

19 PROJECTS AND 17 NEW MODELS INSIDE!



No. 270 February 2020 £4.60

MODEL RAIL

BRITAIN'S BEST-VALUE MODELLING MAGAZINE



Learn from the masters

Revealed: trade secrets of Britain's leading modellers

✓ Buildings ✓ Detailing ✓ Backscenes



See inside for
11 pages of the
breathtaking
Arun Quay

HORNBY®

**NEW MODELS
ANNOUNCED**

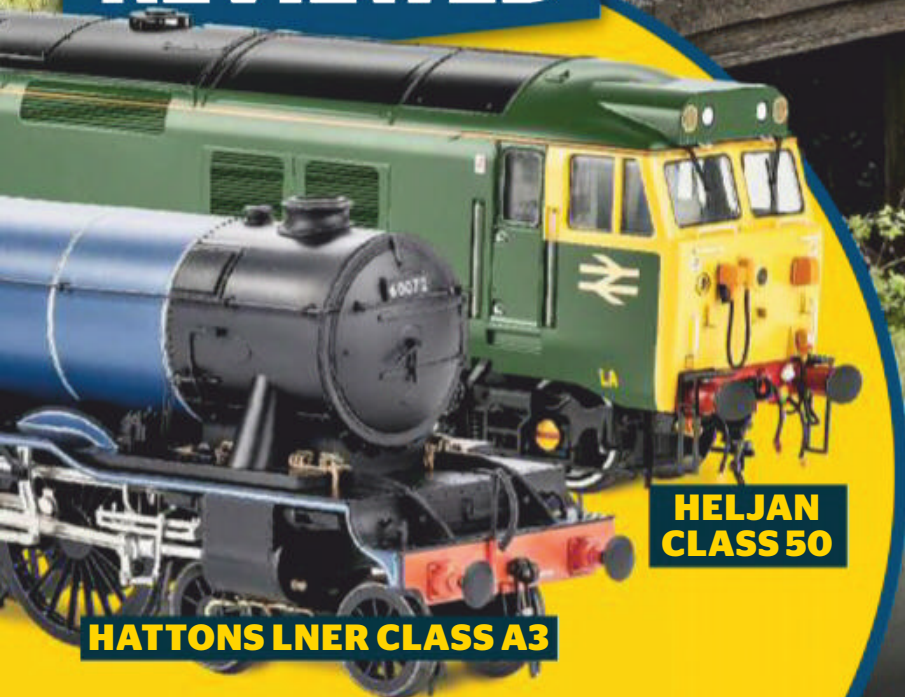
STEPHENSON'S ROCKET

THOMPSON'S 'A2'

'W1' 'HUSH HUSH'

CLASS 370 APT-P

REVIEWED



**HELJAN
CLASS 50**

HATTONS LNER CLASS A3

THIS MONTH'S PROJECTS

- ◆ Ultimate guide to soldering
- ◆ Create a realistic road surface
- ◆ Make a custom running-in board
- ◆ Add real coal to your models

GAUGEMASTER

NEW Website



Our existing website has been withdrawn from service, which was a sad moment for us here as it has served us (and you) well over the years.

The online world has changed massively over the last few years and we've listened to all of your feedback about the old site as we developed our new version, and therefore invite you to take a look at our new site.

www.gaugemaster.com

We feel that the biggest improvements are in the following areas:

- It's been **built with mobile in mind**. Mobile devices have now overtaken desktop devices for internet browsing. We needed to follow this trend.
- It **demonstrates our breadth of products**. All of our genres (railways, slot cars, kits etc.) are now under one online roof. We stock products from around the world.
- **Easier navigation**. Simpler ways to find the products you want, including numerous new search filters.
- **Better and more images**. Multi angle, high resolution pictures of the products that interest you.
- **A more powerful search box**. This will be your closest companion on our new site.
- **An Events listing**. Things that might interest you locally such as exhibitions or shows.
- **A 'Club Hub'**. This is where we highlight clubs and societies where you can meet like-minded people.

This project was a massive undertaking, and we'd like to think we've got a lot of it right. However, we REALLY welcome your feedback by email customerservices@gaugemaster.com, or by telephone on 01903 884488, so please do get in touch with your comments.

We look forward to welcoming you to our new (online) home!



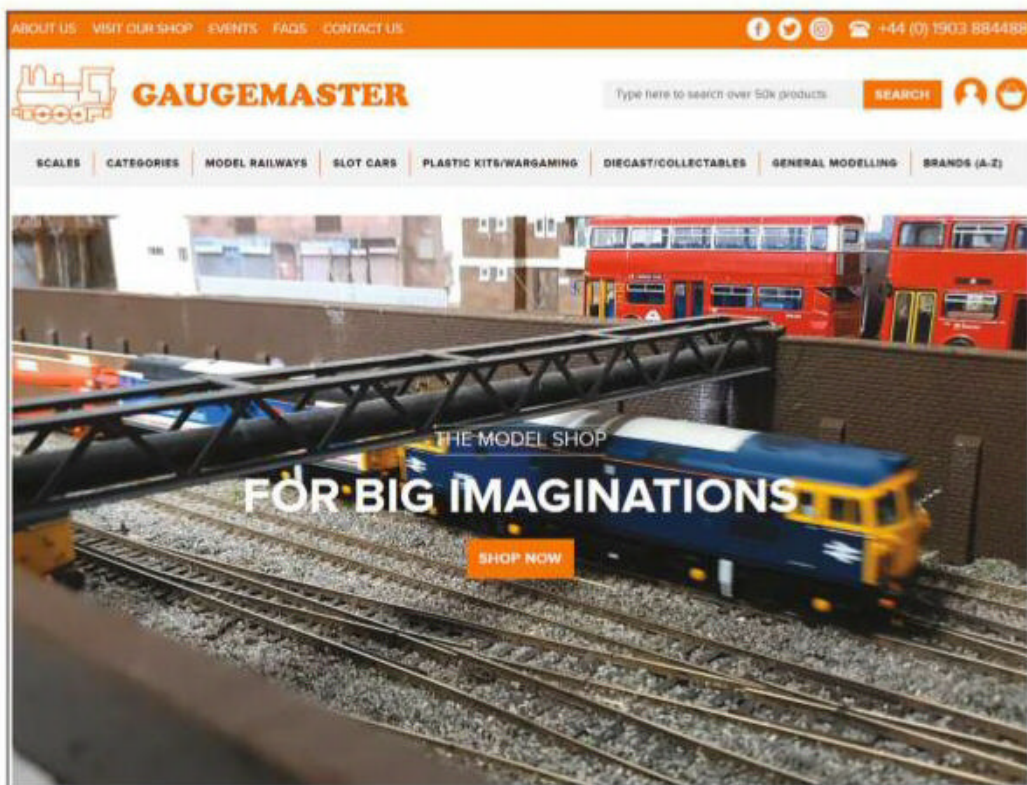
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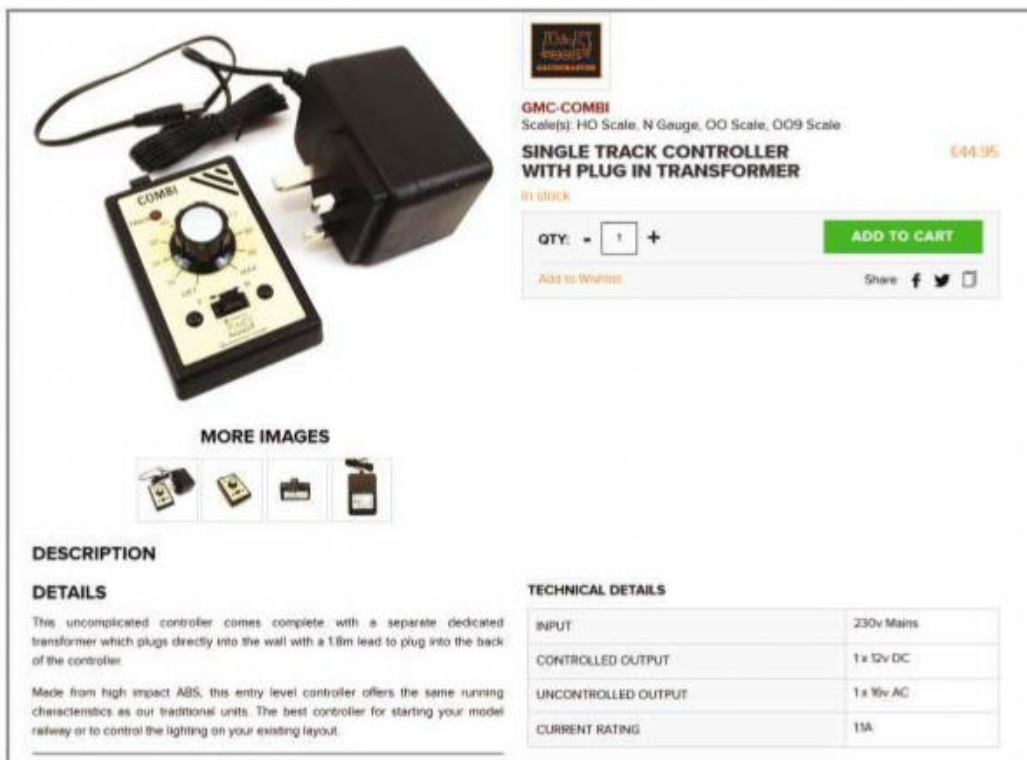
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The powerful search tools at the top of the page will allow you to find what you want quickly and easily.



Extended descriptions and multiple images mean that you can find out everything about a product before committing to buy.



The Club Hub pinpoints modelling clubs around the country, and the events listing shows upcoming exhibitions.

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MODEL RAIL

brought to you by



Richard Foster

Model Rail's editor is trying to model the M&GN, GWR, North Wales narrow gauge and the L&B.



George Dent

George continues to be inspired by modellers and artists on a daily basis, but his modelling 'hero' is his dad.



Chris Leigh

Chris has accumulated a lot of modelling heroes over 60 years and continues to spot new ones quite frequently.



Chris Gadsby

Chris doesn't really have a modelling hero, but he continues to be envious of the skills of Chris Leigh and Chris Nevard!



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

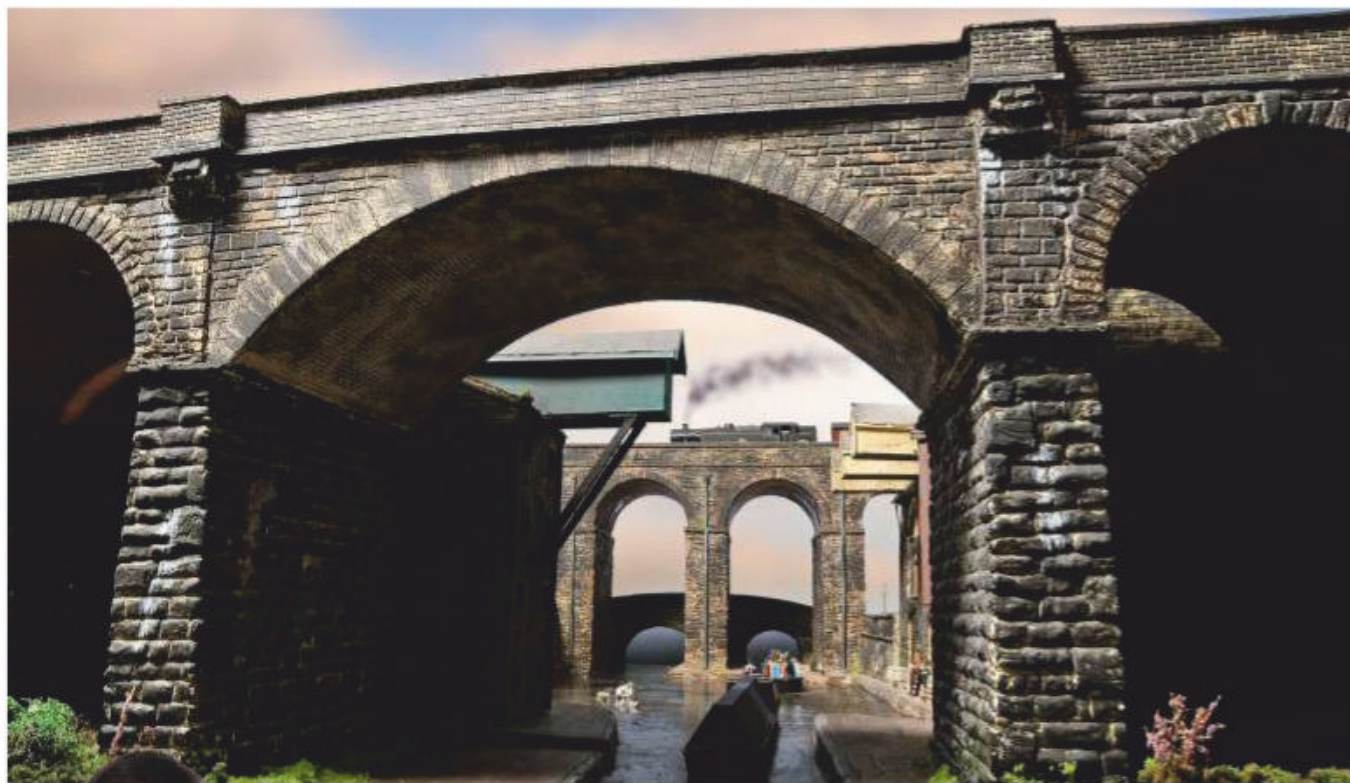
Paul is full of ideas for innovative and exciting layout designs with almost endless possibilities.



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



It doesn't seem so very long ago that the writers and modellers published in magazines were celebrities in the model railway field. Nowadays, you can just visit YouTube to see all manner of modelling tutorials from modellers all over the world.

But for most of us, the great modellers were the names you saw every month in *Railway Modeller* or *Model Railway Constructor et al.*

Of course, each generation has its own modeller heroes. I've been extremely privileged to meet a few of mine. When the late, great Dave Shakespeare asked me if I'd like to have a go at driving 'Tetleys Mills', I nearly had to pinch myself to make sure I wasn't dreaming!

Despite the all-consuming internet, this hobby still has some famous names, the likes of Ian Futers or Iain Rice. Gordon and Maggie Gravett must be firmly included in that category and it's with great pleasure that we feature their latest creation, the wonderful 'Arun Quay', in this issue of *Model Rail*.

It started us thinking about our own 'modelling heroes' and so, alongside 'Arun Quay', you can read about the famous modellers who inspired and influenced Chris Leigh, Dave Lowery, Chris Nevard, Peter Marriott and Paul Marshall-Potter, helping them hone their considerable modelling talents... and now they're continuing the work by passing those skills on to you.

Richard Foster Editor

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Model Rail essential information

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

Contents February

Cover Stories

- 28 Create a realistic road surface
- 84 Make a custom running-in board
- 85 Add real coal to your models

Opening the box

- 6 The Big Picture**
A snowy scene on one of Chris Nevard's layouts, plus how to achieve the same effect.
- 8 News**
Hornby has announced new models for 2020 - we have all the details.
- 13 Show & Tell**
The place to share your projects with the *Model Rail* community.
- 14 Model Shop of the Year**
You've been voting for your favourite high street model shops. Here are the results.
- 19 According to Chris...**
Chris gives his view on Hornby's range announcement for this year.
- 21 Behind the backscene**
This month, Gaugemaster's Ian Fowler answers our quickfire questions.

Inspiration

- 24 Layout: Arun Quay**
Gordon and Maggie Gravett have created this masterpiece in realistic modelling.
- 36 Layout ideas**
Peter Marriott explains how his modelling hero Ian Futers has influenced his work.
- 58 Masterplan: Nursery**
Paul A. Lunn designs a track plan for Poppleton Community Railway Nursery.
- 64 Layout: Tesstrayne**
Dave Finney can't build and sell his layouts fast enough - so why is 'Tesstrayne' different?
- 76 Masterclass: Pre-heaters**
A detailed look at the water pre-heater, a device that made locomotives more efficient.

Regulars

- 3 Contact *Model Rail*
- 16 Exhibition Diary
- 22 Subscribe to *Model Rail*
- 84 Know Your Stuff
- 112 Next issue
- 151 Present your case
- 154 From the files



24 Layout: Arun Quay

91 Reviews

Heljan's Class 50, Hattons' 'A3' and Class 66, Accurascale's bufferstops, Modelu's scanning process and three new publications.

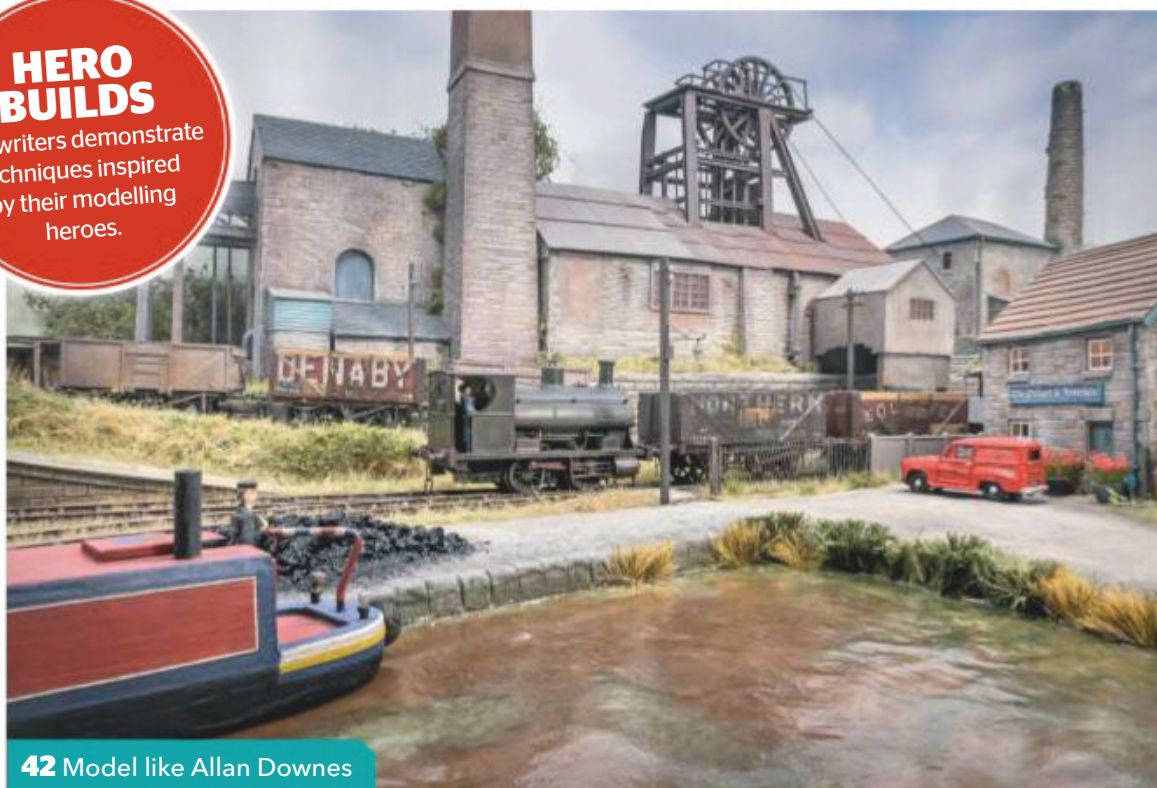


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Search the online index at:
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Workbench

HERO BUILDS

Our writers demonstrate
techniques inspired
by their modelling
heroes.



42 Model like Allan Downes

42 Model like Allan Downes
Chris Nevard uses some of Allan's techniques to see why they were so good.

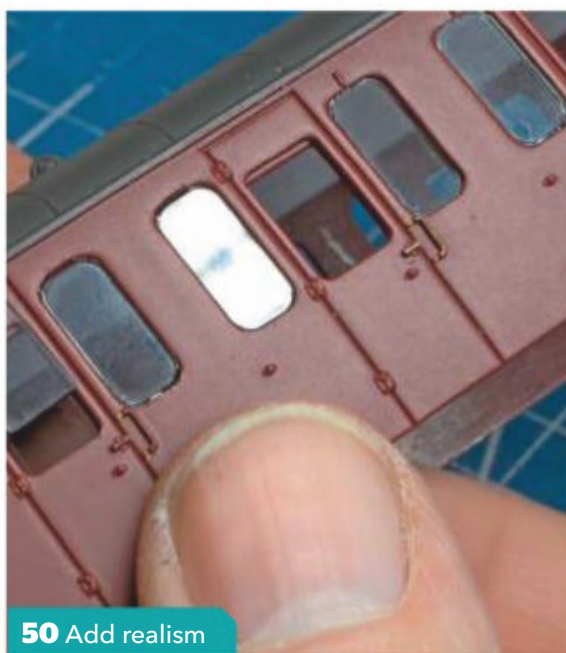
46 Make buildings
Chris Leigh scratchbuilds a Georgian property from his home town.

50 Add realism
Paul Marshall Potter explains how to make off-the-shelf models even better.

54 Master a brass kit build
Dave Lowery demonstrates how to build brass kits the same like Dennis Nix.



46 Make buildings



50 Add realism

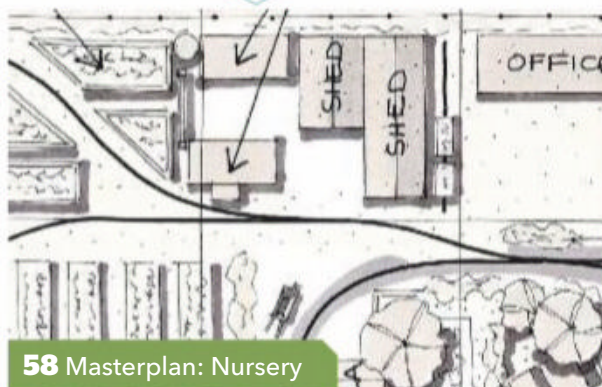


54 Become a brass kit master

MODEL RAIL Skills STATION

**BETWEEN
PAGES 34 and 35**

Master modeller
George Dent tells you how
to make sure you're using
the correct soldering iron
for the job in our new
module of Skills
Station.



58 Masterplan: Nursery



64 Layout: Tesstrayne

Model Rail exclusive models ...‘J70s’ AND ‘USAs’ ARE GOING FAST...

Our exclusive ‘J70s’ and ‘USAs’ are selling
out. Don't miss out - buy yours today!



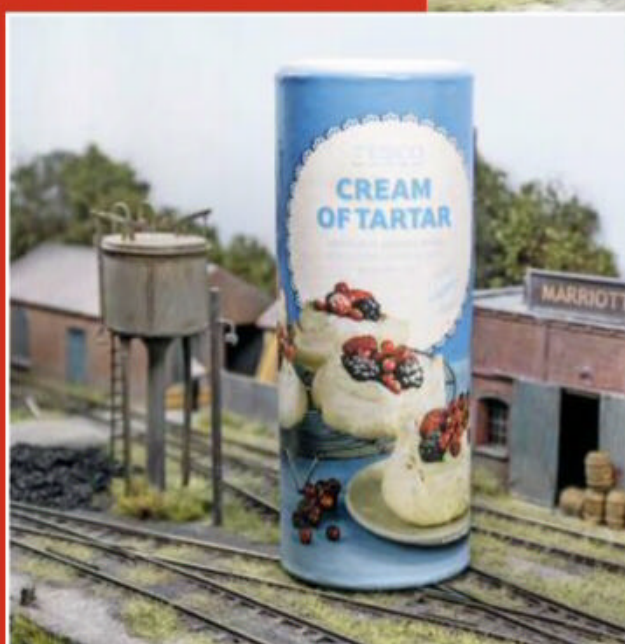
108

Opening the box

The latest happenings from the world of model railways

The Big Picture

Although not as common now as it was in the second half of the 20th century, snow can occasionally fall in the UK. But what is the best way of modelling snow on your layout? Chris Nevard has a solution that involves cream of tartar (below). Just sprinkle it over your layout and you have realistic looking snow. Just be careful that you don't get it on the locomotives' wheels and into the layout mechanisms. Photography: Chris Nevard





ROCKET LAUNCH TO CELEBRATE CENTENARY



It has been 100 years since Frank Hornby launched his model railway company in 1920. So this year, as well as the usual range of new models, Hornby's Marketing and Development Manager Simon Kohler has revealed a selection of limited edition releases to celebrate the company's centenary.

The star of the show was the newly tooled Stephenson's *Rocket*, which will be released as a train pack as part of the celebrations in a 1963 Tri-ang Railways box with three coaches, and in the main range with coaches containing slightly less detail. The other standout announcement was a return to the roots of the company as a limited range of 'O' gauge tinplate locomotives will be produced in LNWR, MR, CR and

GN liveries. These are limited to just 100 of each and come with a limited edition certificate.

This year Hornby has consolidated its range, adding some new liveries and announcing a smaller number of new products than in previous years. Surprises came in the form of a new licence with The Beatles and their *Yellow Submarine* track. Hornby will produce the Beatles-liveried Eurostar as a train set and as a train pack with four cars, and an additional two-coach unit will also be available to create a six-car train with a different livery

on each side, allowing Hornby to model the 12 liveries.

The Margate company has also branched out into the world of Steampunk, in response to the popularity of layouts in the genre created by Laurie Calvert and *The Great Model Railway Challenge*. Kohler said: "Shows such as that have really broken the mould and shown how railway modelling can be about fantasy and science fiction, as well as historical authenticity."

Three O-4-0 locomotives will be produced using a resin body alongside two coaches, four wagons and buildings which will be marketed under the name of Bassett-Lowke.

HORNBY CENTENARY COLLECTION



HORNBY TINPLATE LOCOMOTIVES

A range of four 'O' gauge tinplate locomotives in specific period packaging. Representing the 1920s, these are limited to 100 units of each.

What's planned?

- ◆ R3814: 2710 LNWR No. 1, LNWR black
- ◆ R3815: 2710 MR No. 1, Midland Railway crimson
- ◆ R3816: 2710 CR No. 1, Caledonian Railway blue
- ◆ R3817: 2710 GN

No. 1, Great Northern green

Price? £524.99

When's it due?

From January 2020



HORNBY LNER SIR NIGEL GRESLEY TRAIN SET

Representing the 1930s and limited to 1,000 units, this train set will include a *Sir Nigel Gresley* 'A4' and two LNER teak coaches, an oval of track, controller and transformer.

What's planned?

- ◆ R1252M: LNER *Sir Nigel Gresley* train set in Hornby-Dublo box.

Price? £249.99

When's it due? June 2020





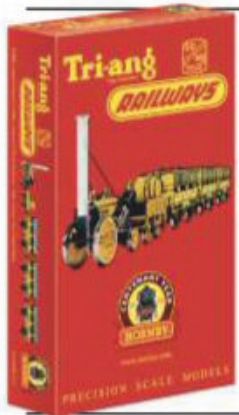
00 GAUGE HORNBY LMS 6231 DUCHESS OF ATHOLL

The *Duchess of Atholl* will have a die-cast locomotive body and will come in 1940s period Hornby-Dublo 'candy stripe' packaging.

What's planned?

◆ R3819: LMS 6231 *Duchess of Atholl*, LMS crimson

Price? £249.99 **When's it due?** May 2020



00 GAUGE HORNBY STEPHENSON'S ROCKET TRAIN PACK

Sold in a Tri-ang Railways box and limited to 1,500 pieces this train pack contains Stephenson's *Rocket* and three coaches.

What's planned?

R3809: Stephenson's *Rocket* and three coaches

Price? £189.99

When's it due? February 2020

00 GAUGE HORNBY 56024 SMOKEY JOE

Representing the 1980s and celebrating the longest 'serving' locomotive, this edition of *Smokey Joe* will be sold in a Hornby Railways 1980s 'blue belt' packaging box and includes extra detail parts, such as handrails.

What's planned? R3822: 56024 *Smokey Joe*, lined black

Price? £39.99 **When's it due?** June 2020



00 GAUGE HORNBY BR 35028 CLAN LINE

This limited edition will be 18ct gold-plated and has been produced to mark the resurgence of Hornby in the 2000s. As with the rest of the limited editions, it will be available in period packaging.

What's planned?

◆ R3824: BR 35028 *Clan Line*, BR lined green

Price? £224.99 **When's it due?** August 2020



00 GAUGE HORNBY PECKETT 614

As one of Hornby's most well known models, the company has opted to produce an 0-4-0 Peckett with brass-effect maker's plate and packaging with a lift-up lid.

What's planned?

◆ R3825: 614,

◆ Peckett &

Sons livery

Price? £109.99

When's it due?

September 2020



00 GAUGE HORNBY-DUBLO DIE-CAST TOY RANGE

Representing the 1950s, Hornby will produce six Dublo Diecast vehicles in bespoke packaging and limited to 2,000 pieces each.

What's planned?

◆ R7241: MG TC

◆ R7243: Austin K8 van, Margate

Hotel and Boarding Association

◆ R7442: Morris J van

◆ R7247: Fordson Tractor

◆ R7248: VW T2 van

◆ R7249: Scammell Mechanical Horse Van Trailer

Price? £9.99-£14.99

When's it due? May 2020



00 GAUGE HORNBY BR 92220 EVENING STAR

This centenary model also includes a commemorative maker's plate to celebrate the last locomotive made by Tri-ang. Limited to 1,000 units, this will be sold in a 1970s-style Tri-ang Hornby box.

What's planned?

◆ R3821: BR 92220 *Evening Star*, BR lined green

Price? £149.99 **When's it due?** July 2020



00 GAUGE HORNBY LBSCR 45 MERTON

Named after the original factory where Tri-ang Trains was founded, Hornby is to produce a 'Terrier' in LBSCR livery. This will be available in a 1990s style Hornby Railway box with Top Link logo.

What's planned? R3823: LBSCR 45 *Merton*, LBSCR ochre

Price? £104.99 **When's it due?** July 2020



00 GAUGE HORNBY 'CELEBRATING 100 YEARS OF HORNBY' TRAIN SET

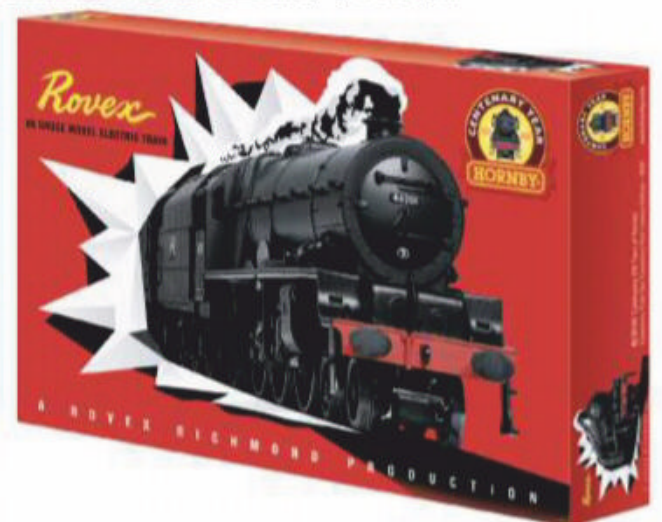
This was the first train set produced by Rovex and contains *Princess Elizabeth* and two LMS coaches. The theme is also in keeping with the Rovex theme and the model is limited to 1,000 units.

What's planned?

◆ R1251M: 'Celebrating 100 years of Hornby' train set

Price? £249.99

When's it due? October 2020



HORNBY 2020 MAIN RANGE

The Thompson Class A2/2 and 'A2/3' is one of three new steam locomotives in the 2020 range. In the 'A2/2' variation, *Cock o' the North* and *Thane of Fife* will be available while there will be four 'A2/3' variants in BR and LNER liveries. The BR Standard 2MT is due towards the end of the year, as is the LNER Class W1.

The all-new BR Class 370 APT as both a five-car and seven-car pack is being released, with additional coaches available to make up a full train, as well as a non-driving motor vehicle, and

Hornby will release four versions of the Class 91.

In this year's coach range, Hornby has focused on filling current gaps to allow modellers to create full, realistic trains. Mk1 restaurant cars in BR and InterCity are due in November and the BR InterCity APT-U Ex-TS Development vehicle should be on the shelves before Christmas. Finally, a rake of newly tooled Stanier 'Coronation' coaches in LMS blue with white stripes are being produced to complement the locomotive which arrived last year.



JOHN E. HENDERSON/COLOUR RAIL

00 GAUGE HORNBY CLASS 370 ADVANCED PASSENGER TRAIN

What's planned?

- ◆ R3874: Set 370 001, seven-car pack, InterCity livery
- ◆ R3874: Set 370 002, seven-car pack, InterCity livery
- ◆ R3873: Set 370 003, five-car pack, InterCity livery
- ◆ R3873: Set 370 004, five-car pack, InterCity livery

Price? £394.99-£484.99

When's it due? December 2020

00 GAUGE HORNBY INTERCITY APT-U EX-TS DEVELOPMENT VEHICLE

What's planned?

- ◆ R4970: Sc48204/977527, InterCity livery

Price? £39.99 **When's it due?** December 2020

Coach packs:

- ◆ R3948: 49004 Non-Driving Motor (NDM), InterCity livery
- ◆ R40011/A: two-car TS coach pack, InterCity livery
- ◆ R40012/A: two-car TRBS coach pack, InterCity livery
- ◆ R40013/A: two-car TU coach pack, InterCity livery
- ◆ R40014/A: two-car TF coach pack, InterCity livery

Price? £89.99

When's it due? December 2020

J. DAVENPORT/COLOUR RAIL



00 GAUGE HORNBY THOMPSON CLASS A2

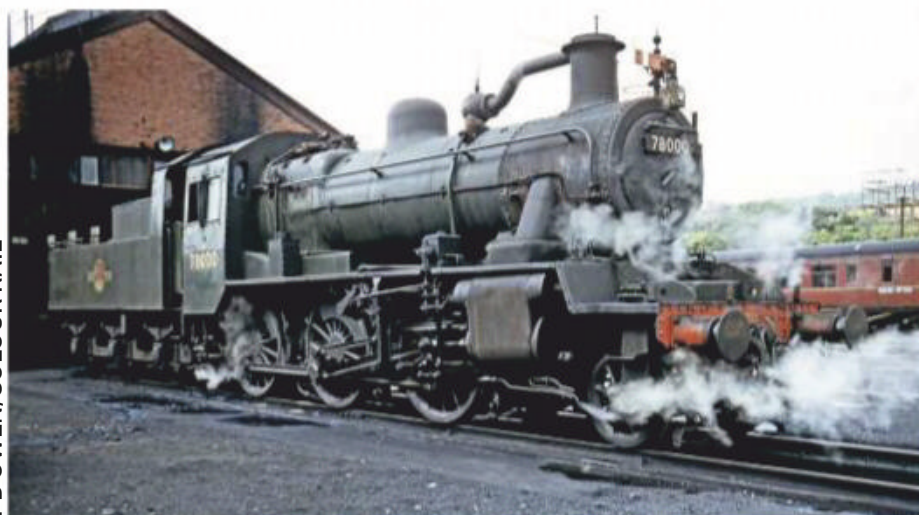
What's planned?

- ◆ R3830: Class A2/2 No. 60501 *Cock o' the North*, BR late emblem lined green
- ◆ R3831: Class A2/2 No. 60505 *Thane of Fife*, BR late emblem lined green
- ◆ R3832: Class A2/3 No. 500 *Edward Thompson*, LNER lined green
- ◆ R3833: Class A2/3 No. 514 *Chamossaire*, LNER lined green
- ◆ R3834: Class A2/3 No. 60512 *Steady Aim*, BR early emblem lined green
- ◆ R3835: Class A2/3 No. 60523 *Sun Castle*, BR late emblem lined green

Price? £189.99

When's it due? December 2020

T BOWEN/COLOUR RAIL



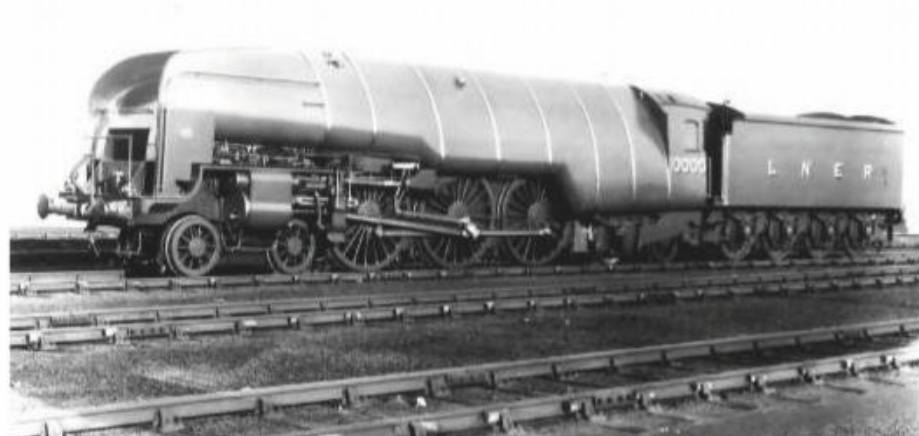
00 GAUGE HORNBY BR STANDARD 2MT 2-6-0

What's planned?

- ◆ R3836: No. 78047, BR late emblem green
- ◆ R3838: No. 78010, BR late emblem black
- ◆ R3839: No. 78000, BR early emblem lined black

Price? £179.99

When's it due? December 2020



NRM

00 GAUGE HORNBY CLASS W1 4-6-4

What's planned?

- ◆ R3840: No. 10000 'Hush-Hush', LNER grey
- ◆ R3841: No. 10000 *British Enterprise*, LNER grey
- ◆ R3842: No. 10000 'Hush Hush', LNER Promotional livery
- ◆ R3843: Rebuilt No. 10000, LNER lined green
- ◆ R3844: Rebuilt No. 60700, BR lined green

Price? £199.99

When's it due? December 2020



JOHN E. HENDERSON/COLOUR RAIL

00 GAUGE HORNBY CLASS 91**What's planned?**

- ◆ R3890: 91002 *Durham Cathedral*, InterCity livery
- ◆ R3891: 91118 *The Fusiliers*, LNER livery
- ◆ R3892: 91111 *For the Fallen*, VTEC livery
- ◆ R3893: 91117 *Cancer Research UK*, GNER livery

Price? £169.99**When's it due?** December 2020

N BURKIN/COLOUR RAIL

00 GAUGE HORNBY Mk 1 RB COACHES**What's planned?**

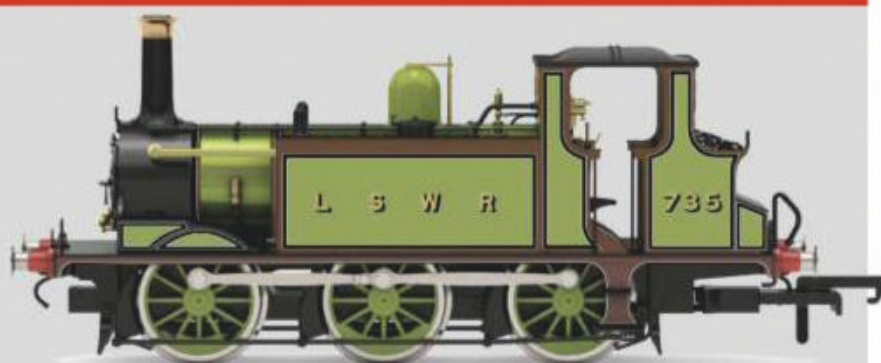
- ◆ Mk 1 RB in BR(W) and BR(S), Mk 1 BR(R) in BR(M)
- ◆ Mk 1 RB(R) in InterCity livery

Price? £34.99**When's it due?** November 2020

COLOUR RAIL

00 GAUGE HORNBY LMS CORONATION SCOT COACHES

BTK, BFK, FK, RK, RFO and RTO coaches in LMS blue with silver stripes

Price? £47.99**When's it due?** October 2020**In Brief****00 GAUGE STEAM HIGHLIGHTS**

- ◆ R3845: LBSCR 'Terrier' 0-6-0T, No. 40 *Brighton*, LBSCR ochre
- ◆ R3846: LSWR 'Terrier' 0-6-0T No. 735, LSWR green
- ◆ R3847: SR 'Terrier' 0-6-0T, No. W14 *Bembridge*, SR olive green
- ◆ R3848: Transitional B 'Terrier' 0-6-0T, No. 13 *Carisbrooke*, British Railways malachite



- ◆ R3854: LMS 'Princess Royal' 4-6-2, No. 6212 *Duchess of Kent*, LMS crimson
- ◆ R3855: BR 'Princess Royal' 4-6-2, No. 46211 *Queen Maud*, BR lined green
- ◆ R3856: BR 'Princess Coronation' 4-6-2, No. 46257 *City of Salford*, BR lined green
- ◆ R3857: LMS 'Princess Coronation' 4-6-2, No. 6220 *Coronation*, LMS blue



- ◆ R3763: SR 'H' 0-4-4T, No. 1552, SR black with mixed lettering
- ◆ R3765: Peckett 'B2' 0-6-0ST, No. 1456/1918, Bloxham & Whiston Ironstone Co. Ltd green
- ◆ R3766: Peckett 'B2' 0-6-0ST, No. 1426/1916, NCB green
- ◆ R3868: Peckett 'W4' 0-4-0ST, No. 490/1890, Crawshaw Brothers green
- ◆ R3869: Peckett 'W4' 0-4-0ST, No. 33 *Lady Cornelia*, Dowlais Ironworks green
- ◆ R3862: SR 'Lord Nelson' 4-6-0, No. 864 *Sir Martin Frobisher*, Southern malachite



- ◆ R3863: LSWR 'T9' 4-4-0, No. 120, LSWR green
- ◆ R3864: GWR 'Star' 4-6-0, No. 4003 *Lode Star*, GWR lined green
- ◆ R3865: BR Standard 7 'Britannia' 4-6-2, No. 70013 *Oliver Cromwell*, British Railways early emblem lined green
- ◆ R3941: BR '9F' 1:1 collection 2-10-0, No. 92212, BR black late emblem





NEW LICENCES

After securing the Harry Potter licence last year, Hornby has continued to look for opportunities to bring new models to the market and has this year introduced 'The Beatles Yellow Submarine' to the range. The licence allows Hornby to model the Beatles Eurostar after it had been decorated with scenes from the 1968 feature-length cartoon. The prototype first left

Waterloo in September 1999 and Hornby will be producing a train set, train pack and coach pack under the new licence. There will also be Corgi Beatles models to complement the train.

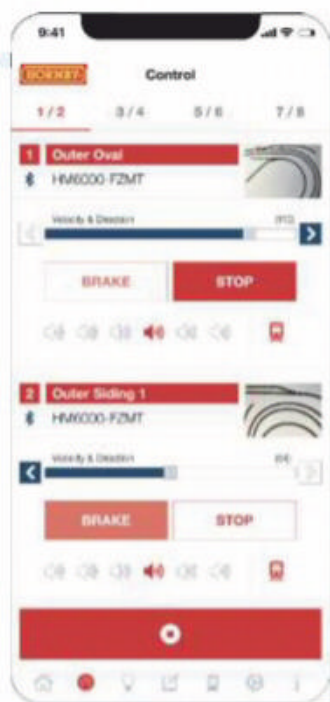
Hornby has also made the decision to enter the world of Steampunk, and will produce three 0-4-0 locomotives, coaches, wagons and buildings under the

Bassett-Lowke name, as well as a starter set and a range of Humbrol paint packs to fit the Steampunk theme.



OFF THE RAILS

Continuing with Simon Kohler's ambition to make Hornby a 'one-stop shop' for everything needed for a model railway, Hornby is in the process of developing a mobile app which will allow you to control your analogue layout from your smartphone or tablet via Bluetooth. The app is free and the Bluetooth receivers cost £24.99, with each able to control two circuits. A layout builder and track planner will also be on the app using the Hornby library of set track parts. The product is still in development and is expected to be released in June 2020.



RAILROAD HIGHLIGHTS

Hornby's RailRoad range has a slightly different look this year as it is dominated by diesel locomotives and comes under the new name of RailRoad Plus, which Mr Kohler describes as having more detail than previous RailRoad models but still in keeping with the 'budget' focus of the range. Included this year is the Class 47/7 in GBRf large logo, small logo

and Caledonian sleeper liveries, with the latter two including etched nameplates, one of the differences in RailRoad Plus. A Class 73 Bo-Bo and Class 20/9 Bo-Bo in GB Railfreight livery as well as a Class 37 in Network Rail yellow are also in the RailRoad Plus range. The only steam locomotive is '9F' No. 92219 in BR black with late emblem.



00 GAUGE Co-Co CAVALCADE

Hornby is to continue producing Class 66s as budget models in its 'Co-Co Cavalcade' section in 2020. These have an RRP of £74.99 and will be released throughout 2020 in a number of liveries.

R3922: 66623, G&W/Freightliner orange with black stripes
R3923: 66587 *As One, We Can*, Ocean Network Express magenta

R3940: 66747 *Made in Sheffield*, GBRf/Newell & Wright blue and white

R3950/A: 66743/46, GBRf/Belmond Royal Scotsman maroon

R3951: 66780 *The Cemex Express*, GBRf/Cemex blue and white

R3881: 66727 *Andrew Scott CBE*, GBRf blue

R3902: 66725 *Sunderland*, GBRf blue and yellow

R3886: 66405, DRS blue

R3887: 66047 *Maritime Intermodal Two*, DB Cargo UK blue

R3916: 66733 *Cambridge PSB*, GBRf blue and yellow

R3919: 66109 *Teesport Express*, PD Ports blue

R3920: 66434, Malcolm Rail blue and black

R3921: 66514, Freightliner green and yellow



Diesel and electric highlights



00 GAUGE DIESEL AND ELECTRIC HIGHLIGHTS

- ◆ R3924: Class 90 Bo-Bo 90024, Malcolm Rail livery
- ◆ R3852: Ruston & Hornsby '48DS' 0-4-0, 417892 *Jim*, DVLR livery
- ◆ R3853: Ruston & Hornsby '48DS' 0-4-0, GR5090, GrantRail Ltd livery
- ◆ R3943: Ruston & Hornsby '48DS' 0-4-0 235511, Express Dairy Co. Ltd livery
- ◆ R3880: Class 31 A1A-A1A, 31147 *Floreat Salopia*, BR Civil Engineers Department
- ◆ R3917: Class 31 A1A-A1A, D5627, BR late emblem green

- ◆ R3882: Class 50 Co-Co, 50007 *Hercules*, GBRf blue and yellow
- ◆ R3883: Class 50 Co-Co, 50049 *Defiance*, GBRf blue and yellow
- ◆ R3888: Class 56 Co-Co, 659002 (ex-56115), Floyd Zrt. Livery
- ◆ R3884: Class 60 Co-Co, 60100 *Midland Railway - Butterley*, DB Cargo UK red
- ◆ R3885: Class 60 Co-Co, 60062 *Stainless Pioneer*, DB Cargo UK red
- ◆ R3901: Class 60 Co-Co, 60021 *Colas Rail Freight* livery
- ◆ R3900: Class 08 0-6-0, 08645 *St. Piran*, BR black with white cross
- ◆ R3898TTS: Class 08 0-6-0, 3817, BR blue



Show & Tell

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

Tracks from the trenches

I have been an avid reader of *Model Rail* for some years and have never before considered anything that I have modelled worthy of submission. However, something I have produced in relation to my day job may be of interest. I manage, on behalf of a small independent charity, an historic house in North London which was used as a military hospital during the First World War. The house was the London home of the ink magnate Henry Charles Stephens of the Stephens Ink Company, the advertising signs known to most railway modellers of the late 19th and first half of the 20th century.

In producing a series of exhibitions over the last five years, we thought it important to show not only how the house was used but also how the casualties arrived here. This led to the production of a series of layouts/dioramas showing how the casualties were removed from the front, and this inevitably involved the railways. The recent influx of suitable proprietary models



of the period and the availability of some excellent kits and figures have permitted me to bring my modelling hobby to bear in support of the exhibition. In our current exhibition we are

currently displaying five such dioramas/ models in different scales: 16mm, 1:32, 1:35, and 'O' and 'OO' gauges.

Malcolm Godfrey

Let us spray

After reading your features on airbrushing I took the plunge and bought an airbrush and compressor set, and tried my hand at a full respray of a Dapol Mk 3 coach.

There is room for improvement, but this was my first attempt at anything like this, and reading your features gave me the confidence to have a go at it.

I learned several things during the project:

- The glazing is a real pain to remove and then refit.
- Getting sharp and crisp two-tone lines proved almost impossible, so I used Fox Transfers decals for this.
- 'N' gauge cant rails will test your sanity to the limit, along with your repertoire of expletives. (Railtech Transfers were used for this, as well as the coach lettering and numbers).
- My masking skills and steady hand weren't up to the task of painting window surrounds, so next time I shall try a Sharpie pen, as others have suggested.

Below are the before and after photos, from BR blue into ScotRail Inter-City livery.

Simon Davison

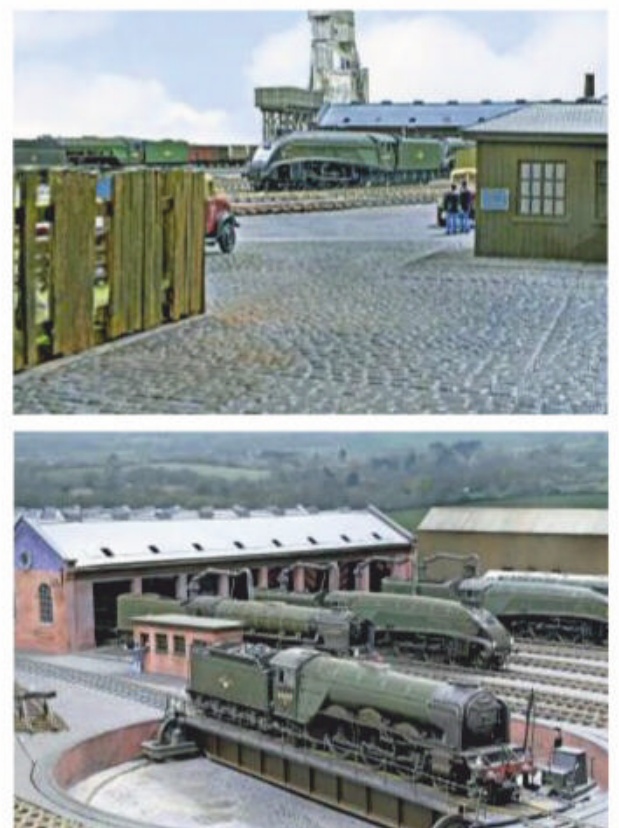


Work in progress

This is a long-term retirement project I have been working on for the past six years. It's based on Haymarket MPD in the late 1950s. It is far from completed and there is still a lot of scenic work and track work wiring to do. Owing to the size of the room it's in, only half of the layout has been constructed so far.

The entire layout has been designed and plotted using the Templot Software. All the buildings have been scratchbuilt by me and the track is C&L Finescale with hand-built point work.

David Allsop





YOUR FAVOURITE MODEL SHOP THE RESULTS

In the December issue of *Model Rail* (MR268) we joined forces with The UK Model Shop Directory to create the Model Shop of the Year awards. This was your chance to celebrate all that's best about your favourite model shop, and the response we had was incredible. Over 3,000 of you showed your support for your favourite and voted from the list

of 326. Over half of the model shops secured votes in each category and it has been fantastic to see so much support for them.

Voting in some of the categories was extremely close, but in the end there were three wins apiece for Hattons Model Railways and TTC Diecast, including the grand accolade of Overall Model Shop of the Year for the Derby company.



BEST RANGE

Winner Hattons Model Railways - 387

2. TTC Diecast - 295
3. Rails of Sheffield - 188
4. Great Eastern Models - 145
5. Tony's Trains of Rugby (formerly Barby Model Rail) - 139
6. Kernow Model Rail Centre Camborne - 137
7. Peter's Spares Model Railways - 87
8. Tigertaz Models - 72
- =9. Transport Models - 52
- =9. Plus Daughters - 52
- =9. John Dutfield for Model Railways - 52



Hattons
MODEL RAILWAYS



TTC DIECAST.COM



RAILS

BEST SHOPPING EXPERIENCE

Winner TTC Diecast - 278

2. Hattons Model Railways - 270
3. Great Eastern Models - 147
4. Tony's Trains of Rugby (formerly Barby Model Rail) - 145
5. Kernow Model Rail Centre Camborne - 102
6. Rails of Sheffield - 95
7. Peter's Spares Model Railways - 87
8. Tigertaz Models - 75
9. Colletts Models of Exmouth - 54
- =10. John Dutfield for Model Railways - 53
- =10. Monk Bar Model Shop - 53



Hattons
MODEL RAILWAYS

TTC DIECAST.COM



GREAT EASTERN MODELS

BEST TEAM

Winner Hattons Model Railways - 290

2. TTC Diecast - 274
3. Great Eastern Models - 159
4. Tony's Trains of Rugby (formerly Barby Model Rail) - 144
5. Kernow Model Rail Centre Camborne - 124
6. Rails of Sheffield - 90
7. Peter's Spares Model Railways - 84
8. Tigertaz Models - 78
9. Plus Daughters - 58
10. Ron Lines - 56



Hattons
MODEL RAILWAYS



TTC DIECAST.COM



GREAT EASTERN MODELS

BEST AFTERMARKET SUPPORT

Winner Hattons Model Railways - 263

2. TTC Diecast - 260
3. Tony's Trains of Rugby (formerly Barby Model Rail) - 136
4. Great Eastern Models - 127
5. Rails of Sheffield - 114
6. Kernow Model Rail Centre Camborne - 105
7. Peter's Spares Model Railways - 93
8. Tigertaz Models - 72
9. Colletts Models of Exmouth - 49
10. John Dutfield for Model Railways - 48



TTC DIECAST.COM



TONYS TRAINS
A BARBY / HODDER RAIL

Hattons
MODEL RAILWAYS

BEST ATMOSPHERE

Winner TTC Diecast - 237

2. Hattons Model Railways - 158
3. Great Eastern Models - 151
4. Tony's Trains of Rugby (formerly Barby Model Rail) - 139
5. Rails of Sheffield - 85
6. Tigertaz Models - 76
7. Kernow Model Rail Centre Camborne - 75
8. Peter's Spares Model Railways - 70
9. Monk Bar Model Shop - 55
10. Ron Lines - 53



Hattons
MODEL RAILWAYS

TTC DIECAST.COM



GREAT EASTERN MODELS

OVERALL MODEL SHOP OF THE YEAR 2019

Winner TTC Diecast - 307

2. Hattons Model Railways - 305
3. Great Eastern Models - 152
4. Tony's Trains of Rugby (formerly Barby Model Rail) - 149
5. Kernow Model Rail Centre Camborne - 133
6. Rails of Sheffield - 116
7. Peter's Spares Model Railway - 87
8. Tigertaz Models - 77
9. Plus Daughters - 55
10. Monk Bar Model Shop - 54



TTC DIECAST.COM



Hattons
MODEL RAILWAYS



GREAT EASTERN MODELS

Exhibition Diary

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

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

PONTEFRACT. 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

HILLINGDON, LONDON. Hillingdon Railway Modellers Test Track Open Day. Yiewsley Baptist Church Hall, 74 Colham Avenue, Yiewsley, Hillingdon UB7 8HF. **Time:** 1000-1500. **Admission:** £5. **Tel:** 020 8368 4090. **Web:** www.hillingdonrailwaymodellers.co.uk

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 1-2

STAFFORD. Stafford Railway Circle MRE. Stafford County Showground, Weston Road, Stafford ST18 0BD. **Time:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adult £10. **Web:** www.staffordrailwaycircle-org.uk

FEBRUARY 8

CLEVELEYS, LANCS. 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.blackpoolandnorthfyledmrc.co.uk

HEYWOOD, LANCS. Heywood MRG Open Day. Club Rooms, Unit 4, Park Works, River Street, Heywood OL104AB. **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, nr

Templecombe BA8 ONB. **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.

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, Lincs. 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:** 07760 285383.

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@btpenworld.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

HEWORTH, YORKSHIRE. 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 1

CHESHAM, BUCKS. Chesham MRC MRE. White Hill Centre, White Hill, Chesham HP5 1AG. **Time:** 1000-1600. **Admission:** Adult £5, Child £2.50, Family £12. **Tel:** 01494 785865.

MARCH 7

BECCLES, SUFFOLK. Norfolk & Suffolk Narrow Gauge Modellers Open Day. Blyburgate Hall, Blyburgate, Beccles NR34 9TF. **Time:** 1000-1600. **Admission:** Adult £3.

HARROGATE, YORKS. 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@wealdenrailway.plus.com

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

MARCH 7-8

BIRTLEY, GATESHEAD. Birtley Model Railway Engineers MRE. Community Centre, Ravensworth Road, Birtley, Gateshead DH3 1EN. **Time:** 1000-1600 both days. **Admission:** Adult £5.

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, Storrord Road, Great Dunmow CM6 1DG. **Time:** 1000-1700. **Admission:** Adult £5, Child £2, Family £12.

MARCH 13-14

BELFAST, N IRELAND. Cregagh MRE, Cregagh Presbyterian

Church Halls, 102-104 Cregagh Road, Belfast BT6 OER. **Time:** Fri 1900-2130, Sat 1000-1630. **Admission:** Adult £5, Children/Seniors £3, Family £10 **Tel:** 07964 150960. **E-mail:** d.gillespie@ntlworld.com

MARCH 14

HEYWOOD, LANCS. See February 8.

MARCH, CAMBS. March & District MRC MRE. Westwood Community Junior & Infant School, Maple Grove, March PE15 8JT. **Time:** 1000-1630. **Admission:** Adult £5, Child £2, Family £10. **Web:** www.mdmrc.co.uk

MARCH 14-15

KEIGHLEY. Keighley MRC MRE. University Academy Keighley, Greenhead Road, Keighley BD20 6EB. **Time:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adult £6, Child £3, Family £15.

LEAMINGTON SPA, WARKS. Midlands Garden Rail Show. Warwickshire Event Centre, nr Leamington Spa. Jct. A425/B4455. **Time:** 1000-1600 both days. **Admission:** (online/door) Adult £8/9, Senior £7.50/8.50, Child £3.50/4.50. **Web:** www.midlandsgardenrailshow.co.uk

MACCLESFIELD, CHESHIRE. Macclesfield MRE. Tytherington School, Manchester Road, Macclesfield SK10 2EE. **Time:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adult £6. **E-mail:** queries@macclesfieldmrg.org.uk **Web:** www.macclesfieldmrg.org.uk

MARCH 21

ABINGDON. Abingdon & District MRC. Abingdon College, Wootton Road, Abingdon OX14 1GG. **Time:** 1000-1700. **Admission:** Adult £8. **Web:** www.admrc.org.uk

BISHOP'S CASTLE. Bishop's Castle MRE. The Public Hall, Station Street, Bishop's Castle SY9 5AQ. **Time:** 1000-1700. **Admission:** Adult £4. **Tel:** 07553 010196. **Web:** www.bcrailway.co.uk

EGHAM, SURREY. Egham & Staines MRSMRE. Strobe's College, High Street, Egham, Surrey TW20 9DR. **Time:** 1030-1700. **Admission:** Adult: £6, Child £3, Family (2+2) £15. **Tel:** 01932 352351.

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.newtonayclifferotary.org.uk

TADWORTH, SURREY. Tadworth Spring 2020 MRE. The Good Shepherd Church Hall, Station Approach Road, Tadworth KT20 5AH. **Time:** 1000-1700. **Tel:** 07758 458827. **Web:** www.ndmrc.info

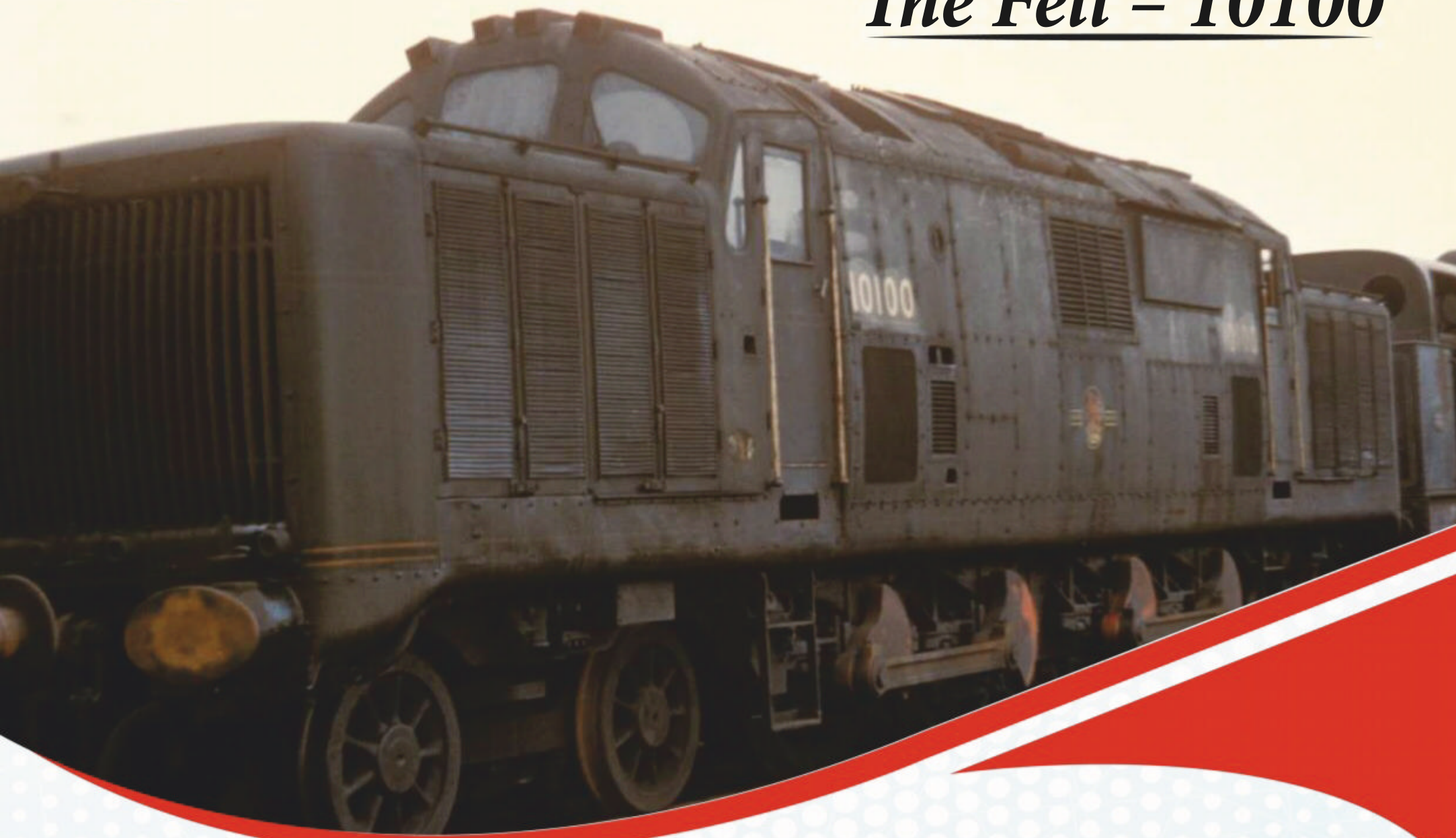
MARCH 28

BENFLEET, ESSEX. St Mary's MRC MRE. St Mary's Hall, 376 High Road, South Benfleet SS7 5HN. **Time:** 1000-1600. **Admission:** £3. **Tel:** 07887 385434.

PROMOTE YOUR EVENT HERE

Model Rail is happy to accept details of club exhibitions for inclusion on this page free of charge on the understanding that details may be edited down to suit available space and that Model Rail and its staff are not held responsible for any errors, howsoever caused. Send your exhibition details to: Model Rail Exhibition Diary, Media House, Lynchwood, Peterborough Business Park, Peterborough PE2 6EA or e-mail jane.skinner@bauermedia.co.uk Entries for the March 2020 issue should reach us by January 31 2020.

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



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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@gaugemaster_controls

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

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According to Chris...

...a thong and a tutu have no place on a model railway layout!

I'm writing this in the run-up to Christmas and just a few days after my 73rd birthday, so I guess if

I didn't qualify before, I am now officially a 'grumpy old man'. In the midst of that dismal mid-winter, we had a General Election and a visit to a very windswept Kent coast for the annual Hornby press preview of 2020's range. The customary embargo meant that **those plans** could not be made public until January 6, and for *Model Rail* readers that effectively means this issue. You'll find the details on page 8.

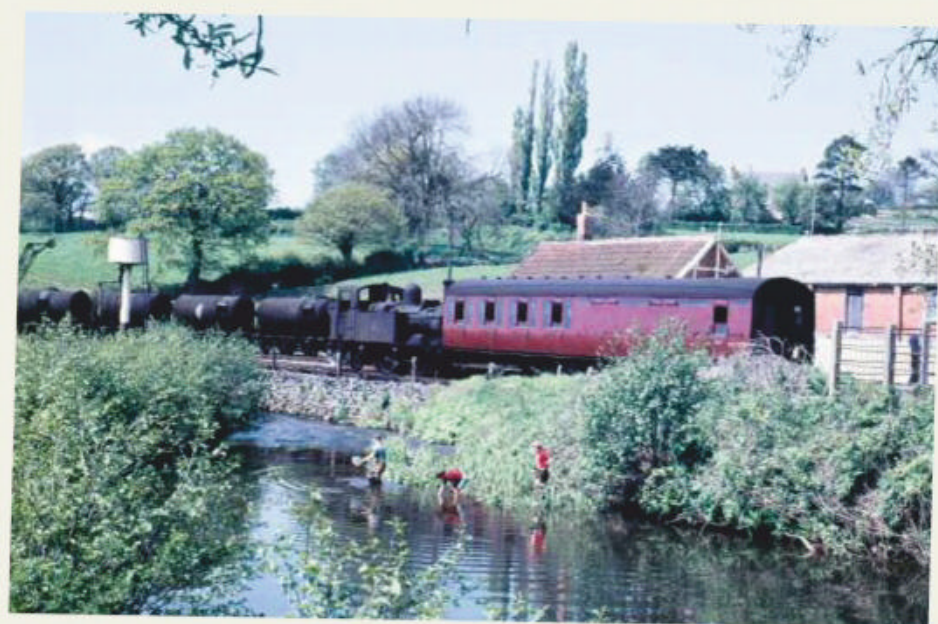
The return to Simon Kohler's past format of presenting to the press the same basic PowerPoint that he gives to his sales reps, has always worked well, though the fact that the embargo means the press are 'in the know' before Christmas and everyone else afterwards, has always rankled with some. So, what did I make of Hornby's 2020 programme?

Well, I had been intending, now that the dust has settled after Series 2, to offer some thoughts about *The Great Model Railway Challenge*, Channel 5's

prime-time TV answer to *The Great British Bake-off*, except with model railways instead of pastry. As it happens the TV programme had clearly caught Hornby's attention, too, as had Laurie Calvert's off-beat sci-fi model railways. The result is an adventure into Steampunk, as this genre of modelling is called,

with Hornby wisely placing its 'OO' gauge Steampunk range under the Bassett-Lowke banner rather than the mainstream Hornby range. I read that as, if it is successful it will revive Bassett-Lowke and if it doesn't, well, it does no harm to the mainstream Hornby brand.

Though I was delighted to see model railways getting an airing on prime-time TV, even if Channel 5 didn't seem to be very sure when they wanted to air it, I was less than certain about some aspects of the programme. Particularly contentious were those aspects designed (presumably) to appeal to a wider 'non-modelling' audience. The complete misinterpretation of 'scratchbuilding' was not only disappointing but I felt the end results actually detracted from some of the layouts, which is the opposite of what was intended. The purpose of scratchbuilding is to produce



With scenes like this, from our lifetime, to inspire our modelling my generation does not need fantasy modelling but, perhaps, with no such experiences, younger modellers do need a fantasy world to model. '14XX' O-4-2T No. 1466 at Hemyock with children fishing in the Culm on May 25 1963. C.J.L. COLLECTION

“A thong seemed to introduce an element of smut, arguably reinforcing the widespread media perception of railway modellers”

Rosie Rivette's Diesel Dames engine 'Rogue', part of the 'Steampunk' range



a model of something not available in kit or ready-to-run form. It is not to take some random item from around the house and contrive a use for it on the layout. I have since seen several of the 'Challenge' layouts at shows and in the majority of cases, I felt that the 'scratchbuilt' item actually detracted from an otherwise good layout. As an example, British trains passing under an active volcano seemed to be a piece of nonsense. I missed the particular heat (no pun intended!) in which the layout was built but I believe the volcano may have been built from a ballerina's tutu. I just found myself asking, "why?" Worse was to come when another of these random items, a thong, seemed to introduce an element of smut, arguably reinforcing the widespread media perception of railway modellers.

There's no doubt, however, that 'Challenge' brought railway modelling to a wider audience and that some of those will find inspiration in the Jules Verne style fantasy world of Steampunk. It, perhaps, crosses railway modelling into the world of fantasy wargaming. Younger members of my family have been wargamers for a long time and there is certainly a crossover between railway modelling and wargaming in terms of tools, materials and skills. However, while the involvement in wargaming certainly began with the fantasy models, and that continues, it is interesting to see a parallel interest in real history developing with Napoleonic and American Civil War armies being collected, too. So, perhaps, there will be some who find their way into railway modelling through Steampunk and whose interest in the real railway, historical or modern, is then fired. I certainly hope so.

Personally, fantasy modelling does nothing whatever for me, but then I never had much imagination and I'm old enough to remember when the real railway offered real modelling inspiration and when there were still enough quirks of history in everyday use that we didn't need to imagine new ones.

Modelling Diary: Chris Leigh

Prompted by TV's *The Great Model Railway Challenge* I'm making a working landslip for 'The Railway Children'.

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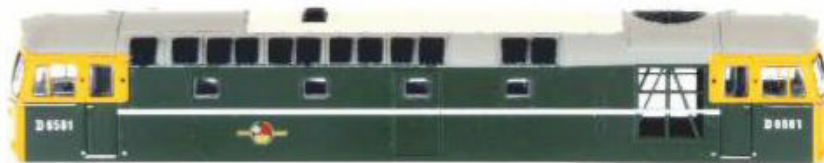
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Behind the Backscene

Welcome to a new *Model Rail* column where we find out what makes the movers and shakers in the model railway industry tick. First victim is Gaugemaster's **Ian Fowler**... former DJ and superstitious Worthing FC supporter.

Ian Fowler is managing director of Gaugemaster Controls Ltd

Ian Fowler is a fan of English Electric's noisy and powerful Class 50.
IAN R. SMITH

- 1 What was your first train set/model?**
Hornby 'OO' gauge Clockwork Tank Engine with Wagons.
- 2 Are you working on a layout now?**
No, but I'm collecting the stock for when I do.
- 3 What piece of modelling are you most proud of?**
My first home-made tunnel using gallons of PVA, papier mâché, and lime green scatter as a youngster.
- 4 Have you ever finished a model railway?**
No-one has ever FINISHED a model railway!
- 6 What model have you've always longed for?**
A definitive Class 47.
- 7 Favourite trainspotting location?**
Nuneaton.
- 8 Favourite locomotive?**
Class 50.
- 9 When did you start working in the model railway industry?**
1994.
- 10 What did you do beforehand?**
Went (intermittently) to college.
- 11 What modeller has influenced you the most?**
Paul Wade.
- 12 What is one of the things you would put on your 'bucket' list?**
Northern Lights.
- 13 Strangest thing you've ever eaten?**

My words. Many times!

- 14 What is one of your weird quirks?**
Try and park in the same place for football if we (Worthing FC) won the previous game.
- 15 What book are you reading at the moment?**
[American investor and business magnate] Warren Buffet's biography.
- 16 If you were stranded on a tropical island, what two things would you want with you?**
My cats. Don't tell Mrs F. or the children that...

“I was an almost competent DJ in the late 1990s...”



- 17 What have you done that you are most proud of?**
Started a family.
- 18 What is your favourite song?**
Air That I Breathe by The Hollies
- 19 What is the best advice you ever had?**
Hard work overcomes talent when talent doesn't work hard.
- 20 What is one food you wouldn't want to give up?**
Pizza.
- 21 If you had access to a time machine, where and when would you go?**
Tudor England.
- 22 What was your favourite cartoon show growing up?**
Cities of Gold.
- 23 Favourite film?**
The Greatest Showman.
- 24 Temptation you wish you could resist?**
One of my friends and his "dead certs".
- 25 What is your best childhood memory?**
Teignmouth Sea Wall – on a summer Saturday in the late Eighties.
- 26 The hidden talent which would surprise people?**
I was an almost competent DJ in the late 1990s.
- 27 First record you bought?**
West End Girls by Pet Shop Boys.
- 28 If you could pass any new law?**
Harsher penalties on large corporations and their 'tax planning' activities.
- 29 What do you drive?**
Ford C Max/Fiat 500.
- 30 Perfect Sunday?**
Lie-in/roast with the family/*Sky Super Sunday*/*Line of Duty* box set.
- 31 Who would you like to play you in a film?**
George Clooney, although James Corden is probably more accurate!
- 32 How would you like to be remembered?**
By my children.



Next month... managing director of Bachmann Europe DAVID HAARHAUS

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Quay to **success**

Gordon Gravett explains how he and his wife **Maggie** achieved an ultra-realistic look on their 'O' gauge layout, and describe their methods to help you achieve the same results.

Words: **Gordon Gravett** Photography: **Chris Nevard/Gordon Gravett**



Most boys who grew up in the 1950s had a train set at some time, but with a railway running past the bottom of our garden, I never grew out of mine. Apart from a break of a few years when a young family took precedence, the hobby has stayed with me. I've also retained a desire to make things look as natural as possible – warts and all! A move from 4mm to 7mm scale helped with this approach as it gave the scope to include so much additional detail.

With 'O' gauge stock available from a previous layout, 'Ditchling Green', I wanted to make a small layout that

would fit in a car and a small shunting scene seemed to be the answer. Also, small wharfs and harbours, with railways running along roads, have always inspired me, so this all led to an imaginary quayside alongside the River Arun in Sussex – 'Arun Quay'.

In building such a small scene, I wanted to give it both character and atmosphere, and this resulted in special attention being given to both the trackwork and scenic aspects of the layout. 'Arun Quay' is very small for an 'O' gauge layout, but hopefully it shows that it's still possible to create a realistic and workable scene within a limited space. **MR**



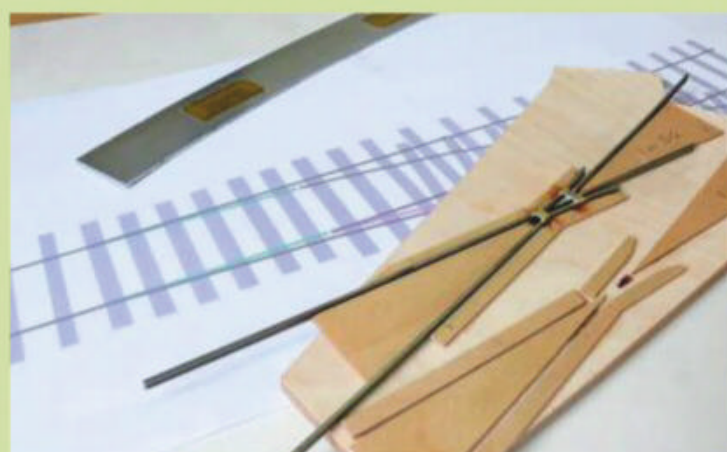
What makes this layout great?

“ From the weathering on the locomotives to the peeling nature of the walls on some of the buildings, everything here has been meticulously designed and built to fit the scene perfectly and it looks incredible. No wonder the Gravetts are classed as two of the greats. ”



Track

Getting the track to fit into a small space meant that the points would have to be handmade and, for these and the plain track, I chose C&L bullhead track components, with plastic sleepers and chairs employed for the exposed track and copper clad PCB sleepers where it was inlaid into the roadway, where robustness was paramount. This was all made on the bench - away from the layout - and progress was slow and methodical, but it's not the 'black art' some might imagine it to be.



Left: The most critical areas of points are the crossing 'Vs' (often referred to as 'frogs') and these were made first - upside down in a plywood jig.



Below left: The component parts were held together with strips of brass that would not be seen when it was turned over. Track gauges are very important and were used for both the building and checking at all stages of the construction.



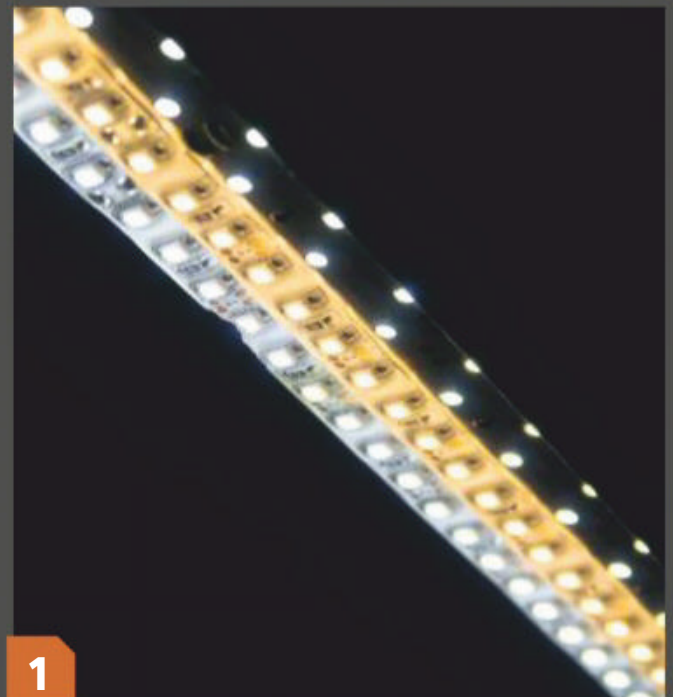
Below: The most complicated piece of track on this layout was an outside single slip but, by working slowly and checking for accuracy as it progressed, it turned out well. Indeed, it was very satisfying to watch trains running smoothly across it.



“I chose C&L bullhead track components, with plastic sleepers and chairs employed for the exposed track”



3 things we like



1

Gordon has used two different shades of LED lighting tape to achieve a natural daylight result.



2

Using static grass between the tracks, as has been done here, is a great way to show a rarely used line. Only use short fibres though, to avoid fouling locomotives.



3

Everything has been placed with a purpose, like this man with a shunter's pole in the perfect place to uncouple a locomotive, rather than being placed randomly.

Roads

Roads are usually far from perfect and often have ruts, dips, patches, or worn-out areas that show a previous surface. There are also drains and manhole covers. I was keen to show these variations on Arun Quay and also introduce a few damp patches and puddles to add further interest.



I used mount board for the road surface and ruts were cut out and filled with DAS modelling clay. A little PVA ensured the DAS would stick. Then, while still soft, the area was smoothed to represent the hollow. Alternatively, in a few areas, I let the DAS dry and then scribed cobbles into the surface.



For puddles, I cut squares from the surface and inserted glass microscope cover slips that had been pre-painted on the underside. These were glued in with epoxy so as not to affect the paint and, when set, the edges were blended into the road surface with DAS modelling clay.

3





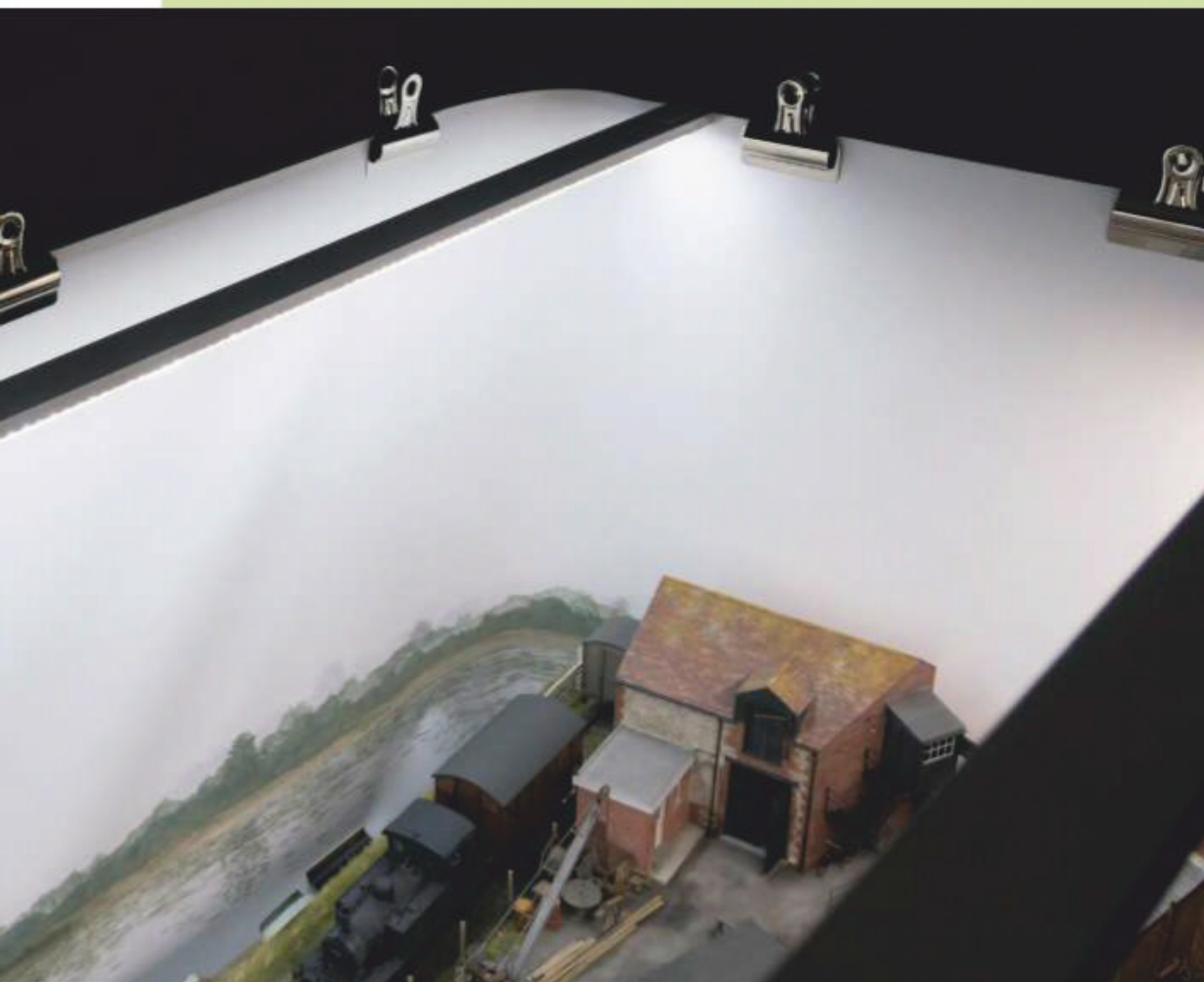
To give colour and texture to the surface, I painted it with gloss grey paint and then shook talc (for a tarmac surface) or sieved ash (for an unmade road) onto the wet paint.



By varying the shade of paint or the material shaken over it, differing patches and effects could be produced.



Clear gloss varnish was applied to certain areas to represent damp patches, especially around the puddles.



Backscene

Arun Quay is operated from the front so, without the need to see over it, I could incorporate a full height backscene. The layout is supposedly viewed from inland, looking across the water and the backscene depicts the far bank of the River Arun and countryside beyond. To aid transportation, this was made from flexible vinyl roller blind material and can be simply rolled up for transit.



I used artist's acrylic paints which take well to the vinyl and, although I worked from reference material, the actual painting was very basic and used a minimal pallet of colours - just to give an impression of the scene.



I tried to avoid making the colours too 'strong' and these became fainter towards the background. Acrylic paints dry very quickly so, to keep the paint active while I painted along the scene, I added a retarder medium. This backscene is only about 12ft long but it still had to be laid flat while it was painted - and left flat until it was dry!



The completed backscene hangs from a light wooden framework a few inches back from the rear of the baseboard to give an impression of the width of the river - it also wraps around the ends. The extra batten along the bottom is to give it weight and keep it flat.



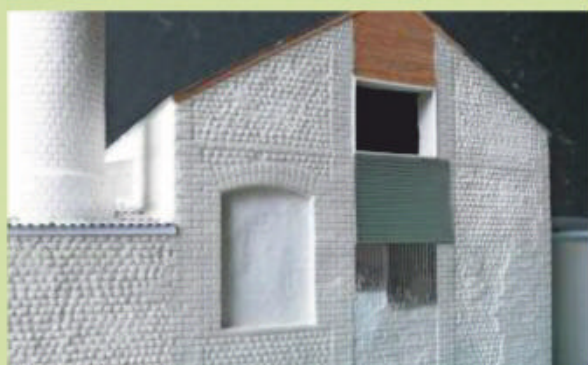


Buildings

Being a small layout, I did not want the buildings to be too dominant, but they did need to be interesting and depict the vernacular styles of this part of Sussex. I used foam-cored board to make the basic structure - it's easy to cut, makes a solid structure and is also lightweight. Onto this I applied a very thin layer of PVA glue and then DAS modelling clay was pressed onto the surface.



I also brushed PVA on the inside of the building to help prevent warping. Once dry, the DAS could be sanded. The surface of the DAS was then scribed to depict the chosen building material. Because the flint is an infill, I scribed the brickwork first.



To give character to what would otherwise have been a plain wall, I referred to an actual building to add various infills, repairs and overlaying sheets of corrugated iron and timber.



For a slate roof, I laid strips of paper, partially cut to represent tiles. Starting from the bottom, they were overlapped. The vertical strips represent rafters and give the impression of a slight sag in the roof.



For windows, I used rigid, clear acrylic sheet, onto which was laid a self-adhesive address label. The panes were then carefully cut out with a scalpel and the waste label peeled away, leaving the glazing bars and frame.



Tamiya acrylic paints were used for the basic colouring, applied as a series of thin washes, before individual bricks were picked out as necessary.



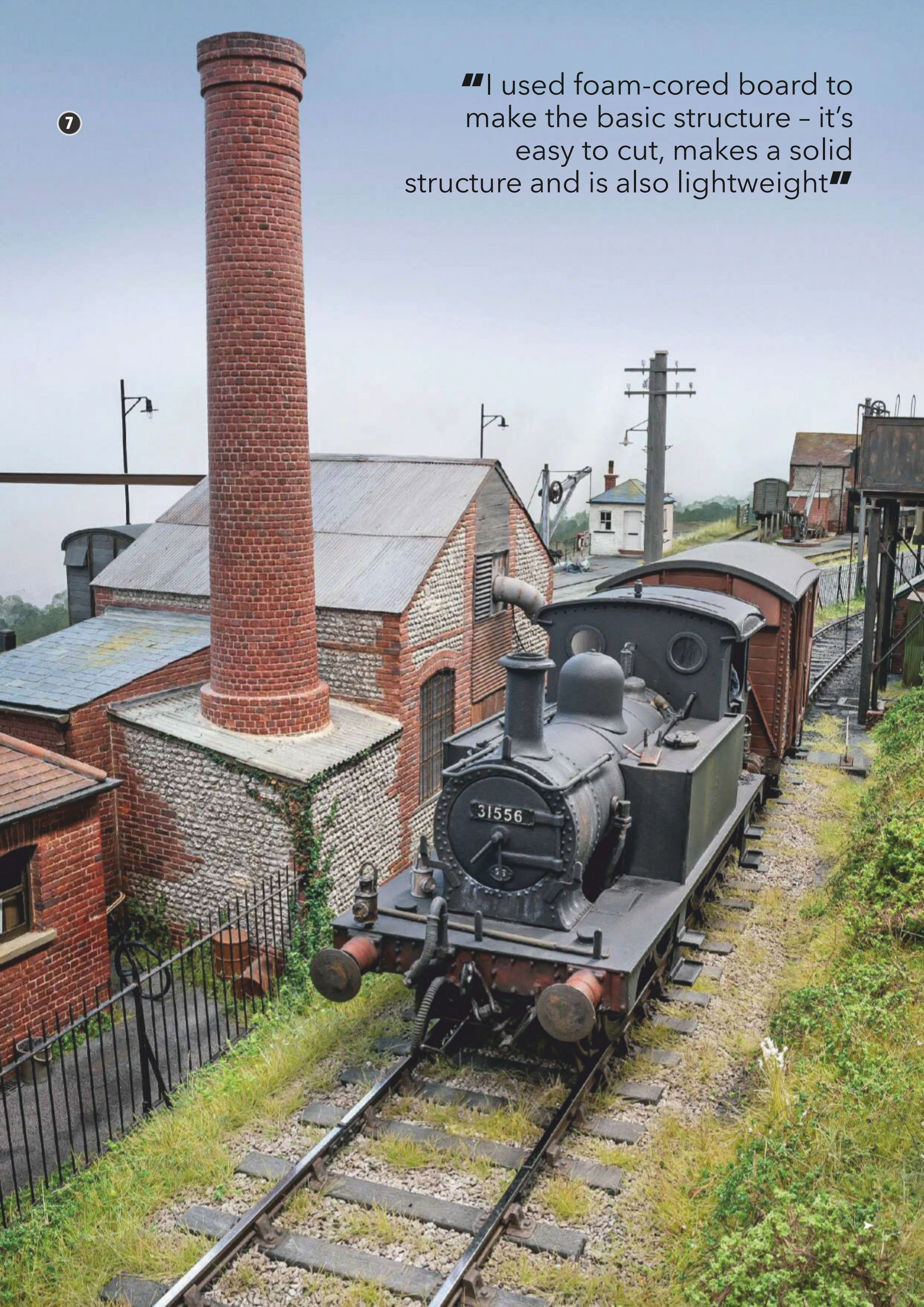
The building was then laid flat, moistened, and, using a fine brush and watercolour paints, a mortar shade was run into the scribed courses. Any surplus was dabbed away.



The flint walls were treated in a similar manner, although specks of other shades were added by dry-brushing gently across the surface.

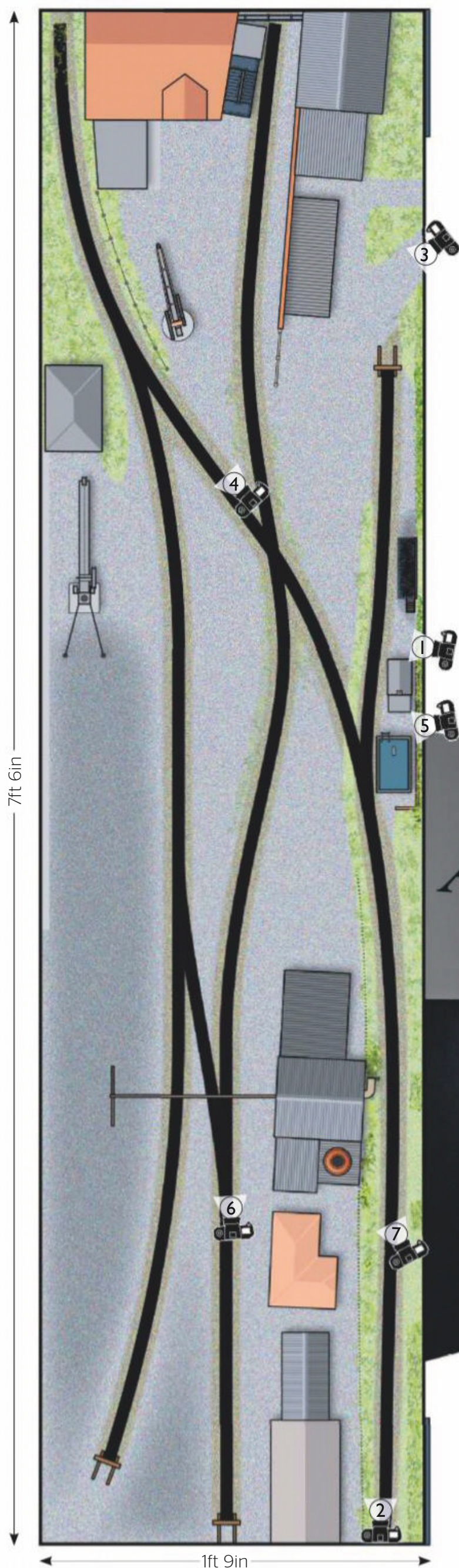
7

“I used foam-cored board to make the basic structure – it’s easy to cut, makes a solid structure and is also lightweight”



'O' GAUGE LAYOUT **ARUN QUAY**

Artwork: **Andrew Mackintosh**



MODELLER CV: **GORDON AND MAGGIE GRAVETT**

Although model making has been a lifelong hobby for Gordon, Maggie's interest has developed more recently and with a teaching background (of French), she was very involved with producing their French 'Réseau Breton' layout. She also enjoys working with youngsters at exhibitions. Aside from modelling, Maggie also enjoys music and teaching Zumba dance, whereas Gordon likes sketching and painting. They both enjoy the countryside and walking.

Arun Quay



FACTFILE: 'ARUN QUAY'

Gauge and scale: 31.2mm gauge, 7mm:1ft, 'Finescale O'

Time to build: Three years

Size: 7ft 6in by 1ft 9in

Track: Hand-built with C&L components

Power and control: Analogue using a hand-held Pentroller

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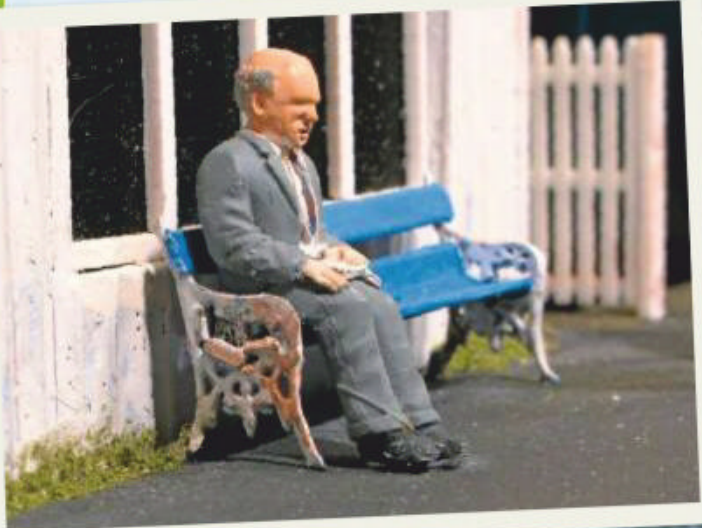
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Inset: Ian Futers in 7mm scale on his 'Ullapool' layout.

Main: Peter built a 'OO' gauge layout based in the Scottish Highlands having been inspired by Ian's Scottish-themed layouts.



IAN FUTERS

Modelling hero

Peter Marriott pays tribute to his modelling hero, explaining how Ian's work has influenced his own layout building over the past four decades.

I first read Ian Futers' musings on model railways over 40 years ago, in an article describing Ardlui station on the West Highland Line. The simple trackplan and scenic backdrop (even in black and white images) led me to believe that I could model something similar and to make a 150-mile detour to visit the station while on a trip to Scotland. Since then, I've built two 'OO' gauge layouts based on Ardlui and have retained my enthusiasm for Scottish railways ever since.

Some years later Ian's interest moved onto modelling Austria's railways in 'HO' and I recall standing in front of his Austrian layouts at the Harry Mitchell Centre in Smethwick (the predecessor of the Warley NEC show), taking my time to pluck up the courage to speak to Ian. Since then we have corresponded, and he has continued to be a font of knowledge on all things West Highland, which remains one of my favourite lines in the UK.



WHY IS IAN MY MODELLING HERO?

1. Ian's layouts have always seemed to me to be 'buildable' and, after viewing them in the model press or at shows, I've come away with the feeling that I could build something similar single-handedly.
2. The location of many of his layouts - in the dramatic Scottish Highlands - have appealed to me. In my early modelling days, Great Western branch lines were the modelling norm and they filled model railway magazines, but I was keen to model something a little different at that time.
3. Ian's spell of building European layouts, mainly based on the Austrian 'Lake District', concentrated on smaller, single-track rural stations with mountain backdrops and these also appealed to me both scenically and operationally.
4. Ian has always taken an interest in photography and writing about his modelling and prototype exploits, which is something we have in common.
5. Like Ian, I am also one of those folk who prefers to build a series of small layouts, rather than a larger 'lifetime layout'.

IAN'S MODELLING LIFE

So far, Ian has built 37 layouts, with one of his latest efforts, 'Loch Lochty', appearing at the 2019 Warley show. His father passed on woodworking and soldering skills and encouraged him to take photographs, teaching Ian the basics of developing and printing negatives. That would be a pretty useful start in the hobby!

Ian became interested in his father's Hornby-Dublo layout, which was laid out in an old Anderson shelter in their garden and his own first train set was a Hornby 'O' gauge set, complete with the typical 0-4-0T in British Railways black livery and maroon suburban coaches. He has happy memories of trips to



Newcastle on the old North Tyneside electric trains to purchase a piece of track, or perhaps a wagon from one of the many department stores which then sold Hornby trains.

Later, as a teenager, Ian obtained a trackside pass for the Newcastle-Carlisle line and that triggered his passion for making photographic surveys of stations as well as recording the 1960s-1970s locomotive scene. Ian has since built up a full photographic record of many stations in Scotland and Northumberland.

WHY DOES IAN MAKE LAYOUTS WITH SO FEW POINTS?

Space has been one determining factor, because Ian prefers his layouts to stay outside the house in the garage or shed, which limits their size. Ian says some modellers tend to fill every available space with turnouts and track which often results in a cluttered layout. Ian's interest in Northumbrian branch lines and the West Highland line has led to simple and compact track plans, and for a long time he has enjoyed designing 'three-point wonders', though his 'Loch Lochty' layout broke the rules with four points!

Ian still enjoys the research that goes into producing a layout, especially the 'just supposing' style of layout which could have existed at a particular location but was never constructed in real life. He prefers layouts to have a feasible 'history', operated with suitable rolling stock, and he also enjoys the final scene-setting and fixing the details to a layout.

His latest layout is 'Glebe Lane (Speedlink Depot)', located in the Central Belt of Scotland and set in the late-1970s/early-1980s. Glebe Lane was the name of the road in Northamptonshire on which he lived which, by the way, means 'land belonging to the church'.

Ian's books *Modelling Scottish Railways* and *Scottish Layout Projects* are worth purchasing if you are interested in Scottish railways.



Ardlui signal cabin on the West Highland Line was what inspired me to model Scottish railways - it looked so different to most other signal boxes in the UK. Being on a single track line with passing loops, it was just the sort of station I had room to model. IAN FUTERS

Ian's Modelling Tips 1

ON MAKING SMALL LAYOUTS

Ian believes the beauty of small layouts is the potential for creating a high standard of modelling across the board. You only need a few locomotives and items of rolling stock, so you can collect, enhance or build the very best. Trackwork and electrics can be worked upon easily and the scenic treatment can be excellent. No one area needs to be skimped upon and the presentation of a small layout can be neat and tidy.

Peter's picks: Three of the best Ian Futers layouts

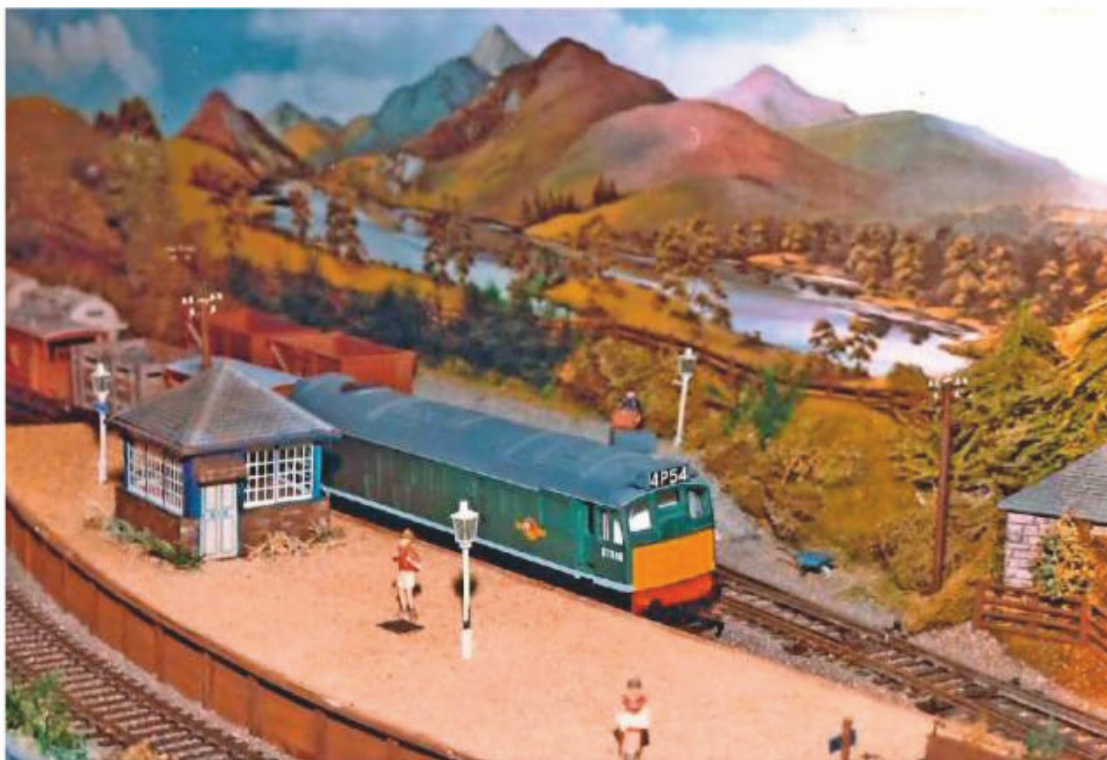
1. 'ARDLUI'

When I stood at Birmingham New Street station in the 1970s and 1980s, InterCity trains bound for the West Country would be formed of a locomotive and 11-12 coaches. I knew that I would never be able to have space to run model trains of that length, which is why the short trains of the West Highland Line (WHL) appealed. In the 1980s, winter passenger services on the line were usually made up of a Class 37/4 with two, three or four Mk 1 coaches in tow.

When I commenced modelling the WHL in 'OO', the range of ready-to-run diesels was rather limited. It now makes me shudder to see photographs of my earliest layout with Class 33 locomotives pulling blue and grey carriages through the platforms of 'Ardlui'! I suppose at the time I didn't think that the Class 33 locomotive looked a lot different to a Class 26, but I would certainly not make the same error today. This makes me think how fortunate we are in 2020, with the ever-growing choice of superb ready-to-run motive power. If only this had been available in the late 1970s...

My second version of 'Ardlui' used more accurate rolling stock, now that appropriate RTR models had become available. I'd also converted that Class 33 to a passable Class 26. Additionally, the Lima Class 156 'Super Sprinter' had appeared, together with Motorail vans and sleeper coaches. At the time that I built this second layout I lived in a flat in London. Accordingly, the dimensions of the baseboard needed to be kept to a minimum. In fact, because I also wanted to exhibit the layout, the baseboard size was limited to 54in by 39in (1.4m by 1m), which was the maximum size that I could fit into my Volkswagen Golf.

It was certainly a challenge to reproduce a part of the West Highland Line in such a small space but, as the accompanying images reveal, there was just enough room for an island platform and two of the three sidings. In addition, there was room for a small section of the A82 road on one corner of the baseboard, plus a pair of railway cottages, with the buildings being those salvaged from my original layout, following some cosmetic improvements.



Ian's Modelling Tips 2

BEWARE OF BUILDING YOUR DREAM LAYOUT

'Fort William' was Ian's largest layout but it proved to be a step too far! For a West Highland Line enthusiast, 'The Fort' was the ultimate station to model but it took 30 years to plan, another two years to construct and was only seen at three shows. At 41ft long, it was too big for a single operator and needed a huge van to transport it.

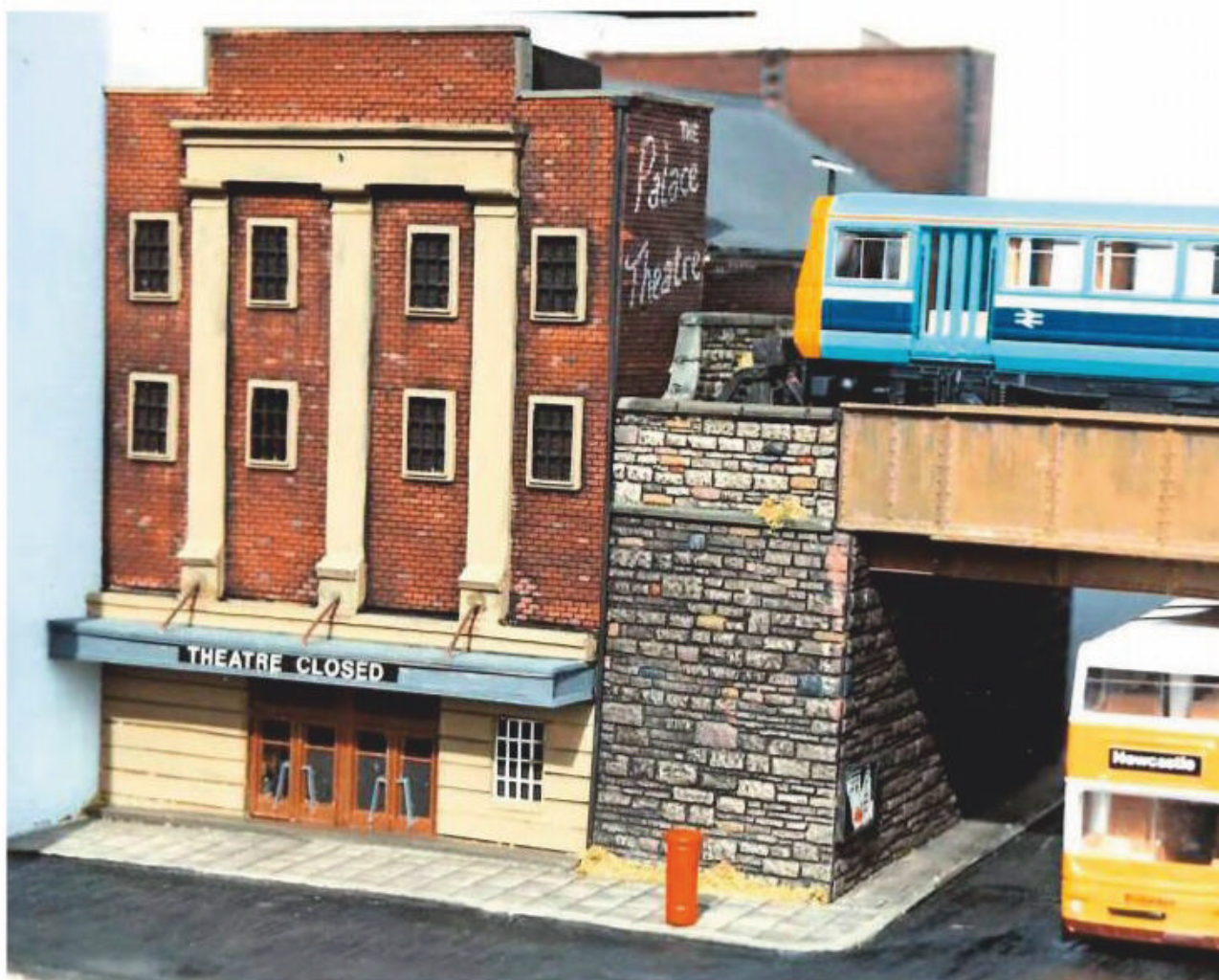


2. 'NEWCASTLE HAYMARKET'

The idea of railway lines entering a city terminus atop a retaining wall has long appealed to me. In real life, adjacent roads provide a view of the trains almost at baseboard level, looking up – rather than across – to the trains. In the UK, such locations can be found at Leytonstone High Road and Glasgow Central, to name just two. In Europe, I had seen similar locations at Salzburg (Austria) and various other inner-city locations, with the railway lines running atop brick or stone arches.

Ian recreated two such stations in miniature: Newcastle Haymarket for the UK ('OO') and Neumarkt for Austria and Holland ('HO') – with and without catenary. Incredibly, Ian used just three points on each layout, as is his usual policy for his exhibition layouts, but both offered some interesting train movements when linked to storage yards.

Two and three-car multiple units were easily accommodated and, where loco-hauled stock was used, the isolated sections at the end of the platforms enabled one locomotive to drop off the front of the carriages while another took the stock out from the station. It may be true that, on these compact layouts, only two carriage lengths could be accommodated, but the platform lengths could easily be extended if more room was available.



3. 'VICTORIA PARK'

This urban layout has been one of Ian's favourites. Inspiration came predominantly from Helensburgh Central, as well as other urban termini in Glasgow in the 1970s. This layout demonstrates that modelling main line operations in 'O' gauge is possible in a reasonable space (2.4 by 0.5 metres of scenic baseboards) and that choosing to model a line that has short trains in real life gives you the best chance of the layout looking realistic in model form.

Details such as well-positioned figures and well-made fencing contribute to the overall neat appearance of the layout. This layout also demonstrates that keeping the size of an 'O' gauge layout small(ish), makes it more affordable and, as I write, I'm looking to move into 'O' for the first time.



Peter's layout inspired by Ian Futers

Peter's 'Stanton Central' layout, based on Ian's 'Newcastle Haymarket'.

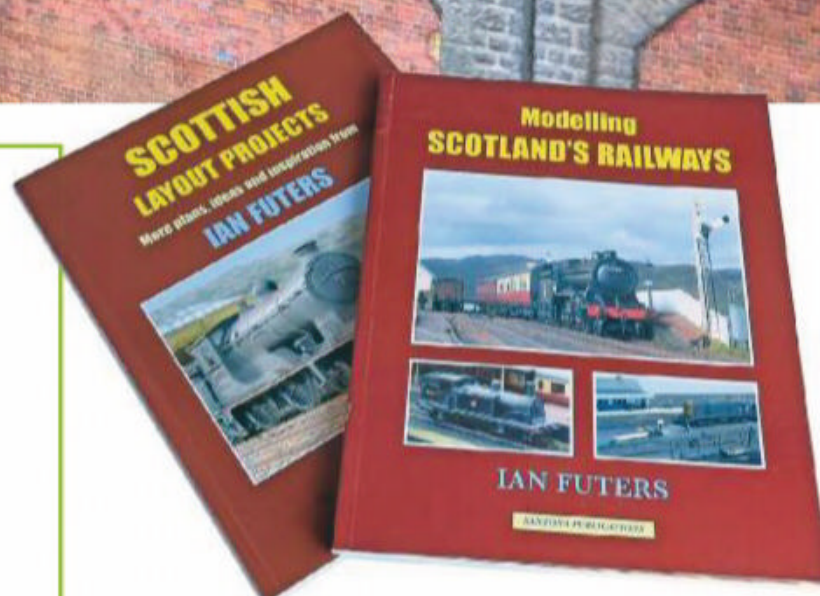


Ian's Modelling Tips 3

ENCOURAGEMENT FOR NEWER MODELLERS

There has never been such a good time to enter the hobby, especially if you're thinking of dabbling in 'O' gauge. High-quality ready-to-run locomotives and rolling stock are now available and Ian strongly suggests modellers learn how to make their own buildings so that their layouts look different from the next one down the aisle at a show.

Do as much prototype research as possible, so that the layout has the best chance of looking realistic. There's nothing more satisfying than a viewer stopping and saying: "this layout looks very much like such-and-such an area". When this happens, you can really call yourself a railway modeller!



Anyone who has an interest in Scottish railways should check out Ian's range of books.



42 Model like
Allan Downes

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



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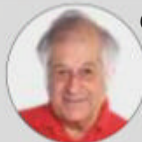
54 Master the art of
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HOW TO

MODEL LIKE ALLAN DOWNES

The late, great Allan Downes was an inspiration to countless modellers, including **Chris Nevard**, who adopts a few of Allan's methods to create ultra-realistic scenic features.

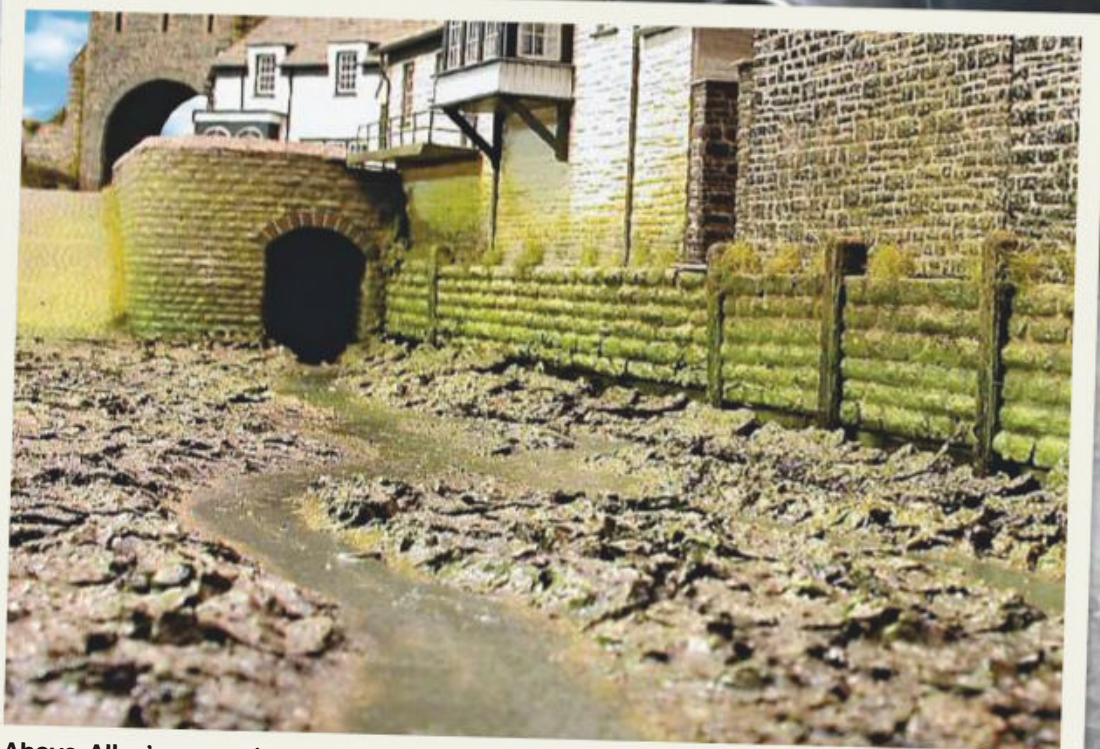




To me, Allan Downes, was very much a no-nonsense modelmaker. One of his famous trademarks was his ability to speedily create wonderful miniature worlds, using easy-to-source materials and everyday tools.

In particular, I recall that he was never keen on working with a fine scalpel, trusting instead in a robust Stanley knife, even for the most delicate of cutting tasks.

I've adapted a few of Allan's methods recently, tweaking them slightly to suit the needs of the tasks at hand, but keeping Allan's no-nonsense ethos in mind.



Above: Allan's eccentric storytelling was as much a part of the appeal of his modelling as his undoubted skill. He told Chris Leigh that when he made this harbour scene with the tide out, it was the most awful mess. He said he cried, went to bed and when he returned to it next morning it looked like this!

SPRAY CANS RULE!

Allan was a great fan of Halfords aerosol paints, using them as a base colour on so many things, before picking out finer detail with a paint brush, if necessary.

STEP BY STEP



1

Working outside to ensure adequate ventilation (while wearing a suitable facemask), aerosol paints can be great for creating a weathered, dull finish in minutes. Halfords matt grey, red and yellow 'filler' primers, along with matt black, are a great starting point.



2

For the example here, I'm using the inexpensive and well known Dapol/Airfix water tower. Firstly, apply a coat of Halfords matt black. Then, mist a little of the red primer over the model, followed by a little yellow filler primer.



3

You can then add further weathering by hand, with a brush, to simulate more precise areas of rust and maybe water leaks and green mould staining. Here is the finished result installed on 'Halden Road', a light railway terminus in 'OO' gauge that I recently built.

What you will need

Ease of use: Easy

Materials:

Halfords Matt 'Black Five' 500ml £7.99
Halfords Red Primer 500ml £7.49
Halfords Grey Primer 500ml £7.49
Halfords Filler (mustard yellow) Primer 500ml £7.49

Tools:

Paint mask
Disposable latex gloves

Time: 20 minutes

REALISTIC WATER

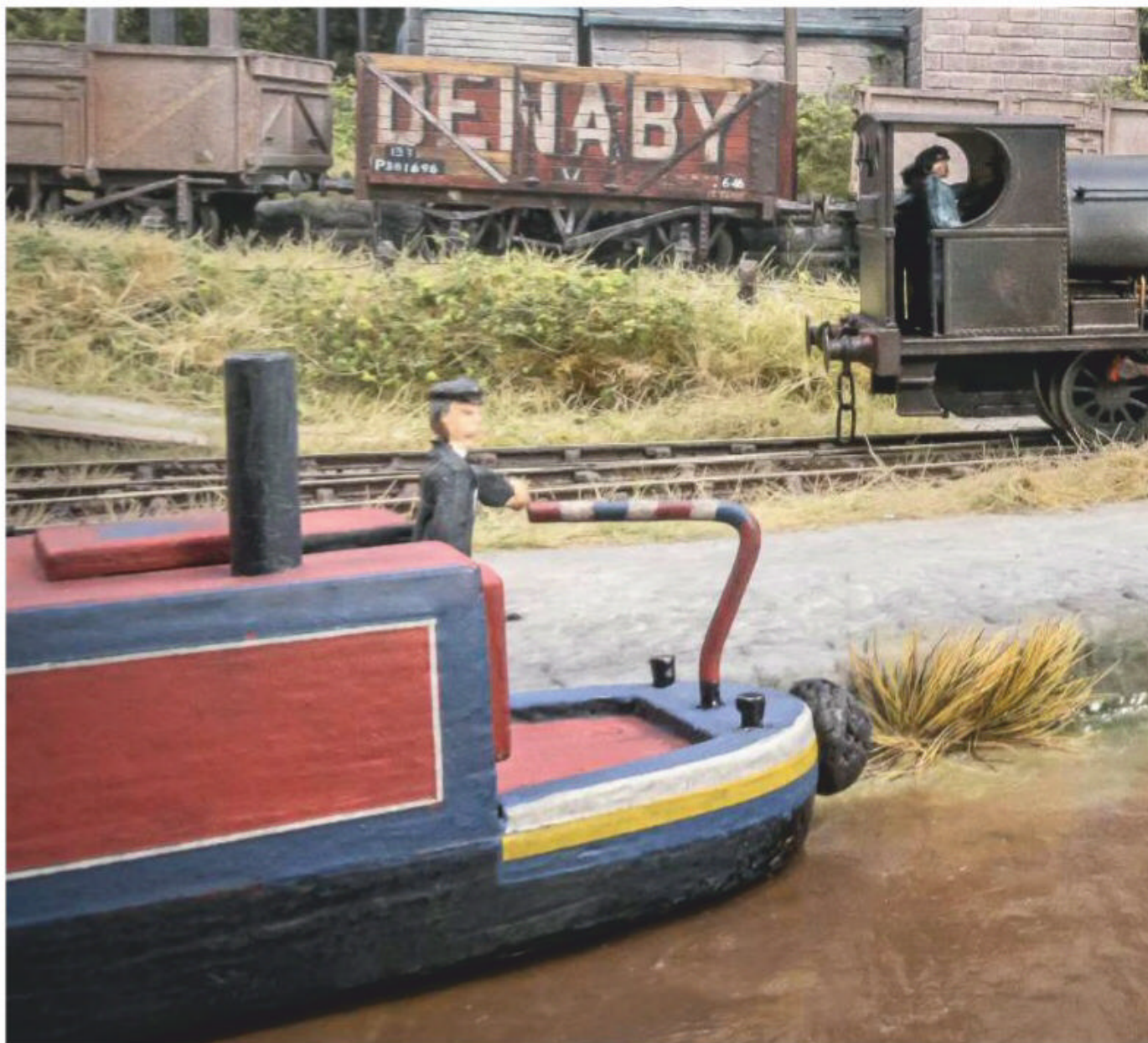
Recently, I decided to add a canal wharf to the front of my 'Polbrook Gurney Colliery' layout and this seemed like an ideal opportunity to try out one of Allan's many scenic techniques.

I'm not sure how Allan discovered this one, but it has proved to be a great and inexpensive method of producing murky water effects without having to resort to smelly yacht varnish or resin, both of which can be unpredictable.

That said, my decision to adapt Allan's idea of using PVA to create water effects didn't turn out exactly as I'd planned. However, you can always learn new things and sometimes techniques that you may have used for years will simply refuse to work in one instance.

But fear not - there's usually a simple 'fix' with scenic work and, due to its not-so-critical nature, things can often be resolved with another layer of paint or glue.

I'll continue to use PVA, but as a sub-layer to help build up the 'watery' texture. I probably need to do a test with different brands of PVA to see if a particular brand works better, but the interior clear gloss varnish worked well and is easy to source. Furthermore, it produces a more convincing glossy finish!



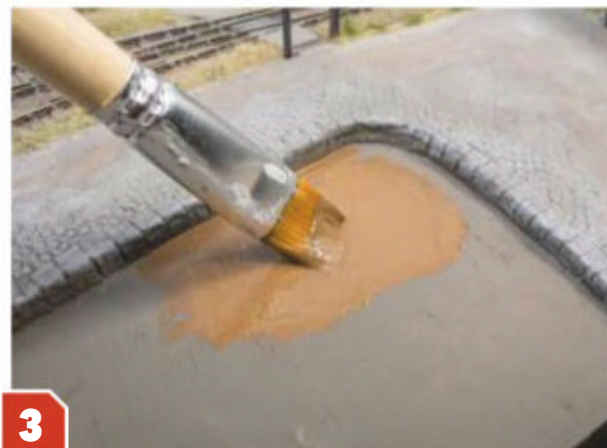
STEP BY STEP



1 The area was prepared with DAS modelling clay to represent a canal wharf. The baseboard was a little rough, so a little DAS was pressed into the surface to smooth it off and, when dry, it was rubbed down with sandpaper. Wood filler or plaster would have worked just as well.



2 The whole area was painted with a muddy, dark brown interior matt emulsion (mostly because I have a huge tub of it!). The colour here is B&Q 'Chocolate Torte', however due to constant rebranding it might have a different name now.



3 The surrounding wharf was dry-brushed with a little beige and pale grey to represent stone, and other 'chocolate' interior matt emulsion was used for the wet bit - this one being an old Homebase colour. Canal water in mining areas can be quite orange due to high iron content.



4 Be aware that interior emulsion paints often dry somewhat darker - or even lighter - than when first applied. Do a little test run on a separate surface if the exact shade is critical on your layout.



5 I fancied some grass/weed growth, so I dug out some old plumber's hemp (sometimes known as flax) that I'd dyed green some years ago. Plumber's hemp isn't used much these days, although eBay came up trumps. An online search will reveal other suppliers too.



6 I glued short clumps of the hemp into place. At a later stage they would be trimmed to make them look less contrived. Another option would be to use Woodland Scenics 'Field Grass'. Static grass clumps are useful too and I added a few from War World Scenics (www.war-world.co.uk).



What you will need

Ease of use: Easy

Materials:

PVA white glue (Evo-Stik Interior)
Muddy/grey interior matt emulsion
Chocolate brown interior matt emulsion
Colours (B&Q) Interior wood gloss varnish
DAS clay (used for the wharf edge)

Tools:

Paintbrushes – ½in and 1in widths are useful.



7

Now the Allan Downes bit: a healthy amount of undiluted PVA was applied, taking care to avoid any trapped bubbles. I kept the brush strokes short to try to represent ripples. It was then left to dry overnight.



8



9

Problem! The PVA didn't dry clear, but slightly milky. Not to worry – it had created a nice 'watery' texture. I carried on and added a little green/brown/yellow (emulsion, acrylic, poster paint – whatever I had lying about) to suggest weeds and algae.



10

A little 'chocolate' brown emulsion was lightly washed over the offending milky-looking PVA to restore the colour. But what to do now? Normally, I would build up three or four layers of PVA to add further depth to the 'water'.



11

Problem solved! I remembered that I had some interior wood varnish (the low-odour, water-based variety). After a quick application and 20 minutes later it appeared to be drying clear with a good shine. Phew! The underlying PVA went a little milky, but that soon cleared.



12

With confidence I applied two more layers of interior wood gloss varnish, this time in slightly thicker coats, knowing that it would dry clear. It doesn't have the thickness of PVA though, so the PVA wasn't wasted.



HOW TO

MAKE BUILDINGS FROM SCRATCH

Chris Leigh's choice of all-time greats are modellers with a particular interest in buildings.

PHOTOGRAPHY: CHRIS LEIGH/JACQUES PORTAL



Some modellers are great all-rounders who can turn their hand to anything from a minuscule locomotive kit to a complete, fully operational layout.

I've never professed to be an all-rounder. I have built locomotive kits with varying degrees of success but I'm happiest making buildings – especially scratchbuilding. From my earliest modelling days as a teenager, I avidly read the magazine articles by George and Doris Illiffe-Stokes, and they were past masters at making accurate models of real station buildings.

E.T. Rawlings, a contributor to *Model Railway Constructor*, was building Ross-on-Wye station in 'OO' gauge, and was planning to open a model museum. It never happened, but he inspired me, and so his work lives on, in a sense.

Then, of course, there was Pendon, with Roye England's amazing cottages and his incredible attention to detail accuracy in buildings. Pendon also displays John Ahern's 'Madder Valley', generally thought of as the first scenic model railway of any significance, and, once again, the buildings are all-important and based on real places.

THE AMERICAN DREAM

My long-held fascination with North American railways and modelling brought the work of John Allen to my attention. On his 'Gorre and Daphetid' 'HO' layout he had pioneered scratchbuilding and weathering and promoted forced perspective and the use of mirrors to make scenes appear larger. He also used cameo scenes, particularly humorous ones, to great advantage.

When I started out in railway modelling it was necessary to build kits or scratchbuild almost everything. Now, you can have a first-rate locomotive fleet and most of the rolling stock that you need without building anything. Where structures are concerned, however, there's still no substitute for scratchbuilding. The choice of authentic structures is limitless – just look in your local village or high street. True, there are some kits which give an excellent grounding in basic techniques, and there are 'ready-to-plonk' resin buildings if you don't mind your layout looking the same as everyone else's, but nothing beats DIY when it comes to model buildings!

DO-IT-YOURSELF

Do it for yourself, too. Choose a building that you like. How about your own home? For that you won't need permission to take photographs or measurements. Pendon's model builders spend years making a single building. I'm not that patient, so I use Pendon-style methods but I adapt them with time-saving features, such as printed brickpaper rather than hand-painted bricks. I made only one building to full Pendon spec, with painted stonework, and that was a 4mm:1ft scale model of Bratton Fleming station on the Lynton & Barnstaple Railway. I have no idea what happened to it, or if it still exists.

THE REAL THING

This building, from my home town, is one that I remember from my youth merely as part of the town centre scene. In the 1960s there was a familiarity about local town centres. They had not changed much from one decade to the next, but that familiarity was not to last, as booming Britain fell over itself in the rush to modernise. Significant features like painted shop fascias and canvas sun-screens that were pulled out with a window pole gave way to jazzy American-style illuminated signs and large areas of glass.

Clarence Street, however, retained its impressive Georgian terrace of three-storey properties which began with the town's library and finished with No. 25, then a café known as The Bow Window. It is understood to date from 1832. In between were half a dozen properties, all slightly different but of Georgian origin and abutting one another in a continuous row.

Next to the library was Dobson's, its ground floor converted into a car showroom. The top storey carried neon lights in the shape of two cars, whose headlights lit up at night. As a kid, I loved it! The rest, in the main, were offices – solicitors, estate agents and, if I recall correctly, an optician.

In the time that I knew it, The Bow Window became a florist's shop before being taken over by an estate agent who removed the

window, from which it took its name, and replaced it with two square-cornered bay display windows. Sometime after I left the area in 1992, Nos. 25/27 became unoccupied. It was also Grade II-listed – as part of the listed terrace – and is within the town's conservation area. The building subsequently developed some serious defects, related at least in part to its proximity to the River Colne, and it also suffered a fire. When I took the accompanying photographs it was under threat of demolition and redevelopment.

At the time of writing (and building my model) the redevelopment plans had been shelved and No. 27 still stood, derelict. Apparently, the costs of demolition are prohibitive (due to the need to protect the river from falling debris) and there may also be a potential risk to other buildings in the terrace if the 'book-end' No. 25 is removed.

What you will need

TOOLS

- ◆ Steel rulers (a large one for measuring, and a smaller one for delicate cutting-out)
- ◆ Craft knives (one with a new blade for fine cutting)
- ◆ Pencil
- ◆ Eraser

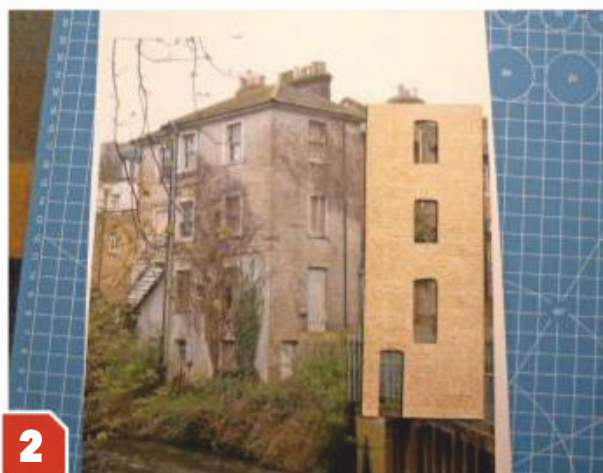
STEP BY STEP

27 CLARENCE STREET, STAINES



1

I printed off some photographs and selected the best view of a complete wall. I chose the back because it shows all four storeys. By counting bricks I calculated window and door heights and drew them onto 2mm mount card.



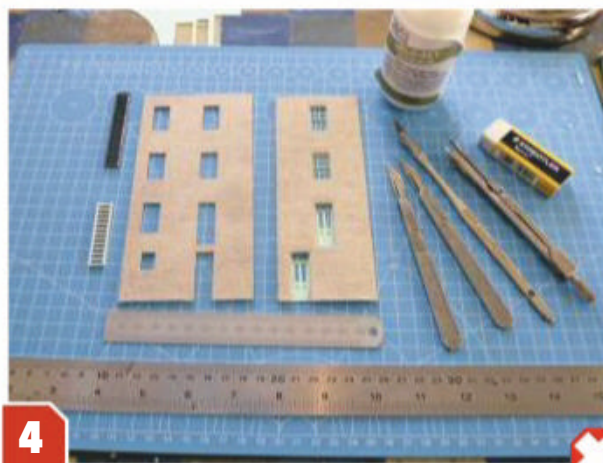
2

I cut out the window and doorways with a fresh blade. I used Scalescenes brickpapers – Tx08 Aged Cream brick for the back and sides and Tx03a Yellow London Brick for the front. I used spray mount to stick the brickpaper to the card.



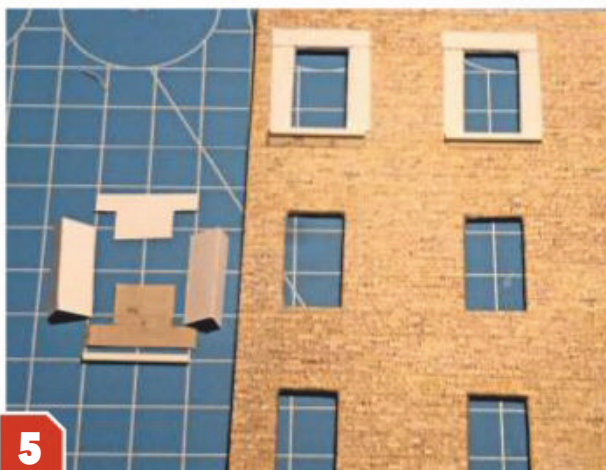
3

I always wrap the brickpaper into openings and glue it inside to prevent fraying. The brick arches are from the Scalescenes sheet. I cut the doors and windows from coloured postcard to avoid the need for painting.



4

I use two steel rulers, a large one for measuring, and a smaller one for delicate cutting-out. I also keep at least two craft knives handy, one with a frequently-replaced blade for small cuts. The eraser is for removing pencil marks.



5

The paper parts on the left will be wrapped into the opening to form the reveal and cornice. White paper for the sides and top, and stone from the Scalescenes sheet for the sill. The final piece of the sill is .040in by .080in styrene strip.



6

A complex building like this requires frequent reference to photographs, particularly during assembly. The rear north-east corner could be assembled next, with the corners reinforced by card triangles to keep the corner square.



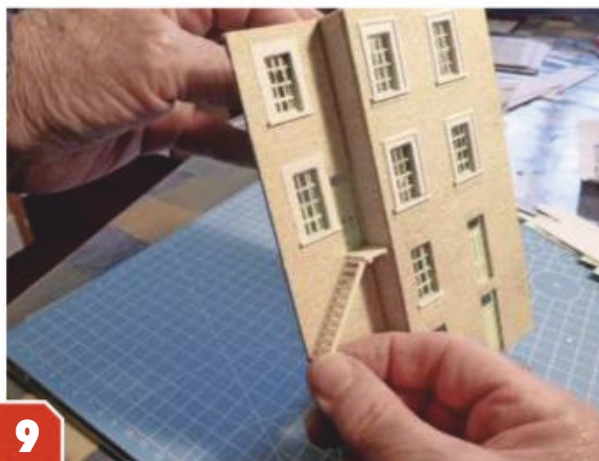
7

The first section was completed by adding the two remaining walls. These have no windows or doors, and are largely hidden within the building. If the building is to have internal lights, floors will need to be added now.



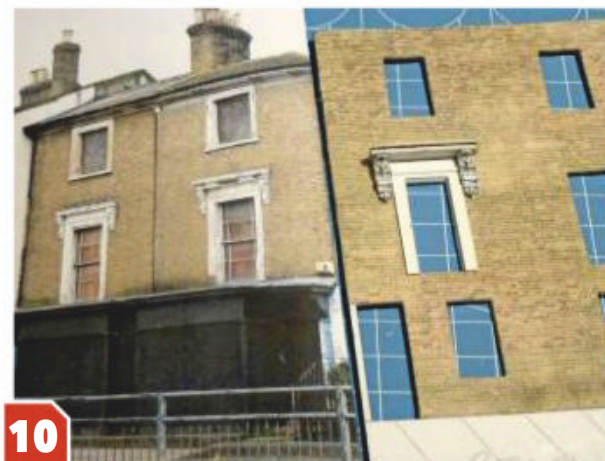
8

The next section of the east side is set inwards by the width of an external staircase leading to a door on the third floor. I used a section of Plastruct open stairs pack 90442 to judge the inset of the wall and position of the door.



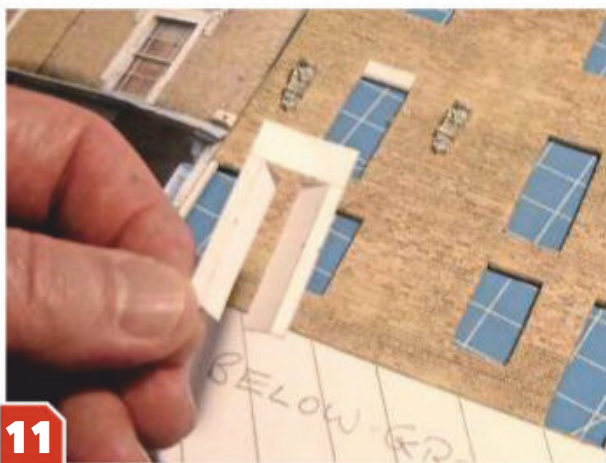
9

The installation of the remaining side wall was aided by fitting the landing (a card and styrene strip rectangle) and gluing the staircase in place. A Plastruct 90482 stair railing was cut to length and fitted to the edge of the stairs.



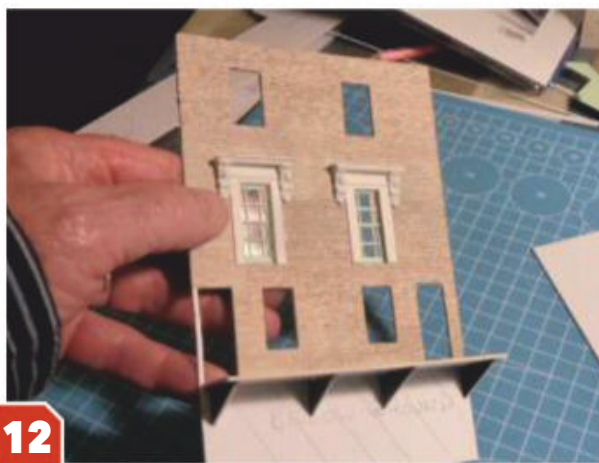
10

The third floor windows on the front elevation have decorated cornices and stone lintels. I was not sure how I might detail these until I consulted the Langley Models catalogue - the cast white metal corbels were perfect.



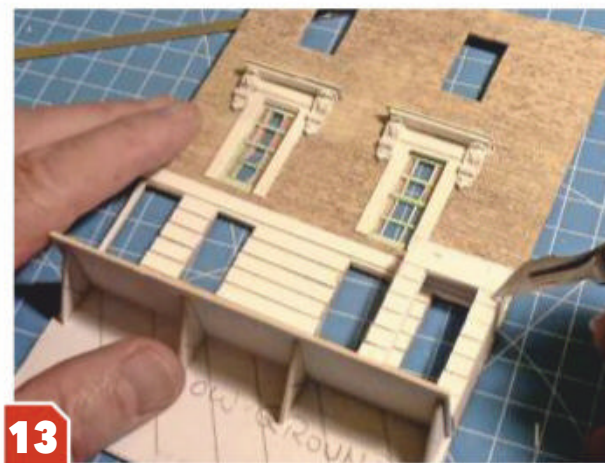
11

The corbels are larger than those on the real building but better than anything I could have made and they give the building a Regency character. As for how to treat the ground floor detail, I decided to go for an 'original' look.



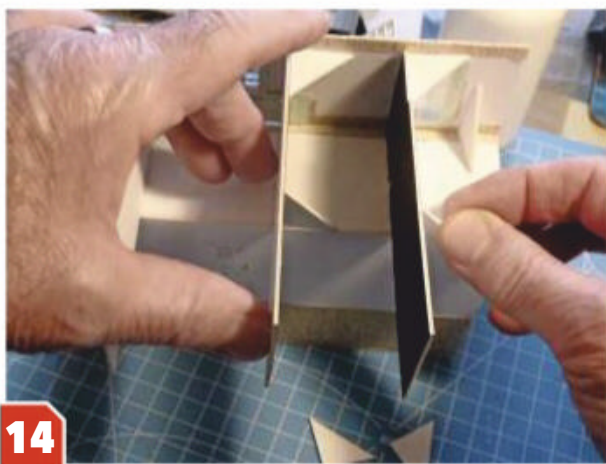
12

It took about an hour per window to cut and fit the components. Note that the two 'posh' windows extend almost to floor level. The frames were cut from the light green coloured card. Curtains were from a Scalescenes sheet.



13

To represent the Bath stone facing to the lower floor, I cut strips of card and spaced them carefully, cutting them round the apertures and fitting them round the porch. I frequently referred to the Francis Frith photograph.



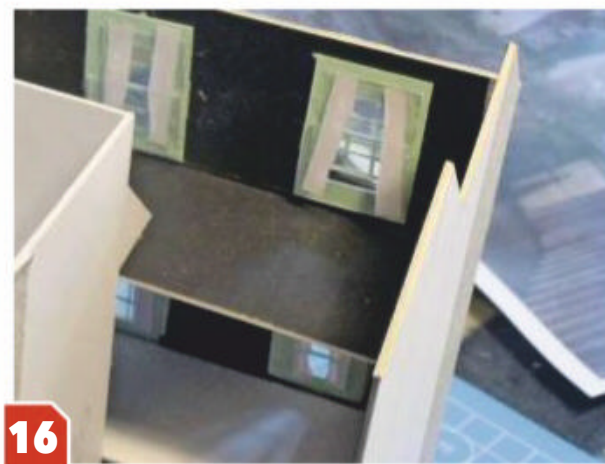
14

At this stage I was still unsure about whether to fit lighting but I decided that floors would be needed anyway, as internal view-blockers. These were cut from 2mm mount board and supported in the usual way with card triangles.



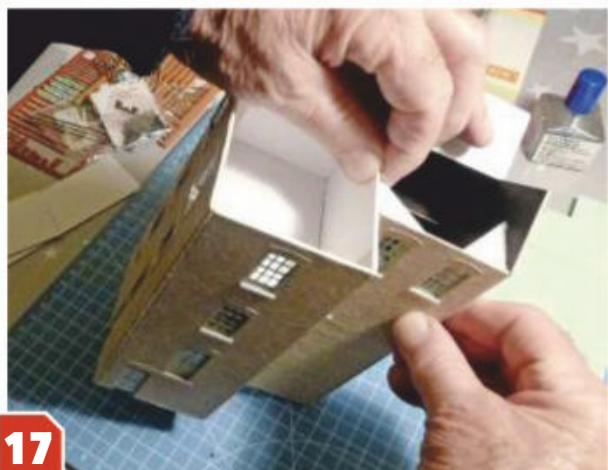
15

A test fit of the front wall showed that all was well, so it was glued in place. I had added part of the 'street' or the pavement in order to support the porch. This would need to be built in to the rest of the scene in due course.



16

The inner end wall with its two gables was added next. Apart from a strip of brickpaper, this is bare card as it will butt up against whatever is built next door to it. Any lighting needs to be added before the final wall is fitted.

**17**

The final section of back wall is a bit of guesswork as the real thing is inaccessible. I assumed two top floor windows and below them what appears to be a derelict lean-to, so I left space for it with a plain brick wall.

**18**

I started with the easy part of the roof, first by gluing the Scalescenes ruled tiling guide in place and then adding the 'slate' strips. These were glued with Velo-Set as the nozzle is just right for laying a bead of glue along each row.

**19**

With the front roof section slated, I added the mount board for the rear roof. The roof shape is complex and a quick screen grab from Google Earth was invaluable for showing the layout of the roof and the shape of the chimney stacks.

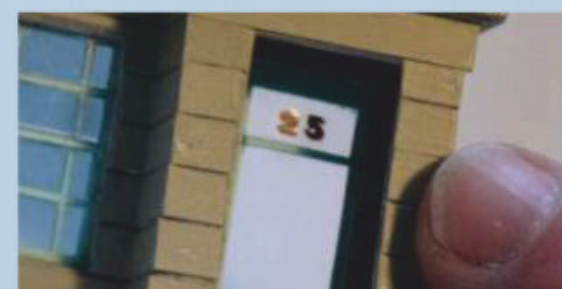
**20**

Once all the roof elevations had been slated and the ridge tiles added, I made the chimney stacks up from balsa wood. The parapet wall was shaped from balsa and glued in place abutting the chimney stack.

Numbers

A popular feature of Georgian and Victorian buildings was the use of coloured glass and particularly of painting onto glass. The architecture of the day often provided a 'toplight', a glazed panel over the front door, and this was the perfect place to display the house number or name. I regret that, in a fit of youthful desire to 'modernise', I scraped the name off the glass above the front door of my mother's house.

I marked the size of the topline glazing onto a piece of 10thou clear glazing material, allowing a small overlap for gluing it into place. Waterslide decals came from an old sheet I had in stock, but any gold shaded numbers from a locomotive decal sheet will do.



The decals were applied to the outer surface of the glazing and the glazing was glued in place with Velo-Set adhesive, taking care not to get glue on the glazing. To my eye, this is a perfect finishing touch.

**21**

Builders in this era were limited by the length and weight of timbers that they could lift to roof level, so small roof structures joined by valley gutters were common. Here, I laid the valley gutter before slating the adjoining roof sections.

**22**

The rest of the job was adding details, including soffits and fascia boards from the pale green card, gutters from the Wills plastic gutters and chimneys pack, downpipes from Evergreen plastic rod and soil pipes from a Knightwing kit.





HOW TO

MAKE YOUR MODELS MORE REALISTIC

Paul Marshall-Potter's modelling heroes Ian Futers and Iain Rice gave him an appreciation of Scottish railways and a desire to improve ready-to-run stock.

Choosing my modelling heroes proved to be quite difficult. I've been around model railways since I was a toddler and was brought up reading my father's copies of *Railway Modeller*, *Model Railway Constructor* and *Model Railway News*. More recently, within *Model Rail* and its contemporaries, there's been no shortage of influential modellers to take inspiration from.

Therefore, I thought about whose articles I always read first and regularly return to and two names in particular came to the fore: Ian Futers, and Iain Rice. But what would I choose as an acknowledgement to their influence?

Ian Futers, particularly with his 'P4' 'Lochside' layout, showed in 1980 that contemporary diesel and electric modelling was viable and captured the iconic BR Blue era. The *Railway Modeller* articles on 'Lochside' are two that I've retained, from

a mind-boggling 39 years ago! Since that time, I've always wanted to build a BR Blue era, Scottish Region layout and Peco's new Highland Railway signal box fits that bill very nicely indeed.

My other choice is Iain Rice. Like Ian Futers, he was an engaging writer and I return time and time again to his books and articles. Iain has also shown on many occasions how to improve ready-to-run rolling stock and locomotives to give a more authentic look and feel.

Both authors have written and illustrated pieces on branch and secondary lines, which are of particular interest to me. Indeed, tipping my hat in recognition of this, I felt the long-established Bachmann Mk 1 suburban coaches would benefit from a simple Iain Rice-style makeover, using some contemporary components that weren't available when the models originally appeared.



HIGHLAND SIGNAL BOX

Peco's recent kit makes use of contemporary laser-cutting technology, rather than traditional plastic mouldings. To make the most of the impressive wooden components, I wanted to add extra detail, especially to the interior, using a Severn Models etched kit, plus two figures and an armchair from Modelu's 3D-printed range.

While this is a small structure, I wanted two figures, depicting perhaps a shift handover or a new trainee. Meanwhile, the Severn Models kit provides a full complement of essential detail, including a lever frame, section block instruments, a small stove and office equipment.



What you will need

Ease of use: Easy

Models:

Peco LK201 Highland Signal Box

Availability: Peco stockists

Severn Models D10 Signal Box interior

Availability: www.severnmodels.com

Modelu figures 1040-076, 1041-076,
Armchair 2801-076

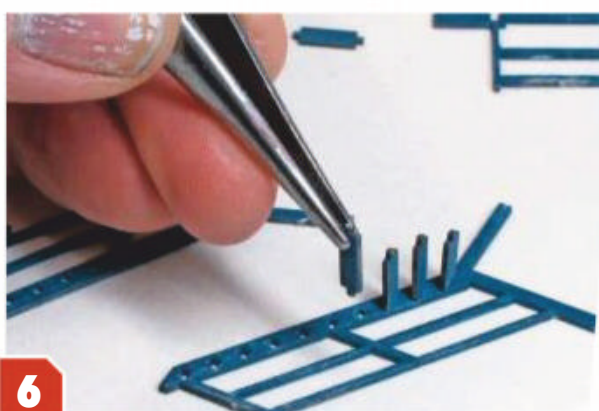
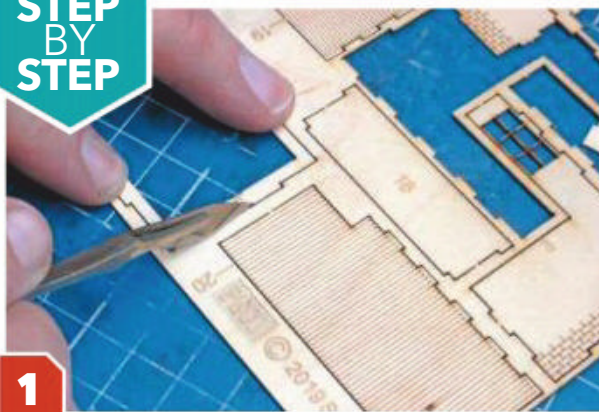
Availability: www.modelu3d.co.uk

Tools:

Knife and fresh blades, needle files, tweezers, pliers, abrasives, paintbrushes, metal cutting shears/scissors.

Time: 8 hours

STEP BY STEP



the wood glue, which is strong enough to hold the lightweight etched components.

STEP 8 The roof assembly is also very simple, both pieces locating like a jigsaw, and the ridge line is easily create from painted masking tape.

STEP 9 The final touches consisted of the barge boards, gutters and drains. Being predominantly white, the 'box can look a little bright. I've used a very thin wash of light grey to tone the structure down.



STEP 1 The miniature plywood cuts easily with a sharp craft knife. Score both sides of the joining tab and the components will separate easily.

STEP 2 Clean the edges with a file and wet-and-dry paper. The fit of the components is excellent, so little work is required.

STEP 3 The assembly instructions are logical and methodical, I saw no need to deviate from the sequence. I used Halfords white undercoat to paint the kit early on in the build sequence. This also worked to 'key' the wood for the topcoat colours which, in this case, consisted of Vallejo Air acrylics.

These have good density straight from the bottle and can be applied with a brush. Before fitting the back wall, it's a good idea to paint any internal walls and the box floor. The instructions recommend using Roket card and wood glue. It wasn't a product I'd used before, but I was very impressed with the ease of use and its rapid drying time.

STEP 4 The Severn Models block instruments and lever frame assemble very easily with cyanoacrylate adhesive. I shortened the lever frame and the shelf for the block instruments. The shelf acts as a 'bridge' over the levers, so it needs to be slightly longer than the lever frame. After a base coat of Halfords white acrylic aerosol, the signal levers were picked out in appropriate colours.

STEP 5 The two signalman figures were given a white undercoat and then painted using washes of Vallejo Acrylics. Gluing them temporarily to bottle corks makes them easy to handle while painting.

STEP 6 The stair assembly is the trickiest part: the steps locate easily into each side frame and I chose to place all of them into one frame, before fixing the opposite side. I dry-fitted the steps to the signal box structure to allow the steps to dry completely.

STEP 7 Before fitting the internal details, cut the window glazing from the packaging. This can be fixed with the wood glue. I then fitted the internal detailing using small touches of

BR Mk 1 SUBURBAN COACH

This is a well-established model in the Bachmann range, and arguably showing its age when compared to contemporary coach stock releases. Adding extra detail to the underframes, painting the internal seating, and adding flush glazing make a very visible and affordable improvement.

This project will provide you with a set of coaches that don't look out of place with the more recent, higher specification releases. Optionally, you could also take these modifications further, by fitting DC or DCC lighting units. This could be done while the coach is dismantled and would add that extra finishing touch!



STEP 1 The first task was to dismantle the coach body. Slide plastic shims along the joint between the coach body and chassis to release the clips and allow removal of the body.

STEP 2 The next step is to remove the coupling mounts from the bogie. This is my personal preference; if you're retaining the existing couplings this modification isn't required.

STEP 3 With the body removed, I masked the coach sides and sprayed the inside of the roof white. The replacement glazing allows far more light into the coach so the

internal detail is more visible. It also pays to paint the seating. I stipple the paint onto the seats to give a moquette pattern, and paint the partitions a light colour, again to help highlight the internal detail.

STEP 4 On the brake coach, one battery box requires relocation as they are opposite each other; the composite coach underframes are correct in their layout. All I did was use a scalpel and score a cut between the battery box and chassis, then used side cutters to remove the existing battery box. A Replica Railways (www.replicarailways.co.uk) replacement battery box was fixed in position.

STEP 5 The vacuum cylinders were removed and the 'V' hanger cut off, as well as the actuating arm for the cylinder push rod. The cylinders look a little undernourished, so I replaced them with Replica Railways parts and the Masokits etched 'V' hangers were glued alongside. The design of the 'V' hanger means you don't need to cut away any of the floor.

STEP 6 I've used 0.5mm brass wire for the lateral brake shafts, as well as the longitudinal ones. The relevant holes in each etch were drilled for clearance prior to solder assembly. You can use cyano or epoxy glue for this sort of work, however I prefer solder for its strength and adjustability. I make the brake pull rods slightly too long, and then cut them back to clear the axle, once finally fixed. This allows you to give the impression that the pull rods actually go into the bogie structure to perform a function.

STEP 7 The dynamos also look a little on the small side, but with some careful cleaning they look OK. Drilling two holes into the cylinder I've fixed electrical cables to them using florist's wire, and the etched dynamo belt glues easily around the pulley and fixes to the floor as an anchor.

STEP 8 The new flush glazings are fixed to the coach sides by pressing them into the window reveal from the outside. I fixed them in place using a gloss varnish, running it round the entire reveal before placing each pane into the aperture. Capillary action draws the varnish around the pane to cement it in place. Reassembly of the coach is the reverse of the disassembly.





What you will need

Ease of use: Easy

Materials:

The etched details come from Masokits, and their supply method is 'old school'. There's no website or online payment facility. This means cheques or postal orders only. While this may seem out of step with today's world, it works and the service is, in my experience, second to none. The set required is cat. No. 10.08 and the address and postage details can be found on the Scalefour Society trader

webpage at <https://bit.ly/2T2THPv>

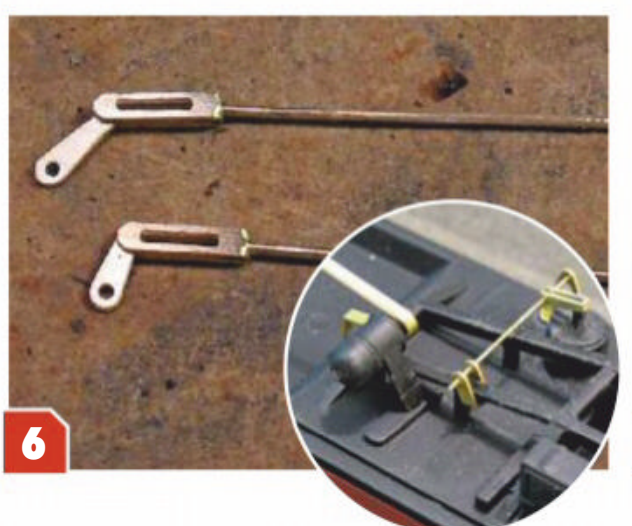
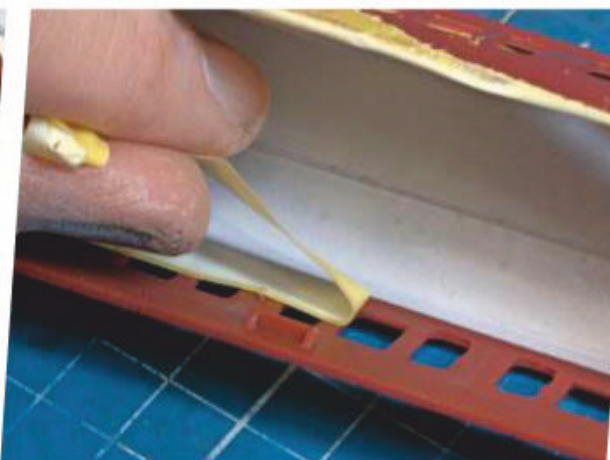
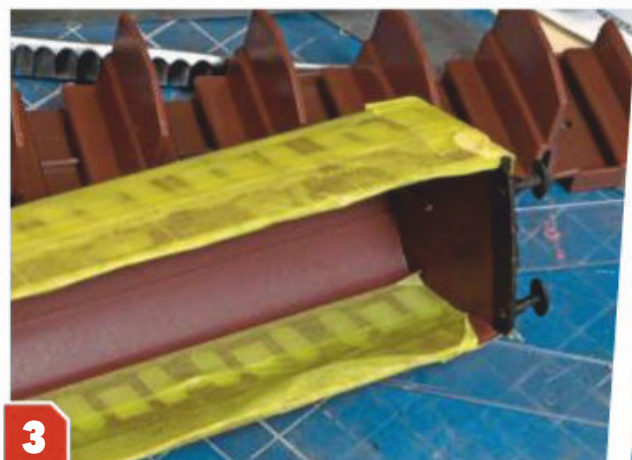
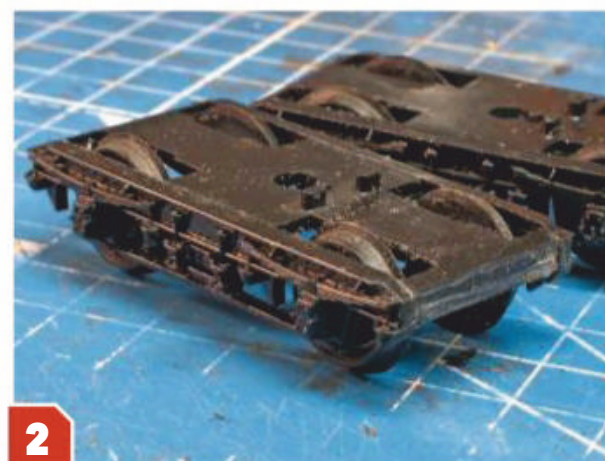
The other components required are Shawplan/Extreme Etchings laser glaze set EELG4017 and a gloss varnish of your choice.

Availability: www.shawplan.com

Tools:

Plastic shims, knife and fresh blades, steel rule, masking tape, side cutters, tweezers, pliers, needle files, drill and bits, soldering iron and equipment (optional).

Time: 6 hours



Assembling brass locomotive chassis can be a hugely rewarding experience, but care is needed to ensure that everything fits together properly.

HOW TO

BUILD A LOCOMOTIVE CHASSIS KIT

Dennis Nix took a teenage **Dave Lowery** under his wing and inspired him to make his way in etched metal kit construction.

PHOTOGRAPHY: GEORGE DENT

Heroes don't always wear tight-fitting costumes and capes, and their impact on other people can be profound. My own modelling hero, Dennis Nix, was a lovely gentleman, who very kindly took me under his wing and passed on a whole wealth of modelling skills, hints and tips.

He was chairman of the Amersham and District Model Railway Club when I joined, at the tender age of 17, and the practical

knowledge that he passed on to me helped to shape my career. Most notably, he managed to teach me the blackest of all modelling black arts - etched metal locomotive chassis building - which is something for which I've always been grateful.

Dennis was mainly a scratchbuilder, who produced a fantastic array of London & North Western Railway models in 'OO' gauge. I can remember his beautiful rakes of LNWR coaches, in the distinctive 'plum and spilt milk'

livery, ranging from basic four-wheelers up to the 12-wheel Royal Train carriages.

He built locomotives from almost every class of LNWR traction, in their attractive 'blackberry' livery, all lined out in red and grey which, of course, later formed the basis for British Railways' mixed traffic lined black livery.

Furthermore, it was Dennis who fostered my own interest in the LNWR which inspired my two layouts 'Bevleys' and 'Bevet', so he has a lot to answer for!



Patience and a small array of specialist tools are the keys to achieving reliable kit-built locomotives.



Motor meshing

Another area where chassis building offers up some fun and games is in achieving good 'meshing' between the motor's worm drive and the gears that drive the axles. These days, the usual arrangement is for an etched metal motor/gearbox cradle that should be designed to provide the correct meshing between the specified motor and gears. However, it is always worth checking and this can be achieved by placing a piece of thin paper (a cigarette paper is ideal) between the gear and worm to attain the best spacing between the two sets of teeth.



What Dave learnt from his hero

"Remember, you will only build a locomotive's chassis once, so take the time to build it correctly."

"Take your time and always check every part, measuring carefully to ensure that everything is square. Do not assume that the manufacturer is always right!"

What you will need

Ease of use: Difficult

Tools:

Files, tapered and parallel reamers, drill bits, pliers, tweezers, brass folding tool, flat work surface, dividers, steel rule, set square, soldering iron and equipment.

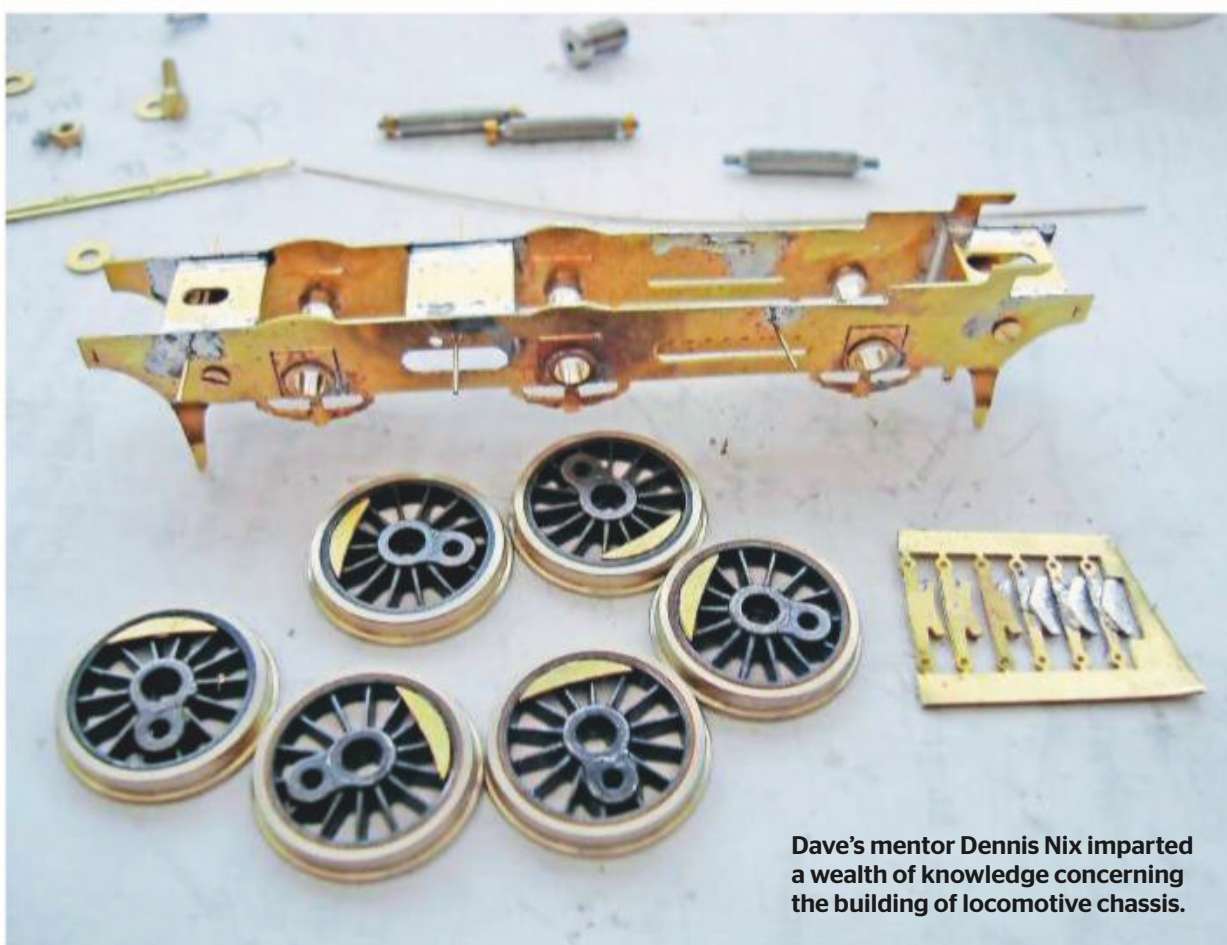
Availability:

Eileen's Emporium

Tel: 01531 828009

Web: www.eileensemporium.com

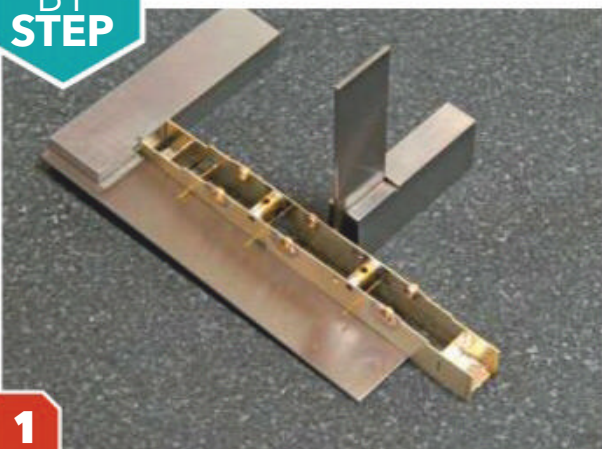
Time: Ten hours for the average chassis.



Dave's mentor Dennis Nix imparted a wealth of knowledge concerning the building of locomotive chassis.

STEP BY STEP

METAL CHASSIS CONSTRUCTION



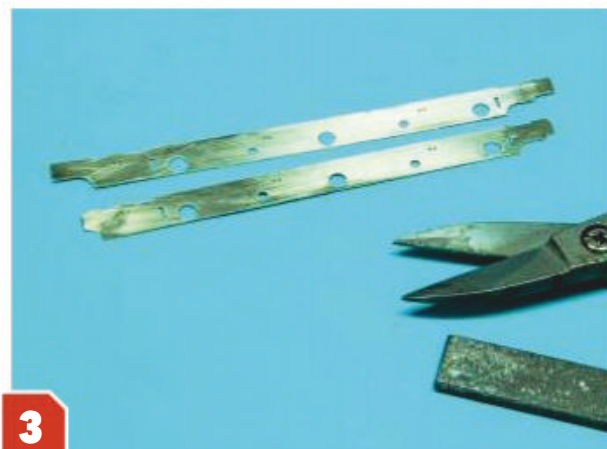
1

Firstly, the most essential 'tool' for successful chassis construction is a clean, heat-proof flat surface. For this, I use an old bathroom glass shelf about 8mm thick, although any solid, flat surface will do.



2

Taking the two main chassis frames, hold them together and check that all the axle holes and frame spacer slots are all aligned correctly. Any discrepancies between the two sides may make it difficult to get the frames aligned squarely.



3

Check also that both frames are the same length and width. If there are any anomalies, clamp the parts together and dress with files or a reaming tool until the two frames match perfectly.



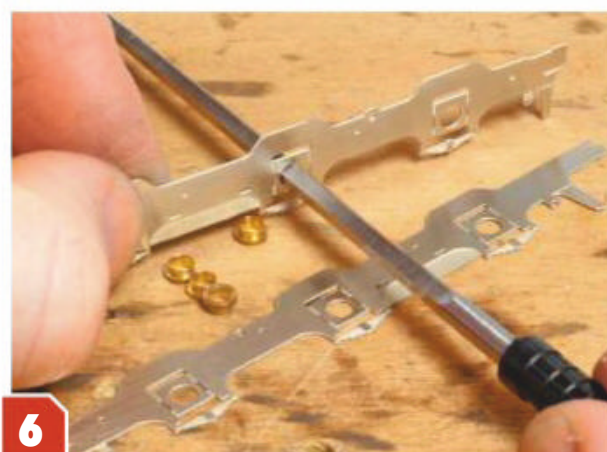
4

Fold up the frame spacers, get them square and make sure that the tags fit into the slots. Also, check that they sit squarely in relation to the side frames and that the frames remain equidistant for the full length of the chassis.



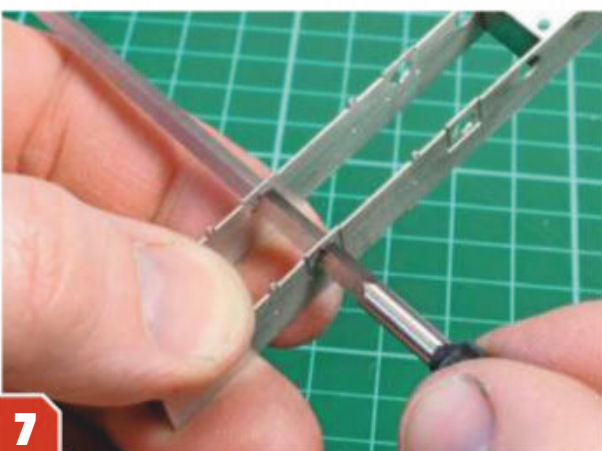
5

The next job is to solder the whole assembly together. Start by fixing the spacers to one side frame, checking again that they're square, before fixing the other side frame in position, working on your flat surface.



6

Now fit the brass top hat bearings into the axle holes. The holes will probably need to be opened out in order to accept the bearings. You can use a drill, but reaming tools are preferable.



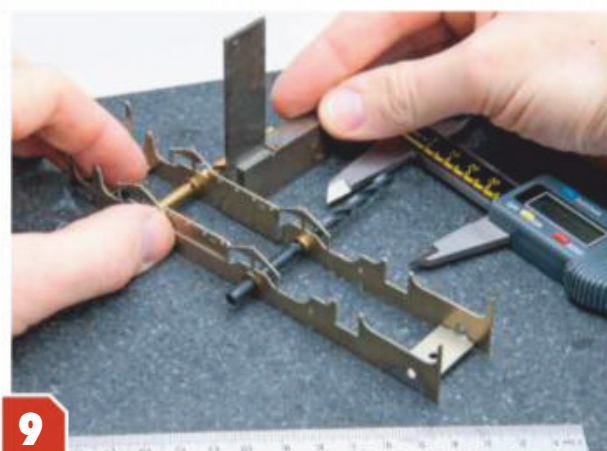
7

Ream the holes so that the bearings fit snugly - but not tightly - into their holes; there does need to be a small gap for the solder to flow into. Work patiently and keep checking the fit of the parts as it's easy to make the holes too big!



8

Load the bearings into the frames and place some suitable metal rodding through the bearings to act as alignment aids. Drill bits of the same diameter as the axles ($\frac{1}{4}$ in for 'OO' gauge axles, for example) are ideal.



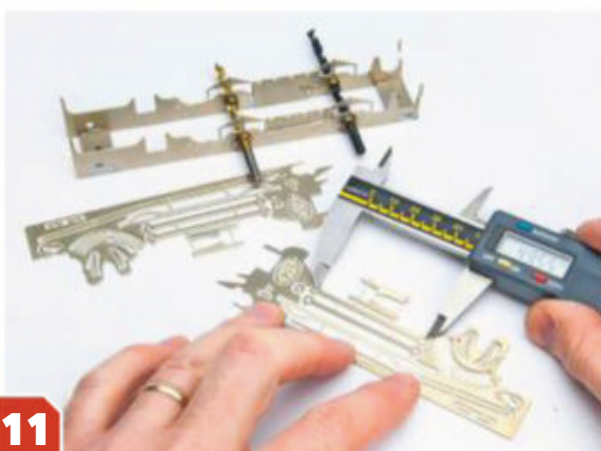
9

With the whole assembly on your flat surface, you can now check all the measurements and test whether the axle rods are square, the same distance apart and aligned. Extra reaming will allow for any necessary adjustment.



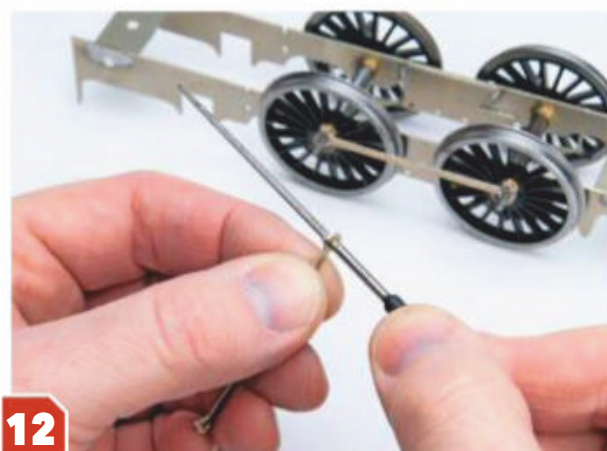
10

When you're happy that all of the bearings and guide rods are aligned, the bearings can be soldered in place. See *Model Rail*'s forthcoming Skills Station instalment (issue 272) for a full guide to soldering brass components.



11

Before removing the guide rods, measure their centres with a set of dividers and compare this measurement with the crankpin holes in the coupling rods. The axle centres should tally precisely with these holes.



12

Use a smaller reamer to fettle the holes in the coupling rods where necessary before test-fitting them to the crankpins. Test-run the chassis thoroughly before painting the frames and fixing the rods permanently.

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Masterplan Railway Gardens

Track plans to get you thinking in three dimensions



GARDEN variety railway

Railways and gardening – how would you combine these two interests into a layout? **Paul A. Lunn** has the answer.

Photography and artwork: **Paul A. Lunn**

One of the themes that I've dabbled with over the years is one that I call 'second interest'. If you have an interest in cars, buses and planes and you can tie it into railway modelling, then your enjoyment will be greatly increased.

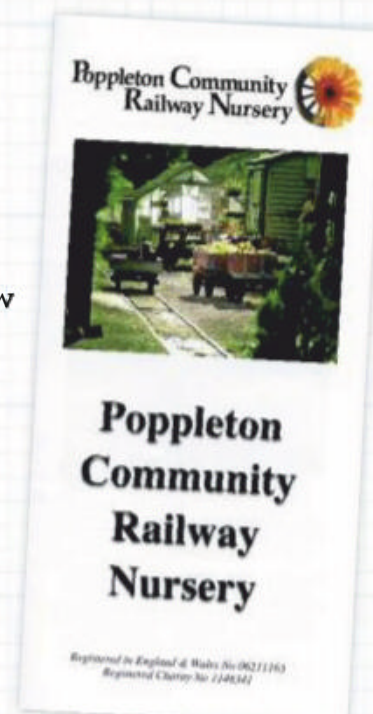
Gardening is one of Britain's most popular pastimes. Apparently, some 42% of the population is a gardener in some way. This issue's Masterclass has a somewhat horticultural theme, and the starting point is one of Britain's most unusual railways.

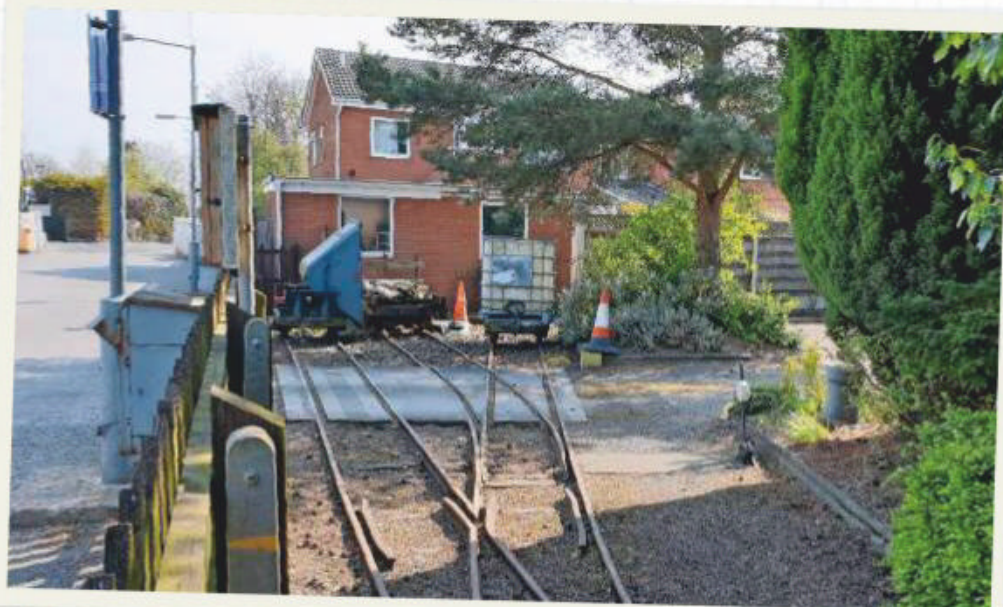
Wartime demands on food production forced the LNER to turn the goods yard at Poppleton, on the York to Knaresborough line, into a nursery to produce vegetables for its staff canteens and railway hotels. This was not just some two-bit veg plot, for the LNER

invested in offices and greenhouses. It continued after the war, firstly to produce trees and shrubs used to secure war-torn embankments, and then plants to beautify railway buildings.

BR continued to invest in the nursery. The narrow gauge railway actually dates from the 1980s. BR made further improvements in the 1990s but, in the wake of privatisation, the nursery was abandoned.

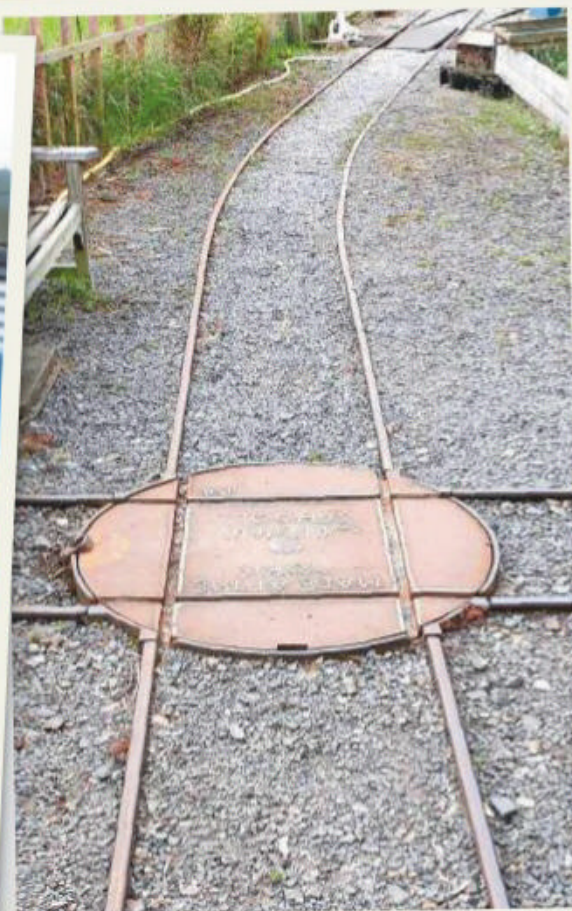
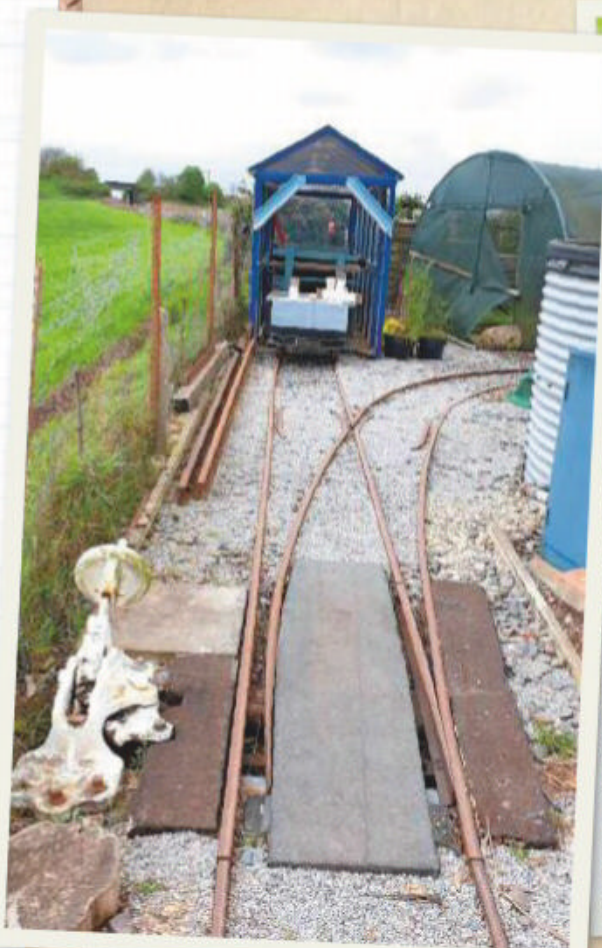
It has since been rejuvenated as the Poppleton Community Railway Nursery. The benefits of horticulture are used as a means of therapy for people with mental health issues and income is generated by plant sales. The railway has been returned to service, with much of the rolling stock restored and motive power provided by a small Lister 4wPM.



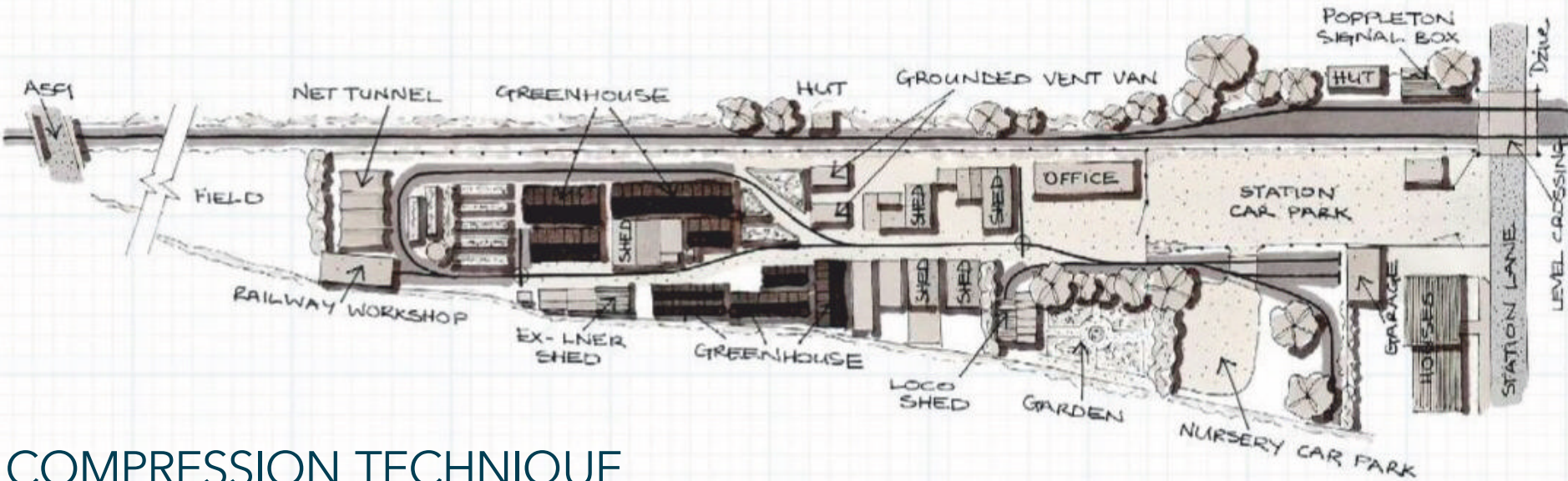


Field trip

There's no substitute for prototype inspiration. It's the most important starting point; you can attempt to copy a particular location as faithfully as possible, though compression will be necessary for all but those with unlimited space. You can compromise with merging elements of prototype and fiction or you can go completely with fiction, while taking some inspiration from a prototype.



● Each square represents 1ft.



COMPRESSION TECHNIQUE

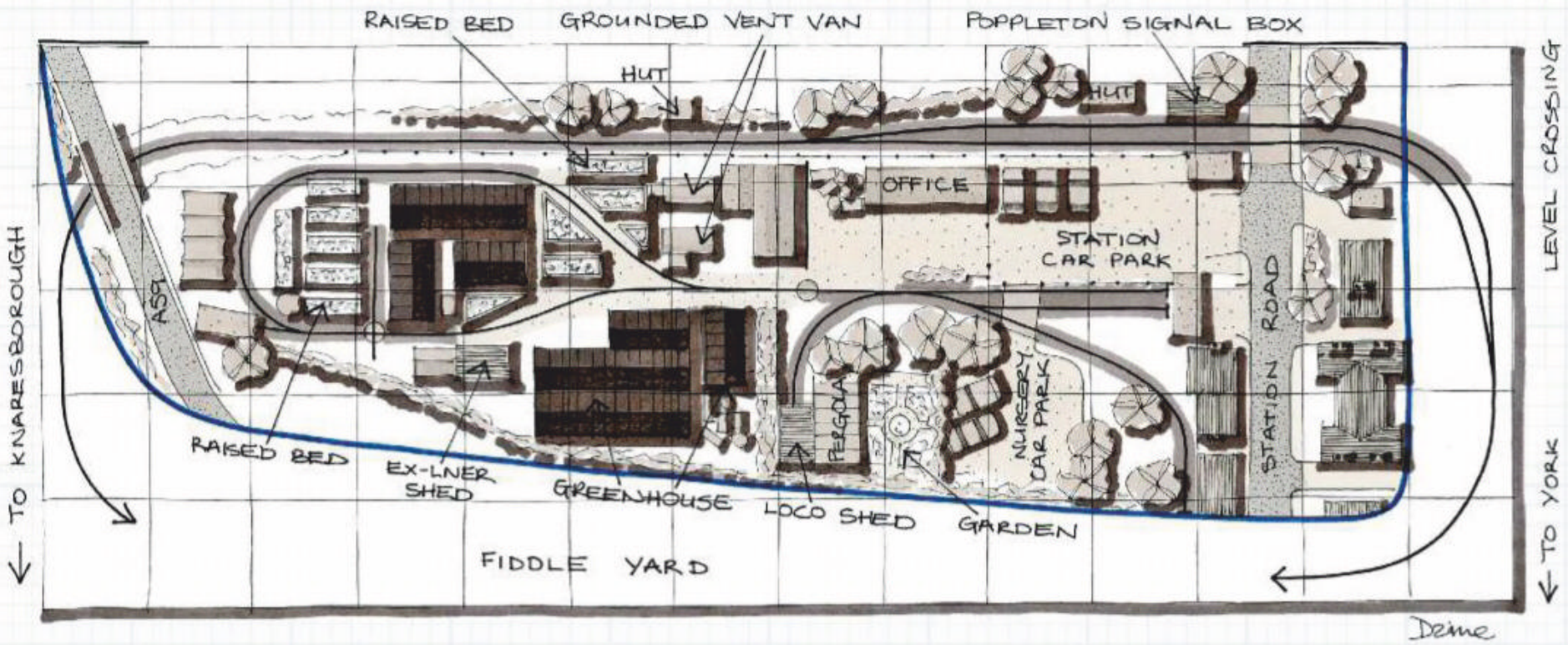
As you can see from the plan of Poppleton, modelling this sprawling linear site in 'OO' and 'OO9' would require more than a standard-sized garage to get it all in. Fortunately, there's a device that can be used for a layout of more manageable proportions, while still maintaining the appearance of the original.

I'm talking about minimum compression of those areas key to the design and maximum compression to those that are not. For the former, I chose partial reduction of the greenhouse length opposite the ex-LNER shed, and reduced the length of the greenhouse opposite (nearest the backscene, indicated with a blue line). There is further reduction in the number of sheds between the vent van bodies and the office. For maximum compression, I have

omitted the field, extreme left, and drastically reduced the station car park.

There are several other minor reductions incorporated into my so-called prototypical design. They're too lengthy to list here but I hope you get the gist from what's already been said. However, I have avoided adding any fictitious sections, which is essential if you want to build a convincing layout.

Even now, a standard garage still isn't enough as the layout is still 14ft by 5ft with access required on both long sides. You could consider going down a scale to 'N' gauge for the main line and 'Z' for the nursery, but that will involve scratchbuilding. Whatever you decide, make sure you choose the best viewing side - one that provides the greatest visible access and offers the most pleasing scenes.



Garden Gallery

For some, a nursery might be too large an undertaking, especially for those whose mainstream interests lie with standard gauge railways rather than narrow gauge. So in the gallery that follows I want to stir your enthusiasm for making 'green' changes to any standard gauge layout, whether that be an existing one or a layout that's being planned.

Through Peter Marriot's excellent guidance, *Model Rail* regularly touches on plants and plant-related products. I don't propose to repeat Peter's Workbench articles but provide prototype inspiration, sometimes quite unusual, for greater realism and variety.



I love the idea of a lawn on a platform! Porter Fred Eeles gives the lawn at Coulsdon North station a trim in 1952. GETTY



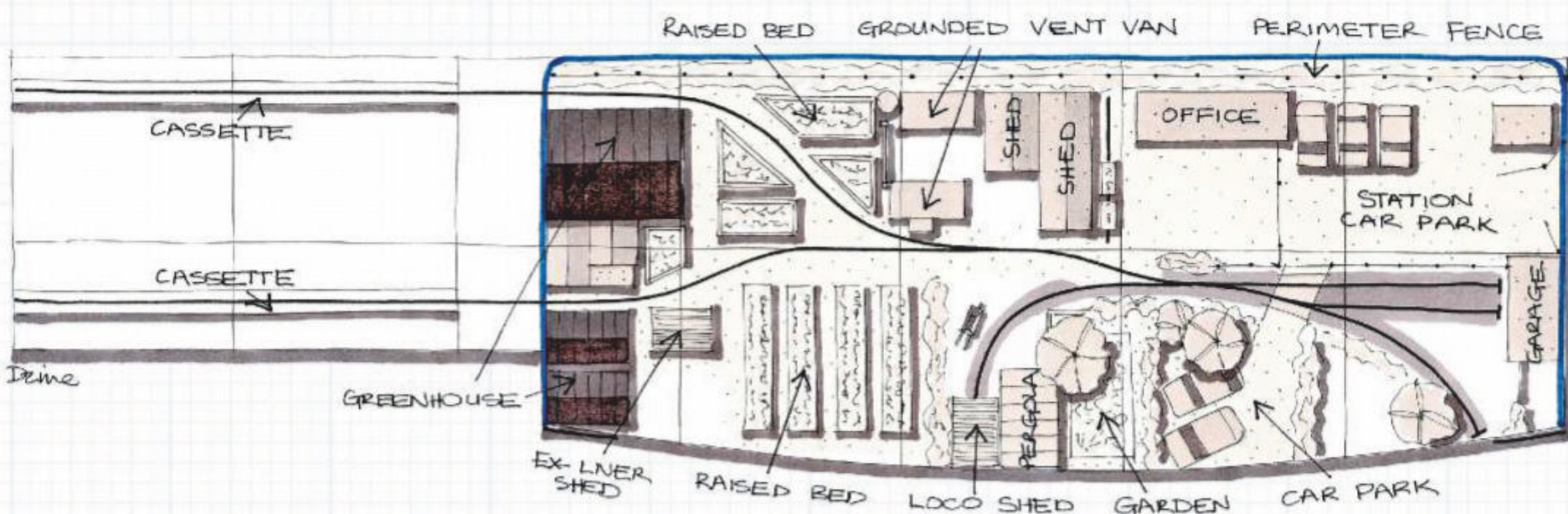
All the major railway companies held competitions to find the best-kept station gardens. Gardeners at Totnes Station had recently won the Great Western Railway Cup for their efforts in 1926. GETTY

PICK YOUR SCENE

Partial prototypes make an ideal alternative to large layout design, particularly when space is at a premium. Start by choosing the most interesting section based on operating potential and visual appearance together view-blocking potential.

I chose the junction for the return loop and terminus sidings, near the entrance, and compressed them into a scenic space of 4ft 8in by 2ft for 'OO' and 'OO9'. Although this section could have been modelled as per the prototype in its entirety, I chose to change two features for improved viewing; by moving raised beds, left, on the larger layout design, adjacent to the locomotive shed and by reducing height of all hedges, to the right of the raised beds, garden and car park. Note how the security fence with weed growth makes an excellent foil between 3D model and 2D backscene.

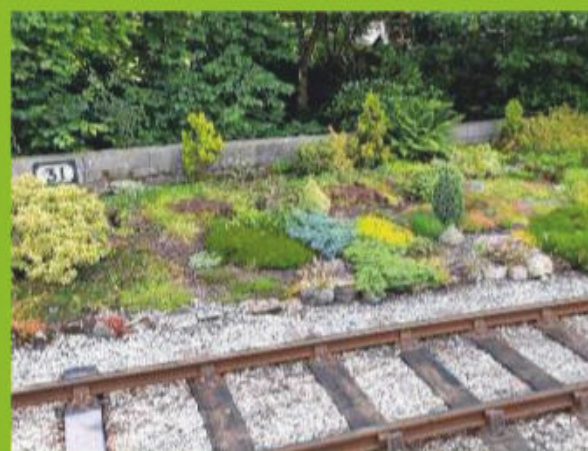
Although this version is purely narrow gauge it would be relatively easy to add a single standard gauge line to the rear, with additional 2ft cassette at the right-hand end for passing two-car DMUs.



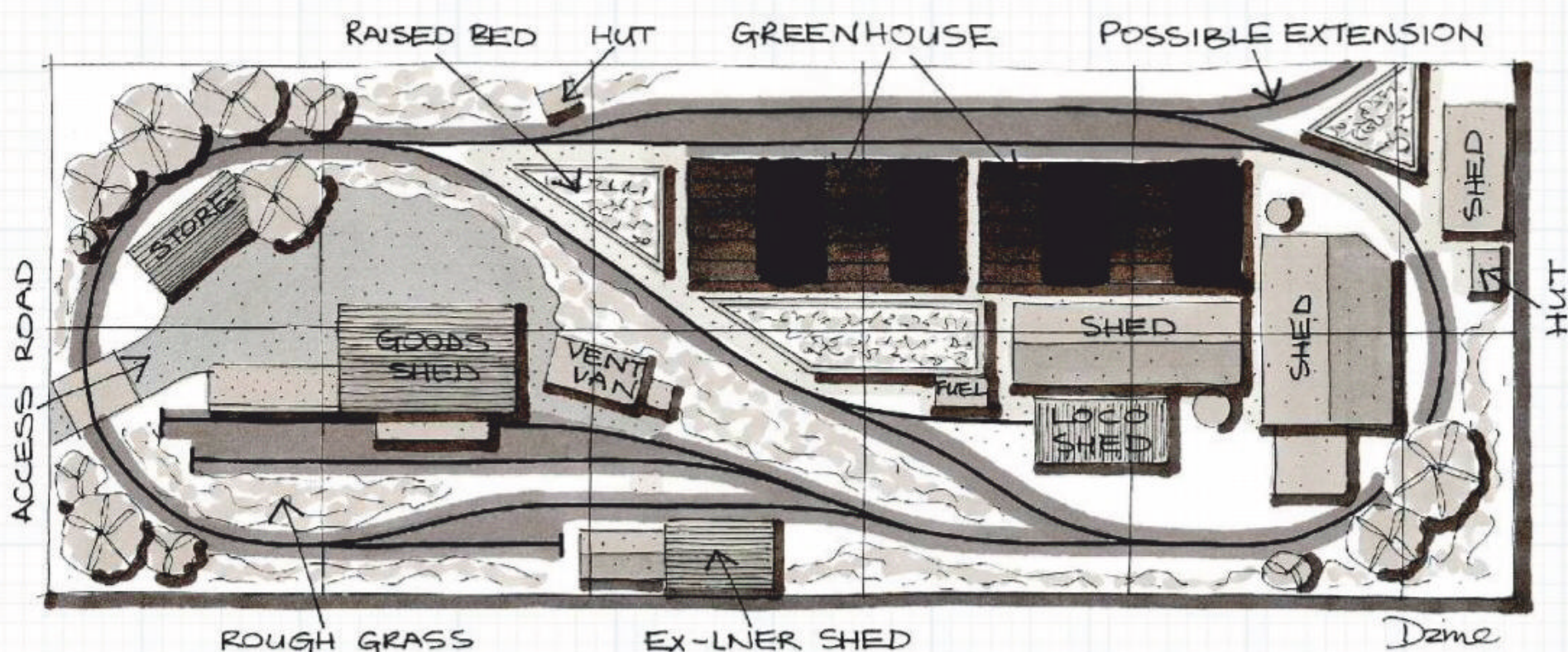
The minimalist variety of a couple of tubs, flower-bed and what looks like a climbing ivy have added a bright summer display to an otherwise fairly drab Eggesford Station.



The practice of floral displays has continued to this day, as this group of angular tubs show at Stratford-on-Avon station. The formal and wild vegetation complement each other.



It doesn't always have to be flowers, as this recently planted, shaded group demonstrates at Oxenhope station.



RABBIT WARREN

The much-maligned 'rabbit warren' narrow gauge layout's ability to reverse the direction of a complete train means that they have much to offer if treated in a more thoughtful way, particularly when viewed at, or near, eye-level.

The right-hand return loop is centrally view-blocked with the locomotive shed, sheds and two large greenhouses. Similarly, the left-hand loop is centrally view-blocked with a store and tree, goods shed, vent van and, to a lesser degree, outside the circuit, the ex-LNER shed.

Combine all the view-blocking devices together and you have an almost continuous 3D view-blocking feature that divides the layout longitudinally in two. Furthermore, grouping of structures and vegetation, top left and bottom right, restricts seeing two out of the four corners, confusing the eye about the layout's oval nature.





Horticultural and agricultural railways

Inspired by the idea of railways threading their way through acres of plants and farm buildings? Here are a couple of alternative ideas.



Above: Nurseryman Alan Bloom transformed his horticulture business at Bressingham, on the Norfolk/Suffolk border, into a thriving steam museum. He laid a 2ft gauge railway through the nursery beds, using equipment reclaimed from Penrhyn slate quarry. As the nursery has closed and nature is being allowed to reclaim the site, Bressingham Steam Museum's Nursery Railway has been re-named the 'Fen Railway'. Hunslet 0-4-OST *George Sholto* takes yet another trip through the former nursery site. ANDREEA DRAGOMIR/ALAMY

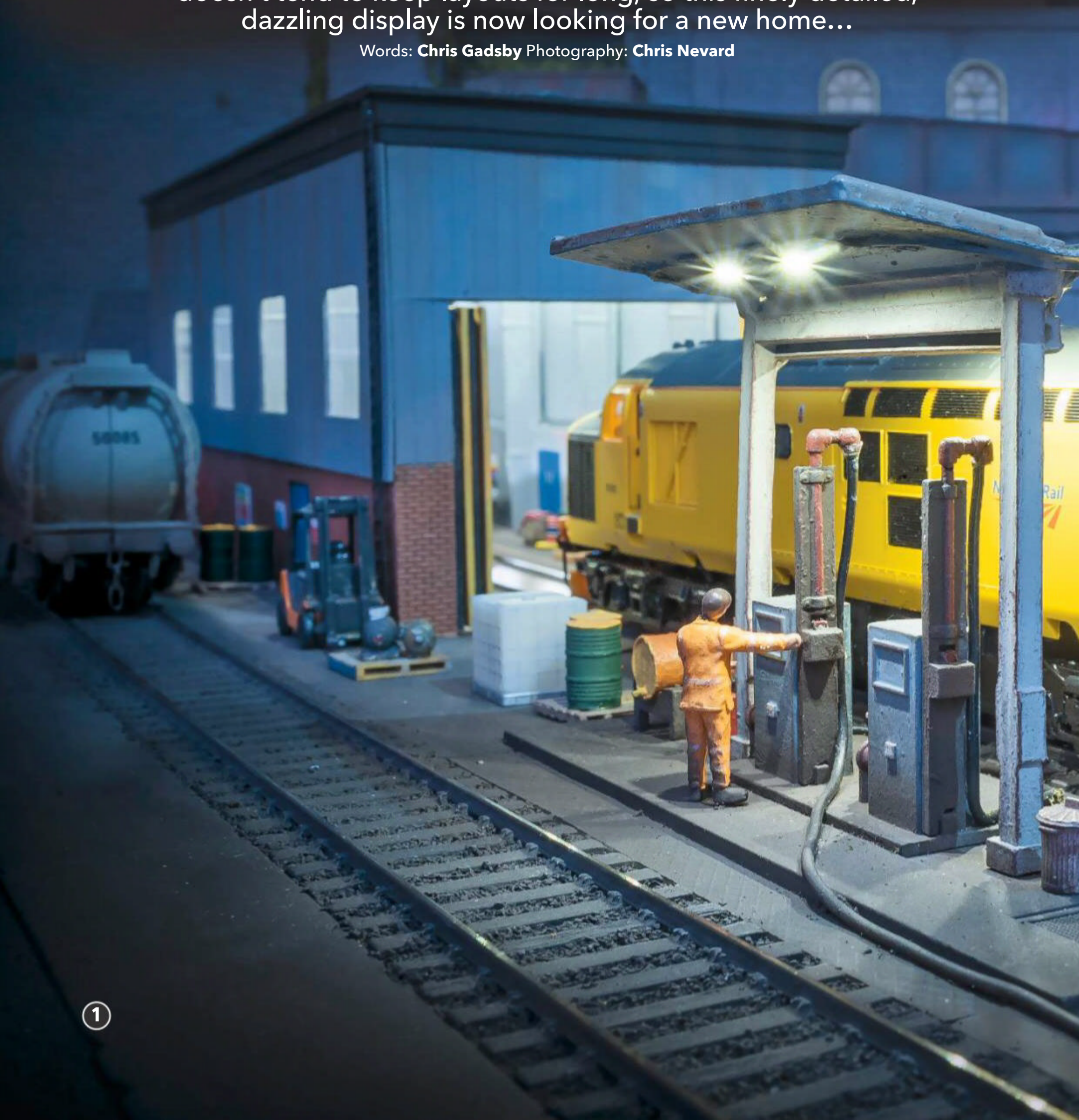
Left: The Nocton Estates Light Railway was the largest of the agricultural railways built in Lincolnshire in the 1920s using surplus First World War equipment. They were able to provide access to farm fields and would bring potatoes and other produce to the nearest railhead. Viewed from Dunston Mill, to the left of the NELR's headquarters, is a long, rail-served greenhouse where seed potatoes were left to chit before planting. MUSEUM OF ENGLISH RURAL LIFE COLLECTION

'OO' GAUGE LAYOUT **TESSTRAYNE**

All lights **ablazing**

Afflicted by a bad case of 'builder-itis', **Dave Finney** admits he doesn't tend to keep layouts for long, so this finely detailed, dazzling display is now looking for a new home...

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



**What
makes this
layout great?**

The beauty of a yard layout is that you can get a lot of track in a small space without it looking unprototypical. Dave has used this to his advantage by giving himself lots of operational potential in a small space.



'OO' GAUGE LAYOUT **TESSTRAYNE**

"I must admit that I do have a serious problem: it's called layout builder-itis!" Contrary to what you may be thinking, this isn't an article featuring Chris Leigh and his layout storage facility that just happens to have a bedroom, bathroom and kitchen in it (although we have heard him mention those exact words before). On this occasion it's Dave Finney talking about the latest in a long line of his model railways, a 'OO' gauge layout titled 'Tesstrayne'.

"This is one of the few layouts I've actually named," explains Dave, "as I'm completely hopeless at coming up with something suitable, and often don't keep layouts for very long anyway. 'Tesstrayne' was the best I could come up with for this one.

"I'm really trying to slow down now when it comes to building layouts. It very much used to be a case of build a layout, sell it... and repeat. Since I get more enjoyment from creating a miniature

world rather than running trains, it made sense to move a layout on and free up valuable space as soon as I'd finished with it. But it did mean that I was always looking ahead to the next project."

With 'Tesstrayne', Dave was determined to get some enjoyment out of running the trains before he and the layout parted company. At 6ft 6in by 18in (excluding the fiddleyard), 'Tesstrayne' fits comfortably in Dave's single garage. An area of the house notorious for accumulating dust and spiders, it has forced Dave to come up with a simple but very clever solution to protect the layout.

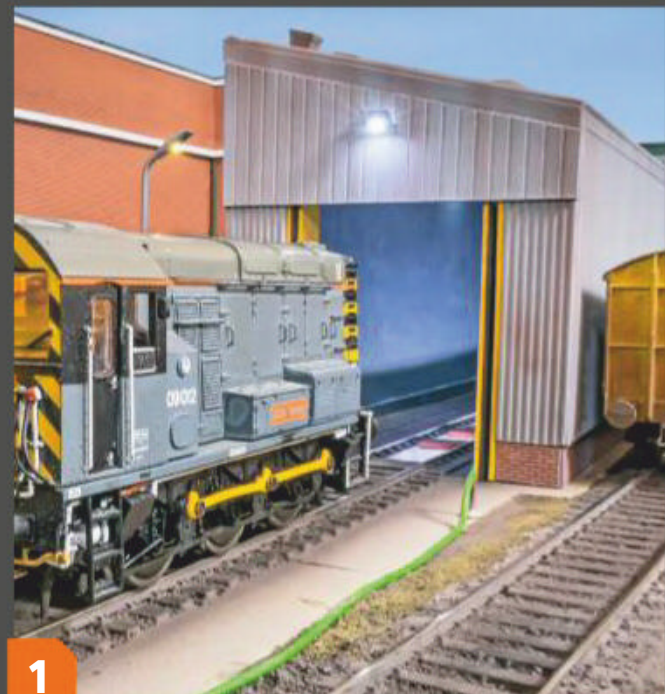
"Both the layout and the fiddleyard have ►



“Both the layout and the fiddleyard have lockable closing lids so everything is protected from dust and foreign bodies”

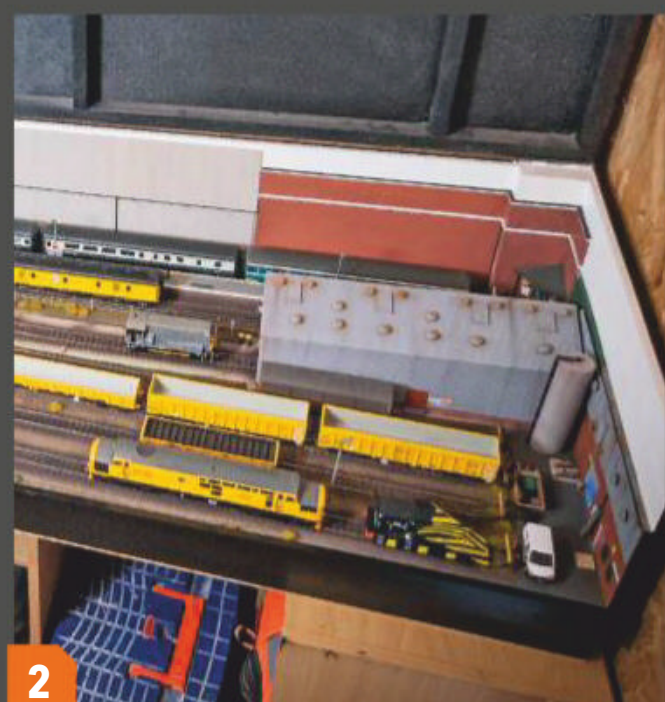


3 things we like



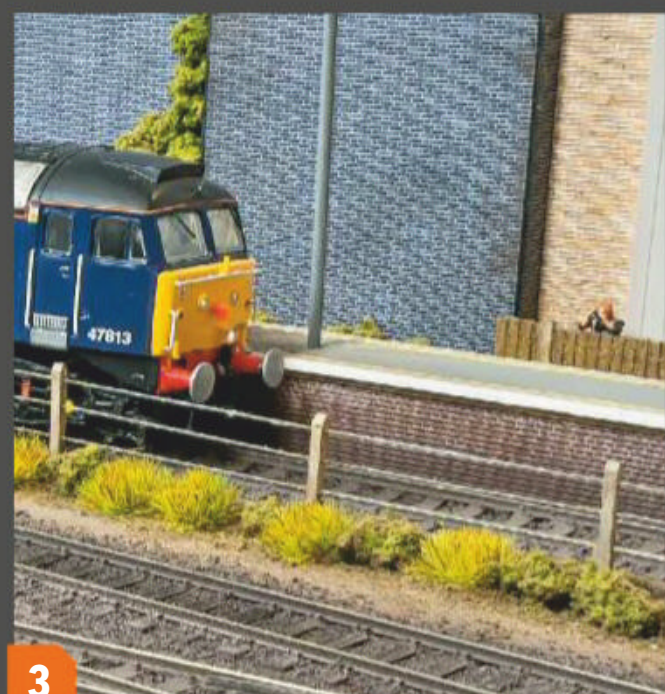
1

One engine shed is a Hornby kit, cut in half, and the other is a modified Gaugemaster kit.



2

The backscene is just a retaining wall to use up as little of the layout's operating area as possible.



3

Watch the birdie! This photographer is trying to get the perfect shot.

lockable closing lids, so that when I'm not having a running session everything is securely protected from dust and foreign objects. Considering that dust is one of the biggest killers of a good running session, this cheap solution saves me no end of time when I want to have a bit of a play – I just lift the lid and turn on the power without having to worry about anything."

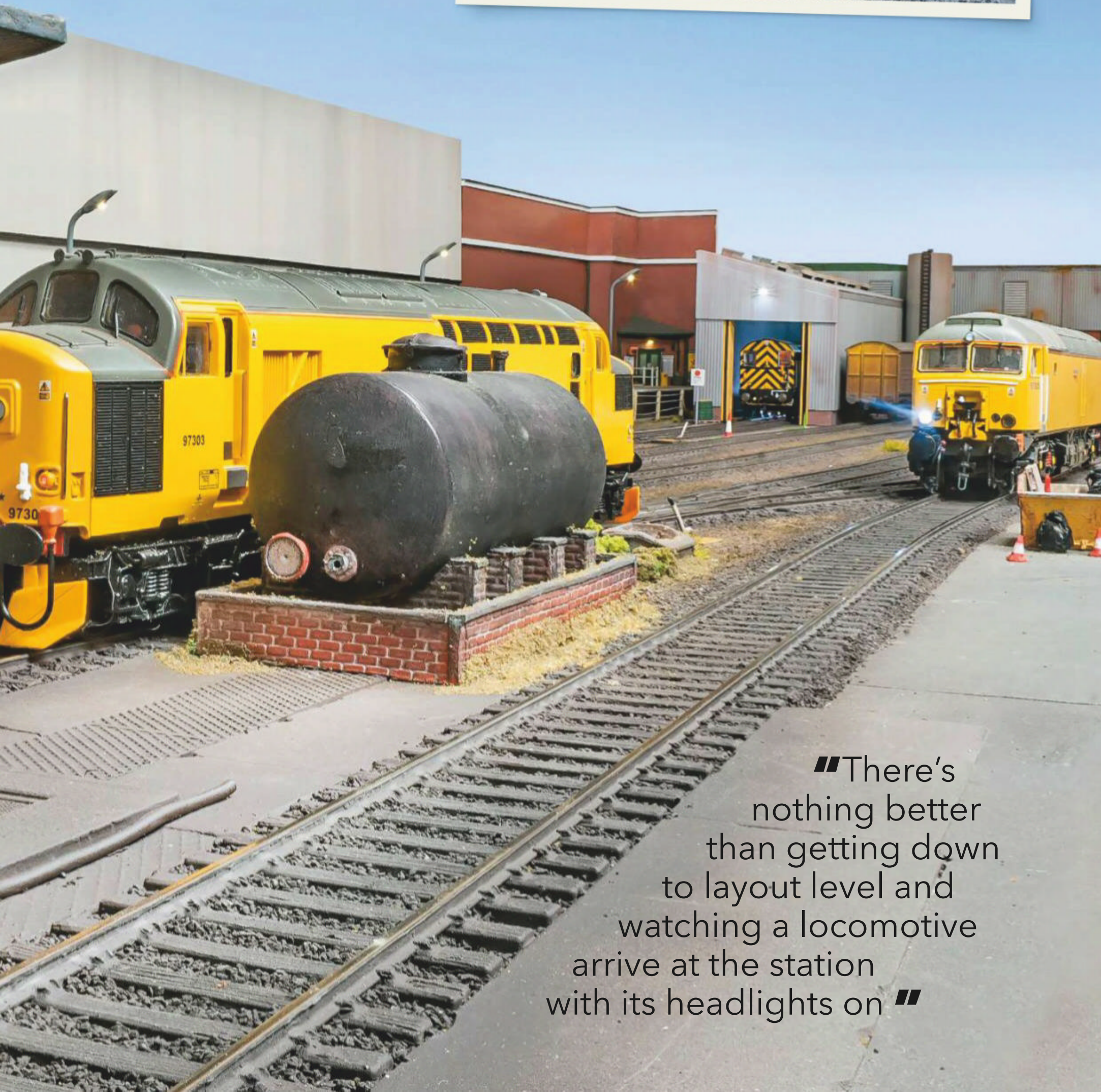
Running 'Tesstrayne' is done with an NCE PowerCab and Dave can put on a dazzling display of



lights and sounds thanks to Legomanbiffo decoders and speakers in each locomotive, as well as an array of lights around the layout.

“As I use DCC the locomotives have their cab lights and headlights but I’ve also added LEDs to the sheds and all of the lampposts so I can operate in full night time mode with the garage lights off. There’s nothing better than getting down to layout level and watching a locomotive arrive at the station at the back of the layout with its headlights on.”

It’s not just the locomotives and operations yard that have working lights. Dave has also added them to both levels of the Metcalfe signal box and to the abandoned warehouse alongside the disused branch line. ➤



“There’s nothing better than getting down to layout level and watching a locomotive arrive at the station with its headlights on”

'OO' GAUGE LAYOUT **TESSTRAYNE**

"I wanted to add a bit of interest to the scenic break. There are quite a few layouts that just have a bridge with not much on it, so I thought I would be a little bit different. The disused branch line has a couple of abandoned wagons on it which have succumbed to nature and now look as though they are a giant plant pot for the vegetation, and there's also the warehouse with a spooky dim light. It's not a bright one as I wanted to create the impression that somebody is there who isn't supposed to be, like a squatter for example."

Since 'Tesstrayne' is a depot, it naturally has a lot of pointwork. While all of the points come with a wiring system in place, Dave decided to create a system he'd be more comfortable with.

"All of the points are Peco Code 75 medium radius electrofrog, but I made the decision to rewire the feeds rather than using the connections Peco had put on there. I used this technique for the double slip as

well, which I found quite easy to do once I'd broken it down into its component parts."

ANY TIME, ANY PLACE

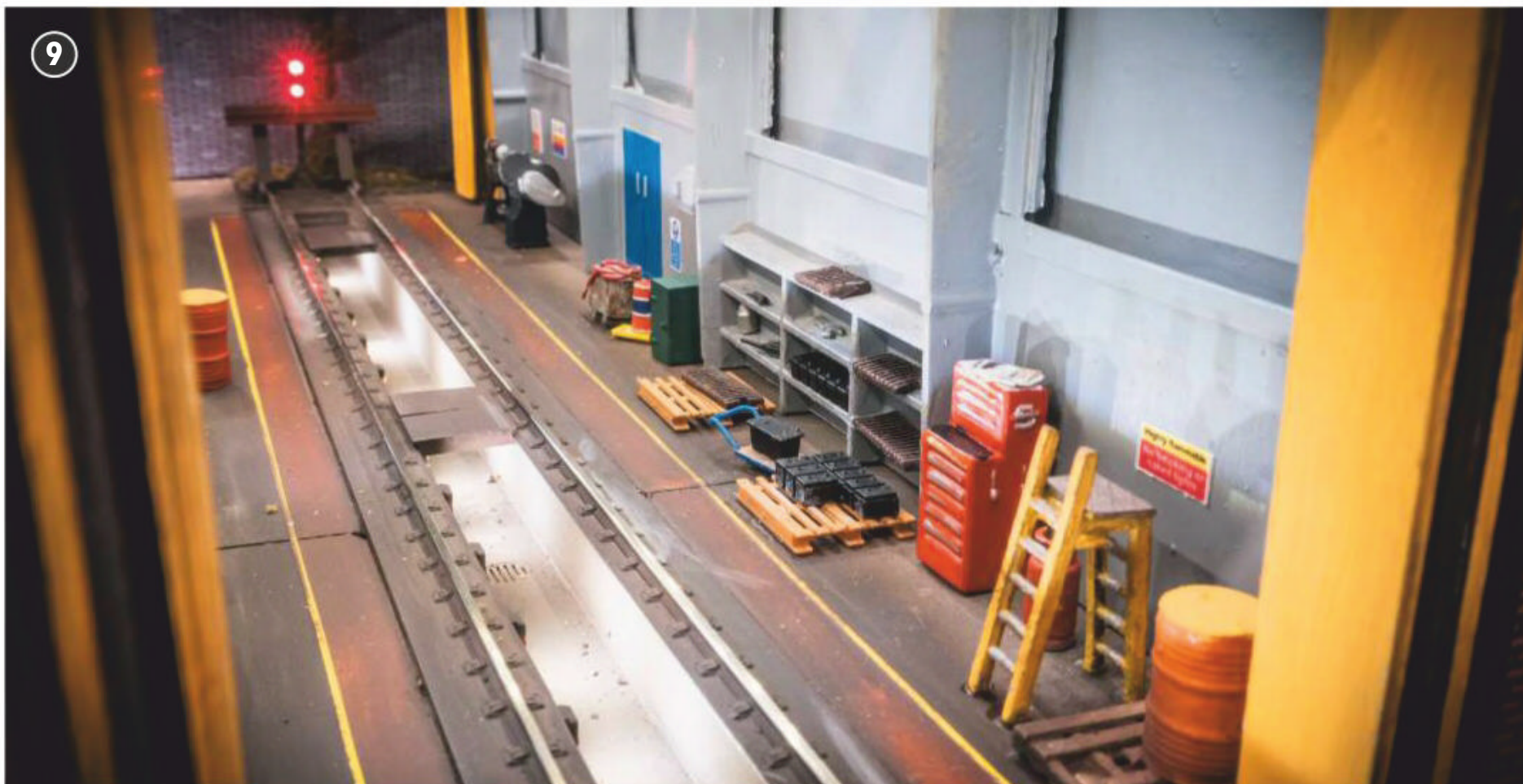
'Tesstrayne' is completely neutral in terms of region, so Dave can run anything he wants, from the 1990s to the present day, without models looking out of place. He made the conscious decision to do this, as he often spends more time looking at a layout than running trains.

"I've discovered in the past that if I make a layout too specific and don't fancy running a locomotive that suits it, then the layout just sits there with me looking at it. It's one of the reasons why layouts tend to get sold so quickly after completion. With this one I intentionally included plenty of operational possibilities to ensure I could get more use out of it – but now I'm selling 'Tesstrayne' as well!"

Dave gets the most pleasure from creating the ➤



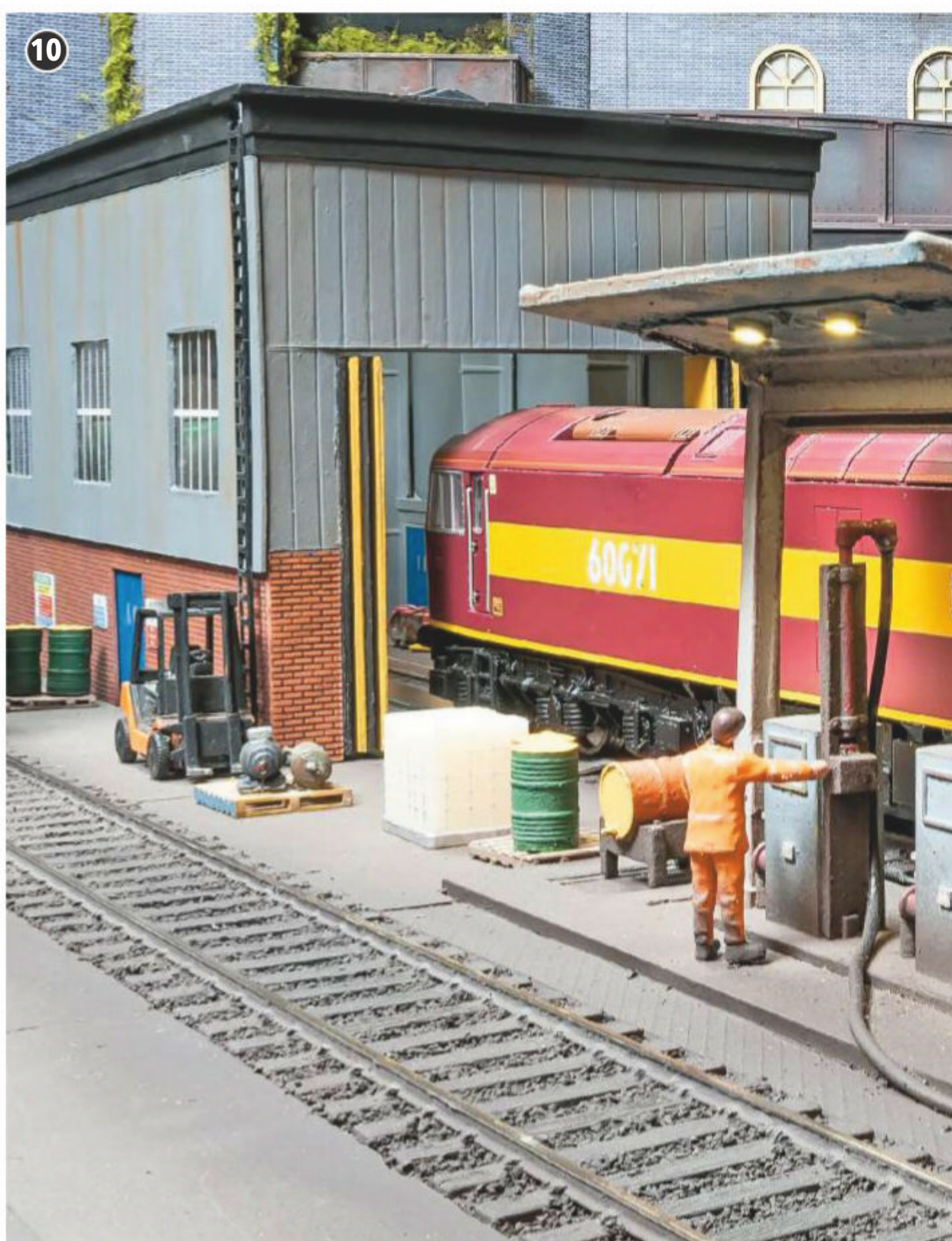




scenery and adding the details to make the layout as accurate as possible to the real world. He used to have a much larger layout, but this was never completed as it quickly became apparent that to add the necessary level of detail to satisfy him he would have spent thousands of pounds on things that most viewers would never see. Having a smaller, more compact layout also means that it's far more manageable.

"The market for everyday items in 'OO' is so large, and I like to add in as much as I can. You probably wouldn't be able to see some of the very small details unless you had a powerful camera, but Chris Nevard's photographs show just how much detail there is. For example, I've placed two *Sun* newspapers on benches in my attempt to replicate the general bits and pieces you see lying around in everyday life."

With the layout up for sale and Dave already working on a new 'O' gauge layout, it appears that there is still no known cure for layout builder-itis. But if a symptom is the ability to build layouts of this quality in under 12 months, this is one bug that modellers wouldn't mind catching! **MR**







MODELLER CV: DAVE FINNEY

I like to travel around the world and head out on my mountain bike when I'm not beavering away in the garage working on a layout.

FACTFILE: 'TESSTRAYNE'

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

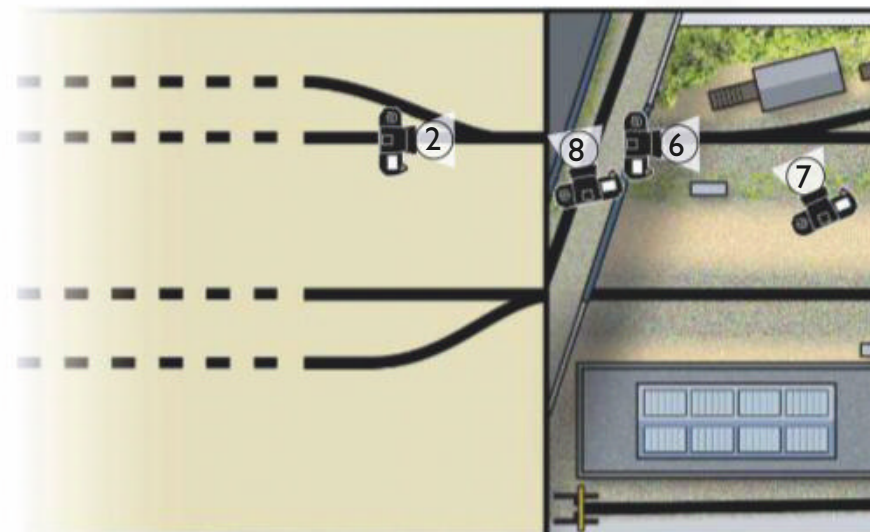
Time to build: One year

Size: 6ft 6in by 1ft 6in

Track: Peco Code 75, electrofrog points

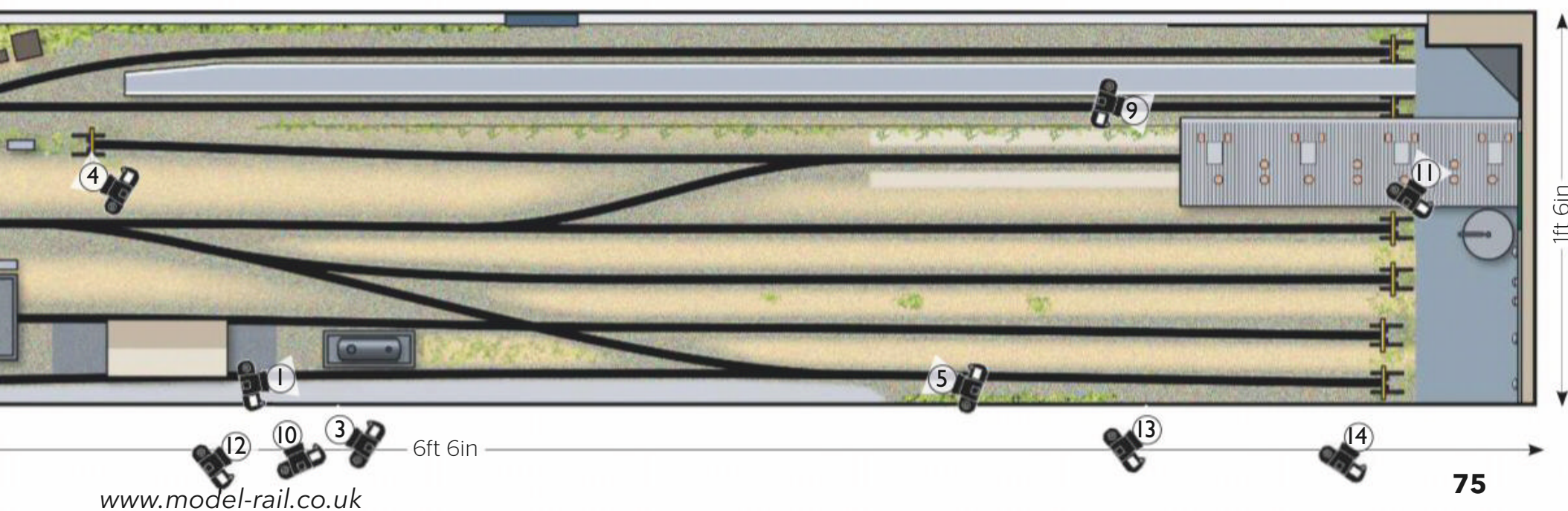
Power and control: DCC using an NCE PowerCab

Artwork: **Andrew Mackintosh**





“With this layout I intentionally included plenty of operational possibilities to ensure I would get more use out of it”



IN THE HEAT of the moment

The first in a three-part 'Masterclass' series looking at technology designed to make the steam locomotive more efficient focuses on the water pre-heater.

Words: **Richard Foster**

There's a theory that having a hot drink on a hot day is more effective at keeping you cool than having a cold one.

The idea is that the body will use less energy processing a cup of tea or coffee than it will to bring a glass of ice-cold water up to the body's internal temperature.

Scientists in the US have proven that the theory's partly correct for humans, but steam locomotive engineers have known this for decades.

Early steam locomotives used a mechanical, axle-driven pump to force water into the boiler, which was fine until the locomotive stopped. No movement equals no water.

The cone injector, invented by Frenchman H. Giffard in 1859, was a much more satisfactory device. As its name suggests, a series of cones sucks the water into the tank, mixes it with steam and forces it into the boiler (at boiler pressure) through

a one-way clack valve.

The majority of main line locomotives have two types of injector. The live steam injector uses steam straight from the boiler, which ensures a high pressure but uses steam that could be going to the cylinders.

The exhaust injector uses spent steam, expelled from the cylinders. The pressure is lower, it can only be used when the regulator is open and it's a more complicated piece of kit. But it is more economical; you're using what is essentially waste steam and not taking steam from the boiler that would otherwise be going to the cylinders and hauling the train.

Both types of injector use the latent heat of the steam to warm the cold water from the tank or tender. If cold water was pumped directly into the boiler, it would induce the stress on the hot boiler internals, akin to pouring hot water on a frozen car windscreen. Or drinking a cold drink on a hot day!

“The water pre-heater was a way to use larger amounts of waste exhaust steam to heat the feed water”

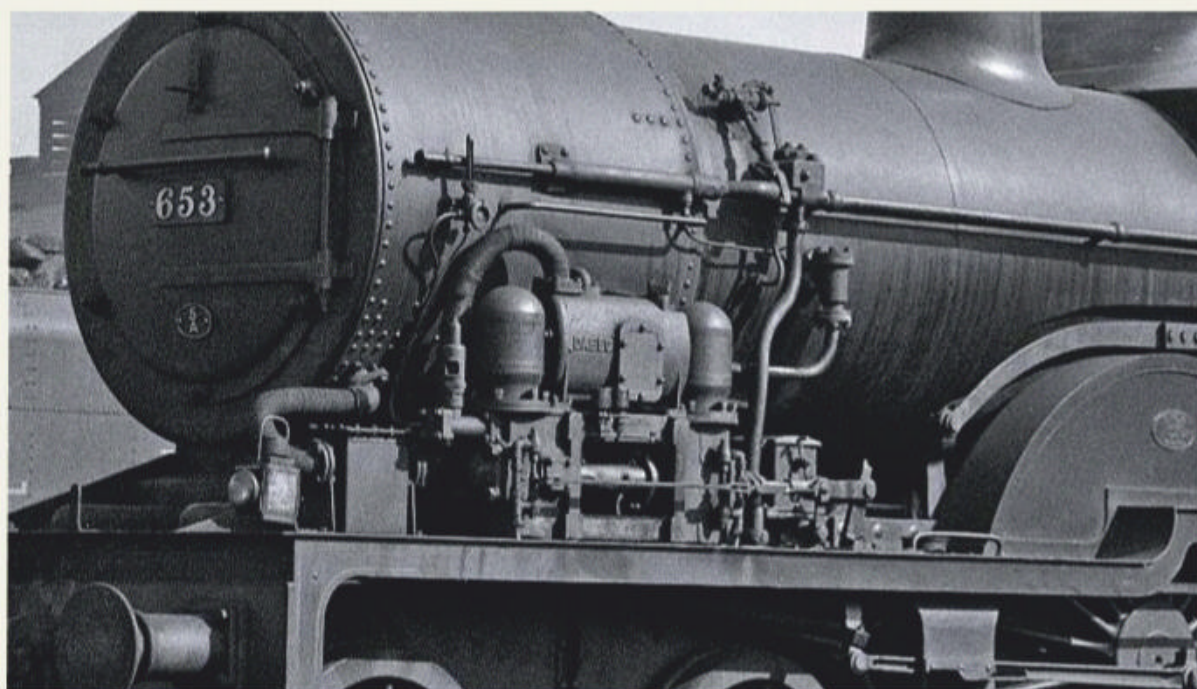


However, the feed water is still at a cooler temperature than the water inside the boiler. It will still induce an amount of thermal shock to the boiler metal and will require the consumption of coal to warm the cold feed water.

Railways spent huge sums on coal (British Railways' annual consumption in post-war years was something like 14.5 million tons) so engineers were under pressure to make any savings possible.

Above: LNER 'P2' 2-8-2 No. 2001 *Cock o' the North*
C.R.L. COLES/RAIL ARCHIVE STEPHENSON

Left: The Dabeg feed water heater fitted to Midland Railway '2P' 4-4-0 No. 653.
RAIL ARCHIVE STEPHENSON





London Brighton & South Coast Railway engineer William Stroudley had long advocated water heaters. He even fitted humble tank locomotives with water heaters and most sheds were equipped with stationary boilers to warm boiler water in order to reduce the time it took to light up a locomotive from cold. Stroudley proved his ideas in a series of trials in the 1880s and 1890s and he was able to show some quite substantial savings in water and coal consumption. Legendary GWR engineer George Jackson Churchward got around this problematic issue with a top feed. Here, water enters the steam space and is funnelled towards the front of the boiler on trays. This warms the water and helps prevent corrosion.

The water pre-heater was a way to use larger amounts of waste exhaust steam to heat the feed water almost to boiling point before it entered the boiler. Increasing the temperature of the feed water required less energy to heat the boiler and thus reduced coal consumption.

The French ACFI system claimed huge savings, whereas the trials with the Franco system in Italy claimed a 14.5% reduction in coal consumption.

Both systems were trialled in Britain but they never really found favour. Some did produce the promised reductions in water and coal consumption, but the costs of fitting and maintaining the extra pumps and equipment tended to negate any money saved on fuel.

The biggest problem facing British engineers was how to squeeze all the equipment into our restricted loading gauge.

And lastly, the humble exhaust injector, from the likes of Davies & Metcalfe and Gresham & Craven, found on many British steam locomotive, offered enough in the way of pre-heating to make extra pumps and tanks unnecessary.

That didn't stop 20th-century British locomotives engineers from trying to find a pre-heater that worked and many locomotives appeared with all manner of extra gubbins attached. What they lacked in aesthetics, they more than make up for in modelling interest!

Feed water pumps

G & J Weir of Glasgow was one of Britain's biggest pump manufacturers and its boiler feed water pumps found their way into almost every ship built in Britain. Weir's biggest competitor was Worthington-Simpson, the south London organisation that specialised in equipment for water authority pumping stations.

Both the Weir and Worthington-Simpson systems used similar principles. Cold feed water was pumped from the tender into a mixing chamber where steam from the boiler raised its temperature. A second pump was also used to force the warm feed water from the chamber to the boiler.

The Worthington system fed the heated feed water into the smokebox. It found greater use in France and the US than in Britain and more sophisticated versions included float arrangements that automatically closed the pumps.

GREAT NORTHERN RAILWAY 'O1' 2-8-0s

Built: Doncaster, 1913-1914

Designer: Nigel Gresley

There was concern that the injectors on Nigel Gresley's second design for the Great Northern Railway would not be big enough to cope with such large boilers and cylinders. Therefore, the first five 'O1s', Nos. 456-460, received a Weir pump and heater, mounted between the frames, alongside a live steam injector. The Weir pumps had all been removed by the end of 1920 and the remaining 15 'O1s' built by NBL received exhaust steam injectors from new.

Fate: Four of the first five 'O1s', Nos. 63475/77-79 were withdrawn by BR in 1951; the remaining 'O1s', including No. 63476, were withdrawn in 1952.

LNER 'C10' 4-4-2 No. 9903 COCK O' THE NORTH

Built: Robert Stephenson & Co, 1911

Designer: William Reid

This ex-North British Railway 'Atlantic' was fitted with a Worthington feed water heater in August 1926 which, by all

accounts proved "very efficient and economical" (RCTS, *Locomotives of the LNER Part 3A*) and it retained the apparatus until withdrawal. No other ex-NBR 'Atlantics' were fitted with such

pumps but they did have one of their live steam injectors replaced by a Davies & Metcalfe exhaust injector.

Fate: Rebuilt to superheated 'C11' form in 1931, renamed *Aberdonian* in 1934 and withdrawn in May 1937.

Other trials? Former GER 'B12' 4-6-0 No. 8509 was fitted with a Worthington-Simpson water heater between 1926 and 1929. Gresley 'O1' No. 476 was fitted with a Worthington heater between 1922 and 1927.



T.G. HEPBURN/RAS

GLASGOW & SOUTH WESTERN RAILWAY '128' 4-6-0 No. 129

Built: North British, 1911

Designer: James Manson

The GSWR ordered two 4-6-0s from NBL in 1910, which were based on Manson's earlier '381' design. Both Nos. 128 and 129 were superheated and fitted with Gresham & Craven injectors but No. 129 also had a Weir feed water heater and pump. During trials between Glasgow and Carlisle in late 1911, Nos. 128 and 129 were pitted against a non-superheated

GSWR 4-6-0. No. 129 compared well with water and coal consumption with No. 128 when only using its injectors. However, it reduced coal consumption from 4t 11cwt to 4t 3cwt when only using the Weir pump.

Although No. 129 was considered the superior machine, the trial came to an end in 1919 when the apparatus was removed during a routine overhaul.

Fate: Withdrawn as LMS No. 14674 in November 1934 and scrapped.



RAS



GREAT EASTERN RAILWAY 'J18' 0-6-0 No. 1240

Built: Stratford, November 1912

Designer: Alfred Hill

Pioneer 'J18' No. 1240 was fitted with a Weir pump and feed water heater in April 1915. It's not recorded how successful the trial was, but the equipment was removed in September 1924.

Fate: Rebuilt as a 'J19/1' in 1935, as a 'J19/2' in 1938 and withdrawn as BR No. 64640 in November 1959.

Other trials? The GER also fitted 'Claud Hamilton' 4-4-0 No. 1791 with a Weir pump and heater in March 1915. This was removed a few months before that of No. 1240 in 1924.

A.W. CROUGHTON/RAS

Dabeg

French engineering company Dabeg S.A. had produced its own feed water heater, which was quite different to others featured here. It used exhaust steam to heat the feed water but, in this case, there was no mixing chamber; the heated feed water was fed directly into the boiler. The biggest drawback with the Dabeg system was that it was mechanically driven by an axle crank and thus couldn't be used when the locomotive was stationary.



LNER 'C7' 4-4-2 No. 2163

Built: Darlington, 1914

Designer: Vincent Raven

After 'O2' No. 3500 had received a Dabeg water heater, Darlington Works fitted No. 2163 with one in March 1926. It was driven from the trailing coupled axle and the resulting cut-out spoilt the smooth lines of Raven's design. The feed water originally passed through a clack valve but this was later changed to a topfeed arrangement. The equipment was removed in 1937.

Fate: As LNER No. 2969, it was withdrawn in 1946 and scrapped.

LMS '2P' 4-4-0s

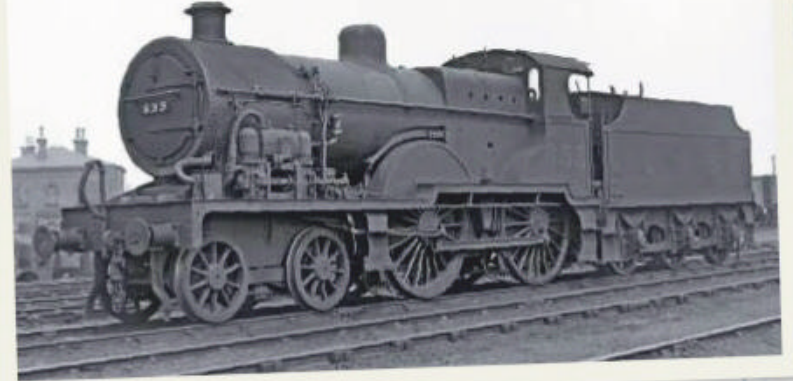
Built: Derby 1928/Crewe 1931

Designer: Henry Fowler

'2Ps' No. 633 (formerly SDJR No 44) and No. 653 were fitted with Dabeg feed water

heaters in 1933. The pump was driven by an outside rod from the leading driving axle. Both 4-4-0s retained the feed water equipment until withdrawal in November 1959.

Fate: No. 40633 was withdrawn from Burton shed while No. 40653 was withdrawn from Crewe North and scrapped in 1961.



T.G. HEPBURN/RAS

LNER 'O2' 2-8-0 No. 3500



Built: Doncaster, 1924

Designer: Nigel Gresley

No. 3500 received its Dabeg water

heater and pump in January 1925, powered by the rear driving axle. Despite the inherent problem

with the Dabeg system - that it didn't work while the locomotive was stationary, No. 3500 was also fitted with a live steam injector. The combination apparently worked well enough to last until 1942, long after the ACFI trials had ended.

Fate: As BR No. 63945, it was rebuilt with a Thompson Diagram 100A boiler in 1956 and was not withdrawn until September 1963.

T.G. HEPBURN/RAS

Franco-Crosti

Arguably the best known water heating system, thanks to its adoption by BR for use on mighty '9F' 2-10-0. The system originated with Italian engineer Attilio Franco and was developed after Franco's death by fellow countryman Piero Crosti.

The Franco-Crosti system was very different to the other feed water heaters on these pages. Rather than pumps and mixing steam from the boiler and feed water, it fed the combustion gases from the smokebox through a pre-heater barrel with water tubes inside it before expelling the gases into the atmosphere. The beauty of the system was its simplicity - it required no moving parts, it used a source of heat not at the expense of the boiler and it did away with the problem of atomised oil from steam used in the cylinders contaminating the feed water.

The problem, as with other inventions conceived on the Continent, was that it was not easy to squeeze all that extra equipment into the British loading gauge.



BR '9F' 2-10-0 Nos. 92020-92029

Built: 1955

Designer: Robert Riddles

BR authorised ten '9Fs' to be built with the Franco-Crosti boiler. Brighton Works led the team to try to find a way to squeeze the pre-heater and extra chimney into the existing '9F' design. The idea behind this was that if the trial was a success, further '9Fs' could be converted. Sadly, the trial was not a success. The locomotives suffered from draughting issues and deposits of

sulphuric acid caused the pre-heater barrel, mounted between the frames, the blast chamber and chimney, to corrode excessively. After just four years, the first Crosti '9Fs' were rebuilt to conventional form, albeit without smoke deflectors, in 1959. All had been rebuilt by 1962.

Fate: The former Crosti '9Fs' nearly made it until the end of BR steam. The final seven in service were withdrawn *en masse* in November 1967.

T.G. HEPBURN/RAS

ACFI

The ACFI feed water system was another French invention. LNER Chief Mechanical Engineer Nigel Gresley was not one to shun pushing steam technology as far as it would go and claims of 12% savings of coal and 15% reduction in water consumption reached his ears from Europe, where some 2,000 locomotives had been fitted with the system.

The most striking difference was that the ACFI (Société l'Auxiliaire des Chemins de Fer et de l'Industrie) system used two chambers mounted on the boiler. The chamber on the opposite side to the footplate-mounted pumps was the mixing chamber where cold water met exhaust steam. The heated water then passed to the charging chamber where it was stored before being pumped into the boiler.

Gresley tried the ACFI apparatus on a whole host of locomotives, including 55 'B12s', the biggest trial of water heaters in British railway history. However, the cost of maintaining the equipment, particularly de-scaling, meant that the trial was abandoned in 1937. Some locomotives still retained the equipment and, facing with the trials and tribulations of running a railway in wartime, his successor, Edward Thompson, issued a general directive on June 20 1941 to "remove all gadgets such as ACFI, Dabeg etc" and to replace them with exhaust steam injectors.

LNER 'B12' 4-6-0s

Built: Stratford/Beardmore/Beyer Peacock (1911-1928)

Designer: S.D. Holden

This was the most extensive feed water trial carried out by the LNER. Nos. 8505, 8517 and 8523 received ACFI apparatus in 1927 and a further 50 sets were bought between 1931 and 1933. They were fitted to 8500/01/03/04/07-15, 18-22, 24/26-32, 34-40, 42-44/46/48-49, 53-54/56, 60/63-64/67-70, 77. Rebuilding to 'B12/3' condition with the larger Gresley boiler rendered the ACFI gear redundant. Nos. 8551 and 8552 were fitted with spare ACFI equipment in 1934. The trial was ended in 1941 but not all 'B12s' had been converted to 'B12/3'.

Fate: Only one 'B12' survives; this is 'B12/3' No. 61572 at the North Norfolk Railway, which never carried ACFI gear.

LNER 'C7' 4-4-2s

Built: NBL, 1911; Darlington, 1916

Designer: Vincent Raven

Two sets of ACFI gear ordered for the initial 'B12' trials was transferred to Darlington to be fitted to former North Eastern Railway 'Atlantics' Nos. 728 and 2206. The 'Atlantics' suffered from the same problems with scale that plagued the 'B12s' but they missed out on the removal of the equipment in the late 1930s - it wasn't until 1941/1942 that the ACFI equipment was removed.

LMS '7F' 0-8-0

Built: Crewe 1934

Designer: Henry Fowler

It's not exactly clear why the final three of Fowler's 'Austin 7' 0-8-0s were fitted with ACFI water heaters but Nos. 9672-74 emerged from Crewe Works with the twin tanks on their boilers and pumps mounted on the fireman's side footplate. The equipment was moved during 1943/44 as a wartime economy measure.

Fate: BR's No. 49673 was the first of the trio to be withdrawn (1951). No. 49672 followed in 1957 and No. 49674 was withdrawn in 1959.

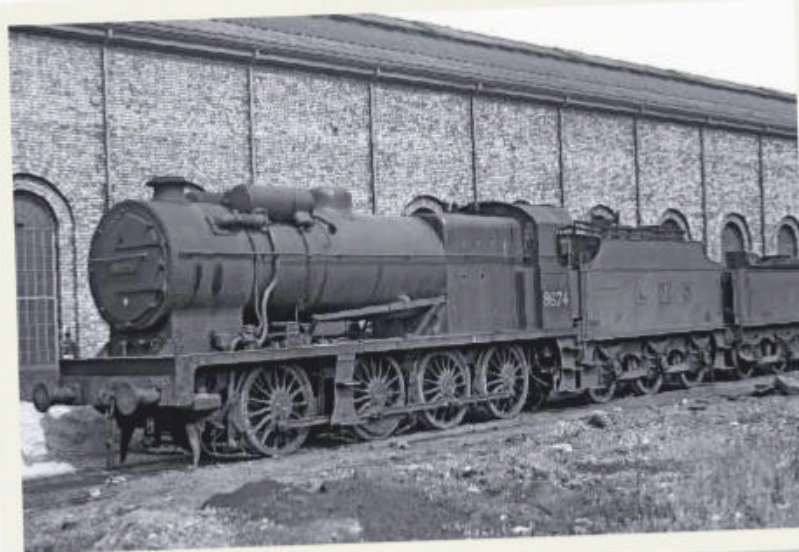
DID YOU KNOW?

It's not exactly known where the 'B12's' 'Hiker' moniker originated. The ACFI chambers resembled rucksacks on the back and is the most likely reason. However, O.S. Nock claims that Scottish fireman likened the longer footplate on the 'B12s' to hiking in the Highlands!

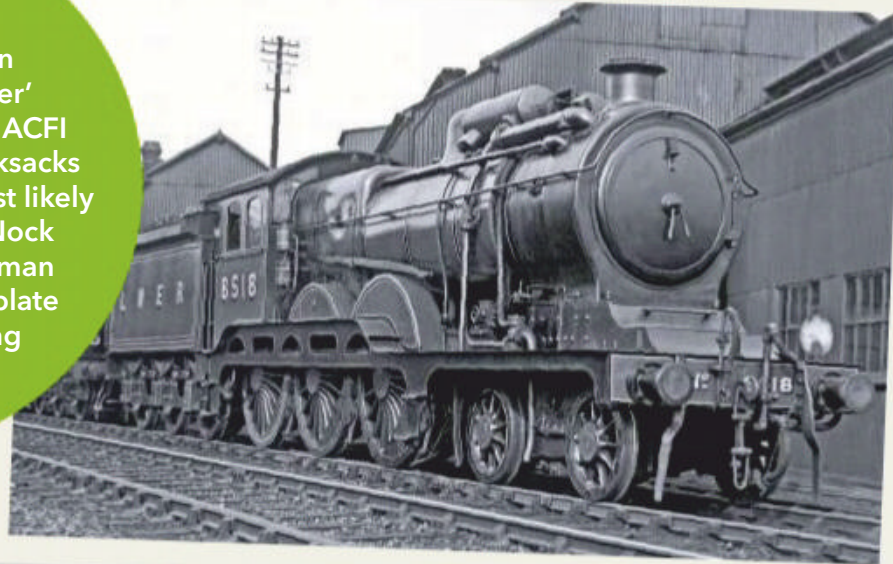


GEORGE R. GRIGS/RAS

Fate: No. 728 was withdrawn in November 1945 whereas classmate No. 2206 nearly made it into BR ownership. Sadly, it was withdrawn in November 1947.



C.R. GORDON STUART/RAS



COLLING TURNER/RAS

LNER 'A1' 4-6-2 No. 2576 THE WHITE KNIGHT

Built: Doncaster 1924

Designer: Nigel Gresley

It was all very well fitting pre-Grouping locomotives with water heaters, but how would a modern 'Pacific' with higher boiler pressure cope? 'A1' *The White Knight* received ACFI apparatus in 1930, which had been redesigned so that the chambers were housed in the smokebox. This not only made use of heat that would otherwise be wasted but the external chambers would have fouled the loading gauge on locomotives with such large boilers! No. 2576 retained its ACFI gear until 1938.

Fate: No. 2570 was rebuilt as an 'A3' in 1943 and was withdrawn as BR No. 60077 on July 13 1964.



RAS

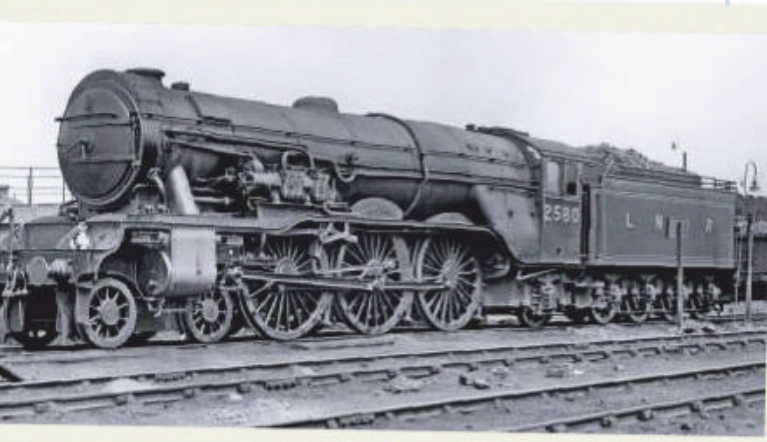
LNER 'A3' 4-6-2 No. 2580

Built: Doncaster, 1924

Designer: Nigel Gresley

The LNER had only rebuilt four 'A1s' as 'A3s' when the ACFI trial was started in 1930 and it made sense to test the equipment on the new 220lbs/sq in boiler as well as the old 180lb/sq in 'A1' boiler. *Shotover*, the third 'A3' was selected as the trial locomotive. Like *The White Knight*, it received the smokebox mixing chamber and the apparatus was also removed in 1938.

Fate: Withdrawn as BR No. 60081 on October 1 1962 and scrapped at Doncaster during the spring of 1963.



The curious tale of the double-dome boiler...

One final type of water heater that we haven't touched on yet was from British injector maker Gresham & Craven. Its No. 20 feed water heater involved fitting a coned delivery pipe to the injector's delivery pipe into the top of the boiler

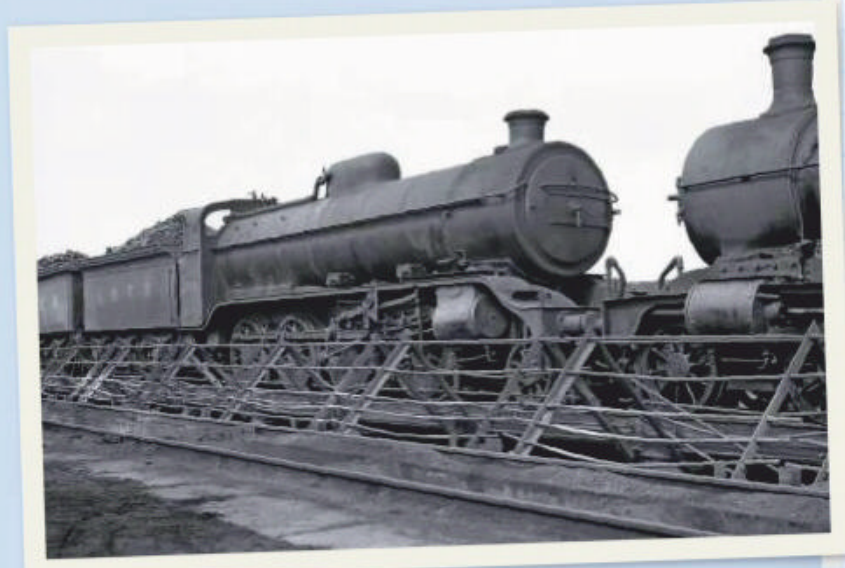
so that steam mixed with feed water just as it was delivered into the boiler.

GNR 'O1s' Nos. 3464, 3473, 3474 and 3476 received these heaters in 1928 and carried them until 1931/1932. 'O2s' Nos. 3480 and 3498 also received the No. 20 heater in 1928, losing them in the early 1930s.

'O2' No. 3499 received two Gresham & Craven No. 20s in August 1931 and the feed water entered the boiler by a topfeed-like arrangement. It retained this until October 1937. Remember 'O1' No. 459, one of the five

fitted with Weir heaters and pumps? This had lost its heater - but not the pump - in 1916. Instead, feed water was pumped to a top-feed arrangement in a second dome. Both domes were hidden by an elongated cover.

This boiler passed to 'O2' No. 3461 in February 1929. Inside was fitted a twin No. 20 feed water system similar to that carried by No. 3499. No. 3461 carried the double-dome boiler until it was condemned in November 1935. The 2-8-0 returned to traffic with a new boiler and original injector arrangement.



COLLING TURNER/RAS

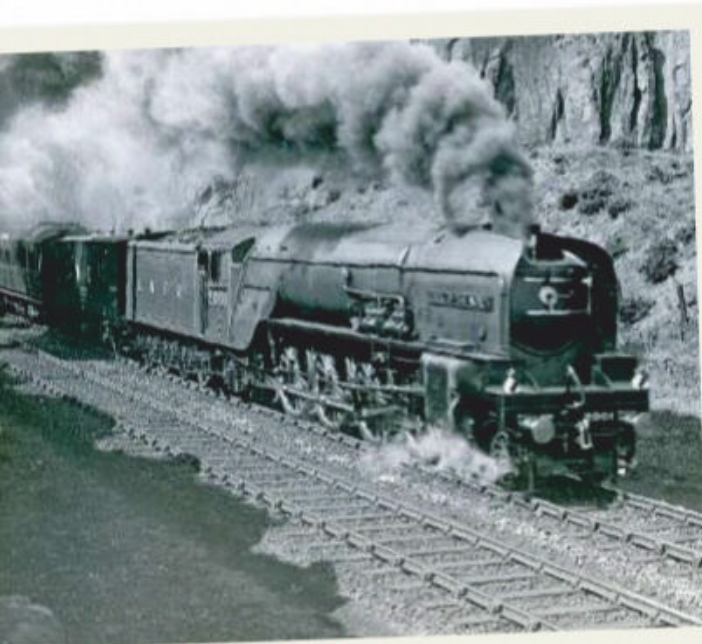
LNER 'P2' 2-8-2 No. 2001 COCK O' THE NORTH

Built: Doncaster, 1934

Designer: Nigel Gresley

It's fascinating to see Gresley's 2-8-2 for the Edinburgh-Aberdeen main line evolve from a fairly conventional layout into one of the most advanced pre-war locomotives ever. The resulting 'P2' No. 2001 featured wind tunnel-assisted styling, Lenz rotary valve gear, Kylchap double chimney and blastpipe and, of course, ACFI water heaters and pumps rather than injectors. The ACFI apparatus was particularly problematic on No. 2001 and no other 'P2s' received it. No. 2001 was rebuilt with an 'A4' style, conventional valve gear and injectors in 1937.

Fate: Rebuilt as Thompson 'A2/2' 4-6-2 in 1944 and withdrawn by BR as No. 60501 in 1960.



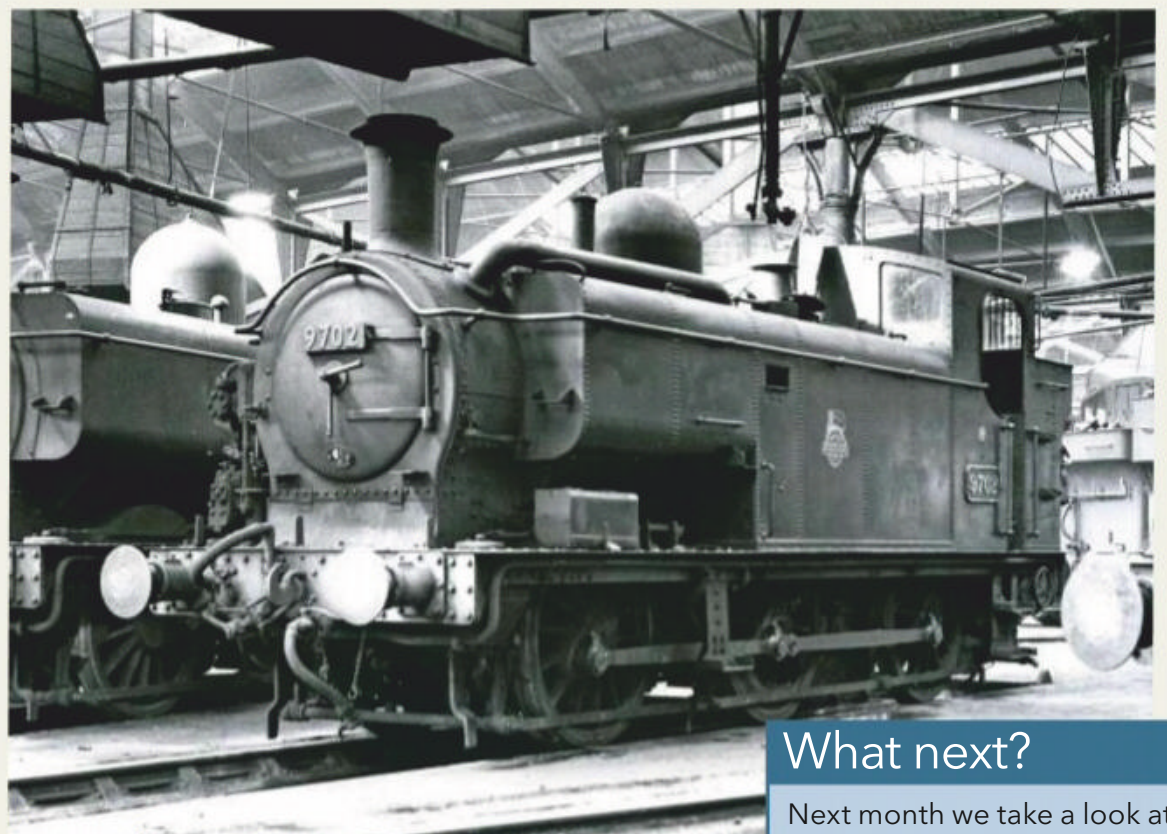
C.R.L. COLES/RAIL ARCHIVE STEPHENSON

Condensing locomotives

Feed water pumps may not have found favour on main line locomotives but they became an essential piece of kit on condensing tanks. Locomotive that omitted smoke and steam in the tight confines of London Underground and Mersey Railway's tunnels were not ideal. Therefore, engineers fitted locomotives with condensing apparatus, whereby exhaust steam was diverted from the

blastpipe and into the water tanks.

This may have helped reduce the blast from the chimney but it heated the water in the tanks, which meant that a conventional injector didn't work. Weir pumps were fitted to Fowler 2-6-2Ts and GWR 0-6-0PTs No. 9700-9709 for working the Metropolitan 'Widened Lines' while the Gresley 'N2' 0-6-2Ts had Westinghouse feed water pumps.



What next?

Next month we take a look at Stanier's 'Turbomotive'.



HOW TO

MODEL A WATER FEED PUMP

George Dent ruins the clean lines of a Gresley 'A3' by adding the unusual ACFI water feed pump, with the help of a conversion kit from Niu Models.

Few can argue against the grace and beauty of a Gresley 'A3', but there's a part of me that does love a more workmanlike appearance, with pipes and bits of machinery visible on the outside. Indeed, there's a steampunk-esque attitude about the two LNER 'A3s' kitted out with the experimental ACFI water feed apparatus during the late 1920s.

I can never resist a bit of 'plumbing' work, so I thought I'd have a go at recreating one of the modified 'Pacifics' and a handy set of parts is available for the task from Niu Models. Consisting of an array of finely rendered resin components, the modeller is left with the task of fitting out the boiler with pipes of

varying diameter, running between smokebox and cab.

Shaping the brass wire accurately proved one of the major challenges and I soon began to wish I'd used copper wire instead, which is far more malleable. However, my reasons for choosing brass were sound, especially for the long, straight pipe runs, which are impossible to achieve with soft copper.

The finished result isn't perfect, not least as I couldn't find a Hornby 'A3' with the correct round (not streamlined) dome in

the correct livery at short notice.

Moreover, I was loathe to mess around with a new, high-spec Hornby model, so I opted for a bargain pre-owned tender-drive version instead.

However, the exercise has been valid, revealing how the real *Shotover* and *The White Knight* looked while festooned with the ACFI feed water heating gear. It has certainly produced something a little different for an interwar-era layout, a model that's sure to generate a healthy debate on the idea of form versus function!



MODEL NIU2010b ACFI Water Feed Pump kit ♦ Price £19.50 plus p&p

AVAILABILITY Niu Models Tel: 0203 669 6750 Web: www.nimodels.co.uk



STEP BY STEP

1



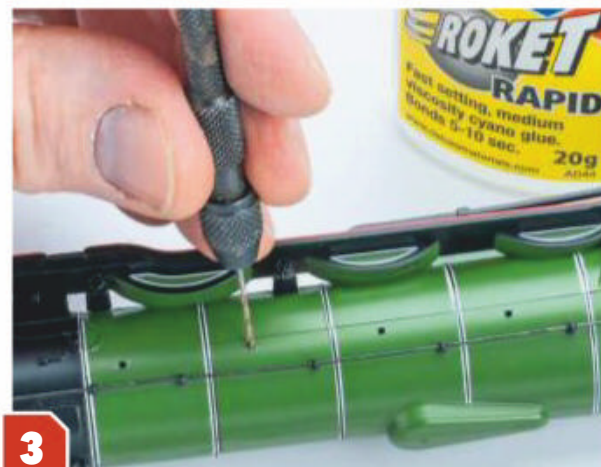
Niu Models' kit makes resin components to form the main body of the ACFI unit and the footplate mounting bracket, as well as a set of etched nameplates for *Shotover*, one of the two 'A3s' equipped with this apparatus.

2



First step is to remove the steam pipe and reversing arm from the left-hand side of the boiler, plus the two nameplates. The pipe can be gently prised out. Take care - they need to be re-fitted to the opposite side.

3



Mark out and drill locating holes for the steam pipe on the other side of the boiler, ensuring that they're spaced accurately and in a straight, horizontal line. Fix the pipe and reverser rod into place with cyano glue.

4



I found the most difficult aspect of the project was the cutting and shaping of the footplate to accommodate the shaped mounting bracket. A fresh scalpel blade and a patient approach was essential.

5



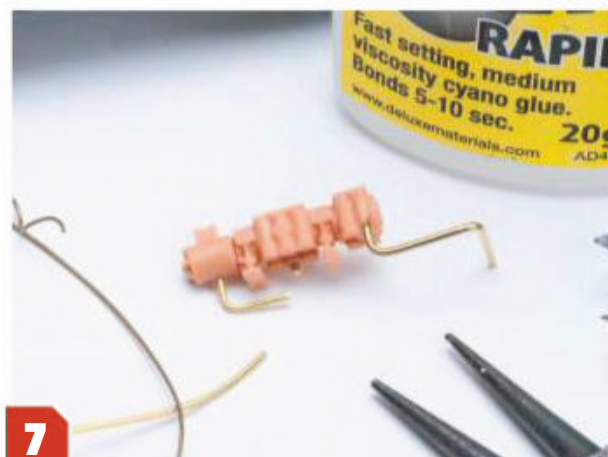
Having fixed the bracket to the footplate, any gaps were filled with hobby putty. While the filler was in use, I also filled the holes for the steam pipe. When cured, the putty was abraded flush and smooth.

6



The various water heater components were carefully drilled to accept the various thicknesses of brass wire (0.4, 0.7 and 1.0mm diameter). Take care when drilling as the material is rather brittle and easily damaged.

7



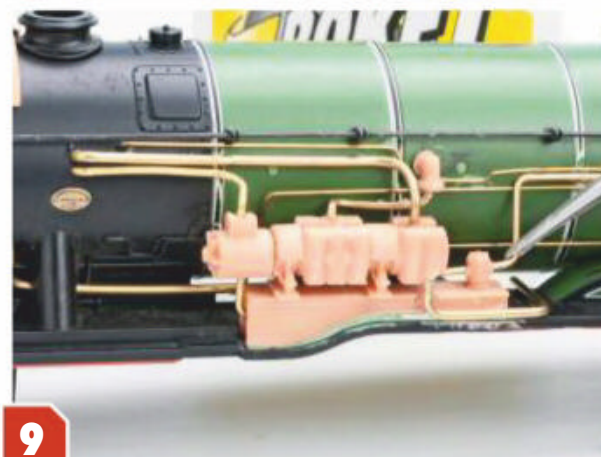
Shape the brass wire with a set of round-nose pliers and trim to length after test-fitting. A couple of the lower pipes need to be installed before the assembly is fixed to the bracket, secured with a tiny drop of cyano adhesive.

8



Once the ACFI apparatus has been installed, the rest of the 'plumbing' can be fitted, with holes drilled into the boiler and footplate, following the Niu Models kit instructions and consulting prototype images.

9



With hindsight, I realised that the two pipes emanating from the smokebox side should have been placed further towards the front. Note the different sizes of brass wire employed for the water and lubricating pipes.

10



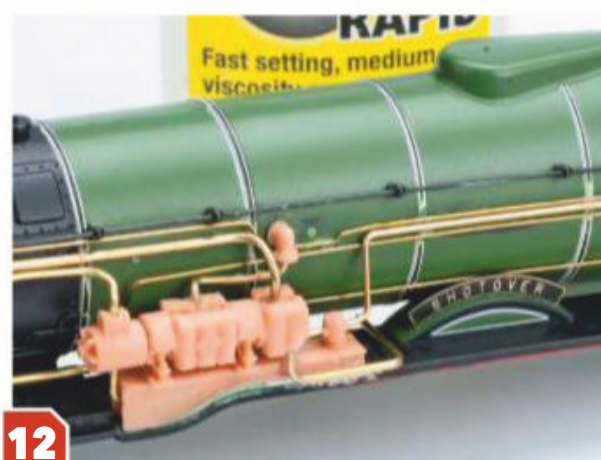
The pipework was secured to the boiler and firebox sides with tiny blobs of cyano glue, applied via a precision applicator tip. Curing was accelerated with Roket Blaster fluid, which produces an instant bond.

11



The smokebox top fitting was aligned carefully during bonding, to ensure that it wasn't lopsided. The brass wire was then shaped to follow the smokebox profile and fixed in position.

12



Having clipped the Hornby nameplates back into position atop the splashers, the etched versions can then be cut carefully from the fret and glued over the originals. Again, accurate alignment is important.

Know your stuff

Peter Marriott takes over Know Your Stuff this issue to bring you a selection of great ideas for cameos and scenic detailing.

**KYS
CAMEO
SPECIAL**



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



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



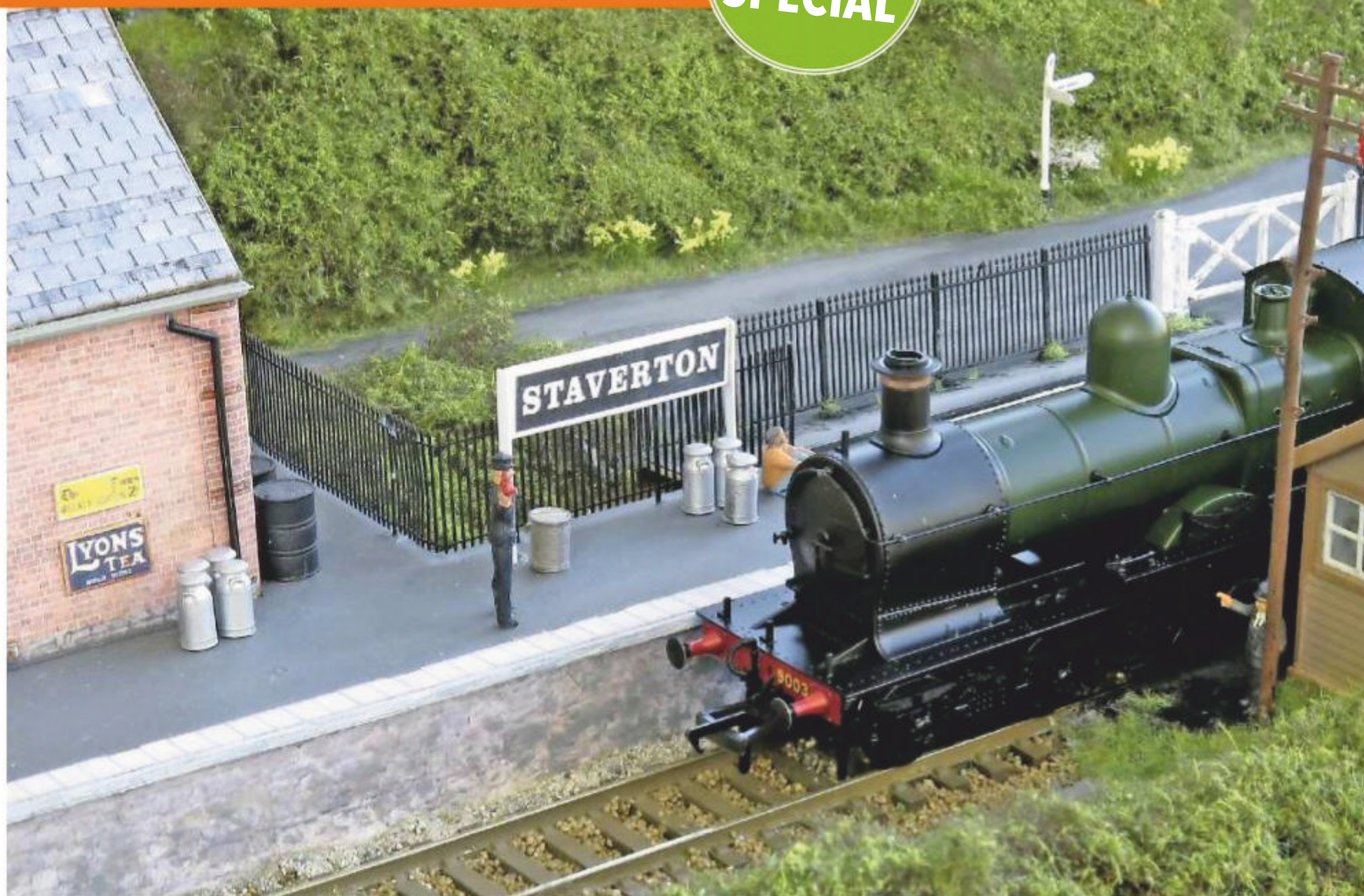
Peter Marriott
Rumour has it that MR's resident scenery buff even uses a Gras-Master on his own front lawn...



Dave Lowery
Professional model maker who's been there, done that and got the T-shirt!



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



MAKE A CUSTOM RUNNING-IN BOARD



Whether your station is based on a real one or a product of your imagination, nothing will personalise its platforms like a running-in board with its name on it. Back in September 2018 (MR252), I built a small diorama based on Staverton on the South Devon Railway. Its GWR running-in board seemed to catch people's imaginations and a lot of people got in touch to ask where the running-in board came from.

The answer is Scalescenes. In the case of Staverton, it came as part of the Scalescenes kit. However, Scalescenes produces a station detailing pack that allows you to create personalised running-in boards in BR and 'Big Four' styles. Luckily, assembly follows the same procedure.

**STEP
BY
STEP**

1

The running-in boards come on a sheet that contains lots of other signs and posters and, therefore, require careful cutting out with a sharp knife.



3

Glue the legs to the board with a small drop of cyano. When dry, paint the whole assembly. I used a white enamel paint.



2

The paper Scalescenes name needs a solid backing. Therefore, use a sharp blade and steel rule to cut a suitably sized piece of mount board. Cut the legs from plastic strip.



4

With everything dry, fix the Scalescenes paper name to the backing board with Pritt Stick. Touch up the cut edge with a black felt-tipped pen.



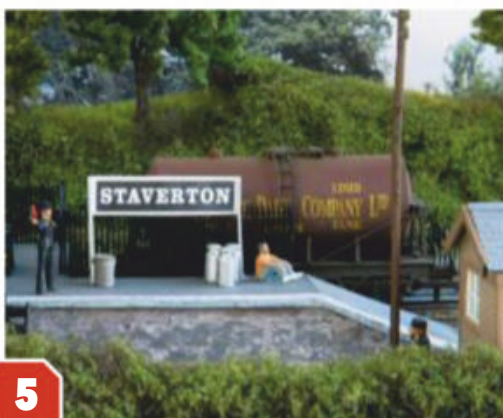
What you will need

SHOPPING LIST

- ◆ Mounting card at around £5.50 per A2 sheet from Hobbycraft stores or www.hobbycraft.co.uk
- ◆ Scalescenes R001a Stations Signs & Posterboards, £2.99 Availability: www.scalescenes.com
- ◆ Evergreen EG124 0.5mm by 2.0mm plastic strip, £5.00 Availability: Eileen's Emporium Tel: 01531 828009 Web: www.eileensemporium.com

TOOLS

- ◆ Steel rule
- ◆ Sharp pencil
- ◆ Craft knife with fresh blades
- ◆ Self-healing cutting mat
- ◆ Fine sandpaper or sanding stick
- ◆ Glues
- ◆ Felt-tip pen


5

Drill holes into your platform to accept the posts. Press the assembly into the holes and secure with Woodland Scenics Scenic Glue.

ADD COAL - FAST!

There's no denying the quality of today's ready-to-run model locomotives. Regardless of who makes what, there's very little to choose between manufacturers when it comes to prototype fidelity, paint finishes and performance.

But there are one or two areas on every model steam locomotive that always needs attention, whether your model comes from Margate, Barwell or Chirk. You'll always need to add a footplate crew and you'll always need to do something about the moulded plastic coal load.

While there is a small range of ready-painted footplate figures, generally speaking, you'll need to spend time painting and prepping drivers and firemen, whether they're whitmetal or 3D-printed.

Coal, on the other hand, can be added to your model in just 15 minutes.

Deluxe Materials' Ballast Magic is quick

STEP BY STEP


1

Use low-tack masking tape (Tamiya's product is ideal) around the sides of the bunker or tender to prevent any of the adhesive from getting onto the locomotive.


3

Use the supplied tool to thoroughly stir the mixture until it's lighter in colour. Carefully spoon the mixture into the bunker or tender. One layer over the moulded coal is sufficient.


5

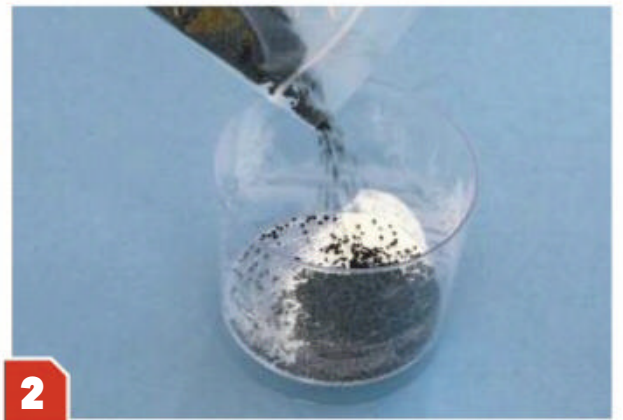
You can use Ballast Magic to fill even the smallest bunkers. It's essential to brush off the excess white powder adhesive before misting the coal with water.

What you will need

SHOPPING LIST

- ◆ Deluxe Materials AD-76 Ballast Magic Kit, £16.75 Availability: Gaugemaster Tel: 01603 884488 Web: www.gaugemasterretail.com
- ◆ Geoscenics Tender Coal ('N', 'OO', 'O'), from £12.00 Availability: Geoscenics Tel: 07811 673341 Web: www.geoscenics.co.uk
- ◆ Tamiya Masking Tape 10mm, £6.00 Availability: Hobby Craft stores or Web: www.hobbycraft.co.uk

and useful and it can also be used here. It consists of a fine white powder that you mix with your choice of ballast. You put it in place and spray it with water, which activates the adhesive, fixing the ballast in place.


2

Mix one part Ballast Magic with five parts coal (real or imitation). The Ballast Magic Kit even contains a suitable mixing pot.


4

Lightly mist with water from the spray bottle, about 15cm-20cm above the model. Ensure all the white adhesive disappears. Remove excess water with a kitchen towel.


6

Ballast Magic will provide an immediate fix once misted, but the drying time will depend on the weather and the temperature. Leave to dry and then remove the masking tape.



What you will need

SHOPPING LIST

- ◆ Woodland Scenics WST1447 Foam Putty, £9.75; WC1228 Green Undercoat, £9.75; WS190 Scenic Glue, £8.75; WC1203 Plaster Cloth, £11.75; WFP178 Poly Fiber, £4.00. **Availability:** Rails of Sheffield. **Tel:** 01142 551436. **Web:** www.railsofsheffield.com
- ◆ WW Scenics Fine Modelling Sand 100G, £2.50. **Availability:** WW Scenics. **Tel:** 01792 815841. **Web:** www.war-world.co.uk
- ◆ Noch 08372 Mid Green Scatter, £7.00. **Availability:** Gaugemaster. **Tel:** 01903 884488. **Web:** www.gaugemasterretail.com

TOOLS

- ◆ Selection of paintbrushes
- ◆ Electrostatic grass tool
- ◆ Pair of old stout scissors
- ◆ Craft knife with fresh blades

MAKE A FARM TRACK

Nothing says that you're out in the countryside like a farm track. These intriguing by-ways seem to blend seamlessly into the landscape, being unmetalled and with grass and other vegetation growing up the middle. What makes them so appealing is that they lead to the exciting world of the farm yard, a route to an idyllic holiday cottage or a fabulous hiking adventure.

The farm track provides a useful purpose



on a layout as they often help divide and provide a boundary for fields. That makes them an interesting alternative to a hedge or fence. And with the huge array of scenic products on the market, a realistic farm track is within easy reach.

STEP BY STEP



1

Form the foundation of your track. In this case, I used pieces of hard foam sheets, shaped them with a craft knife and fixed them to the baseboard with PVA.



2

I decided to cover the foam with plaster cloth to help blend it into the rest of the landscape. Cut pieces of cloth and dunk it in the non-stick Woodland Scenics Modelling Tray.



3

Lay the cloth over the foam. When dry, paint it green. Apply a thin layer of Woodland Scenics Foam Putty along the road with an off-cut of card and smooth it with a wide paintbrush.



4

With the Foam Putty dry, paint the track with a brown acrylic and allow it to dry. Then apply a coat of PVA and cover with fine sand.



5

To make the hedges you often find alongside a farm track, tease apart some Woodland Scenics Poly Fiber so that it's light and airy.



6

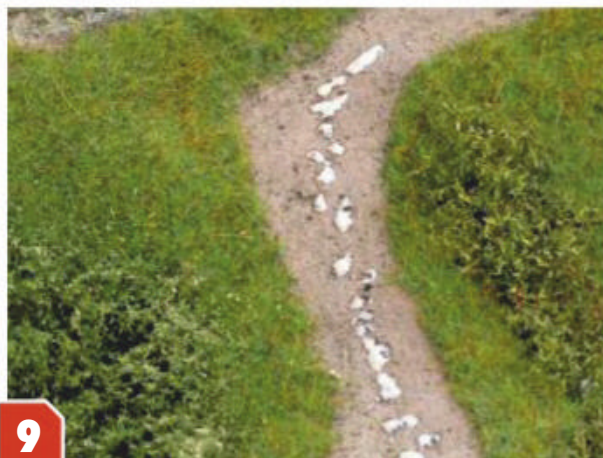
Spray the Poly Fiber with hairspray and sprinkle on some green scatter. Then put to one side.



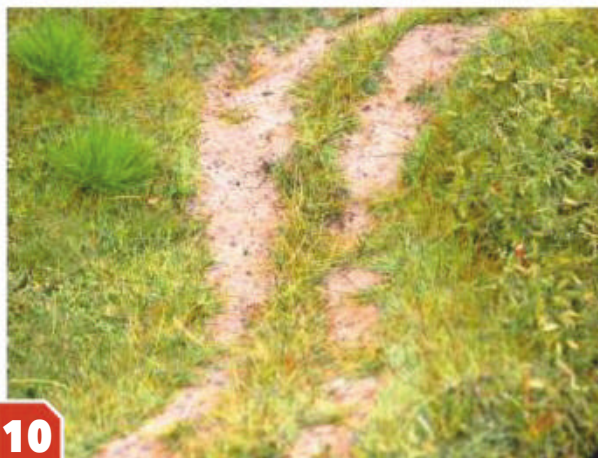
7 I created a base layer of scenery along the edge of the track using 2mm static grass fibres. The Poly Fiber covered in scatter was glued onto the verges.



8 Farm tracks are far from smooth and so I highlighted the rutted parts using brown acrylic paint.



9 To make the weeds that run up the centre of the track, I dabbed on a little white glue, having first used a model vehicle to ensure that the wheel tracks are the correct width apart.



10 There are at least three methods of making the grass down the centre: static grass, grass tuft strips or pieces cut from quality grass. I used 2mm static grass fibres.

Tool of the month

Woodland Scenics modelling tray

This silicone tray measures 14in by 10in and is 1¾in deep. Its ideal for wetting cut pieces of plaster cloth because it's non-stick and, when you've finished, simply wash away any debris with warm soapy water and it's as good as new.

The tray can be useful for working with water products, again because it's non-stick. You can leave strands of Water Effects to dry on it in order to make waterfalls.

In my experience, the Tray works so much better than a bucket because the plaster and other substances don't stick to it and it only takes minutes to clean afterwards.

Product: Woodland scenics c1194 plaster cloth/modelling tray

Price: £23.25

Availability: Bachmann/Woodland Scenics stockists



CAMEO TO CREATE A BUZZ

We know that the bee population is dropping, but did you know that bee-keeping itself is in decline? According to www.sustainweb.org, the numbers of beekeepers in the UK has declined by 75% over the last century.

There are over a quarter of a million honey beehives in the UK with the majority of these kept by around 44,000 amateur beekeepers. In addition, there are around 200 commercial beekeepers.

Why not use your layout to bring attention to the plight of bees? Beehives offer a quick and easy way to add an unusual cameo scene to an 'N' or 'OO' gauge layout.

If you want to add 4mm:1ft scale bee hives to your layout, both Harburn Hamlet and Penduke Models produce beehives ready-painted. In addition, Langley Models produces unpainted kits and painted models of beekeepers and hives in 'OO' and 'N'.

When a beekeeper is inspecting the bees they remove the top from the hive and both the Harburn and Langley offerings depict this. Usually hives are seen at a discreet location, which is generally away from houses.



Above: Miniature 3D-printed bee hives from the Penduke range.

Left: Harburn Hamlet beekeepers.

What you will need

SHOPPING LIST

- ◆ Penduke Models produces four 3D printed standard beehives(3D0011), £5.99. **Availability:** Penduke Models. **Tel:** 07775 526112. **Web:** www.pendukemodels.co.uk
- ◆ Harburn Hamlet's range comprises two standard design beehives (CC225), two classic design beehives (CC226) and one beekeeper in suit attending an open standard design beehive (CC227). RRP is £7.49 each. **Availability:** Harburn Hobbies Ltd, 67 Elm Row, Leith Walk, Edinburgh EH7 4AQ. **Tel:** 01315 563233. **Web:** www.harburnhobbies.co.uk
- ◆ Langley Models has beekeepers and hives in 4mm:1ft scale (F234 and F234p, for £5.95 and £11.40 respectively). It's 2mm:1ft scale range has bee keepers and hives packs (A100 and A100p) for £4.70 and £12.20. Those with a 'p' suffix come ready painted. **Availability:** Langley Models, 166 Three Bridges Road, Three Bridges, Crawley, West Sussex RH10 1LE. **Tel:** 01293 516329. **Web:** www.langley-models.co.uk

ADDING LIGHTS

Nothing brings a layout to life like lighting. There are so many systems to choose from but I really like the simplicity of Woodland Scenics' Just Plug Lighting System. You don't need any electrical knowledge or special tools to install them (which is good because I don't have either!) and it's been designed as a quick and easy way to add working lights to layouts. It's versatile too, and can be used inside buildings, on buildings and as streetlights. I decided to add a selection of cool white and warm white nano lights and some streetlights to my container terminal diorama, which features the Bachmann Scenecraft container crane as its focal point.



JUST PLUG IN A NUTSHELL

The Just Plug Lighting System comprises ports, plugs and cables. The simple connection system makes it quick and easy to light either one building or many, or one streetlight or many. To connect a plug to a port just align the locking tabs on a plug with the front of a Light or Expansion Hub and insert the plug into Hub Port until locking tabs click into place. To remove a plug from a port, grasp the top edge of plug and pull firmly. You will need one Just Plug Power Supply (JP5772 UK) to power your light system. Alternatively, you can power your lights from the uncontrolled side of the power transformer/controller pack by using



the Connecting Cables (JP5760) directly from a Light Hub or Expansion Hub. Woodland Scenics recommend using 16-20V AC to power the Just Plug Lights. The Light Hub is the centre of the system. It can control up to 12 Just Plug LED streetlights or, via the Port Sharing device, 16 individual lights. It regulates the light brightness with individual dimmer controls for each light Expansion Hubs enables the Just Plug Lighting System to be expanded quickly and easily.

What you will need

- SHOPPING LIST**
- ◆ Woodland Scenics JP5772 Power Supply, £24.25; JP5701 Light Hub, £16.50; JP5675 Street Lamps Metal Style, £24.25; JP5748 Cool white lights, £9.75. **Availability:** Bachmann/Woodland Scenics stockists
- TOOLS**
- ◆ Drill with selection of bits
 - ◆ Selection of screw drivers
 - ◆ Cyanoacrylate adhesive
 - ◆ Woodland Scenics Scenic Glue

STEP BY STEP



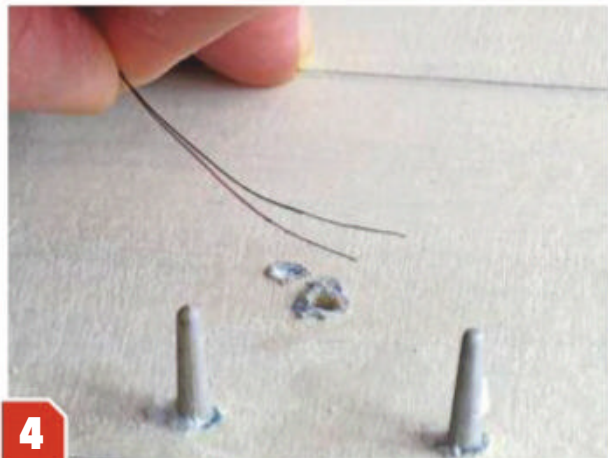
For this project, I used a pack of metal streetlights, two packs of Nano Lights, a UK power supply and a Light Hub.



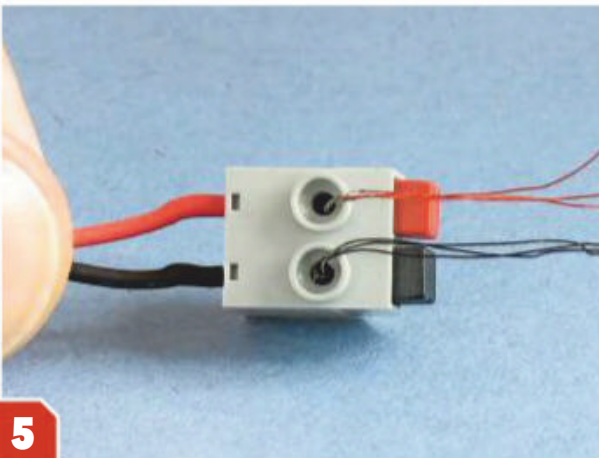
One pack of the metal streetlights with warm LED bulbs contains three lights plus their wound-up wires and a Linker Plug.



Use a minidrill with 2.4 mm bit to drill a hole in the baseboard to take the two wires from the base of each streetlight.



Thread the two fine 91cm feed wires through the hole in the baseboard from top to bottom. Press the light into place and secure them with Woodland Scenics Scenic Glue.



The feed wires from the street lights push into the Linker Plug. The red and black buttons on the top just need to be pushed down to allow the wires into the holes.



Mount the Light Hub on the baseboard using the supplied screws. Cut a small groove under baseboard edge to accept the feed wires. Everything is clearly labelled.



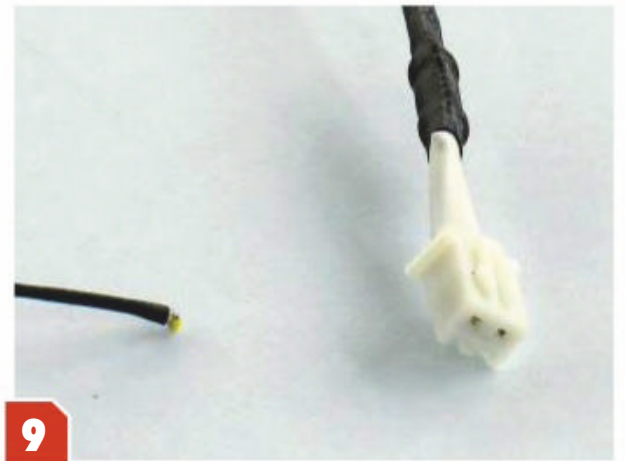
7

Each of the four light ports can be controlled separately. The connections from the lights simply push into the Light Hub and each port can power three street lights.



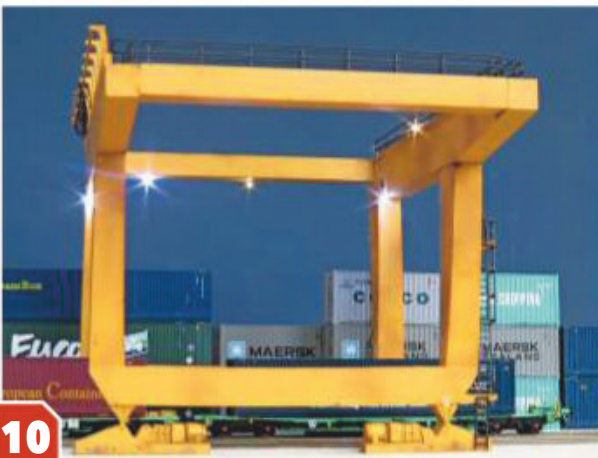
8

I decided to add a selection of cool white and warm white Nano lights to the crane, in addition to the three streetlights for a night time effect.



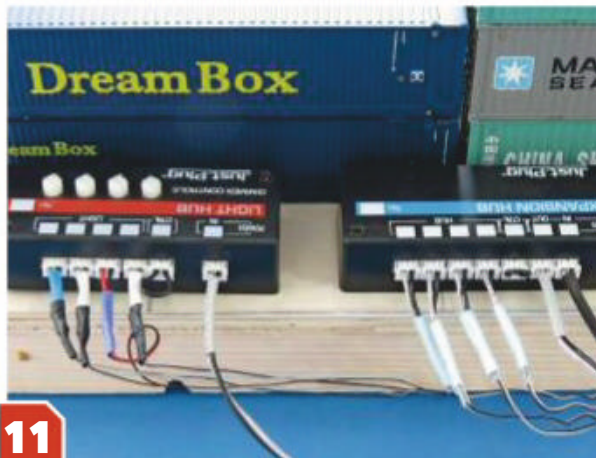
9

Drill small holes through the baseboard out of sight behind the crane and carefully thread the wires through the holes.



10

As the wires are very thin, they can be carefully positioned out of sight. Fix the LEDs to the crane with small drops of cyano.



11

The wires to the nano LEDs plug into the Light Hub. The Port Sharing Device (JP5681) enables four LEDs to be powered via one Light Hub port. One light hub can power 16 LEDs.



12

Plug one end of the Just Plug Power Supply (JP5770) into the Light Hub and the other into a wall socket *et voilà!* Individually controlled miniature lights!

DETAIL DIE-CAST VEHICLES

I've said it before but we railway modellers have never had it so good - we are now blessed with an abundance of good quality products at decent prices. Road vehicles is one of those areas and it's largely down to Oxford Diecast (along with Pocketbond and Corgi) that we now have so many cars, vans, lorries and PCVs to choose from in the three main scales.

Oxford's models are generally very good, with the odd detail discrepancy or build quality issue. However, no matter how good the model, there are always little tweaks you can make to add a little extra detail or make your model different from somebody else's.

I really liked this 1:76 scale Konecranes reach stacker from Oxford. These vehicles can be found at container terminals all over the UK and the model features a moveable cab and telescopic jib.

However, like most die-cast models, the finish is too glossy and it really needs a coat of matt varnish to tone it down. I found a couple of other tweaks to make...



00 GAUGE **MODEL** Oxford Diecast 76KRS005
Konecranes Eddie Stobart
Reach Stacker red ♦ Price £25.45
AVAILABILITY Oxford Diecast stockists or
www.oxforddiecast.co.uk

1hr |

What you will need

TOOLS

- ♦ Selection of paintbrushes
- ♦ Sanding sticks

STEP 1 The tyre mouldings have a central rib on them which can easily be removed using a sanding stick.

STEP 2 The tyres and body are just too clean and would benefit from a little weathering using a brush and acrylic paints.

STEP 3 I decided to paint out the Stobart lettering on one side to make my reach stacker more generic. Tamiya Matt Red worked fine for this.

STEP 4 After painting and weathering the entire vehicle, everything apart from the cab windows was given a brush coating of Revel Flat Varnish.

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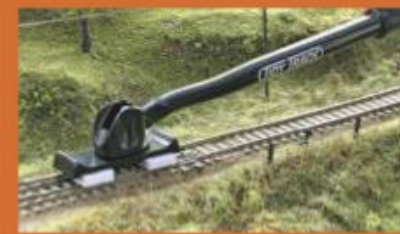
Reviews

In-depth and unbiased reviews of the latest products

106 Favourite Five

Our experts rate five of the best products.

This month: Peter Marriott lists his favourite track cleaning products.



92

92 **Heljan
Class 50**

96 **Hattons
'A3'**

100 **Hattons
Class 66**

104 **Modelu
scanning**

105 **Accurascale
bufferstops**

105 **Book
reviews**



96

Our reviewers

George Dent

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

Chris Gadsby

Loves the little details you get with modern models.

Chris Leigh

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

Our ratings

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

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

How we test

At *Model Rail*, we pride ourselves on the quality, thoroughness and unbiased nature of our reviews.

To do this, we judge models against prototype images and historical texts. We also run them on our test track, which features 1-in-30 and 1-in-60 gradients in both 'N' and 'OO', not to mention numerous challenging track configurations.





Heljan Class 50

◆ **SCALE** 'O' ◆ **MODEL** Heljan 4024 Class 50, 50007 *Sir Edward Elgar*, 'GWR 150' green ◆ **PRICE** £699.00 ◆ **AVAILABILITY** Heljan stockists

Despite the fact that they usurped the hallowed 'Western' diesel hydraulics, the Class 50s eventually gained cult status among enthusiasts, especially during the latter years of their careers. Even Iron Maiden singer Bruce Dickinson was moved to mention the class in his 2017 autobiography!

With Hornby's landmark 4mm scale '50' still proving a big seller 16 years after its first launch, it was understandable that Heljan would opt to add the prototype to its stable of RTR 'O' gauge diesels.

For now, Heljan is offering only a 'refurbished' version, catering for the post-1980 era, with an as-built version potentially requiring a separate body tooling. Given that the real '50s' were at their most popular in this condition, Heljan has chosen wisely.

After man-handling the heavy '50' out of its foam-lined box, it's immediately apparent that this is an impressive model in many ways. It's hard to ignore the mass, with the model tipping the scales at a formidable 2.4kg. You'll need a sturdy baseboard on which to run one or more of these beasts! As will be discussed, the weight demands a powerful motor and, thus, a special grade of DCC decoder, but we'll come to that shortly.

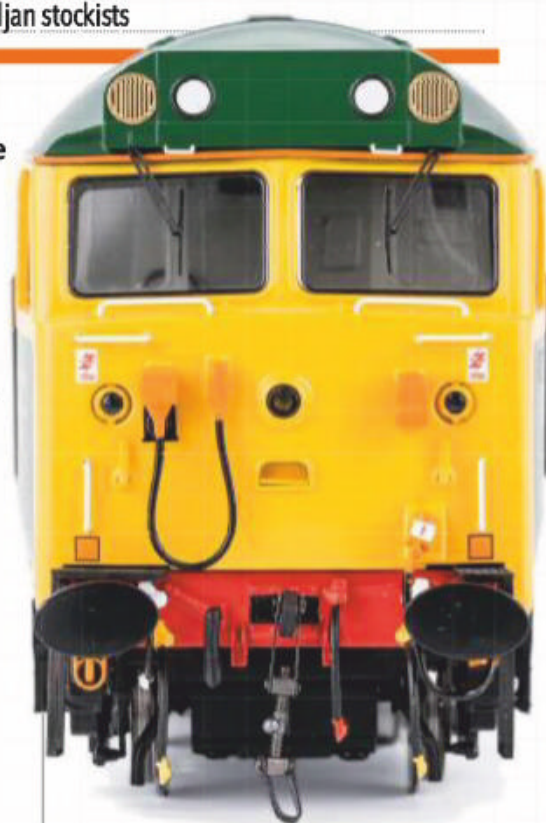
WHAT A BODY!

The bodysell has been finely rendered, with the various grilles, louvres, panels and door furniture crisply moulded. The characteristic appearance of the real thing has been captured beautifully and the front end looks just right; an area which many previous RTR versions - in various scales - have struggled to 'nail'.

Indeed, the cab fronts feature plenty of detail, including separately applied multiple working jumper cables and sockets. The GEC logos and sprung socket cover behind the cable (which looks ready to swing shut when the jumper is connected to a classmate) are particular highlights. Fine wire handrails are provided to the cab fronts and sides, while the horn grilles beside the headcode box have been neatly fashioned.

Other impressive features include a set of lifting lugs along the lower sides and a working radiator roof fan nestling beneath the finely etched grille. The windscreen wipers and lamp brackets add a further touch of class.

Inside the cabs, the bulkhead sports an appropriate buff colour, with engine room door,



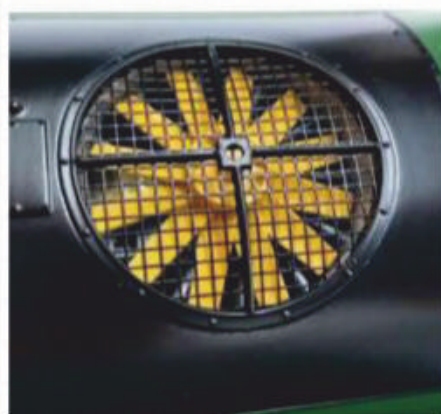
glazed screens and handbrake detail all correctly observed. Even the driver's console is accurately rendered in blue, with controls and central hotplate all present and correct.



“The moulded underslung compressors are lovely and the inclusion of air tanks between the battery boxes is a welcome addition”

Our review sample carries a version of the special GWR-150 anniversary colour scheme, as applied to 50007 *Sir Edward Elgar* in 1985. The livery was reapplied at Laira in early 1992, prior to the locomotive running a season of special trains in the run-up to withdrawal of the class. This revised paint job featured a lighter shade of green, which the model's finish closely resembles, rather than the original version. Quality of finish is high, with the various printed characters, lining and logos impressive. The only disappointment is the GWR commemorative crests on the bodysides, which appear rather 'flat' and lifeless.

A number of other livery options are available, including the ever-popular 'large logo' BR blue and both early and later variations of the Network SouthEast scheme, along with plain BR blue, each of which comes unnumbered. There's also Railfreight triple grey for the unique 50149 and, for more up-to-date modellers, 50049 in GBRf blue. Additionally, an



interesting couple of exclusive livery options are available via Hattons of Liverpool, with an early-1990s raitour theme: 50008 *Thunderer* in 'Laira' blue and 50015 *Valiant* in civil engineers 'Dutch' grey/yellow.

BELOW THE FOOTPLATE

The bogie frames are lavishly detailed, with see-through mesh foot treads atop the buffers and below the cab doors. Suspension and brake fittings are accurately rendered, with the shoes almost in line with the wheels and the BR TIMKEN legends are clearly discernible on the roller bearing axlebox covers. There are even small chains linking the outboard brake levers with the cylinders on the bogie frames and the white-rimmed tyres on this special livery scheme have been flawlessly applied.

The tension in the handsome sprung buffers is a little weak, but the sprung and pivoting screw couplings and drawhooks are superb. There's a full array of brake, ETH and control hoses on the bufferbeams and a set of pre-painted, plastic three-piece miniature snowploughs is supplied in a separate bag.

Two slide switches are hidden underneath the chassis, controlling the central headlight

3 things we like



1 Cab front detail.



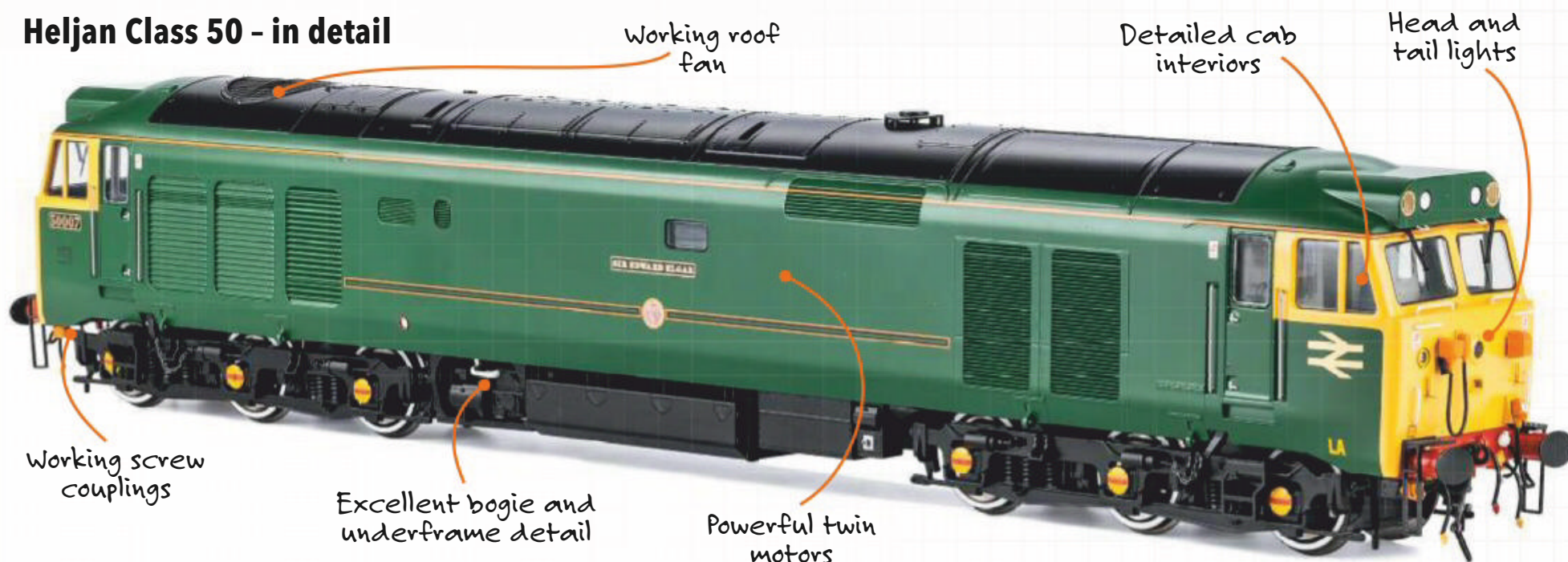
2 Miniature brake levers and chains.



3 Detailed and painted cab interiors.

Reviews

Heljan Class 50 - in detail



Factfile: Class 50

Impressed by the performance of English Electric's DP2 prototype locomotive, British Rail ordered a 50-strong fleet of 2,700hp Co-Co diesel electrics, to be built at Vulcan Works, Newton le Willows, between 1967-68. Despite differing externally from DP2, much of the internal equipment was similar, including the English Electric 16CSVT 16-cylinder power unit.

Initially numbered in the D400 series, later adoption of the TOPS system meant they were re-christened as the Class 50. Due to BR's lack of capital at the time of ordering, the locomotives were initially leased from English Electric before outright purchase some years later.

Designed as mixed traffic locomotives, the 100mph '50s' featured a suite of complex electrical equipment, including slow speed control and rheostatic brakes. This high specification led to a number of teething troubles and the class was immediately deployed on express passenger services, mostly in pairs, on the northern section of the West Coast Main Line.

Once electrification reached Glasgow in the mid-1970s and new Class 87s came on stream, the '50s' were transferred to the Western Region. Premier expresses were handled until the fleet was again displaced, this time by the arrival of HST sets, whereupon the '50s' moved to secondary work on former Great Western and South Western routes from the capital to the Cotswolds and West Country destinations.

While on the WR, continuing reliability issues led to the entire class being refurbished at Doncaster Works between 1979-83. Some of the more troublesome electrical equipment was removed, with the most notable outward features of refurbished '50s' being the new central headlamp and the plated-over roof panel where the rheostatic brake cooling air outlet had once been located.

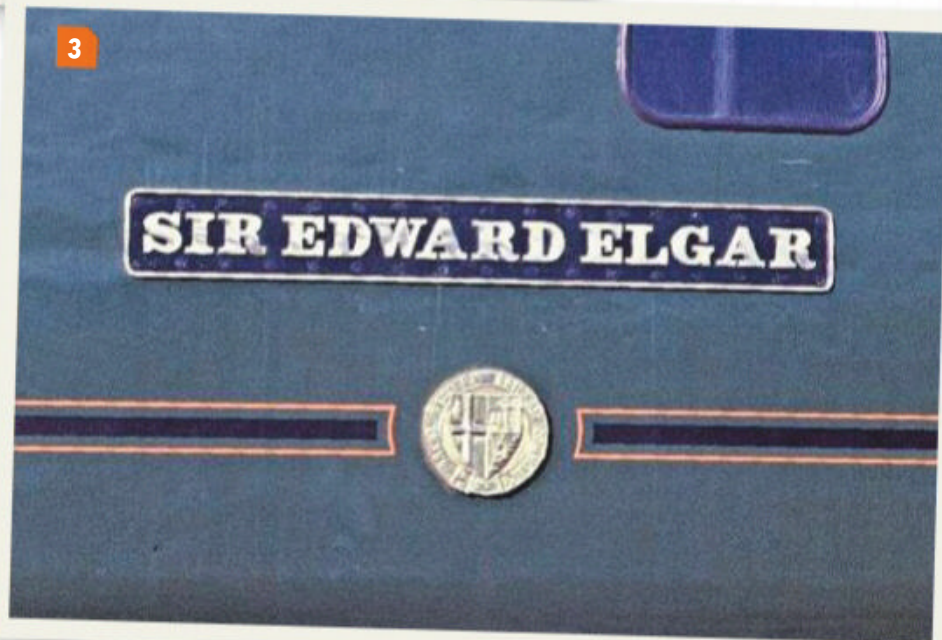
Withdrawals began in the late 1980s, with the last few examples being removed from BR stock in 1994. An amazing 18 examples entered preservation, with a number currently in main line operating condition, being employed on a variety of freight, engineering, stock movement and charter work in recent years.



Above: 50007 was named *Sir Edward Elgar* in 1984 to commemorate the 150th anniversary of the Great Western Railway. In June of that year, 50007 stands among a crowd of enthusiasts.

Left: Prior to being painted green, 50007 was in BR blue with full yellow ends in 1981. BOTH: JOHN E. HENDERSON/COLOUR RAIL

Below: The *Sir Edward Elgar* nameplate. D. PYE/COLOUR RAIL



and red tail lights. The moulded underslung compressors are lovely and the inclusion of air tanks between the battery boxes is a welcome addition, despite not being readily visible from most normal viewing angles.

WHAT'S INSIDE?

Take note that the instruction manual warns that the ETH cables must be removed from the ends before the body can be lifted from the chassis. Once the body is off, the main circuit board is revealed and, in

common with most Heljan 'O' gauge models, there is no DCC decoder socket. Instead, a screw terminal block is provided, with NMRA standard colour-coded wires to make the installation of a decoder a fairly straightforward task.

Because of the model's heavyweight nature, the twin motors inevitably draw a large amount of electrical current. Accordingly, Heljan encourages the fitting of a high-power digital decoder, with specific recommendations outlined in

the model's instruction booklet. There's plenty of room for a large speaker within the fuel tanks, with sound holes provided in the base.

For non-DCC users, however, the model is ready for action and performance is super-smooth and sure-footed with an impressive haulage capacity. Drive is transmitted to the outer pairs of axles on each bogie and, after the recommended running-in period, the '50' was soon purring along. It's just a shame that it lacks an in-built

smoke unit to more closely resemble the prototype!

Yet again, Heljan has produced a belter of a model in 7mm scale, priced competitively and finished to a high standard. With a centre-headcode '40' and a '31' to follow, 'O' gauge diesel fans have never had it so good. **(GD)**

HELJAN CLASS 50 DIESEL ELECTRIC LOCOMOTIVE

OVERVIEW	
Manufacturer: Heljan	Body: Plastic with metal parts
Ref. No. 4024	Chassis: Metal with plastic parts
Unit No. 50007 <i>Sir Edward Elgar</i>	Weight: 2,376g
Scale/gauge: 1:43.5 scale, 'O' gauge	Min. curve radius: 1,828mm (6ft)
	Wheel back-to-back: 29mm
ELECTRICS	
Electrical system: 12V DC two-rail	Lights: Directional head/tail lights
Motor type: Twin five-pole motors	DCC ready: No, but easy to convert
MECHANISM	
Drive system: Plastic gears drive outer axles of each bogie	Flywheel(s): Two, brass
	Traction tyres: No

DIMENSIONS	PROTOTYPE	1:43.5 SCALE	MODEL
Length (over buffers)	68ft 6in	487mm	479mm
Height	12ft 9in	91.5mm	94mm
Width	8ft 10in	65mm	67.5mm
Wheel diameter	4ft 3in	26mm	25.4mm
Bogie wheelbase	6ft 9in x 6ft 9in	48mm x 48mm	47.5mm x 47.5mm
SERVICING			
How to dismantle: Body unscrews from chassis.			
Where to oil: Axles, bearings and gear train.			

REVIEW VERDICT

PROS. Looks and quality finish. Lots of fine detail.

CONS. Little of note.

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

90%





DCC socket

Hattons LNER 'A3'

◆ GAUGE 'O' ◆ MODEL Hattons H7 A3-004 LNER Class A3 4-6-2 BR lined blue ◆ PRICE £750.00 ◆ AVAILABILITY Hattons and stockists Web www.hattons.co.uk

The revival of 'O' gauge ready-to-run, in spite of the space constraints in modern homes, has been one remarkable phenomenon among several in the first two decades of the 21st century. Undoubtedly fuelled by the 'pension wealth' and failing eyesight and faculties of the 'baby boom modelling generation,' it was initially based around the widened availability of Far East-built brass locomotives. The release of a wide range of prototypes from Bachmann and Tower Brass at 'affordable' prices led to ventures into the top end of the market by several companies, including L.H. Loveless and Masterpiece Models. However, when Dapol and Heljan showed what could be done by taking the basic 'OO' ready-to-run concept of substantially plastic mass-produced locomotives and applying it to 'O' gauge, things really took off. Apart from Heljan's diesel range, until now the chosen prototypes were essentially small tank locomotives – Dapol's 'A1X', Minerva's industrials and Lionheart's pannier tank leading Heljan to go slightly bigger with

the Prairie tank and the first tender locomotive, the GWR 'Mogul'. The real money remained in top-of-the-range 'Pacifics' made in short runs in brass for, to use a supermarket analogy, the 'Waitrose and M&S' end of the model railway mass market.

However, all that changed at the end of 2019 with the arrival of the first ready-to-run 'Pacific' aimed at the budget end of the market and produced by Heljan exclusively for Hattons. Two Gresley locomotives have been produced, the 'A3' and 'A4' 4-6-2s.

STELLAR EXAMPLE

We received for review a sample of the 'A3' as No. 60072 *Sunstar* in the BR lined blue livery carried in the 1949-52 period.

The first impression is that this is a typical Heljan 'O' gauge model as it is heavy, like the same maker's diesel models, despite the substantial use of plastic, weighing in at something over 6lb, including the tender. Packed in a stout card box with foam liners, the model is, in usual Heljan fashion, attached by several stout bolts to an MDF base plate.

My personal GWR and Southern

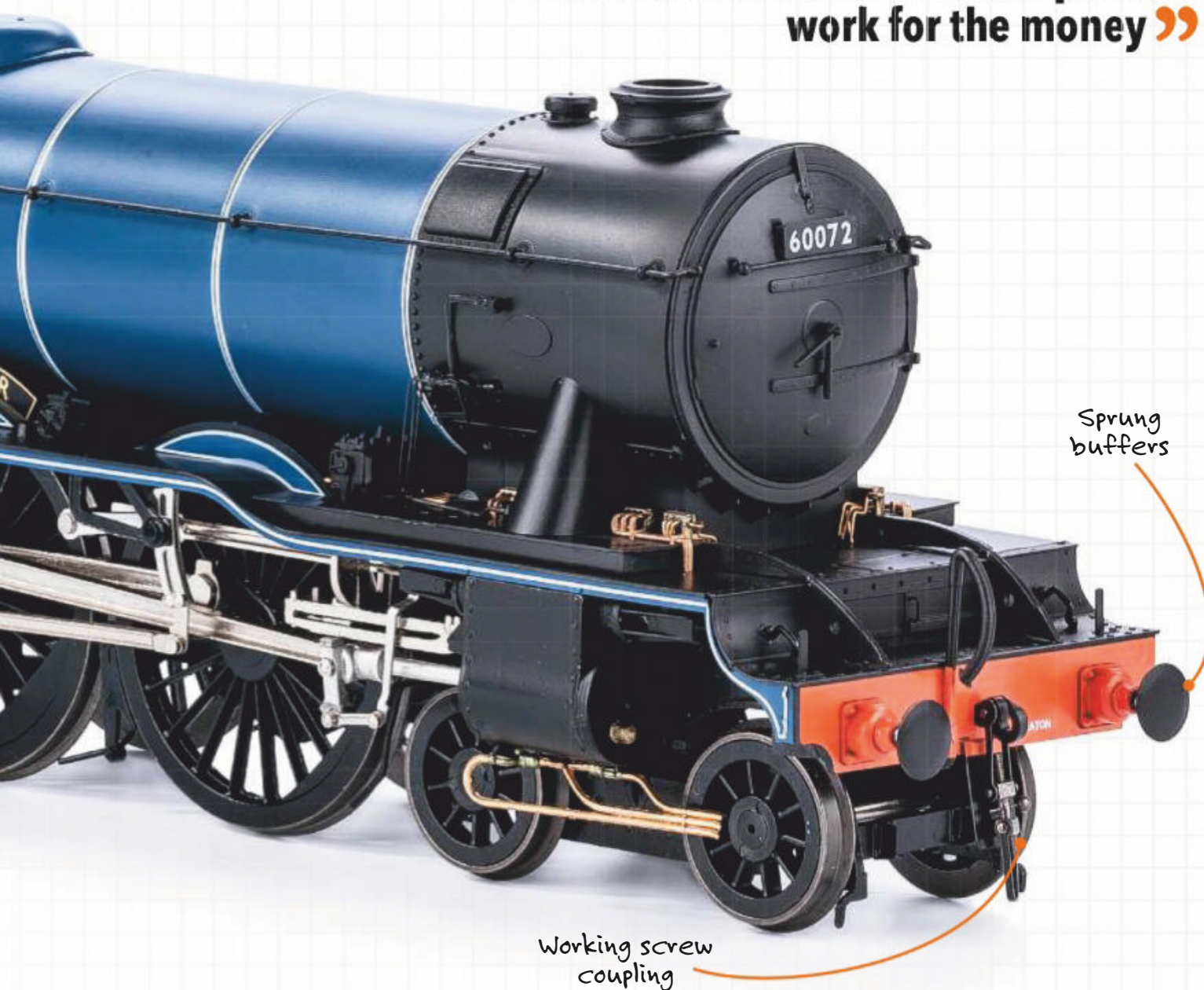
background means that I'm not an expert in LNER 'Pacifics', and long-time *Model Rail* readers may recall that I fell foul of the wealth of detail differences among the 'A3' 4-6-2s with a 'OO' model of *Windsor Lad* back in one of the early issues. With that in mind, the Hattons model certainly looks, to me, every inch an 'A3'. The 'face' looks pretty good and there's an impressive level of detail in, for instance, the copper-coloured piping above the running plate. On our sample, however, the black wire hand rail and the top lamp bracket had been pressed back hard against the smokebox front – possibly transit damage or over-tight packaging. Sticking with the front end, there are turned metal sprung buffers and a working front screw coupling. The buffers have silver-painted stems and black faces.

On the boiler top, allowance has been

made for single or double chimneys and the various dome styles fitted to the class. *Sunstar* has a single chimney and a 'banjo' dome. Disappointingly, the chimney base is solid, though it would not be difficult to drill it out



“This model is a remarkable piece of work for the money”



3 things we like



1

Keen pricing.



2

Subtle rivet detail on cab roof, smokebox etc.



3

The mechanical lubricator piping detail.

if desired. The safety valves and whistle are also separate plastic fittings. Inevitably, with a budget-priced model, one expects a degree of compromise over some of the small detail variations and with only one preserved 'A3'

as a full-size reference there may well be one or two 'modern' features that were not present on a particular locomotive at a particular period. I wonder, for instance, about the speedometer drive on the left-hand rear

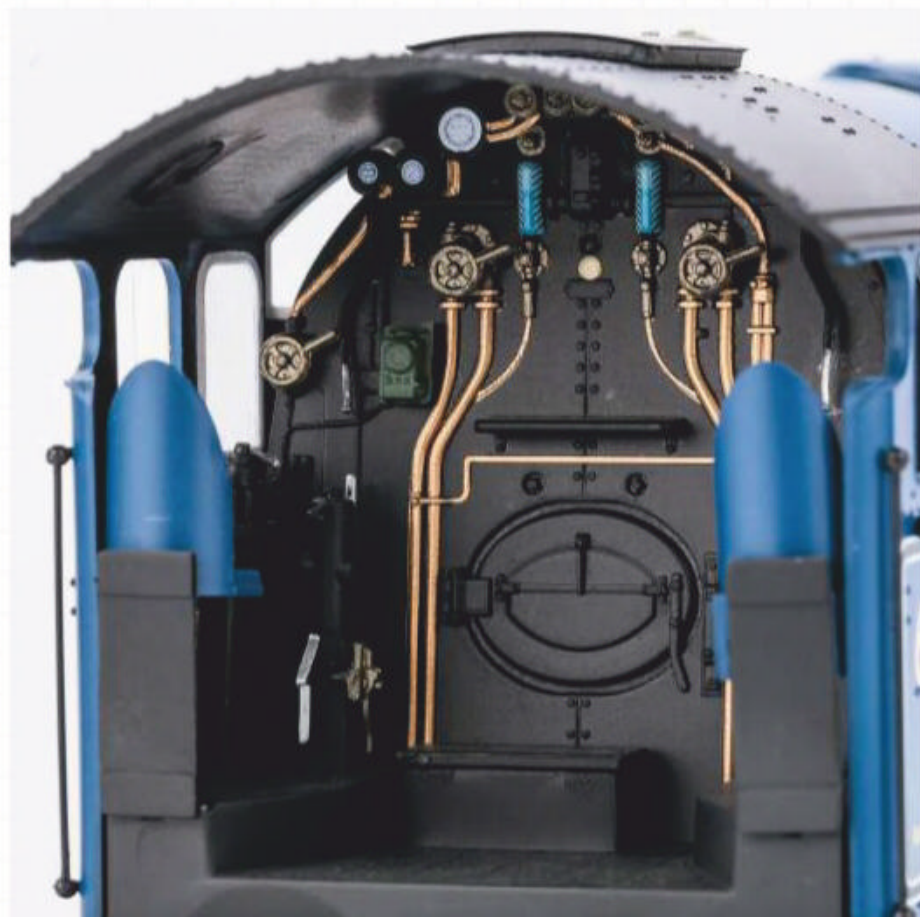
coupled wheel, though photographs show it present on a lot of 'A3s' towards the end of their careers. I doubt there were many locomotives so fitted in the early 1950s. The cylinder drain cocks are also clearly based on those fitted to *Flying Scotsman* during an overhaul in preservation and are much longer and more prominent than those on an original 'A3'. Our sample had shed one cylinder cock moulding, and the AWS protector plate behind the coupling, and these were loose in the box.

'WOW FACTOR'

Overall, however, this model is a remarkable piece of work for the money and I had to keep reminding myself that this is a fully finished, ready-to-run 'Pacific' for little more than a quarter of the price of anything similar previously available. The cab interior features the Gresley bucket seats and the windows are flush-glazed and fitted with separate side windshields. The boiler backhead is neatly detailed but lacks the 'wow factor' of equivalent 'OO' backheads. The cabside doors are fixed open, and

there is no fall plate between cab and tender.

Weighing in at 670g, the tender is a substantial item. It is electrically connected to the locomotive by a cable and six-pin plug, but the tender drawbar is, in contrast to the rest of the locomotive, a puny affair no bigger than that on many a 'OO' model. The tender coal space is fully modelled, the coal moulding and the locomotive brake rigging being supplied as separate fittings to be installed by the purchaser. Trust me, you'll want to install some crushed real coal! Like the locomotive, it has sprung buffers and the coupling also features a non-working drophead buckeye coupler. However, the vacuum 'bag' is flanked by a pair of air pipes ➤





which, again, are a post-preservation feature of No. 4472. They would be easy to remove.

FINISHING TOUCHES

For reasons explained below, we actually saw two review samples, the second being finished as No. 60035 *Windsor Lad* in BR lined green with the early crest. Both are pleasingly finished in a satin/matt paint and fully lined, the blue model in black and white lining and the green version in black and orange. The lining is commendably fine and neat with the cabside numbers rendered in straw colour, and the early BR crest neatly printed in full colour. Nameplates are printed plastic in a brass colour on black but could easily be replaced by etched plates. Following some comments on internet forums, I checked for an obvious seam on the boiler top but found nothing on either of our samples.

CHASSIS AND PERFORMANCE

Below the running plate, the chassis looks particularly well proportioned, with fine spoked coupled wheels and delicate metal rods and motion, all in bright metal finish. The trailing end of the frames correctly represents the Cartazzi rear truck, but the wheelset itself is mounted in a more conventional pivoted bogie which is sprung to improve road holding. The speedometer drive, which is actually attached to the plastic reversing rod, is

made of flexible plastic and would be easy to remove if you couldn't live with it.

A DCC decoder socket suitable for an ESU Lokpilot L or Loksound L decoder is located inside the tender. A speaker for sound can be fitted either below the decoder socket in the tender or under the chimney. In the latter case, two wires will need to be run back to the tender and two space positions are provided for these on the locomotive/tender connection.

Dismantling for access to the mechanism is not particularly easy, requiring removal of the front bogie before separating the boiler from the cab. During this process both front frame extensions and the whistle came adrift. The motor, worm and flywheel lift off within the boiler moulding, leaving the gear train within the frames. The motor and its mounting bracket can then be slid out from the boiler, there being no wires connecting to the motor.

A large sealed motor with a brass flywheel is mounted within the boiler and drives the rear coupled axle through a conventional gear drive train. A very substantial amount of metal is incorporated into the chassis and the motor mount within the boiler, taking the weight of the locomotive - minus tender - to nearly 1,500g. There is certainly space for a speaker within the front part of the boiler and the



metal motor mount has a flat area to facilitate this but no other provision for mounting the speaker. The chimney would need to be drilled out to allow the sound to escape.

On test, on Dave Lowery's layout, the locomotive ran well light engine but drew a lot of power - some 2 amps - even before it moved. With four heavy Darstaedt coaches on the drawbar it slowed on one of the curves where there is the slightest hint of a gradient, and eventually stalled. It did not slip, it simply stalled - this and the high current draw suggesting a motor/gear meshing issue. It did much the same with four Heljan Mk 1s and it quickly became apparent that this model was not performing as it should. Hattons was quick to supply a replacement which I tested immediately on my 'Railway Children' layout, a short end-to-end run.

On its first trip the tender derailed when it encountered a Peco turnout. On the second run it did the same, but this time left the low-hanging tender water-scoop lying in the 'four-foot'. After this it ran faultlessly and was taken to Dave Lowery's circuit for more comprehensive testing.

Here, the current draw was much less than the previous sample and it coped well enough with the same four

Darstaedt coaches. Replacing them with six of the Bachmann brass Mk 1s enabled the locomotive to really show its abilities and, doubtless, with even lighter stock such as Heljan's plastic Mk 1s it would do even better. In motion, the chassis and valve gear has that distinctive 'leggy' look of a Gresley 'Pacific' running at speed and it really does look the part. While you might reasonably expect an 'A3' to be perfectly comfortable with 12 coaches, I wonder how many modellers who are in the market for a budget 'A3' are likely to have a layout on which it would run with more than six coaches?

CONCLUSIONS

This 'A3' is a remarkable budget-priced model, but £750 is still a substantial amount of money and purchasers are likely to be mainly modellers who want to run the locomotive rather than put it on a shelf and admire it. If they want to run long, heavy trains on challenging layouts, they may find that the 'A3' falls short. For moderate trains on layouts that are not too challenging in terms of curves and gradients the 'A3' should fit the bill well, providing a good level of detail, moderate performance and durability at a very keen price. It may, indeed, open up a whole new market among those who are willing to find ways to justify a big locomotive on a small layout. (CJL)



System builder

Other items to complement this model...

COACHES Heljan Mk 1s
Price: £199.00-£325.00
Availability: Heljan stockists



FIGURES Andrew Stadden
Price: From £2.70 each
Availability: www.acstadden.co.uk



LOCOMOTIVES
Hattons 'A4' Price: £750.00
Availability: www.hattons.co.uk



HATTONS CLASS A3 4-6-2

OVERVIEW	
Manufacturer: Heljan (for Hattons)	Body: Plastic
Ref. No. H7-A3-004	Chassis: Metal with plastic parts
Unit No. 60072 Sunstar	Weight: Loco 1,607g (3lb 8 ⁵ / ₈ oz)
Scale/gauge: 1:43 scale 32mm 'O' gauge	Tender: 671g (1lb 7 ⁵ / ₈ oz)
	Min. curve radius: 5ft
	Wheel back-to-back: 30mm
ELECTRICS	
Electrical system: 12V DC two-rail	Lights?: No
Motor type: Sealed	DCC ready?: Decoder socket in tender
MECHANISM	
Drive system: Worm and gears to trailing coupled axle	Flywheel(s): One
	Traction tyres: No

DIMENSIONS	PROTOTYPE	1:43 SCALE	MODEL
Length (over buffers)	70ft 5in	493.5mm	493mm
Height	13ft 0in	91mm	94mm
Width	N/A	N/A	63mm
Wheel diameter (driving)	6ft 8in	46mm	46mm
Wheel dia (bogies)	3ft 8in	25mm	22mm

SERVICING
How to dismantle: Remove screws in locomotive.
Where to oil: Factory-lubricated.

REVIEW VERDICT

PROS. Exceptional value for money – an 'O' gauge 'Pacific' for little more than the cost of a Prairie tank.
CONS. Some build quality issues and loose parts. Check that you're getting a good runner.

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

82%



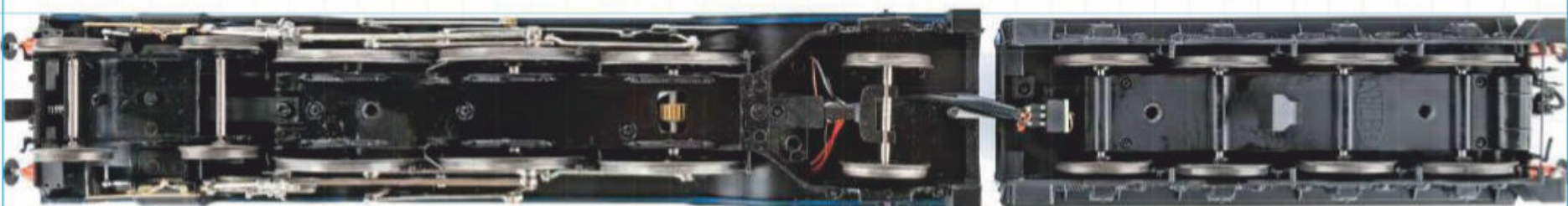
493mm



94mm



63mm





Hattons Class 66

◆ **SCALE** 'OO' ◆ **MODEL** Hattons H4-66-007 Class 66 ◆ **PRICE** £150.00 ◆ **AVAILABILITY** Hattons **Tel** 0151 733 3655 **Web** www.hattons.co.uk

Arguably, the Class 66 has proven to be the most versatile and reliable freight locomotive ever seen in the UK. With a 20-year pedigree and over 450 examples built for the UK market (with more employed in Europe, Egypt and the Near East), they have been used for every type of freight traffic over virtually all routes nationwide and are set to be around for the foreseeable future.

Their long careers and variety of owners and operators mean that they have sported a wide range of liveries and their ubiquity makes them the ideal subject for a mass-market RTR model in 'OO'. Indeed, we've already had two products to choose from over the past two decades, from Hornby (ex-Lima) and Bachmann, both of which are still in production.

While Hornby's product has price on its side and Bachmann's version still looks good, both have

been showing their age recently. That said, it still came as a surprise when Merseyside retailer Hattons announced an all-new, high-specification '66' a few years back.

Now that the first production models are arriving, we can finally take a good look at Hattons' 'Shed'. A vast range of options are available in this first raft of releases, incorporating a host of liveries as well as period and sub-class-specific detail variations. Indeed, while detractors of the real '66s' may claim that they all look the same, there are many differences to note and Hattons has recreated both the original and low-emission versions, as well as the different lighting units, cab windows, couplers and fuel tank sizes.

RED 'SHED'

Our sample sports the handsome DB Schenker red and grey scheme that now adorns a good many ex-EWS locomo-

tives, with appropriate detail fittings to match, especially the distinctive cabside mirrors and auto couplers.

First impressions are entirely positive. It certainly looks just like a real Class 66 and it's a heavy, solid-feeling model with a sturdy die-cast metal chassis. The level of finish on this rather plain livery is high, with clean lines and logos.

The orange cant rail stripe is especially impressive, being a prototypical width and dead straight, even over the cab fronts. There are also plenty of small notices and warning panels, including the 'auto start' legends on the cab doors.

The body moulding, as well as boasting the correct profile, is crisply moulded and the





Detailed underframe

“The etched bodyside and roof grilles are a joy to behold”

uninterrupted cab fronts (in contrast to Bachmann's body-chassis seam) create a much cleaner and convincing look to the locomotive's face.

Correctly for this model's guise, two of the four shipping anchor lugs on each end have been removed to make way for the auto coupler levers and there's a choice of full or slotted 'air dam' valances to allow for NEM couplings to be installed. As supplied, the model sports a full valance at one end and a slotted version - with a slim tension lock coupler fitted - at the other. The tension lock unit is disappointing, with a very sloppy hook that swings sideways and prevents reliable coupling without the need for manual intervention. On the plus side, the coupler mounts sit atop pivoting, close-coupling mounts.

A spare pair of valances is

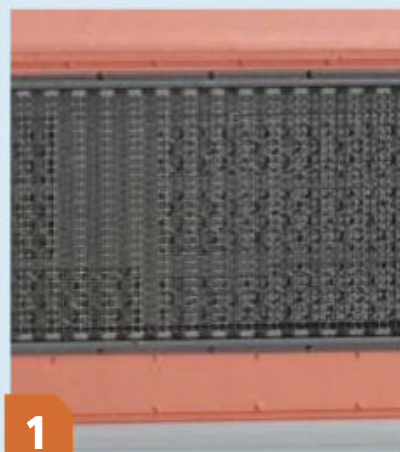
supplied, although the body needs to be removed in order to make the switch. Happily, the body is a clip-fit, so there are no fiddly screws to remove and, once the model has been

opened up, the main circuit board is revealed with its 21-pin DCC decoder socket. There's room for a decent-sized speaker, although a high-fidelity sound-fitted option is available from Hattons for £265, while a non-sound DCC-fitted version costs just £165.

The etched bodyside and roof grilles are a joy to behold, with those on the sides featuring a convincing concertina-style appearance. The front horn grilles are also etched, with the twin horns clearly visible beneath. The bogies and underframe are also exquisitely detailed, with all of the cable and pipe runs visible and correct. The shafts of daylight visible between the chassis frames and battery boxes are especially pleasing and the brake and suspension detail is all superb. Brake shoes are in line



3 things we like



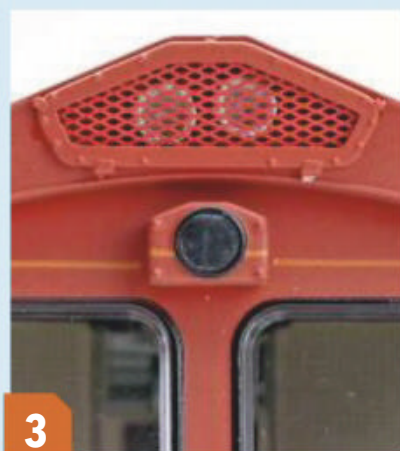
1

Concertina-like etched side grilles.



2

Underframe and bogie detail.



3

Horns visible behind grilles.

with the fine profile wheels, as are the lifeguards and sanding pipes. The cast GM lettering is present on the bogie frames.

INSTRUCTIONS INCLUDED

An instruction manual is supplied, with five of the 11 pages devoted solely to the sophisticated lighting system, which can be controlled manually or via a DCC decoder to give just about all possible permutations of the real locomotives. On the main PCB, there are rows of individual switches governing each light, with another two located under the chassis for switching off the tail lights at each end when hauling a train.

There are also cab interior ➤

Hattons Class 66 - in detail



Factfile: Class 66

When British Rail sold off its freight and parcels businesses to Wisconsin Central, the US firm was quick to realise that a large fleet of new locomotives was urgently required. BR's largely 1960s-era traction fleet was nearing the end of its collective life and a tendering process was begun for a powerful, versatile 3,000hp Co-Co.

General Motors' Electro Motive Division (EMD) had a head start with its Class 59 design that was ordered by Foster Yeoman in the 1980s, which was already certified for UK use. Although the new design would differ markedly from the Class 59, in terms of power and control equipment, the outward appearance remained similar. Built at EMD's London, Ontario works and shipped from Canada to the UK from 1998, English, Welsh & Scottish Railways' (as Wisconsin Central had branded its UK operation) fleet of 250 locomotives was completed within three years.

Such was the success of the EWS '66' fleet that other UK freight operators followed the path to EMD to order more examples, with a variety of power and gearing options to suit specific traffic demands. The Class 66s soon took over the lion's share of freight and infrastructure work across the national network, appearing in a diverse range of operators' liveries, including Freightliner, Direct Rail Services, GBRf, Fastline, Advenza and Colas, as well as countless advertising schemes for the likes of Stobart Rail, Malcolm Logistics, MSC shipping, Cemex and Biffa.

The EWS fleet passed to DB Schenker (now DB Cargo) in 2007 and a slow process of refurbishment and repainting into DB's red/grey house colours began. A number of UK Class 66s have been working on the Continent, under EWS/DB and Freightliner's European arms, while other European and overseas operators have also ordered locomotives from the Class 66 'catalogue' and can be seen working in a variety of locations, such as Egypt, Turkey and Scandinavia.



1: Still wearing EWS logos, 66147 pauses at Westbury on September 22 2017.



2: 66140 shunts Dove Holes Quarry on June 18 2010.



3: With the distinctive side mirrors evident, 66152 passes through Cardiff Central on August 18 2017. ALL: G. DENT

lights which illuminate the exquisitely detailed driver consoles, complete with controls and hotplates. Even the perforated soundproofing features on the bulkheads at the No. 1 end, resembling the walls of a 1950s recording studio! Hattons' attention to detail extends to the fact that each cab interior is slightly different, as per the full size '66'.

ON THE RAILS

Straight from the box, the model ran smoothly and quietly. After a period of running-in we found

that the '66' could easily haul prototypically long trains of wagons or carriages on our test track, so there's plenty of haulage power on tap for even the largest layout. Power is collected via small wiper contacts bearing on the rear face of each wheel and all six axles are powered by the punchy, centrally mounted five-pole motor. While rotating axleboxes were originally promised - and were fitted to our advance sample - these quickly worked loose and dropped out on the test track. However, Hattons informed us that these will be glued in place on

production models, which is reassuring. We have yet to test a DCC-fitted example, but this analogue version performed faultlessly, even over complex and less-than-perfect pointwork. Slow-speed running was particularly impressive.

A GOOD 'SHED'?

While there were a couple of minor issues on our sample in terms of loose roof grilles and a number of tiny underframe detail fittings found loose in the box, it didn't detract from what is a highly impressive model. It's

certainly the best 4mm scale Class 66 so far and is very keenly priced, offering remarkable value given the amount of detail and livery options available. I've certainly got my eye on an EWS version or two...! (GD)

REVIEW VERDICT

PROS. Superb level of detail, sophisticated lighting system, smooth, powerful performance, excellent value.

CONS. Supplied tension locks poor.

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

91%

HATTONS CLASS 66 DIESEL ELECTRIC LOCOMOTIVE

OVERVIEW	Chassis: Metal with plastic parts
Manufacturer: Hattons	Weight: 745g
Ref. No. H4-66-007 Unit No. 66118	Min. curve radius: 2nd radius (483mm)
Scale/gauge: 1:76 scale, 'OO' gauge	Wheel back-to-back: 14.5mm
Body: Plastic with metal parts	
ELECTRICS	
Electrical system: 12V DC two-rail	Lights: Directional head/tail lights
Motor type: Five-pole	DCC ready: Yes, 21-pin socket
MECHANISM	
Drive system: Twin cardan shafts and gear chains to all axles	Flywheel(s): Two
	Traction tyres: No

DIMENSIONS	PROTOTYPE	1:76 SCALE	MODEL
Length (over buffers)	70ft 1/2in	281mm	282mm
Height	12ft 10in	51.3mm	53mm
Width	8ft 8 1/4in	34.7mm	35mm
Wheel diameter	3ft 6in	14mm	13.8mm
Bogie wheelbase	13ft 7in	54.3mm	55mm
SERVICING			
How to dismantle: Body unclips.			
Where to oil: Axles and gears.			



It's me in 3D!

◆ **SCALE** Any ◆ **MODEL** 3D-printed figure ◆ **PRICE** See text ◆ **AVAILABILITY** Modelu **Tel:** 01743 340008 **Web** www.modelu.co.uk



It was one of those spur of the moment brainwaves! I needed a model of 'the old gent', William Mervyn in the 1970 version of *The Railway Children*. I'm revamping my 'Railway Children' layout based on Oakworth as it appears in the 1970 movie by Lionel Jeffries. The movie has its 50th anniversary this year and I'm planning to show the 'O' gauge layout for one day only in Barnwell Village Hall on May 23. As well as improving the layout, I'm adding a couple of new items, the 'Green Dragon' 0-6-0 and the Old Gent's saloon coach. I described how I built the saloon in *Model Rail* 267 (November 2019).

The interior of the saloon is very visible and once I had fitted seats, I needed a model of the Old Gentleman himself. Unable to find a suitable figure among the limited range of 'O' gauge people, it suddenly occurred to me that I had the perfect old gentleman right there! I just needed to reduce myself to 1:43 scale.

That's now not as far-fetched

as it might seem, thanks to Modelu. Modelu can scan you in a few minutes and produce a 3D-printed miniature 'you' in scales from 'N' up to $\frac{5}{8}$ full size. With no idea what to expect, I decided to submit myself to a very public scanning at the Warley NEC exhibition. Modelu conducts a programme of exhibition visits where scanning can take place, or you can make an appointment.

Scans cost from £20-40 (adults £30) and the figures from £4.50 ('N', 'OO') to £75 ($\frac{5}{8}$ of full size) each.

I thought that I might need to hire a suitable shirt with a wing collar and a top coat, but Modelu brings a rail of 'dressing-up' clothes and the coat was easily found. The collar of my *Model Rail* rugby shirt was turned up to provide the 'wing' effect.

POSE THE QUESTION

Unsure of quite what to expect, I adopted my 'dentist's chair' pose, which was a little too 'wooden'. Had I thought in advance, I would have posed with a newspaper as the Old Gent is first seen in the film. That, probably, is the most important piece of advice. Decide exactly what pose you want and take with you any props such as tools, or items that you'll be holding.

The scanning process, using what appears to be a tablet with a small attachment, is over almost before one notices it has started. An image appears on the computer screen so that it can be tweaked and tidied up ready for the 3D printing process which takes place back at Modelu HQ. They can even arrange to paint the figure for you. (CJL)

REVIEW VERDICT

PROS. A novel way to put yourself or family members onto your layout or to create a unique gift.

CONS. Nothing of note.

STEP BY STEP



1 Dress for the part. Modelu found me a waistcoat and a suitable top coat from their rack of props.



2 Adopt the pose. I needed a seated figure. I should perhaps have looked further to the right.



3 Once I had the pose it was a case of sitting still for no more than a couple of minutes for the scan.



4 Alan walked slowly, scanning me from all sides with what seems to be an adapted tablet...



5 ...and almost immediately the image appears on the computer where it will be tidied up.



6 On reflection, I would have adopted a less 'wooden' pose but the face is very definitely me!

Accurascale bufferstop

◆ **GAUGE** 'OO' ◆ **MODEL** Accurascale Rawie friction bufferstop with lights and coupler pocket ◆ **PRICE** £6.95 ◆ **AVAILABILITY** Accurascale **Web** www.accurascale.co.uk

It isn't often that something arrives at the *Model Rail* office that takes us completely by surprise, but when this package landed on my desk I couldn't wait to get it open. Inside were various packets of Rawie friction bufferstops from Accurascale. UK-outline 'OO' gauge modellers have been lacking ready-to-plant modern bufferstops, making these a welcome addition to the market.

Available now is a selection of twin-packs (£5.95) of plain bufferstops, stops featuring clearance for a central coupler and stops equipped with large square-headed buffers (under the Irish Railway Models brand). Additionally, single packs are offered featuring a Rawie

bufferstop complete with working LED warning lights, which is the main subject of our review.

In common with plastic bufferstops from other manufacturers, the Accurascale units clip onto the rails but, hidden beneath the friction shoes (two are ready-fitted to the model and another 16 are included in each packet) are electrical pickups to illuminate the twin LEDs.

We tested the lights on 12V DC power and found that the LEDs appeared

very bright when the controller was set anywhere over 20%. On lower settings, however, the lights looked more effective and realistic. A permanent installation would allow you to set it to a constant brightness to suit using resistors.

Those bufferstops with coupler pockets allow clearance for stock equipped with protruding Scharfenburg-style central couplers and the inclusion of friction shoes to sit behind the main structure (a spacing guide is also included) means that Accurascale has thought of everything to give you a prototypical contemporary bufferstop.

Hitherto only available in kit form, Accurascale now offers a high-fidelity replica that you can take straight out of the

box and place on your layout. If you're on a tight budget, then go for the 'stops without the working light. However, if you only need one or

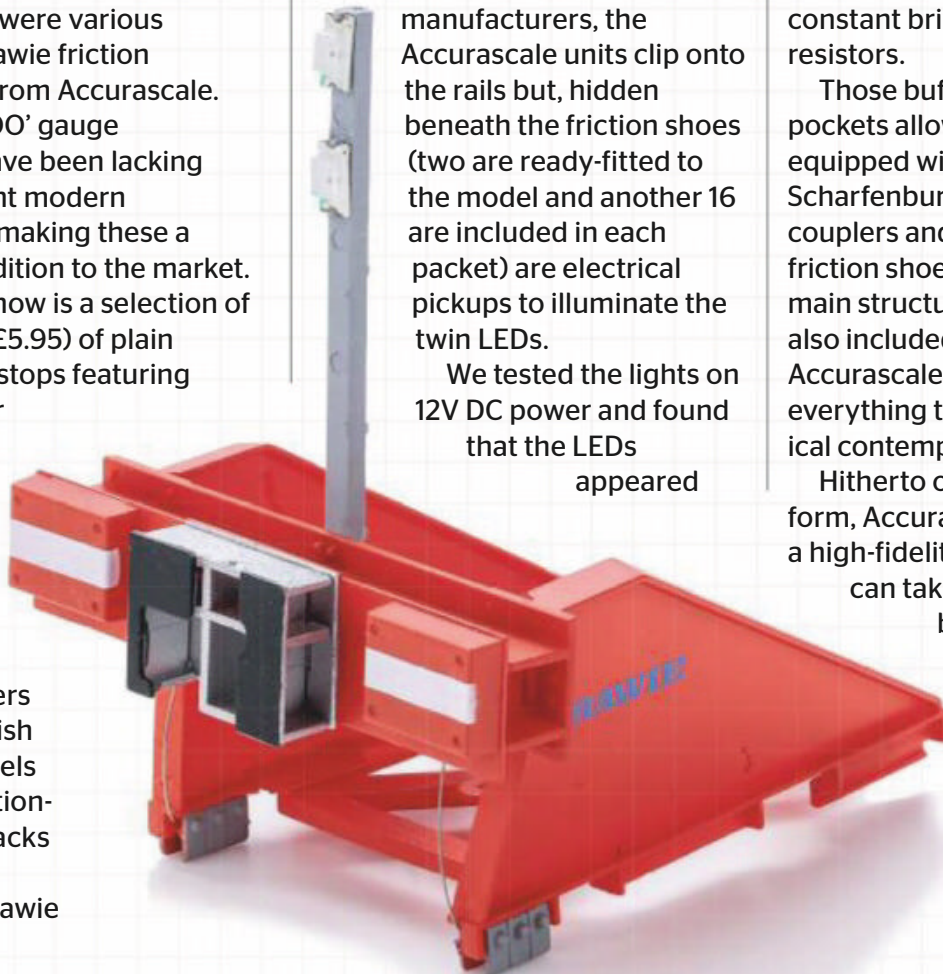
REVIEW VERDICT

PROS. Looks, easy to install, vital modern prototype.

CONS. LED light is more realistic with a lower power setting.

LOOKS	9/10
BUILD QUALITY	8/10
FEATURES	10/10
DECORATION	9/10
VALUE FOR MONEY	8.5/10

89%



two bufferstops, I'd definitely go for the LED version, as it looks fabulous.

Accurascale should be credited for branching out into essential modern lineside details and not simply sticking with locomotive and rolling stock subjects. And they're great value too! **(CG)**

Books

Title: *Colour Light Signalling for Model Railways*

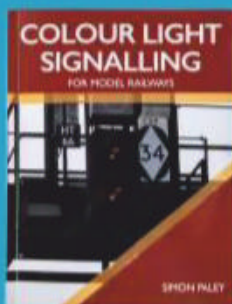
Author: Simon Paley

Publisher: www.crowood.com

Price: £19.99

There are lots of books on the topic of signalling, but this is one of the few which focuses entirely on colour light signalling. It's written by licensed railway signalling designer and railway modeller Simon Paley, who has combined his two areas of expertise to not only explain how to use colour light signalling on your model railway, but also show clear and concise examples using prototype photographs.

The book covers not just the signals themselves but the vast array of signage and systems which influence them, and goes into far more detail than all but the most knowledge-hungry modeller would need. That being said, despite the title specifying 'for model railways', there is plenty for anyone with an interest in railways to enjoy as well. **(CG)**



Title: *In Miniature - How Small Things Illuminate the World*

Author: Simon Garfield

Publisher: www.canongate.co.uk

Price: £9.99

This entertaining book, now available in paperback, delves into the intriguing - and slightly wacky - world of miniatures. By considering the phenomenon of scaled-down crime scene dioramas, flea circuses, doll's houses, model villages and matchstick ship builders, Garfield affectionately examines the human desire to replicate the world in miniature.

There's an interesting chapter about model railways (featuring Rod Stewart and a visit to Hamburg's Miniatur Wunderland) and model villages (with reference to Pendon), along with a discussion about scale modelling as an art form.

This is an interesting and fun book, perfect for dipping in and out of, or as an engaging diversion for a long train journey. **(GD)**



Title: *Electronics and Wiring for Model Railways*

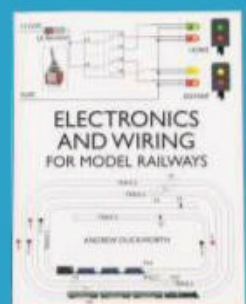
Author: Andrew Duckworth

Publisher: www.crowood.com

Price: £19.99

This new book from Andrew Duckworth covers everything you need to know about model railway electronics, from the very basics such as wiring a loop of track to the more complex, such as automatic train detection.

It isn't a book that you're going to be able to sit down and read through in one go, but that is due to the subject matter rather than the editorial quality, which is very clear. Put simply, if there's something you think you could electrify on your layout, then this book will show you how to do it. From zebra crossings to lighthouses to arc flashes at points, you'll be able to have the lot on your layout by following the demonstrations. A useful addition to your bookshelf. **(CG)**



Favourite Five

Track cleaners

Peter Marriott looks at various products to clean track and to keep it clean.

Clean track provides reliable operation and your operating sessions will be a lot more fun if they aren't beset by problems caused by dirty track. Track cleaning is even more important for DCC operation because dirty track leads to interrupted DCC sound, flickering locomotive lights and stalling models. There are two

main reasons for poor electrical pickup from the rails – one is dirt on the rail that is picked up by wheels and spread around the layout, the other is oxidation of the rail head. This can be solved with regular maintenance and the use of a track cleaner. In this test I've looked at five of my favourite, rating them on their ease of use, quality of the result and value for money.

1 Track Cleaning Block



PROS Cheap to buy and works well.

CONS Makes a bit of debris that needs to be vacuumed up before running the trains.

Product and price Peco PL-41 £3.99, Gaugemaster GM26 £3.50, Bachmann Modelmaker MM012 £6.95

Availability Bachmann and Peco stockists

Web www.gaugemaster.com **Tel** 01903 884488

These blocks look like an oversized eraser and are wide enough to span both rails of 'OO' gauge track. Push the block along the track using as much pressure as the condition of the track demands. The block can be used flat on the rails or stood on its end where more careful cleaning is needed, such as on the points.

These are still some of the best tools for cleaning track. They are good value for money and can last a long time. On their own they are good for the rail tops, but a glass fibre brush is needed for points, as is a cleaning fluid to remove the final dirt from the rails.

Ease of use



Results



Value for money



2 Woodland Scenics Tidy Track

PROS Very good for cleaning track in tunnels and hard-to-reach places.

CONS Not the cheapest system.

Product Woodland Scenics Rail Tracker Cleaning Kit (TT4550) **Price** £33.75

Availability Woodland Scenics/Bachmann stockists

The comprehensive Tidy Track System from Woodland Scenics includes a rail tracker tool that holds the Tidy Track cleaning pads, and swivels to follow the track. The kit includes two maintenance pads, two rescue pads, four cleaning pads, four finishing pads and a clean track solution. The pads are located differently on the rail tracker for each scale – 'N' gauge pads fix straight along the tool, 'OO' gauge pads go crossways. The tool is comfortable to push along straight and curved track and, usefully, it cleans in tunnels and under bridges if you use the rail tracker handle, which pivots for a variety of cleaning positions.

Ease of use



Results



Value for money



3 Deluxe Materials Track Magic

PROS Useful for extending the life of clean track.

CONS A track rubber is still needed for the initial clean.

Product Deluxe Materials AC13 Track Magic

Price £9.75

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

Deluxe Materials Track Magic is a cleaning fluid designed for cleaning model track to maximize conductivity and improve the reliability of the flow of electrical current. Track Magic comes as a bottle of 50ml fluid and includes a small pipette, a foam applicator and a micro brush for applying the fluid to those parts of the points that will be impossible to reach with the foam applicator. A useful product after the track has been thoroughly cleaned with a track rubber.

Ease of use



Results



Value for money





Useful equipment
A vacuum cleaner

After cleaning the rails of the track there is usually a lot of debris, some of which is not visible to the human eye. This can be harmful to passing locomotives if it's not all removed before running trains. For general use I use a small rechargeable vacuum to suck up all of the debris, but for a big clean I use our household Dyson.



The ideal track cleaning kit

- ◆ Track cleaning rubber/sanding sticks/abrasive papers – still the best way of removing ingrained glue, paint and dirt.
- ◆ Glass fibre brush – for cleaning the moving parts of points.
- ◆ Cleaning fluid – for removing the last ingrained dirt and sealing the rails from oxidation.
- ◆ Tidy Track Rail Tracker – for cleaning difficult to access places such as short tunnels.

CAVEATS

- ◆ Avoid getting glass fibres on your fingers – they can be irritating to the skin.
- ◆ Carefully follow the instructions on the packaging of each product.
- ◆ Only use the suggested amounts of cleaning fluids which should not be harmful to the track or locomotives.

4 Gaugemaster Glass Fibre Brush

PROS Very good for cleaning rails of points.
CONS Be careful not to get stray fibres on your skin.
Product Gaugemaster GM633 glass fibre brush
Price £4.95
Availability Gaugemaster **Web** www.gaugemaster.com **Tel** 01903 884488

For cleaning points, especially the parts that need to make contact to complete the electrical circuit, a glass fibre brush is ideal. It is quite abrasive and can remove deeply ingrained dirt. A glass fibre brush on its own will be useful for cleaning points, but it should be used in conjunction with one of the track cleaning liquids and a track rubber to be fully effective.



Ease of use	★★★★★
Results	★★★★★
Value for money	★★★★★

5 Modelmaker Sanding Sticks

PROS Bendable, so useful for cleaning curved track.
CONS Debris needs to be vacuumed up before trains are run.
Product Modelmaker by Bachmann MM11
Price £2.95 for three sticks of different textures.
Availability Bachmann stockists

Dragging a sanding stick along the top and inside edge of the rail is another alternative to using a track cleaning rubber. Use one of the coarser sticks if there is a lot of build-up on the track, and finish off with a finer stick. Available from most tool companies.



Ease of use	★★★★★
Results	★★★★★
Value for money	★★★★★

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- ◆ MR-301G: No. 1668
- ◆ MR-302A: No. 1646

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- ◆ MR-302B: No. 1649
- ◆ MR-303: No. 1604

BR BLACK, LATE EMBLEM (PRISTINE)

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- ◆ MR-305A: No. 1627
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- ◆ MR-306: GWR green No. 1638



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

NCB GREEN

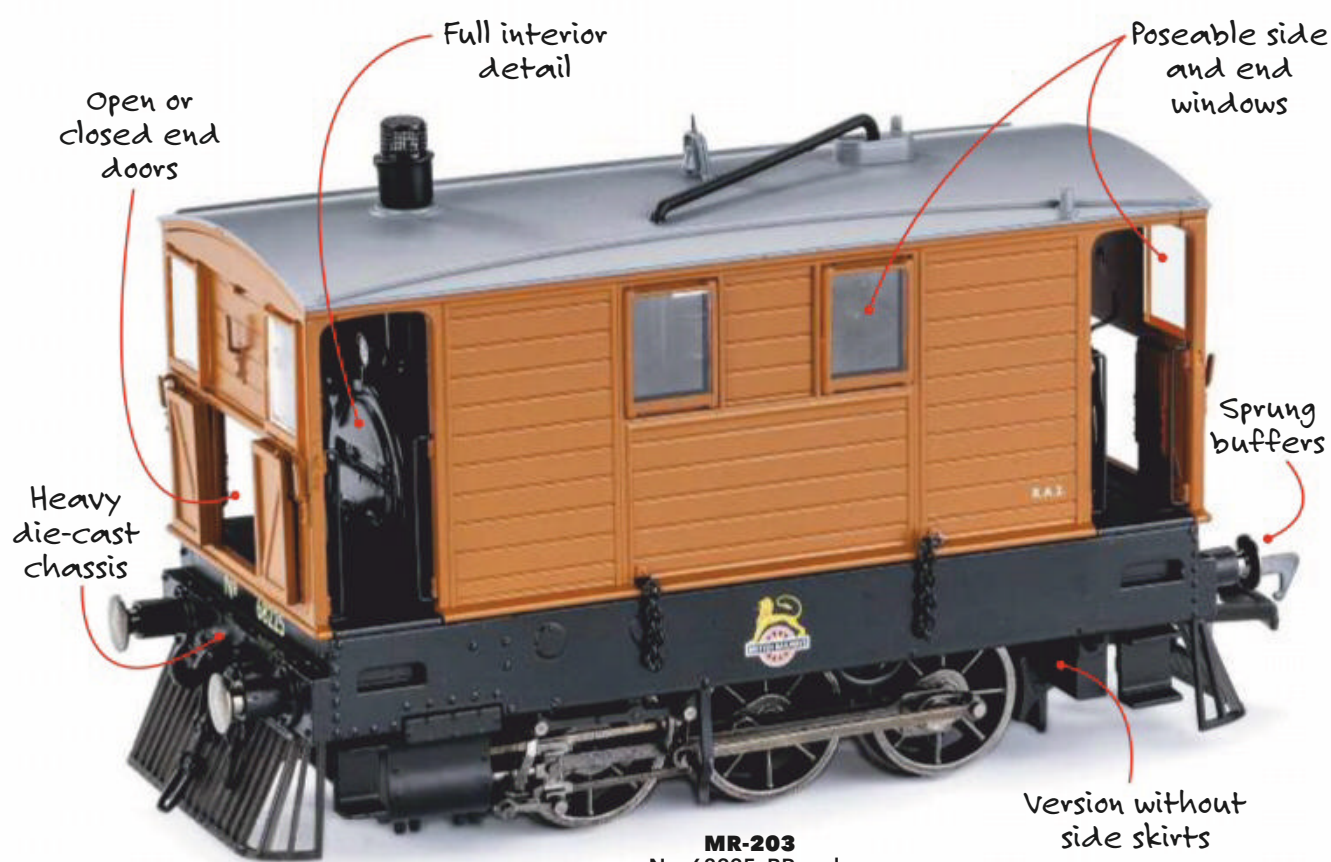
- ◆ MR-309A: NCB green, No. 1600
- ◆ MR-309B: NCB green, No. 1607

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- ◆ MR-310A: Green early BR emblem, No. 1638
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MR-203
No. 68225, BR early emblem, no skirts

Specification list

Made by: Rapido Trains

Motor: Coreless

DCC socket: Six-pin

Features: NEM coupler pockets, space for sound speaker, sprung buffers, removable cowcatchers, poseable windows and end doors, etched worksplates.

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MR-104A
'USA' 0-6-0T

No. 30064, in BR lined green

Specification list

Made by: Bachmann/Kader

Motor: Three-pole

DCC socket: Six-pin

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MR-111 and MR-104A

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NEM coupler
pocket

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'Sunshine lettering'

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socket

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footsteps



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MR-108 No. 72, Keighley & Worth
Valley Railway ochre

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BR unlined black, late emblem

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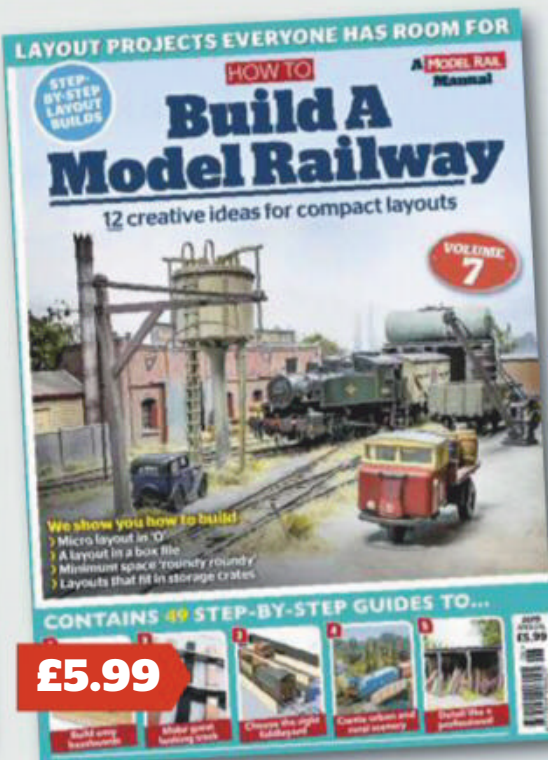
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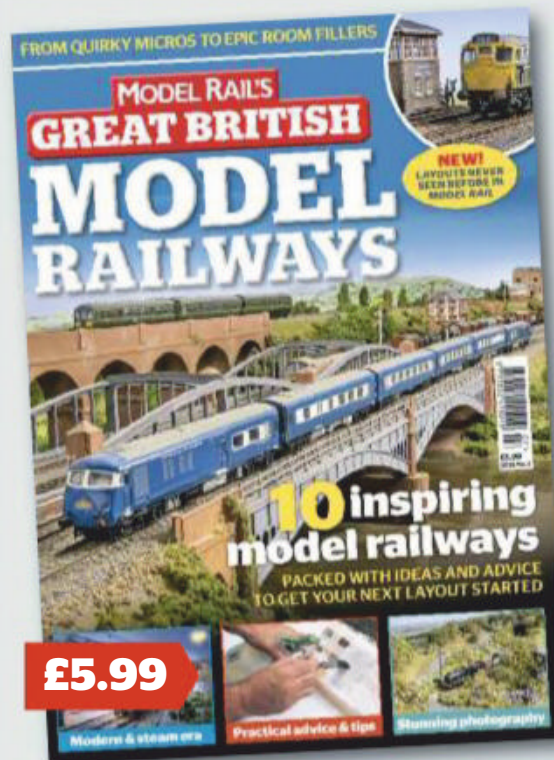
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ADVERTISERS' INDEX

AC Models	150
Alton Model Centre	142
Anoraks Anonymous	148
Brimal Components	148
C&L Finescale	143
C&M Models	141
CM3 Models	143
Coastal DCC	146
CR Signals	139
Crane Sheds & Summerhouses	145
Dapol	20
Digitrains	115
Dream Steam	140
DSC Showcases	141
Durham Trains of Stanley	141
Eileen's Emporium	146
Ellis Clark Trains	132-133
Express Models	142
Finescalebrass (UK)	147
Fox Transfers	144
Frizinghall Models & Railways	143
Frome Model Centre	146
Gaugemaster Control	18, 156
GFB Designs	141
Golden Valley Hobbies	140
Harburn Hobbies	147
Harder & Steenbeck	57
Hattons	114, 124-131
Heathcote Electronics	144
Hobby Trax	35
Hornby	2
Howes Models Limited	146
Isinglass Models	147
KDC Hobbies	149
Kernow Model Rail Centre	134-135
KR Models	17
Langley Models	141

Leamington & Warwick Model Rail	139
Megapoints Controllers	142
Meridienne Exhibitions	149
Model Electronic Railway Group	142
Modelrailwayscenery.com	144
Morley Controllers	148
Morris Models	148
Olivia's Trains	90
Osborn's Models	143
PDK Models	139
Peco	138
Peter's Spares	144
Rails of Sheffield	119-123
Railtrail Tours	118
RM Toys	140
Scalescenes.com	148
Smart Models	147
Ten Commandments	140

The Airbrush Company	117
The Hereford Model Centre	113
The Hobby Shop	139
The Junction Box	140
The Loco Shed	145
TMC	136-137
Tonbridge Model Railway Club	139
Tony's Trains	149
Tower Models	116
Townstreet	145
Trains4U	144
Train-Tech	149
Train Tees	145
Warners Group Publications	150
Warwick & Warwick	155
Wicor Models	143
York Modelmaking	144
YouChoos	146

CLASSIFIED INDEX

Classified advertisers on pages 152-153

AGR Model Railway Store	Railways	Roxey Mouldings
Branchlines	Kent Garden Railways	Salopian Models
Church Street Models	Mark's Trains	Scalespeed
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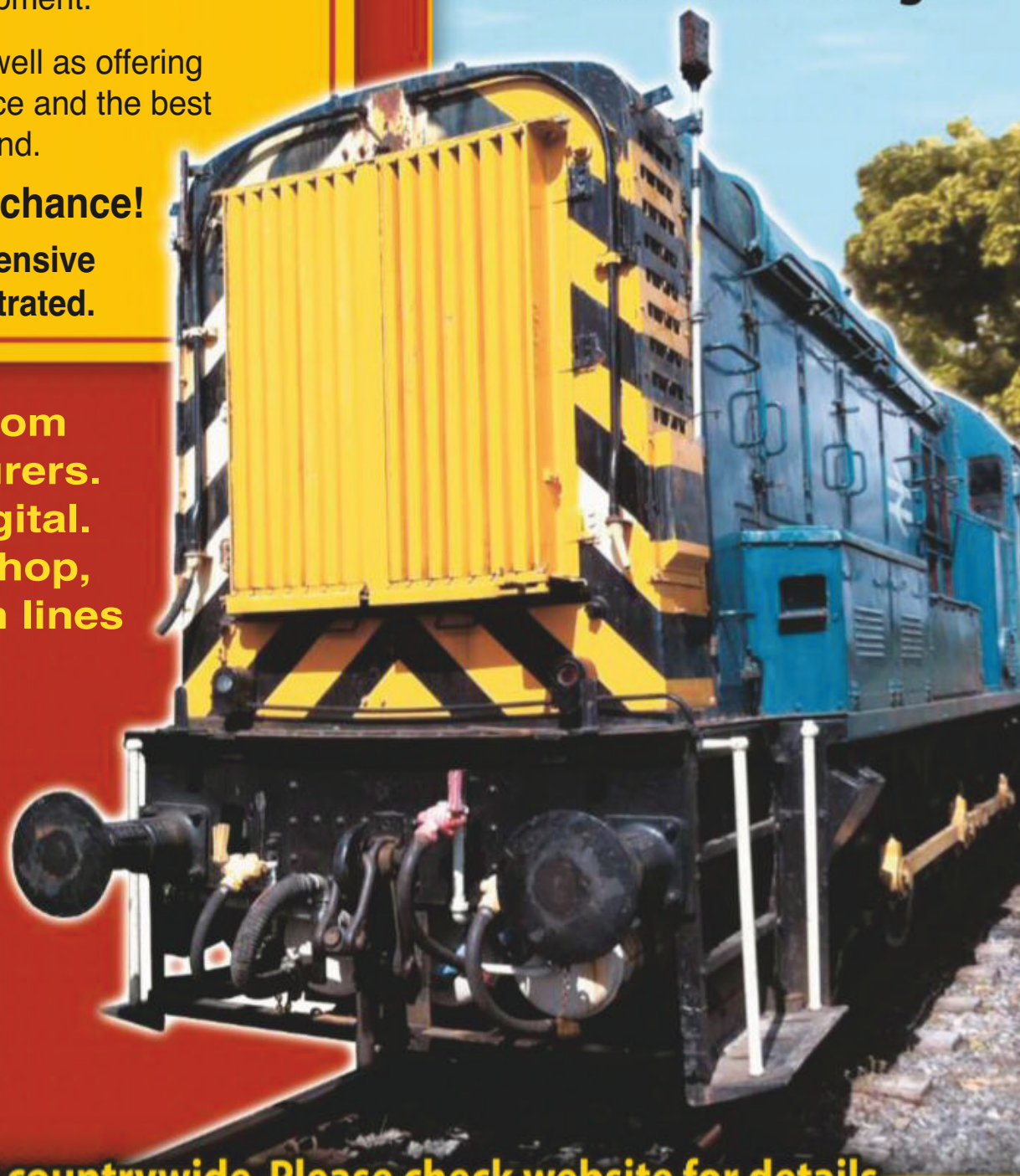
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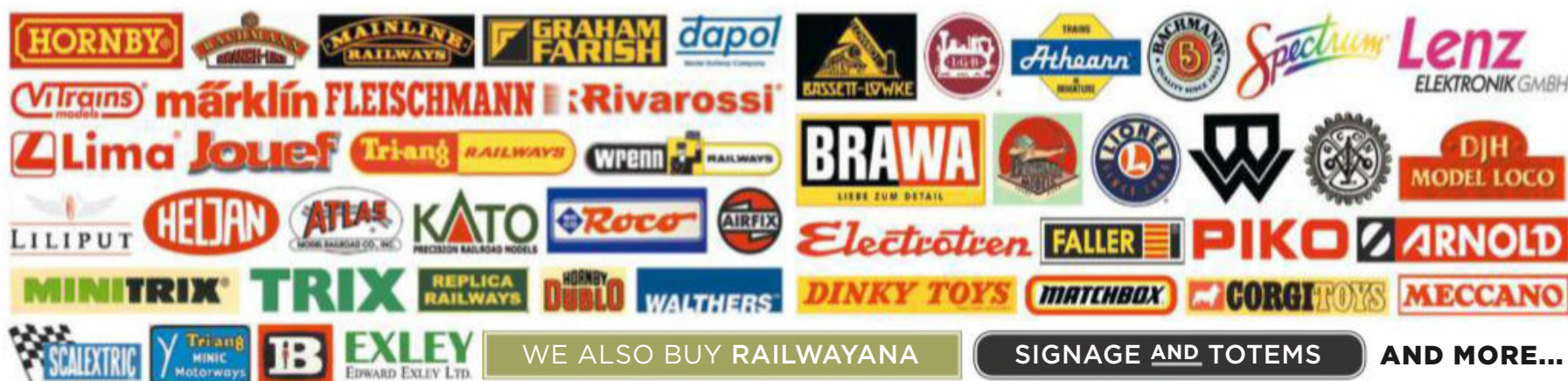
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04

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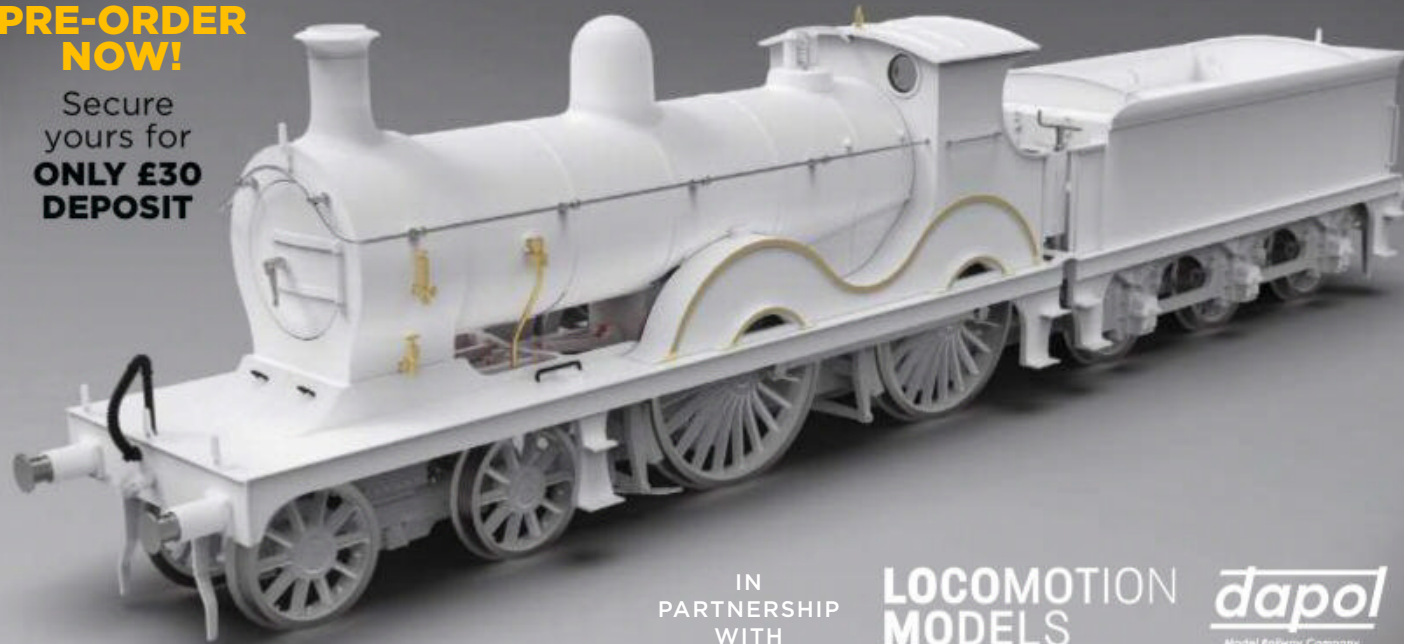
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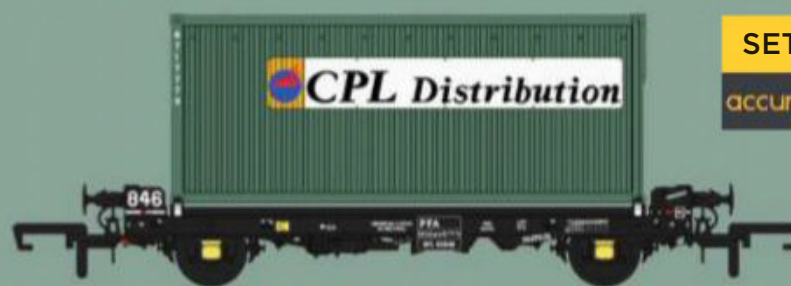
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THIS MONTH AT

Compiled between 11th December 2019 and 3rd January 2020

Hattons
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Latest News



Hornby Large Prairie Samples

Hornby have revealed painted sample of their forthcoming GWR 51xx/61xx locos with BR black versions due in stock by January.

www.hattons.co.uk/tmah57



Heljan GWR Railcar Samples

Updated engineering samples have been showcased by Heljan along with further information regarding livery and running numbers.

www.hattons.co.uk/tmah58



Hornby Princess Royal Samples

The latest painted sample for Hornbys forthcoming LMS Princess Royal have been showcased, more images are available online

www.hattons.co.uk/tmah59



HO Gauge Shinkansen 0 Series

One of the world's most iconic high speed trains can now be part of your collection with this impressive HO Gauge model from Zoukei Mura.

www.hattons.co.uk/tmah60



Dapol N Gauge Class 67s

The latest versions of the incredibly popular Dapol Class 67 are now in stock and available to order in a range of contemporary liveries. See more online.

www.hattons.co.uk/tmah61



Hornby 2020 Announcements

The Hornby 2020 range is due to be announced on Monday 6th January at 9am. We'll have all the products listed on our website as soon as possible.

www.hattons.co.uk/tmah62

Top 5 Best Sellers



Golden Valley 
GC2020 - £49.50



Hornby 
R6915 - £22.50



Hornby 
R6913 - £22.50



Key Publishing 
KeyLiveriesVol1 - £7.99



Hornby 
R3803TTS - £122.50

Genesis 4 & 6 Wheel Coaches

Due in stock: from Q1 2021

Produced by: 

Order yours online:

www.hattons.co.uk/genesis

Project Genesis faithfully represents the trains of the Era 2 & 3 period and brings modellers the opportunity to run a detailed train of coaches in liveries not normally seen in ready-to-run form.

We are producing 6 body styles between the 4 and 6 wheel coaches. These will be used to represent a lot of different coaches when allied to the painting and printing we are applying to them.

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
H4-4C13-401	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

Explore the full range and read more at: www.hattons.co.uk/genesis

Single unlit/lit coach: £30/£36

Pack of four unlit/lit coaches: £110/£135



Welcome to our project update feature, with the latest status of forthcoming releases from all major manufacturers. Use it to see the progress of projects you are interested in. The web address in the "link" column can be used to view products online, and to place your preorders.

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	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							

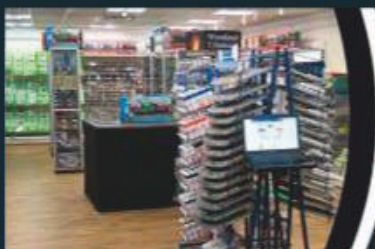
	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
OO GER/LNER Class N7 0-6-2T	hattons.co.uk/oxN7	from £87	Jan 2017							
OO BL 18" Howitzer Railgun	hattons.co.uk/railgun	from £42.50	Jan 2018							
OO LNER Class J27 0-6-0	hattons.co.uk/oxj27	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.

You can view extended lists, preorder & comment on all of these projects at

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Information correct at the time of going to press on 03/01/20.



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H4-AB14-004 Andrew Barclay 0-4-0ST 14" 1863 in Caledonian Railway lined blue (Hat). £99



H4-AB14-002 Andrew Barclay 0-4-0ST 14" 2047 '705' in GWR green shirtbutton roundel (Hat). £99



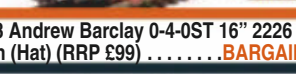
H4-AB14-006 Andrew Barclay 0-4-0ST 14" 2069 'Little Barford' in Acton Lane Power Station blue wasp stripes (Hat). £99



H4-AB14-003 Andrew Barclay 0-4-0ST 14" 2134 'Coronation' lined green (Hat). £99



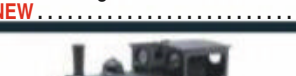
H4-AB16-002 Andrew Barclay 0-4-0ST 16" 2043 'No 6' in NCB green (Hat). £99



H4-AB16-003 Andrew Barclay 0-4-0ST 16" 2226 'Katie' in lined maroon (Hat) (RRP £99). **BARGAIN** . . . £89



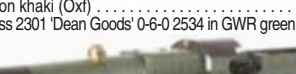
R3727 Class 21 L&Y 'Pug' 0-4-0ST 11244 in LMS black (Hor) **NEW**. £63



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



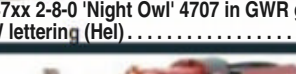
OR76DG010 Class 2301 'Dean Goods' 0-6-0 2534 in GWR green (Oxf). £102



4781 Class 47xx 2-8-0 'Night Owl' 4705 in GWR green Great Western lettering (Hel). £154



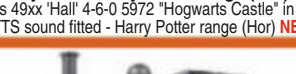
4782 Class 47xx 2-8-0 'Night Owl' 4707 in GWR green post-war GW lettering (Hel). £154



R3804 Class 49xx 'Hall' 4-6-0 5972 'Hogwarts Castle' in Hogwarts Railways red - Harry Potter range (Hor) **NEW**. . . £99



R3803TTS Class 49xx 'Hall' 4-6-0 5972 'Hogwarts Castle' in Hogwarts Railways red - TTS sound fitted - Harry Potter range (Hor) **NEW**. . . £122.50



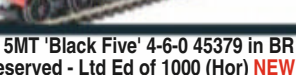
H1408 Class 58xx 0-4-2T 5816 in BR Lined black BRITISH RAILWAYS (Gill Sans) (DJ) (RRP £99) **BARGAIN**. . . £79



R3805 Class 5MT 'Black Five' 4-6-0 45379 in BR black late crest - as preserved - Ltd Ed of 1000 (Hor) **NEW**. . . £157.50



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



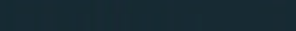
R3410 Class 6000 King 4-6-0 6025 'King Henry III' in BR Blue early emblem (Hor). £155



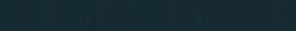
R3452 Class 6800 'Grange' 4-6-0 6825 'Llanfair Grange' in BR lined green late crest (Hor). £132



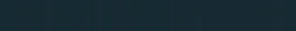
R3643 Class 7MT 'Britannia' 4-6-2 70046 'Anzac' in BR green late crest (Hor). £162



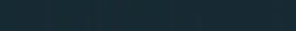
R3682 Class 8P 'Princess Coronation' 4-6-2 46225 'Duchess of Gloucester' in BR express passenger blue (Hor) (RRP £204.99). **BARGAIN** . . . £144



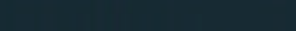
R3681 Class 8P 'Princess Coronation' 4-6-2 6241 'City of Edinburgh' in LMS post-war lined black (Hor) (RRP £204.99). **BARGAIN** . . . £144



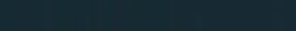
R3715 Class 8P 'Streamlined Coronation' 4-6-2 6224 'Princess Alexandra' in LMS coronation blue (Hor). . . £171



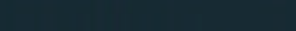
R3677 Class 8P 'Streamlined Coronation' 4-6-2 6229 'Duchess of Hamilton' in LMS crimson lake - as preserved (Hor) (RRP £189.99) **BARGAIN**. . . £139.50



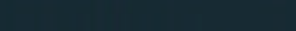
R3639 Class 8P 'Streamlined Coronation' 4-6-2 6244 'King George VI' in LMS crimson lake (Hor) (RRP £189.99). . . **BARGAIN** . . . £139.50



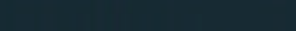
32-860 Class 9F 2-10-0 92211 in BR black late crest (Bac). £184.50



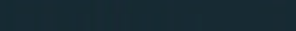
R3756 Class 9F Crosti 92028 in BR black early emblem - heavily weathered - Railroad range (Hor). £112.50



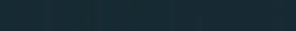
R3284TTS Class A1 4-6-2 4472 'Flying Scotsman' in LNER green - TTS sound fitted - Railroad range (Hor). . . £114



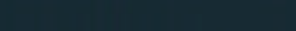
R3663TTS Class A1 4-6-2 60163 'Tornado' in LNER apple green British Railways lettering - Railroad Range - TTS sound fitted (Hor). £122.50



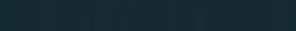
R3781 Class A1 Terrier 0-6-0T 5 'Rolvenden' Kent and East Sussex Railway blue (Hor). £81



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



R3371 Class A4 4-6-2 4468 'Mallard' in LNER garter blue - Railroad range (Hor). £94



R3395TTS Class A4 4-6-2 4468 'Mallard' in LNER Garter Blue - TTS sound fitted - Railroad Range (Hor). £116



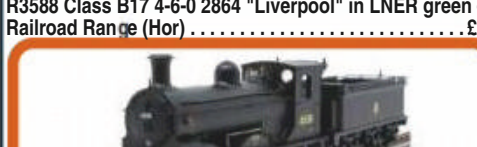
R3737 Class A4 4-6-2 60022 'Mallard' in BR blue early emblem (Hor) **NEW**. £162



R3701 Class A4 4-6-2 60028 'Walter K Whigham' in BR experimental purple (Hor). £153



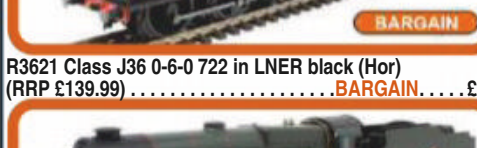
R3588 Class B17 4-6-0 2864 'Liverpool' in LNER green - Railroad Range (Hor). £81



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



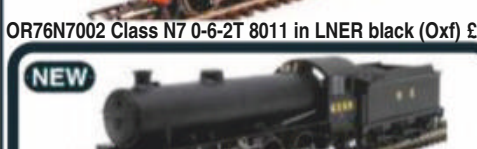
OR76N7001 Class N7 0-6-2T 1002 in Great Eastern Railway wartime grey (Oxf). £98



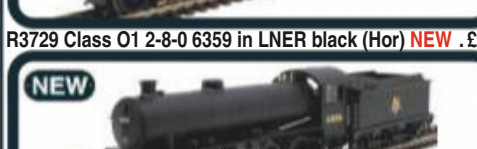
OR76N7001XS Class N7 0-6-2T 1002 in Great Eastern Railway wartime grey - DCC Sound fitted (Oxf). £187



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



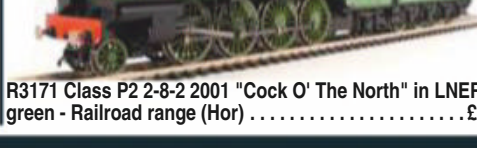
R3729 Class O1 2-8-0 6359 in LNER black (Hor) **NEW**. . . £99



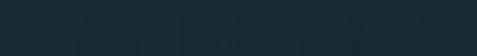
R3730 Class O1 2-8-0 63806 in BR black early emblem (Hor) **NEW**. £99



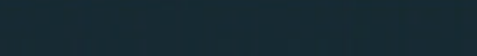
R3171 Class P2 2-8-2 2001 'Cock O' The North' in LNER green - Railroad range (Hor). £89



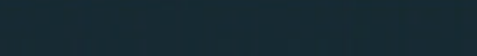
R3586 Class V Schools 4-4-0 30935 'Sevenoaks' in BR green early emblem - Railroad Range (Hor). £81



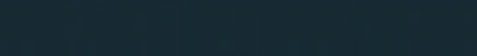
R3550 Class W4 Peckett 0-4-0ST 883 in Lilleshall Co (Hor). £99.99



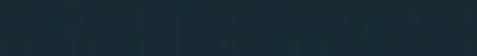
R3631 SECR H Class 0-4-4T 31265 in BR black early emblem (Hor). £117



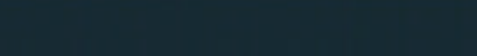
H4-P-001 SECR P Class 0-6-0T 178 in SE&CR full lined green (with brass) (Hat). £99



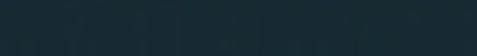
H4-P-002 SECR P Class 0-6-0T 753 SE&CR full lined green (with brass) (Hat). £99



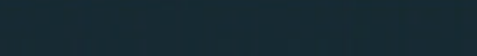
32-250A WD Austerity 2-8-0 79250 'Major-General Mc Mullen' in Longmoor Military Railway blue (Bac). . . £164.50



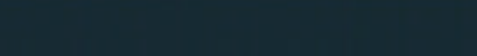
R3397 LMS Suburban Passenger Train Pack - Ltd Ed (Hor). £225



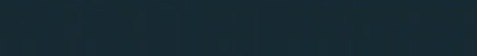
R3398 Lyme Regis Branch Line Train Pack - Ltd Ed (Hor) (RRP £225.99). **BARGAIN** . . . £175



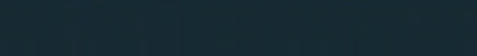
OR76BOOM01 Railgun Pack railgun 'Boche Buster' and 'Dean Goods' 0-6-0 2330 in ROD khaki (Oxf). £153



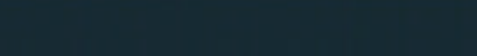
R3577 4-wheel Sentinel 0-4-0 'Graham' in red (Hor). £64



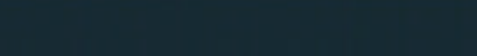
2930 Class 07 shunter 07001 in Harry Needle Railroad Company - Exclusive to Hattons Model Railways (Hel) (RRP £139). **BARGAIN** . . . £94



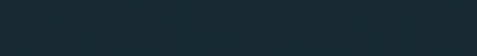
2915 Class 07 shunter 07009 in BR blue - weathered (Hel). £127.46



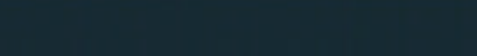
2904 Class 07 shunter D2986 in BR green wasp stripes (Hel). £118.96



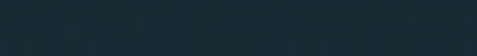
1723 Class 17 'Clayton' D8534 in BR blue (Hel). . . £118.96



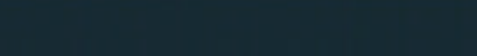
4D-025-003D Class 21 D6116 BR green small yellow panels - DCC fitted (Dap) **NEW**. £154.66



4D-025-002D Class 21 D6120 in BR green - DCC fitted (Dap) **NEW**. . . £129.15



4D-025-001D Class 21 D6121 in BR green (Dap) **NEW**. . . £129.15



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R3745 Class 31/6 31602 "Driver Dave Green" in Network Rail yellow (Hor) £157.50
3437 Class 33/0 D6558 in BR blue (Hel) £118.96



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32-381L Class 37/4 37419 DB Schenker red - Ltd Ed for Trains4U (Bac) £139.95



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R3758 Class 47/7 47799 "Prince Henry" in EWS Royal Train claret - Railroad range (Hor) £72
32-819 Class 47/8 47814 "Totnes Castle" in Virgin Trains (Bac) £145



4D-003-014 Class 52 'Western' D1008 "Western Harrier" in BR maroon yellow bufferbeams (Dap) £129.15
4D-003-015 Class 52 'Western' D1034 "Western Dagoon" in BR maroon small yellow panels (Dap) £129.15



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R3760 Class 59 59003 "Yeoman Highlander" GBRf europorte - Railroad range (Hor) £76.50



R3605TTS Class 60 60044 "Dowlow" in DB Schenker red - TTS sound fitted (Hor) £184.50

NEW



R3774 Class 67 67024 in Belmond British Pullman umber and cream (Hor) **NEW** £144



R3659 Class 67 67027 "Charlotte" in Colas Rail Freight (Hor) £144



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4D-022-011 Class 68 68010 "Oxford Flyer" in Chiltern Railways (Dap) £131.71



4D-022-016 Class 68 68034 in Direct Rail Services blue (Dap) £131.71



4D-006-006 Class 73/1 electro-diesel 73138 in Civil Engineers 'Dutch' (Dap) (RRP £146.22) **BARGAIN** £91



4D-006-005 Class 73/1 electro-diesel E6039 in BR blue small yellow panels (Dap) (RRP £146.22) **BARGAIN** £91



OLIV001 Class 73/2 73207 in Gatwick Express - Olivias Trains limited edition (Dap) (RRP £140) **BARGAIN** £84



4D-006-012 Class 73/2 73235 in South West Trains (Dap) £124.29

NEW



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R3706 Ruston 48DS Army 802 in War Department green match wagon (Hor) **NEW** £72

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R3750 Belmond Pullman Train Pack Class 67 67021 in Pullman and three pullman coaches (Hor) **NEW** £270



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R3697 Northern Belle train pack Class 57/6 57601 "Windsor Castle" and three Mk2D coaches in Northern Belle (Hor) £135

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R3698 Pair of Class 43 HST Power Cars 43033 and 43183 in Scotrail "7 Cities" (Hor) £261



R3685 Pair of Class 43 HST Power Cars 43041 "Meningitis Trust Support for Life" and 43005 in GWR green (Hor) (RRP £289.99) **BARGAIN** £229



R3802 Pair of Class 43 HST Power Cars 43315 and 43309 in LNER white and red (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



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



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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-015-009 Class 122 single car DMU 'Bubblecar' W55006 in BR green small yellow panels (Dap) £123.25



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R3773 Class 156 2-car 'Super Sprinter' DMU 156401 in Provincial (Hor) **NEW** £112.50

EMUs



R3606 5-BEL Pullman Brighton Belle EMU end vehicles in Pullman umber and cream small yellow panels (Hor) £160



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R3609 Class 800/0 IEP two-car pack 800003 in GWR green - "Queen Elizabeth" and "Queen Victoria" (Hor) £243

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B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap) £64

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R1176 Class 373 'Eurostar' starter train set (Hor) £126
R1266 Hornby Family Fun Project - Extension pack 1 (Hor) £117
R1267 Hornby Family Fun Project - Extension pack 2 (Hor) £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
R1230 Starter train set - "GWR High Speed Train" (Hor) **NEW** £108



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

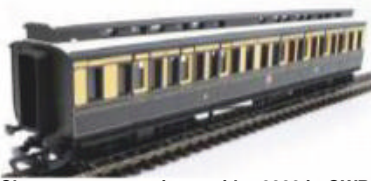
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Train sets - digital Coaches

R1236 Starter Digital train set - "Mixed Traffic" (Hor) **NEW** £189



R4899 Clerestory composite corridor 3229 in GWR chocolate and cream (Hor) £33.50
R4679A Collett corridor third 4556 in GWR chocolate and cream (Hor) . . £43.50



R4525 Collett restaurant car 9578 in GWR chocolate & cream - Railroad Range (Hor) (RRP £21.99) **BARGAIN** £10
R4826 Gresley 61' 6" brake composite corridor 32557 in LNER teal (Hor) . . £49.50



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R4935A Mk1 BSK brake second corridor 99312 in Hogwarts Railways maroon - Harry Potter range (Hor) £37



R4935 Mk1 BSK brake second corridor 99723 in Hogwarts Railways maroon - Harry Potter range (Hor) £37



R4355 Mk1 BSK brake second corridor W34888 in BR chocolate & cream - Railroad Range (Hor) (RRP £21.99) **BARGAIN** £12



R4934 Mk1 SK second corridor 99716 in Hogwarts Railways maroon - Harry Potter range (Hor) £37
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R4624 Mk2E BSO brake second open M9501 in BR blue & grey - Railroad range (Hor) (RRP £25.99) **BARGAIN** £12



R4666B Mk4 TSO second open 12425 in East Coast (Hor) (RRP £28.49) **BARGAIN** £14

Wagons



K4103 'Dogfish' ballast wagons in Civil Engineers 'dutch' - weathered - Pack of 4 - Ltd Ed for Kernow Model Rail Centre (Hel) £99.99



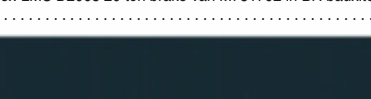
37-225H 16 ton steel mineral wagon top flap doors in BR grey - weathered (Bac) £18
4F-061-001 BEV Bogie Bolster 'E' 923358 in BR bauxite (Dap) . . £25.46



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R6909A ex-LMS D2068 20 ton brake van M731792 in BR bauxite (Hor) **NEW** £21



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R605 Circle of 8 (Hor) £18
R607 2nd radius double curve track (8 make a circle) (Hor) £2.50
R607 Circle of 8 (Hor) £18
R609 3rd radius double curve track (8 make a circle) (Hor) £2.60
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ST-244 Setrack curved double radius right handed point insulfrog (Pec) . £14.50
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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-87 Left hand curved point - insulfrog (Pec) £12.50
SL-89 Left hand large point - insulfrog (Pec) £12
SL-96 Left hand medium point - insulfrog (Pec) £10.50



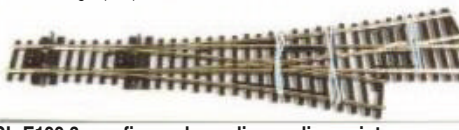
SL-E92 Left hand small point - electrofrog (Pec) £9.50
SL-92 Left hand small point - insulfrog (Pec) £9.50
SL-E86 Right hand curved point - electrofrog (Pec) £12.50
SL-86 Right hand curved point - insulfrog (Pec) £12.50
SL-88 Right hand large point - insulfrog (Pec) £12
SL-95 Right hand medium point - insulfrog (Pec) £10.50
SL-91 Right hand small point - insulfrog (Pec) £9.50

Track - Code 75 Finescale

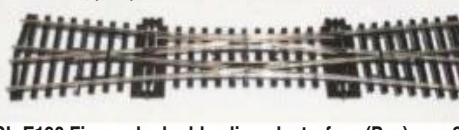
SL-108F 1 yard (91.5cm) length of Code 75 Wooden-sleeper nickel silver bullhead rail flexible track (Pec) £4
SL-108F Box of 25 (Pec) £98



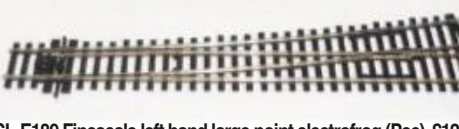
SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) £72
SL-100F Single (Pec) £3



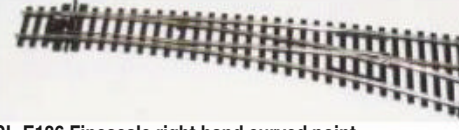
SL-E199 3 way finescale medium radius point - electrofrog (Pec) £29



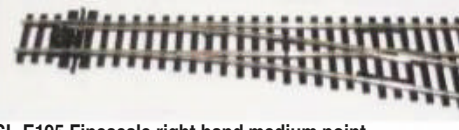
SL-E190 Finescale double slip - electrofrog (Pec) . . . £38



SL-E189 Finescale left hand large point electrofrog (Pec) £12.50
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
SL-U1189 Left hand large radius bullhead rail point - unifrog (Pec) . . £26

Track underlay

SL-50 Roll of foam track underlay sleeper indentation. Suitable for Setrack and Streamline 5m long (16' 4") (Pec) £10

Buses



UK6514 ADL Enviro400 MMC - "First in Glasgow" (Nor) **NEW** £51



UK6515 ADL Enviro400 MMC - "Metroliner" (Nor) £51



UK6513 ADL Enviro400 MMC - "Stagecoach South" (Nor) **NEW** £51
UK6511 ADL Enviro400 MMC - "Stagecoach West Scotland" (Nor) . . £51



76PD2008 Leyland PD2/12 A1 Service (Oxf) **NEW** . . £18.50



CC99726 Triple Decker 'Knight Bus' - Harry Potter range (Cor) £26

Cars



76FZ003 Ford Zodiac MKII Ermine White And Pink (Oxf) **NEW** £5.50
76TP007 Triumph 2500 Sebring White (Oxf) **NEW** £5



R6913A ex-LSWR 24 ton brake van 55009 in SR brown red ends (Hor) **NEW** £22.50
R6913 ex-LSWR 24 ton brake van 55062 in SR brown red ends (Hor) **NEW** £22.50



R6915A ex-LSWR 24 ton brake van S55032 in BR grey (Hor) **NEW** £22.50
R6915 ex-LSWR 24 ton brake van S55040 in BR grey (Hor) **NEW** £22.50



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



R6907 LMS D1919 20 ton brake van 730176 in LMS grey (Hor) **NEW** £21
R6907A LMS D1919 20 ton brake van 730473 in LMS grey (Hor) **NEW** £21
R6911A LSWR 20 ton brake van 5359 LSWR bauxite red ends (Hor) **NEW** £22.50



R6911 LSWR 20 ton brake van 9646 in LSWR bauxite red ends (Hor) **NEW** £22.50



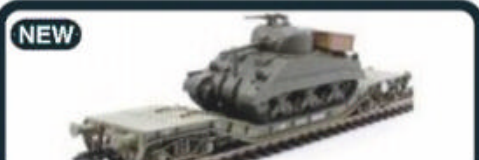
R6934 LWB Box Van in Coca-Cola® (Hor) **NEW** . . £13.49



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



OR76WW006C Warwell wagon 50t in wartime green Sherman tank 95537 (Oxf) **NEW** £38

Analogue controllers

R8012 HM2000 High output power & speed controller, mains supply. (Hor) . £94

Analogue point control

PL-55 Turntable control motor - for use Peco turntable kits (Pec) £54

Digital control accessory decoders

R8247 DCC accessory decoder (for points and motors) (Hor) £41.50

Digital controllers



36-504 EZ Command Dynamis Ultima DCC system (Bac) . . £280

Prices valid until 12/02/20

All prices correct
when going to press.
Errors excepted.

Commercial vehicles

NEW

76CIT005 Citroen H Catering Van Fish & Chips (Oxf) **NEW** £7

NEW

76SHP008 Leyland Sherpa Van Manweb Electricity (Oxf) **NEW** £676MM061 Morris 1000 Post Office Telephones Yellow (Oxf) **NEW** £5

Military ground vehicles

76SET65 Bloodhound Missile Set (Oxf) £23

NEW

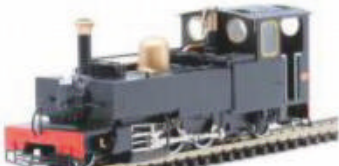
76LRL007 Land Rover Lightweight Canvas RAF Police (Oxf) **NEW** £5.50

NEW

76TAC007 TACR2 Royal Navy Rnas Yeovilton (Oxf) **NEW** £10

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

Wagons

GR-901 4 wheel closed goods van "Bass Brewery, Burton-on-Trent" (Pec) £17

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-E496 Mainline left hand turnout 18" radius electrofrog (Pec) £11

N Gauge

Steam locos

2S-007-013D Class 57xx Pannier 0-6-0 9744 in British Railways green - DCC fitted (Dap) £100

2S-007-015D Class 57xx Pannier 0-6-0PT 9791 GWR black later cab - DCC Fitted (Dap) £100



2S-007-011 Class 57xx pannier 0-6-0T 6746 in GWR green shirtbutton emblem (Dap) £74



2S-008-009 Class A4 4-6-2 4490 "Empire of India" in LNER quarter blue valances (Dap) £124



2S-020-001 Class B17 4-6-0 2864 "Liverpool" in LNER wartime black (Dap) £108

Diesel locos

2D-013-000D Class 27/1 27108 in BR blue. DCC Fitted (Dap) £134.32



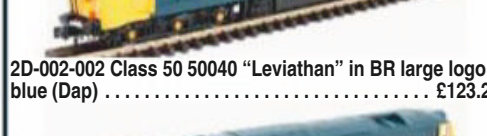
2D-002-003 Class 50 50037 "Illustrious" in original Network SouthEast (Dap) £123.21

2D-002-003D Class 50 50037 "Illustrious" in original Network SouthEast - DCC fitted (Dap) £148.71

2D-002-003S Class 50 50037 "Illustrious" in original Network SouthEast - DCC sound fitted (Dap) £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

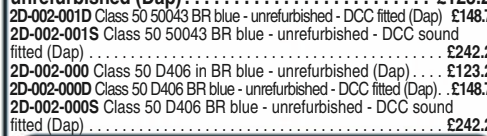
2D-002-001D Class 50 50043 BR blue - unrefurbished - DCC fitted (Dap) £148.71

2D-002-001S Class 50 50043 BR blue - unrefurbished - DCC sound fitted (Dap) £242.21

2D-002-000 Class 50 D406 in BR blue - unrefurbished (Dap) £123.21

2D-002-000D Class 50 D406 BR blue - unrefurbished - DCC fitted (Dap) £148.71

2D-002-000S Class 50 D406 BR blue - unrefurbished - DCC sound fitted (Dap) £242.21

2D-010-008 Class 67 67006 "Royal Sovereign" in Royal Train claret DB logos (Dap) **NEW** £108.762D-010-010 Class 67 67021 Belmond British Pullman umber and cream (Dap) **NEW** £108.762D-010-011 Class 67 67029 "Royal Diamond" in DB silver DB logos (Dap) **NEW** £108.76

EMUs



HN3006 5-BEL Pullman Brighton Belle EMU end vehicles in Pullman umber and cream small yellow warning panels (Arn) £179.50



HN3502 Pack of three centre coaches for 5-BEL Brighton Belle in Pullman umber and cream (Arn) £107.50

Coaches



374-681A Mk2A BSO brake second open 9428 in Direct Rail Services (Gra) £29.71

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

Track - Code 80 Setrack

ST-12 No.1 radius double curve (Pec) £1.70

ST-15 No.2 radius double curve (Pec) £2

ST-6 Setrack left hand point insulfrog (Pec) £8.50

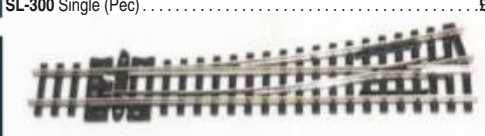
ST-5 Setrack right hand point insulfrog (Pec) £8.50

Track - Code 80 Streamline



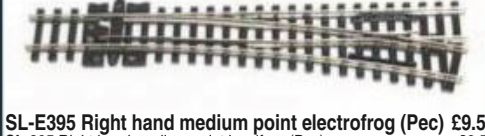
SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) £64

SL-300 Single (Pec) £3



SL-E396 Left hand medium point electrofrog (Pec) £9.50

SL-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

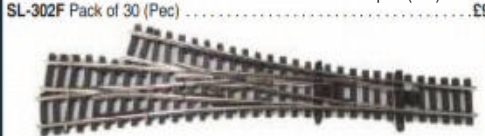


SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec) £84

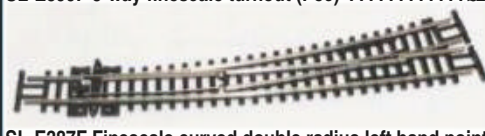
SL-300F Single (Pec) £3

SL-302F 1 Yard of Nickel Silver Flexible Track Concrete Sleepers (Pec) £3.50

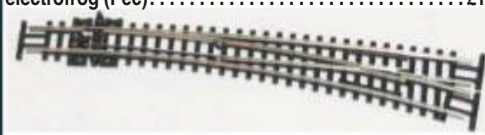
SL-302F Pack of 30 (Pec) £91



SL-E399F 3-way finescale turnout (Pec) £28



SL-E387F Finescale curved double radius left hand point electrofrog (Pec) £12



SL-E386F Finescale curved double radius right hand point electrofrog (Pec) £12

SL-E390F Finescale double slip electrofrog (Pec) £38



SL-E389F Finescale left hand large point electrofrog (Pec) £12

SL-U396F Finescale left hand medium point unifrog (Pec) £10.50



SL-E392F Finescale left hand small point electrofrog (Pec) £9.50



SL-E388F Finescale right hand large point electrofrog (Pec) £12

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

Buses

NMW6002 Bristol MW6G Hants & Dorset (Oxf) **NEW** £7.50

Public Service vehicles

NGG003 Green Goddess RAF (Oxf) **NEW** £6NMA004 Mercedes Ambulance Scottish Ambulance Service (Oxf) **NEW** £6

O Gauge (1:43 Scale)

Steam locos

7S-005-004 Class 0F Sentinel 4wVB 7160 in LMS black (Dap) **NEW** £148.75

7S-005-004D Class 0F Sentinel 4wVB 7160 LMS black - DCC fitted (Dap) £174.25



6125 Class 41xx "Large Prairie" 2-6-2T 4144 in BR black early emblem (Hel) £594.15



4300 Class 43xx Mogul 2-6-0 4339 in GWR green Great Western lettering (Hel) £662.15



4311 Class 43xx Mogul 2-6-0 4358 in BR lined green early emblem (Hel) £662.15



4313 Class 43xx Mogul 2-6-0 5306 in BR unlined green late crest (Hel) £662.15



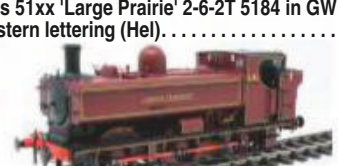
4302 Class 43xx Mogul 2-6-0 5320 in GWR green GWR lettering (Hel) £662.15



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-010-014 Class A1 "Terrier" 0-6-0T 734 in LSWR green (Dap) £191.25

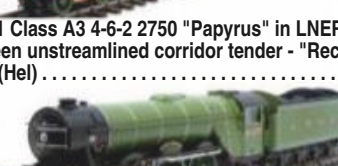
7S-010-012 Class A1X "Terrier" 0-6-0T 32650 BR lined black early emblem (Dap) £191.25



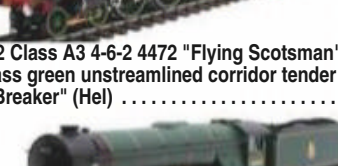
H7-A3-003 Class A3 4-6-2 2745 "Captain Cuttle" in LNER black unstreamlined non-corridor tender (Hel) £750



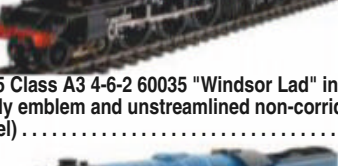
H7-A3-001 Class A3 4-6-2 2750 "Papyrus" in LNER Grass green unstreamlined corridor tender - "Record Breaker" (Hel) £750



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



Visit

www.hattons.co.uk/preorder

for all forthcoming releases



H7-A3-006 Class A3 4-6-2 60077 "The White Knight" in BR green late crest and unstreamlined non-corridor tender (Hel)£750

NEW



7S-005-001 Class Y3 Sentinel 4wVB 42 in LNER black (Dap) **NEW**£148.75
7S-005-001D Class Y3 Sentinel 4wVB 42 LNER black - DCC fitted (Dap) **NEW**£174.25

NEW



7S-005-005 Class Y3 Sentinel 4wVB 68164 in BR black early emblem (Dap) **NEW**£148.75
7S-005-005D Class Y3 Sentinel 4wVB 68164 in BR black early emblem - DCC fitted (Dap) **NEW**£174.25

NEW



7S-005-002 Class Y3 Sentinel 4wVB No.39 in BR departmental black (Dap) **NEW**£148.75

NEW



7S-005-007 Sentinel 4wVB 14 "Maude" in National Coal Board (Dap) **NEW**£148.75

NEW



7S-005-006 Sentinel 4wVB 2 "Isebrook" in GWR light green (Dap) **NEW**£148.75
7S-005-006D Sentinel 4wVB 2 "Isebrook" GWR light green - DCC fitted (Dap) **NEW**£174.25

Diesel locos

NEW



7D-008-017 Class 08 shunter 08709 in EWS red and gold (Dap) **NEW**£191.25



7D-008-013 Class 08 shunter 08717 in BR blue (Dap) £191.25
7D-008-016 Class 08 shunter 08891 in Freightliner green (Dap). £191.25
7D-008-009 Class 08 shunter D3002 BR green late crest and wasp stripes (Dap). £191.25
7D-008-017U Class 08 shunter EWS red and gold - unnumbered (Dap) **NEW**£191.25
7D-008-015U Class 08 shunter Railfreight Triple grey - unnumbered (Dap) £191.25



2006 Class 20 in BR blue full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hatton's (Hel) (RRP £599)£395
2013 Class 20 in BR blue full yellow ends; TOPS style double arrows on the bodysides and 'domino' headcodes (Hel)£549



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



2556 Class 25/3 in BR green full yellow ends - unnumbered (Hel)£446.25



3750 Class 37/4 37401 "Mary Queen of Scots" in BR large logo blue yellow headcode boxes - Exclusive to Hatton's (Hel)£549



3743 Class 37/4 in EWS maroon and gold - unnumbered (Hel)£509.15
3742 Class 37/4 in Intercity Mainline - unnumbered (Hel)£509.15



3744 Class 37/4 in Regional Railways - unnumbered (Hel) £509.15



4024 Class 50 50007 "Sir Edward Elgar" in GWR green (Hel) **NEW**£594.15



4026 Class 50 50008 "Thunderer" in BR Laira blue (1990s Railtour condition) - Exclusive to Hatton's (Hel) **NEW** £594.15



4027 Class 50 50015 "Valiant" in BR civil engineers 'Dutch' grey and yellow (1990s Railtour condition) - Exclusive to Hatton's (Hel) **NEW**£594.15



4025 Class 50 50149 "Defiance" in BR Railfreight general sector triple grey (Hel) **NEW**£594.15



4020 Class 50 in BR blue - unnumbered (Hel) **NEW** ..£594.15



4022 Class 50 in original Network Southeast - unnumbered (Hel) **NEW**£594.15



4023 Class 50 in revised Network Southeast - unnumbered (Hel) **NEW**£594.15



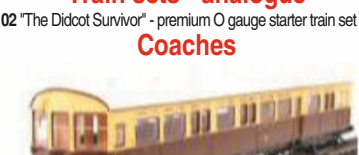
5503 Class 55 "Deltic" in BR green small yellow panels - unnumbered (Hel)£509.15



GM7000102 "The Didcot Survivor" - premium O gauge starter train set (Gau) £595

Train sets - analogue

Coaches



7P-004-010 GWR Diagram "N" 59' Autocoach 39 in GWR chocolate and cream twin cities crest (Dap)£170

7P-004-006D GWR Diagram 'N' 59' Autocoach 40 in GWR chocolate and cream - Digital and light bar fitted (Dap)£232.50



7P-004-008 GWR Diagram "N" 59' Autocoach W37W in BR crimson and cream (Dap)£170



4956 Mk1 BG full brake in Royal Mail red (Hel) (RRP £325)**BARGAIN**...£147



4931 Mk1 FK first corridor in BR maroon - unnumbered (Hel)£169.50

Wagons



7F-200-001 20 ton standard brake van CAO B951771 in BR grey (Dap)£67.96



5151 Bogie flat IWB Cargowaggon 4647026 in silver and blue - weathered (Hel) (RRP £189)**BARGAIN**...£84



7F-048-002 HAA MGR coal hopper 355203 in Railfreight red cradle (Dap) (RRP £56.95)**BARGAIN**..£46.71

Analogue controllers

Signals

100MO Single track controller for O gauge - 2.5amp (Gau)£80

Track - Code 124 Bullhead Streamline



SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec)£75
SL-700BH Single (Pec)£6.50
SL-E792BH Left hand point bullhead rail and electrofrog (Pec)£43
SL-E791BH Right hand point bullhead rail and electrofrog (Pec)£43
ST-700 Setrack Bullhead straight 394mm (15.5") (Pec)£6
ST-U751 Setrack second radius Unifrog left hand point (Pec)£43
ST-U750 Setrack second radius Unifrog right hand point (Pec)£43

Buses



43WFL001 Weymann Fanfare Southdown Motor Services (Oxf)£37.50

Cars



43LR3S003 Land Rover Series III SWB Canvas Mid Grey (Oxf) **NEW**£14.50
CC02732 VW Camper - Coca Cola - early 1960s style (Cor) **NEW** £22.50



CC02733 VW Camper - Coca Cola - late 1960s style (Cor) **NEW**£22.50

Commercial vehicles



43CF003 Bedford Cf Ice Cream Van Mr Softee (Oxf) **NEW** £14.50



CC02725 Ford Transit Mk1 - Coca Cola - 1970s style (Cor) **NEW**£22.50

Any or Multiple Scales

Analogue controllers



COMBI Combi 12v 1Amp Single Track Controller Transformer (Gau)£34



D Double/Twin track power controller (Gau)£86

Analogue point control

PLS-100 SmartSwitch Set for 4 servo control & operation, switches, control board & digital readout for Analogue operation (Pec)£64

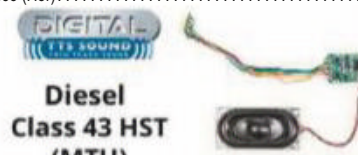
Digital decoders

Imperium3 "Imperium" 21 Pin 8-function DCC decoder (Dap) **NEW** ..£22
Imperium1 "Imperium" 21 Pin MTC 6-function DCC decoder (Dap) £19.51
DCR-21Pin-Direct-V2 21-pin 6-function 1.1Amp direct plug decoder back EMF (Hat)£16.50
DCC93 6 pin 2 function small digital decoder - "Ruby Series" (Gau) £21.50
DCR-6PIN-Direct 6-pin 2-function 1.1Amp direct plug decoder back EMF (Hat)£17
BPDC27 8 & 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 23l x 27w x 10d mm) x 5 (Gau)£79
DCR-8PIN-HarnessMini 8-pin (harness) 2-function 1.1Amp small & thin (mini) decoder back EMF (Hat)£16
DCR-8PIN-HarnessMini Box of 5 (Hat)£72
DCR-8PIN-HarnessMini Box of 10 (Hat)£128



DCR-8PIN-Harness Box of 10 8-pin (harness) 4-function 1.1Amp decoder back EMF (Hat)£120

DCR-8PIN-Harness Single (Hat)£15
DCR-8PIN-Harness Box of 5 (Hat)£68
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
R8102 TTS DCC Sound Decoder 8 pin plug - Class 37 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



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R7239 TTS digital sound decoder - Class J36 steam loco (Hor)£38
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Digital controllers



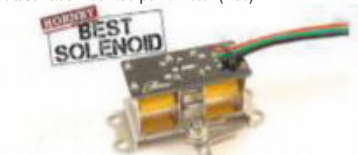
524-042 NCE Power Cab 2 Amp Digital DCC controller (NCE)£159.50
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PSG-1 Static Grass Micro Applicator (Pec)£42

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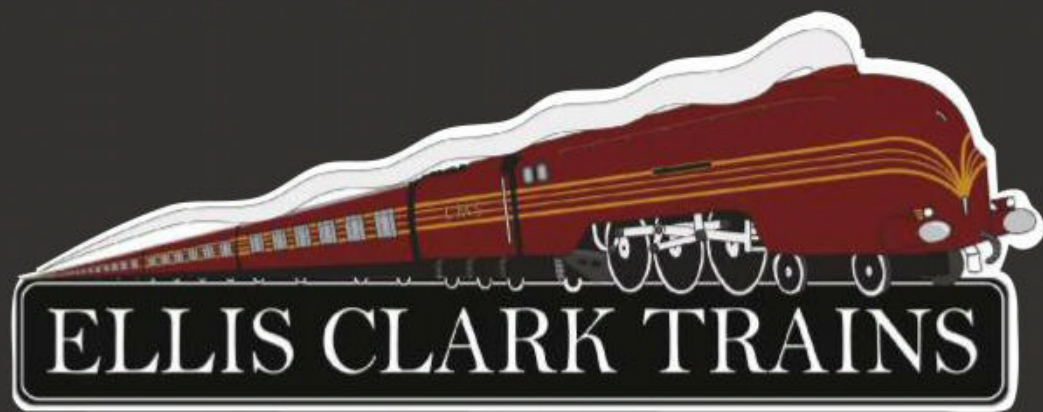
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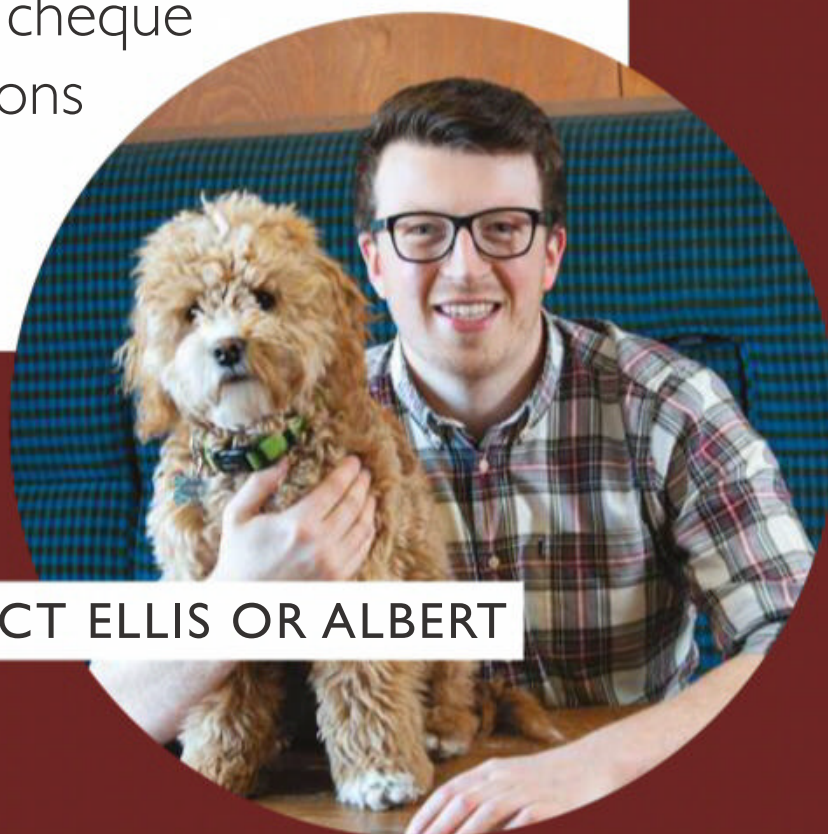
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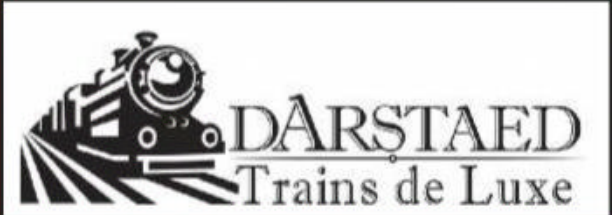
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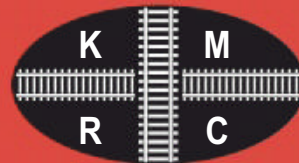


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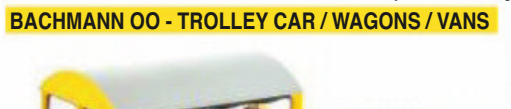
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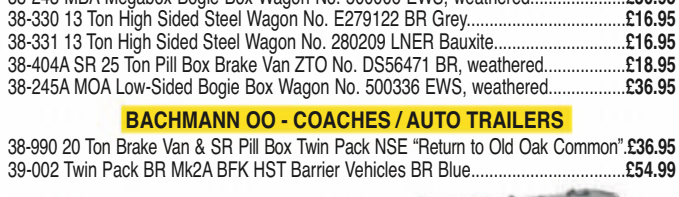
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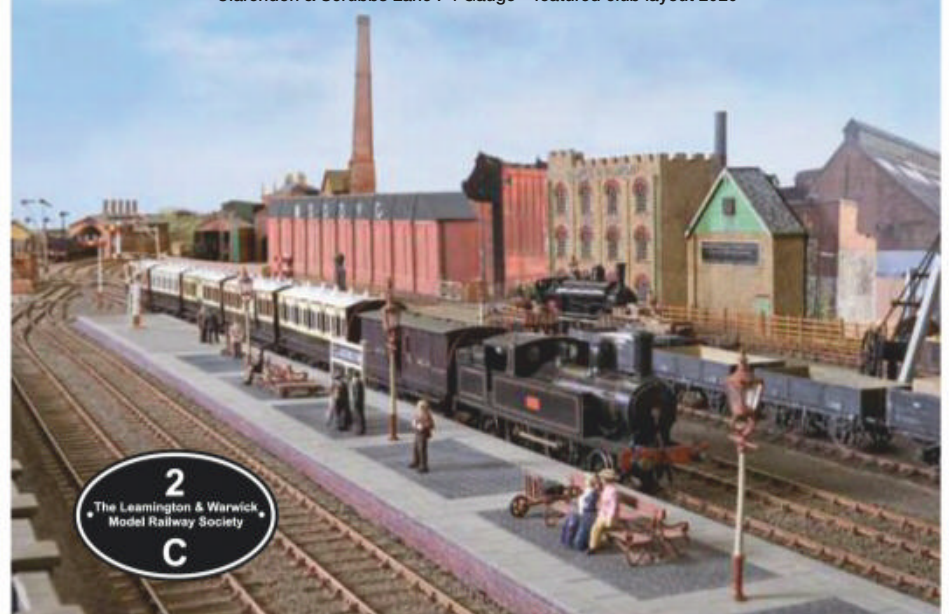
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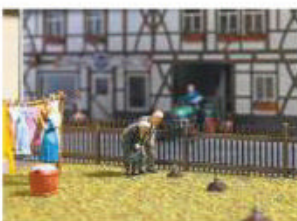
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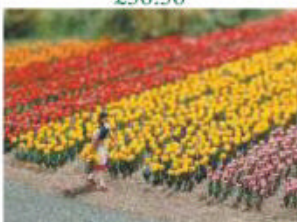
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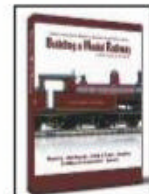
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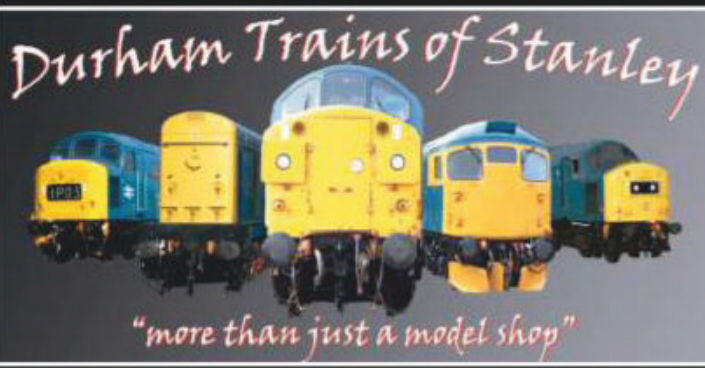
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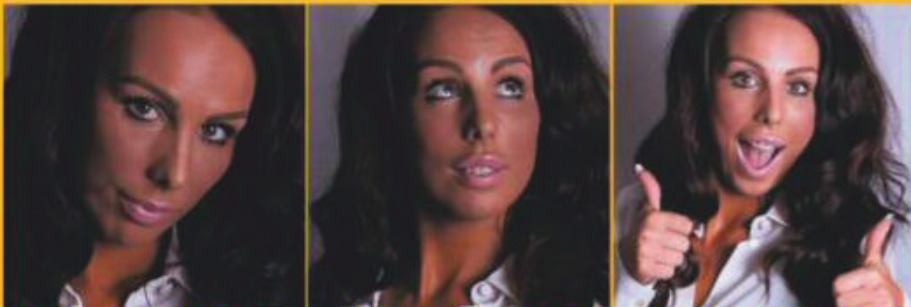
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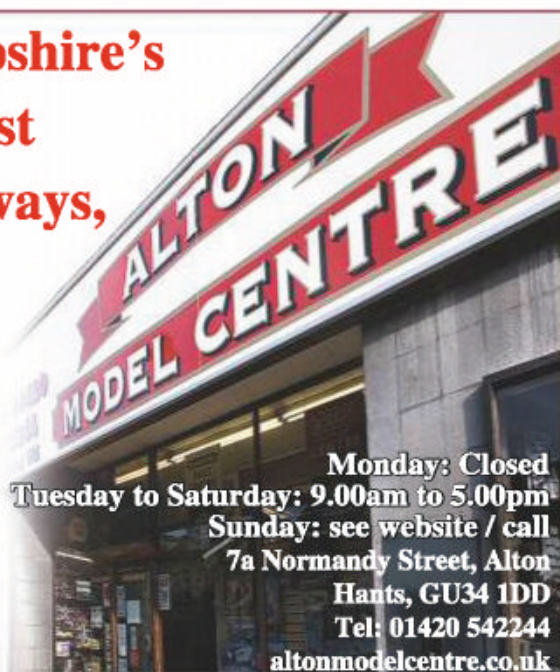




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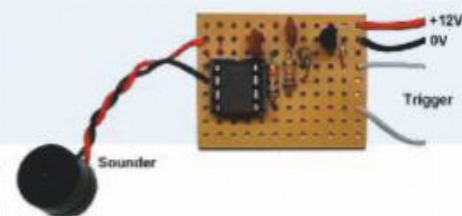
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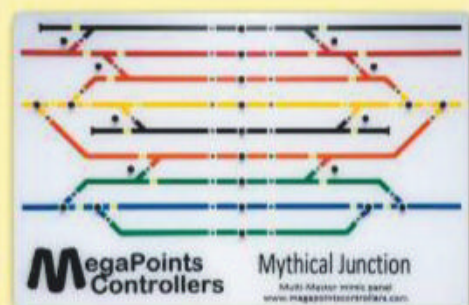
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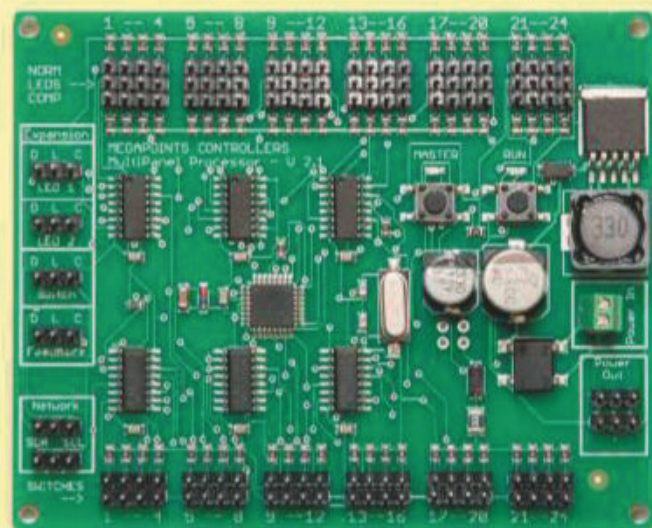
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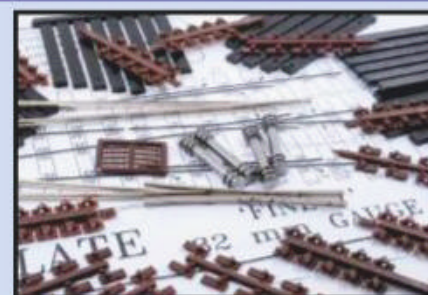
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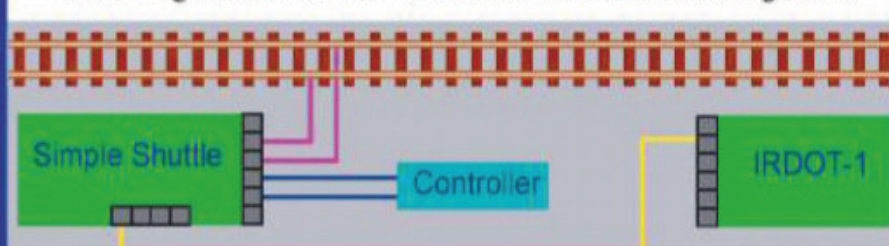
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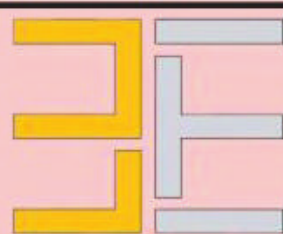
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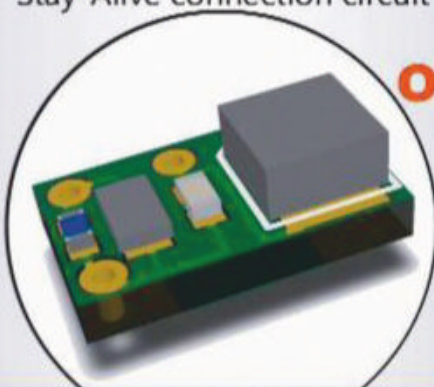
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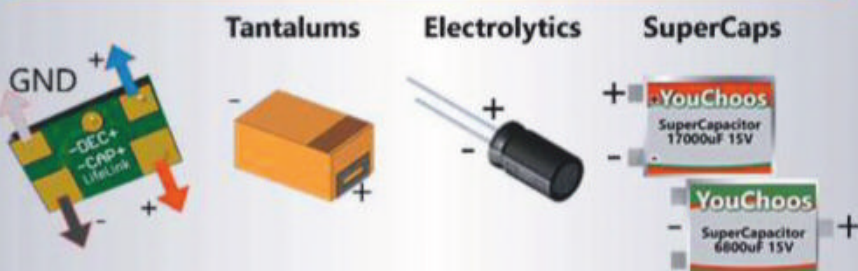
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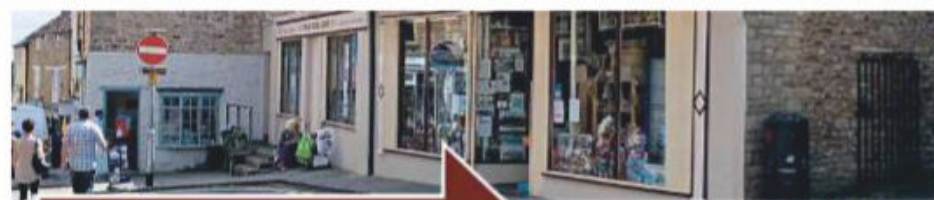


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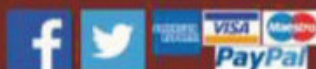
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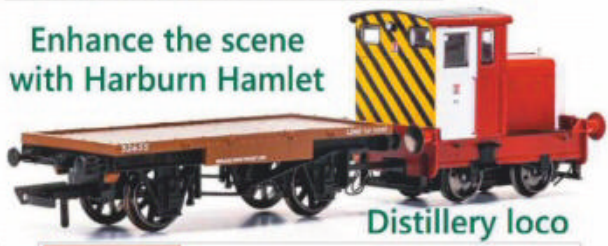
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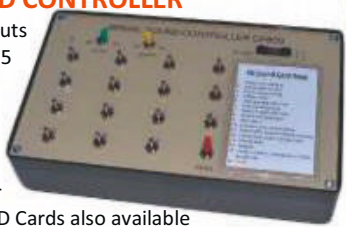
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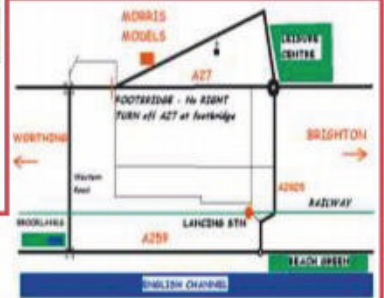


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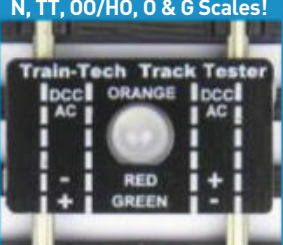
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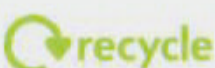
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If there's a locomotive that you think needs to be offered
ready-to-run, here's the place to voice your opinion...

Locomotive: Caledonian Railway '439' 0-4-4T

Gauge: '00'

Proposed by: Roy Cashmore

What is it?

There are so many classic locomotives
associated with Scotland: the North British
'Glens', the Highland Railway's 'Jones Goods'
and the Caledonian's 'Dunalastairs' to name
but three. But one handsome locomotive that
keeps turning up in photographs through the
railways of the Highlands is the Caledonian
Railway 0-4-4T.

The '439s' worked some of Scotland's most
classic branches: Aberfeldy, Ballachulish and,
of course, Killin. They were used mainly on
passenger trains but also for the mixed trains
that were frequent on branches and the occa-
sional freight. But they were also used for
stopping passenger trains running between
two major towns too.

Manufacturers have started to dabble in
Scottish locomotives and, with the popularity
of the Scottish branch line for modelling
subjects, there's never been a better time to
offer the '439'.

What would make it viable?

Although I've called this the '439', the ability
to make changes to the tooling would enable
a manufacturer to offer several different
variants, thus making this an ideal subject.

The first '439s' were introduced in 1900 to
J.F. McIntosh's design. McIntosh's successor,
William Pickersgill, built a further ten in 1915,
bringing the total up to 78, though these
locomotives had slight detail differences.
Pickersgill then built a further four in 1922
for banking (a slightly odd choice) and
these had larger cylinders and heavy
duty bufferbeams.

The LMS then built a further ten in 1925 to
the basic '439' design. They were a
long-lasting design and the last ones were
not withdrawn until the end of 1962, the year
of a great cull of classic Scottish locomotives.

Consequently, there are versions to suit
all the areas that the class covered and in
all the classic liveries: CR blue, LMS
crimson and black and, of course, three
versions of BR black.

Can I see a real one?

Yes. '439' No. 55189 is in working order at the
Bo'ness & Kinneil Railway, restored to full
Caledonian Railway blue livery.



Have your say

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argument? Go to www.model-rail.co.uk
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oil at Thackley Junction signal box, on the Leeds-Shipley line, in July 1967. Holbeck 'Black Five' No. 44912 is in charge of a single BR steel open and 20t ton brake van No. B952624. The 4-6-0 was withdrawn a few months later. JIM WINKLEY

In the wider world...

Topping the charts *Whiter Shade of Pale* by Procul Harem (July 1 1967)

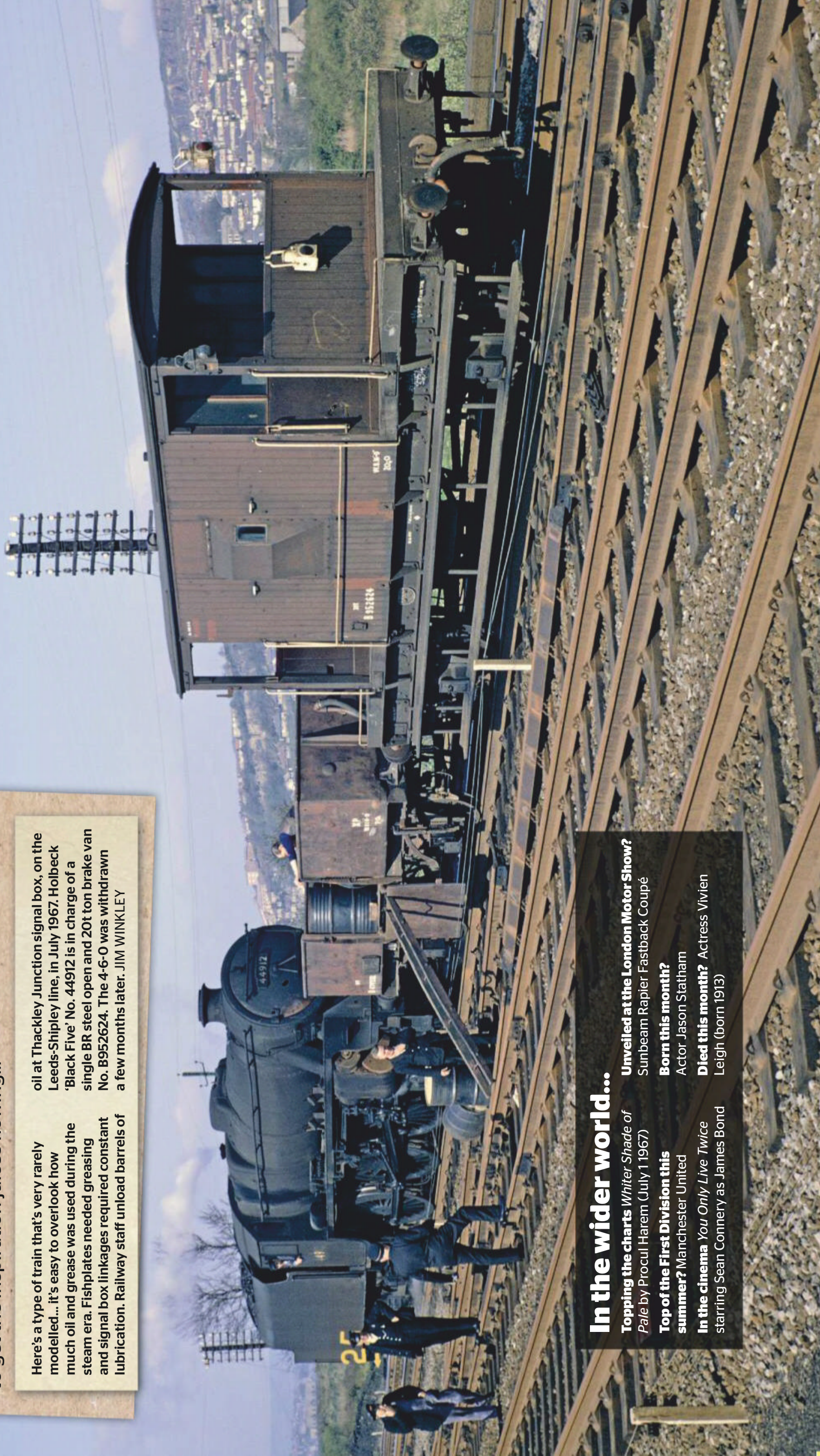
Top of the First Division this summer? Manchester United

In the cinema *You Only Live Twice* starring Sean Connery as James Bond

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