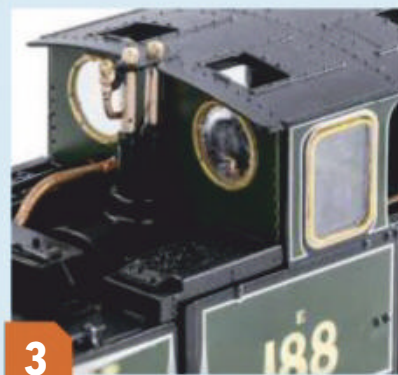
1

Works plates are legible under a glass.



2

You get some lovely *Lew* nameplates supplied in the bag of extra bits.



3

The brass beading around the cabside windows is particularly effective.

REVIEW VERDICT

PROS. Excellent addition to Heljan's L&B family.

CONS. Livery and detail combination issues.

LOOKS	7.5/10
PERFORMANCE	9/10
FEATURES	8/10
DECORATION	7.5/10
VALUE FOR MONEY	8/10

80%

Rails of Sheffield Diagram 1424 ex-SECR box van

◆ **GAUGE** 'OO' ◆ **MODEL** Rails of Sheffield RL-1424-005 SR (ex-SECR) Diagram 1424 box van ◆ **PRICE** N/A
◆ **PERIOD** 1936 onwards ◆ **REGION** Southern ◆ **AVAILABILITY** Rails of Sheffield **Web** www.railsofshffield.com

It's unusual for *Model Rail* to review a model which is not currently available, but this exclusive product from Rails of Sheffield is rather special and warrants a review, especially if it helps to convince the manufacturer to either produce another run or to use the production method for other models.

So, what's different about this 10-ton wooden box van model in 'OO'? Well, aside from the fact that it is unusual to see a wagon of pre-Grouping origin and antique appearance like this offered in anything other than kit form, the real novelty of this model is that it has been produced in volume by the 3D printing process. This system of producing a plastic model by building it up directly from a computer file has not, so far as I'm aware, been used for volume production of a fully finished ready-to-run model before.

Owing to its experimental nature and the question mark over the likely demand, the model has been produced to pre-order only. Unlike pre-orders for conventionally produced ready-to-run products that can take years to be fulfilled, Rails closed the order book on this van in mid-2019 and delivered finished models in November. One of our colleagues on *Steam Railway* magazine loaned us this model for review.

At first sight the model and its packaging look to have come from Dapol, and the box labelling confirms that to be the case. The model itself has the weight and presence of a conventional injection-moulded van but the paint finish is very matt and has the merest trace of that textured effect which is usually associated with 3D printing.

This is a wagon that's full of

character, with hefty external timber framing to the sides and double doors and with crisply executed hinge and handle detail. The body sides and ends are one piece, the roof and underframe are separate. Our sample showed a slight bow in the roof and underframe but not enough to detract from the model.

SEPARATE FITTINGS

The underframe and floor are one piece, including the springs, axleguards and axleboxes, plus the brake shoes and linkage. Indeed, only the brake levers appear to be separate fittings. It is particularly pleasing to see brake shoes, hangers and actuating levers that are much finer than we've become accustomed to on injection-moulded underframes.

The free-running wheelsets are particularly fine, having moulded split-spoke centres with blackened metal rims. Cranked and pivoted NEM coupler pockets are held in place with screws so that they can be easily removed if some other

coupling arrangement is to be fitted. However, fitting working three-link couplings will be complicated by the solid floor behind the bufferbeams. Standard small tension-lock couplings are provided with the model and these clip into the NEM pockets.

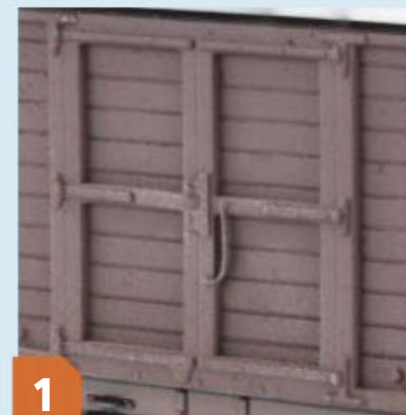
Detail on the headstocks is also very neat and fine, the blackened metal bufferheads being fitted into slender shanks which are formed as part of the body, while the coupling hook is separately fitted. The neat white printing on the dark chocolate brown body shows that this van was rated at 10 tons, with a tare weight of 6 tons 1 cwt, giving a load capacity of just under 4 tons in the van body, which scales to just 6ft 6in at its highest point.

This is a basic, unfitted small goods van of modest capacity that would have been a familiar sight in goods trains between the world wars. The manufacturer has made a commendable job of turning it out by this novel production process. More, please! (CJL)

“The free-running wheelsets are particularly fine, having moulded split-spoke centres with blackened metal rims”



3 things we like



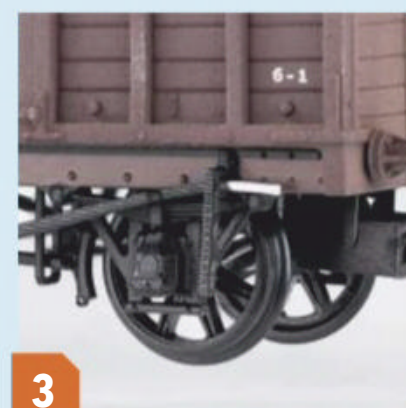
1

Very fine hinge and handle details on side doors.



2

Slender brake linkages and hangers.



3

Free-running split-spoke wheels.

REVIEW VERDICT

PROS. Very crisp and fine 3D-printed details.

CONS. Slight bow to roof and chassis.

LOOKS	9.5/10
BUILD QUALITY	8.5/10
FEATURES	9/10
DECORATION	9/10
VALUE FOR MONEY	9/10

90%



Rapido Trains Guy Arab IV bus

◆ **SCALE** 1:76 ◆ **MODEL** Rapido Trains Guy Arab IV bus with Metro-Cammell body ◆ **PRICE** £39.95; Deluxe version with lights £49.95
◆ **PERIOD** 1952-70 ◆ **REGION** Birmingham area ◆ **AVAILABILITY** Rails of Sheffield

Canadian manufacturer Rapido Trains can be relied upon to do things differently, so it is little surprise that they have entered the UK model railway market with a model bus!

Rapido's chosen prototype is the Guy Arab Birmingham 'new look' double-decker of 1950. Two hundred examples were delivered between 1952-4. The prototype was scanned at Wythall Transport Museum and the museum will be the beneficiary from sales of the model.

The Guy Arab IV has not been previously offered in model form and, in contrast to the various die-cast bus ranges, Rapido's

product features a finely detailed plastic bodyshell. The model has captured beautifully the subtle curves of the 'tin front' body. It is flush-glazed, allowing the detailed interior to be enjoyed and the chassis has a separately fitted front suspension arrangement, so the wheels can be turned and posed in any position.

Rapido's obsession with detail extends to the interior, with correct cab details and passenger saloon layout. Downstairs, the seats are printed with the very 'jazzy' moquette pattern of the real thing, while the upstairs seats feature a plain finish (for workers' dirty overalls). The deluxe version of the model

is fitted with LED lighting in the saloon, destination blinds and front lamps. Even the courtesy light over the back platform is illuminated. Two wires from the underside of the model power the lighting but modellers will need to supply their own means of connecting these to a 9V supply, although the model is supplied with a magnetic wand which operates an internal on/off switch.

The Guy Arab IV is available in Birmingham City Transport and the later West Midlands PTE markings and with a wide variety of routes and destinations. The dark blue and cream livery is neatly applied and has a satin-matt finish, rather than the high gloss that is familiar on die-cast models. Printing is neat and legible, from the route blinds, to numberplates, legal lettering, the Guy logo on the radiator and even 'Used tickets' on the box beside the rear platform.

The follow-up vehicle, the Fleetline, is currently on the back burner until the economic position in the UK stabilizes and Rapido is once more able to consider establishing a UK operation. (CJL)



3 things we like



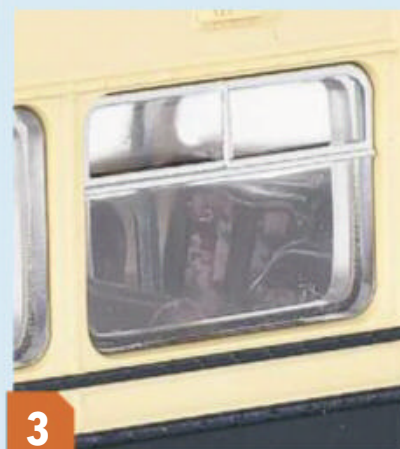
1

Lights on deluxe version.



2

Posable front steering.



3

Printed moquette seats.

REVIEW VERDICT

PROS. Rapido brings its high standards to bus models.

CONS. Expensive compared to die-casts, otherwise nothing of note.

LOOKS	9.5/10
BUILD QUALITY	9.5/10
FEATURES	9.5/10
DECORATION	9.5/10
VALUE FOR MONEY	9/10

94%

Favourite Five

Five products to get the best from your layout

Snow products

Peter Marriott tests his favourite five products for modelling snow.

The most common seasons to model are spring or summer, but some modellers choose to depict a winter scene. This brings with it some extra challenges and involves rethinking different aspects of your layout, including frozen water, snow on the tracks, footpaths and roads, snowdrifts, icicles hanging

from guttering and roofs and, of course, plenty of snow.

UK and European model accessory manufacturers produce a good range of snow products because of the number of European modellers who need to replicate snowy scenes. These are my five favourites, which I've tested for ease of use, value for money and quality of result.

1 Deluxe Materials Scenic Snow Kit

Product Deluxe Materials Scenic Snow Kit BD 29

Price £17.75

Availability www.deluxematerials.com and UK stockists

Deluxe Materials Scenic Snow kit contains three components: Scenic Snowflakes, Scenic Bond Adhesive and Icy Sparkles. These products can create snow in its various stages: newly fallen, melted, slipping on roofs and frozen. With one kit covering around half a square metre, this is a good way to try out your snow scene skills.

Deluxe Materials Shovelled Snow is suitable for piled snow, making miniature snowballs or even model snowmen.

Ease of use	★★★★○
Results	★★★★○
Value for money	★★★★○



2 Geoscenics Snow Kit

Product Geoscenics Snow Kit SSK

Price £7.00

Availability www.geoscenics.co.uk and UK stockists

The Geoscenics range of environmentally friendly scenery products includes this snow kit comprising a 600g bag of snow powder. The technique for using the product is to sprinkle the white powder onto the landscape and buildings. When you are happy with the effect, spray the entire surface with diluted PVA (a 50/50 mix, plus a drop or two of washing-up liquid), which will soak through the powder and seal them together.

Ease of use	★★★★○
Results	★★★★○
Value for money	★★★★○



3 Noch Snowflakes

Product Noch 08760

Price £9.00 for 200g

Availability Gaugemaster and other Noch dealers **Tel** 01903 884488

Web www.gaugemaster.com

Noch retails lots of snow products, including snowflakes which are essentially 1mm fibres that can be planted in the same way as static grass with a puffer bottle or electrostatic grass-planting tool. Using the Noch snow glue with this product alleviates the need to use paint to colour the baseboard and then later an adhesive. The result is a good-looking finish that is soft to the touch.

Other products by Noch enable icicles, frozen water, snowdrifts and snow on roofs and roads to be created easily.

Ease of use	★★★★○
Results	★★★★○
Value for money	★★★★○

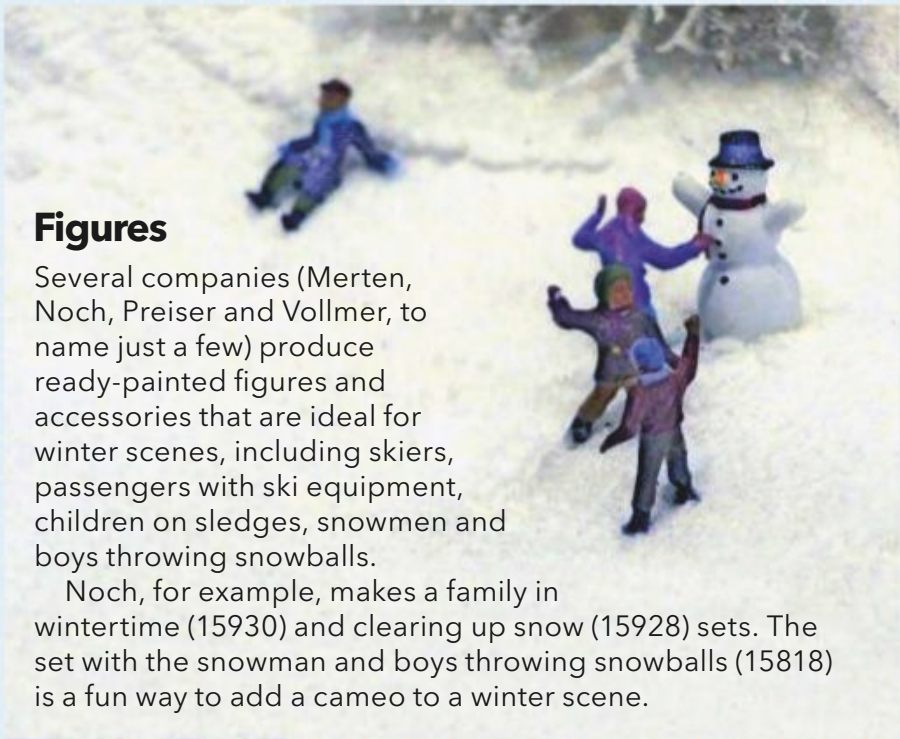




WARNING
Read the instructions on each pack. Many of the products referred to in this feature carry a warning that these products should be kept out of reach of children. If the product gets into the eyes it should be washed out with water.

Top 5 modelling tips

- 1. The whole landscape of a winter layout needs to be considered. For example, the water in ponds may be frozen and deciduous trees will be bare of leaves.
- 2. Some roads and some parts of car parks may have been visited by a snowplough but others might not. Platforms will probably be covered in snow, except where they've been swept by station staff, or trampled by passengers.
- 3. Remember to put a small layer of snow on the horizontal surfaces of street lights, signals, road and station signs, window ledges, fence posts, loads in the goods yard, parked road vehicles and rolling stock that has not moved for days.
- 4. On roofs of buildings, don't model the snow at an even depth. Feature some slippage of the snow towards the lower edges of the roof. If your snow is intended to be thawing, create piles of snow on the ground as if it's slipped off the roof.
- 5. Figures need to be chosen carefully - only use those well wrapped up in jumpers, scarves and coats. Station personnel and permanent way workers will not be wearing short-sleeved shirts! There are plenty of suitable figures in the popular scales.



Figures

Several companies (Merten, Noch, Preiser and Vollmer, to name just a few) produce ready-painted figures and accessories that are ideal for winter scenes, including skiers, passengers with ski equipment, children on sledges, snowmen and boys throwing snowballs. Noch, for example, makes a family in wintertime (15930) and clearing up snow (15928) sets. The set with the snowman and boys throwing snowballs (15818) is a fun way to add a cameo to a winter scene.

4 Woodland Scenics Snowflake Snow

Product Woodland Scenics WSN 140
Price £12.75 for 945cm³
Availability Woodland Scenics/Bachmann stockists

Woodland Scenics produces soft flake snow that can be sprinkled on top of sprayed Woodland Scenics Scenic Cement or slightly diluted PVA. It is usually necessary to add a few layers of the snow to build up a fully white effect. The product feels like sugar and the large plastic shaker bottle would cover a large area of landscape. Snowdrifts can be made by using Woodland Scenics Flex Paste to build up the depth of a drift and then add soft flake snow sprinkled onto the paste before it dries.

Ease of use	★★★★○
Results	★★★★○
Value for money	★★★★○



5 Noch Snow Glue

Product Noch 61138
Price £9.00 for 250 ml
Availability Gaugemaster and other Noch dealers **Tel** 01903 884488
Web www.gaugemaster.com

Snow Glue by Noch is ideal for permanent snow scenes because it dries white, rather than the usual clear finish. It's easy to brush onto a layout and can be used with most of the products listed in this feature. Rather than having to paint the landscape, then paint on glue, this is a one-step shortcut.

Ease of use	★★★★★
Results	★★★★★
Value for money	★★★★○



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Motor: Five-pole

DCC socket: Next18

Features: NEM coupler
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pristine, No. 1629
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weathered, No. 1661

NCB GREEN

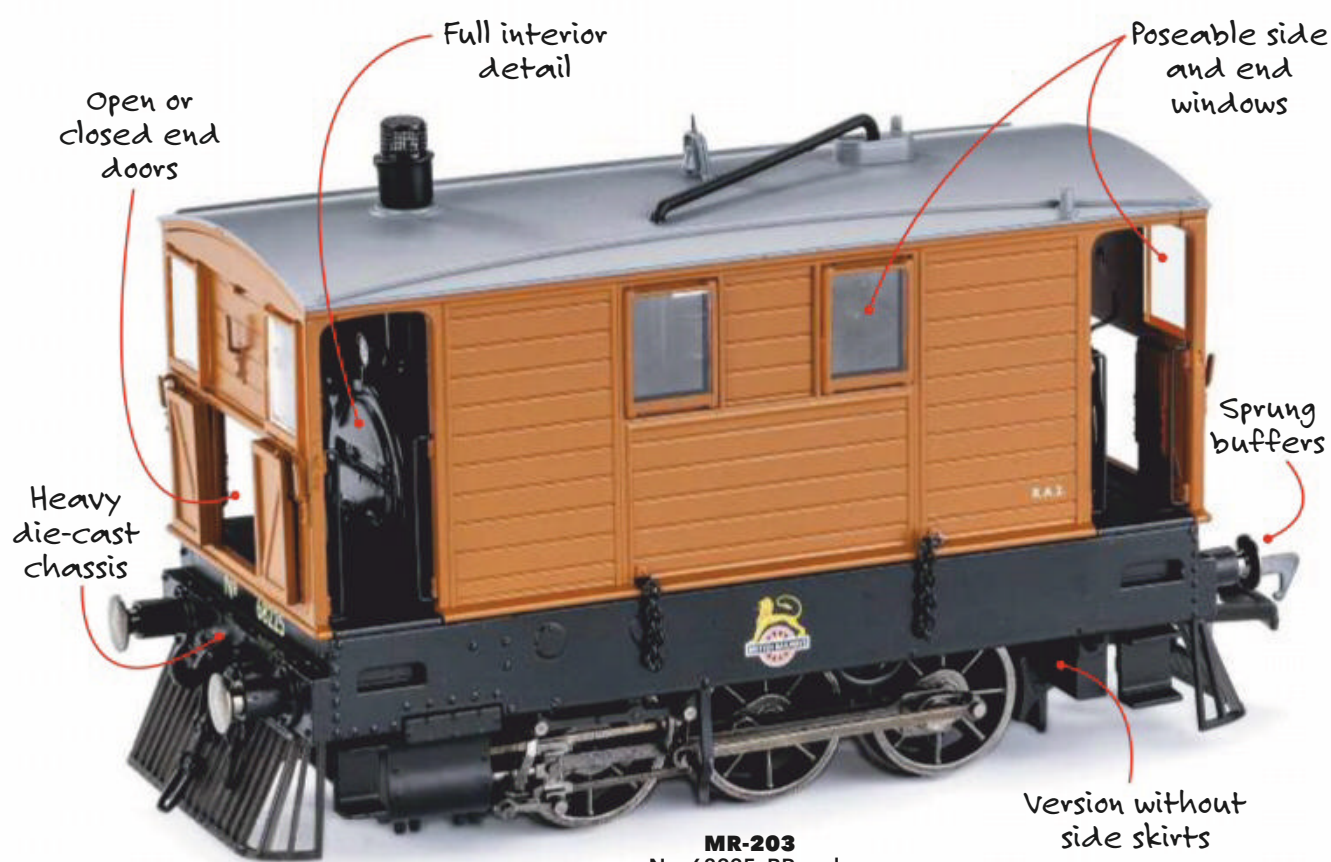
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Motor: Coreless

DCC socket: Six-pin

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Later style
tank-top grab
stanchions



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'USA' 0-6-0T

No. 30064, in BR lined green

Specification list

Made by: Bachmann/Kader

Motor: Three-pole

DCC socket: Six-pin

Features: NEM coupler pockets, two types of cab, different smokeboxes, different footsteps, separately fitted hinged platform.

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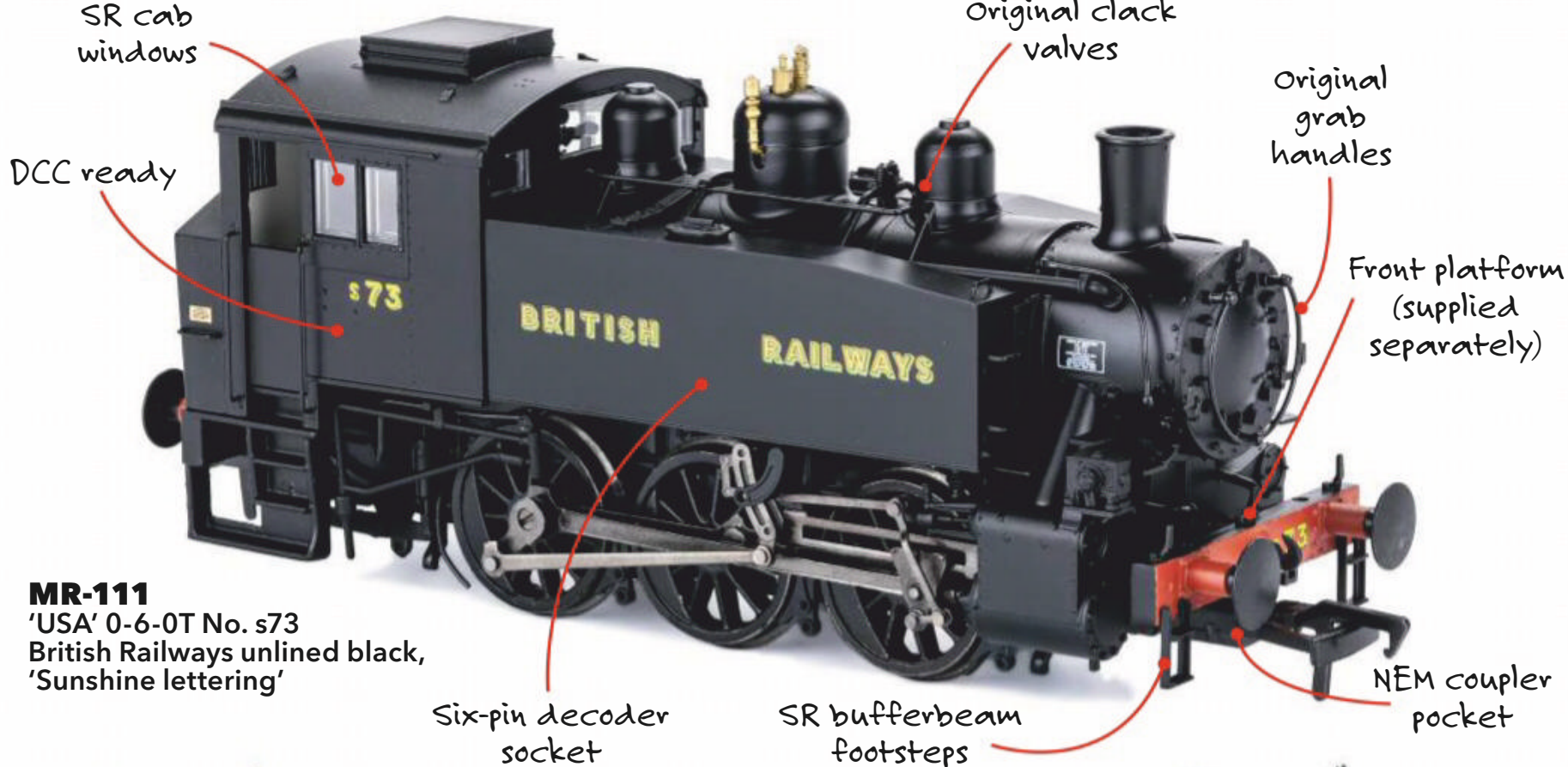
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DCC ready

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grab
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Front platform
(supplied
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'USA' 0-6-0T No. s73

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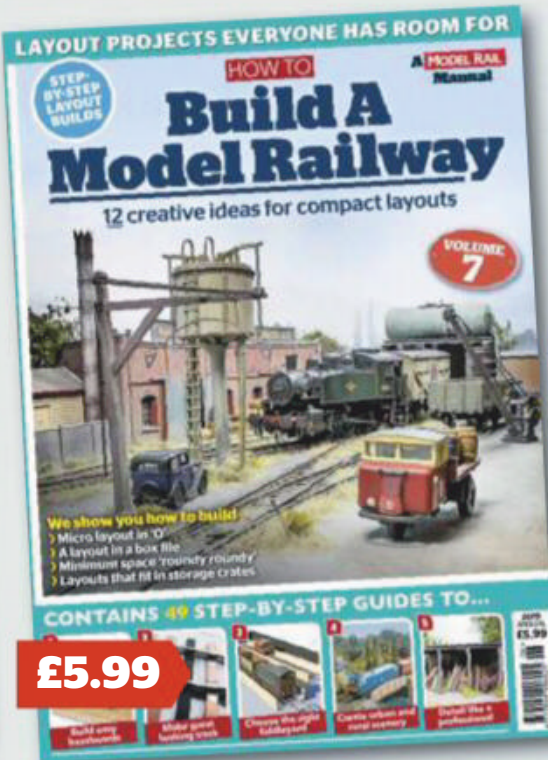
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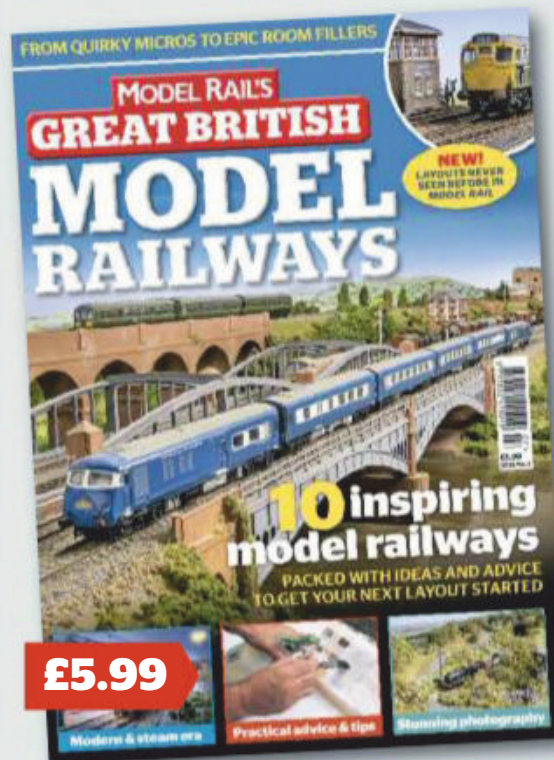
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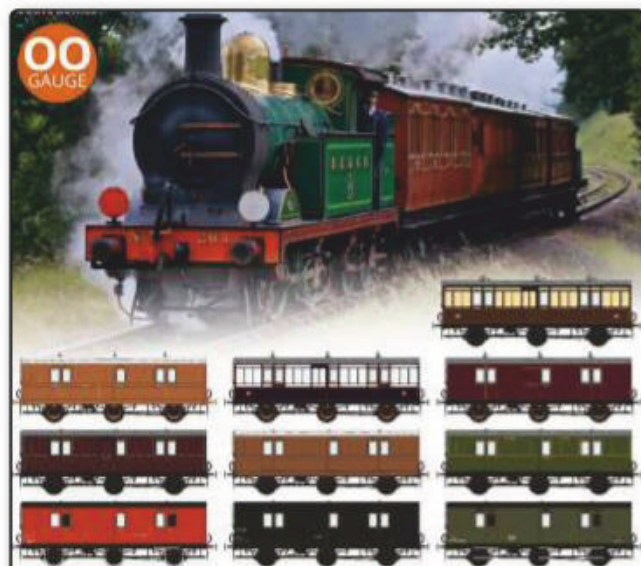
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The individual styling has been made to include the most common features from some of the most widespread and longest lasting coaches to help make them recognisable to customers.

GWR chocolate & cream



H4-4BT-101A	4 wheel brake 3rd 203 - £30/£36
H4-4BT-101B	4 wheel brake 3rd 197 - £30/£36
H4-4F-101	4 wheel 1st 165 - £30/£36
H4-4C12-101	4 wheel composite 96 - £30/£36
H4-4T-101A	4 wheel 3rd 394 - £30/£36
H4-4T-101B	4 wheel 3rd 306 - £30/£36
H4-6BT-101A	6 wheel brake 3rd 154 - £30/£36
H4-6BT-101B	6 wheel brake 3rd 148 - £30/£36
H4-6C123-101	6 wheel tri-composite 84 - £30/£36
H4-6T-101A	6 wheel 3rd 526 - £30/£36
H4-6T-101B	6 wheel 3rd 539 - £30/£36
H4-6S-101	6 wheel 2nd 105 - £30/£36
H4-6CL-101	6 wheel composite lavatory (1st/3rd) 42 - £30/£36
H4-6FB-101	6 wheel full brake
H4-46Pack-101	Pack of 4 coaches (4BT, 4T, 6C123, 6BT) - £110/£135

GNR lined teak



H4-4BT-201A	4 wheel brake 3rd 56 - £30/£36
H4-4BT-201B	4 wheel brake 3rd 79 - £30/£36
H4-4F-201	4 wheel 1st 235 - £30/£36
H4-4T-201A	4 wheel 3rd 1432 - £30/£36
H4-4T-201B	4 wheel 3rd 1645 - £30/£36
H4-6BT-201A	6 wheel brake 3rd 135 - £30/£36
H4-6BT-201B	6 wheel brake 3rd 145 - £30/£36
H4-6T-201A	6 wheel 3rd 2694 - £30/£36
H4-6T-201B	6 wheel 3rd 3275 - £30/£36
H4-6C13-201	6 wheel composite 93 - £30/£36
H4-6F-201	6 wheel 1st 2040 - £30/£36
H4-6CL-201	6 wheel composite lavatory 864 - £30/£36
H4-6FB-201	6 wheel full brake - £30/£36
H4-46Pack-201	Pack of 4 coaches (4BT, 4T, 6C12, 6BT) - £110/£135

LNWR Plum & spilt milk



H4-4BT-301A	4 wheel brake 3rd 6925 - £30/£36
H4-4BT-301B	4 wheel brake 3rd 7342 - £30/£36
H4-4F-301	4 wheel 1st 4568 - £30/£36
H4-4C13-301	4 wheel composite 3654 - £30/£36
H4-4T-301A	4 wheel 3rd 896 - £30/£36
H4-4T-301B	4 wheel 3rd 731 - £30/£36
H4-6BT-301A	6 wheel brake 7523 3rd - £30/£36
H4-6BT-301B	6 wheel brake 7005 3rd - £30/£36
H4-6C123-301	6 wheel tri-composite 4004 - £30/£36
H4-6T-301A	6 wheel 1987 3rd - £30/£36
H4-6T-301B	6 wheel 1892 3rd - £30/£36
H4-6F-301	6 wheel 1st 4690 - £30/£36
H4-6CL-301	6 wheel composite lavatory 4020 - £30/£36
H4-6FB-301	6 wheel full brake - £30/£36
H4-46Pack-301	Pack of 4 coaches (4BT, 4T, 6C123, BT) - £110/£135

SECR Crimson Lake



H4-4BT-401A	4 wheel brake 3rd 3069 - £30/£36
H4-4BT-401B	4 wheel brake 3rd 3058 - £30/£36
H4-4F-401	4 wheel 1st 1041 - £30/£36
H4-4C12-401	4 wheel composite 2062 - £30/£36
H4-4T-401A	4 wheel 3rd 3361 - £30/£36
H4-4T-401B	4 wheel 3rd 3262 - £30/£36
H4-6BT-401A	6 wheel brake 3rd 6525 - £30/£36
H4-6BT-401B	6 wheel brake 3rd 6536 - £30/£36
H4-6T-401A	6 wheel 3rd 2956 - £30/£36
H4-6T-401B	6 wheel 3rd 2960 - £30/£36
H4-6F-401	6 wheel 1st 1015 - £30/£36
H4-6FB-401	6 wheel full brake - £30/£36
H4-46Pack-401	Pack of 4 coaches (4BT, 4C12, 6T, 6BT) - £110/£135

LMS crimson (Midland style)



H4-6BT-501A	6 wheel brake 3rd 6523 - £30/£36
H4-6BT-501B	6 wheel brake 3rd 6498 - £30/£36
H4-4X6CL-501	ex 6 wheel composite lavatory 9531 - £30/£36
H4-6T-501A	6 wheel 3rd 5705 - £30/£36
H4-6T-501B	6 wheel 3rd 5054 - £30/£36
H4-6FB-501	6 wheel full brake - £30/£36
H4-46Pack-501	Pack of 4 coaches (6BT, 4X6CL, 6T, 6T) - £110/£135

LNWR pre-war brown



H4-6BT-601A	6 wheel brake 3rd 4118 - £30/£36
H4-6BT-601B	6 wheel brake 3rd 4122 - £30/£36
H4-6CL-601	6 wheel composite lavatory 486 - £30/£36
H4-6T-601A	6 wheel 3rd 42956 - £30/£36
H4-6T-601B	6 wheel 3rd 43008 - £30/£36
H4-6FB-601	6 wheel full brake - £30/£36
H4-46Pack-601	Pack of 4 coaches (6BT, 6CL, 6T, 6BT) - £110/£135

SR olive green



H4-4BT-701A	4 wheel brake 3rd 3654 - £30/£36
H4-4BT-701B	4 wheel brake 3rd 3594 - £30/£36
H4-4C13-701	4 wheel composite 5750 - £30/£36
H4-4T-701A	4 wheel 3rd 1501 - £30/£36
H4-4T-701B	4 wheel 3rd 1717 - £30/£36
H4-6BT-701A	6 wheel brake 3rd 3602 - £30/£36
H4-6BT-701B	6 wheel brake 3rd 3615 - £30/£36
H4-6CL-701	6 wheel composite lavatory 5790 - £30/£36
H4-6T-701A	6 wheel 3rd 1524 - £30/£36
H4-6T-701B	6 wheel 3rd 1770 - £30/£36
H4-6FB-701	6 wheel full brake - £30/£36
H4-46Pack-701	Pack of 4 coaches (4BT, 4T, 6C13, 6BT) - £110/£135

LBSCR umber



H4-4BT-1601A	4 wheel brake 3rd - £30/£36
H4-4BT-1601B	4 wheel brake 3rd - £30/£36
H4-4C13-1601	4 wheel composite - £30/£36
H4-4F-1601	4 wheel 1st - £30/£36
H4-4T-1601A	4 wheel 3rd - £30/£36
H4-4T-1601B	4 wheel 3rd - £30/£36
H4-6BT-1601A	6 wheel brake 3rd - £30/£36
H4-6BT-1601B	6 wheel brake 3rd - £30/£36
H4-6CL-1601	6 wheel composite lavatory - £30/£36
H4-6F-1601	6 wheel 1st - £30/£36
H4-6FB-1601	6 wheel full brake - £30/£36
H4-6T-1601A	6 wheel 3rd - £30/£36
H4-6T-1601B	6 wheel 3rd - £30/£36
H4-46Pack-1601	Pack of 4 coaches (4BT, 6CL, 4T, 6BT) - £110/£135

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	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
OO Rail Head Treatment Train	hattons.co.uk/RHTT	from £118	Nov 2017							
O Gauge LNER Class A3	hattons.co.uk/recordbreakers	£750	Aug 2016							
OO Gauge Class 66	hattons.co.uk/66	from £150	May 2018							
O Gauge LNER Class A4	hattons.co.uk/recordbreakers	£750	Aug 2016							
O Gauge Gresley Teak Coaches	hattons.co.uk/ogaugeteaks	£249	Aug 2016							
N Gauge Beyer-Garratt 2-6-0 0-6-2	hattons.co.uk/ngarratt	£199	Nov 2018							
OO Gauge Plasser 12t YOY Crane	hattons.co.uk/gpc	£69	Nov 2018							
OO Genesis 4 & 6 Wheel Coaches	hattons.co.uk/genesis	from £30	Oct 2019							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
OO Bogie Bolster 'E' wagon	hattons.co.uk/bolstere	£25.45	Sep 2018							
N Gauge Class 50	hattons.co.uk/c50	£123.21	Feb 2013							
OO Gauge Class 21/29	hattons.co.uk/dapol21	from £129.15	Jan 2011							
OO Gauge Class 59	hattons.co.uk/dapol59	from £124.43	Oct 2015							
O Gauge Class 121 'Bubble Car'	hattons.co.uk/ogauged121	from £254.15	Jun 2018							
OO GWR Class 43xx 2-6-0	hattons.co.uk/dapol43xx	from £135.96	Dec 2017							
OO GWR 'Large Prairie' 2-6-2T	hattons.co.uk/dapolprairie	from £115.56	Dec 2017							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
O Gauge Class 50 (Refurbished)	hattons.co.uk/hel50	£560	Apr 2017							
OO Gauge Class 25/3	hattons.co.uk/253	£129 (EST)	Jul 2018							
OO Gauge Class 86/0	hattons.co.uk/hel86	£161.46	Nov 2018							
OO Gauge Class 45	hattons.co.uk/hel45	from £143.65	May 2019							
OO Gauge Class 47	hattons.co.uk/hel47	TBA	Jul 2019							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class A1/A1X Terrier 0-6-0T	hattons.co.uk/hornbyterrier	from £81	Jan 2019							
Peckett B2 Class 0-6-0ST	hattons.co.uk/peckettb2	from £89	Jan 2019							
4wDM Ruston & Hornsby 48DS	hattons.co.uk/ruston48ds	£72	Jan 2019							
GWR 'Large Prairie' 2-6-2T	hattons.co.uk/hornbyprairie	from £126	Jan 2019							
LMS 'Princess Royal' 4-6-2	hattons.co.uk/princessroyal	from £171	Jan 2019							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
OO GER/LNER Class N7 0-6-2T	hattons.co.uk/oxN7	from £87	Jan 2017							
OO BL 18" Howitzer Railgun	hattons.co.uk/railgun	from £42.50	Jan 2018							
OO LNER Class J27 0-6-0	hattons.co.uk/oxj27	from £94	Jan 2019							

 Shows the stage the project is at based on the information available to us. CAD: Computer Aided Design. 1st EP: First Engineering Prototype. TBC: Price is yet To Be Confirmed (EST): Price is estimated.

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Steam locos



H4-AB14-004 Andrew Barclay 0-4-0ST 14" 1863 in Caledonian Railway lined blue (Hat).....£99



H4-AB16-002 Andrew Barclay 0-4-0ST 16" 2043 'No 6' in NCB green (Hat).....£99



H4-AB16-003 Andrew Barclay 0-4-0ST 16" 2226 "Katie" in lined maroon (Hat) (RRP £99).....**BARGAIN**.....£89
1301 Class 1361 0-6-0ST 1363 in GWR green shirtbutton emblem (Hel)£135.96
K2204 Class 1361 0-6-0ST 1364 in GWR green (DJ).....£124.99



1321 Class 1366 0-6-0PT 1369 in Great Western green - as preserved (Hel).....£135.96

NEW



R3727 Class 21 L&Y 'Pug' 0-4-0ST 11244 in LMS black (Hor) **NEW**.....£63

NEW



R3728 Class 21 L&Y 'Pug' 0-4-0ST 51207 in BR black early emblem (Hor) **NEW**.....£63



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



OR76DG010 Class 2301 'Dean Goods' 0-6-0 2534 in GWR green (Oxf).....£102



R3459TTS Class 2P Fowler 4-4-0 40626 in BR Black early emblem - TTS sound fitted (Hor).....£154.50



R3423 Class 415 Adams Radial 4-4-2T 30583 in BR black late crest (Hor) (RRP £140.99).....**BARGAIN**.....£94



4782 Class 47xx 2-8-0 'Night Owl' 4707 in GWR green post-war GW lettering (Hel).....£154



H1408 Class 58xx 0-4-2T 5816 in BR Lined black BRITISH RAILWAYS (Gill Sans) (DJ) (RRP £99)**BARGAIN**.....£79



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



R3638 Class 7P6F Streamlined West Country 4-6-2 34019 "Bideford" in BR green late crest (Hor).....£166.50



R3682 Class 8P 'Princess Coronation' 4-6-2 46225 "Duchess of Gloucester" in BR express passenger blue (Hor) (RRP £204.99).....**BARGAIN**.....£144



R3681 Class 8P 'Princess Coronation' 4-6-2 6241 "City of Edinburgh" in LMS post-war lined black (Hor) (RRP £204.99).....**BARGAIN**.....£144



R3623 Class 8P 'Streamlined Coronation' 4-6-2 6221 "Queen Elizabeth" in LMS coronation blue (Hor) (RRP £189.99).....**BARGAIN**.....£159.50



R3715 Class 8P 'Streamlined Coronation' 4-6-2 6224 "Princess Alexandra" in LMS coronation blue (Hor) **NEW**.....£171



R3677 Class 8P 'Streamlined Coronation' 4-6-2 6229 "Duchess of Hamilton" in LMS crimson lake - as preserved (Hor) (RRP £189.99).....**BARGAIN**.....£139.50



R3639 Class 8P 'Streamlined Coronation' 4-6-2 6244 "King George VI" in LMS crimson lake (Hor) (RRP £189.99).....**BARGAIN**.....£139.50



R3642 Class 8P Princess Coronation 4-6-2 46232 "Duchess of Montrose" in BR green early emblem (Hor).....£171



R3617 Class 8P Rebuilt Merchant Navy 4-6-2 35030 "Elder Dempster Lines" in BR green late crest (Hor).....£144



32-860 Class 9F 2-10-0 92211 in BR black late crest (Bac)£184.50



R3756 Class 9F Crosti 92028 in BR black early emblem - heavily weathered - Railroad range (Hor) **NEW**.....£112.50



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



R3627 Class A3 4-6-2 60103 "Flying Scotsman" in BR express passenger blue (Hor).....£162

NEW



R3771 Class A4 4-6-2 4464 "Bittern" in LNER garter blue two tenders - as preserved (Hor) **NEW**.....£180



R3395TTS Class A4 4-6-2 4468 "Mallard" in LNER Garter Blue - TTS sound fitted - Railroad Range (Hor).....£116



R3701 Class A4 4-6-2 60028 "Walter K Whigham" in BR experimental purple (Hor).....£153



R3530 Class J15 0-6-0 65469 in BR black early emblem (Hor).....£108



R3622 Class J36 0-6-0 65311 "Haig" in BR black early emblem (Hor) (RRP £139.99).....**BARGAIN**.....£99



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



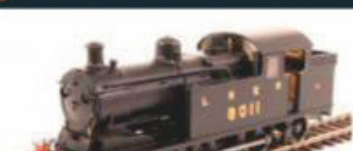
R3635 Class LN 'Lord Nelson' 4-6-0 30863 "Lord Rodney" in BR green early emblem (Hor) (RRP £169.99)**BARGAIN**.....£124



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
OR76N7001XS Class N7 0-6-2T 1002 in Great Eastern Railway wartime grey - DCC Sound fitted (Oxf) **NEW**.....£187



OR76N7002 Class N7 0-6-2T 8011 in LNER black (Oxf).....£98
K2105 Class O2 0-4-4T 225 in SR wartime black (DJ).....£124.99
K2103 Class O2 0-4-4T 30182 in BR black early emblem (DJ).....£124.99
R3586 Class V Schools 4-4-0 30935 "Sevenoaks" in BR green early emblem - Railroad Range (Hor).....£81
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-002 SECR P Class 0-6-0T 753 in SE&CR full lined green (with brass) (Hat).....£99



R3500 The Sir Nigel Gresley Collection (Hor).....£474

Steam train packs



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
R3947 Layouts made easy - train pack 3 (Hor) **NEW**.....£297



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



R3402 Queen of Scots Train Pack Class A4 4-6-2 in LNER garter blue and three pullman coaches - Ltd Ed of 1000 (Hor).....£324



OR76BOOM01 Railgun Pack railgun "Boche Buster" and 'Dean Goods' 0-6-0 2330 in ROD khaki (Oxf).....£153

Diesel locos



R3755 Bagnall diesel shunter 0-4-0 D9706 in BR green - Railroad range (Hor).....£31.50



2930 Class 07 shunter 07001 in Harry Needle Railroad Company - Exclusive to Hattons Model Railways (Hel) (RRP £139).....**BARGAIN**.....£94
2915 Class 07 shunter 07009 in BR blue - weathered (Hel).....£127.46



R3746 Class 31/1 31102 in BR blue (Hor) **NEW**.....£157.50

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NEW



R3745 Class 31/6 31602 "Driver Dave Green" in Network Rail yellow (Hor) **NEW** £157.50



3526 Class 35 'Hymek' D7015 in BR green no yellow ends (Hel) £110.46



32-381L Class 37/4 37419 in DB Schenker red - Ltd Ed for Trains4U (Bac)..... £139.95



R3757 Class 47/7 47798 "Prince William" in EWS Royal Train claret - Railroad range (Hor)..... £72



R3758 Class 47/7 47799 "Prince Henry" in EWS Royal Train claret - Railroad range (Hor)..... £72



4D-003-014 Class 52 'Western' D1008 "Western Harrier" in BR maroon yellow bufferbeams (Dap) £129.15
4D-003-014D Class 52 'Western' D1008 "Western Harrier" in BR maroon yellow bufferbeams - DCC fitted (Dap)..... £154.66



4D-003-013 Class 52 'Western' D1035 "Western Yeoman" in BR green small yellow panels (Dap)..... £129.15
4D-003-018 Class 52 'Western' D1041 "Western Prince" BR blue (Dap) £129.15



4D-003-016 Class 52 'Western' D1043 "Western Duke" in BR chromatic blue small yellow panels (Dap).... £129.15

NEW



R3760 Class 59 59003 "Yeoman Highlander" in GBRf europorte - Railroad range (Hor) **NEW** £76.50

NEW



R3743 Class 60 60015 "Bow Fell" in Railfreight Construction triple grey (Hor) **NEW** £162



R3605TTS Class 60 60044 "Dowlow" in DB Schenker red - TTS sound fitted (Hor) £184.50



R3572 Class 60 60087 "CLIC Sargent" in Colas Rail Freight orange/black (Hor)..... £169.50
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-022-012 Class 68 68015 in Chiltern Railways (Dap) £131.71
4D-022-012S Class 68 68015 in Chiltern Railways - DCC Sound fitted (Dap) (RRP £295.55)..... **BARGAIN** £220



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-006-014S Class 73/0 E6002 BR plain green - DCC sound fitted (Dap) **NEW**..... £258



4D-006-010 Class 73/0 E6004 in BR green grey solebar (Dap)..... £124.29
4D-006-010S Class 73/0 E6004 BR green grey solebar - DCC sound fitted (Dap) **NEW**..... £258
4D-006-011S Class 73/1 73109 "Battle of Britain" in Network SouthEast - DCC sound fitted (Dap) **NEW**..... £258



4D-006-006 Class 73/1 electro-diesel 73138 in Civil Engineers 'Dutch' (Dap) (RRP £146.22) **BARGAIN**..... £91



4D-006-005 Class 73/1 electro-diesel E6039 in BR blue small yellow panels (Dap) (RRP £146.22) **BARGAIN** £91
4D-006-013S Class 73/2 73202 in Southern Gatwick Express branding - DCC sound fitted (Dap) **NEW**..... £258



OLIV001 Class 73/2 73207 in Gatwick Express - Olivias Trains limited edition (Dap) (RRP £140) **BARGAIN**..... £84
4D-006-012S Class 73/2 73235 South West Trains - DCC sound fitted (Dap) **NEW**..... £258

NEW



R3705 Ruston 48DS 458957 in John Dewar and Sons red match wagon (Hor) **NEW** £72

HSTs



R3698 Pair of Class 43 HST Power Cars 43033 and 43183 in Scotrail "7 Cities" (Hor)..... £261

Electric locos



7604 Class 76 EM1 Woodhead electric 76022 in BR blue multiple working cables - Ltd Ed for Olivias Trains (Hel) £160



R3582 Class 87 87010 "King Arthur" in Intercity Swallow (Hor)..... £144



R3656 Class 87 87019 "Sir Winston Churchill" in Virgin Trains red and black (Hor)..... £153

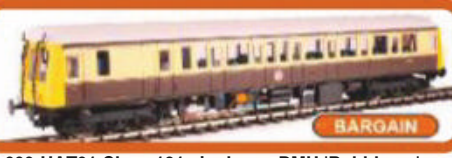


R3580 Class 87 87035 'Robert Burns' in BR Blue (Hor)..... £144



R3740 Class 92 92023 in Caledonian Sleeper (Hor) £76.50
R3741 Class 92 92043 in GBRf (Hor) £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-HAT04 Class 121 single car DMU 'Bubblecar' 121020 in Chiltern Railways blue - Hatton's limited edition (Dap) (RRP £129.95)..... **BARGAIN**..... £89



4D-009-005 Class 121 single car DMU 'Bubblecar' 121027 "Bletchley TMD" in Silverlink purple and green (Dap) (RRP £145)..... **BARGAIN**..... £79



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-HAT05 Class 121 single car DMU 'Bubblecar' 55027 in revised Network South East - Hatton's limited edition (Dap) (RRP £129.95)..... **BARGAIN**..... £99



4D-009-008 Class 121 single car DMU 'Bubblecar' 55032 in Midline West Midlands (Dap) (RRP £145) **BARGAIN** £79



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-HAT03 Class 121 single car DMU 'Bubblecar' 960011 in Railtrack blue and green - Hatton's limited edition (Dap) (RRP £129.95)..... **BARGAIN**..... £99



4D-009-009 Class 121 single car DMU 'Bubblecar' 977723 in Railtrack red and white (Dap) (RRP £145) **BARGAIN** £79



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-015-009 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

EMUs



R3606 5-BEL Pullman Brighton Belle EMU end vehicles in Pullman umber and cream small yellow panels (Hor).... £160

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



R6897 76 ton Cowans and Sheldon breakdown crane ADRC96200 in BR engineers yellow (Hor) **NEW** ... £58.50



B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap)..... £64

Train sets - analogue

R1176 Class 373 'Eurostar' starter train set (Hor) £126



R1267 Hornby Family Fun Project - Extension pack 2 (Hor) **NEW**..... £108



R1265 Hornby Family Fun Project - OO gauge model railway starter pack (Hor)..... £180



R1248 Santa's Express - Christmas starter train set (Hor) £49.50
R1228 Starter train set "Industrial Freight" (Hor) **NEW** £81



R1234 Starter train set - "Hogwarts Express" - Harry Potter range (Hor)..... £180



R1233 The Coca-Cola Christmas Train Set (Hor)..... £72



30-285 The Midlander Express train set (Bac).... £178.46

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



30-525Coaches 2 x Pullman Cars (349 & 335) & 1 x Mk1 BSK in Pullman umber & Cream - separated from the Shakespeare Express set (Bac)..... £70



Prices valid until 29/01/20

All prices correct
when going to press.
Errors excepted.



R4886A Bulleid 59' composite corridor S5718S in BR green (Hor) £43.50



R4826 Gresley 61' 6" brake composite corridor 32557 in LNER teal (Hor) £49.50
R4829 Gresley 61' 6" corridor buffet 21611 in LNER teal (Hor) ... £49.50



R4904 K type Pullman "New Century Bar" in Pullman umber and cream (Hor) £53.50



R4935A Mk1 BSK brake second corridor 99312 in Hogwarts Railways maroon - Harry Potter range (Hor) **NEW** £37



R4934A Mk1 SK second corridor 99721 in Hogwarts Railways maroon - Harry Potter range (Hor) **NEW** £37



R4935 Mk1 BSK brake second corridor W34888 in BR chocolate & cream - Railroad Range (Hor) (RRP £21.99) ... **BARGAIN** £12
R4666B Mk4 TSO second open 12425 East Coast (Hor) (RRP £28.49) **BARGAIN** £14



R4313 Pullman brake car (without lights) 'Car No.65' - Hornby Railroad Range (Hor) (RRP £23.99) **BARGAIN** £10

Wagons

4F-012-023 12 ton ventilated van 123520 in GWR grey (Dap) **NEW** £9.50
4F-012-024 12 ton ventilated van 123520 GWR grey - weathered (Dap) **NEW** £10.50



37-225H 16 ton steel mineral wagon top flap doors in BR grey - weathered (Bac) £18
R6920 20 ton brake van B950884 in BR grey - weathered (Hor) **NEW** £19



R6925TTS 4-wheel 10 ton vent van in plain freight grey - TTS digital sound fitted (Hor) **NEW** £36
4F-080-128 8 plank open wagon "Llay Main Collieries, Mold" (Dap) **NEW** ... £10
4F-080-129 8 plank open wagon "Llay Main Collieries, Mold" - weathered (Dap) **NEW** £11



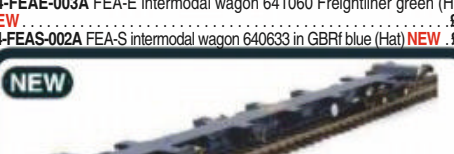
R6918 ex-LNER CCT E1251E in BR blue (Hor) **NEW** ... £20



H4-FAEA-001A FEA-E intermodal wagon 641003 in Freightliner green (Hat) **NEW** £32
H4-FAEA-002A FEA-E intermodal wagon 641013 Freightliner green (Hat) **NEW** £32



H4-FAEA-005A FEA-E intermodal wagon 641025 in Freightliner green track panel carriers (Hat) **NEW** ... £50
H4-FAEA-004A FEA-E intermodal wagon 641058 Freightliner green (Hat) **NEW** £32
H4-FAEA-003A FEA-E intermodal wagon 641060 Freightliner green (Hat) **NEW** £32
H4-FAEA-002A FEA-E intermodal wagon 640633 in GBRI blue (Hat) **NEW** £32



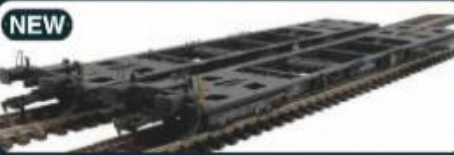
H4-FAEA-001A FEA-S intermodal wagon 640666 in GBRI blue (Hat) **NEW** £32
H4-FAEA-004A FEA-S intermodal wagon 640671 in GBRI blue (Hat) **NEW** £32
H4-FAEA-003A FEA-S intermodal wagon 640689 in GBRI blue (Hat) **NEW** £32



ICI005EW ICI Hopper wagon 19011 in battleship grey body, underframes & bogies PHV TOPS panel (black backing) - weathered. 1973 - 1992 (Oxf) £25



ICI005CW ICI Hopper wagon 19116 in battleship grey body, underframes & bogies PHV TOPS panel (black backing) - weathered. 1973 - 1992 (Oxf) £25
4F-053-002 IKA 'Megafret' twin container wagon 3368 490 9 354-5 blue (Dap) **NEW** £44.63



4F-053-003 IKA 'Megafret' twin container wagon 3368 490 9 460-0 in blue - weathered (Dap) **NEW** £48.88
4F-053-001 IKA 'Megafret' twin container wagon 3368 490 9 164-8 blue (Dap) **NEW** £44.63



R6926 KFA Intermodal wagon in Tiphook Rail - No Containers (Hor) **NEW** £30



R6927 KFA Intermodal wagon in Touax Maritime and Hyundai containers (Hor) **NEW** £36
R6919 Mk1 CCT covered carriage truck in BR express parcels blue - heavily graffitied (Hor) **NEW** £19



H4-RHTT-001 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules (Hat) £118



H4-RHTT-004 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules - weathered (Hat) £126
H4-RHTT-002 Rail Head Treatment Train 'Water Jet' 2 wagons and water jetting modules (Hat) £118
H4-RHTT-003 Rail Head Treatment Train 'Water' wagon 3 water modules to extend either RHTT pack to 3 wagons (Hat) £59
OR76WW010 Southern Railway Warwell - Revised Bed MS14176 (Oxf) ... £28

Analogue controllers

R8012 HM2000 High output power & speed controller, mains supply. (Hor) ... £94
R8250 Standard Train Controller - Use P9000 transformer (Hor) (RRP £32.99) **BARGAIN** £18

Analogue point control



PL-55 Turntable control motor - for use Peco turntable kits (Pec) £54

Digital control accessory decoders

SC3 DCC signal controller - for original style Dapol dual semaphore signals (Tra) **NEW** £32
PC2 One Touch DCC Quad Point Controller x 4 (Tra) £34

Point motors

R8243 Surface Mounted point motor (Hor) £8.50

Lighting equipment

CL2 Standard Coach Lighting Strips - Warm White (Tra) £17.50

Accessories

SFX10 Steam loco sound capsule (with built battery, speaker & motion detector) (Tra) £39

Cables & Wires

PL-80 Power feed joiners - Code 100/124 (x4 pairs) (Pec) £6

Model railway spares

SL-110 Finescale rail joiners/fishplates (for code 70, 75 & 83) for OO & HO gauge - Pack of 24 (Pec) £2
SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec) £2
SL-10 Metal rail joiners/fishplates (for code 100 rails incl. Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pec) £2.20
18KADEE NEM362 Kadee coupling - Medium (8.63mm) - Pack of four (Kad) £5

Buildings - railways

LK-20X Double length overall arched station roof (Pec) £22.50

Man-made scenic structure - railway-related



89121 27.4 metre (90ft) Motorised turntable - ready for installation. For HO/OO scales. DCC ready (Hel) £210
LK-55 76ft Well type turntable (Pec) £41



R083 Pack of 6 Buffer Stop (Hor) £9.50
R083 Single (Hor) £1.80

Signals

DCD-MGS-BR-D 2 aspect Red/White LMS and BR-style diesel-era ground signal Alpha Mimic control board - Pack of 12 (DCC) **NEW** £85
DCD-GS-BR-D 2-aspect Red/White LMS and BR-style diesel-era ground signal - Pack of 12 (DCC) **NEW** £68
DCD-GS-BR-D 2-aspect Red/White LMS and BR-style diesel-era ground signal - Pack of four (DCC) **NEW** £26
4L-001-005 Signal - motorised, GWR bracket right hand junction bracket signal - two arms (Dap) £55.21
4L-001-006 Signal - motorised, GWR left hand junction bracket signal - two arms (Dap) **NEW** £55.50
4L-003-001 Signal - motorised, SR lattice home (Dap) £26.68

Buildings - general

R7280 Layouts made easy - building pack 3 (Hor) **NEW** £158

Bridges, Tunnels & Walls



PO244 Retaining wall in red brick - 4 sections per pack - card kit (Met) £12
PO245 Retaining wall in stone - 4 sections per pack - card kit (Met) £12

People - civil



36-407 1950s train crew - pack of six (Bac) £8.50

Track - Code 100 Setrack

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
ST-2026 2nd radius Double Curve Track (ST-226 x 4) (Pec) £10
R609 3rd radius double curve track (8 make a circle) (Hor) £2.60
R609 Circle of 8 (Hor) £20
R8262 Double 4th radius curve (8 make a circle) (Hor) £3.20
R601 Double Straight (Hor) £2
R601 Box of 24 (Hor) £47



R070 Electrically Operated Turntable (Hor) £64
R8222 Extension Pack B. Contains 1 x R8073, 2 x R600, 4 x R607, 1 x R606, 1 x R083 (Hor) £26
R8223 Extension Pack C. Contains 1 x R8073, 2 x R600, 4 x R607, 1 x R606 (Hor) £24.50
R7277 Layouts made easy - large corner layout complete track pack (Hor) **NEW** £618
R7276 Layouts made easy - medium sized oval layout complete track pack (Hor) **NEW** £374
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
ST-101 Setrack Starter Track Set - Third Radius (Pec) £58
R621 Single 970mm length of flexible track (Hor) £3
R621 Pack of 24 (Hor) £66
R600 Standard Straight (Hor) £1.50
R600 Box of 24 (Hor) £34

Track - Code 100 Streamline



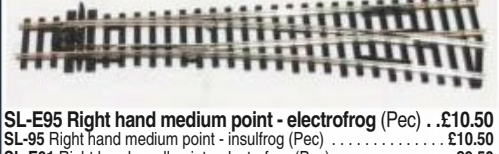
SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) £66
SL-100 Single (Pec) £3
SL-102 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) £3
SL-102 Pack of 25 (Pec) £70
SL-99 3 way medium radius point - insulfrog (Pec) £27
SL-90 Double slip - insulfrog (Pec) £33



SL-E87 Left hand curved point - electrofrog (Pec) £12.50
SL-E87 Left hand curved point - insulfrog (Pec) £12.50
SL-E89 Left hand large point - electrofrog (Pec) £12
SL-E89 Left hand large point - insulfrog (Pec) £12
SL-E96 Left hand medium point - electrofrog (Pec) £10.50
SL-E96 Left hand medium point - insulfrog (Pec) £10.50
SL-E92 Left hand small point - insulfrog (Pec) £9.50
SL-E86 Right hand curved point - electrofrog (Pec) £12.50
SL-E86 Right hand curved point - insulfrog (Pec) £12.50



SL-E88 Right hand large point - electrofrog (Pec) £12
SL-E88 Right hand large point - insulfrog (Pec) £12



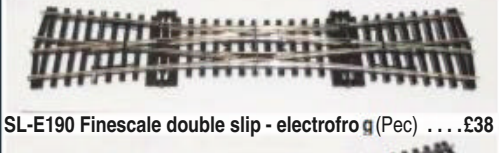
SL-E95 Right hand medium point - electrofrog (Pec) £10.50
SL-E95 Right hand medium point - insulfrog (Pec) £10.50
SL-E91 Right hand small point - electrofrog (Pec) £9.50
SL-E91 Right hand small point - insulfrog (Pec) £9.50

Track - Code 75 Finescale

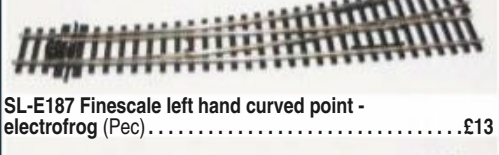
SL-108F 1 yard (91.5cm) length of Code 75 Wooden-sleeper nickel silver bullhead rail flexible track (Pec) £4
SL-108F Box of 25 (Pec) £98
SL-102F 1 yard (91.5cm) length of finescale Nickel Silver concrete-sleeper flexible track. (Pec) £3.30
SL-102F Pack of 25 (Pec) £82



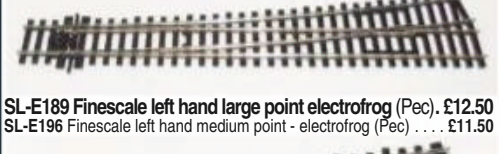
SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) £72
SL-100F Single (Pec) £3



SL-E190 Finescale double slip - electrofrog (Pec) £38



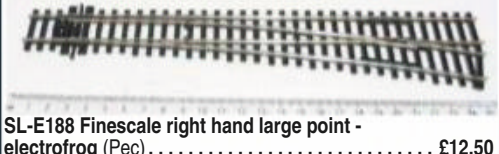
SL-E187 Finescale left hand curved point - electrofrog (Pec) £13



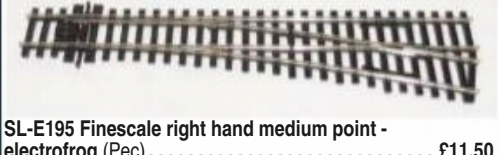
SL-E189 Finescale left hand large point electrofrog (Pec) £12.50
SL-E196 Finescale left hand medium point - electrofrog (Pec) £11.50



SL-E192 Finescale left hand small point - electrofrog (Pec) £10.50
SL-E186 Finescale right hand curved point - electrofrog (Pec) £13



SL-E188 Finescale right hand large point - electrofrog (Pec) £12.50



SL-E195 Finescale right hand medium point - electrofrog (Pec) £11.50
SL-E191 Finescale right hand small point - electrofrog (Pec) £10.50

Track underlay

SL-50 Roll of foam track underlay sleeper indentation. Suitable for Setrack and Streamline 5m long (16' 4") (Pec) £10

Buses



76IR6007 Irizar i6 Barnes Coaches (Oxf) **NEW** £21.50



CC99726 Triple Decker 'Knight Bus' - Harry Potter range (Cor) £26



76WFL003 Weymann Fanfare (Leyland) Southdown (Oxf) **NEW** £16

Cars

76ALV005 Alvis Speed Twenty Royal Blue (Oxf) **NEW** £5
76BM2004 BMW 2002 Black (Oxf) **NEW** £5
76FS005 Ford Sierra Sapphire Diamond White (Oxf) **NEW** £5

NEW



76FZ002 Ford Zodiac MkII Imperial Maroon/Ermine White (Oxf) **NEW** £5.50
 76XK005 Jaguar XK Stratus Grey (Oxf) **NEW** £5
 76LDS003 Land Rover Discovery Sport Fuji White (Oxf) **NEW** £5.50
 76RR3002 Range Rover 3rd Generation Alveston Red (Oxf) **NEW** £5.50

Commercial vehicles

76PB009 Commer PB Van Pitchford & Miles (Oxf) **NEW** £5.50

NEW



76CWT005 Commer Walk Thru "Pollock" (Oxf) **NEW** £9.50
 76FT3009 Ford Transit MK3 Gentian Blue (Oxf) **NEW** £5.50
 OR76R007 Land Rover Defender 110 posable rail wheels - "Carillion" (Oxf) **NEW** £6.50
 76VWS003 VW T1 Van Dove Blue (Oxf) **NEW** £5.50
 76TSV003CC VW T5 Van Coca Cola (Oxf) **NEW** £5.50

Farming and construction



76PL001 Fowler Plough Blue Red (Oxf) £8.50

Military ground vehicles

NEW



76LAN2021 Land Rover Series II LWB Station Wagon Royal Navy Bomb Disposal (Oxf) **NEW** £5

Tools

SL-43 Loco Lift and storage unit (Pec) £12

OO9 Narrow Gauge

Steam locos



9961 Lynton & Barnstaple 2-6-2T 190 "Lyd" in plain black (Hel) £186.96



9963 Lynton & Barnstaple 2-6-2T 190 "Lyd" in Southern Railway green - as preserved (Hel) £186.96



9962 Lynton & Barnstaple 2-6-2T 30190 "Lyd" in BR lined black early emblem - as preserved (Hel) £186.96



9952 Lynton & Barnstaple 2-6-2T 761 "Taw" in Southern Railway green (Hel) (RRP £189.95) **BARGAIN** £149.50



9960 Lynton & Barnstaple 2-6-2T E188 "Lew" in Southern Railway green (Hel) £186.96

Coaches

GR-451B Lynton and Barnstaple third class observation coach 2468 in Southern Railway olive green (Pec) £38

Wagons

GR-901 4 wheel closed goods van "Bass Brewery, Burton-on-Trent" (Pec) **NEW** £17
 GR-900 4 wheel closed goods van "Colman's Mustard" (Pec) **NEW** £17
 GR-902 4 wheel closed goods van "Fyffes Bananas" (Pec) **NEW** £17
 GR-320 Pack of three narrow-gauge slate wagons - unbraked (Pec) £26

Track - Code 80 Setrack

ST-406 Setrack OO9 left-hand point - insulfrog (Pec) £9.50
 ST-405 Setrack OO9 right-hand point - insulfrog (Pec) £9.50

Track - Code 80 Streamline

SL-400 1 yard length of OO9 narrow gauge flexible track worn wooden sleepers (Pec) £3.50
 SL-400 Box of 25 (Pec) £83
 SL-404 1 yard length of OO9 narrow gauge track 'mainline' wooden sleepers (Pec) £3.50
 SL-404 Pack of 25 (Pec) £86



SL-E496 Mainline left hand turnout 18" radius electrofrog (Pec) £10.50
 SL-E495 Mainline Right Hand point 18" radius electrofrog (Pec) £10.50

N Gauge

Steam locos

2S-007-013D Class 57xx Pannier 0-6-0 9744 in British Railways green - DCC fitted (Dap) £100
 2S-007-018 Class 57xx Pannier 0-6-0PT 8763 in BR lined black early emblem and later cab (Dap) £74



2S-012-012 Class A1X 'Terrier' 0-6-0T 734 in London and South Western Railway green (Dap) £67.96
 2S-008-006D Class A4 steam loco 60029 "Woodcock" in BR green late crest. DCC Fitted (Dap) £149.88

Diesel locos



2D-002-003 Class 50 50037 "Illustrious" in original Network SouthEast (Dap) £123.21
 2D-002-003S Class 50 50037 "Illustrious" in original Network SouthEast - DCC sound fitted (Dap) **NEW** £242.21



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-002-001D Class 50 50043 BR blue - unrefurbished - DCC fitted (Dap) £148.71
 2D-002-001S Class 50 50043 in BR blue - unrefurbished - DCC sound fitted (Dap) **NEW** £242.21
 2D-002-000S Class 50 D406 BR blue - unrefurbished - DCC sound fitted (Dap) **NEW** £242.21



2D-007-011 Class 66/0 66002 in EWS DB branding and six megafret container wagons (Dap) £194.64



2D-022-009 Class 68 68019 "Brutus" in TransPennine Express (Dap) £119.85

DMUs



2D-009-003 Class 121 'Bubble Car' DMU W55033 in BR green speed whiskers (Dap) £114
 2D-009-003D Class 121 'Bubble Car' DMU W55033 in BR green speed whiskers - DCC fitted (Dap) £139.54
 ND116C Class 142 'Pacer' 2 car DMU 142025 in Northern Spirit (Dap) £115.18
 ND116DD Class 142 'Pacer' 2 car DMU 142085 in Arriva Trains Wales - DCC fitted (Dap) £144.50

Coaches



374-681A Mk2A BSO brake second open 9428 in Direct Rail Services (Gra) £29.71

Wagons

NR-66 4 wheel grain hopper 7581 in brown BRT logos (Pec) **NEW** £10



2F-022-005 Cargowagon bogie ferry wagon 33 80 279 7516-2 in grey and blue yellow stripe (Dap) **NEW** £19

NEW



2F-022-006 Cargowagon bogie ferry wagon 33 80 279 7543-6 in grey and blue yellow stripe (Dap) **NEW** £19
 2F-022-007 Cargowagon bogie ferry wagon 33 80 279 7586-4P in grey and blue white stripe (Dap) **NEW** £19
 2F-022-008 Cargowagon bogie ferry wagon 33 80 279 7656-6P in grey and blue white stripe (Dap) **NEW** £19
 2F-022-009 Cargowagon bogie ferry wagon 33 80 279 7669-9 Blue Circle (Dap) **NEW** £19
 2F-022-010 Cargowagon bogie ferry wagon 33 80 279 7688-9 Blue Circle (Dap) **NEW** £19

Cables & Wires

PL-82 Power feed joiners - Code 55/80 (x4 pairs) (Pec) £6

Model railway spares

SL-311 Insulated Rail Joiners/Fishplates for N & OO9 gauge (12 per pack) (Pec) £1.70
 SL-310 Rail Joiners/Fishplates for N & OO9 gauge (24 per pack) (Pec) £2

Buildings - general

PN903 Paving slabs and cobblestone sheets - card kit (Met) **NEW** £5.50

Track - Code 80 Setrack

ST-11 Double straight track (Pec) £1.60
 ST-15 No.2 radius double curve (Pec) £2
 ST-5 Setrack right hand point insulfrog (Pec) £8.50
 ST-301 Setrack starter track pack - second radius (Pec) £52
 ST-3011 ST-11 double straight track - 174mm - pack of eight (Pec) £12.50
 ST-300 Starter Track Set (Pec) £49

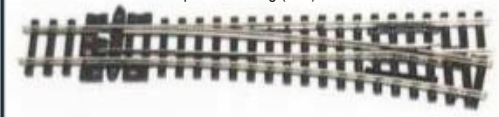
Track - Code 80 Streamline



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-E396 Left hand medium point electrofrog (Pec) £9.50
 SL-396 Left hand medium point insulfrog (Pec) £9.50

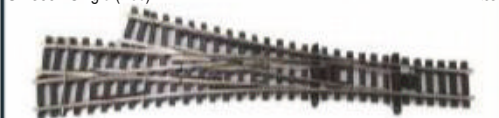


SL-E395 Right hand medium point electrofrog (Pec) £9.50
 SL-395 Right hand medium point insulfrog (Pec) £9.50

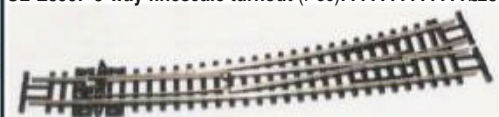
Track - Code 55 Finescale



SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec) £84
 SL-300F Single (Pec) £3



SL-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-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

Public Service vehicles

NCOR3004 Ford Cortina MkIII Devon & Cornwall Police (Oxf) **NEW** £4

Commercial vehicles

NTRAIL014 Mobile Trailer Southdown (Oxf) **NEW** £5

O Gauge (1:43 Scale)

Steam locos



4300 Class 43xx Mogul 2-6-0 4339 in GWR green Great Western lettering (Hel) £662.15
 4302 Class 43xx Mogul 2-6-0 5320 in GWR green GWR lettering (Hel) £662.15



4301 Class 43xx Mogul 2-6-0 5355 in GWR green shirtbutton emblem (Hel) £662.15



4310 Class 43xx Mogul 2-6-0 5378 in BR black early emblem (Hel) £662.15



6124 Class 51xx 'Large Prairie' 2-6-2T 5184 in GWR green Great Western lettering (Hel) £594.15



7S-007-006 Class 57xx 0-6-0PT pannier L92 in London Transport maroon (Dap) £205



6104 Class 61xx 'Large Prairie' 2-6-2T 6132 in BR lined green late crest (Hel) £594.15

7S-010-013 Class A1 'Terrier' 0-6-0T 751 in SECR green (Dap) £191.25
 7S-010-012 Class A1X 'Terrier' 0-6-0T 32650 BR lined black early emblem (Dap) £191.25



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

Diesel locos



7D-008-013 Class 08 shunter 08717 in BR blue (Dap) £191.25

7D-008-015 Class 08 shunter 08740 in Railfreight Triple grey (Dap) £191.25

7D-008-016 Class 08 shunter 08891 in Freightliner green (Dap) £191.25

7D-008-007 Class 08 shunter 13003 in BR black early emblem (Dap) £191.25



7D-008-009 Class 08 shunter D3002 in BR green late crest and wasp stripes (Dap) £191.25

7D-008-007U Class 08 shunter BR black early emblem - unnumbered (Dap) £191.25

7D-008-013U Class 08 shunter in BR blue - unnumbered (Dap) £191.25

Visit

www.hattons.co.uk/new

for all new releases



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



2015 Class 20 in Railfreight Red Stripe headcode boxes (Hel) (RRP £599) **BARGAIN**... £427



2558 Class 25/3 in BR blue - unnumbered (Hel) .. £446.25



2555 Class 25/3 in BR green small yellow panels - unnumbered (Hel)..... £446.25



3741 Class 37/4 in BR large logo blue - 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



5285 Class 52 D1035 "Western Yeoman" in BR green small yellow panels (Hel)..... £509.15



5290 Class 52 D1043 "Western Duke" in BR chromatic blue small yellow panels (Hel) (RRP £599) **BARGAIN** £470



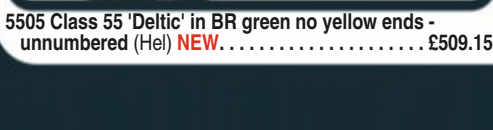
5286 Class 52 D1061 "Western Envoy" in BR maroon small yellow panels (Hel)..... £509.15



5289 Class 52 D1067 "Western Druid" in BR blue - weathered (Hel) .. £509.15



5506 Class 55 'Deltic' D9001 "St Paddy" in BR green full yellow ends - weathered (Hel) **NEW**..... £509.15



5505 Class 55 'Deltic' in BR green no yellow ends - unnumbered (Hel) **NEW**..... £509.15



5503 Class 55 'Deltic' in BR green small yellow panels - unnumbered (Hel) **NEW**..... £509.15

Train sets - analogue

GM7000102 "The Didcot Survivor" - premium O gauge starter train set (Gau) **NEW**..... £595

Coaches



7P-004-010 GWR Diagram 'N' 59' Autocoach 39 in GWR chocolate and cream twin cities crest (Dap) £170



7P-004-006 GWR Diagram 'N' 59' Autocoach 40 in GWR chocolate and cream (Dap) £170



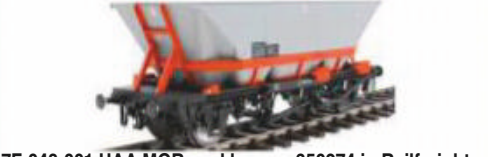
7P-004-008 GWR Diagram 'N' 59' Autocoach W37W in BR crimson and cream (Dap)..... £170



4931 Mk1 FK first corridor in BR maroon - unnumbered (Hel)..... £169.50

Wagons

7F-073-005 7 plank three door open wagon "E.D.Williams" (Dap) **NEW** £39



7F-048-001 HAA MGR coal hopper 350274 in Railfreight red cradle (Dap) £46.71



7F-048-003 HAA MGR coal hopper 353823 Railfreight red cradle (Dap) .. £46.71



7F-048-002 HAA MGR coal hopper 355203 in Railfreight red cradle (Dap) (RRP £56.95)..... **BARGAIN**.. £46.71



H7-WW-704 Warwell wagon 50t diamond frame bogies MODA95560 in MOD 1970s olive (Hat) £85

Analogue controllers

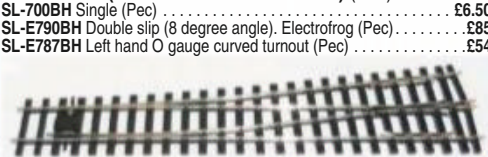
100MO Single track controller for O gauge - 2.5amp (Gau)..... £80

Buildings - railways

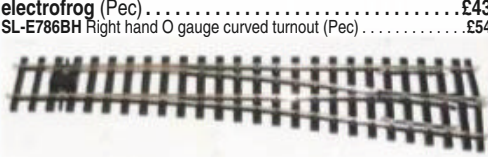
LK-715 Brick-base signal box - plastic and laser wood kit (Pec) £36

Signals

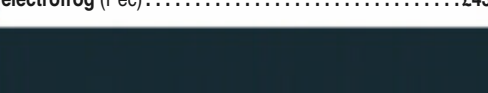
7L-001-001 Signal - motorised, GWR home - square post (Dap) .. £47.56



SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec)..... £75



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-U750 Setrack second radius Unifrog right hand point (Pec)..... £43

Track - Code 143 Flat Bottom Streamline

SL-700FB 1 Yard O Gauge Flexible Nickel Silver Track (Finescale Flatbottom) (Pec) **NEW**..... £7.50

SL-700FB Box of 12 (Pec) **NEW**..... £85

Cars

416240 Austin Healey Metallic Blue (Car) **NEW**..... £7.50



43RSC003 Rolls Royce Silver Cloud I Smoke Green (Oxf) **NEW**..... £21

413441 VW T1 Pick Up Orange (Car) **NEW**..... £7.50

413445 VW T1 Pick Up White And Blue (Car) **NEW**..... £7.50

Any or Multiple Scales

Analogue controllers



COMBI Combi 12v 1Amp Single Track Controller Transformer (Gau) £34

Analogue power supplies

M1 Transformer Output 2 x 16v AC 1A (Gau) £42

Analogue point control

CDU Capacitor Discharge Unit (Gau)..... £11

PLS-100 SmartSwitch Set for 4 servo control & operation, switches, control board & digital readout for Analogue operation (Pec)..... £61

PL-15 Twin Microswitch (Pec)..... £7.50

Digital decoders

DCC91 21 pin 2 function digital decoder - "Ruby Series" (Gau) **NEW** .. £17

DCC95 21 pin 6 function digital decoder - "Ruby pro Series" (Gau) **NEW** .. £26



DCR-21Pin-Direct-V2 21-pin 6-function 1.1Amp direct plug decoder back EMF (Hat) £16.50

DCC93 6 pin 2 function small digital decoder - "Ruby Series" (Gau) **NEW** £21.50

DCR-6PIN-Direct 6-pin 2-function 1.1Amp direct plug decoder back EMF (Hat) £17

DCC92 8 pin 2 function small wired digital decoder - "Ruby Series" (Gau) **NEW** £18

DCC90 8 pin 2 function wired digital decoder - "Ruby Series" (Gau) **NEW** £16.50

DCC94 8 pin 6 function digital decoder - "Ruby pro Series" (Gau) **NEW** .. £26

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

DCC99 PowerPal stay alive capacitor for Ruby Series digital decoders (Gau) **NEW**..... £17

R8117 TTS DCC Sound Decoder 8 pin plug - "Princess Coronation" 4-6-2 steam loco (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

R8106 TTS DCC Sound Decoder 8 pin plug - Gresley Class A1 and A3 4-6-2 steam locos (Hor)..... £36

R8107 TTS DCC Sound Decoder 8 pin plug - Gresley Class A4 4-6-2 steam loco (Hor)..... £36

R8114 TTS DCC Sound Decoder 8 pin plug - LMS 5MT 'Black Five' steam loco (Hor)..... £38

R8123 TTS digital sound decoder - Class 50 diesel (Hor)..... £38

R7143 TTS digital sound decoder - Class 7MT 'Britannia' (Hor)..... £38



R7239 TTS digital sound decoder - Class J36 steam loco (Hor)..... £38

DCD-ZN6D-5 ZEN 6-pin Direct 2-function 1.1A Decoder Stay Alive (13.5x8.5x3mm) (5 Pack) (DCC)..... £85

Digital control accessory decoders

36-561 EZ Command Dynamics 4-output point decoder (similar to Hornby R8247) (Bac) (RRP £45.35)..... **BARGAIN** .. £24.50

Digital controllers



524-042 NCE Power Cab 2 Amp Digital DCC controller (NCE) £159.50



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

Point motors

DCP-CB120MG Cobalt Omega slow-action analogue point motor - pack of 12 (DCC)..... £165

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



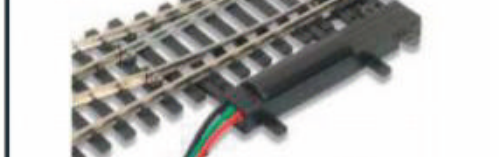
PL-10E Bag of 6 Point Motor Extended Pin (use PL-9) (Pec)..... £34

PL-10E Single (Pec)..... £6

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

PLS-130 SmartSwitch SmartFrog (Pec)..... £11



HAT-PM-01 Solenoid point motor including pin extension and 2-way arm for use points and signals. Exclusive to Hatton's (Hat)..... £6.50

HAT-PM-01 Pack of 6 (Hat)..... £35

Switches and levers

PL-13 Accessory Switch for fitting to turnout motor PL10 (Pec)..... £3

PL-26B Passing Contact Switch - Black Lever (Pec)..... £6



PL-26R Passing Contact Switch - Red Lever (Pec)..... £6

Accessories

SL-14 Track Fixing Pins (Pec)..... £1.70

Scenic tools & materials

PSG-1 Static Grass Micro Applicator (Pec)..... £42

Paint - acrylic

AG5107 All Purpose Airbrush (Blister) (Hum) **NEW**..... £15

Paint - enamel

AA9063 Enamel Paint and Brush Creative Set (Hum) **NEW**..... £16

AA9060 Enamel Paint and Brush Gloss Set (Hum) **NEW**..... £16

AA9061 Enamel Paint and Brush Matt Set (Hum) **NEW**..... £16

AA9062 Enamel Paint and Brush Metallic Set (Hum) **NEW**..... £16

AA0058 No.58 Magenta - Matt - Tinlet No.1 (14ml) (Hum) **NEW**..... £1.80

Varnish - enamel

AD6997 Enamel Varnish - 35 Gloss 150ml (Hum) **NEW**..... £5

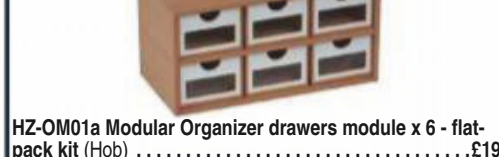
AD6999 Enamel Varnish - No 135 Satin 150ml (Hum) **NEW**..... £5

AD6998 Enamel Varnish - No 49 Matt 150ml (Hum) **NEW**..... £5

Glues

AD-57 Rocket Card Glue. Clean, Neat & Instant Card Modelling Glue (Ideal For Superquick & Metcalfe) - 50ml (Del)..... £6

Display and storage



HZ-OM01a Modular Organizer drawers module x 6 - flat-pack kit (Hob)..... £19



HZ-OM02b Modular Organizer flat drawers module x 2 - flat-pack kit (Hob)..... £15



HZ-OM02a Modular Organizer flat drawers module x 3 - flat-pack kit (Hob)..... £15

Tools

PSG-3 Pro Static Grass Precision Applicator (Pec)..... £49

PSG-2 Static Grass Pro Grass Applicator (Pec)..... £97



GAUGEMASTER

Analogue Control



Choose your controller for life with the Gaugemaster Lifetime Guarantee...

We have been producing Model Railway Controllers for over forty years. Our analogue controllers have stood the test of time, and so has our lifetime guarantee:

"We undertake to replace, free of charge, any parts found defective within the lifetime of the unit providing that the item has not been tampered with."

What's the difference between the controller types?

Our **Mains Powered Cased Controllers** come complete with transformer, and can just be plugged in, connected to the track, and away you go. **Panel Mounted Controllers** require a separate transformer, and also need to be mounted onto a control panel to be used effectively.

We also produce various controllers with **Feedback** and **Simulation**, two effects controlled by the controller itself. **Feedback** senses the load on the circuit and helps maintain the locomotive at a steady speed up and down gradients. **Feedback** controllers are not suitable for use with locomotives with coreless motors. **Simulation** (also known as Inertia) allows a train to accelerate, coast, and be braked to a standstill, by use of a regulator and a brake.

MAINS POWERED CASED CONTROLLERS

GMC-COMBI Single Track Controller/Transformer
Most Suited for HO/OO/N Scale Layouts



Fantastic for small layouts or beginners upgrading a starter set, the Combi has both a 12V DC output to run one track, and a 16V AC output for accessories.

BEST FOR
Beginners

GMC-D Twin Track Controller
Most Suited to HO/OO/N Scale Layouts



Our best selling controller. Runs a two track railway with minimum of fuss. The D Controller has two 12V DC track outputs, as well as a 16V AC output for accessories.

BEST FOR
Twin Tracks

GMC-Q Four Track Controller
Most Suited to OO/HO/N Scale Layouts



The best selling four track controller available today. It offers impressive value for money with its four 12V DC track outputs, and two of 16V AC and 12V DC outputs for accessories.

BEST FOR
Four Tracks

PANEL MOUNTED CONTROLLERS

GMC-100 Single Track Panel Controller
Most Suited to OO/HO/N/Z Scale Layouts



Some modellers may wish to incorporate their controller into an overall panel to control their layout. The Model 100 Controller has a single 12V DC output.

BEST FOR
Control Panels

GMC-U Single Track Controller with Simulation
Most Suited to OO/HO/N/Z Scale Layouts



With the brake knob controlling the 12V DC track output, this controller allows you greater realism when running locomotives.

BEST FOR
Realistic Running

GMC-W Single Track Walkabout Single Track Controller
Most Suited to OO/HO/N/Z Scale Layouts



Fitted with 1.5m of cable, this controller allows you the freedom to move around your layout while still controlling your layout. It has a single 12V DC track output.

BEST FOR
Flexibility

Did you know...

If you don't have a handy accessory output from a controller, the **GMC-WM1** Wall Mounted Transformer can be used on its own to power accessories, such as point motors and lights from the 16V output. Just plug it in and connect it up!

GMC-WM1
Wall Mounted
Transformer
16V or 12V DC 1.1a



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PRICES

Cased Controllers

GMC-COMBI	Single Track Controller/Transformer	£44.95
GMC-100M	Single Track Controller	£94.95
GMC-100MO	Single Track Controller for O Scale	£94.95
GMC-10LGB	Single Track Controller for G Scale	£109.95
GMC-10LGBSF	Single Track Controller for G Scale with Fan	£189.95
GMC-P	Single Track Controller with Simulation	£104.95
GMC-D	Twin Track Controller	£104.95
GMC-DS	Twin Track Controller with Simulation	£189.95
GMC-TS	Three Track Controller with Simulation	£189.95
GMC-Q	Four Track Controller	£199.95

Panel Mounted Controllers (Orange text shows transformer required)

GMC-100	Single Track Controller (GMC-T1/M1)	£39.95
GMC-100.O	Single Track Controller for O Scale (GMC-T2/M2)	£49.95
GMC-U	Single Track Controller with Simulation (GMC-T1/M1/WM1)	£49.95
GMC-UF	Single Track Controller with Feedback (GMC-T1/M1/WM1)	£44.95
GMC-UO	Single Track Controller with Simulation for O (GMC-T2/M2)	£64.95
GMC-UD	Twin Track Controller (GMC-T1/M1/WM1)	£59.95
GMC-UDF	Twin Track Controller with Feedback (GMC-T1/M1/WM1)	£64.95
GMC-UDS	Twin Track Controller with Simulation (GMC-T1/M1/WM1)	£79.95
GMC-UTS	Three Track Controller with Simulation (GMC-T1/M1/WM1)	£89.95
GMC-UQ	Four Track Controller (GMC-T1/M1/WM1)	£94.95

Walkabout and Hand Held Controllers

(All GMC-T1/M1/WM1)

GMC-W	Single Track Walkabout Controller	£39.95
GMC-W5	Single Track Walkabout Controller with Simulation	£59.95
GMC-HH	Single Track Handheld Controller with Feedback	£41.95

Transformers

GMC-M1	Cased Transformer 16V AC	£52.95
GMC-M2	Cased Transformer 18V AC 2.5V	£57.95
GMC-M3	Cased Transformer 24V AC	£57.95
GMC-M4	Cased Transformer 12V AC	£57.95
GMC-T1	Open Transformer 2x 16V AC 1a	£29.95
GMC-T2	Open Transformer 18V AC 2.5a	£29.95
GMC-T3	Open Transformer 24V AC	£29.95
GMC-T4	Open Transformer 2x 12V AC 1a	£29.95
GMC-WM1	Wall Mounted Transformer 16V or 12V DC 1.1a	£21.95
GMC-WM2	Wall Mounted Transformer 9v DC (1600mA) 1.6A	£16.95
GMC-WM3	Wall Mounted Transformer Kato Unitrack UK Power Supply	£16.95
GMC-WM4	Wall Mounted Transformer 12v DC Smoothed for Lighting	£16.95
GMTFK1	Transformer Fitting Kit for T1/T3/T4	£15.95
GMTFK2	Transformer Fitting Kit for T2	£15.95

GAUGEMASTER products are available from your local model shop or, in case of difficulty, direct from ourselves

GAUGEMASTER Controls Ltd, Ford Road, Arundel, West Sussex, BN18 0BN, United Kingdom

tel - 01903 884488 fax - 01903 884377 email - sales@gaugemaster.com

www.gaugemaster.com

WHICH PRODIGY CONTROLLER?

Prodigy is compatible with most other DCC systems and manufacturers' DCC Decoders. It's strength is 'simplicity without compromise' and Prodigy systems can grow with your layout, allowing you to use the system at a level appropriate to you, your layout, and style of operation. All Prodigy Walkaround Controllers have backlit displays as standard.

Prodigy Express consists of a Base Station, Walkaround Controller, and Power Supply and is an ideal entry level system for a newcomer. Extra features can be unlocked by using the **DCC14 Prodigy Advance Walkaround Controller**.

Prodigy Advance2 is our best selling DCC Controller. It consists of a Base Station, Walkaround Controller, and a Power Supply, and is suitable for operating most sizes of model railway.

Prodigy Wireless offers all the features of the **Prodigy Advance** unit but this system offers you wireless control, giving you maximum freedom to operate your layout. Its rechargeable handset and radio transmission ensures easy and reliable performance.

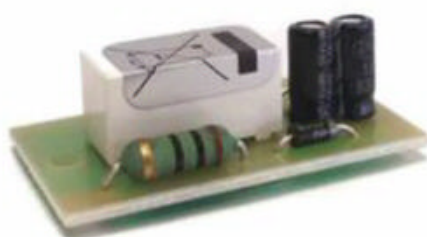
DCC CONTROLLER STARTER PACKAGES

DCC01 Prodigy Express Starter Package
Most Suited for HO/OO/N Scale Layouts



BEST FOR
Beginners

- INPUT: 15-16V regulated DC at 2 amps
- OUTPUT: DCC Signal with 14.5V amplitude
- MAXIMUM CURRENT: 1.6 amps
- MAXIMUM NUMBER OF WALKAROUNDS: 20
- ADDRESS CAPABILITY: 2 Digit or 4 Digit
- SPEED STEPS: 14/28/128
- ACCESSORY FUNCTIONS: 28 (F0 to F28)
- DOUBLE HEADING
- PROGRAM & MAIN TRACK PROGRAMMING
- "READ LOCOMOTIVE" CAPABILITY



DCC80 DCC Autofrog

The DCC Autofrog is a simple switch that automatically changes the frog polarity of your electrofrog point. With the frog powered by the DCC80 it will automatically detect the incoming polarity of the wheels and switch the frog to match. The DCC Autofrog is available as a single item, and also as a handy pack of three.



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DCC02 Prodigy Advance2 Starter Package
Most Suited to HO/OO/N Scale Layouts



BEST FOR
General Layouts

- INPUT: 15-14V DC 3.5 amps
- OUTPUT: DCC Signal with 14.5V amplitude
- MAXIMUM CURRENT: 3.5 amps
- MAXIMUM NUMBER OF WALKAROUNDS: 99
- ADDRESS CAPABILITY: 2 Digit (1-127) or 4 Digit (1-9999)
- SPEED STEPS: 14/28/128
- ACCESSORY DECODER AND ROUTE SETTING
- DOUBLE HEADING
- PROGRAM & MAIN TRACK PROGRAMMING
- "READ LOCOMOTIVE" CAPABILITY



DCC05 Prodigy WiFi

This unit allows you to run your Prodigy-powered layout from your phone or tablet, using one of the recommended apps on Android or IOS. The Prodigy WiFi is compatible with the JMRI Engine Driver and WiThrottle apps.

The Prodigy WiFi is also available as a starter pack, combined with a Prodigy Express under part number **DCC06**.

See our website for articles showing how to use the two apps which are compatible with the Prodigy WiFi on your specific operating system.
Android: JMRI Engine Driver
iOS: WiThrottle

DCC04 Prodigy Advance Wireless Starter Package
Most Suited to OO/HO/N Scale Layouts



BEST FOR
Large Layouts

- ALL THE FEATURES OF DCC02 PRODIGY ADVANCE
- WIRELESS RADIO CONTROL (UK Approved)
- OUTSTANDING RANGE (80ft Plus)
- BUILT-IN RECHARGABLE BATTERY
- BATTERY CHARGE LEVEL INDICATOR
- OPERATES WIRED & WIRELESS WALKAROUNDS
- PROGRAM & OPERATE WHILE CHARGING
- FREEDOM & MOBILITY DURING OPERATION

DCC40 Auto Reverse Module

This useful module allows digital modellers to overcome a problem that faces most railway modellers at some point: how to operate a reverse loop or turntable on their layout without needing to change the polarity on the track.



Controllers & Handsets

DCC01	Prodigy Express Package	£199.95
DCC02	Prodigy Advance2 Starter Package	£339.95
DCC04	Prodigy Advance2 Wireless Starter Package	£529.95
DCC05	Prodigy WiFi	£109.95
DCC06	Prodigy Express WiFi Digital Control System	£279.95
DCC13	Prodigy Advance2 Wireless Walkaround	£209.95
DCC14	Prodigy Advance2 Backlit Walkaround	£159.95
DCC15	Prodigy Decoder Doctor	£104.95
DCC51	Prodigy Wireless Conversion Set	£279.95

Accessories

DCC11	Prodigy Extension Plate	£44.95
DCC30	Prodigy DCC Accessory Decoder for 4 Accessories	£39.95
DCC32	Point Motor Decoder w/CDU 4 Way (Twin Pack)	£79.95
DCC49	Prodigy DCC Booster Unit (8 Amp)	£209.95
DCC55	Prodigy Advance Wired Computer Interface	£59.95
DCC60	Spare Plug for Gaugemaster Prodigy	£4.15
DCC62	Prodigy Universal Lead (2m)	£6.25
DCC63	Prodigy Advance Power Supply Unit	£27.95
DCC64	Prodigy Power Pack Lead	£7.75
DCC65	Prodigy Express Power Supply Unit	£27.95
DCC66	Controller Caddy Walkaround Holder	£7.50
DCC71	Prodigy DC Adaptor Plate/Decoder Tester	£11.00
DCC77	Prodigy Walkaround Adaptor	£11.00
DCC80	DCC Autofrog	£6.50
BPDDCC80	DCC Autofrog (Pack of 3)	£16.95
DCC81	Standard Point Motor Decoder w/CDU	£14.95
BPDDCC81	Standard Point Motor Decoder w/CDU (3)	£39.95

GAUGEMASTER products are available from your local model shop or, in case of difficulty, direct from ourselves
GAUGEMASTER Controls Ltd, Ford Road, Arundel, West Sussex, BN18 0BN, United Kingdom
 tel - 01903 884488 fax - 01903 884377 email - sales@gaugemaster.com

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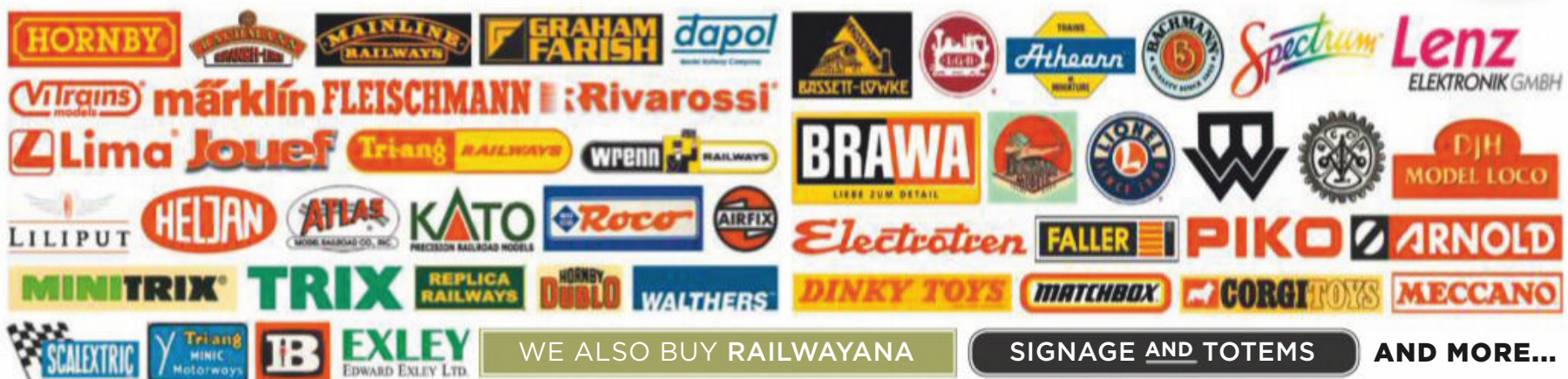
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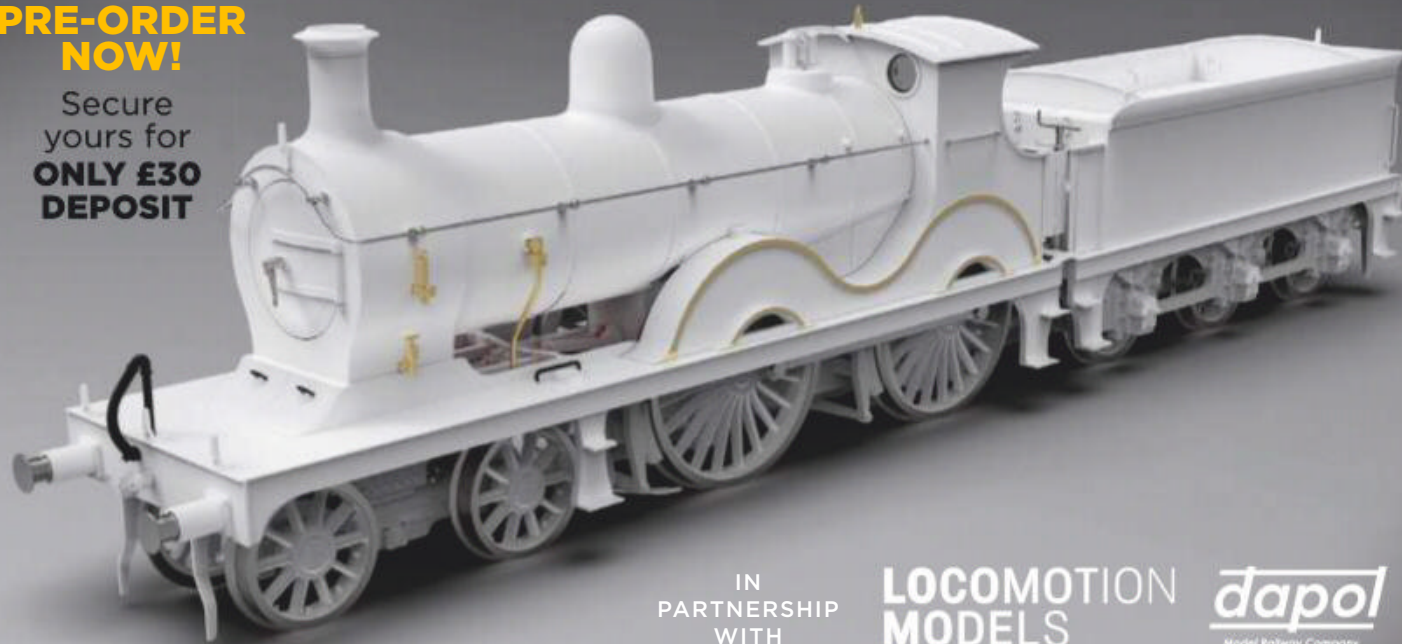
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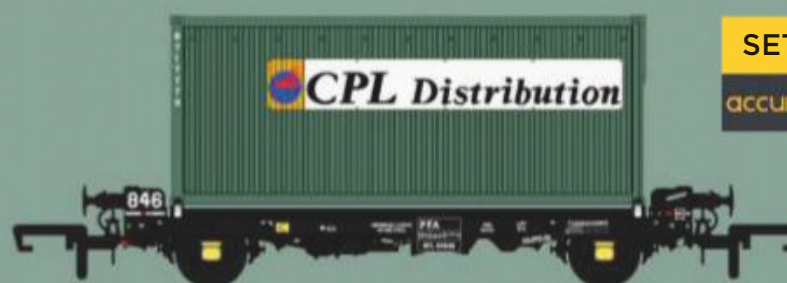


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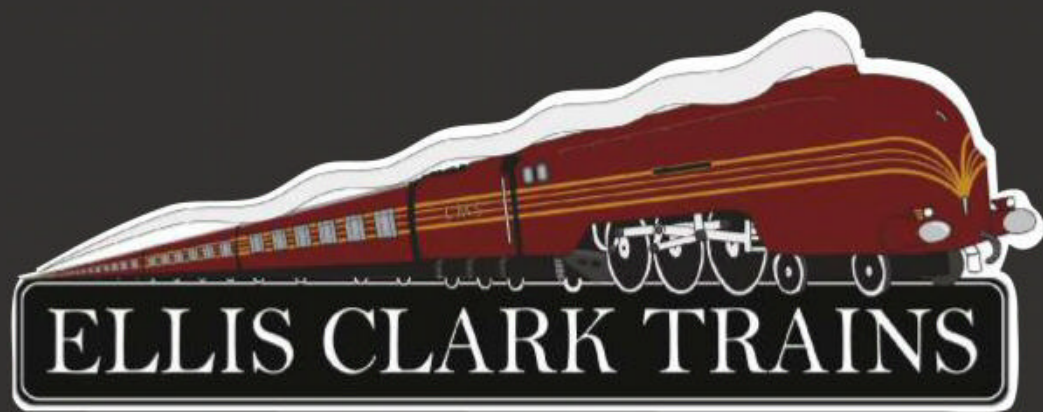
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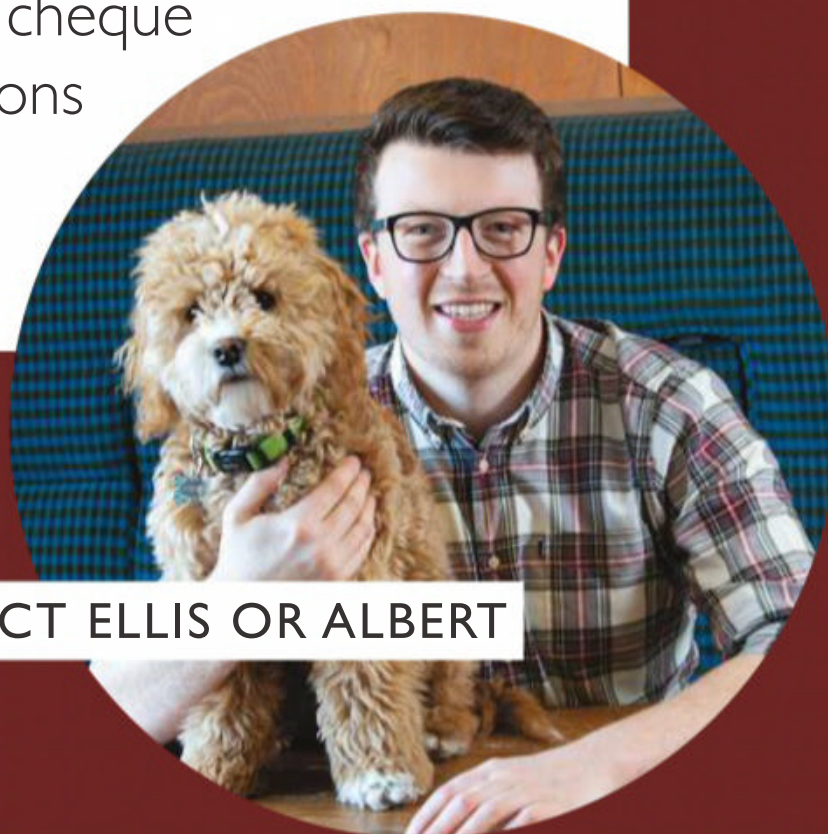
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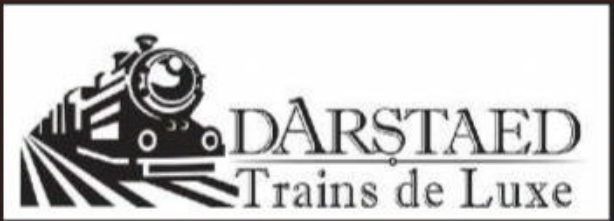
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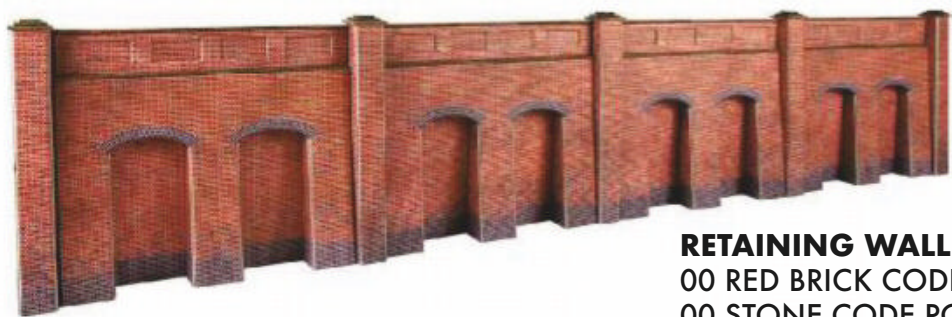
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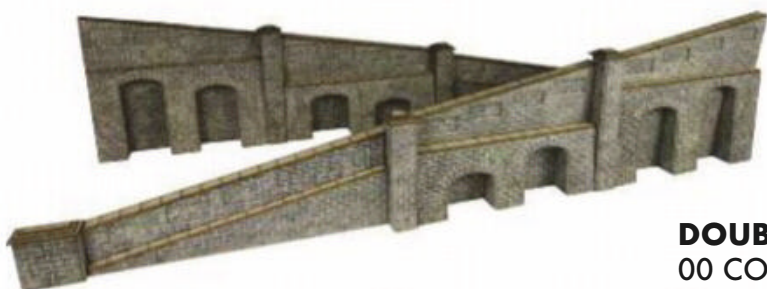
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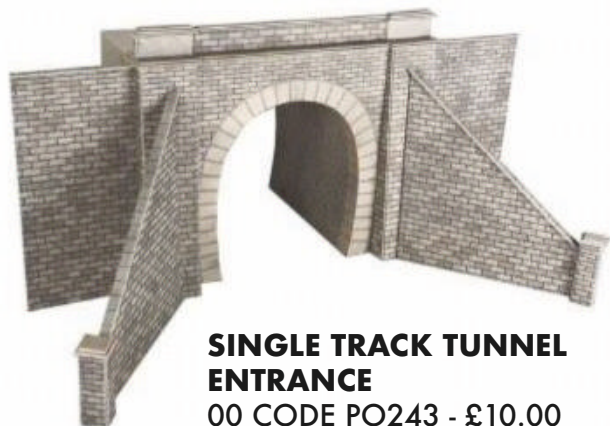
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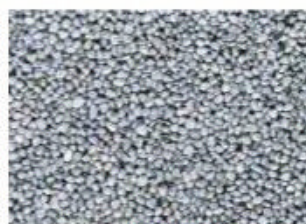
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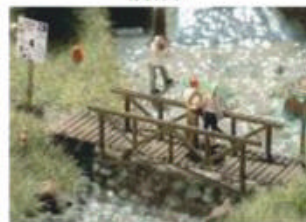
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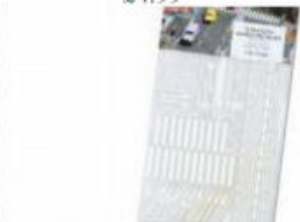
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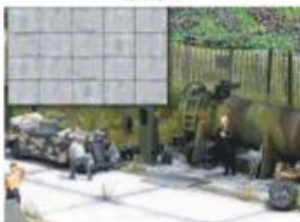
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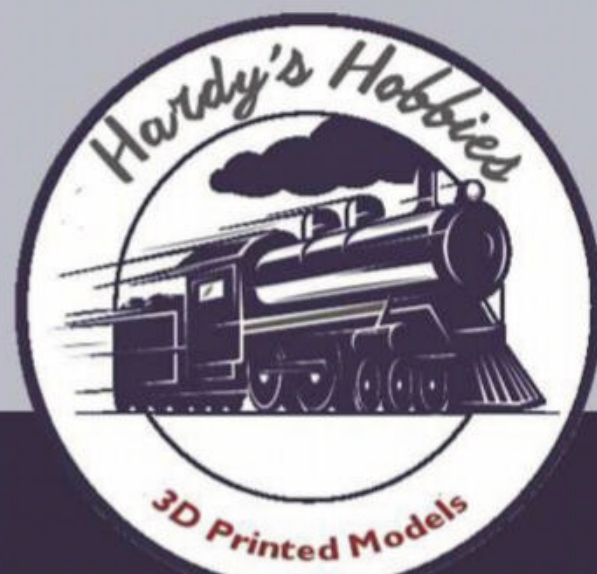
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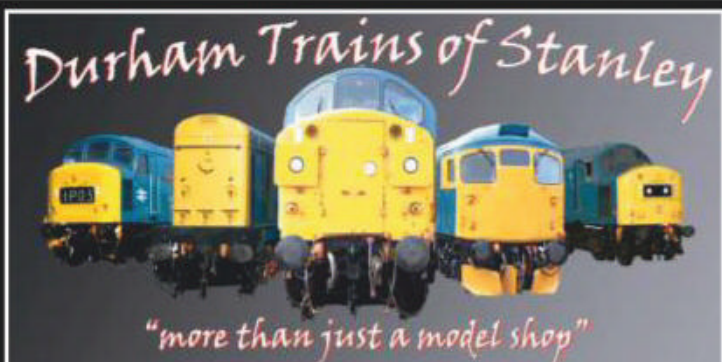
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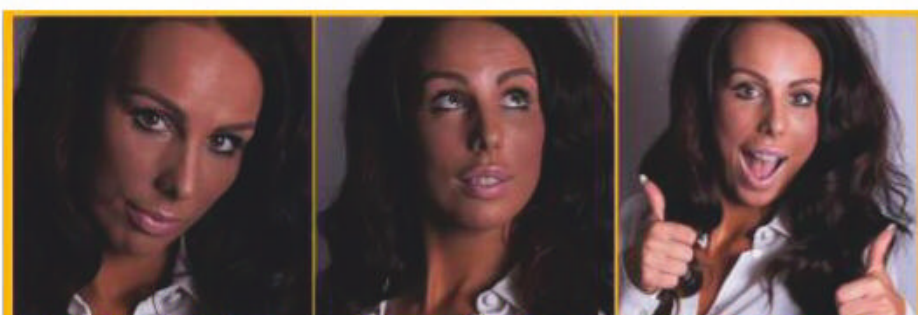
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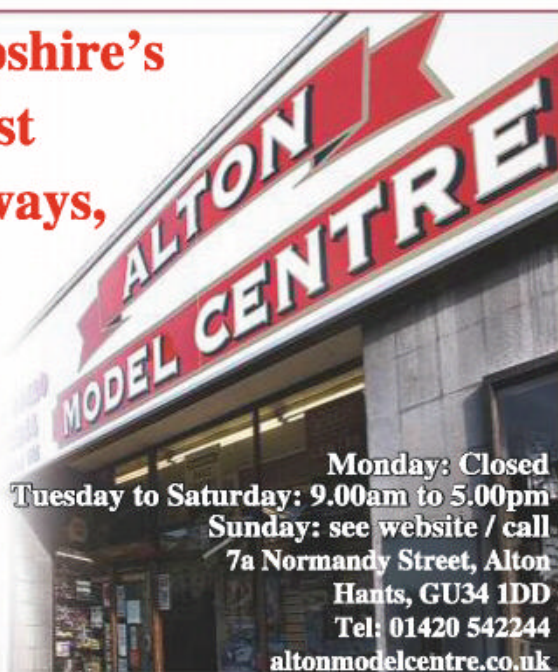
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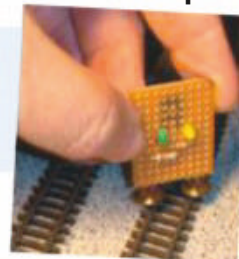
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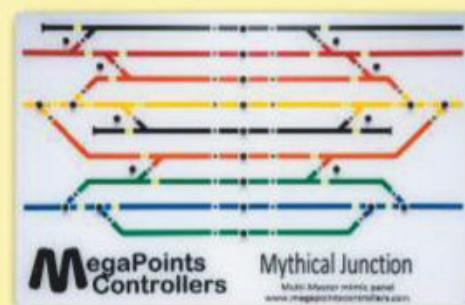
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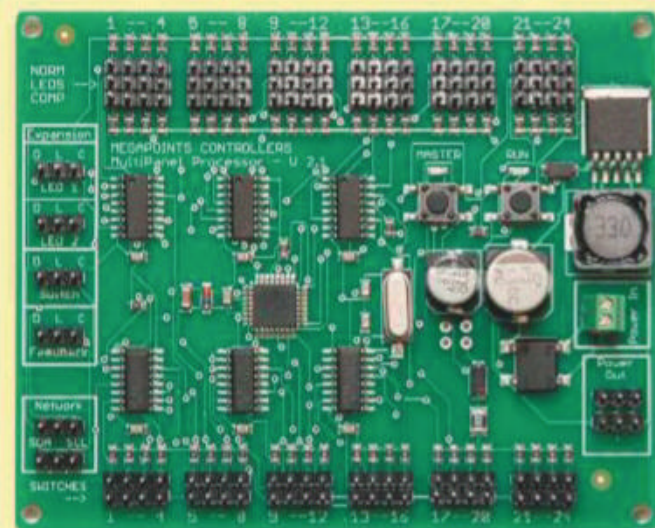
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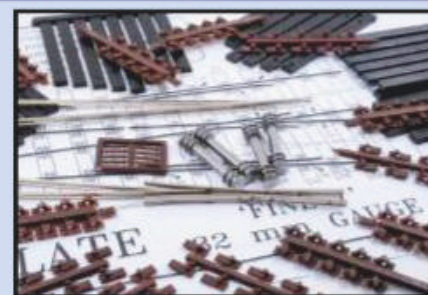
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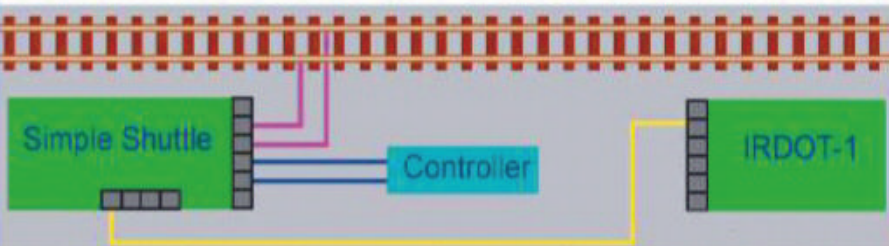
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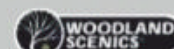
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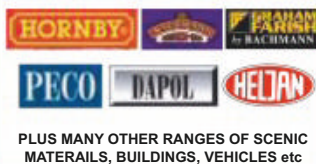
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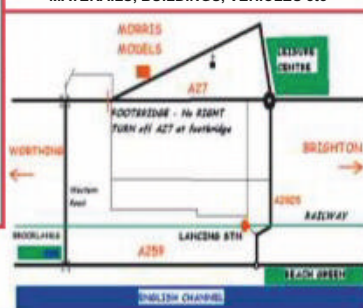
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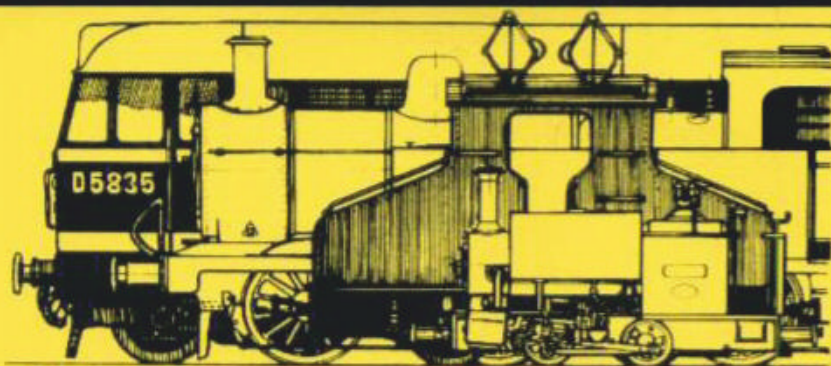
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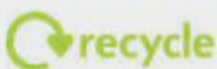
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Present your case

If there's a locomotive that you think needs to be offered ready-to-run, here's the place to voice your opinion...

Locomotive: Southern Railway Class W 2-6-4T

Gauge: 00

Proposed by: David Jukes, Portsmouth

What is it?

The Southern Railway's 15 'W' 2-6-4Ts were essentially tank versions of its three-cylinder 'N1' 2-6-0s. They were built for cross-London freight workings not only between the SR's own marshalling yards at Hither Green, Norwood and Feltham but also to those of the other 'Big Four' companies - duties that required good acceleration and adhesion to avoid delaying the Southern's frequent suburban services. The 'Ws' re-used several parts, such as side tanks and rear bogies, rendered surplus when the SR rebuilt its earlier 'River' 2-6-4Ts into 2-6-0 tender locomotives - the use of these and boilers common to the 'N', 'N1' and 'U1' classes assisted standardisation within the SR's locomotive fleet.

Five 'Ws' were built at Eastleigh (Nos. 1911-1915) with right-hand driving positions, gravity sanding and lined-black livery, with the remainder at Ashford (Nos. 1916-1925) in plain black with left-hand drive and steam sanding - the last was fitted to the Eastleigh-built examples in 1959/60.

The class was later displaced from London's heavy freight exchange duties by diesels and redeployed on Fawley oil trains and banking duties between Exeter St David's and Exeter Central stations before withdrawal.

What would make it viable?

This is a perfect model for Bachmann as the 'W' could use its 'N' 2-6-0 chassis with the addition of new cylinders and a rear bogie. Purists will note the length between the centre and rear coupled axles differs slightly on each type; 7ft 9in for the 'W' and 8ft 3in for the 'N', equating to a negligible 2mm difference at 1:76 scale. It could also provide an opportunity for Bachmann to release an 'N1' 2-6-0 using the 'W's' cylinder patterns and a re-tooled 'N' body.

A 'W' could be utilised on almost any London-based layout incorporating freight traffic, regardless of region, given their original usage. And, as a tank locomotive, there is space for added weight to enable prototypically heavy freight haulage in miniature.

Can I see a real one?

Sadly not, as all were withdrawn in 1963/64 and subsequently scrapped.



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Have your say

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According to Chris...

...the difference between a station, a halt and a platform has become a bit blurred.

When is a halt not a halt? When it's a platform. At least that was how things seemed to be when I started taking an interest in such things back in the 1960s. So, a halt was a station with a building but no staff, and a platform had neither building nor staff? That seemed logical but it simply did not fit the facts. I can only speak for the Western Region as that seemed to have more halts than other BR regions, though close to where I lived there was Longcross Halt on the Southern Region, which opened in 1940. Though unstaffed, it had Up and Down platforms and shelters. It served the military Fighting Vehicles Research and Development Establishment (FVRDE), known to all, locally, as 'the tank factory'. Longcross Halt was simply a staff halt for people who worked at the tank factory.

However, head out from home on the Western Region and the first timetabled location out of Staines West was Yeoveney Halt. It had originally been a fully fledged station, built entirely of wood and called Runnymede Range. There have always been numerous different

“So, a halt was a station with a building but no staff, and a platform had neither building nor staff?”

spellings of Runnymede. All are apparently OK. It was built to serve the Metropolitan Rifle Ranges which opened on Staines Moor in 1892 after the closure of a range on Wimbledon Common. It consisted of a 220ft platform

with a small building but following closure of the range in 1932 it was reduced to just a short length of platform and renamed Runnymede Halt. This caused confusion with the site where the Magna Carta was signed, which was actually six miles away on the opposite side of the river Thames, so the name was changed to Yeoveney Halt, taking the name of an adjacent farm.

I knew Yeoveney only briefly. I started using the Staines branch in 1962. Yeoveney was a request stop, used mainly by anglers, although I never saw anyone

use it at all, and trains only stopped on request. Closed on May 14 1962 because the platform needed repair, it was there one week and gone the next. Only a blackened, burned patch and some concrete blocks remained at the site. The concrete blocks are still there.

So, if Yeoveney was a halt, I was curious to see what constituted a 'platform' and there was one of those at Rodmarton on the Kemble-Tetbury branch. Shown in most references as Rodmarton Platform, its running-in board simply proclaimed Rodmarton. In appearance, however, it was almost a perfect GWR halt, complete with timber-framed



Yeoveney Halt was nothing more than a very basic, short platform. C.J.L. COLLECTION

platform and corrugated iron 'pagoda' shelter.

Like Yeoveney, Kelmscott & Langford Platform on the Fairford branch had been built as a station – albeit little more than a collection of corrugated iron sheds. These still existed when it was de-staffed and reduced to 'platform' status. On the Lambourn Valley branch, the original light railway stops, with their rail-level platforms, were rebuilt by the Great Western Railway in the style of their standard halts. Stockcross & Bagnor, and Welford Park even had Joseph Ash-built 'pagoda' shelters, though the latter retained its original Lambourn Valley Tramway ticket office at ground level. Welford Park had only bare platforms, and Stockcross nothing more than a shelter, yet both seemed to retain their 'station' status. There was, evidently, no logical definition of what constituted a halt and what was the difference between that and a platform.

Perhaps there was a stigma attached to the 'platform' description? Certainly, a stigma became attached to the word 'halt' when, in the Beeching era, BR de-staffed dozens of stations and initially referred to them as 'unstaffed halts'. The largest of these was no less than Birmingham Snow Hill, once it became served by nothing more than a single-car DMU shuttle. The buildings on dozens of other stations were replaced by the most basic of glass shelters or nothing at all. They remained in the timetable as stations, however, with nothing to betray their lack of even basic facilities.

So, today there are few 'halts' on the national network and even places with the most meagre of train services and lack of facilities still qualify as stations. Indeed, even those which, historically, were halts, such as Sandplace on the Looe branch and Combe in Oxfordshire, no longer have the 'halt' suffix. However, it seems that Combe's near-namesake on the Looe branch, Coombe Junction Halt, is actually allowed to be a halt, perhaps to help distinguish it from the Oxfordshire 'halt' that isn't. The wooden shelter at Combe was demolished many years ago and it is nothing more than a platform!

Modelling diary: Chris Leigh

Just when you think you're on top of things, 20ft of ancient stone wall collapses in the rain...

Seen from the front of a diesel railcar, Poyle Halt for Stanwell Moor is now under Junction 14 of the M25. However, before it closed, the destruction of its wooden shelter reduced it to a bare platform. C.J.L. COLLECTION



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