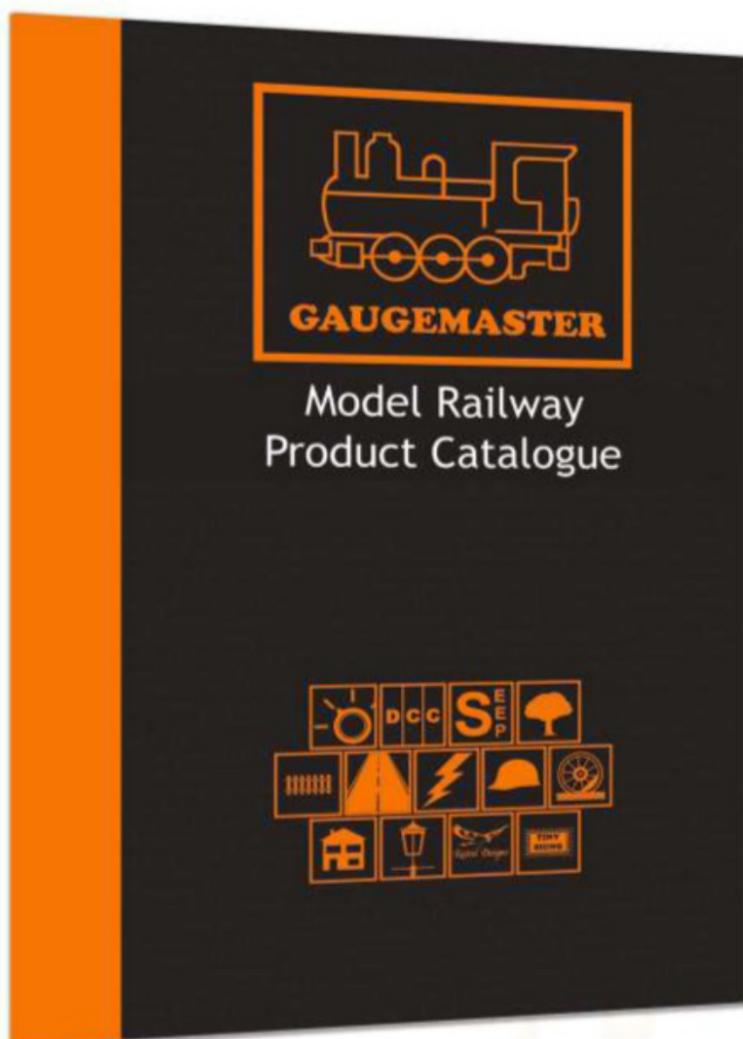


GAUGEMASTER

NEW Catalogue and Leaflets



GM360 Gaugemaster Catalogue - Only £4.95

NEW **GAUGEMASTER** CATALOGUE OUT NOW
The Gaugemaster Model Railway Product Catalogue contains:

- 128 Full Colour Pages
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 - Tools
 - Digital Control
 - Gaugemaster Collection
 - SEEP Point Control
 - Structures
 - Scenics
 - Lighting
 - Track
 - Kestrel Designs
 - Highways
 - Tiny Signs
 - Electrics
- Articles in each section passing on knowledge and advice on how to use our products, as well as inspiration on how to turn your train set into a model railway.



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Each of the 13 Gaugemaster sub-ranges broken down into a useful listing with pictures and descriptions.

- GM9950 Gaugemaster Analogue Control
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- GM9954 Gaugemaster Highways
- GM9955 Gaugemaster Kestrel
- GM9956 Gaugemaster Lighting
- GM9957 Gaugemaster Scenics
- GM9958 Gaugemaster SEEP
- GM9959 Gaugemaster Structures
- GM9960 Gaugemaster Tiny Signs
- GM9961 Gaugemaster Tools
- GM9962 Gaugemaster Track

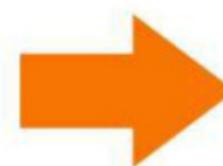


Handy for in the workshop, so that you can note down exactly which items you need for you layout as you plan.

These leaflets give a perfect snapshot of each part of our range to assist you with your projects. Planning an N Scale Digital British layout? Pick up the DCC Control, Kestrel, and Scenics. Electrifying points? Take a SEEP, Electrics, and Tools leaflet.

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GAUGEMASTER products are available from your local model shop or, in case of difficulty, direct from ourselves
GAUGEMASTER Controls Ltd, Ford Road, Arundel, West Sussex, BN18 0BN, United Kingdom
tel - 01903 884488 fax - 01903 884377 email - sales@gaugemaster.com

www.gaugemaster.com

SPECIAL GREEN ISSUE 17 projects to help you recycle and save

No. 271 March 2020 £4.60

MODEL RAIL

BRITAIN'S BEST-VALUE MODELLING MAGAZINE

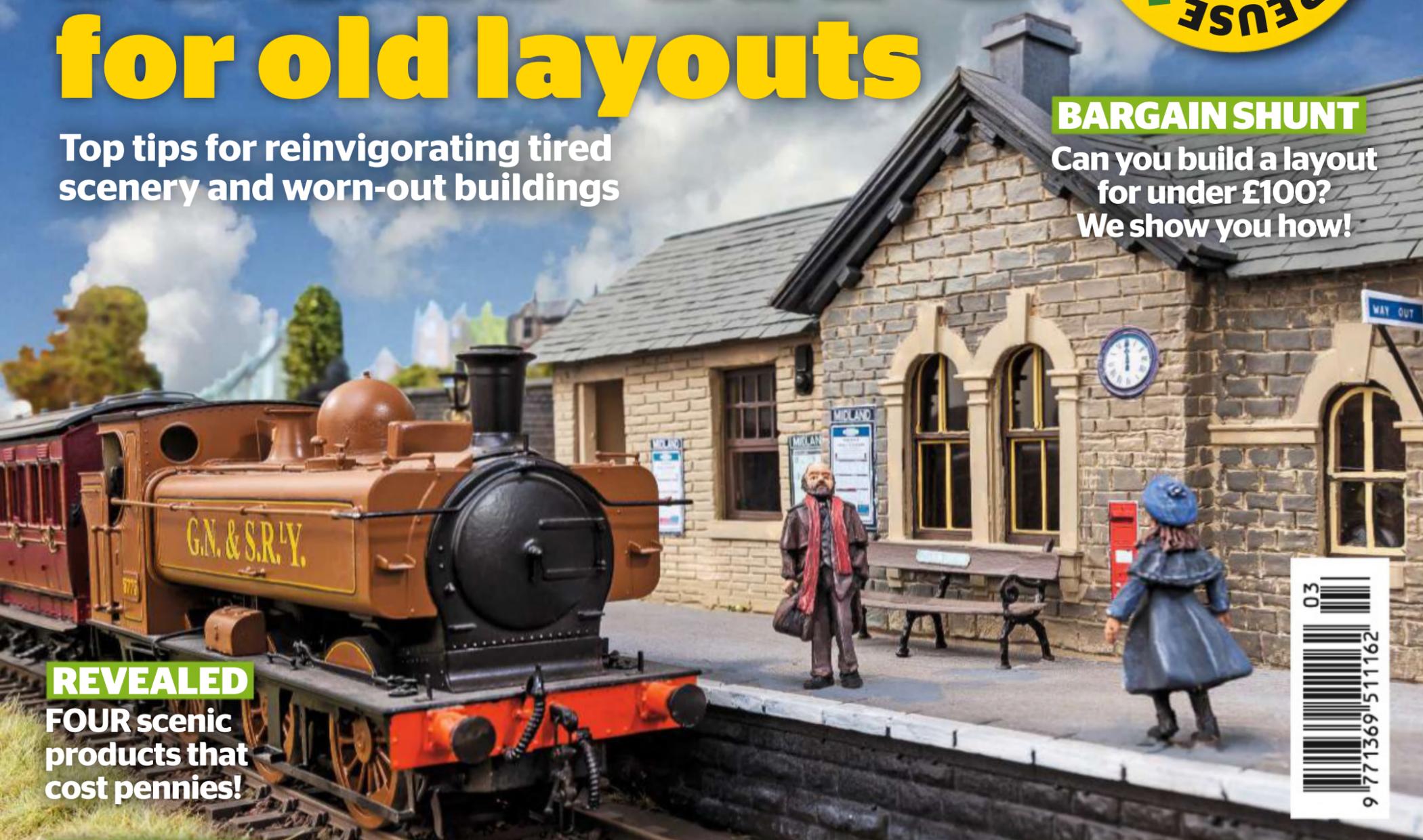
New life for old layouts



Top tips for reinvigorating tired scenery and worn-out buildings

BARGAIN SHUNT

Can you build a layout for under £100? We show you how!



REVEALED

FOUR scenic products that cost pennies!

TECHNIQUE

Create miniature scrap from recycled rubbish

This month's atmospheric layouts



A sunny South Devon coastal layout in the 1950s...



...and a darkened dock layout with the threat of war looming

REVIEWED

HORNBY IC125

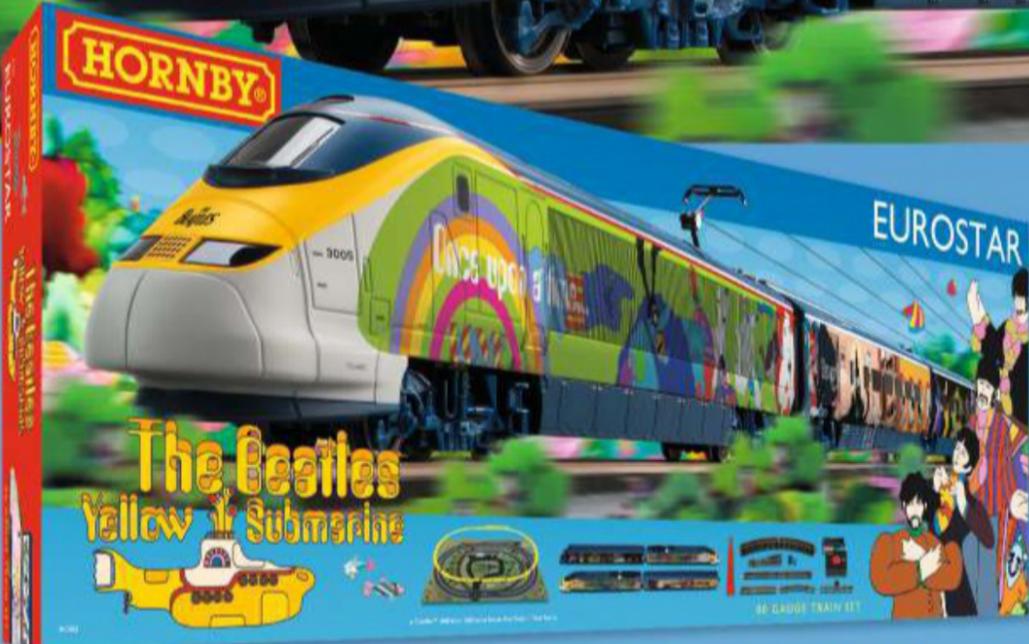


DAPOL SENTINEL



HELJAN CLASS 27





The Beatles Yellow Submarine

Eurostar's first use of the Class 373 for an external agency marketing campaign took place in September 1999 when the Sets 3005/3006 were transformed with a vinyl wrap that recreated scenes from The Beatles' film 'Yellow Submarine'. This was just one of the promotional events that marked the release of the remixed music track that Autumn.

Along with the remastered version of the film that was released in cinemas and on video, the film which had not been available for over a decade included scenes that were edited out of the original, while the album featured new mixes of songs, such as 'With A Little Help From My Friends' and 'Lucy In The Sky With Diamonds', the first such time a Beatles album had ever been remixed.

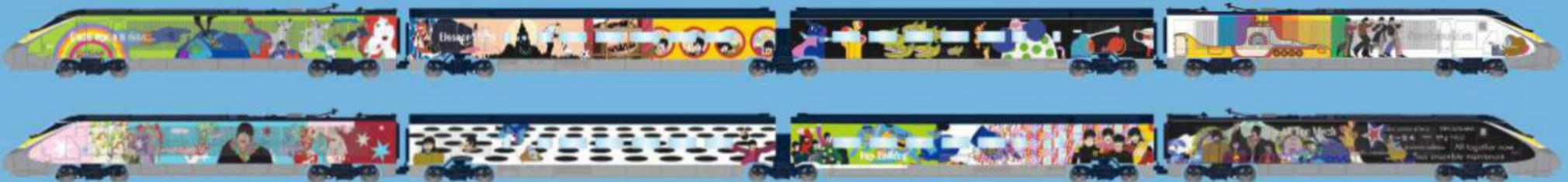
R1253M EUROSTAR TRAIN SET

ROLLING STOCK

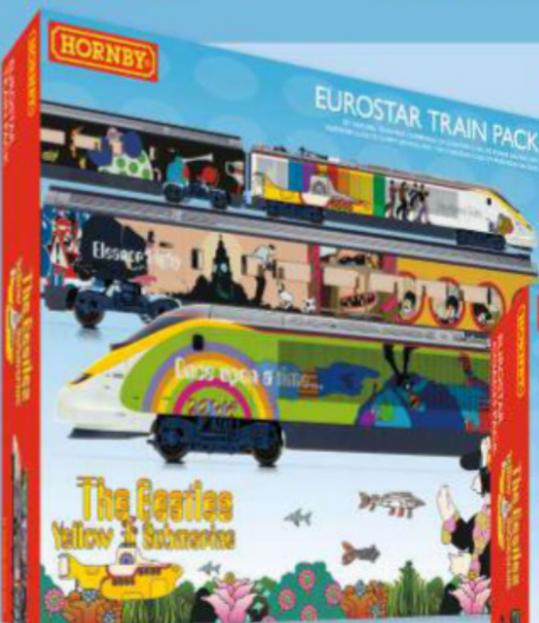
Eurostar, Class 373 Power Driving Car + Eurostar, Class 373 Dummy Driving Car, 2 x Eurostar, Class 373 Passenger Saloons, with non-working pantographs

TRACK & ACCESSORIES

3rd Radius Starter Oval, with Track Pack A (includes point and buffer)
Train Controller (R8250), Wall Plug Transformer (P9000VV), Power Connecting Track (R8206), Re-Railer
Hornby MidiMat (1600 x 1180mm)



Also available Eurostar Class 373 Train Pack and Coach Pack



R3829 EUROSTAR TRAIN PACK

Eurostar, Class 373 Power Driving Car + Eurostar, Class 373 Dummy Driving Car, 2 x Eurostar, Class 373 Passenger Saloons, with non-working pantographs



R4001 EUROSTAR COACH PACK

Eurostar, Class 373 Divisible Centre Saloon Coaches x 2

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PLEASE NOTE: The product images shown above for R1253M, R3829 and R4001 are a representation of the decoration on side 1 and side 2 of each model contained within each pack.



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MODEL RAIL

brought to you by



Richard Foster
Richard's trying his best to get every branch line onto his layout! There'll be plenty of visiting locomotives...



George Dent
Having spent much more time in the office recently, George is itching to get back to his modelling workshop!



Chris Leigh
Chris is pledged to have a massive spring-clean in order to have lots of second-hand kits and bits to sell on May 23.



Chris Gadsby
A new house means a new layout. While it's set in the modern day, there are a lot of railtours on at the moment!



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.

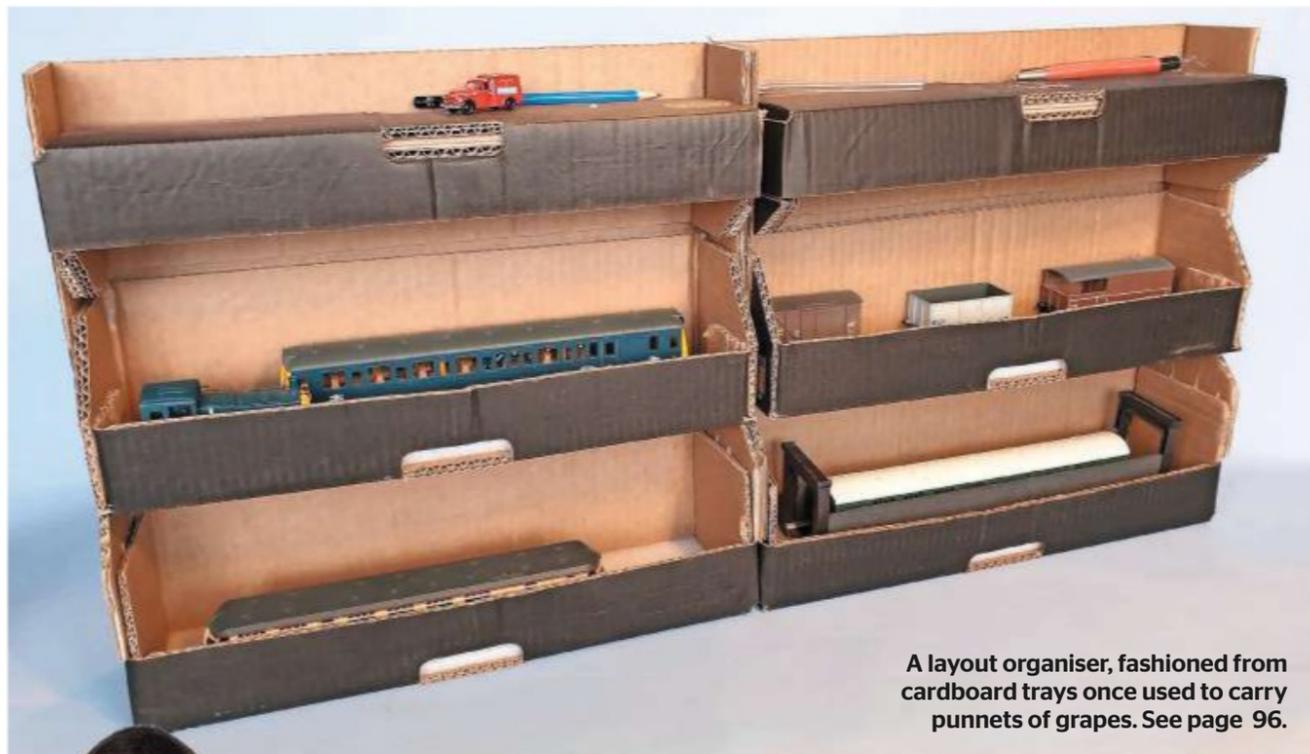


Paul A. Lunn
Paul is full of ideas for innovative and exciting layout designs with almost endless possibilities.



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



A layout organiser, fashioned from cardboard trays once used to carry punnets of grapes. See page 96.

PAUL A. LUNN



It seems that every month brings fresh concerns about the environment. From freak weather conditions to devastating fires, our relationship with Mother Nature seems particularly fragile.

I'm sure most *Model Rail* readers will be doing everything possible to help protect the natural world, but the very nature of our hobby means that we are, in our own way, contributing to the problem. Our baseboards are made of wood, we use huge quantities of plastic and our models consume electricity. I dread to think of the carbon footprint left by shipping models from China to the UK. And, of course, once we've built a layout, we tend to scrap it and start another one...

Of course, I'm not advocating that everyone stops railway modelling. Far from it. Pastimes like ours are vital for our wellbeing, allowing us to escape everyday pressures. The railway modelling industry also supports hundreds of jobs in the UK and plays a small yet vital role in keeping the economy running smoothly.

Ours is not the only hobby facing this dilemma. That's why this issue is aimed at finding a more sustainable way to model. We look at the best ways to re-use old modelling material, the best ways to save money and the best way to recycle unwanted layouts and materials.

Hopefully, by being a little more selective with our modelling, we can help make the world around us that little bit better.

Richard Foster Editor

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Here's why: Starting as a supplement in *RAIL* magazine, *Model Rail* went 'standalone' in 1997. Each issue we bring you easy-to-follow modelling projects that you can complete without breaking the bank, inspirational photographs of the best model railways and thorough, unbiased reviews so you can make the most informed choices when spending your money. Don't forget our own model ranges - see pages **114-117**.

Model Rail essential information

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

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

Q: Want to order one of our exclusive models?

A: Go to www.modelrailoffers.co.uk or call 01209 705459.

Q: Want to order one of our bookazines?

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Get in touch

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

Postal address

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

Or you can call Jane Skinner on 01733 395155

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

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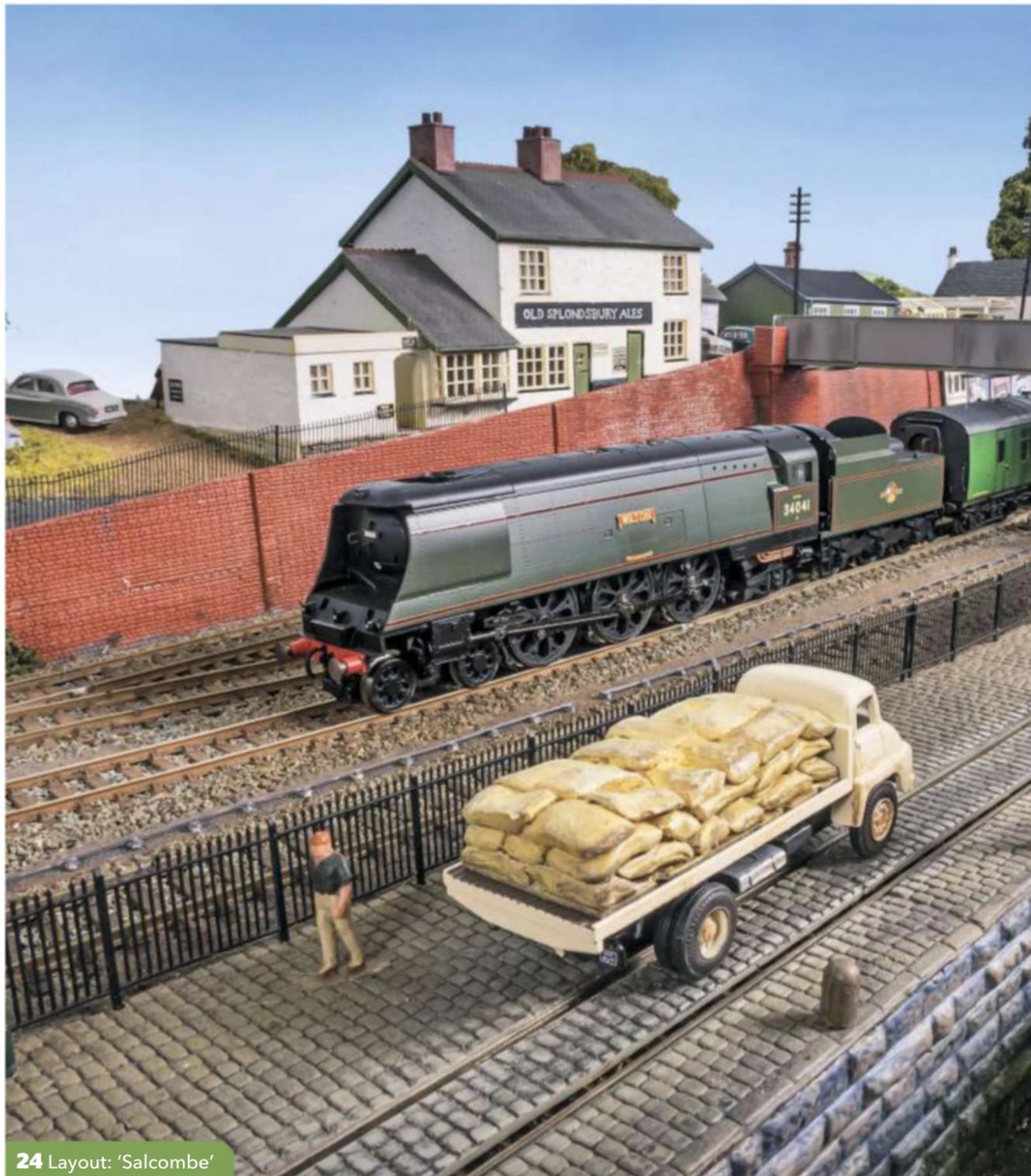
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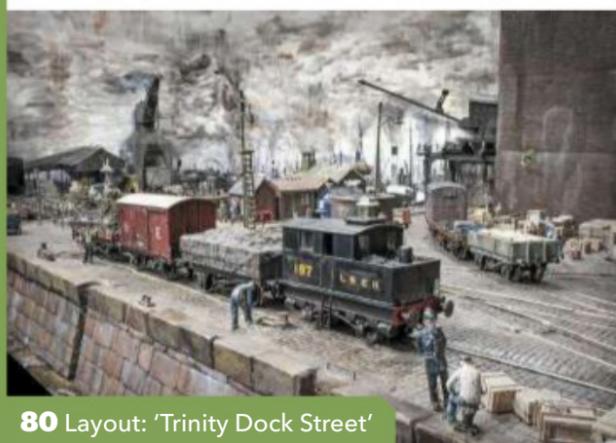
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see p22

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

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75 Skills Station: Soldering: Part 2



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92 Masterplan: Bargain shunt

Model Rail exclusive models

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



NEWS Opening the box

The latest happenings from the world of model railways

The Big Picture

Here's another view of Peter Marriott's micro layout, built for MR257's micro special. Next issue we revisit the micro layout concept but we'll be building the winning concept in our 'design us a layout' competition. Look out for it, plus details of the top ten runners-up, in the next issue of *Model Rail*.

Photography:
PETER MARRIOTT





00
GAUGE



'16XX' NEWS

Model Rail's exclusive 'OO' gauge '16XX' 0-6-0PT has moved on a stage with the assembly of the first prototype off the tooling. This is to test the look and fit of the plastic parts in the first stage of the production process.

Rapido's Bill Schneider sent us these photographs of the model which is now in transit from the US to the UK. This is a hand-assembled prototype built from available parts, so there are some missing components and

the chassis has been temporarily adapted to take a tension-lock coupling, which will be repositioned on the production models. Fire-irons, spare lamp irons and the alternative chimney, where appropriate, will be included for fitting by the customer.

Pre-orders are now being taken (see page 114) and we are aiming for delivery later this year. Please note that some catalogue and running numbers have been changed since the original announcement.



'OO' BEYER GARRATT REAPPEARS

Previously produced in association with Hattons, this second run of 'OO' gauge Beyer Garrett locomotives is now part of the standard Heljan range. These impressive models boast an upgraded dual motor arrangement, an 8-pin DCC socket and directional working lamps. This second

production run is bound to prove popular, and it includes ten livery options, encompassing various LMS and BR black versions, as well as the striking LMS 'photographic grey'. There's also a choice of

original or rotary coal bunkers and both pristine and weathered finishes will be available.
Price: £249.00

Availability:
All Heljan stockists





OXFORD RAIL REVEALS 2020 LINE-UP

Oxford Rail has announced that its 2020 range will include the 'J26' and three wagons. The manufacturer already revealed the 'J27', a modification of the 'J26', and has now elected to produce the predecessor. Three versions are planned with all of them having the option to be sound-fitted from the factory.

The 'J26' was first built in 1904 at Darlington where 30 were built over two years before a further 20 were built at Gateshead. They were built to improve upon the 'J25' after the North Eastern Railway's General Manager George S. Gibb travelled to the United States and observed how things were done there. The boiler diameter was increased by 15in on the 'J26' and it had a 1ft longer firebox, although a sloping fire grate had to be fitted to the locomotive as the firebox could no longer fit between the trailing wheels. The frames were also extended.

Alongside the 'J26', Oxford is to produce a GER 10t covered van, 'Pilchard' wagon and Standard Cowans Sheldon 15t crane. First built to Diagram 72/S, the GER 10t covered van was used from pre-Grouping up to and including British Railways, and Oxford is to cover the full range with its liveries. The vans were used to transport a range of goods across the North Eastern region of the country.

The BR 'Pilchard' wagon, which was used to transport ballast and spoil, was produced at the Butterley Works for BR in 1951 and lasted until the mid-1980s. It will be produced with two different running numbers, allowing modellers to run a couple on their layout before numbers are duplicated.

Finally, Oxford has revealed its intentions to produce the Standard Cowans Sheldon 15t crane in four different liveries. These were used from pre-Grouping until 1968 and Oxford has catered for a wide range of modellers with its chosen liveries. One feature is the inclusion of both crane and swan neck jib ends, accurate to the periods of the associated liveries. The main duties of these cranes were breakdowns, re-railing and infrastructure improvements.



COLOUR RAIL

00 GAUGE OXFORD RAIL NER CLASS P2 'J26'

What's planned?

- ◆ OR76J26001: No. 5738, LNER black
- ◆ OR76J26002: No. 65767, BR early emblem black
- ◆ OR76J26003: No. 65736, BR late emblem black



PAUL BARTLETT

00 GAUGE OXFORD RAIL GER 10T COVERED WAGON

What's planned?

- ◆ OR76GEGV001: No. 32019, Great Eastern Railway
- ◆ OR76GEGV002: No. 630616, LNER bauxite
- ◆ OR76GEGV003: No. E612630, BR livery



PAUL BARTLETT

00 GAUGE OXFORD RAIL BR 'PILCHARD' WAGON

What's planned?

- ◆ OR76PIL001: DB990099, BR black
- ◆ OR76PIL002: DB990092, BR black

00 GAUGE OXFORD RAIL STANDARD COWANS SHELDON 15T CRANE

What's planned?

- ◆ OR76SCS1001: No. RS1023/15, BR Stoke M.P.D.
- ◆ OR76SCS1002: No. 243, LMS Wellingborough
- ◆ OR76SCS2001: DS. 316, BR Stewarts Lane
- ◆ OR76SCS2002: No. 901628, LNER Sunderland

In Brief

MODEL MUSEUM

Fingal County Council has opened the Casino Model Railway Museum following the completion of a €4 million restoration programme.

It is now the permanent home of the Fry Model Railway collection and it will also accommodate a large modern model railway layout depicting several railway scenes in Ireland, interactive displays, soundscapes, an education and exhibition space and historical interpretations and memorabilia from Irish Railways.

The museum is now open to the public and visitor information can be found at www.modelrailwaymuseum.ie

CRANE CHARACTERS

Osborn's Models has released a set of three painted figures to complement Bachmann's Ransomes & Rapier crane. Included is a crane operator, crane assistant and an inspector, with the set available from Osborn's Models for £6.95.



MINERVA CEMENTS ITS POSITION

Minerva Model Railways has announced it will produce the private-owner Iron Mink van in Blue Circle and Ferrocrete liveries in 'O' gauge. The models are already in production with delivery expected in Spring 2020.

The vans were built to a GWR design for the Associated Portland Cement Manufacturers and operated from several cement works, including APCM's factory at Harbury. The wagons were in service from the 1930s to the 1950s. The models will be available from Minerva directly and will be priced at £47.50.



BACHMANN OPTS FOR QUARTERLY UPDATES

For 2020, Bachmann has elected against a single announcement at the beginning of the year, opting instead for quarterly announcements and only releasing details of products which will be available within the following three months. This includes both 'new' announcements and updates on previously announced models.

In the first update of the year, no new models have been announced, only new liveries of existing Bachmann products. These include an SECR 'C' class and 60ft 'birdcage' coaches, a Class 37/7, bulk grain hoppers and GWR 20T 'Toad' brake vans, and a range of Scenecraft Bluebell Railway items.

00 GAUGE BACHMANN SECR 'C' CLASS

What's planned?

- ◆ 31-464A: 'C' class
- ◆ No. 1573, SR lined black

Price? £199.95



00 GAUGE BACHMANN CLASS 37/7 REFURBISHED

What's planned?

- ◆ 32-393A: Class 37/7 Refurbished 37800 *Cassiopeia*, Europhoenix livery

Price? £179.95 (£269.95 with sound)



00 GAUGE BACHMANN SECR 60FT 'BIRDCAGE' COACHES

What's planned?

- ◆ 39-600A: SECR 60ft 'birdcage' Brake Composite Lavatory, SECR Dark Lake livery
- ◆ 39-610A: SECR 60ft 'birdcage' Composite Lavatory, SECR Dark Lake livery
- ◆ 39-620A: SECR 60ft 'birdcage' Brake Third, SECR Dark Lake livery

Price? £84.95



00 GAUGE BACHMANN BULK HOPPER

What's planned?

- ◆ 33-131: BR 35t Bulk Grain Hopper, BR freight brown (weathered)
- ◆ 33-132: BR 41t Bulk Grain Hopper, BRT 'Grainflow' green (weathered)
- ◆ 33-133: BR 35t Bulk Alumina Hopper, BRT blue (weathered)

Price? £31.95 (£34.95 for 41t version)



00 GAUGE BACHMANN GWR 'TOAD' BRAKE VAN

What's planned?

- ◆ 33-300H: GWR 20T 'Toad' brake van, GWR grey
- ◆ 33-308A: GWR 20T 'Toad' brake van, BR Grey (Early) (weathered)

Price? £20.95 (£22.95 for weathered version)



BACHMANN SCENECRAFT: NEW ITEMS ARRIVING THIS SPRING

What's planned?

- ◆ 44-088C: Bluebell booking office, crimson and cream £99.95
- ◆ 44-088G: Bluebell booking office, green and cream £99.95
- ◆ 44-089C: Bluebell station canopy, crimson and cream £57.95
- ◆ 44-089G: Bluebell station canopy, green and cream £57.95
- ◆ 44-090C: Bluebell waiting room and toilet, crimson and cream £89.95

- ◆ 44-090G: Bluebell waiting room and toilet, green and cream £89.95
- ◆ 44-091C: Bluebell office and store room, crimson and cream £59.95
- ◆ 44-091G: Bluebell office and store room, green and cream £59.95
- ◆ 44-558: Corrugated metal shed £10.95





Incoming Bachmann models

BACHMANN BRANCHLINE

- 00 GAUGE** ♦ 31-086A: GWR '32XX' 'Earl' No. 9018, BR black early emblem £159.95
- ♦ 31-090DS: GWR '32XX' 'Earl' No. 3206 *Earl of Plymouth*, GWR green, shirtbutton £259.95
- ♦ 31-146A: GCR 11F (D111/1) 62667 *Somme*, BR lined black early emblem £179.95
- ♦ 31-147DS: GCR 11F 502 *Zeebrugge*, GCR lined green £279.95
- ♦ 31-520: Class 159 three-car DMU 159013, BR Network SouthEast (Revised) £339.95 (£429.95 with sound)
- ♦ 31-676A: Class 85 E3057, BR Electric blue £189.95
- ♦ 32-441: Class 24/1 D5149, BR green with small yellow panels £159.95
- ♦ 32-442: Class 24/1 24137, BR blue £159.95
- ♦ 35-500: Class 117 three-car DMU BR green with speed whiskers £314.95
- ♦ 35-501: Class 117 three-car DMU BR blue & grey £314.95
- ♦ 35-525: Class 121 single-car DMU BR green with speed whiskers £154.95
- ♦ 38-180C: BR 12T ventilated plywood fruit van, BR Bauxite (early) £22.95
- ♦ 38-183A: BR 12T ventilated plywood fruit van, BR Bauxite (late) £25.95

GRAHAM FARISH

- N GAUGE** ♦ 371-640: Class 70 with air intake modifications 70015, Freightliner livery £159.95
- ♦ 371-641: Class 70 with air intake modifications 70805, Colas livery £159.95
- ♦ 372-331: BR Standard '3MT' Tank No. 80202, BR green late crest £124.95
- ♦ 376-200: LNER Thompson First Corridor, LNER teak effect £41.95
- ♦ 376-201: LNER Thompson First Corridor, BR Crimson and Cream £41.95
- ♦ 376-225: LNER Thompson Composite Corridor, LNER teak effect £41.95
- ♦ 376-226: LNER Thompson Composite Corridor, BR Crimson and Cream £41.95
- ♦ 377-375D: GWR 20T 'Toad' Brake Van, GWR grey £25.95
- ♦ 377-376B: GWR 20T 'Toad' Brake Van, BR grey (early) £25.95
- ♦ 377-377A: GWR 20T 'Toad' Brake Van, BR Bauxite (early) £25.95

BACHMANN SCENECRAFT

- N GAUGE** ♦ 42-225: Low-relief retaining walls £11.95
- ♦ 42-259: Low-relief office block £23.95
- 00 GAUGE** ♦ 44-0200: Low-relief honey stone smithy £32.95
- ♦ 44-0201: Low-relief corner pub 'The Red Lion' £39.95
- ♦ 44-0203: Low-relief pebble dash terrace house £33.95
- ♦ 44-0504: Bell tent £27.95
- ♦ 44-153: Straight platforms £14.95
- ♦ 44-225: Low-relief retaining walls £19.95
- ♦ 44-295: Low-relief honey stone cottage £32.95
- ♦ 44-536: Two domestic/small industrial tanks £16.95
- ♦ 44-579: Narrow gauge slate loads £15.95
- ♦ 44-593: Concrete bus shelter £13.95



Class 159 three-car DMU 159013, BR Network SouthEast

GAS TURBINE GETS REAL



KR Models has released images of the first engineering prototype sample of its upcoming GT3 gas turbine locomotive. First announced in January 2019, a DCC

and DCC-sound-fitted model will be produced, with a second run already planned. Prices are £195.00 for a DCC model and an extra £100 for a sound-fitted model. For more information, visit www.krmodels.co.uk

BRIMAL GETS TO THE POINT

Brimal Components has created a range of free templates for positioning point motors and other equipment on the underside of the baseboard. Eleven templates have been produced. They work by printing the template

onto a thick sheet of paper and sliding it under the point set on the top of the baseboard. The template then shows where to drill the holes for that brand of point motor. They are available at www.thehobbysshed.club



WIN A COMPLETE BR LIVERY PAINT SET

Those generous people at The Airbrush Company are offering three *Model Rail* readers the chance to win a complete set of 18 authentic British Railways livery colours, worth £53.97! Renowned paint manufacturer LifeColor worked closely with *Model Rail's* George Dent to ensure that these low-odour, water-based acrylic paints are as accurate as possible, with the range covering the three main phases of BR's livery history, from 1948 to 1990.

The most essential colours are provided, for steam and diesel locomotives, multiple units, coaching stock and freight wagons. LifeColor acrylics are perfectly formulated for application by hand or airbrush and can be thinned with water or LifeColor's acrylic thinners.

To enter the competition, simply go to www.model-rail.co.uk/lifecolor-comp and answer the following question...

Q In what year were Britain's railways nationalised?

A 1938 **B** 1948 **C** 1958

● For terms and conditions, go to www.bauerlegal.co.uk/competition-terms.html ● Closing date is March 18 2020.

NUREMBERG TOYFAIR REPORT

Peter Marriott gives his annual report on the toyfair. Here's what caught his eye.



BUSCH

Busch has revealed more new rolling stock and locomotives for its 'HOF' Feldbahn narrow gauge system which offers an oval of track (37.5 by 26.5cm) together, with a model of a brick factory. Accessories include scaffolding sets, a car on fire, wool which can be added to steam



locomotive modes to depict smoke, flying kites, milking equipment for cows, a small hangar and gliders, larch trees and lots of new road vehicles in various scales.



FALLER

Faller was showing off its new locomotive round-house, arcaded wall kits for suburban lines, modern industrial factories, a modern fire station, a lighthouse, hot air balloons, a Lidl supermarket, a rather large container



crane, and more new figures, trees, tools and accessories.

NOCH

This year Noch has created a 'four seasons' theme with packs of 'HO' scale figures and accessories including scenic accessories depicting a barbecue, bathing, camping, a winter's day, a domestic garden and mountaineering. The cross country skiers moving around a designated course is an interesting cameo scene for a winter layout. This year there were a number of figures introduced in Gauge 1, including passengers, people sitting and railway workers. There are sound effects for barking dogs, weddings and Alpine Horns for 'HO' scale. Noch's new hard foam walling



looks to be a versatile product in addition to roofing, walling and road texture sheets. Two updated Grassmaster electrostatic grass planting tools will also be released shortly. The 3.0 and 3.0 Profi offering better static grass planting ability. Grass planting templates for planting patches of grass have been announced too, and more static grass fibres will soon become available in 4mm and 9mm lengths.



PECO

Peco has released a new range of tool kits for the modeller and more photographic backscenes.

The Peco Streamline 'OO' "Bullhead" system will be expanded to include medium radius points and new small radius Streamline 'OO'/'HO' Code 100 curved points. There's an expansion of the Wills Material Packs and a tank wagon kit in 'OO' for Parkside Models. The Peco Lineside 'O' gauge kit range will be expanded including a GWR Pagoda hut and Tetbury locomotive shed.



PREISER

Always one to introduce new figures, Preiser has a number of new sets including a jazz band, a fashion shoot and demonstrators in 'HO' scale. There will be lots of building interior detailing packs, including flooring and furniture.



WOODLAND SCENICS

There were two main introductions this year: a range of hand-painted and weathered modular fences featuring gates, detailed hinges and planter pins for simple installation. Each fence represents 192 scale feet with six types available for 'HO' scale, and 'N' and 'O' gauges: barbed wire, log, rail, chain link, picket and privacy. Peel 'n' Place Tufts are a variety of grassy plants that simply need to be peeled from the tray and placed where desired. Five different types of tufts are available: Grass Tufts, Flowering Tufts, Seeding Tufts, Prairie Grass and Edging Strips.





THE RESULTS

Every year we ask you to vote for your favourite model from the past twelve months. *Model Rail's* Model of the Year 2019 covers all of the models we have had in for review in 2019, from January 2019 (MR256) to December 2019 (MR268). There were 13 categories for you to vote in and many readers voted.

Here are the results.

OVERALL MANUFACTURER OF THE YEAR 2019

- Winner** Hornby 35.9%
- 2nd: Bachmann Europe 19.1%
- = 3rd: Graham Farish 5.3%
- = 3rd: Kernow 5.3%

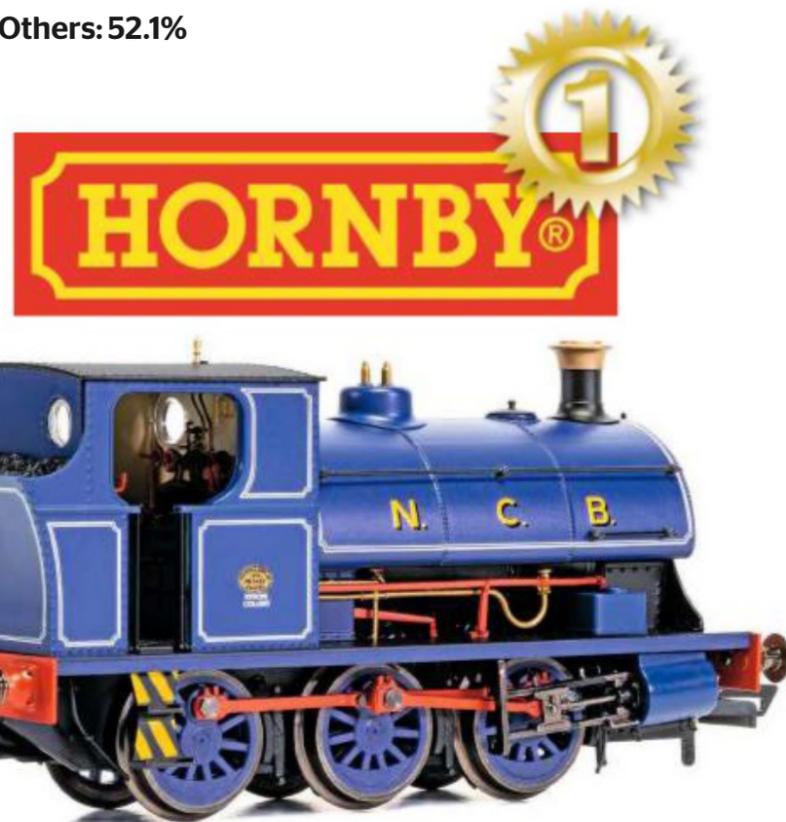
HORNBY®



'OO' GAUGE

Steam Locomotive of the Year

- Winner** Hornby Peckett 'B2' 17.8%
- 2nd: Hornby *Lord Nelson* 16.6%
- 3rd: Hornby streamlined 'Princess Coronation' 13.6%
- Others: 52.1%



'N' GAUGE

'N' Gauge Locomotive of the Year

- Winner** Dapol Class 50 Co-Co 40.0%
- 2nd: Graham Farish SECR 'C' 36.7%
- 3rd: Dapol Class 142 23.3%



'N' Gauge Rolling stock of the Year

- Winner** Graham Farish SECR 'birdcage' coaches 50.0%
- 2nd: Dapol HIA hopper 20.2%
- 3rd: Sonic Models VEA van 16.7%



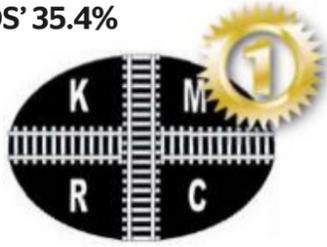
'N' Gauge Manufacturer of the Year

- Winner** Graham Farish 47.9%
- 2nd: Dapol 45.8%
- 3rd: Sonic Models 6.2%



Diesel & Electric Locomotive of the Year

- Winner** Kernow Model Rail Centre 'Warship' 38.6%
- 2nd: Hornby Ruston & Hornsby '48DS' 35.4%
- 3rd: Bachmann Class 90 17.7%
- Others: 8.2%



Rolling stock of the Year

- Winner** Oxford Rail railway gun 18.6%
- 2nd: Hornby Bulleid 59ft coaches 17.9%
- 3rd: Accurascale 'Cemflo' PCV cement wagon 10.2%
- Others: 53.2%



'OO' Gauge Manufacturer of the Year

- Winner** Hornby 37.7%
- 2nd: Bachmann Branchline 14.7%
- 3rd: Accurascale 14.2%
- Others: 33.3%



'O' GAUGE

Locomotive/units of the Year

- Winner** Heljan Class 37/4 39.5%
- 2nd: Heljan '43XX' 32.6%
- 3rd: Minerva Manning Wardle 'K' 17.4%
- Others: 10.5%



Rolling Stock of the Year

- Winner** Accurascale 24t coal hopper 45.4%
- 2nd: Darstaed BR Mk 1 'suburbans' 40.2%
- 3rd: Dapol five-plank private owner wagon 14.3%



'O' Gauge Manufacturer of the Year

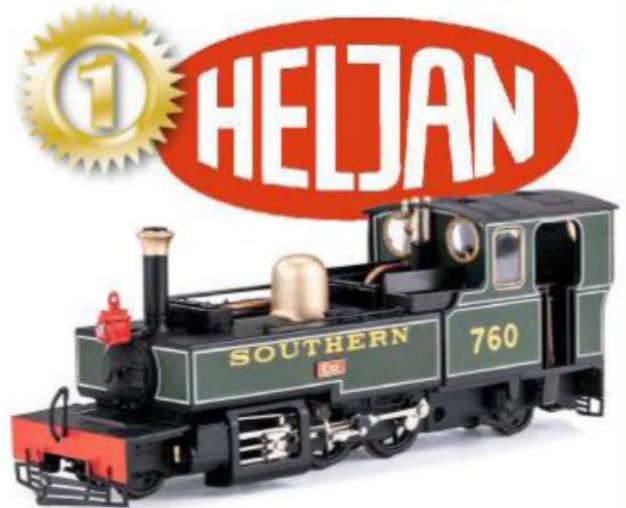
- Winner** Heljan 38.0%
- 2nd: Dapol 33.7%
- 3rd: Darstaed 10.9%



'OO9' SCALE

Locomotive of the Year

- Winner** Heljan Manning Wardle 2-6-2T 69.7%
- 2nd: Bachmann TR slate wagons 30.2%



'OO9' Manufacturer of the Year

- Winner** Bachmann Narrow Gauge 57.8%
- 2nd: Heljan 42.2%



Exhibition Diary

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

FEBRUARY 22

MORECAMBE, LANCS. 7mm Narrow Gauge Association Lancashire Area Group MRE. St Mary's Church Hall, Matthias Street, Morecambe LA4 5JR. **Time:** 1030-1500. **Admission:** Adult £3.

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@btopenworld.com

FEBRUARY 22-23

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

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

HEWORTH, YORKS. Ebor Group of Railway Modellers MRE. Heworth Church Hall, Melrosegate, York YO31 0RL. **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

NOTTINGHAM MRE. Bluecoat Academy, Aspley Lane, Nottingham NG8 5GY. **Time:** 1000-1400. **Admission:** £2. **E-mail:** malcolm@tff.co.uk

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, Storford 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 0ER. **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

DIDCOT, OXON. The E.M. Society MRE. Didcot Civic Hall, Britwell Road, Didcot OX11 7JN. **Time:** 1100-1600. **Admission:** donation. **E-mail:** mnrw1919@gmail.com **Web:** www.emgs.org

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

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

BASINGSTOKE, HANTS. Basingstoke & N. Hants Model Railway Society MRE. Aldworth Science College, Western Way RG22 6HQ. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £6. **Tel:** 07904 231961. **Web:** www.basingstokemrs.org

JARROW, TYNE & WEAR. Perth Green MRC MRE. Primrose C.A., Lambton Terrace, Jarrow NE32 5QY. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £6, Child £3, Family £14. **E-mail:** info@perthgreenmrc.org **Web:** www.perthgreenmrc.org

KEIGHLEY, YORKS. 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.midlands-gardenrailshow.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

WIMBORNE, DORSET. Wessex Association of Model Railway Clubs. Queen Elizabeth School, Blandford Road, Wimborne BH21 4DT. **Time:** Sat 1000-1630, Sun 1000-1600. **Admission:** Adult £6. **E-mail:** exhibitions@wamrc.co.uk

MARCH 20

ALFRETON, DERBYSHIRE. MRE. The Leisure Centre, Alfreton Park, Derbyshire DE55 7BD. **Time:** 1900-2100. **Admission:** £2. **E-mail:** malcolm@tff.co.uk

MARCH 21

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

BISHOP'S CASTLE, OXF. 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 MRS. Stode'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 21-22

HOWDEN, GOOLE. Carlton Railway Society MRE. The Shire Hall, Market Place, Howden DN14 7BJ. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £5, Concession £4, Child £2. **Tel:** 01405 762476.

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

LONDON. The London Festival of Railway Modelling. Alexandra Palace, London N22 7AY. **Time:** Sat 1000-1700, Sun 1000-1630. **Admission:** Advance/Door: Adult £12/13, Child £6.50, Family £39, Group (10+) £11 each. **Tel:** 0800 358 0058. **E-mail:** groups@theticketfactory.com

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.

MARCH 28-29

GATESHEAD, TYNE AND WEAR. N Gauge Show. Masonic Hall, 163 Alexandra Road, Gateshead NE8 1RB. **Time:** 1000-1700, Sun 1000-1600. **Admission:** Adult £3, Child £1.50, Family £6. **Tel:** 07762 595368. **E-mail:** i.d.holmes@btinternet.com

NAILSEA, BRISTOL. Nailsea and District MRC MRE. Nailsea School, Mizzymeard Road, Nailsea, Bristol BS48 2HJ. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £6, Child £2.

APRIL 4

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

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.hillingdonrailwaymodelliers.co.uk

NORWICH, NORFOLK. Norwich Railway Heritage & Model Society. Hellesdon High School, Middletons Lane, Norwich NR6 5SB. **Time:** 1000-1630. **Admission:** Adult £5.

REIGATE, SURREY. East Surrey N gauge and N gauge Forum MRE. Reigate College, Rushworth Road, Reigate RH2 0QF. **Time:** 1000-1600. **Admission:** Adult £4, Child £3.00, Family £20. **E-mail:** bart.hyd@gmail.com **Web:** www.ngaugesoutheast.co.uk

APRIL 4-5

BRIERFIELD, NELSON. Brierfield MRC MRE. St Luke's Church Hall, St James' St., Brierfield, Nelson BB9 5JW. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £4, Child £2, Senior £3, Family £10. **Tel:** 07770 331348. **E-mail:** cartersdad4jc@gmail.com

CHELtenham, GLOS. Cheltenham Great Western Modellers Group Spring MRE. St Margaret's Hall, Coniston Road, Off Windermere Road, Hatherley, Cheltenham GL51 3NU. **Time:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adult £5, Child £2.50, Family £10. **Tel:** 01242 517788. **Web:** www.cheltmodrail.org.uk

COTGRAVE, NOTTS. Bingham MRC MRS. Cotgrave Welfare, Woodview, Cotgrave NG12 3PJ. **Time:** Sat 1000-1630, Sun 1000-1600. **Admission:** Adult £5, Concession £4, Child £3, Family £12. **E-mail:** cirsel@btinternet.com

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 April 2020 issue should reach us by March 2 2020.



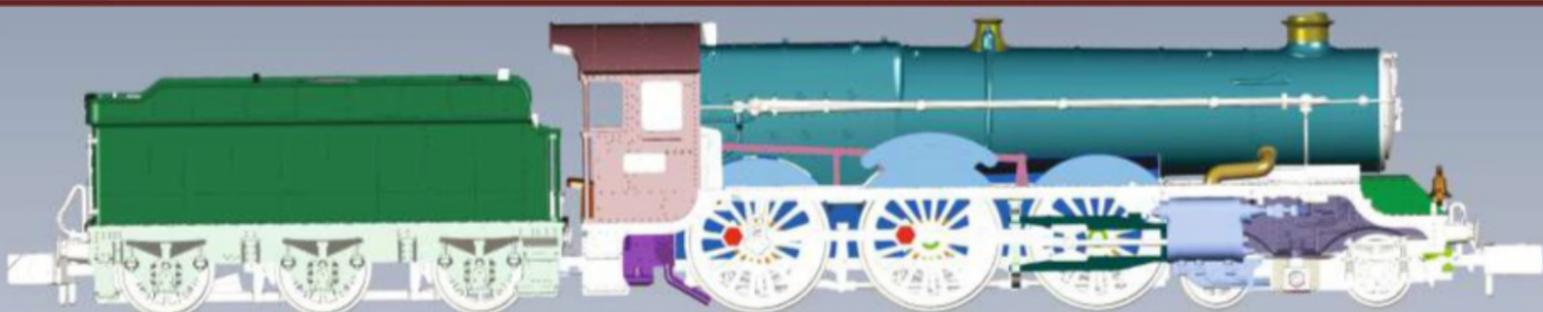
KR Models resurrects 'King' and 'Shark' for 'N' Gauge

After months of negotiating KR Models is expanding its business into 'N' gauge with models of the GWR 'King' 4-6-0 and BR 'Shark' ballast plough. These products are being developed using the CAD drawings originally developed by DJ Models to allow KR Models to expand its business into 'N' gauge and deliver this scale to these much-requested models.

Both are at an advanced stage of CAD drawing work. We are liaising with our factory in China to ensure that these models would be as accurate as possible. Names and numbers are to be confirmed, but we expect to offer GWR and BR colours on the 'King', while the 'Shark', which has a much broader spectrum of liveries to choose from, will be available to suit different eras from the 1950s to the early 2000s.

Expressions of interest/pre-orders are open now for the 'Shark', and the 'King' will be open soon. We are currently working towards delivery in 2021, depending on the level of interest. The addition of these new 'N' gauge products doesn't divert our interests away from 'OO' gauge with work continuing on GT3 and the Fell diesel.

Keith Revell commented: "The GWR 'King' is a missing link from the 'N' gauge market and the opportunity came for us to be able to take on the near-complete CAD drawings. These were originally developed for DJ Models by a factory in China and we are working with our factory to see the model through to completion. It is an exciting addition to our portfolio and one which will allow us to move forward promptly with the final phases of the models development as well as the 'Shark'. We welcome constructive feedback about the CAD drawings as this will help us to provide the most accurate model possible, please send to research@krmodels.co.uk



Visit www.krmodels.co.uk
for full details and to express your interest to reserve your pre-order.

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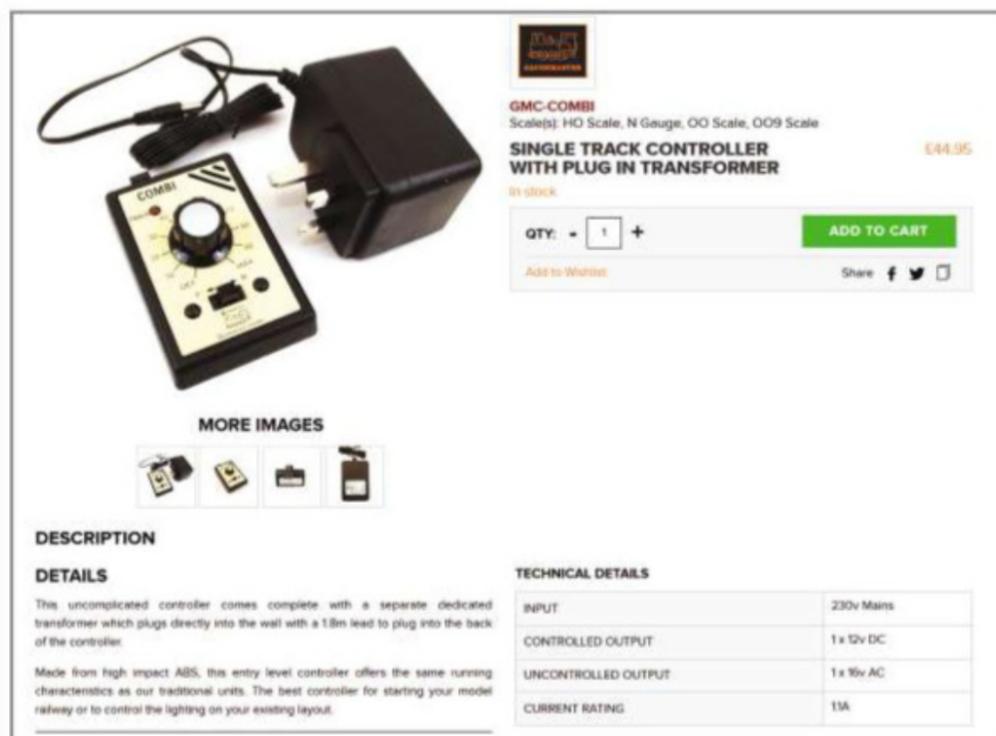
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The powerful search tools at the top of the page will allow you to find what you want quickly and easily.



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



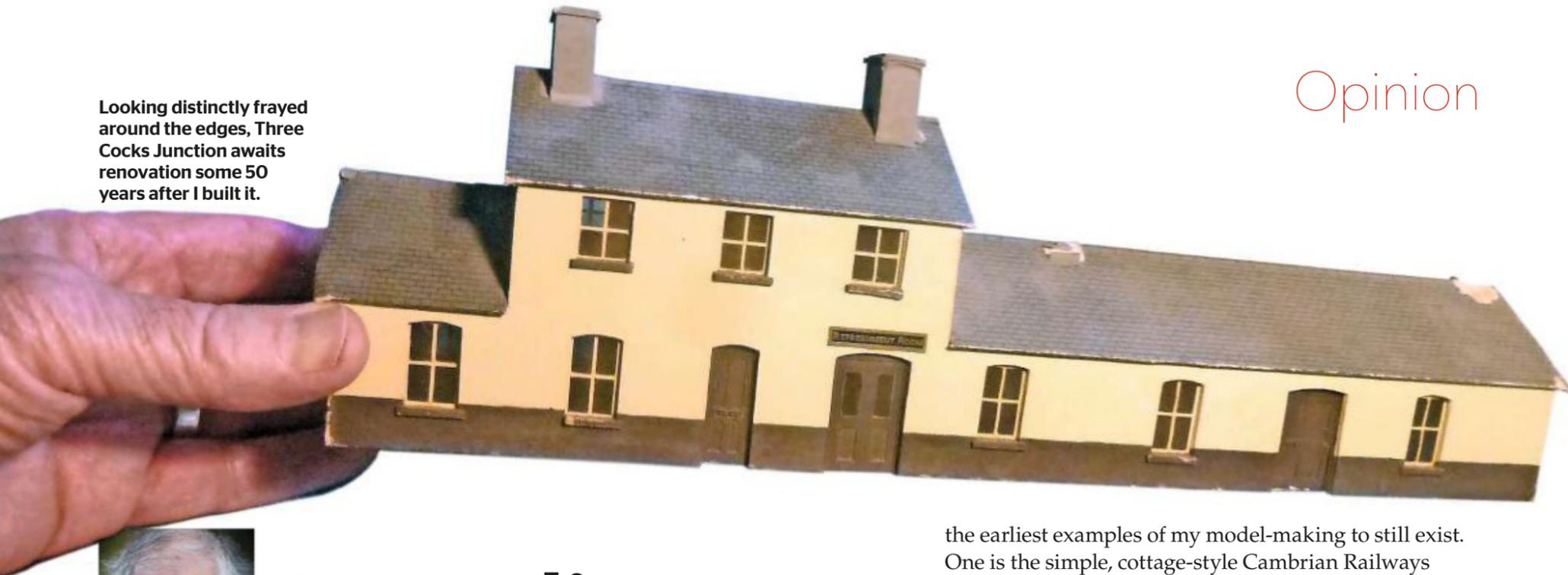
The Club Hub pinpoints modelling clubs around the country, and the events listing shows upcoming exhibitions.

GAUGEMASTER products are available from your local model shop or, in case of difficulty, direct from ourselves
GAUGEMASTER Controls Ltd, Ford Road, Arundel, West Sussex, BN18 0BN, United Kingdom
 tel - 01903 884488 fax - 01903 884377 email - sales@gaugemaster.com

www.gaugemaster.com



Looking distinctly frayed around the edges, Three Cocks Junction awaits renovation some 50 years after I built it.



According to Chris...

...you can't take anything with you 'when you go', so his thoughts turn to renovating and preserving his modelling masterworks.

Most railway modellers are hoarders. It seems to be a trait among many of us to save every off-cut of material and even non-modelling items "in case it comes in useful, some time." I hate waste and I don't like to throw anything away, especially if it is something that I made. So I have, for instance, model buildings 'rescued' from Egham club's 'Fraser Mills' layout. That's the 'HO' Canadian layout-before-last. I don't have space for them on my present Canadian layout but one of them is the station that I converted from a Humbrol European wood kit (described in a *Model Railway Constructor* annual back in the 1980s) and I was always rather pleased with it. It has suffered a little from being stored for, perhaps, the last 20 years. I would like to restore it and sell it on, but will I ever do so?

I find myself, like a US president towards the end of his term, thinking about 'my legacy'. I have no plan to go yet but I'm acutely aware, through

members of my own family, that we don't get to decide when. Nor do we like to talk about it, so for that I apologise. I have, however, been asked to write about what happens to our stuff when we're gone, so I've done that on pages 62-63. As far as legacy is concerned, it's perhaps conceited, but I would like to be remembered alongside the names of modellers whom I've admired, and I would like some of my models to outlast me.

Apart from the Humbrol station, I have other buildings which need attention and there's much more reason to renovate these. Two of them are stations which I scratchbuilt many years ago and they are among

the earliest examples of my model-making to still exist. One is the simple, cottage-style Cambrian Railways Three Cocks Junction. The real place was a mid-Wales interchange between the Moat Lane-Brecon and Hereford-Brecon lines, where the Midland Railway met the Cambrian Railways. It closed in 1962 and the site is now a garden centre. I saw and photographed the station around 1966 when it was derelict and the track had been lifted.

I recall the low windows and ceiling height in the upstairs rooms, the still-shiny wooden-handled beer pumps on the counter in the refreshment room, and the all-pervading chocolate and cream of the Western Region of BR. The signal box had been demolished but the fishpond on one platform was still full of water. I had, at one time, some paperwork that I picked up off the floor. I recall some pages of ticket sales, all carefully logged. On one day there was a single ticket to the next station, Talgarth Halt, price 6d – 2.5p in today's money. That was the only sale of the day. No wonder it closed! A cast iron 'private' sign from one of the doors adorns my sitting room door to this day. The building cried out to be modelled, and so I did. It's a simple rectangle and the character is easy to capture. The model remains in need of attention and it has never been on a layout.

The other, is the building which I have actually restored, as described on page 44. It was such a wreck that I had doubts about my ability to restore it but I think it was worth the effort. I'm currently building a forced perspective 4mm scale Hogwarts Castle for Dave Lowery's 'O' gauge layout. My dining table is inches deep in bits of photocopies of the castle parts that we published in *Model Rail* back in 2006. It has been something of a challenge. Back when I designed the original model, the main wall section was sized to fit around a Pringles tube to make construction easy. Apparently, in the intervening years, in order to more readily accommodate the human hand, Pringles increased the diameter and length of their cardboard tubes. The castle parts which *Model Rail* featured, no longer fit, so some 'fudging' has been necessary to hide the joins between extra parts and off-cuts. However, the brief was for a low-relief model to fit in a corner, so I've just positioned the elements carefully

so that, in the words of the immortal Eric Morecambe, "you can't see the join!" Though I have kept all the off-cuts, it seems that each time I build a new section I start with a fresh sheet and the off-cuts just pile up. I would love to be able to work tidy but I seldom do.

Modelling Diary: Chris Leigh

Distracted from the job in hand, restoring 'The Railway Children' layout, I've started re-roofing Three Cocks Junction.

“I find myself like a US president towards the end of his term, thinking about 'my legacy'”

Below: On August 3 1966 I am investigating the remains of the signal box at Three Cocks Junction. K.A. JAGGERS

Right: A year earlier, on my first visit, all the buildings had been extant. CHRIS LEIGH



dapol

model railway company

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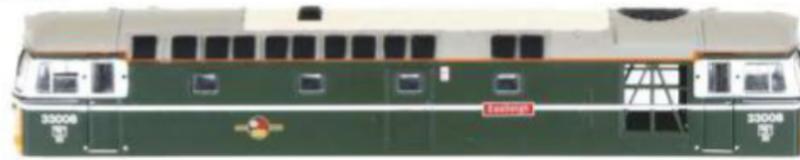
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Coming soon...

Class 33



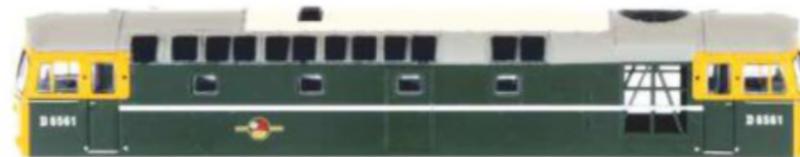
2D-001-005/D - Class 33/0 BR Blue 33020/DCC



2D-001-006/D - Class 33/0 BR Green Eastleigh Yellow Front 33008/DCC



2D-001-007/D - Class 33/0 Triple Grey Construction Sector 33042/DCC



2D-001-008/D - Class 33/0 BR Green Full Yellow Front D6561/DCC



2D-001-022/D - Class 33/1 Network South East Ashford 150 33114/DCC



2D-001-023/D - Class 33/1 BR Blue (Depot Special) Templecombe 33112/DCC

These are 1st Decorated Sample Copyright Dapol Ltd.

Class 26



2D-028-002/D - Class 26 D5310

BR Green SYP (Preserved)/DCC

2D-028-003/D - Class 26 26024

BR Blue FYE Scottie Dog/DCC

2D-028-005/D - Class 26 26004

BR Coal Sector/DCC

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Silver Bullet



Previous model used for illustration purposes only.

2F-027-009 - Silver Bullet Nacco/ECC 3387 789 8 077-5

2F-027-010 - Silver Bullet Nacco/ECC 3387 789 8 053-6

2F-027-011 - Silver Bullet Nacco/ECC 3387 789 8 064-3

Weathered

2F-027-012 - Silver Bullet Nacco/ECC 3387 789 8 066-8

Weathered

7F-072-004 - William Duck 1 - 7 Plank

(2 Door)

7F-072-004W - William Duck 1 - 7 Plank

(2 Door) Weathered

7F-072-005 - F Meaker 4 - 7 Plank

(2 Door)

7F-072-005W - F Meaker 4 - 7 Plank

(2 Door) Weathered

4F-028-015 - 45 Ft Container Hi Cube P & O Ferry

008462 4/008032 4

4F-028-016 - 45 Ft Container Hi Cube P & O Ferry

008462/008032 Weathered

4F-028-017 - 45 Ft Container Hi Cube Russell

459644 6/459677 0

4F-028-018 - 45 Ft Container Hi Cube Russell

459644 6/459677 0 Weathered

2A-000-040 - Light Bar Yellow

(Steam)

2A-000-041 - Light Bar Warm

White (70's/80's)

2A-000-042 - Light Bar White

(Modern LED)

Product Scale Key

O Gauge

OO Gauge

N Gauge

All product release dates correct at time of going to press

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Behind the Backscene

Model Rail fires the questions at **David Haarhaus**... a Queen fan who's been involved in the modelling industry since 1988.

David Haarhaus is Managing Director of Bachmann Europe PLC.

“Stupidity and ignorance that affect innocent third parties should be a statutory offence”

Tom and Jerry - not coming soon ready-to-run from Bachmann!



ALAMY

- 1 What was your first train set/model?**
Clockwork Tri-ang/Hornby set. It had a red locomotive and four wagons.
- 2 Are you working on a layout now?**
Of course... in my mind. But I'm collecting the bits and pieces and they'll go a layout one day.
- 3 What piece of modelling are you most proud of?**
A fleet of repainted and renumbered large logo Lima Class 47s back in the day.
- 4 Have you ever finished a model railway?**
I don't think it's possible to finish what is effectively an organic, living thing!
- 5 What model have you always longed for?**
Claudia Schiffer.
- 6 Favourite trainspotting location?**
Preston and March back in the day. For different reasons. East Lancs galas were a lot of fun 20 years ago.
- 7 Favourite locomotive?**
A 'Duchess' or a Class 86.
- 8 When did you start working in the model railway industry?**
1988. I earned £10 a day as a Saturday kid in Beatties in Lewisham.
- 9 What did you do beforehand?**
I kept the folks happy by attending school, in body if not spirit.
- 10 What modeller has influenced you the most?**
A great guy called Dave Brewer. He taught me to make sure it was always fun.
- 11 What is one of the things you would put on your 'bucket' list?**
Live in Italy for a while.
- 12 Strangest thing you've ever eaten?**
Some indescribable deep-fried thing at 2am in Blackpool.
- 13 What is one of your weird quirks?**
I overthink things... probably due to watching and reading too much Sherlock Holmes.
- 14 What book are you reading at the moment?**
A Life On Fire, the story of former Great Central Railway MD Bill Ford.
- 15 If you were stranded on a tropical island, what two things would you want with you?**
A sailing boat and a compass.
- 16 What have you done that you are most proud of?**
Become a father.
- 17 What is your favourite song?**
Somebody To Love by Queen.
- 18 What is the best advice you ever had?**
Less is more.



- 19 What is one food you wouldn't want to give up?**
Any pastry or bread-based products... perhaps Scotch eggs as well.
- 20 If you had access to a time machine, where and when would you go?**
Back to London in the 1950s so I could tell the transport committees they were making a balls-up.
- 21 What was your favourite cartoon show growing up?**
Tom and Jerry.
- 22 Favourite film?**
Heat... or maybe *A Bridge Too Far*.
- 23 Temptation you wish you could resist?**
Trying to help out too many people at once.
- 24 What is your best childhood memory?**
Long summers on the North Kent Coast or Southport beach.
- 25 The hidden talent which would surprise people?**
I think that is best kept hidden.
- 26 First record you bought?**
Queen - Greatest Hits.
- 27 If you could pass any new law?**
Stupidity and ignorance that affect innocent third parties should be a statutory offence. Speakers on mobile phones should be banned along with hen and stags leaving the UK on budget airlines. Unless they are denied a return journey, of course.
- 28 Perfect Sunday?**
Outdoor family activity in September sunshine.
- 29 Who would you like to play you in a film?**
Simon Kohler.
- 30 How would you like to be remembered?**
"Who was that guy?"

Next month... Managing Director of Kernow Model Rail Centre CHRIS TRERISE

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'OO' GAUGE LAYOUT **SALCOMBE**

A trip down **memory line**

Richard Gardner's 1950/60s South Devon layout was built to remind him of family holidays. And it keeps on getting bigger!

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





What makes this layout great?

“The sign of a great model railway is one in which the ‘rest of the world’ is just as prominent and important as the tracks. With Richard’s harbour scene and boat maintenance facilities, there’s plenty for the viewer to admire away from the railway and it makes the miniature world much more believable.”

'OO' GAUGE LAYOUT **SALCOMBE**

Now that 'Salcombe' has been retired from the exhibition circuit, it's being integrated into a purpose-built railway room and is double the size of the original," Richard explains. When he first began the layout in the late 1990s it was an 8ft by 2ft, end-to-end layout with a 5ft fiddleyard. Now, it's 16ft by 2ft with the fiddleyard curving round in an L-shape.

The setting for Richard's room filler is the South Hams region, specifically the town of Salcombe in South Devon. While the location is real, the prototype railway was never built – the First World War interrupted the GWR's plans.

The layout depicts the transitional years of BR

steam operation in Devon, as green diesels, multiple units and railcars begin to supplement – and take over from – traditional branch line trains. Local goods traffic is still thriving and the South Hams Express still provides a link between the growing coastal resort of Salcombe and Paddington, via Kingsbridge, while in summer, through main-line coaches arrive from other regions.

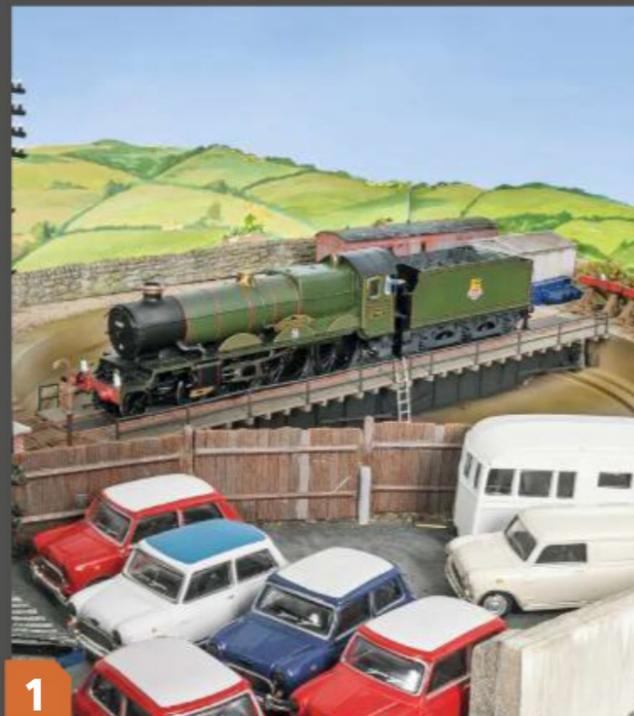
The SR branch connection via Modbury and Kingsbridge provides an alternative, if slow, link with Plymouth. The growing popularity of Salcombe as a centre for wealthy tourists and sailing enthusiasts has helped defeat Dr Beeching's

The locomotive fleet represents all the most likely WR steam and diesel classes that were to be seen in South Devon in the early 1960s, with the occasional BR standard and SR locomotive on route familiarity duty or excursion specials. Coaching stock is also representative of that seen during the period, with ex-GW and BR vehicles mostly run in rakes of two, three or four, plus up to six or seven on through trains. Most have been fitted with close couplings and gap-filling coach gangways.





3 things we like



1

The painted backscene is painted in artists' acrylics on primed plywood.



2

Period posters reinforce the time period of Richard's modelling.



3

The D-Day DUKW tours are a unique attraction to 'Salcombe'.

'OO' GAUGE LAYOUT **SALCOMBE**

“'Salcombe' is pure fictional nostalgia, reminding me of happy family holidays in the 1950s and 1960s”



plan for closure of this key South Hams branch line. “'Salcombe' is pure fictional nostalgia, reminding me of happy family holidays in the 1950s and 1960s. My other desire was to create part of the network of former GWR branch lines between Kingsbridge and Dartmouth, which were never built. The layout aims to capture the atmosphere of Western branch lines in this particular region, incorporating appropriate trains, architectural styles and details.”

Richard has tried to make everything as accurate as possible within the limitations of the space



available, which led to a couple of site visits. Or, rather, to the site where the station would have been.

"I first visited the site at Salcombe (now a car park), where the planned station might have been located, and took a series of panorama photos which helped me to paint two reasonably accurate alternative representations. The plan was for them to go along the whole length of the layout and the two ends. I love painting landscapes and townscapes, and each 4ft section only took a couple of days.

"Not claiming to be 100% accurate, the depiction of

the townscape took rather longer to paint because I wanted to depict lots of buildings. I also needed an entire row of low-relief buildings facing the station on the opposite side of the road, as the layout was operated from different sides at exhibitions and at home, so I have two backscenes, one for each side.

"When it's at home and I'm operating from the 'front', the backscene is as it is in the photographs, but I needed another one for when it was at exhibitions and the necessary buildings were installed to blend the backscene into the scenic ►

“Each new extension was treated as a new diorama in its own right”

8 The signals are Ratio ex-GW square-post or BR(W) round-post designs and can be posed but are not yet fully working. Working Dapol electric semaphore signals are waiting to be fitted and some are being modified with extra (non-operating) shunting and calling-on arms and weathering added.





built using plastic card and moulded girder sections, plus a wide variety of Wills plastic material sheets.”

MOVEMENT OPTIONS

The layout was first expanded because Richard discovered that the head-shunt to the harbour was a bit too short. An extension to the fiddleyard gave him a greater range of train movement options.

“As the layout progressed – first with the new 2ft extension to give longer sidings and then another 3ft corner extension to accommodate a modified Heljan turntable and stabling roads – extra backscenes, scenery and support legs had to be constructed. The scenic harbour addition with café and car parks was a must in order to capture the typical local holiday environment. The main challenge was to not over-fill the scene with too much activity, even though the area would have been very busy in the early 1960s.

“With so many superb model vehicles now available, including ice-cream vans and correct period cars, lorries and coaches, there is no shortage of road traffic, so I had to exercise some restraint. Each new extension was treated as a new diorama in its own right, with attention to detail and soft colours to blend it all together.

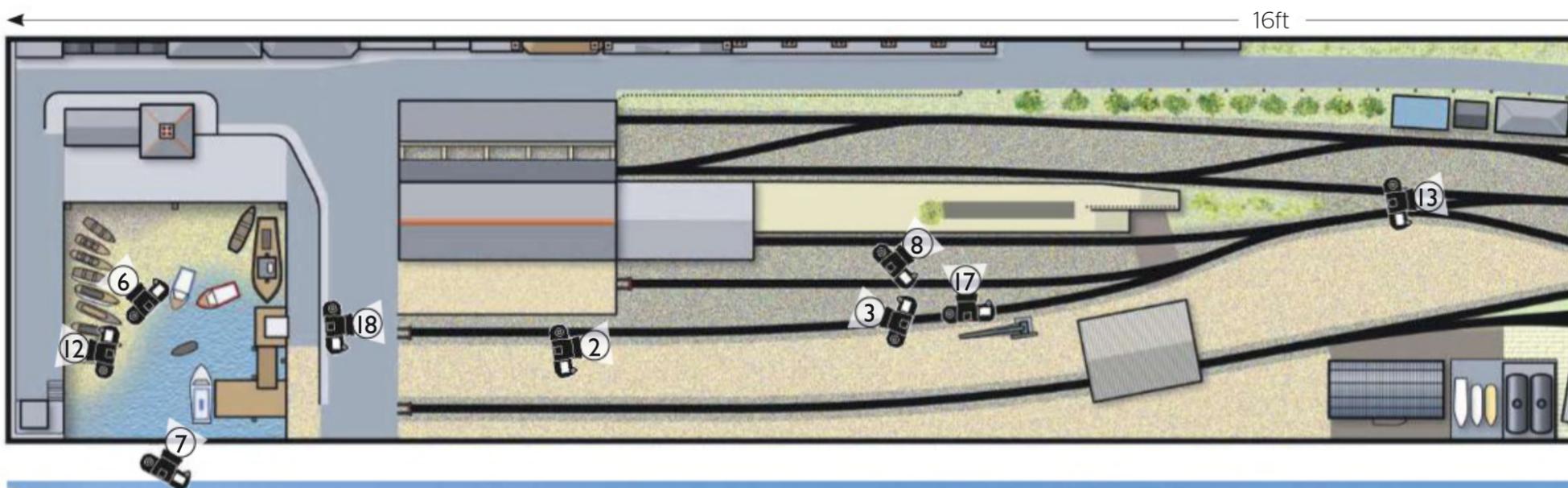
“The focus is still on the Salcombe terminus though, ➤

section. Two were appropriate resin models repainted and detailed, and one half-timbered hotel was modified from a very old Biltzezi card sheet, mounted on foam-board. The rest were all based on buildings in the area and were scratchbuilt from foamboard and card and hand-painted in gouache water colours to keep them toned down.

“Other scratchbuilt sheds and structures were



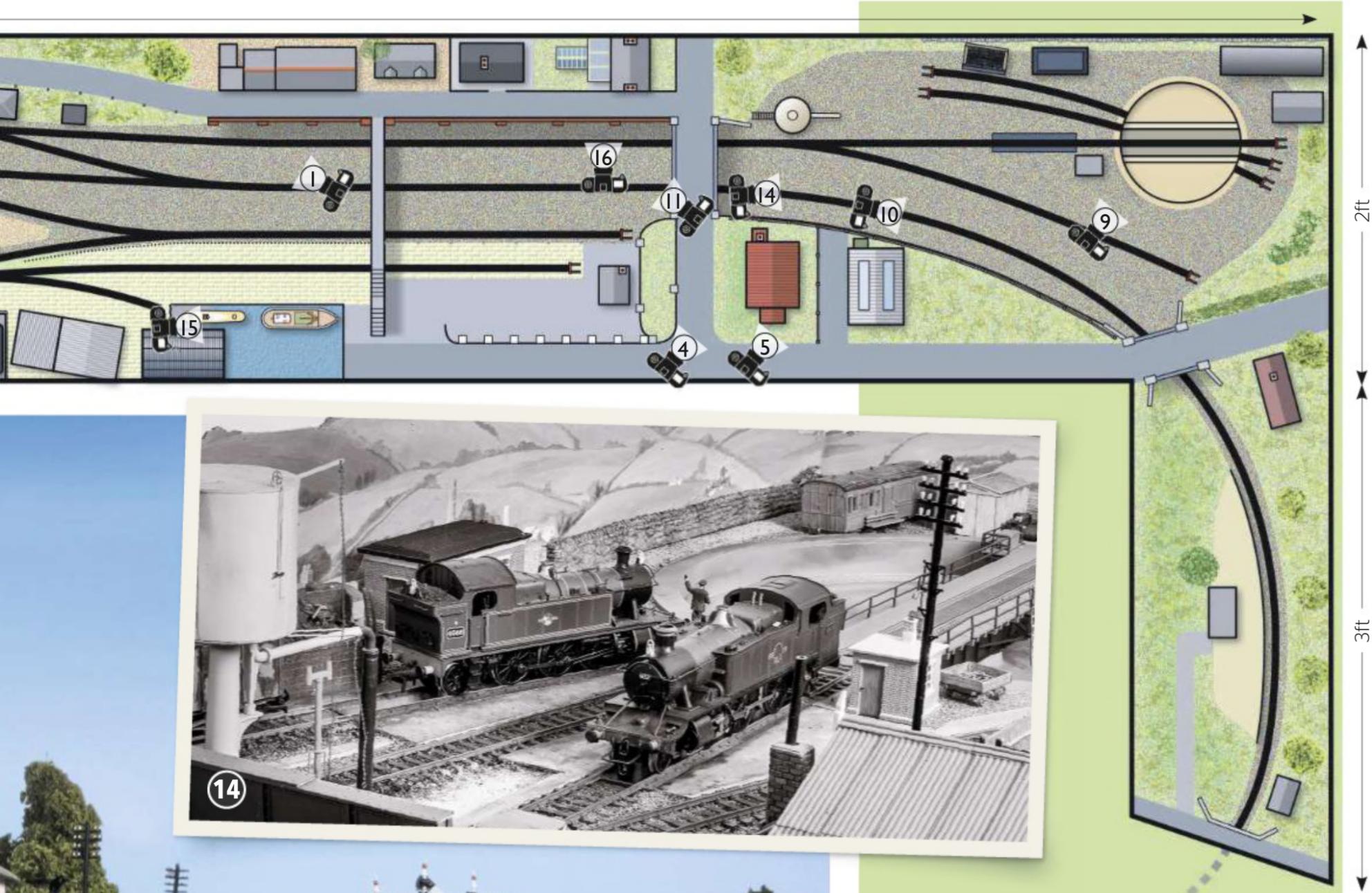
'OO' GAUGE LAYOUT **SALCOMBE**



which is scratchbuilt and takes inspiration from the real WR train-shed and wooden buildings at Kingswear. The fish sheds are a major scenic feature and provide an excuse for shunting fish vans in and out of the harbour siding, with much inset trackwork. A detailed boat-building scene featuring a large yacht hull being fitted out is accompanied by another boat shed where small boats of all descriptions

are being built, repaired or painted.

"Shunting operations include delivery of coal, wood and boat equipment, and some small boats are also depicted lashed to suitable wagons. A small cameo scene, which was popular at exhibitions, is the scaffolding and roof repair team at work on the station trainshed. Another attractive feature is the detailed harbour scene, just beyond the station entrance."

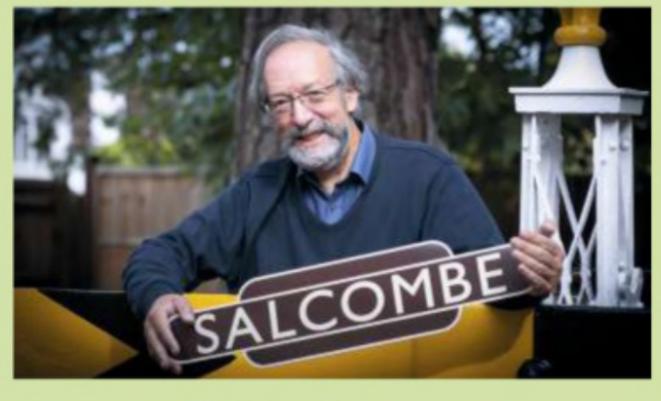


FACTFILE: 'SALCOMBE'

- Gauge and scale:** 4mm:1ft, 16.5mm scale, 'OO'
- Time to build:** 20 years
- Size:** 16ft by 2ft
- Track:** Peco Code 100 and Code 75
- Power and control:** 12V analogue from a Morley Vector Zero Two unit

MODELLER CV: RICHARD GARDNER

I love visiting preserved steam lines, particularly the West Somerset, Severn Valley and local Mid-Hants Railway. I'd like to do more painting but involvement in the Farnborough Air Sciences Trust Museum as chairman inevitably tends to take up a large proportion of my time, so retiring to my railway room and turning the clock back to the 1960s is a relaxing way to de-stress and escape from today's mad world!



VINTAGE STOCK

Some of the locomotives at 'Salcombe' are over 40 years old and include modified and detailed examples that were originally produced by Mainline and Airfix. Now, however, only the best runners are used. Some have been fitted with new replacement brass chassis, wheels and motors. All have been given some degree of ►

'OO' GAUGE LAYOUT **SALCOMBE**



weathering and extra details, such as crews and, in the case of steam engines, lamps and real coal in the tenders. Modern ready-to-run models are far superior these days, in terms of running qualities, but all additions to the locomotive roster are suitably toned down and detailed.

"I've gradually replaced all the tension-lock couplings with Kadee components, which, together with magnets disguised as barrow crossings, allow me to carry out realistic uncoupling and 'hands-off' shunting. I get an enormous amount of pleasure out of realistic operation. Slow operating speeds, with pauses between movements, also add to the realism.

"With so much invested in traditional 12V DC locomotives and trackwork I have no interest in going DCC. I have a separate sound controller which could be activated for exhibition use, but when I'm operating at home I prefer to listen to Classic FM!" **MR**



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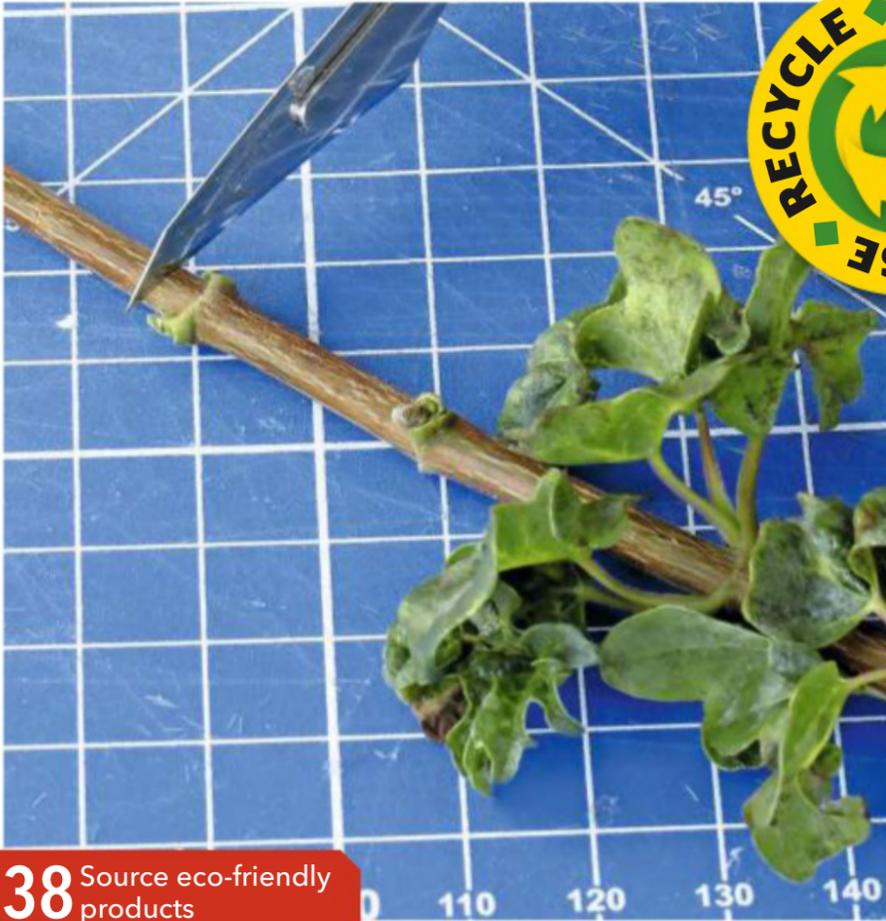
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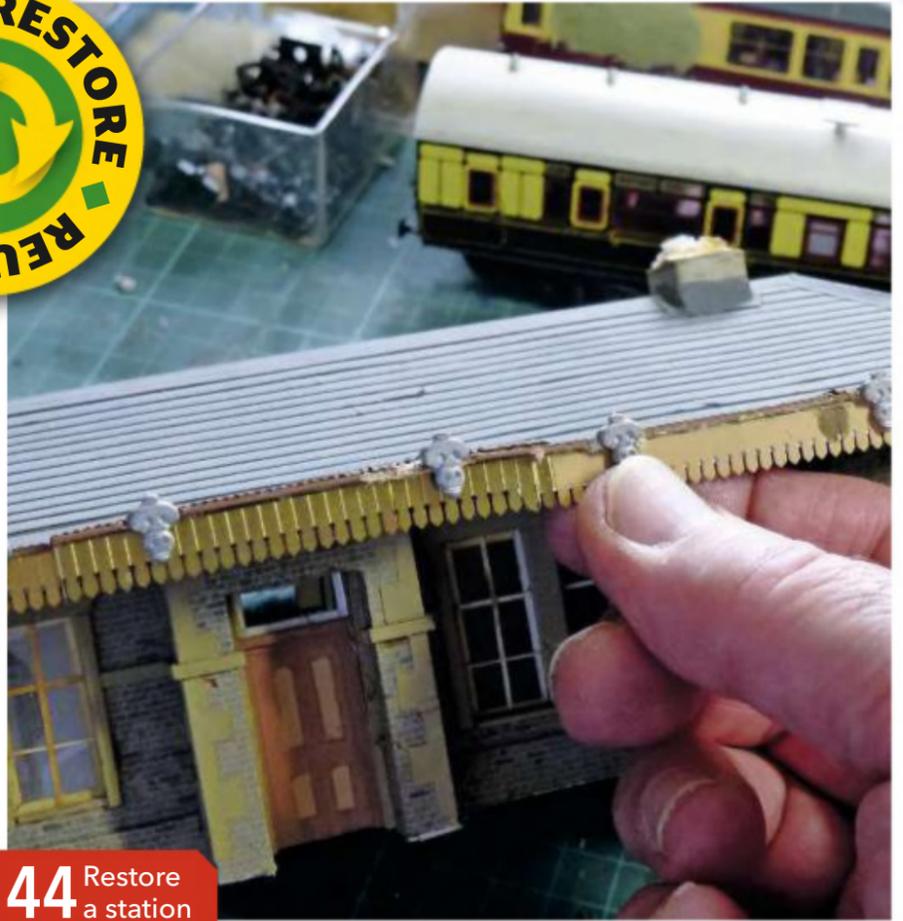
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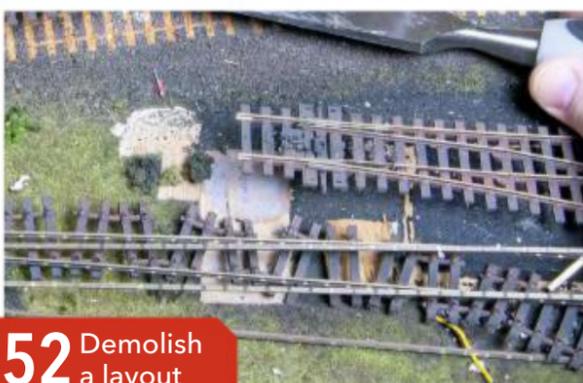
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PHOTOGRAPHY: PETER MARRIOTT



HOW TO

SOURCE ECO-FRIENDLY PRODUCTS



Want a more environmentally friendly layout? **Peter Marriott** looks at some alternatives to shop-bought products that will give your wallet - and the planet - a break.



REAL LIFE SCENICS

The three tall weeds alongside the track are a similar colour to that of dried tea leaves.

DRIED TEA LEAVES

Real railways and their miniature counterparts run on cups of tea. But don't throw away old teabags - the leaves can be a very cheap scatter material. Tea from a tea bag is generally finer than loose tea, and for a darker shade use an unused bag. Herbal and green teas will produce different coloured leaves which would be ideal to represent flower petals and to supplement commercial scatter products. Once brewed and dried, the leaves do not give off too much aroma.

Modelling uses: Leaves for autumn trees, dead leaves on a forest floor, debris in a timber yard and to add variety to commercially produced scatter materials.

Scales: 'OO' and above.

Cost: Free - if you drink tea!

Where can I find it? Supermarkets, tea shops... your own kitchen!

Retail equivalent: Brown fine turf and other scatter materials.



STEP BY STEP

ADD FOLIAGE



1

Don't bin your used tea bags. Squeeze out the excess water, cut open the bag and spread the leaves onto a square of kitchen roll. Leave to dry.



2

The dried leaves ready for use. In summer, the leaves will take a day to dry but winter temperatures prolong the time - it can take up to three days.



3

Dried tea has many different uses. I decided to use it to represent dead flower heads on tall static grass fibres. I brushed Woodland Scenics Tuft Tac across the tops of the fibres.



4

While the glue was still wet, I sprinkled on a few dried tea leaves and left the glue to dry. I'm pleased with the subdued brown colour.

Today's scenic modeller is blessed with a huge array of scenic products to suit almost every conceivable modelling task. We have never had it so good. However, most of those scenic products contain some form of plastic which, from an environmental point of view, isn't great. Most products are great value, but if you have a large area to model, it's easy to spend a small fortune.

Happily, there are plastic-free, cost-effective scenic materials available to soothe your environmental conscience *and* give your credit card a rest. They're actually traditional scenic products that the likes of static grass have supplanted but, when carefully blended with modern materials, can maintain 21st-century scenic standards. I've selected materials that are both 'green' and are either free or left over from gardening jobs and may be kicking around the garage or shed.

SISAL 'HAIRY' STRING

This coarse string can be cut to make long grass and reeds up to an inch high, or for thatching miniature roofs. It can even be twisted with wire to make 'bottlebrush' trees. Generally sold in white or light brown, but available in green from garden centres. A roll of hairy string bought from a DIY store or garden centre can cost a couple of pounds and can supply a lifetime's worth of modelling. Buy green so that you do not have to dye it.

Modelling uses: Making conifer trees, hedging, tall grasses and weeds, thatched roofs or miniature hay stacks.

Scales: 'OO' and above.

Cost: a couple of pounds a roll - or you may have some in your shed.

Availability: DIY stores, hardware shops and garden centres.

Retail equivalent: Woodland Scenics Field Grass, £3.99 a pack.



STEP BY STEP MAKE GRASS AND REEDS



1 You can buy metres of sisal or jute string or twine for a few pounds. Cut it to length with a pair of sharp scissors.



2 Unravelling the twine, the single fibres become evident. It's easy to tease it out between your fingers.



3 I've found that Woodland Scenics Tuft Tac is the best adhesive for getting most of the strands of grass twine to stand up because it's thick and tacky.



4 When the glue's dry (it'll dry matt and clear), brush on a little more Tuft Tac and sprinkle on some coloured scatter (or dried tea leaves!).



REAL LIFE SCENICS

These clumps of tall dried grass next to a road could be made from the light-coloured twine.





HANGING BASKET LINER

Hanging basket liner is an excellent material for producing the basis of good foliage and vegetation. Usually it comes as mid-brown material, so it should not require any dyeing or painting before use. This coco fibre-based product either comes as a ready-shaped basket liner or as loose material.

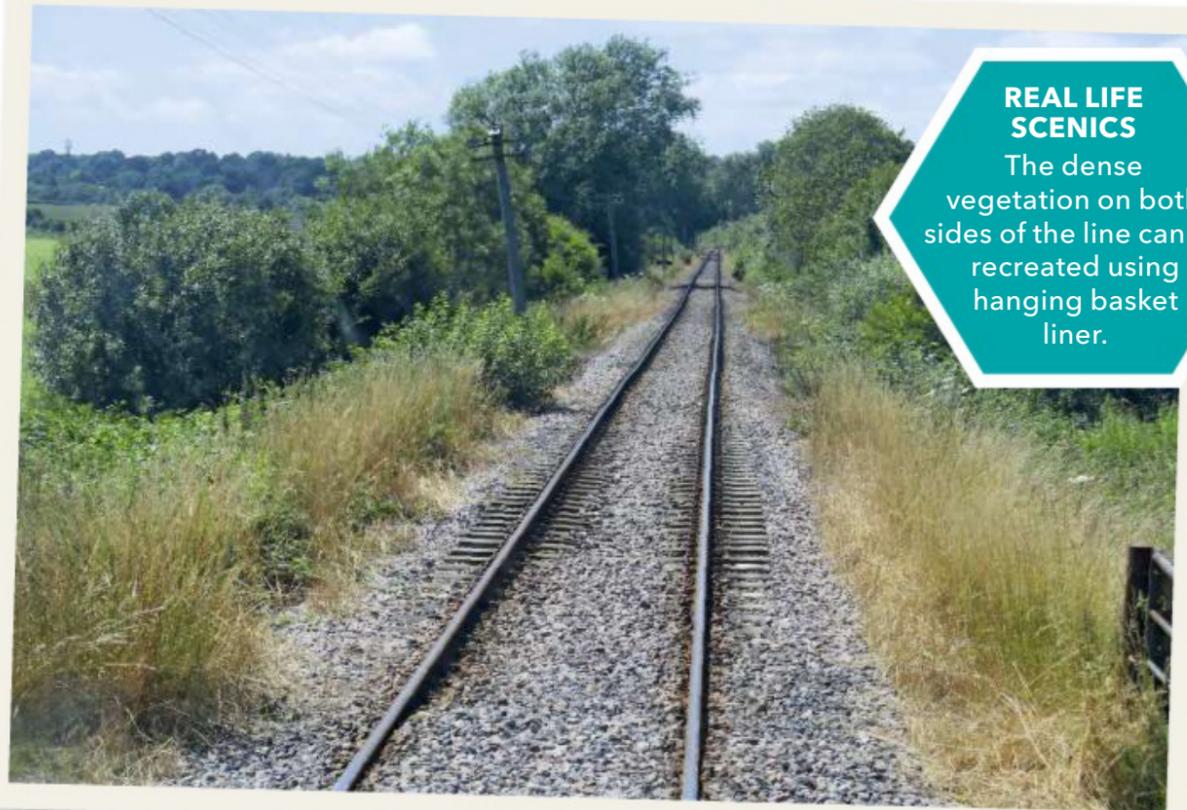
Modelling uses: Hedging, foliage for trees, random vegetation and weeds.

Scales: 'OO' and above.

Cost: £3.99 for 30cm basket liner.

Availability: Garden centres.

Retail equivalent: Woodland Scenics Poly Fibre, £3.99 a bag.



REAL LIFE SCENICS

The dense vegetation on both sides of the line can be recreated using hanging basket liner.

STEP BY STEP

CREATE REALISTIC VEGETATION



1

This 30cm hanging basket liner is made from coco fibre and it's an ideal colour for hedging.



2

Dismantling the liner is easy - find a loose piece and tear it off.



3

Tease apart the liner so that there's space between the strands.



4

Dribble on some Woodland Scenics Scenic Glue and spread it about with an old paint brush.



5

Gently press the material into the wet adhesive with your fingers. A bit of a messy job!



6

Use a small pair of scissors to remove any excess strands of the material.



7

Give the material a good coat of extra-hold, unscented supermarket hairspray.



8

Now sprinkle on some Woodland Scenics green blended turf.



9

Give it another spray, then add some coarser green leaf effect.

REAL LIFE SCENICS

This log pile at Teigngrace on the Heathfield branch in Devon would look great if modelled using suitable twigs.



STEP BY STEP

MAKE A WOOD PILE



1 During clearing a part of the garden, I thought this plant would work on a layout. Start by pulling away leaves and off-shoots.



2 Use a new blade in a Swann-Morton Knife to cut the twig into realistic lengths for a 'OO' gauge garden. Use a self-healing cutting mat to protect your work surface.



3 PVA glue or Woodland Scenics Turf Tac is perfect for gluing twigs together. I'm using PVA to assemble a lineside stack of logs.



4 A load of twigs was wrapped around a piece of hard foam packing to make this load for an OTA wagon by Cambrian kits.

TWIGS

The winter winds will have dislodged loads of twigs and small branches from the trees, and they're perfect for railway modelling. You can cut smaller twigs down to make miniature timber loads or you can use them as tree trunks with sea moss for the foliage. Some plants in your garden may look like small trees, so why not go out with the secateurs?

Modelling uses: Felled trees, cut logs, fence posts, forest debris, trunks for trees.

Scales: All - depends on the size of the twig.

Cost: Nothing.

Availability: Gardens, along footpaths, local parks - just please don't cut twigs from trees that don't belong to you!

Retail equivalent: Woodland Scenics Dead Fall, £5.00 a pack.



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PHOTOGRAPHY: CHRIS LEIGH

HOW TO

RESTORE A STATION

Whether it's conserving one of your older models or renovating a second-hand bargain, restoring old models can be satisfying and economical, as **Chris Leigh** demonstrates.

Hands up, all those who have a backlog of unfinished or neglected modelling projects? I suspect a few copies of *Model Rail* have just been dropped! I have a mountain of unfinished projects, part-built kits and models that I bought because it seemed like a good idea at the time. It really is time to do something about it, so I've been having a clearing-up session. I need to make space in which to work and I've begun a major sorting and tidying exercise.



Bizarrely, the Down side building at Aynho survived as a coal merchant's office and received a repaint into Rail blue and grey, as shown here by the handsome porch over the main entrance. Today, it is a private dwelling.
CHRIS LEIGH

I wrote that introduction in June 2017 and the process is still going on, over two years later!

However, one restoration job did actually get done, and it was such a major renovation that it might well serve as a pattern for other, less extensive revivals of card structures, whether kits or scratchbuilt. It is a Brunel design based on either Heyford or Aynho, north of Oxford. These were built after Brunel's death but are similar to his design for Box. Aynho, shorn of part of its canopy, is now a private dwelling, while Heyford was dismantled many years ago and moved to Didcot Railway Centre. There, it was to have been re-erected, but it never happened. These days, the only way to enjoy these and hundreds of other stations is to model them, and that's why I needed to restore this model.

Aynho had originally needed the manufacture of some bespoke parts. For this, I had canopy valancing etched in brass and I produced a pattern for castings to represent the strange leopard-head 'gargoyles' which capped the ends of the canopy ironwork. Most of these parts were missing but I had taken the precaution of squirrelling away a few spares.

The model had suffered badly, stored on a shelf in the garden shed, which had eventually collapsed. The canopy was warped and battered, valance pieces and leopard heads were missing and there was even a 12in:1ft cobweb across one window! I thought it might be beyond repair but, as it was an example of my

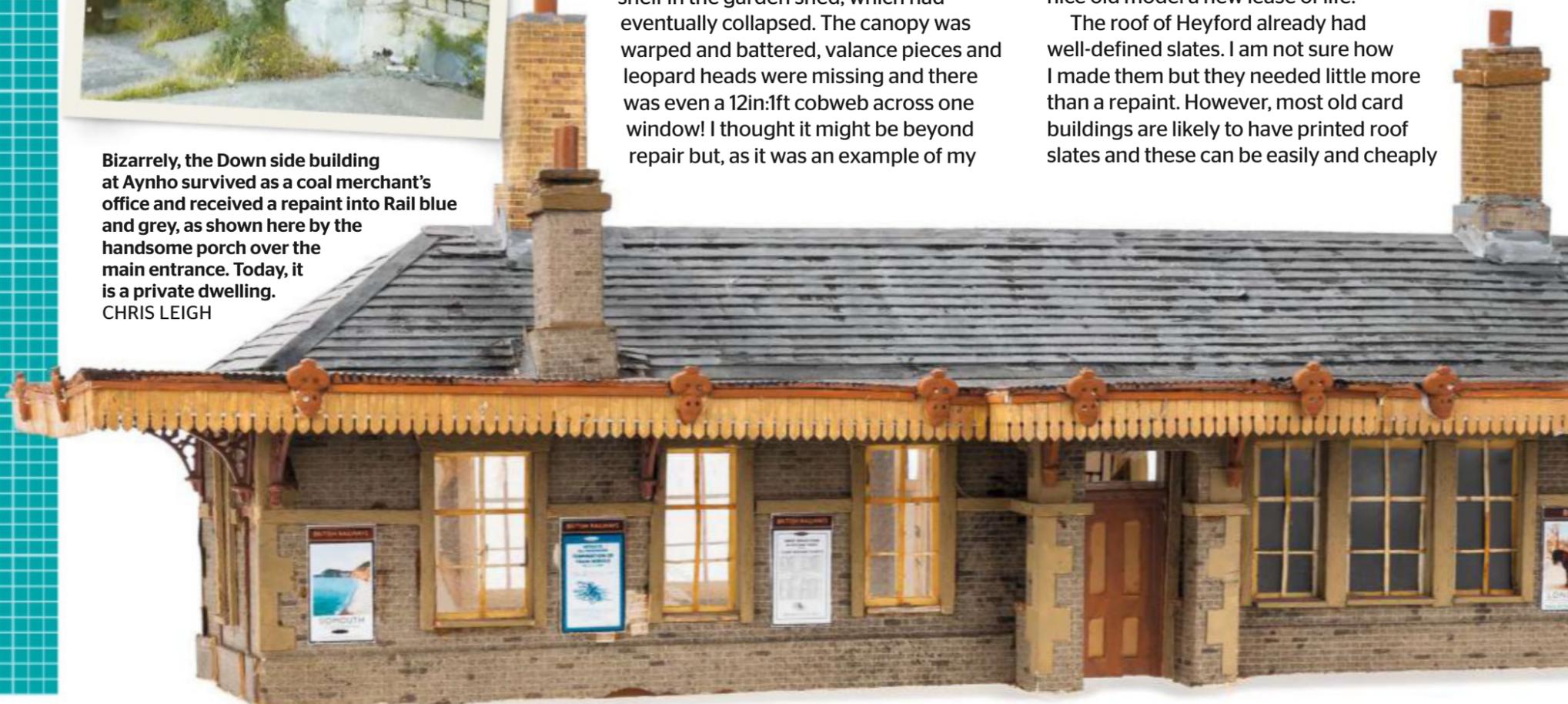
early model-making, I decided to give it a try.

In this instance I needed to straighten and reinforce the canopy as well as refit valancing and 'leopard heads'. Missing parts, including chimney stacks, would need to be replaced. I might also need to contrive methods of hiding damaged brickpaper.

If you are modelling on a restricted budget, it is quite easy to find buildings, particularly those made from card kits, on offer cheaply at second-hand stalls and in your local model shop. The methods I've used on this old model are equally applicable to old bargain-basement structures of any sort. Be selective in buying second-hand. Card structures may be easier to renovate than plastic ones, particularly if any of the plastic kit parts, such as window frames, are missing. If I could bring Heyford back into shape, then I reckon most card buildings are capable of restoration. An afternoon's work and some readily available materials and you can give a nice old model a new lease of life.

The roof of Heyford already had well-defined slates. I am not sure how I made them but they needed little more than a repaint. However, most old card buildings are likely to have printed roof slates and these can be easily and cheaply

This model is a disaster. Aynho was consigned to the garden shed for years until the shelf it was on fell down. I had doubts about my ability to repair this level of damage.



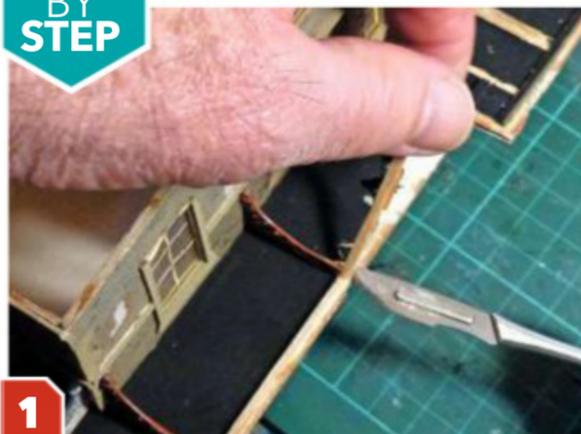


Aynho, seen here after closure, with me on the platform, was one of many stations which retained its GWR livery right through to closure. It was probably last painted around 30 years before this picture. K.A. JAGGERS

replaced. That was certainly true of my other old station building, modelled on Three Cocks Junction (see According to Chris, page 19). When building my Cornish harbour layout, 'Polwyddelan', I discovered just how good the Scalescenes roof slates can look. You need a computer and printer, but once you've bought and downloaded a Scalescenes product, you can print it as many times as you need. I used them to good effect on my model of 27 Clarence Street (MR270, p49, step 18) and I would recommend them for renovating or upgrading any model with flat printed roof-covering (such as Superquick) or for renovating a second-hand building.



STEP BY STEP STATION REPAIRS



1

Most of the valancing had already fallen off, so I took off any remaining loose or damaged pieces. The canopy was badly warped, so I removed the balsa with a sharp knife.



2

The card canopy roof had been surfaced with thin corrugated styrene sheet. I spent a lot of time carefully straightening the warped areas before trying some reinforcement with some thick styrene strip.



3

I positioned the Evergreen styrene strip (.100in by .156in, pack 177) to act as a backing for the valancing. Straightening the distortion in the canopy required a lot of pressure and the styrene needed gluing with an impact adhesive.



4

Once the strip had set in place, I turned my attention to the porch where the styrene strip is too thick to be fitted easily. As this section had remained largely flat, I used 1/16in balsawood as it was easier to cut and fit in small pieces.



5

Where possible I reused any undamaged pieces of valancing. Most of the leopard heads are new, however, as these had gone missing. I never issued these for sale, so I had very few of them.



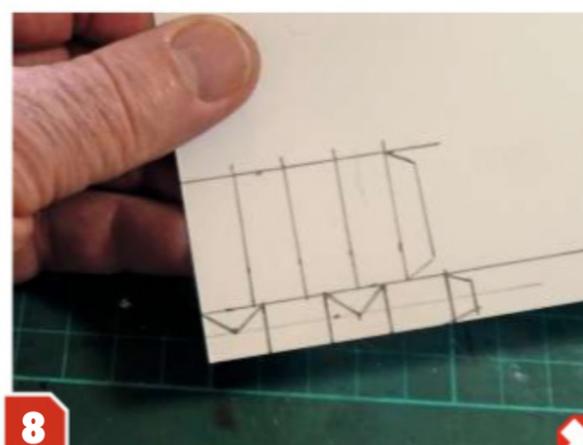
6

I touched in any bare metal fittings with a white primer, applied by brush. It won't look perfect but it should match up with my modelling skills of 50 years ago, when the original model was built and painted.



7

I avoided the need to replace any of the brickpaper, despite some discolouring, as I don't remember the brand I originally used. However, I needed a good match and Scalescenes Yellow London brick fitted the bill.



8

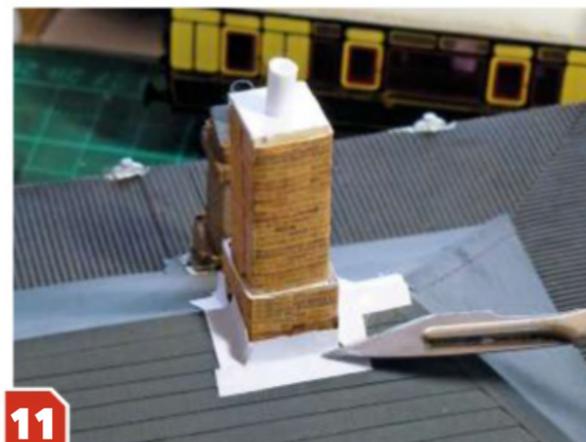
I have two methods of making chimney stacks, either solid from balsawood or folded up from postcard. I used the latter method for this model, cutting the postcard pieces out before folding them and facing them with brickpaper.



9 The main parts of the chimney stack were folded from postcard, with a square of 2mm mount board for the cap and a short piece of Evergreen 1/8in diameter plastic tube for the chimneypot.



10 The Scalescenes range offered two potential matches for the faded Superquick brickpaper, TX03 and TX03a, the latter London Brick, being slightly darker. The stacks aren't close to any other brickwork, so the choice was not critical.



11 Add flashing by folding a 6mm wide paper strip along its length and then cutting pieces to fit around the chimney base. It hides any gaps and strengthens the attachment of the chimney onto the roof.



12 Posterboards are an easy way to hide damaged brickpaper without having to match paper. Scalescenes sheet includes nameplates that can be customised. Trackside Signs produces replicas of the metal posters from an earlier era.

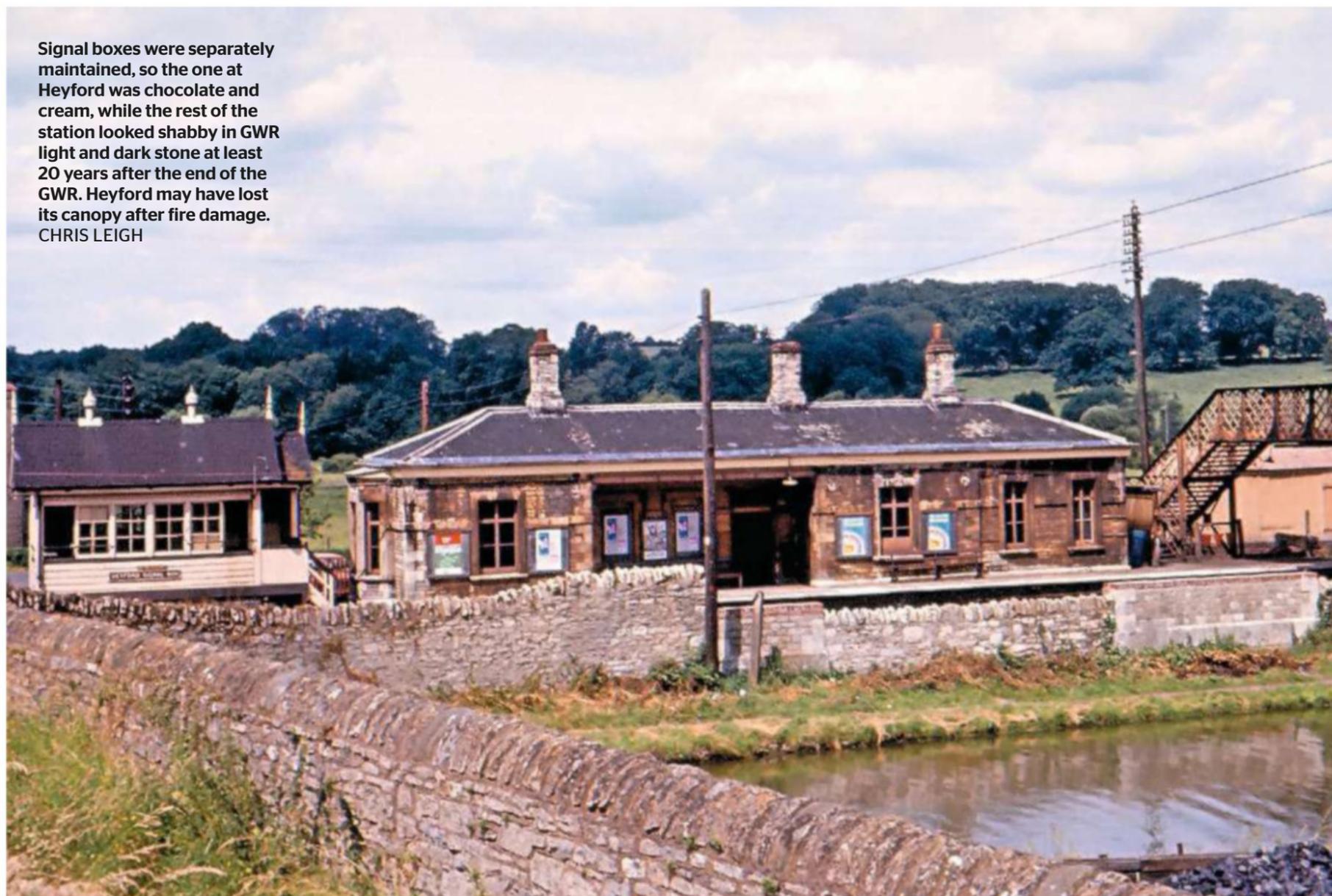


13 My roof had scribed slate strips and they were in quite good condition. I repainted them by first emphasising the scribing and the layers with matt black acrylic paint. The corrugated canopy roof was also repainted in matt black.



14 The slated areas were then painted with a lighter grey to complete the transformation. This is one of several station buildings that I've built for pleasure and display but never used on my layout.

Signal boxes were separately maintained, so the one at Heyford was chocolate and cream, while the rest of the station looked shabby in GWR light and dark stone at least 20 years after the end of the GWR. Heyford may have lost its canopy after fire damage.
CHRIS LEIGH



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BEFORE



AFTER

Heat and humidity in the shed have caused the vacuum-formed styrene slate strips to separate from the card roof. Curled and faded posters also need attention.



HOW TO

RENOVATE A LAYOUT

We don't always do things wisely. **Chris Leigh** broke all the rules about storing his layout and now faces a massive restoration job.

Dave Lowery likes a challenge. I've known this for a long time and that's why, when I set out to build my 'O' gauge 'Railway Children' layout, I asked Dave to build the baseboards. I had only ever used 'O' gauge briefly in a garden railway and I had no experience of this larger scale on conventional indoor baseboards. I needed an expert. The first priority was for it to be suitable for exhibition, but the long, narrow plan fed by a fiddlyard at each end made the layout nearly 30ft long.

I set Dave an impossible specification. I wanted as few baseboard joints as possible. This led to three boards, two 6ft long and one at 5ft, with two 6ft fiddlyards. A 6ft by 2ft baseboard is big, but I then stipulated that it had to be capable of being handled by one person. This led Dave to opt for a lightweight construction using 'girders' which he made out of 1/4in plywood, with a baseboard surface of thick, expanded polystyrene. He rose to the

challenge and I could handle it - just. However, I had not specified that it should also be capable of assembly by one person. Separate leg units slotted into the plywood 'girders' and each leg supported the end of the adjoining board. It really needed three people - two to hold the board and a third to insert the leg.

MEND AND MAKE DO

The first time I tried to erect one board single-handed, I inserted one leg unit, which tipped over and ripped the plywood end out of the board. I carried out a temporary repair which got the layout through two appearances at Model Rail Live in Barrow Hill, and a weekend at Butlin's in Skegness. It then went into store in a wooden shed in my garden. There it was subject to extremes of temperature and humidity which caused extensive damage to the roof of the station and the goods shed, while the plug-in leg system finally failed and the layout subsided until only the shed wall was

preventing it from collapsing completely!

Nevertheless, I resisted the temptation to scrap it. I considered lowering it to near-floor level and running a connection out to a garden running line, but British weather is not really conducive to garden railways. Then came the idea of showing 'The Railway Children' for one last time in the village where I live.

ASSESS THE DAMAGE

Whatever the problems with your own layout, I'm sure they will be different from mine. Perhaps it's a permanent layout, where access is difficult for cleaning and repair. Perhaps it has suffered some damage during transport, or perhaps it is simply getting old and looking a bit worn. Whatever, the issue, before scrapping it and starting again it is worth taking stock of its state, deciding what needs doing and whether it is worth a makeover. The answer will usually be a resounding 'yes'.

So I took advantage of the fine late summer



The partial collapse of the layout led to the slot-in leg tearing the plywood end out of one baseboard which had already been repaired once.



High jinx

I had originally thought of the layout as being a homage to Lionel Jeffries' movie *The Railway Children*, aimed at modellers of my age group, who would know the movie well, and be into 'O' gauge. As a result the baseboard height was primarily for my convenience. Three exhibitions later I've little doubt that *The Railway Children* is a timeless story and that today's children are just as interested as the adults, but the layout was too high for easy viewing by most children.

By making it low enough for the smallest viewers, I feared that it would be a back-breaking, stooping job for me during both the modelling and operating.

After much deliberation I have set the baseboard height - ground level on the model - at the same height as a standard kitchen worktop. I assumed that kitchen worktops are set at the optimum height for an adult to work at, and I know that they are easily accessible by all but the youngest of children.

weather of 2019 and began by making an assessment of what was needed to bring 'The Railway Children' up to scratch for one more public appearance. Here's the list of jobs:

- Revise the leg arrangement.
- Reduce the baseboard height.
- Replace warped roofing on station and goods shed.
- Replace all damaged and faded adverts etc.
- Complete the backscene.
- Repair level crossing gates.
- Repair damage to platform.
- Re-affix trees.
- Complete Mytholmes tunnel lining.
- Refresh static grass.
- Build an animated landslide.

BASEBOARD REPAIR

In order to repair the layout I abandoned the one-person handling idea and reverted to more conventional methods, at the expense of increased weight. I filled the voids in the end girders, where the legs slotted in, with 2in by 1in timber glued and screwed into place. This provided a firm location on which to hinge the legs. I used Dave's original leg units but reduced their height by several inches and removed the short horizontal timbers which supported the adjoining boards. I then fitted pairs of butt hinges, the largest I could find to fit 1in wide timber.

The first baseboard repair took a day's work and has a hinged leg unit at each end. The boards are joined by coach bolts and wing nuts, and aligned by the alignment fittings which Dave originally installed. Having successfully rebuilt the first baseboard, I approached the second in a similar way. This board had not suffered end damage so merely required the leg slots to be filled with glued and screwed 2in by 1in timber. I had planned for this board to have only a single leg unit and to hang on the first baseboard at the unsupported end. However, it quickly became apparent that it would be easier to erect each board if it had a leg unit at both ends.

STEP BY STEP



1 The 'girder' end of an undamaged baseboard. It proved easy to remove the centre block of timber and replace it with a continuous strip of 2in by 1in timber, glued and screwed in place as a firm mounting for the hinged legs.



2 The damaged baseboard end had served at three exhibitions with temporary repairs. I removed all the screws and broke away glued joints in order to use the broken pieces as a pattern for cutting a completely new end.



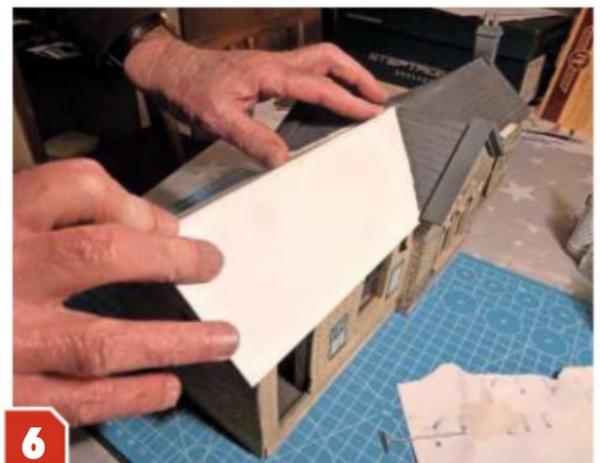
3 The roof of the goods shed has suffered really badly, although only on the rear elevation. The front is still passable so a partial re-roofing might be possible.



4 The entrance to the ladies room, which served as Mr. Perks' office in the movie, also needs some work to complete it, including a 'porters' sign. All the posters need replacing.



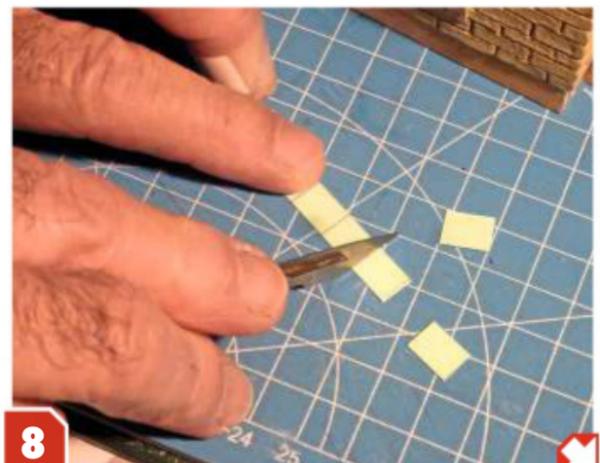
5 I thought it might be possible to salvage part of the roof but this was the result of attempting to remove it in one piece. I decided to start again with new roof pieces and to use a different method of applying the slates.



6 The middle, gable section of the roof was in better condition, as it was made from several layers of card. I re-used this section but added roof sections to the wings on each side, using 2mm mount card. The roof remains detachable.



7 I used Deluxe Materials Speedbond for gluing card parts such as the new roof sections, with Velo-Set adhesive to reinforce and fill some of the joints where a slightly more viscous adhesive was needed.



8 I had left-over postcard from the building project in MR270 and I cut strips 7mm wide from which to cut individual slates 10mm long, giving a nominal 1ft by 18in slate.



9 I then marked the roof at 5mm intervals to provide the top marks against which to align the slates. My home-made ruler was a strip of card with an angled end to fit against the roof slope, ensuring parallel lines.



10 The slating did not take as long as I expected. I ran a bead of glue along the line above the previous row of slates and picked up and positioned each slate with the point of the knife blade.



11 Slating has to start from the eaves and work upwards, with each row overlapping the one below it until the roof ridge is reached. Minor variations in positioning help to give a more aged look.



12 Slates needed to be trimmed to fit into the valley gutter where old and new roof sections meet. I re-used the chimney stacks which had been made from solid blocks of wood.



13 The ridge tiles were made from a strip of folded card sized to fit over the roof ridge. To give the roll-topped effect, a strip of 1/8in diameter plastic rod was glued to the top of the ridge.



14 The second 'wing' of the building was treated in exactly the same way and the original chimney was re-used. The roof was then painted with acrylic dark grey, working from the ridge downwards.



15 A check against photographs of the real thing showed that there was a course of decorative stonework that I had missed. This was added from plastic strip, under the eaves, and considerably improves the fit of the roof.



16 Attention then turned to the backscene, where both the road and retaining wall required completion. The wall is card with DAS clay stonework and the road is card surfaced with Woodland Scenics Smooth-It.



17 A photograph of the present houses was used as part of the backscene, the rest being painted with water colours on cartridge paper. I'm no artist, but I think it just about works.



18 Photographs showed that the retaining wall is quite overgrown. This gave me the excuse to pack the area between retaining wall and backscene with Woodland Scenics Poly-Fibre.



19 I dabbed the Poly-Fibre with cheap craft PVA glue and added a sprinkling of various scenic scatters in appropriate colours. A gentle application of hairspray helped to fix it in place.



20 Having found the missing figure of Mr Mitchell, the guard, I re-affixed him to his spot on the platform. A tree will be used to disguise the painted end of the house on the backscene, and faded posters will be replaced.

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37605

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37606

37/6 - Direct Rail Services 'compass'



37607

37/6 - Direct Rail Services original



37608 - 'Andromeda'

37/6 - Rail Operations Group/Europhoenix



37609

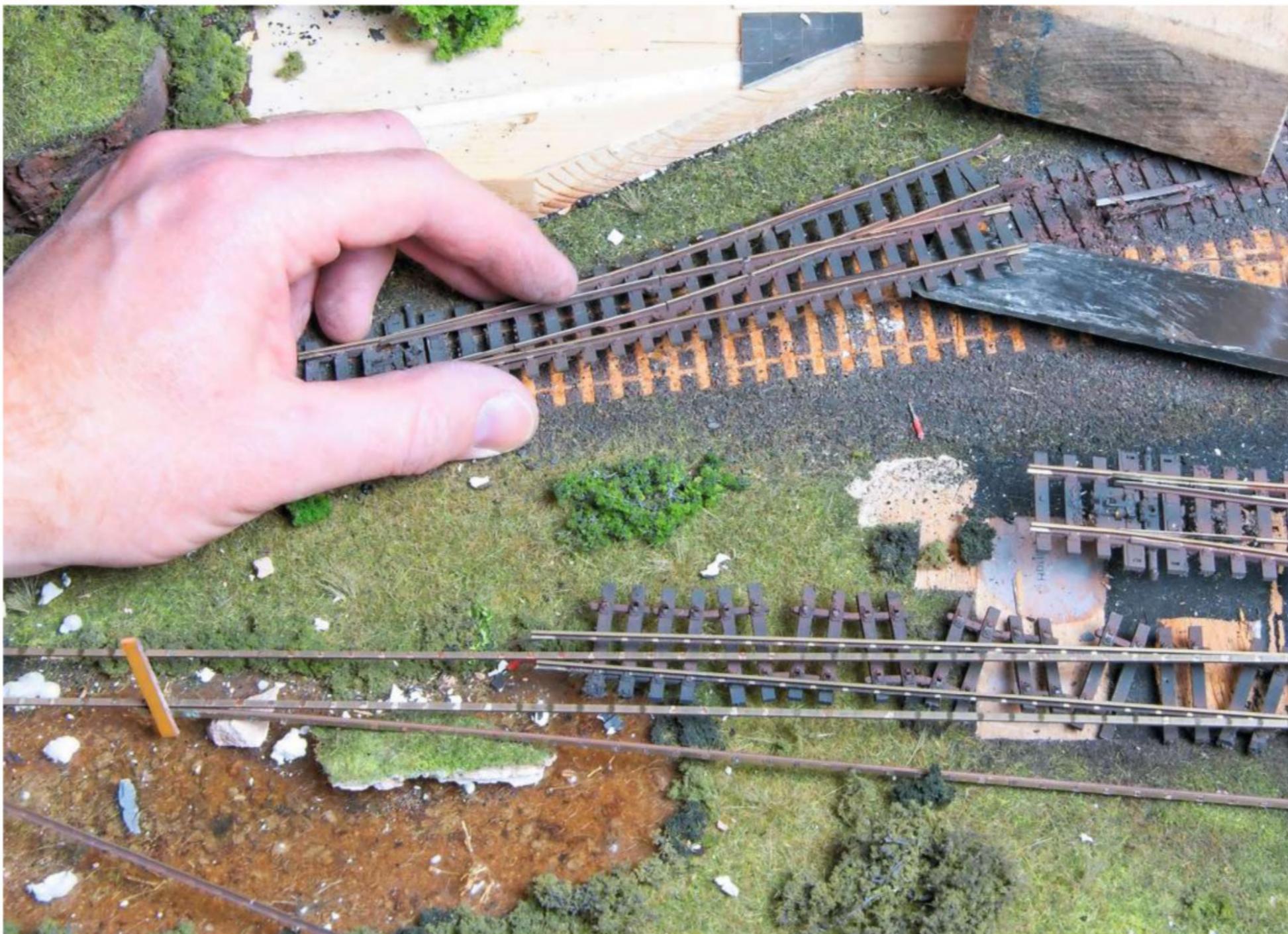
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HOW TO

DEMOLISH A LAYOUT

When **George Dent** reluctantly dismantled a few favourite layouts, he endeavoured to salvage as much as possible for future use.

I've built many layouts over the years, most of which reached completion, while some were abandoned part-way through. In all cases, however, once the layout's life was over, I endeavoured to salvage as much reusable material as possible.

As a result, I have many buildings and scenic items dating back decades, some of which have been used on several layout projects. Indeed, certain items generate a pleasant sense of nostalgia, rekindling memories of certain periods in my life. Other valuable fixtures and fittings, such as point motors, switches - including the power cables

ANY GAUGE

2 hrs



- have also been employed on numerous layouts. Even the baseboards themselves were re-purposed wherever possible.

Thrift has played a part in this policy, but so has consideration for the environment. Casting away copious amounts of non-recyclable waste leaves me feeling guilty, not least because many of the paints, glues and other materials that we use in the pursuit of our hobby are far from eco-friendly.

STREAMLINING

Last summer, with another house move looming, I was faced with the realisation that there would no longer be any room for my three favourite layouts. Storage was an (expensive) option, but I decided to make a fresh start and dismantle them all. Selling them was briefly considered, but the sentimental value of certain buildings and features meant that retention was a priority.

Furthermore, to reduce the costs of building layouts in the future, I set out to recover as much material as possible from each



When using a chisel and mallet or hammer to break up a layout, be sure to wear eye protection to guard against flying debris.



Above: With care, it's possible to salvage a lot of material from an unwanted layout, including buildings, scenery and even the track.

What you will need

TOOLS

- ◆ Wire cutters
- ◆ Screwdrivers
- ◆ Mallet
- ◆ Wide flat chisel
- ◆ Safety eyewear

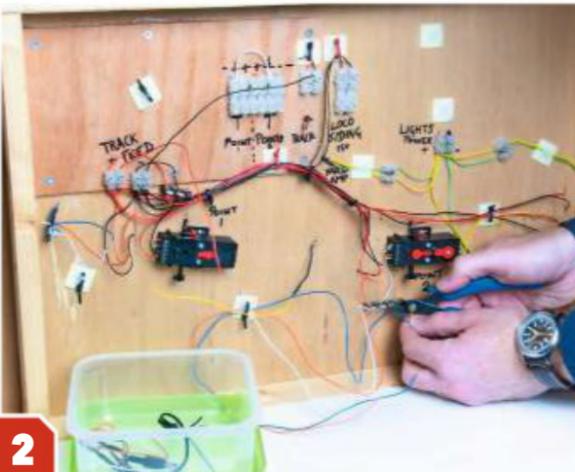
baseboard. While it wasn't possible to lift all of the track and points in re-usable condition, most of the rails were cut into 60ft lengths and re-purposed as engineering wagon loads (see page 56). Redundant sleepers were also turned into wagon loads or retained for stockpiling in a yard scene in future.

It's surprising how much scenic material can be salvaged intact, especially trees, bushes, drystone walls and even rock faces. Nothing is wasted, as the saying goes, and all recovered material has been safely packed away and placed in store until my next layout projects get under way.



1

Anything remotely loose has already been removed from the main baseboard of 'Maudetown Colliery'. Having been in store for a few years, it was already looking a little worse for wear.



2

I began by stripping out all of the electrical cable, cutting it into sections as long as possible to offer a greater chance of it being suitable for re-use. Any cable that was frayed or damaged was discarded.



3

Point motors were disconnected carefully and removed. Any screw terminals or other connectors that were deemed to be in good condition were also salvaged. I used wire cutters to speed up the job.



4

I used small plastic tubs with lids to keep all recovered electrical components safe during storage. The secure-fitting lids also meant that any screws, pins or other fittings wouldn't get lost.



5

With the baseboard upright, buildings can be gently prised away using a broad, flat chisel. Ease the blade under a corner and carefully lever it until the walls break free. Repeat around all four walls if necessary.



6

Take your time as damage can easily occur, especially to fragile kit or scratchbuilt structures. Resin buildings are also susceptible to breakage if treated roughly. Aim to keep the chisel as flat as possible.



7

Plaster cast buildings can be very tricky to remove, particularly if bonded with large amounts of glue. The same process was employed, but not every building managed to survive unscathed.



8

Embossed road or paving surfaces may also be lifted and re-used. Again, much depends on the amount of glue employed in the first instance, which is something to bear in mind when building your next layout.



9

Trees, bushes and shrubs were pulled gently away from the landscape and boxed up for safe storage. Dry-stone walls, fencing, gates and any other small scenic features were also recovered where possible.



10

Tunnel mouths and bridges cost money, so they're worth saving. Some are easier to recover than others, with this flexible plastic structure readily parting company with the surrounding landscape and baseboard.



11

After covering all of the salvaged buildings and features in protective wrapping, they were carefully packaged into a box ready for storage. A list of items was placed on top of the box to make it easier to locate items in future.



12

Lifting ballasted track can be a difficult prospect, especially where track pins are involved. Again, the flat chisel proves useful, but take care of your fingers and make sure that you're in control of the tool at all times.



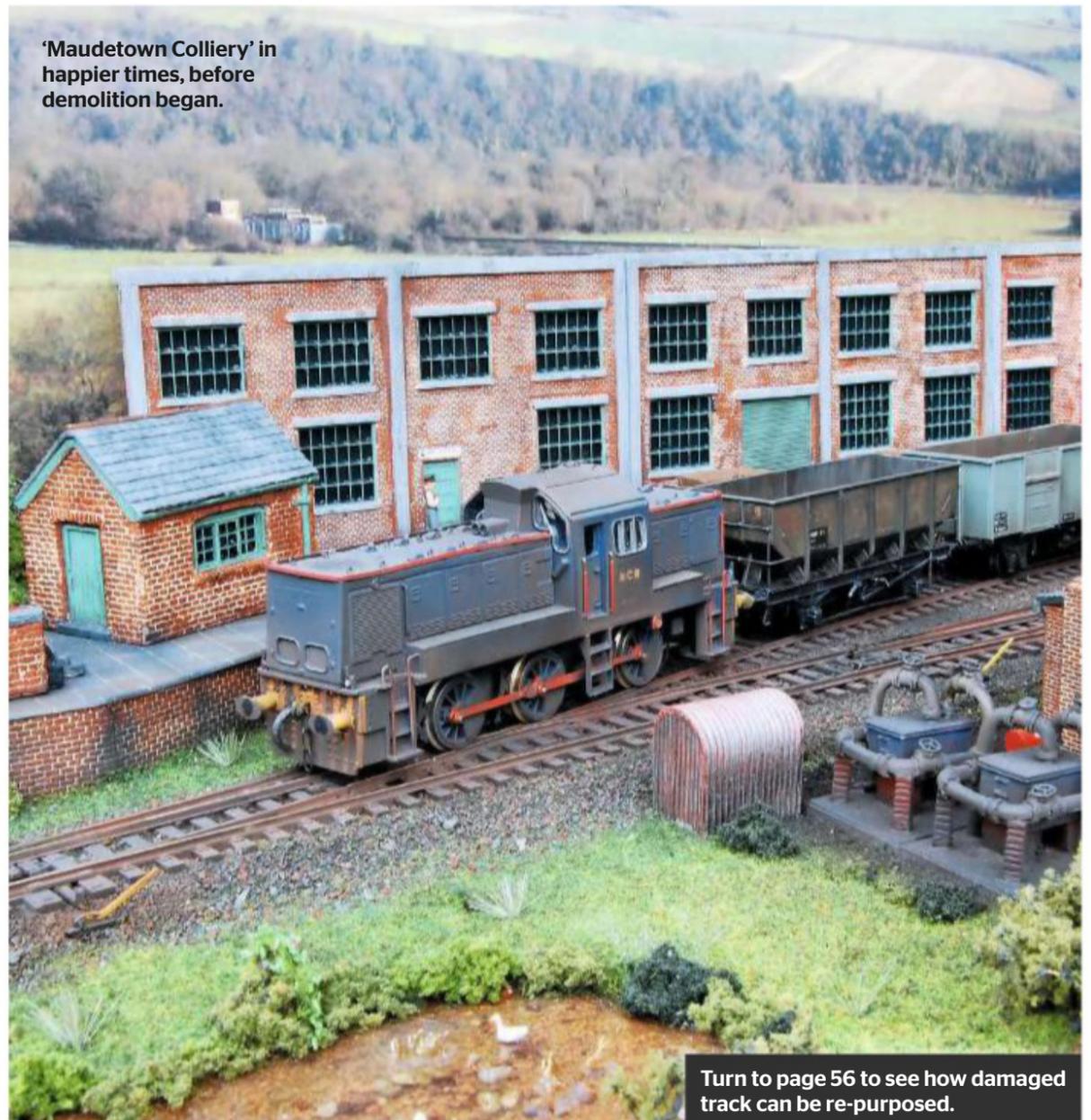
13

These cork bark 'rock' sections were chiselled out of the surrounding plaster landscaping. After carving the edges clean of plaster deposits, they were cleaned up with a stiff brush before packing away.



14

The plaster and foam landform was broken up and disposed of separately, with the baseboard stripped as much as possible. This could then be taken to the local recycling centre. Any unpainted softwood was used as kindling.



'Maudetown Colliery' in happier times, before demolition began.

Turn to page 56 to see how damaged track can be re-purposed.

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HOW TO

CREATE WAGON LOADS FROM SCRAP

George Dent recycles a range of materials to create lifelike payloads.

Scrap metal is a long-standing rail-borne commodity, with the railways employing a wide range of general-purpose open wagons for the purpose. In more recent times, bespoke vehicles were created for this increasingly important traffic, particularly as the UK began exporting significant amounts of scrap for reprocessing.

Recreating scrap metal in model form is a most enjoyable project, with so many potential sources of material. There's little need to purchase anything specific, as reclaimed or recycled material is perfect for the job. Anything from spare plastic kit parts and sprues (not necessarily railway-themed kits), to off-cuts of plastic sheet, section or

ANY
GAUGE



2 hours
per wagon



rod. Metal off-cuts are also useful, although I prefer to employ plastic as much as possible, as it can be easier to bond into piles. Furthermore, plastic is also lighter than metal, thus adding only a small amount of weight to each wagon.

All of the techniques featured here can be translated to any scale or gauge, providing plenty of cheap fun, while also doing the environment a favour. Indeed, it shows the value of never throwing anything away - there's always a use for scrap materials, particularly when recreating real scrap!

What you will need

SHOPPING LIST

- ◆ LifeColor acrylic paints and dry pigments
- ◆ Alclad II metallic paints
- ◆ Airbrushes and equipment

The Airbrush Company,
Tel: 01903 767800
Web: www.airbrushes.com

TOOLS

- ◆ Knife
- ◆ Pliers
- ◆ Steel rule
- ◆ Tweezers
- ◆ Wire cutters
- ◆ Profile cutter
- ◆ Safety eyewear
- ◆ Paintbrushes



PROTOTYPE INSPIRATION

Above: During track re-laying work at Peak Forest in March 2009, this tatty 'Dutch' SPA wagon has just been loaded with salvaged steel sleepers.

Right: At the head of the same train, the leading wagon boasts a motley combination of concrete and steel sleepers, along with a few shovelfuls of ballast. BOTH: GEORGE DENT

DEMO 1: RECYCLING PLASTIC SLEEPERS

After reluctantly demolishing a couple of layouts last year, plenty of material was salvaged and has been patiently awaiting a second lease of life. Quite a few yards of track were recovered, though not in a good enough state to carry trains.

However, the rails and sleepers were perfect fodder for scenic features, including wagon loads for a variety of vehicles. Complete track panels, cut into 60ft lengths, are great for loading engineers' wagons (such as BR 'Salmon'

flatbeds), while separating the rails and sleepers offers other options. Indeed, the rails alone are suited to general-purpose flat wagons to mimic regular steel loads of varying lengths.

Sleepers, meanwhile, can be stacked and carried in open wagons to represent material being taken to or away from engineering possessions, creating a realistic payload for steam and modern-era layouts. And best of all, the reclaimed materials were free!



Bonding wooden and concrete sleepers into less organised stacks, combined with a smattering of dirty ballast, earth and vegetation, suggests recently salvaged permanent way material. Other scrap, such as pallets and oil drums, adds greater interest.



The removable stacks of concrete sleepers make a perfect consignment for this Bachmann PNA wagon.



STEP BY STEP RECYCLING PLASTIC SLEEPERS



1

With a knife or a set of track cutters, trim away the webbing between the salvaged plastic sleepers. The individual items can be arranged by the lineside or employed as loads for engineers' wagons.



2

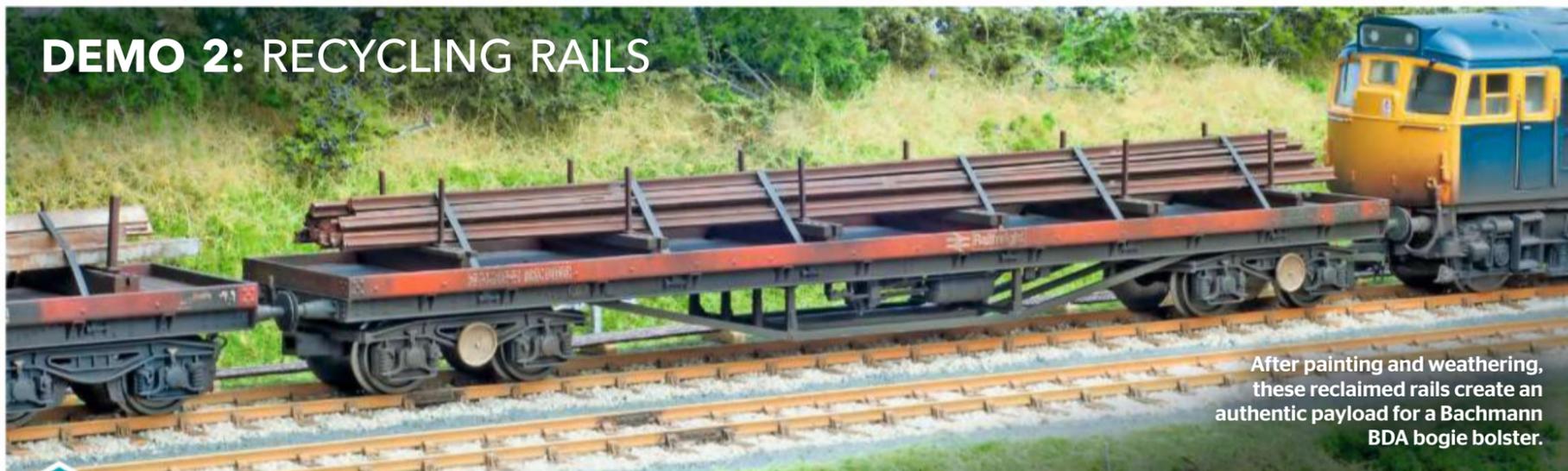
These Peco concrete sleepers have been stacked neatly to suggest either new components being delivered to a worksite or recovered material being taken away. They're bonded together with cyanoacrylate.



3

The sleeper stacks have been weathered with a range of shades, applied by airbrush from Tamiya aerosols (various browns and greys), before the Pandrol clips were touched in by hand with a suitable 'rust' shade.

DEMO 2: RECYCLING RAILS



After painting and weathering, these reclaimed rails create an authentic payload for a Bachmann BDA bogie bolster.

STEP BY STEP

RECYCLING RAILS



1

Lengths of recovered rail, having been separated from the sleepers, can be cut into appropriate lengths to suit specific wagons. Rail cutters speed up the task, but wear eye protection!



2

The rails can be bound into a pile using cyano glue, before priming, painting and weathering, aiming for a dirty, rusty outlook. The wagon can also be weathered before the rails are mounted.



3

When the glue has cured, make a set of restraining straps from insulation tape, cut into thin strips and secure with cyano glue. Older (pre-1970) wagons would likely employ chains to secure the loads.

DEMO 3: CREATE BALED SCRAP WAGON LOADS

A slightly different type of scrap metal load is the crushed and baled variety, which is more redolent of scrap traffic from the past few decades. Motor car bodies and consumer goods are commonly compressed into cubes in order to maximise payload space. This is another instance when found or waste objects and materials can be harnesses to create lifelike results. In this case, using foil-backed biscuit wrappers!



Adding some variety to this rake of scrap metal-carrying wagons, the crushed steel bales really look the part.

STEP BY STEP

CREATE BALED SCRAP WAGON LOADS



1

With a false floor created from styrene, these chocolate wafer biscuit wrappers were crushed tightly into cubes using a flat object to help form the shapes. They were then secured to the plastic base with cyano glue.



2

After a primer coat, the load was undercoated with gloss black before airbrushing with Alclad II Steel and Pale Burnt Metal metallic paints. Dry-brushing followed, with various rust and coloured acrylics to mimic corrosion.



3

With the paint dry, the load was placed in the wagon. The spacers allow the load to sit just below the level of the sides. Hiding a steel nut as part of the scrap would allow for easier removal of the load with a strong magnet.

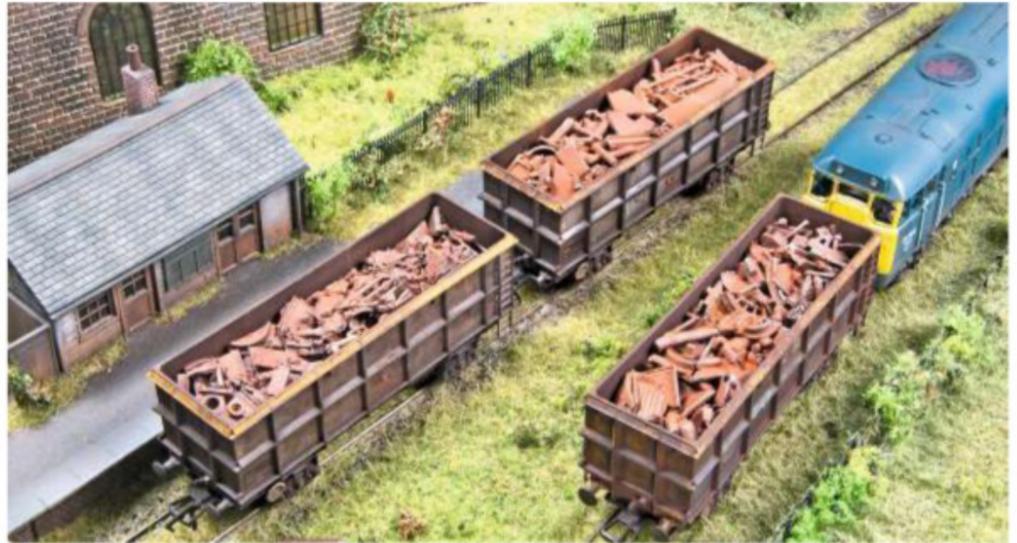


DEMO 4: CREATE SCRAP METAL LOADS... FROM SCRAP!



Although the loads should appear random, arranging certain objects prominently - such as wheels or girder sections - adds visual interest.

Right: Purpose-built scrap-carrying wagons, such as these SSA vehicles, demand a convincing load.



STEP BY STEP

CREATE SCRAP METAL LOADS... FROM SCRAP!



1

A host of spare plastic components have been retained over the years, mostly from plastic kits and demolished layouts but also scrap rolling stock. It's worth keeping - it can provide a free modelling resource.



2

The plastic material can be chopped up roughly using a set of shears, encouraging the parts to tear apart rather than creating clean, straight cuts. Bending and shaping the material also gives it an authentic look.



3

A false floor, to suit your particular wagon, can be created from thick plastic card, with spacers added to the underside to raise the bed to the desired height. Real scrap metal is heavy, so don't pile it too high.



4

To create removable loads, a wooden mould was improvised, lined with waxed masking tape to prevent the glue from sticking to the sides. Build the plastic scrap into a pile, applying liquid poly cement as you go.



5

Be sure to work in a well-ventilated area and leave the material overnight to allow the solvent to cure fully before removing the load from the mould. A knife may be required to free the plastic from the wooden surround.



6

To add some extra interest, I used an Olfa profile cutting tool, drawing the blade along a sheet of styrene to produce lengths of curly 'swarf'. This was then secured atop the mound of scrap with liquid poly cement.



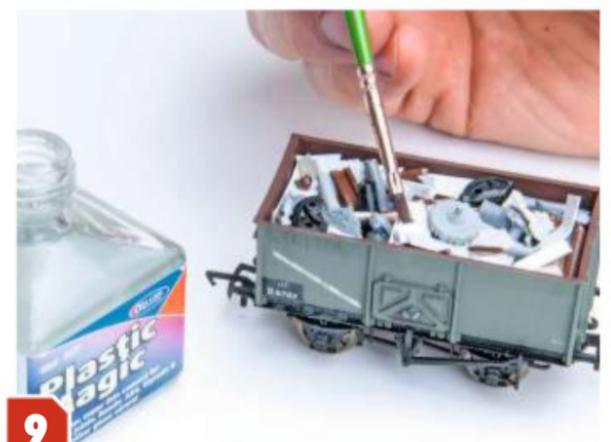
7

Test-fit the load into the wagon and trim any areas until a good fit is achieved. After priming, the load was painted by hand and weathering powders were used to create a more realistic texture.



8

AK Interactive True Metal paint gave the parts a subtle sheen. The Gunmetal shade was chosen and dry-brushed across the load to catch the edges. Wipe most of the paint onto tissue before working over the scrap.



9

If you prefer the load to be fixed permanently, follow the same process of creating a false floor from styrene, then fix the scrap load inside the wagon. Mask the outer sides and chassis before priming and painting.

Plastic body shell - high impact polystyrene (HIPS) or occasionally Acrylonitrile butadiene styrene (ABS), are widely recycled in original form and are the common materials used in locomotive body shells. The recycling

becomes more complicated when the shell has been painted and decorated though, due to the materials used in that process. For complete assurance, strip the model down to the plastic before recycling.



Metal chassis - the majority of home recycling bins accept metal. Make sure you've fully separated the motor and any plastic parts before disposal.

Motor - scrap metal companies will take electric motors for recycling for you. It is possible to put them in your standard recycling bin, but because the individual components need separating before they can be melted and recycled it is better to have an expert strip it down.

HOW TO

RECYCLE MATERIALS

In this era of heightened awareness of recycling, *Model Rail* investigates what can be recycled and what more can be done.

We all agree that recycling is very important and the impact of climate change is being witnessed around the world.

Everyone does their bit by filling their recycling bin with breakfast cereal packets and pizza boxes, but exactly what can or can't go into your recycling bin can sometimes be a bit of a mystery, particularly in the modelling world, in which products are made from numerous elements.

Just look at your own layout - you'll see that it comprises many materials, be it locomotive bodysells, figures, buildings and the like. And there may come a time when a much-loved model is beyond economic repair and must go to the great recycling plant in the sky.

ANY GAUGE

2 hrs



We spend a lot of money on our models and naturally we want them to be protected on their long voyage from the factory to the shop and then to our layouts. So what is the best way of dealing with all the packaging once the model has found a new home? Do you keep your model in it when it's not in use, or does it end up in the bin? If it goes in the bin, which one? While everyone knows that cardboard can be recycled, different regions of the UK have different rules for plastics as they can only recycle certain types depending on the facilities available. Even in the *Model Rail* team, each member lives in

a different county and each has different coloured bins and rules about what can be thrown in them.

It may seem incredibly counter-productive but the general rule is if in doubt don't recycle it, as you risk contaminating the entire contents of the bin and helping the environment less than you originally intended. With so many different materials used in model locomotives, plus the packaging, what follows is a breakdown of the different parts of a model locomotive and whether or not it can be recycled. Different manufacturers may use different types of plastic for their models so it's worth checking before you put material in the bin, but Hornby has kindly provided us with the information about its products to assist in this article.



Circuit board and electrics - these can be widely recycled as all they require is separating into their component parts. Take them to an electrical specialist with experience in doing this - hot electronic components and molten solder can release harmful chemicals.



Cardboard box - the carton your model comes in can be recycled, but if it has a plastic window on the box you must remove this first.

Plastic cradle - Polyethylene terephthalate (PET) is widely recycled. It's perfect for glazing in buildings and worth keeping.



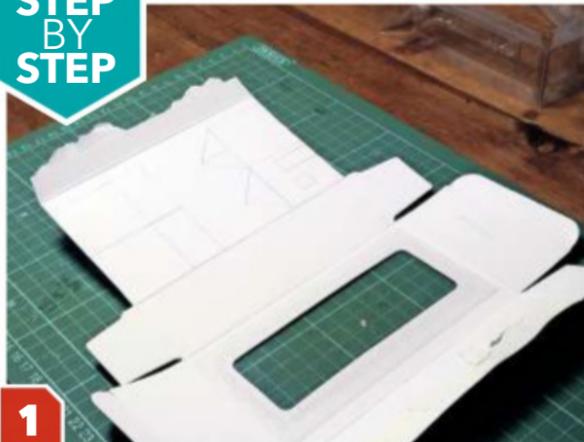
Polystyrene - expanded polystyrene cannot be recycled so this will have to go into your land-fill bin. Alternatively, save it and use it as pieces of former for undulating landscape on your layout.

MAKING MODELS FROM PACKAGING

Railway modellers are a frugal bunch. That's understandable when you consider the rising prices of models - there's probably more money than you dare admit on your layout. So when it comes to recycling materials,

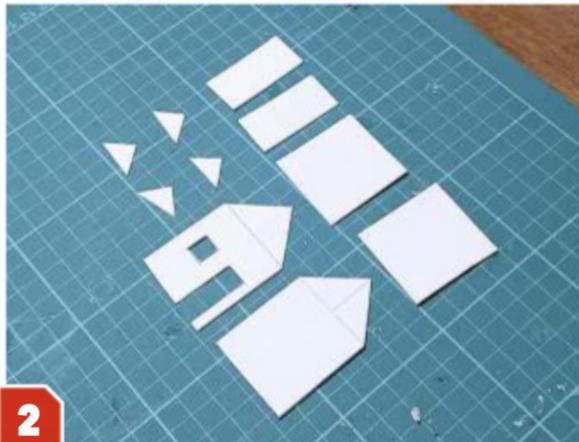
anything we can do to save money and bring the overall cost down is a bonus. Here is a simple way of using the packaging of a Bachmann model in your next scratch-build project.

STEP BY STEP



1

Carefully flatten the box and open it out. Mark out your building using a sharp pencil and a ruler. Check where you have made your marks that you aren't going to be cutting through glue that held the box together.



2

With a building as small as this there was plenty of the box left over for pieces to be remade if necessary. I also made some small triangular pieces to help support the walls at right angles in the final structure.



3

Using a fast-setting adhesive hastens the build, however it gives you less time to make any adjustments. A couple of components of this build needed trimming, which was much more difficult when they were fitted together.



4

Adding small features such as the chimney really begin to bring small models to life. Cut a triangle into two opposite sides to ensure it sits snugly over the roof and trim as appropriate before assembly.

What you will need

TOOLS

- ◆ Sharp pencil
- ◆ Steel rule
- ◆ Craft knife
- ◆ Cutting mat
- ◆ Adhesive

The best way to recycle your old models is to sell them. This way nothing ends up in landfill and somebody else will enjoy the models that you no longer need. Find out more about selling your models second-hand on the next page.



5

The clear plastic of the box can be used to make a window, although this will be almost invisible on the finished model. Paint and/or textured paper can then be used to enhance the model before you put it on your layout.



HOW TO

DISPOSE OF A LAYOUT

What shall we do with Grandad's trains? **Chris Leigh** offers some suggestions...

There was a saying, if I'm quoting correctly, that the only inevitabilities in life are death and taxes. I'm one of the so-called 'baby boomer generation', born soon after the end of the Second World War, who are generally blamed for Brexit, clogging up the National Health Service, and having too much disposable income. Those of us with an interest in model railways have enjoyed a golden decade or two with a mouthwatering array of new ready-to-run offerings in more than just the popular 'OO' gauge. We have been able to indulge ourselves in relation to our hobby and some of us have accrued substantial collections of models. However, what has been for us a source of great pleasure can be, potentially, a massive headache for those we leave behind.

My mother used to tell me our allotted span was three-score years and ten (70) but with today's healthcare many of us will go well beyond that. We may, however, not be in good mental or physical health or able to enjoy our collection or manage its disposal. So just how should our family and friends clear up our model railway affairs?

It is difficult to make any hard and fast rules as everyone's collection and their

personal interests and priorities, differ. For the purposes of this article, however, I will make certain assumptions and generalisations. Some may apply to you, others may not. For the sake of our family, however, I do feel it is important that we leave them some advice. This could range from a detailed list of instructions as to who is to have what, or it could simply be advice to contact a knowledgeable friend and request his help.

In this article I am merely setting out the options. I will not be recommending any particular course of action as the best course of action is something only you can decide according to your circumstances and the specific equipment that you have inherited. Our railway interest means that we will probably have some, or all, of the following: a layout, a model collection, a reference library, photographs, full-size railway relics.

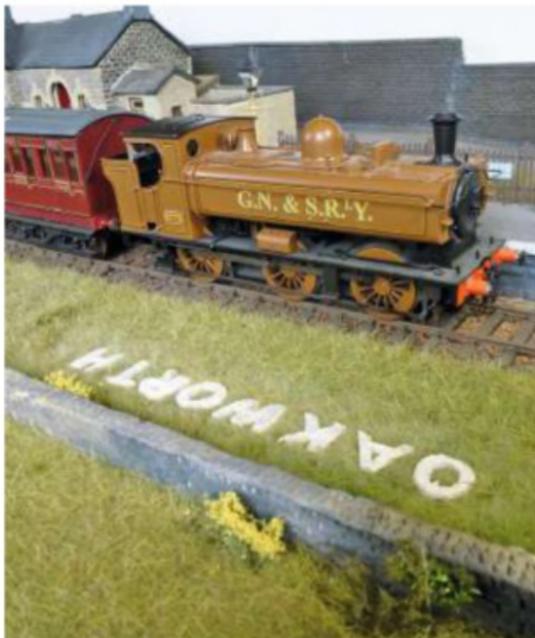




LAYOUTS

- It's often difficult to dispose of a model layout, even if it's small and portable.
- Larger, permanent layouts will almost certainly need to be broken up (see page 52).
- Parts such as buildings, bridges and easily removed scenic details can often be salvaged for reuse or sale.
- Railway preservation societies are sometimes interested in donations of layouts as an added attraction.
- Salvaged track, particularly flexible track, is generally 'a bin job'.

Final thought: The prime asset to be disposed of will be the deceased person's home and the model railway is unlikely to be a desirable feature to most prospective buyers. It may be necessary to bite the bullet and scrap it.



PHOTOGRAPHS

- Prints, negatives and colour transparencies (slides) of the full-size railway in past years are saleable if they are photographically sharp, correctly exposed and in good condition. Check *Steam Railway* and *Steam World* advertisement sections for buyers.

Final thought: Don't harbour any illusions that Granddad's 'snaps' are worth a fortune.

REFERENCE LIBRARY

- Books: The second-hand market is awash with books as so many of the trainspotting generation have died in recent years. Nevertheless, there is still a market for the best of the definitive works of reference, though not for the many 'pot-boiler' photographic albums that were churned out in the 1970s/1980s. Check the advertisement

pages in *Model Rail* and *Steam Railway* as some dealers are still buying collections.

- Video tapes: Now superseded by DVDs, tapes are virtually unsaleable. They are also not easily recyclable.

Final thought: Your local model railway club may be interested in taking books and videos off your hands but is unlikely to pay for them.

RAILWAY RELICS

- The market for genuine railway relics, signs, nameplates, station and signalling equipment remains buoyant and much of this material is bought and sold through specialist auction houses. It is worth checking the credentials and reputations of anyone operating in this market area before parting with relics.

- Genuine relics may be of considerable value but this area of collecting has long been awash with worthless replicas and 'gift fakes' often sold through sites such as Ebay.

Final thought: Be sure to know exactly what you've got before parting with it.

Models

- If the collection includes models made by the deceased person, family members should be given first refusal on them as keepsakes.
- A collection of models - locomotives, carriages and wagons is the most saleable aspect of the hobby.
- Are they in good condition, boxed, mint or rare? If so, a specialist auction house may be interested but beware of the costs/charges.
- Selling direct, by taking a stall at a model railway exhibition or through an auction site such as Ebay is likely to bring you the most income. You have to set against that the hassle and cost of photographing the model, putting it up on the site, and packing and despatching it. It is best suited to smaller collections and to sellers with available time.
- Check that it runs well, otherwise you'll have the hassle of dealing with complaints/returns.
- Some of the major retailers such as Hattons and Rails of Sheffield will buy collections without seeing them. You'll need to supply a list of the models and follow their instructions. Check the advertisement pages in *Model Rail* for retailers who offer a similar service.
- Local model shops often buy model collections. You'll get a little less money but a lot less hassle. They'll often give you a price for a box full of

models and take the good with the bad. If you don't like the price they offer, you can always say 'no'.

- The local furniture or fine art auction house is unlikely to have the specialist knowledge or the 'right' customers.

Final thought: If you're inheriting a railway modeller's collection and you wish to dispose of it, don't be too price-conscious. Anything you get for it is better than nothing.

Photographs taken at Trains4U, Peterborough, 01733 895989.



Masterclass

Looking at locomotives in detail

STEAM on steroids

Richard Foster explains why the UK's successful steam turbine-powered locomotive ended up in obscurity.

Whenever a steam locomotive is being filmed, whether it's for something like the GPO classic *Night Mail*, a James Bond film or a documentary, there'll always be a camera fixed to the running plate to capture the valve gear working at speed. It's easy to see why it's such a captivating shot... all that huge amount of metal machined to absolute perfection... all reciprocating and revolving in perfect harmony.

Whether it's Walschaerts', Stephenson's, Joy, Baker or Gooch, the basic principles of reciprocating valve gear served locomotive engineers for nearly 130 years. But these valve gears required regular attention from depot staff and all generated 'hammer blow', a force transmitted to the track that was the bane of the Civil Engineer.

Reciprocating valve gear wasn't the most efficient system but it was the best available solution, although it didn't stop British engineers from tinkering with rotary poppet or chain-driven gear.

The steam turbine is some of the world's oldest steam technology. Hero of Alexandria is often credited with its invention (known as the aeolipile) circa 80BC but the technology is likely to date from much earlier.

The modern turbine, where pressurised steam passes over a series of blades – akin to a windmill or water wheel – to generate rotary motion dates from the 1880s and was widely used for power generation and marine propulsion.

Could it offer the answer for a reliable replacement for reciprocating valve gear?

The LMS welcomed two trial turbine locomotives onto its metals in 1926. There was the Reid-Macleod Turbo-locomotive that had been built by North British, which managed a couple of trips between Glasgow and Edinburgh in 1926/1927. The Beyer Peacock machine used Swedish turbine technology and made a bit of a name for itself on a regular London-Manchester working until 1928, but Henry Fowler claimed that it was "not entirely suitable for working on the LMS".

“ The LMS welcomed two trial turbine locomotives onto its metals in 1926 ”



However, they did sow the seed of an experiment that would bear fruit.

William Stanier joined the LMS on January 1 1932 with the requirement to sort out the LMS' motive power fleet. Over the next three years, Stanier and his team would produce some of the best express passenger, mixed traffic and heavy freight designs to run in Britain.

Surprisingly, he managed to find time to dabble in experimental work, but he did.

Swedish engineering company Ljungstrom Steam Turbine Co hit upon the idea of a turbine locomotive without an air condenser,

'Turbomotive' No. 6202 heads the Up 'Merseyside Express' near Brinklow in Warwickshire, on September 30 1937. The double-blastpipe was originally fitted with variable caps. Poor steaming was solved by fixing the caps to their minimum setting. T.G. HEPBURN/RAIL ARCHIVE STEPHENSON



No. 46202 powers up Camden Bank with the 8.30am London-Liverpool in 1949. It had been fitted with smoke deflectors of a unique style in 1939.



An ex-works portrait of No. 6202 showing the smaller reversing turbine on the fireman's side. The locomotive was originally built with a domeless boiler. MR COLLECTION





the Achilles' Heel of the Beyer Peacock trial locomotive. An experimental 2-8-0 entered service on the Grangeberg-OxelOsund Railway and generated more power while consuming less coal and water than conventional locomotives of the same class.

It naturally caught the eye of Henry Lewis Guy, who was in charge of Metropolitan Vickers' steam turbo-generators. He showed the results to Stanier and, at the suggestion of LMS Vice-President Sir Harold Hartley, the pair visited Sweden to see the Ljungstrom locomotive for themselves.

It didn't take long for Stanier to put a design together for a proposal was made at the February 1933 Mechanical & Electrical Engineering Committee to build a turbine 4-6-2. It was based on pioneer Stanier 'Pacific' No. 6200 which was under construction at Crewe and would cost an estimated £13,500 compared to the £8,075 of the new, conventional 'Pacifics'. Metropolitan Vickers, as the UK's new licence holders for the Ljungstrom technology, agreed to supply turbines and gears for £6,000.

This decision condemned the LMS' current experimental locomotive, 4-6-0 No. 6399 *Fury*. It would be steamed again in early 1934 before being rebuilt in a more conventional form now that the LMS saw turbine technology rather than high-pressure boilers as the way forward for steam.

No. 6202, which would become unofficially – and occasionally officially – known as the 'Turbomotive', emerged from Crewe Works on June 29 1935. Beyer Peacock's 1926 Ljungstrom was a 4-2-2-2+0-6-4T with the boiler, cab and

Above: No. 6202 was fitted with domed boiler No. 9236 in early 1936. It shows off its new look on Camden's turntable. RAIL ARCHIVE STEPHENSON

Right: No. 6202 under repair at Crewe Works. With the side casing removed, you can see the six ahead valves (there were three for reverse). The valves were controlled by a box inside the cab, the driver turning a handle clockwise to open each valve one by one as speed increased. COLLING TURNER/RAIL ARCHIVE STEPHENSON



water tanks on one section with the turbines and driving wheels on separate chassis. But there was nothing about No. 6202 that shouted 'experimental' and it looked just like 'Princess Royals' Nos. 6200 and 6201 as well as the production batch of ten which was nearing completion at Crewe.

What grabbed the eye was the lack of cylinders and valve gear. Where the cylinders should be were the turbines, forward on one side, reverse on the other. They drove the reduction gears, mounted between the frames to the leading coupled wheels.

Flanking the smokebox were the covers over the control valves. The pipework required the long, stylish cover down the driver's side of the boiler.

The eagle-eyed would notice some more subtle differences between this and the 'Princesses'. No. 6202 sported a double chimney, the first LMS locomotive to have such a feature. There was a mesh ventilator

between the front frame extensions to keep the lubricators cool for the 'Turbomotive' required a much stronger lubricating system than a conventional locomotive. The rounded axlebox covers on the tender revealed that No. 6202 had been fitted with Timken roller bearings throughout.

There were other under-the-skin differences. The turbines required a high degree of superheating, so No. 6202 had a 32-element superheater rather than the 16 elements of the 'Princess' boiler and there was a larger combustion chamber too.

The locomotive was sent to Camden shed in June 1935, where it soon took up duty on London-Liverpool workings. It would leave London Euston with the 8.30am, returning with the 5.25pm from Lime Street, a duty of some 395 miles.

Dynamometer car trials between London, Carlisle and Glasgow during the spring of 1936 and summer 1937 allowed No. 6202 to pit

itself against two 'Princess Royals' (Nos. 6210 and 6212) that were in top notch condition. The 'Turbomotive' acquitted itself well, showing decent reductions in coal and water consumption against the reciprocating 'Princesses'. After a few teething troubles, including solving its tendency to be a shy steamer by fixing its variable blastpipe to the minimum setting, it settled down to become a useful addition to the LMS fleet.

One commentator who rode on the footplate of its regular London-Liverpool run said. "...the running of 6202 is very deceptive. It seems so effortless and casual and speed variation was so slight that I failed to do her justice. She makes so little fuss about her job". He added that the "needle of the pressure gauge seemed glued to the 245lb line" and that the fireman was "unruffled". However, he couldn't say for certain whether the quality of No. 6202's ride was any better than that of a 'Princess'.

Stanier, in the meantime, had to answer for the fact that his £13,500 locomotive had cost £22,448 to build.

Did the LMS get value for its money? It's difficult to say. Roland Bond (Chief Officer, Locomotive and Construction) wrote in 1946 that the locomotive "has shown itself capable of meeting all requirements".

"A cursory examination of the availability record and cost of repairs to date," he wrote, "the turbine locomotive might well excuse expressions of doubt of a sufficiently favourable outcome. Nevertheless, this engine had completed 300,000 miles in



No. 6202 speeds past Hatch End, Harrow with the Down 'Merseyside Express'. The locomotive always ran with the central lifting plate in the up position to maximise the air-flow into the lubricator cooler. The locomotive was nicknamed 'Gracie Fields' because the turbine whine increased with speed, giving the impression that No. 6202 was "singing as she goes". C.R.L. COLES/RAIL ARCHIVE STEPHENSON

No. 6202 stands under the roof at Euston, having just arrived with an express from Liverpool Lime Street. Rain gutter strips were added in April 1937 while the two groups of four rivets on the smokebox door ring shows that behind the smokebox door is a hinged crossbar. The locomotive also now sports steam sanding gear. J.N. HALL/RAIL ARCHIVE STEPHENSON



Masterclass

revenue-earning service, which had never been done before in this country by any locomotive which departed so fundamentally from accepted practice.”

No. 6202 was placed into store at the outbreak of war in 1939, but such were the demands of wartime traffic on the LMS that it was pressed into service again in 1941. It made it through the war years but a turbine failure in 1943 foretold of problems to come.

The ‘Turbomotive’ became part of the BR fleet on January 1 1948, taking the number 46202. However, its BR career was short-lived. It suffered a major turbine failure on December 21 1949 and was taken to Crewe works for assessment.

The turbines, which had now racked up some 458,772 miles, needed replacing. Having dealt with problems with experimental locomotives on the Southern Region, BR wanted a straightforward solution on the London Midland. Rebuilding No. 46202 as a conventional, reciprocating locomotive was the cheapest solution (£6,250 rather than the £22,500 to build a replacement ‘Britannia’). The Railway Executive approved the rebuild on May 18 1951 and wondered why nothing had happened by that November. Apparently, a backlog of work in the drawing office had pushed No. 46202’s rebuild down the pecking order. However, work started in January 1952 and, in August, it was ready to start work again.

The rebuilt ‘Turbomotive’ was a curious mix of ‘Princess Royal’ and ‘Princess Coronation’, Stanier’s second ‘Pacific’ design that was introduced in 1937. It received spare ‘Princess’ boiler No. 9236 but was fitted with a ‘Duchess’-style smokebox, although with a single blastpipe and chimney. Now fitted with four ‘Duchess’ cylinders, it also received the ‘Duchess’ style split-pattern steampipes, which meant that it also had the distinctive fairing too. It also had a step in the running plate, in order to clear the new cylinders and outside valve gear.

To fit in with the ‘Royal’ theme of its 4-6-2 cousins, it was named *Princess Anne*, after the Queen’s two-year-old daughter. No. 46202 hauled its first train on August 18 1952 and was soon back on its old London-Liverpool duties again.

On October 8 1952, No. 46202 was coupled in behind ‘Jubilee’ No. 45637 *Windward Isles* on a 15-coach London-Liverpool/Manchester express. As the train tore through Harrow & Wealdstone station, it struck debris, including the mangled remains of ‘Duchess’ No. 46242 *City of Glasgow*, caused by a huge accident that had occurred just moments before. Nos. 45637 and 46202 were thrown from the rails and added to the chaos and destruction of what became Britain’s biggest post-war railway crash.

Princess Anne remained at Harrow & Wealdstone until November 13 1952 but was considered suitable for towing to Crewe Works for assessment. The twisted remains must have presented an odd sight as it made its way north behind an ‘8F’. A spare bogie was under the front end, a fresh wheelset under the cab,



Above: A rare view of No. 46202 *Princess Anne* hauling a train... the rebuilt ‘Turbomotive’ arrives as Shrewsbury on a running-in turn from Crewe. It soon returned to Camden shed but was destroyed a few weeks later in the Harrow & Wealdstone disaster. N.E. STEAD COLLECTION



Right: A works portrait of rebuilt ‘Turbomotive’ No. 46202 *Princess Anne* on August 13 1952. The front end is pure ‘Duchess’ while the rest, save for the stepped running plate, is ‘Princess’. Unlike the ‘Princesses’, the name plate is carried over the leading driving axle. MR COLLECTION



Right: The ‘Turbomotive’ in BR lined black as No. 46202. It had carried LMS post-war black previously. The fairing over the reverse turbine has been extended. The turbine had failed in September 1935 and a new, stronger clutch shaft and inching gear were installed. MR COLLECTION

RECOMMENDED READING

◆ *A detailed history of the Stanier Pacifics* by John Jennison (RCTS, 2017)

an ex-works tender, which had been hurriedly rushed down to London still in primer, and no rear driving wheels.

Capable of moving it may have been, but the locomotive was not deemed suitable for overhaul. This caused the authorities some heartache for No. 46202 was still considered to be an ex-works locomotive and had only run 11,443 miles. It took until 1954 for No. 46202 to be formally withdrawn. There have, therefore, been claims that the front frames and cylinders went on to No. 46242, while the boiler was overhauled. The remains were quietly scrapped at Crewe.

The ‘Turbomotive’ remains Britain’s most successful steam locomotive experiment. As it remained a one-off, it didn’t convince LMS authorities that the future lay with turbine

designs. But was it a coincidence that Sir William Stanier, who left the LMS in 1944, became chairman of Power Jets, the newly nationalised firm responsible for developing the jet engine?

The demise of No. 46202 *Princess Anne* did leave the door open for one last throw of the experimental steam locomotive dice. With one fewer ‘Pacific’ on its books, BR Chief Mechanical Engineer Robert Riddles sought permission to build a replacement. This new ‘Pacific’ was not going to be another simple two-cylinder ‘Britannia’ – it was going to have three-cylinders and Caprotti rotary valve gear. Its name? *Duke of Gloucester*.

What next?

In the concluding part of this trilogy we look at Oliver Bulleid’s quest to build one of the most revolutionary steam locomotives ever.

TOP TIP

Don't forget the front footsteps. You can fabricate them from medium styrene, using a triangle bracing piece to secure them.



HOW TO

MODEL A 'TURBOMOTIVE'

Alan Rowlands shows you how to convert a 'Princess' into a 'Turbomotive'.

Things have changed since 1949 when, as a nine-year-old, I'd spend a day trainspotting. The bridge at Crewe was a Mecca for the many young lads who gathered there to collect the numbers of the 'Duchesses', 'Prinny Royals' along with the more mundane 'Royal Scots', 'Jubilees' and 'Black Fives'. The highlight of any day would be a newly painted, gloriously glossy locomotive straight out of the Crewe paint shop.

During that period, I missed seeing No. 46202 *Princess Anne's* short-lived main line career but I'm pretty sure I managed to 'cop' Stanier's 'Turbomotive'.

Nevertheless, this revolutionary machine has been one of my favourites for the last 70 years!

I'm still surprised, given the number of experimental diesels that have been captured in 'OO' gauge, that no one has yet touched No. 6202. However, I have found that a few simple additions to a Hornby 'Princess Royal' can produce a very distinctive locomotive.

To house the turbine controls, the 'Turbomotive' had a bulbous casing on the top of the running plate. The driver's side cover ran from the smokebox right back to the cab. The



cover for the reverse turbine was much shorter but was subsequently extended. And, of course, they were partially covered with smoke deflectors. I've gone for the original arrangement, with short reverse covers but the choice is yours as to the period you model.

With Hornby's all-new 'Princess' imminent, you'll find plenty of second-hand 'Princesses' available. Indeed, a quick look on the Hattons website revealed several for around £70. You'll need either a tender-drive model (1984-2000) or a post-2001 locomotive driven model - I prefer the tender-drive model. There's a lot of work involved so make sure you get a good runner.

While you're running your donor 'Princess', study the whole conversion process as well as researching the original. What you're doing is essentially the opposite of what BR did in the 1950s to create a conventional 4-6-2 from what could, with more time and money, become something that might have allowed steam to fight back against the diesel onslaught.

What you will need

SHOPPING LIST

- ◆ Milliput Standard Yellow Grey, £2.80 **Availability:** Eileen's Emporium Tel: 01531 828009 **Web:** www.eileensemporium.com
- ◆ Humbrol 70 Brick Red Matt, £1.79; 21 Black Gloss, £1.99; 74 Linen Matt
- ◆ Wizard Models LS49 LMS Rebuilt 'Royal Scot' chimney, £2.10 **Availability:** Wizard Models Tel: 01652 635885 **Web:** www.wizardmodels.ltd

TOOLS

- ◆ Selection of needle files
- ◆ Pin vice with a selection of drill bits
- ◆ Scalpel with fresh blades
- ◆ Self-healing cutting mat
- ◆ Razor saw
- ◆ Sharp pencil
- ◆ Steel rule

Masterclass

Choose your styrene

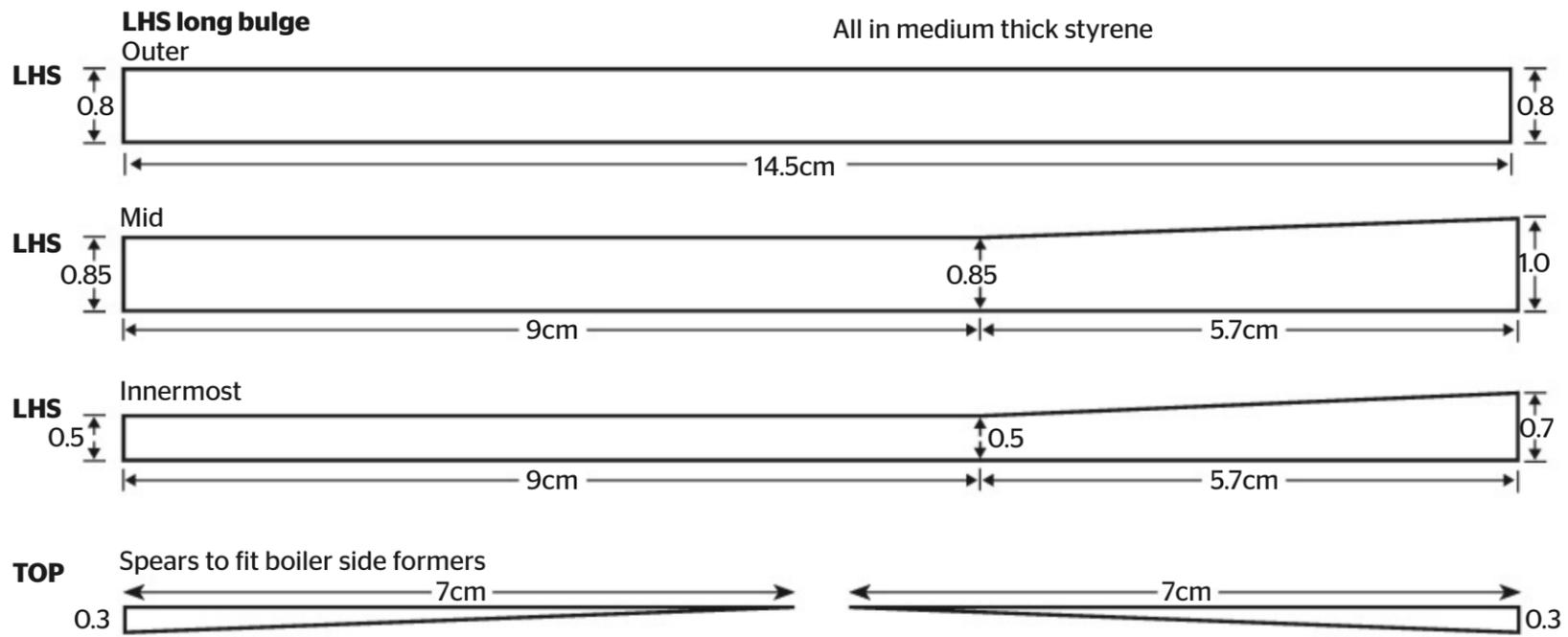
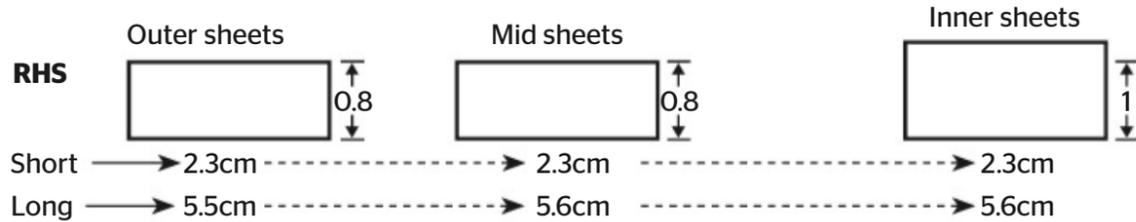
Choosing the right thickness of styrene sheet for a particular modelling project can only be learned by experience so, if you're starting out, it's worth having a range of thicknesses on hand.

Working with styrene sheet requires a few simple tools: a self-healing cutting mat (A3 size is ideal) is essential, together

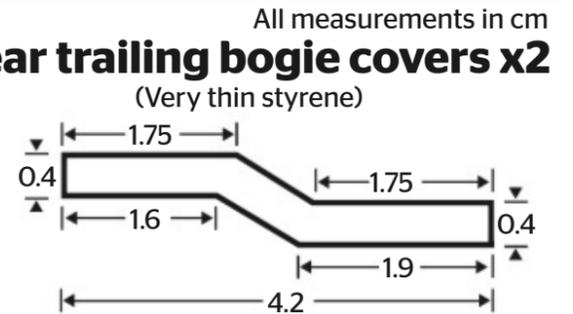
with a sharp craft knife (I prefer the Swann-Morton scalpel type) a modellers' set square, and a flat steel rule. I have 6in, 12in and 24in steel rules as the shorter ones are easier to handle when cutting out small parts. Always cut against a steel straightedge. Wooden rulers and brass strips are a potential hazard as they can snag the knife blade.

You can find suitable styrene from Plastruct, Evergreen and Slater's Plastikard. Deluxe Materials' Plastic Magic and EMA's Plastic Weld is ideal for gluing styrene pieces to each other but this project will also require cyanoacrylate for fixing plastic to metal and Milliput filler.

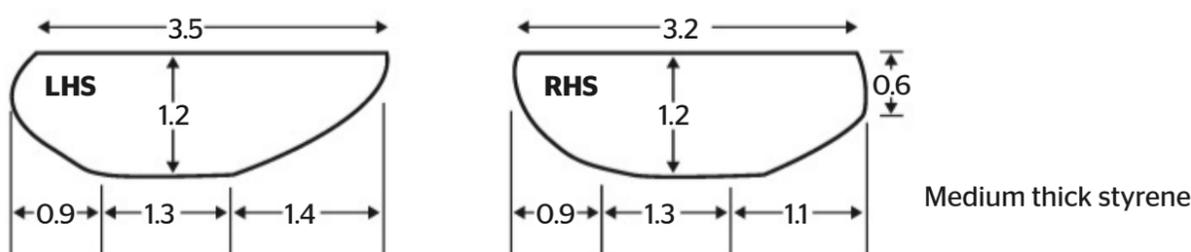
6202 turbine bulge formers and spears



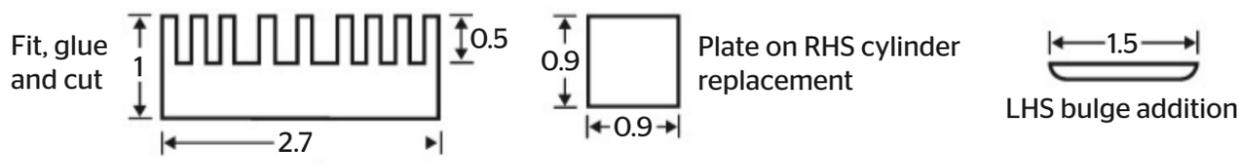
Rear trailing bogie covers x2



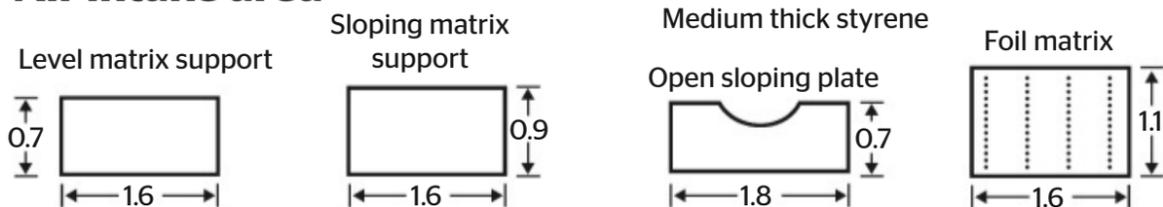
Cylinder replacement formers (Turbomotive only)



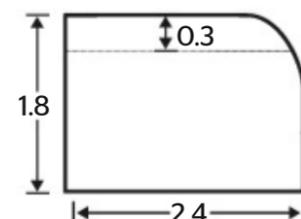
LHS Bulge top valves



Air intake area



Smoke deflectors



Note: all dimensions taken from models and photos.

STEP BY STEP



1



2



3



4



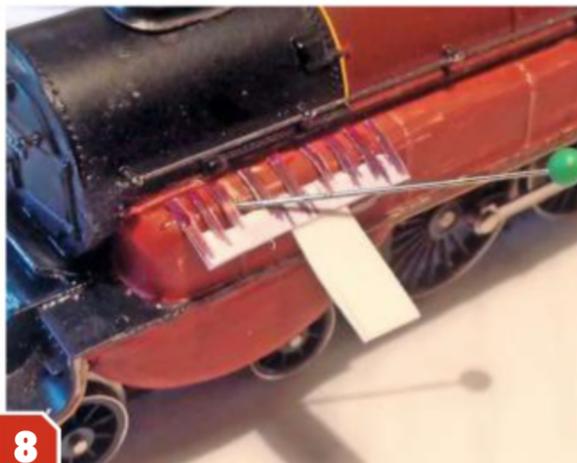
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6



7



8



9

Step 1

If you've bought a tender-drive 'Princess', remove the rear bogie. Cut out the frame extension pieces from plastic sheet. Press Milliput onto the metal surfaces and, when dry, stick the plastic sheet in place using cyano. Paint matt black and re-fit.

Step 2

Use styrene sheet formers (see templates) to form the turbine control covers. Glue the outer sheet into place, just inboard of the running plate edge. Check it's vertical and straight. Then insert the middle spacer and then the inner former. The inner rises towards the cab. Tack it in place with cyano to ensure that it's aligned and well clear of any boiler pipework.

Step 3

There will be small, tapering, horizontal gaps around the top feed pipe. Fill these with small fillets of styrene. Fill the end holes of each turbine control cover with more bits of styrene.

Step 4

Cut the filling fillets to form a rough profile. When you're happy with the shape, glue everything into place with cyano. Repeat for the reverse turbine cover.

Step 5

Prepare thin rolls of Milliput and place on top of the styrene formers. Push and spread to generate shapes with smooth curved surfaces; left-hand side, keep the cover below the handrails and steam pipe. Use your fingers, a sharp blade and a steel rule to ensure that it's level for level. Dabs of water will allow the Milliput to be smoothed.

Step 6

When hardened, Humbrol model filler can be applied for final shaping correction. When fully hard, the bulbous covers can be sanded to shape. Cut grooves to represent overlapped joints. Drill holes to represent the oiling and sanding access.

Step 7

To make the distinctive strips on the forward turbine cover, make a fret of very thin styrene sheet. Curve them by rolling them against something like a cocktail stick. Make sure you judge the curve against the turbine cover.

Step 8

Hold the fret against the turbine cover and secure the strips in place with cyano. When the glue has cured, cut the remains of the fret away.

Step 9

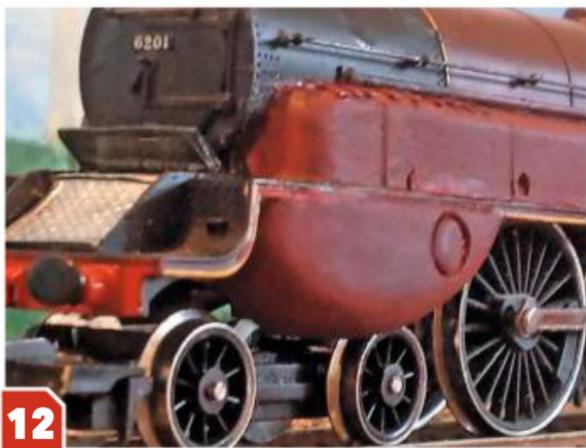
For the centre valve on the right-hand boiler, make-up from a circular rod such as a paintbrush handle and wrap a thin piece of string around the centre. It needs to be glued onto a styrene sheet plate supported by a styrene triangle glued on behind. For the valve on the right-hand side of the smokebox, the head of a plastic-capped straight pin can be shaved down to make the wheel. Shorten and insert this behind the handrail, making a cover from small fillets of styrene, gluing with cyano and shaping with files.



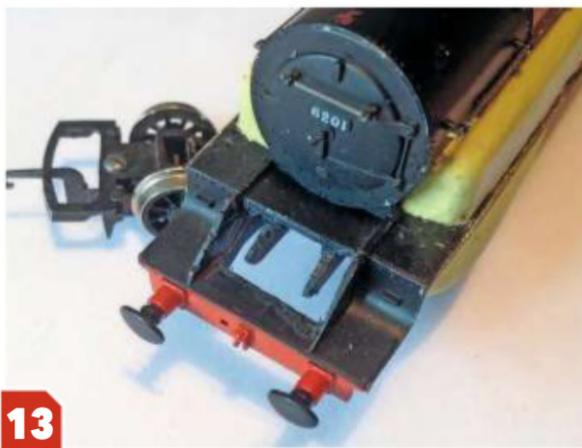
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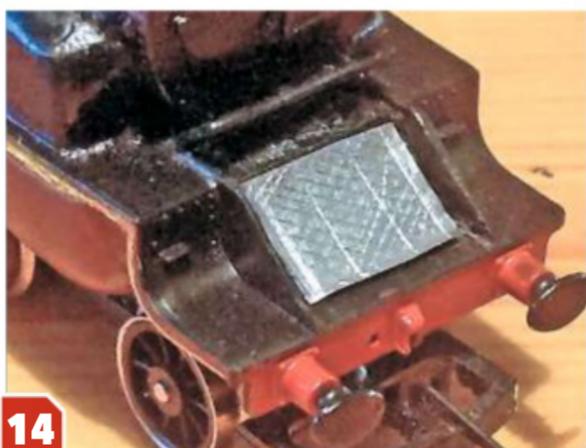
11



12



13



14



15

Step 10

Remove the cylinders and the valve gear (retain only the coupling rods). Then, using cyano, fix the turbine formers to the main frames where the cylinders once were.

Step 11

Use lumps of Milliput to form the turbine covers. Mould to shape with fingers and a sharp blade, using water where necessary. Check that the turbines don't prevent the bogie from pivoting.

Step 12

When the Milliput has fully cured, add the thin styrene square cover on the right hand turbine. On the left-hand turbine, drill a large diameter hole into the Milliput. Then push a small ball of Milliput into the hole and flatten, leaving a groove all around. Add the small raised cover above it, made from styrene.

Step 13

To make the air intake, drill a series of small holes around the inside cylinders and the plating below the smokebox door. Use a sharp blade to cut away the sections and tidy with files. Insert two sloping styrene support plates for the grille.

Step 14

Cut a square of foil food packaging (the foil you get with a supermarket pie is ideal) and use a sharp blade to press a representation of mesh into it. Glue it over



16

the aperture using cyano. Then add the grille cover (cut from styrene). This was always open, so fix at an angle.

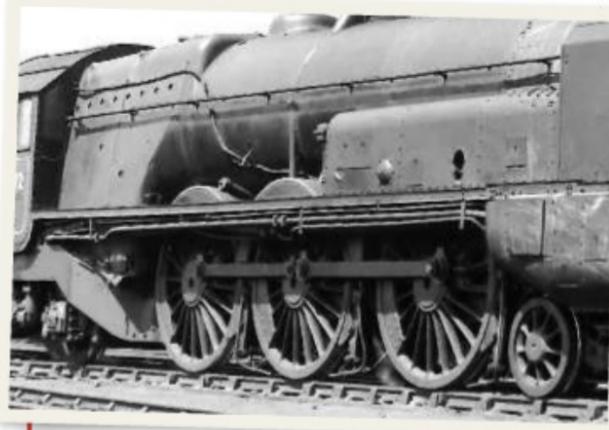
Step 15

Use a razor saw to remove the single chimney. Use files and sharp blades to enlarge the aperture. Check against your new double chimney and, having removed any casting blemishes, fix it in place with cyano.

Step 16

If you use an LMS crimson donor model, you can match the original colour by mixing Humbrol Matt 74 with Gloss 21 and 70. Finishing touches include a crew (including a turbine expert from Vickers), some real coal and lamps from Springside. Don't forget new cabside numbers from Fox Transfers (pack FRH4231).

The pipework



The multiple tube piping under the right-hand frame has various diameters, multiple bends and crossovers. They are very difficult to describe and fit. Nevertheless, they are very obvious from a side viewpoint, so at least some wires should be bent and glued into place. A single thick wire is probably sufficient. The left-hand side is not such a problem, but the reversing gear must be represented by wire and styrene levers.

Select suitable wire to represent upper tubing and insert into drilled holes in the frame and into the valve, and from valve to bulge. Other thin wires representing piping could be used below the firebox.



Tender type

The 'Turbomotive' (and *Princess Anne*) ran with a 9-ton Stanier tender rather than the 10-ton version paired with the 'Princesses' or 'Coronations'. You could rebuild that of your donor model with the 9-ton body from a 'Royal Scot', 'Jubilee', '8F' or 'Black Five' (produced by Hornby and Bachmann). However, the differences are quite minor so I've retained the 10-ton tender. I reckon that it looks better anyway!





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MODEL RAIL

Skills Station

Welcome to the second part of the soldering module of Skills Station. Whether you're a beginner or an experienced modeller looking to hone your

skills, our team of experts will split a modelling task or skill into easy to follow, bite-sized chunks, busting myths along the way. Join our Facebook group

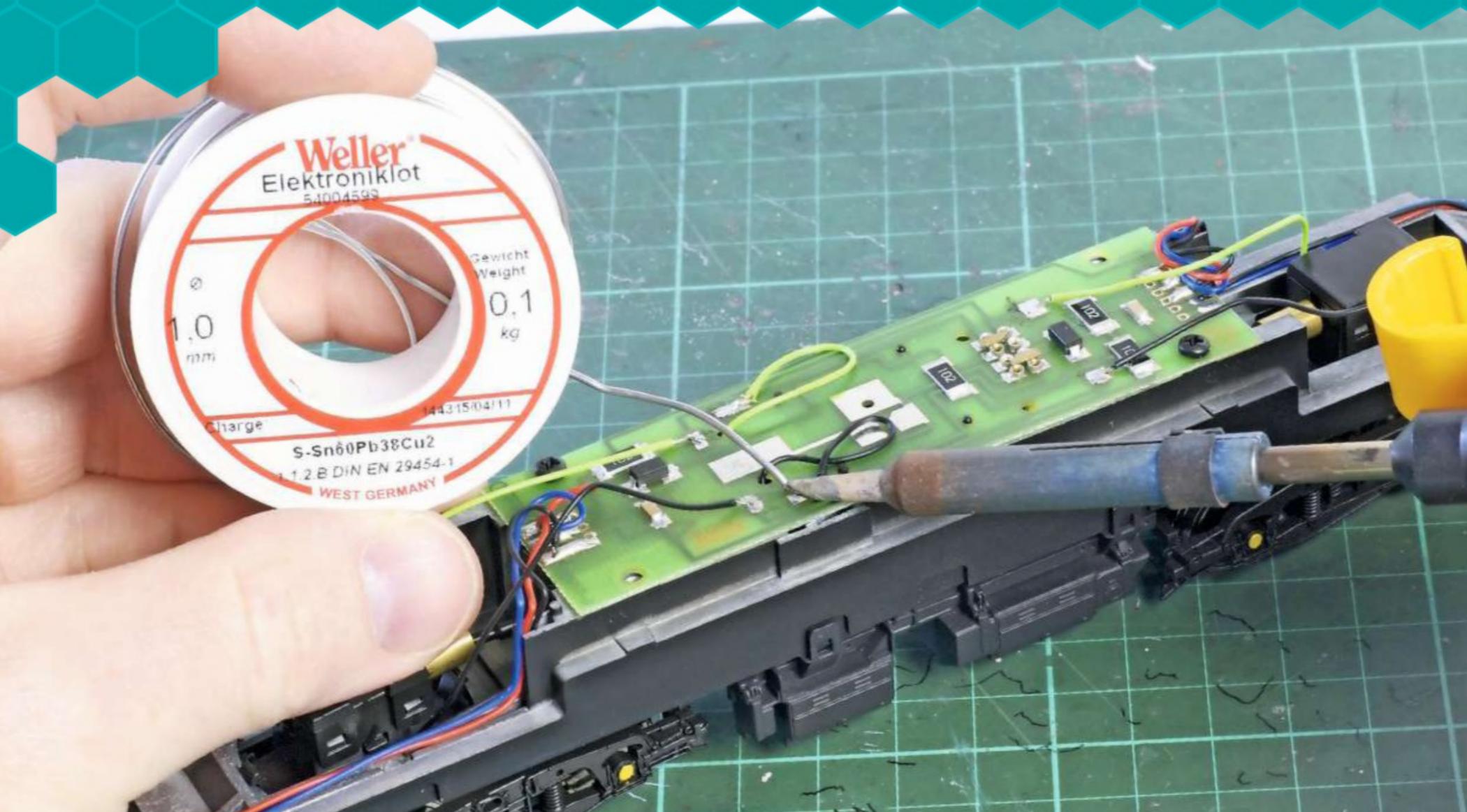
and you can post your pictures and chat to fellow modellers all learning the same skills. We'll offer friendly feedback and tips to make you even better!



Richard Foster Editor



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



THE ESSENTIAL GUIDE TO SOLDERING

Pt 2: Electrical work

It has a reputation as a 'black art', but soldering is nothing to fear. **George Dent** shows you how to make reliable soldered joints between electrical components.

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

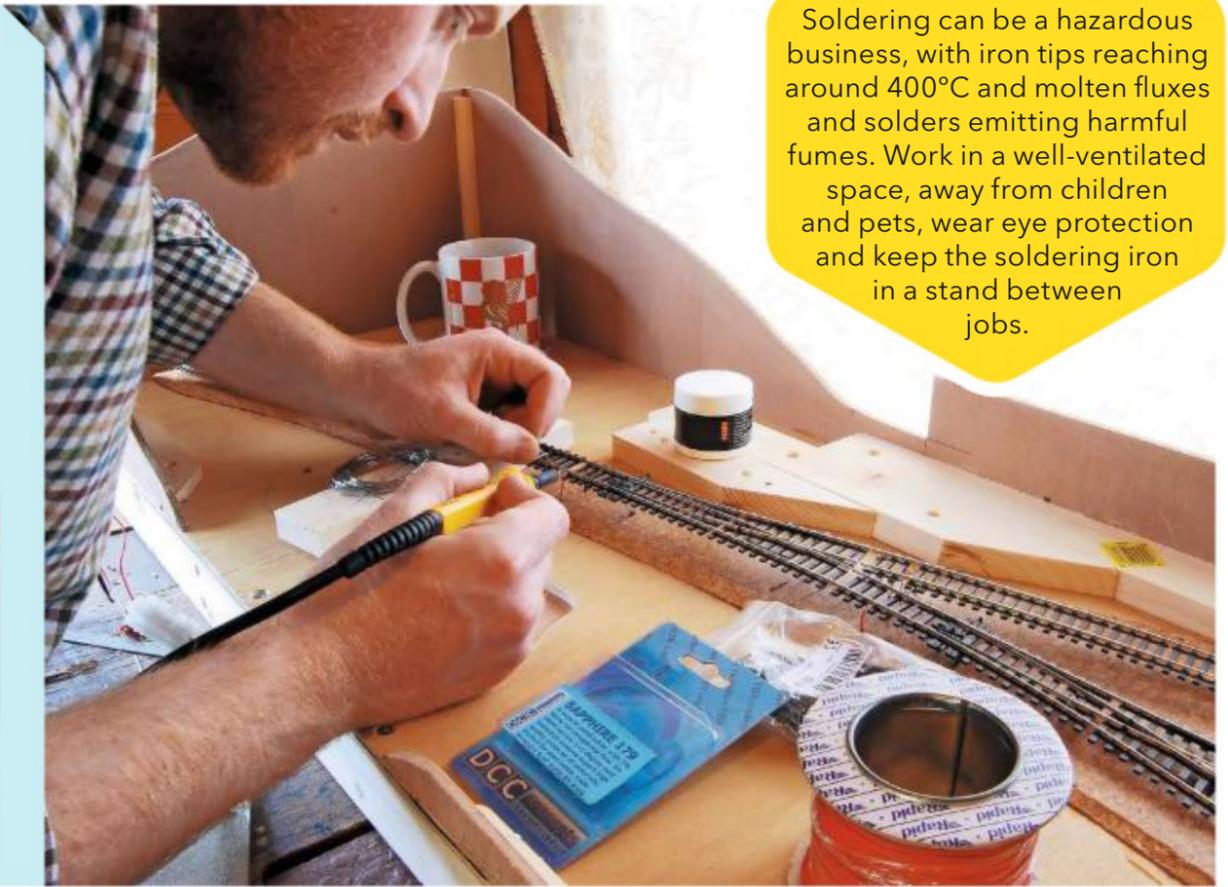
Skills Station



Soldering can be a hazardous business, with iron tips reaching around 400°C and molten fluxes and solders emitting harmful fumes. Work in a well-ventilated space, away from children and pets, wear eye protection and keep the soldering iron in a stand between jobs.

Whether we're wiring up a circle of track, converting a locomotive to DCC or repairing a loose or broken wire, soldering is the best way of achieving an instant, enduring and fully conductive joint without the need for bulky screw connectors or reams of insulating tape.

Soldering is a process that requires a little foreknowledge, as well as the right equipment. However, a decent iron and a modest array of tools will not break the bank, and with practice, the technique can soon be mastered.



USE THE RIGHT STUFF

As mentioned in last month's Skills Station, soldering irons are available in a variety of power outputs. For the vast majority of electrical work, a 25W iron will suffice and a smaller tip is preferable, allowing the tool to work on smaller components more easily.

This is especially pertinent when soldering wires to printed circuit boards (PCBs), perhaps while installing DCC decoders and speakers within a locomotive.



Choosing the right solder for electrical work is important. In most instances, a general-purpose 60/40 resin core solder will be suitable, although solders with added silver offer improved flow characteristics and electrical conductivity. DCC Concepts' Sapphire 145 is a particularly good solder for electrical work.

Flux is not usually necessary, especially if using a resin-cored solder, but it does help the solder flow more rapidly into a joint, meaning that the iron need only be in contact with the parts for a short time, reducing the risk of overheating delicate components. Acid-based fluxes should be avoided at all costs, as the residues are harmful and difficult to clean from electric circuits and components. Acid-free and 'no-clean' fluxes are available, designed specifically for electrical work, while acid-free flux pens offer the convenience of a built-in applicator for precise electrical work.



Poorly soldered joints and acidic flux residues not only lead to compromised electrical conductivity - they are also liable to mechanical failure.

**STEP
BY
STEP**

SOLDERING ELECTRICAL CONNECTIONS



1

Trim about 6mm of insulation from the end of the cable using a stripping tool set to the appropriate gauge, to avoid damaging the wire within. Gently twist the strands together to form a more resilient mass.



2

Heat your soldering iron to full operating temperature (around 350°C if using a controllable iron). Ensure that the tip is clean and correctly 'tinned' - see last month's Skills Station for how to prepare your soldering iron.



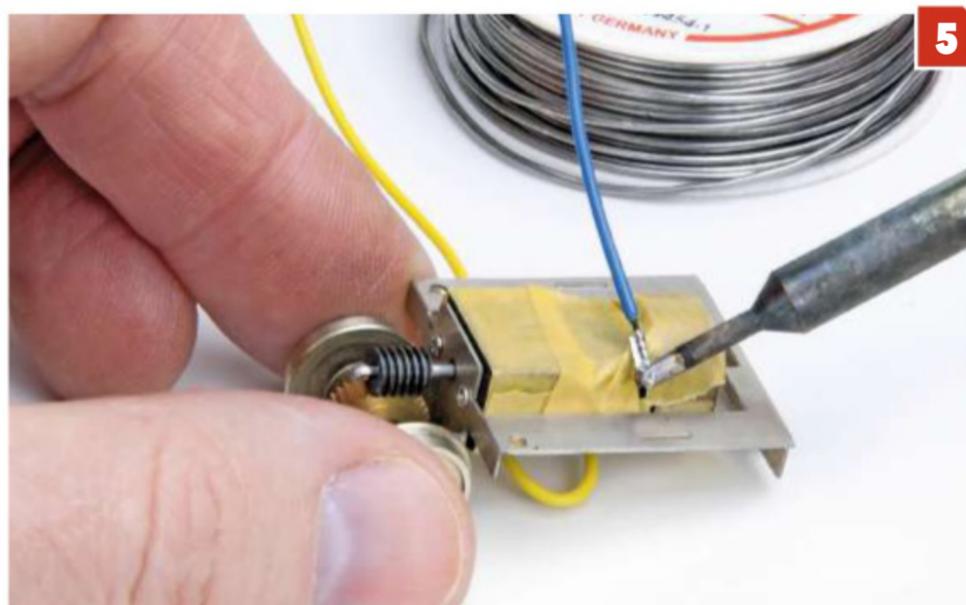
3

For best results, it helps to 'tin' the two parts prior to bonding them together. Apply a little acid-free flux to the exposed wire strands. Melt some solder onto the iron's tip before placing it in contact with the wire.



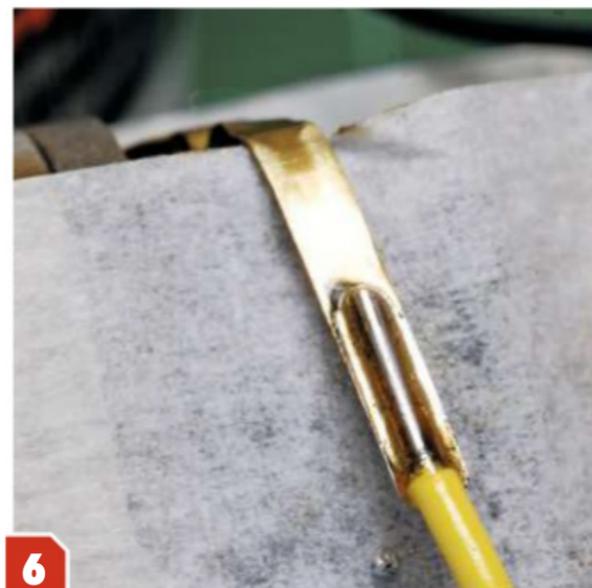
4

Repeat the 'tinning' process on the other surface. When treating motor terminals, protecting exposed armatures, gears and circuit boards with masking tape prevents contamination by any stray solder or debris.



5

Bring the wire into contact with the terminal, clamping it in position with Blu Tack, if necessary. Apply a little more acid-free flux, melt a small amount of solder onto the iron tip and place it against the parts.



6

Remove the iron after a couple of seconds and allow the surfaces to cool before disturbing the parts. The solder should still remain bright once cool - if it turns dull grey you may have created a 'dry' joint and it will need re-soldering.



7

When soldering is complete, take a swab soaked in clean water or contact cleaning fluid and clean up any residues that might be left over. Repeat the process for each cable - patience offers a greater chance of success.



8

The same processes apply when fixing power feeds to the rails, although a more powerful iron (50W) is recommended. The use of flux is important as it speeds up the job. Be sure to clean away all residues afterwards.

What you will need

TOOLS

- ◆ Soldering iron
- ◆ Solder
- ◆ Non-acid flux
- ◆ Tweezers
- ◆ Scratch brush
- ◆ Electrical switch cleaning fluid
- ◆ Cotton swabs

USEFUL SOURCES

- ◆ Antex. Soldering irons and accessories. Tel: 01752 695756 www.antex.co.uk
- ◆ Gaugemaster. Soldering and general modelling tools and equipment. Tel: 01903 884488 [Web: www.gaugemaster.com](http://www.gaugemaster.com)
- ◆ DCC Concepts. Suppliers of high-grade solders and fluxes. Tel: 01729 821080 [Web: www.dccconcepts.com](http://www.dccconcepts.com)
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Skills Station

KEEP IT CLEAN



A reliable solder joint is only possible when both surfaces are clean. Tarnished or contaminated surfaces will prevent the solder from adhering correctly. Abrading metal surfaces with a glass fibre scratch brush can be effective prior to soldering, especially when fixing power feeds to the rails.



However, using abrasives near motors, gears and circuits can lead to contamination by metal particles and debris, so it's essential to protect these areas with masking tape. Once cleaned, don't touch the metal surfaces again before soldering.



An alternative is to employ an electrical switch cleaning fluid, available from hardware stores. Decant a little fluid into a glass jar and use a cotton swab to clean the surfaces immediately prior to soldering.

HOLD IT STEADY

It's vital that the parts do not move until the molten solder has cooled and solidified completely, or this will create a 'dry' joint, which is likely to fail.

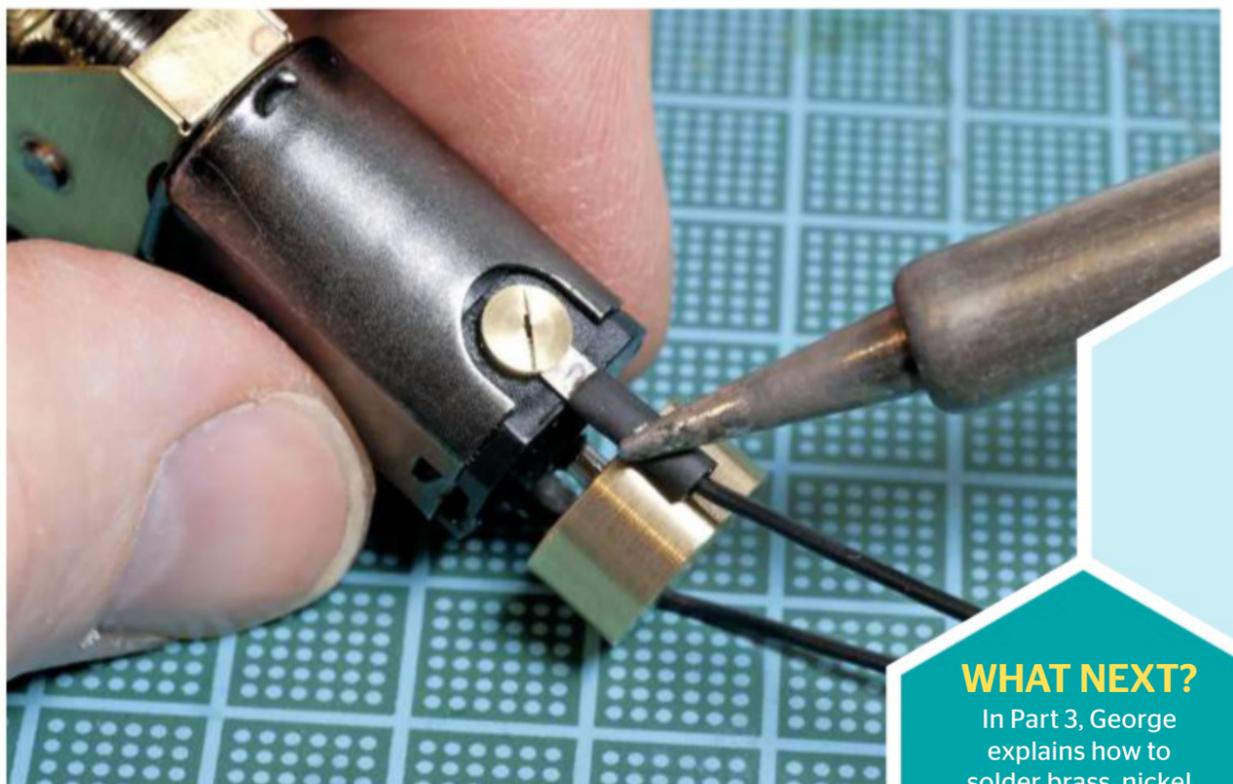
To prevent this, clamp the two parts during the soldering process, using masking tape or Blu Tack, leaving your hands free to hold the iron and solder. The solder should only take about 10 seconds to cool sufficiently.



INSULATION

Exposed metal and wire contacts raise the possibility of short circuits, especially within the confines of a locomotive bodyshell. Once you're certain that everything is working correctly and any flux residues have been thoroughly cleaned, heat-shrink insulation can be applied over the exposed sections of cable or metal contacts.

Heat-shrink tube is available in various sizes and is simply cut to the required length. Just be sure to thread it onto the cable before the solder bonds are made, pushing it well clear of the area to be heated, lest it be activated too soon. When it's needed, it can be slid over the exposed areas and activated by placing the outer edge of the hot soldering iron's tip against the tube, moving it around to treat the full circumference. Take care not to damage the wire's insulation (or any adjacent cables or components).



WHAT NEXT?

In Part 3, George explains how to solder brass, nickel silver and whitemetal kits and components.

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R4898 Mk2E coach pack "Northern Belle" (3 pack)	£94.50

Hornby Accessories and track:

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R8014 Point motor	£8.49
R8072 Left hand point	£9.50
R8073 Right hand point	£9.50
R8077 Left hand express point	£14.99
R8078 Right hand express point	£14.99
R8213 DCC select controller	£99.00
R8249 8 pin 4 function DCC decoder	£15.99

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DCC27 8 and 21 pin 4 function DCC decoders (each)	£18.00
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'OO' GAUGE LAYOUT **TRINITY DOCKS STREET BRIDGE**



“ What makes this layout great? ”

Small layouts allow you to go into so much more detail and spend longer making every little bit look just right. This is exactly what Gavin has done with 'Trinity Docks Street Bridge', and hand-painting over 48,000 stone setts is sheer dedication!

Pre-war atmosphere

Inspired by the inset rails found around the 'Old Town Docks' of Hull, **Gavin Rose** has built a layout with a dank, dismal atmosphere, heightened by the threat of war.

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

'OO' GAUGE LAYOUT TRINITY DOCKS STREET BRIDGE

There's a heavy atmosphere blowing up the Humber Estuary, not only from the heavy waves coming in from the sea but also a sense of doom as events across the North Sea in Germany and the Low Countries take a dark turn. Set against this gloom on a dark, grey February morning in 1939, the old town docks in Hull have already been busy for several hours. Men toil in the smoke and the drizzle that soaks them to the bone, the rain making the sandstone setts underfoot slippery and unforgiving.

This is a snapshot of the lives of people who worked at 'Trinity Docks Street Bridge' in the run-up to the Second World War, which Gavin Rose was inspired to recreate when he spotted a gap in the subject matter of layouts at exhibitions.

"I was fed up with seeing chocolate box villages

set somewhere in South West England in the summer of 19-something-or-other, with a (GWR) terminus sitting in the middle of it," explains Gavin, "so I thought I would create something different, gloomy and atmospheric."

Trinity Docks Street Bridge has taken Gavin around five years to build, working around ten hours a week. The result is a layout featuring an extraordinary level of detail everywhere you look that starts with the painstakingly hand-painted stone setts.

"They've been made from Wills Scenics sheets, cut to shape and stuck down. I don't know the exact number but there are at least 48,000. It took me about 80 hours to paint them, and I ended up with a sore back! Predominantly, I stuck them down with a silicone-based wood adhesive which would seep out around the edges, so I had to keep wiping it off. ➤





3

“There are at least 48,000 stone setts. It took me about 80 hours to paint them, and I ended up with a sore back!”

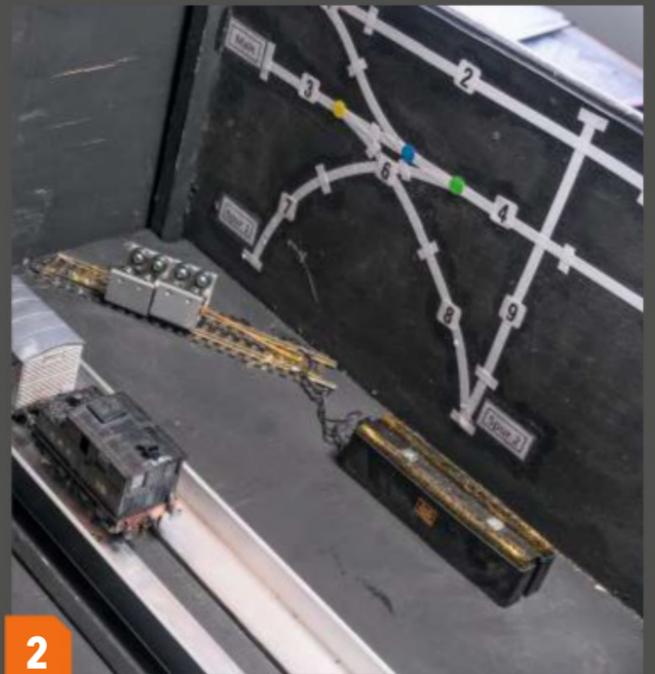


3 things we like



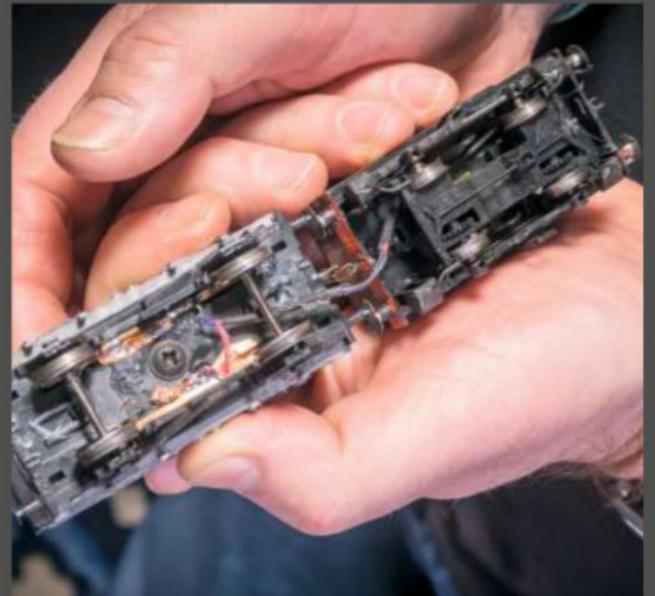
1

Half of the backscene is a collage of old photographs, printed in black and white, scaled to suit, then hand-tinted.



2

To make operating easier, a large track diagram faces the operator, with switch numbers and point colours annotated.



3

The first wagon has extra pick-ups and is permanently coupled to the short wheelbase locomotives to aid running over the points.



“The tight radius setts were individually cut out and stuck down using a solvent-based glue, which initially softens the plastic but sets hard. Again, the silicone wood glue was used to fill any gaps. The quayside stones and capping stones were treated in a similar manner. I shaped these from scrap plastic card using sandpaper, which I then primed and painted in the same way as the setts.”

HOMETOWN INSPIRATION

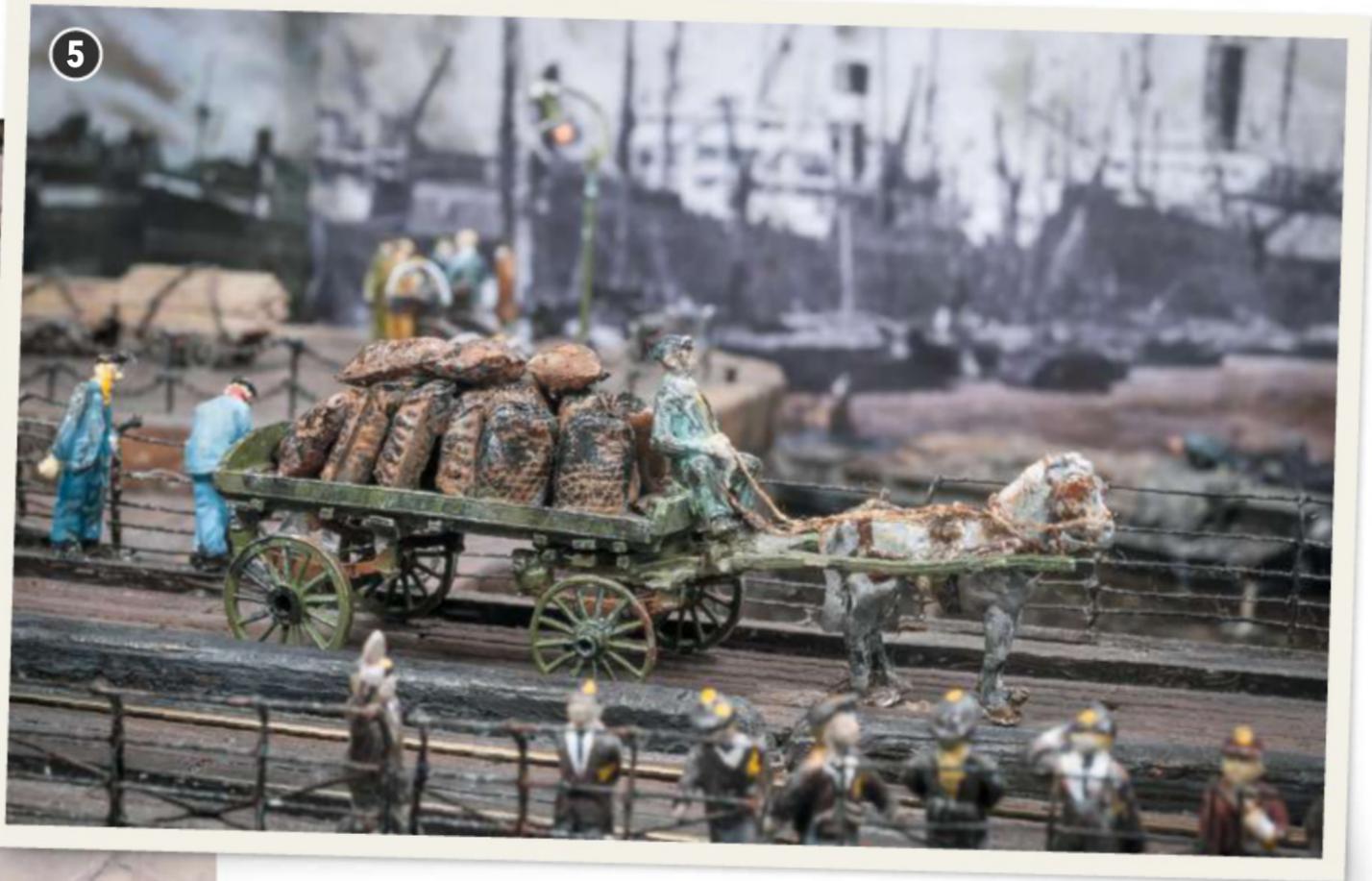
There are docks all around the coastline of the UK, so why did Gavin choose Hull?

“Hull is my hometown, despite the fact that I left in 1976 and have seldom been back. Following some

online research, I thought that the docks would be a great place to set a small but intensive model railway that I could take out on the exhibition circuit.”

The scenic section of ‘Trinity Docks Street Bridge’ is only 4ft by 2ft, with fiddleyards to the left, right and rear, alongside the controls. Despite its small size, Gavin has been able to create a realistic dock environment using Peco Settrack and a few homemade sections, such as the curved diamond crossing.

“Most of my stock can run anywhere, however the 0-6-0Ts can only run on the main line and the loop. Their wheelbase prevents them from going around the tight curves on the spurs. I like using the Settrack



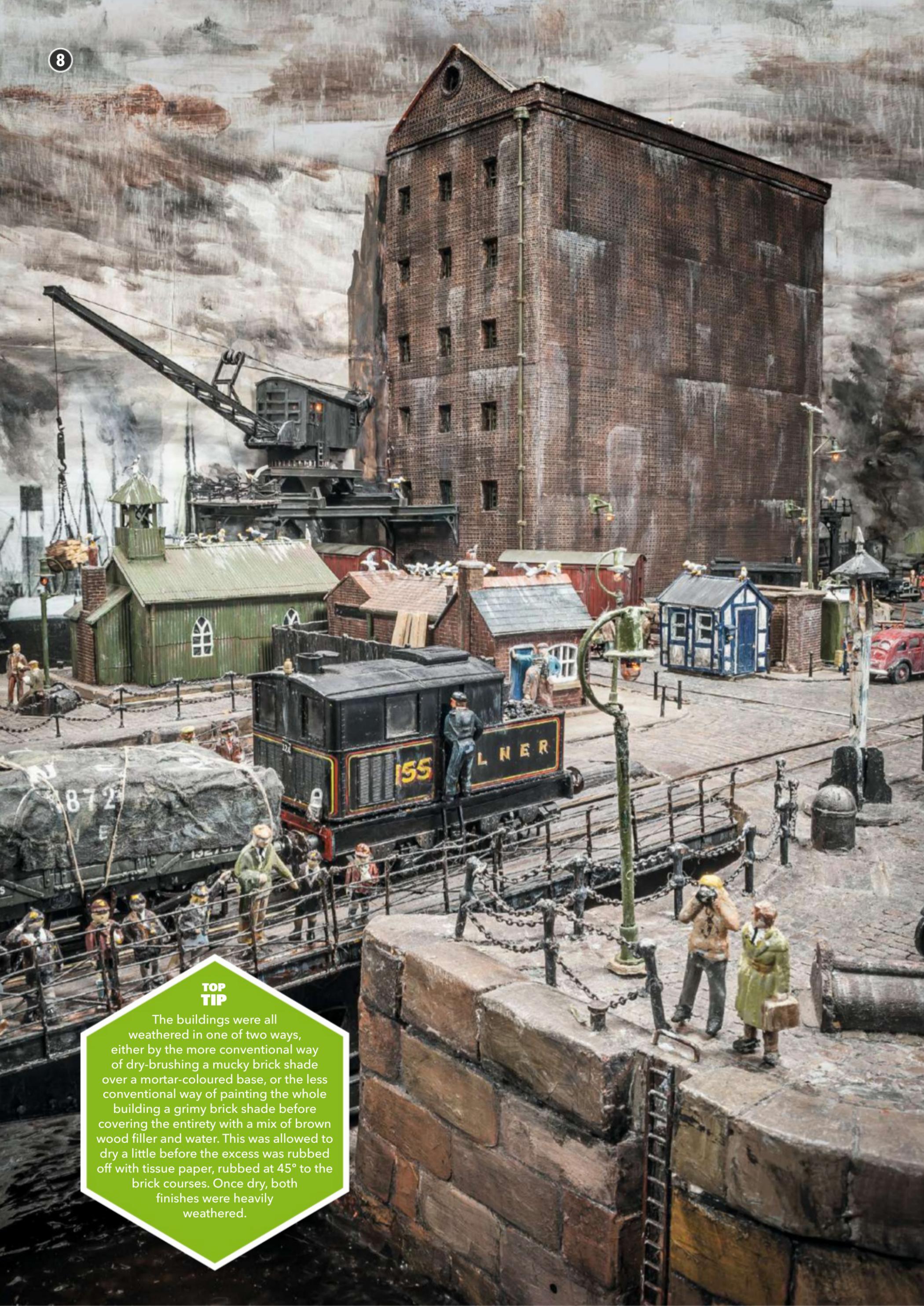
“All of the models have been weathered using washes and drybrushing, and I’ve added at least 40g of weight to each wagon”



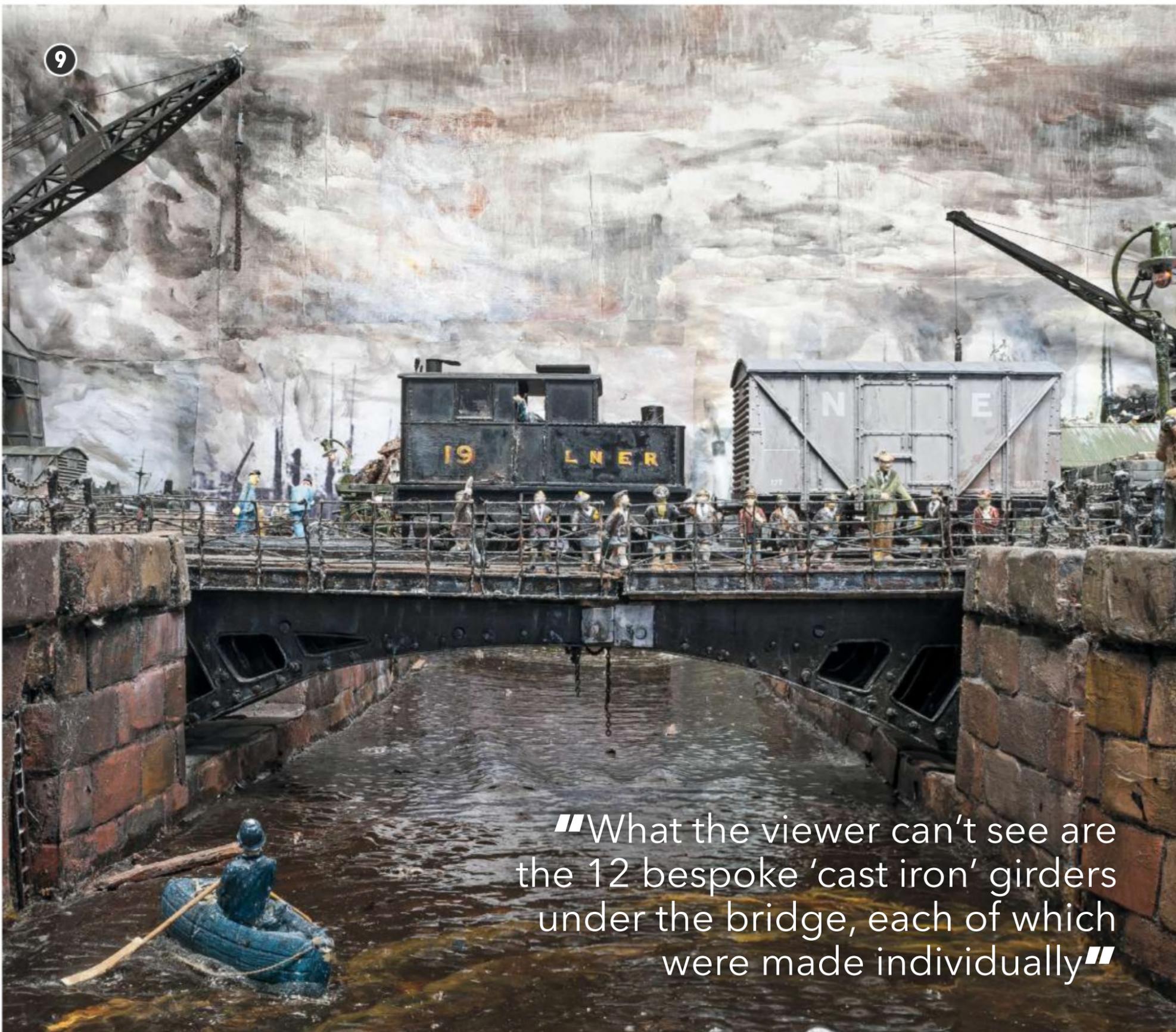
because it's very robust, which means the layout can be moved without the risk of anything breaking.

“The 90° crossing helps with the wagon shunting, but at exhibitions I don't do any scenic coupling and uncoupling to avoid the 'hand of God' with the three-link couplings. Train formations are made up before the show starts and then they stay that way. Any subsequent alterations are made off-scene.

“All of the models have been weathered using washes and drybrushing, and I've added at least 40g of weight to each wagon to improve the running. I've found that extra weight helps with slow running as well; if a locomotive stalls, the heavy wagons buffer up against it and give it a helpful nudge. ➤

**TOP TIP**

The buildings were all weathered in one of two ways, either by the more conventional way of dry-brushing a mucky brick shade over a mortar-coloured base, or the less conventional way of painting the whole building a grimy brick shade before covering the entirety with a mix of brown wood filler and water. This was allowed to dry a little before the excess was rubbed off with tissue paper, rubbed at 45° to the brick courses. Once dry, both finishes were heavily weathered.



“What the viewer can't see are the 12 bespoke 'cast iron' girders under the bridge, each of which were made individually”

“I've also come up with a solution to improve the running of my short-wheelbase 0-4-0 locomotives. The leading wagon behind is permanently coupled to the model and I've wired in extra pick-ups on the wagon wheels to prevent stalling.”

BRIDGE OPERATION

The double-leaf asymmetrical swing bridge that carries Trinity Docks Street over the channel into railway dock is still hand-wound. It's a two-man operation – one on each side of the bridge – to wind the capstan that operates the swing mechanism. Alongside the detailed stone sets that cover the ground, the bridge is one of the highlights of Gavin's creation.

“I'm often asked at exhibitions about how long the bridge took to build. The answer? About 150 hours. What the viewer can't see are the 12 bespoke 'cast iron' girders under the bridge, each of which were made individually. The decking is made from mahogany strip wood, the handrails out of nickel silver etchings and wire.”

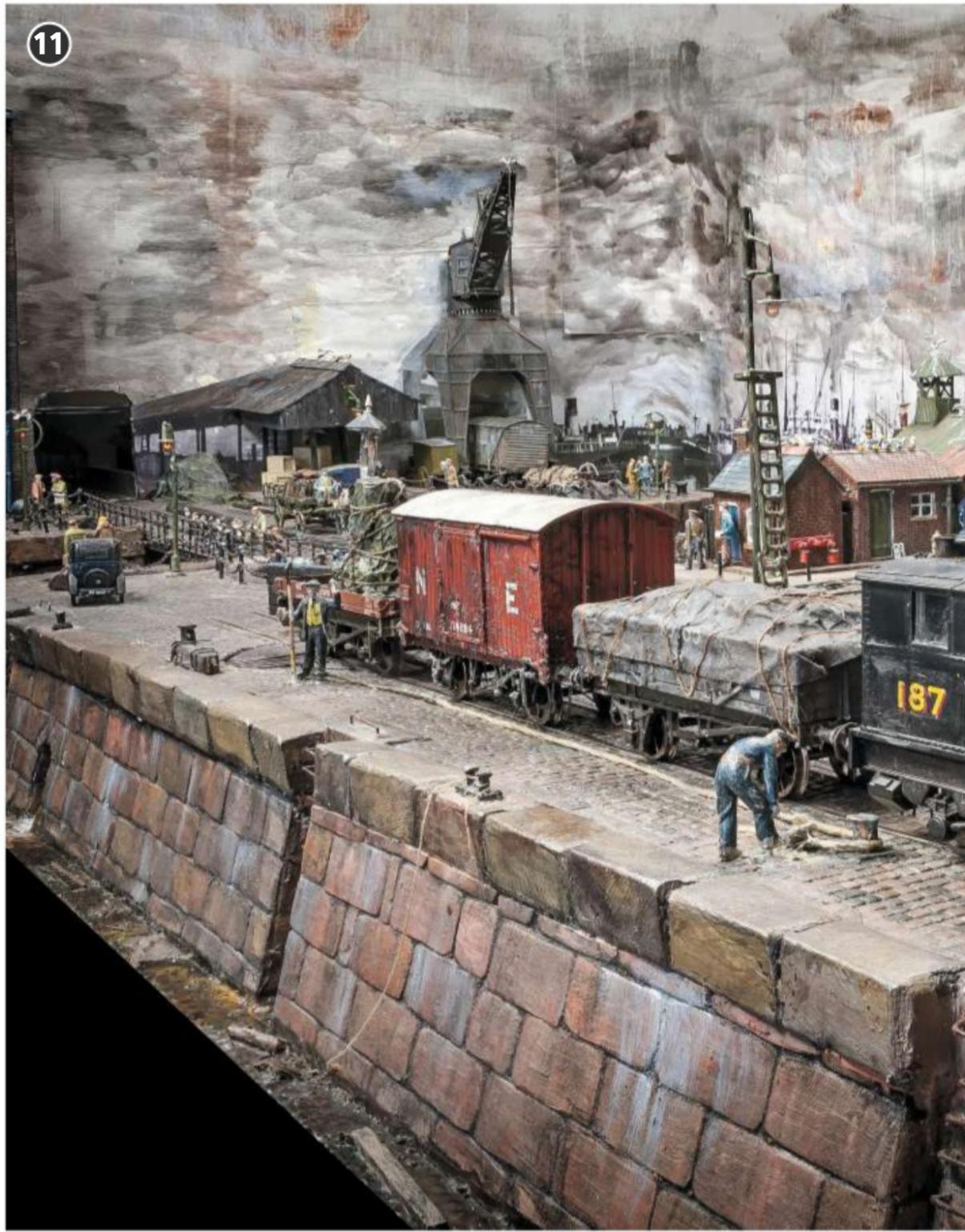


'OO' GAUGE LAYOUT TRINITY DOCKS STREET BRIDGE

Most of the buildings and infrastructure is scratchbuilt with the exception of the offices and the chapel, which are kit-bashed. "The warehouses are all based on prototypes somewhere within a few miles of the location, although modified to suit the model."

"I'm particularly pleased with the urinal and police call box (pre-TARDIS type model) sitting in the centre of the dock. People often ask me, why is the telephone kiosk green? Interestingly, Hull's telephone system was never part of the national network. It was run by the city's corporation and not the GPO, so the phone boxes were not allowed to be painted red nor carry the Royal Cypher above the door."

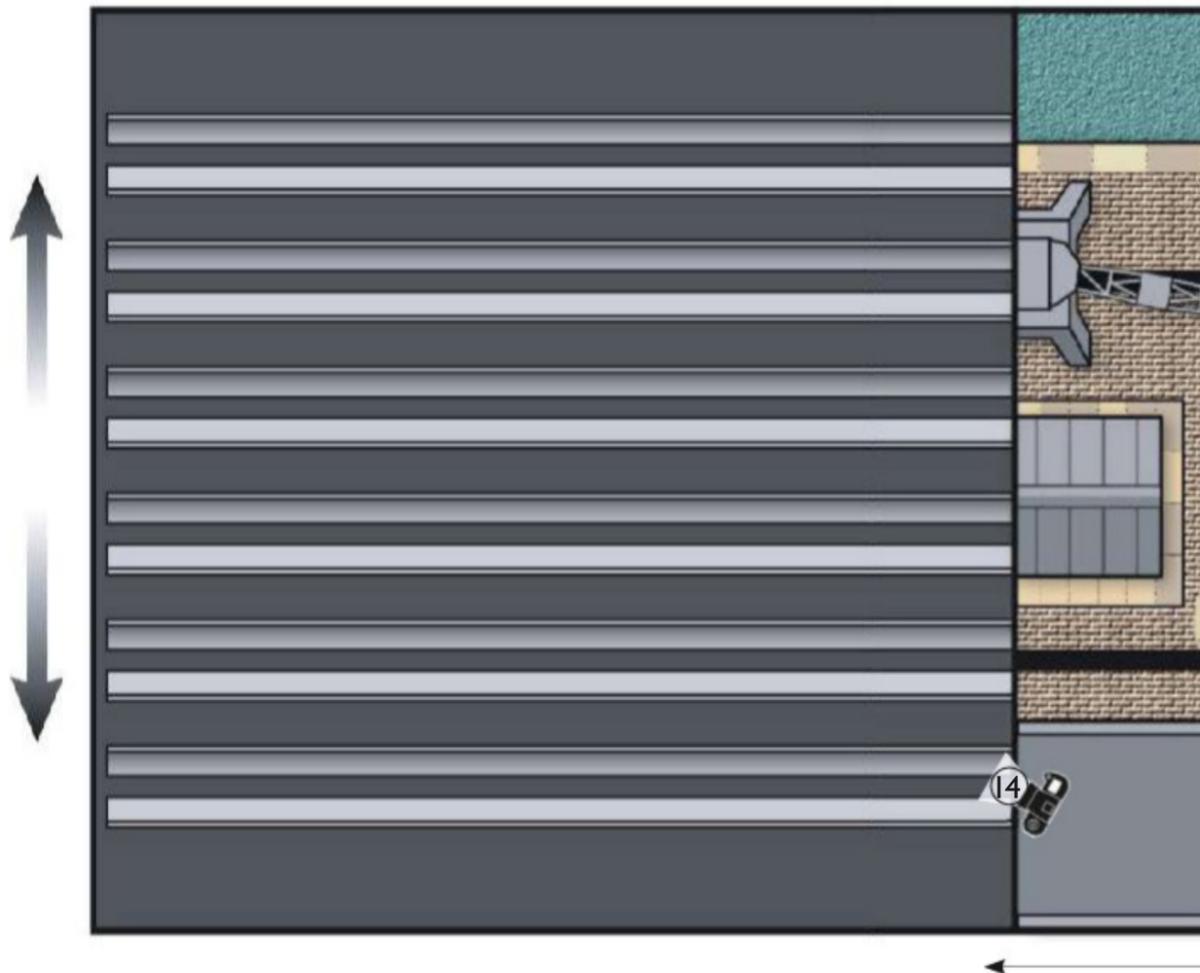
Gavin's decision to eschew the usual summer's day and idyllic countryside and model a heavy industrial layout has resulted in something that's different and eye-catching. The subdued tones and gloom give you the sense of impending disaster on the shores of the Humber, and yet the busy scene imparts the British 'keep calm and carry on' spirit. With locomotives moving all the time, there is plenty for viewers to stop and admire at 'Trinity Docks Street Bridge'. **MR**



Artwork: Andrew Mackintosh



The 'live' end of the cassette fiddleyards sits on a strip of copper-clad sleeper as the main electrical connection and the locating lugs are also connected using bus bars. Some occasional adjustment is required, but they are generally quite efficient.





MODELLER CV: GAVIN ROSE

I'm somewhat of a born again modeller - I haven't built a layout for 25 years! I have a keen eye and a desire to get things looking right. I'm prone to ripping everything up and starting again if things don't look right. My other hobbies include photography, hiking, and industrial and military history.

FACTFILE: 'TRINITY DOCKS STREET BRIDGE'

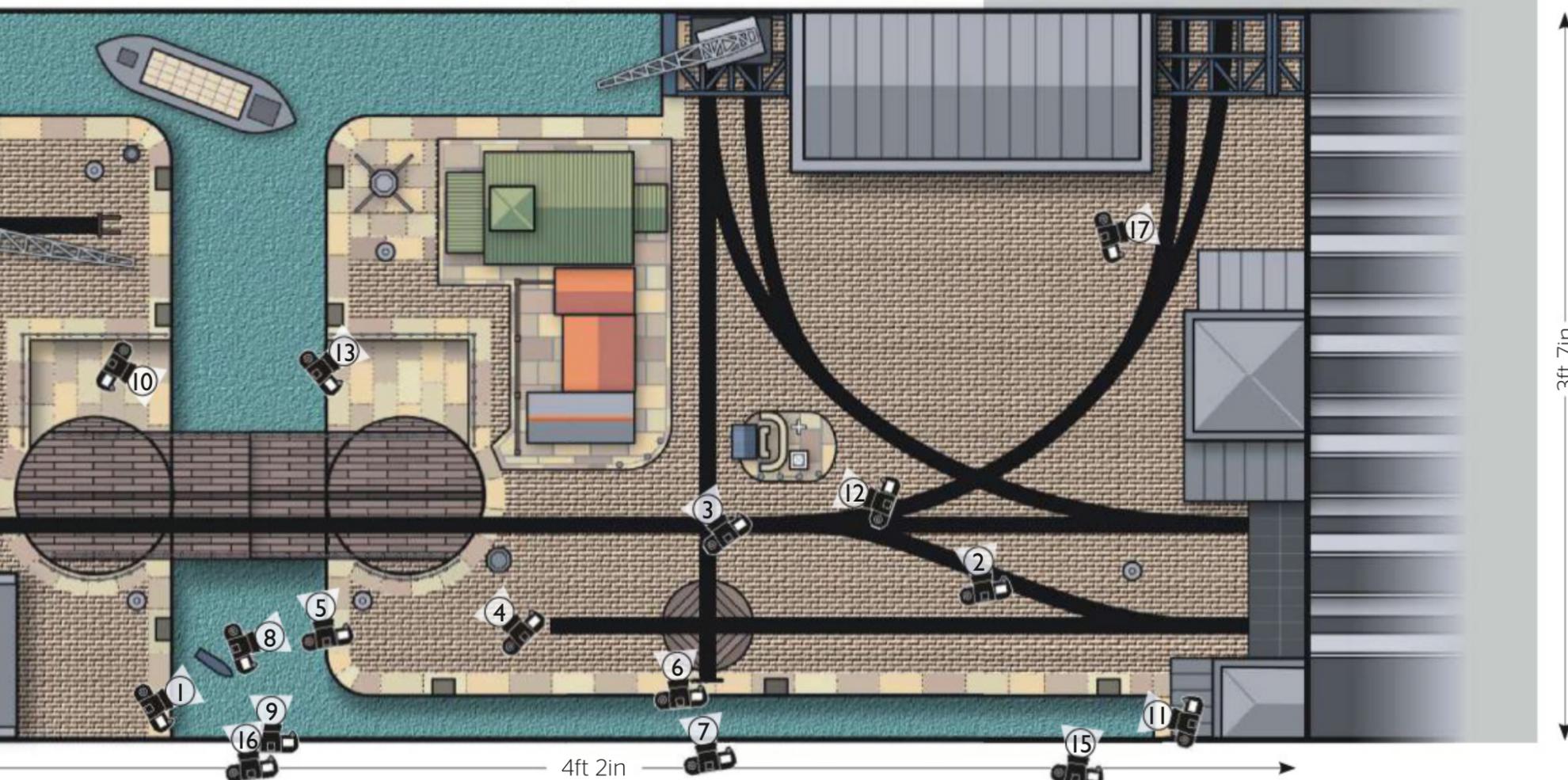
Gauge and scale: 16.5mm gauge, 4mm:1ft, 'OO'

Time to build: Five years

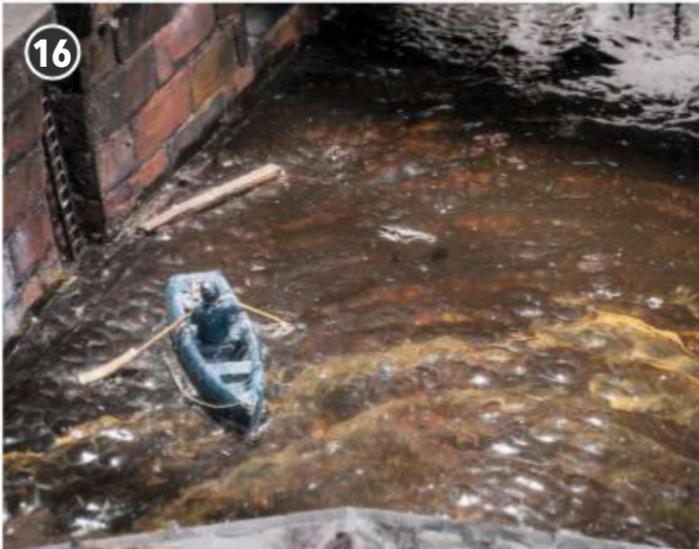
Size: 6ft 8in by 3ft 7in

Track: Peco Settrack

Power and control: DC with each section controlled by switches



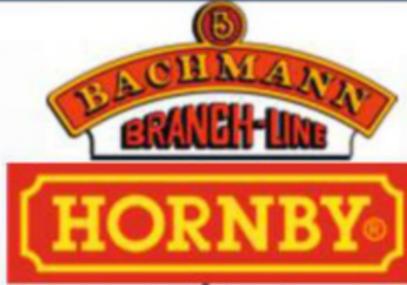
'OO' GAUGE LAYOUT TRINITY DOCKS STREET BRIDGE



Point control is by the wire and tube method from a colour-coded GEM point lever frame.

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Masterplan Scrap challenge

Track plans to get you thinking in three dimensions



BARGAIN shunt

Paul and **Melenie Lunn** build a layout for less than £100 using leftover items, and materials you'd normally find in a wheelie bin!

Artwork: **Paul A. Lunn** Photography: **Paul** and **Melenie Lunn**

I've been advocating recycled, well-budgeted, minimum-space layouts since the 1990s, encouraging modellers to take up the mantle on an ethical and cost savings basis, with funds redirected to more important items.

Fast forward a couple of decades and there's never been a more important time to focus on how we reduce, reuse and recycle. Let's explore the possibility of implementing those qualities in

a modest inglenook and rural branch line.

I've assumed you have items left over from a previous layout, odds and ends from around the house, scrap materials obtained from local shops/supermarkets and are willing to accept upgrading second-hand items. In my case, the layout came in at under £100. A version using all-new materials, while more expensive, would still be a modest outlay given the savings outlined further on.

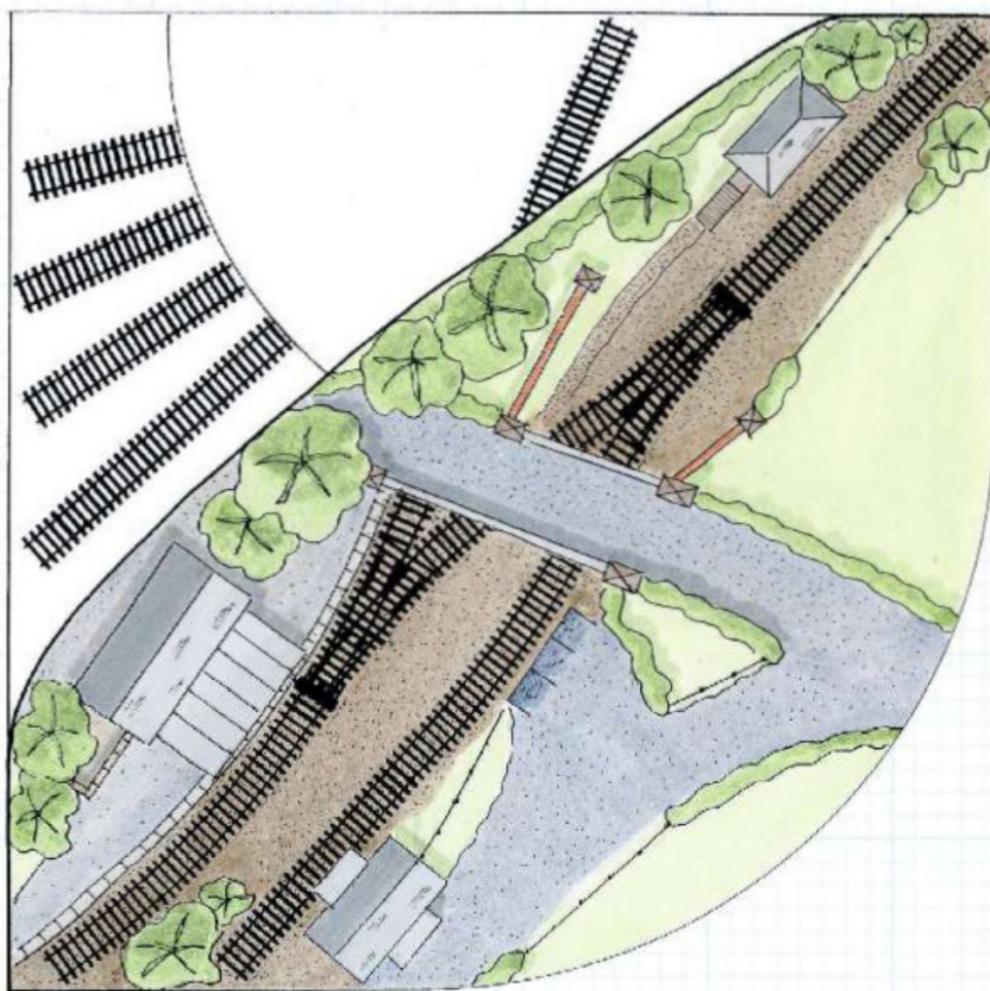
The layout consists of three key scenic features; station and yard, dog-legged over-bridge and signal box with headshunt. Focusing on the autumnal palette, particularly a hand-sprayed backscene and several trees, I've tried to bring all readily available, cost-effective materials and components together in a pleasing composition.



COMPOSE THE SCENE



Work out the track plan, building locations, composition and operating potential. I've used a previous design, from my book *Micro Layouts*, originally 2ft 4in by 2ft 4in, with a curved frontage, adapted to meet more stringent requirements.



RECYCLED RAW MATERIALS?

Pick good quality materials, with little or no damage, and when using several identical items choose matching ones from the same manufacturer. Here's a selection used in the project. Note, unless stated otherwise I'll mainly be using neat and watered-down PVA waterproof adhesive from Wickes.



A RECYCLED BASEBOARD FOR FREE

Below and right: A more linear version, at 2ft 6in by 1ft 10in, featuring a pair of heavy-duty cardboard trays which were used to transport punnets of grapes. On a flat surface, glue the boxes together between a pair of long edges, gently cramp, weigh down where required and allow to set overnight.



Above: Make and fit underside cross-member strengthening in both directions, with corner reinforcement at every joint. I used thick packaging card, though you could laminate thinner material as an alternative. Strive for constructional accuracy; a set square and sharp heavy-duty knife are essential and allow gluing to set overnight. Note the small triangular apertures in the cross-members for easy wiring.



Above and below: Position the structures and track and check electrical conductivity. Do a final assessment on composition, paying close attention to rolling stock clearances. Make positioning registration marks with a felt pen for track and structures and you're ready to start fixing the former. I used a thin coat of neat PVA, spread with a scrap card spatula, keeping it away from the point mechanisms. Any unevenness across the boxes can be corrected by packing gaps beneath the track with card, checking with a spirit level as you go. Use whatever weights you have around to keep the whole thing flat and leave it to dry overnight.

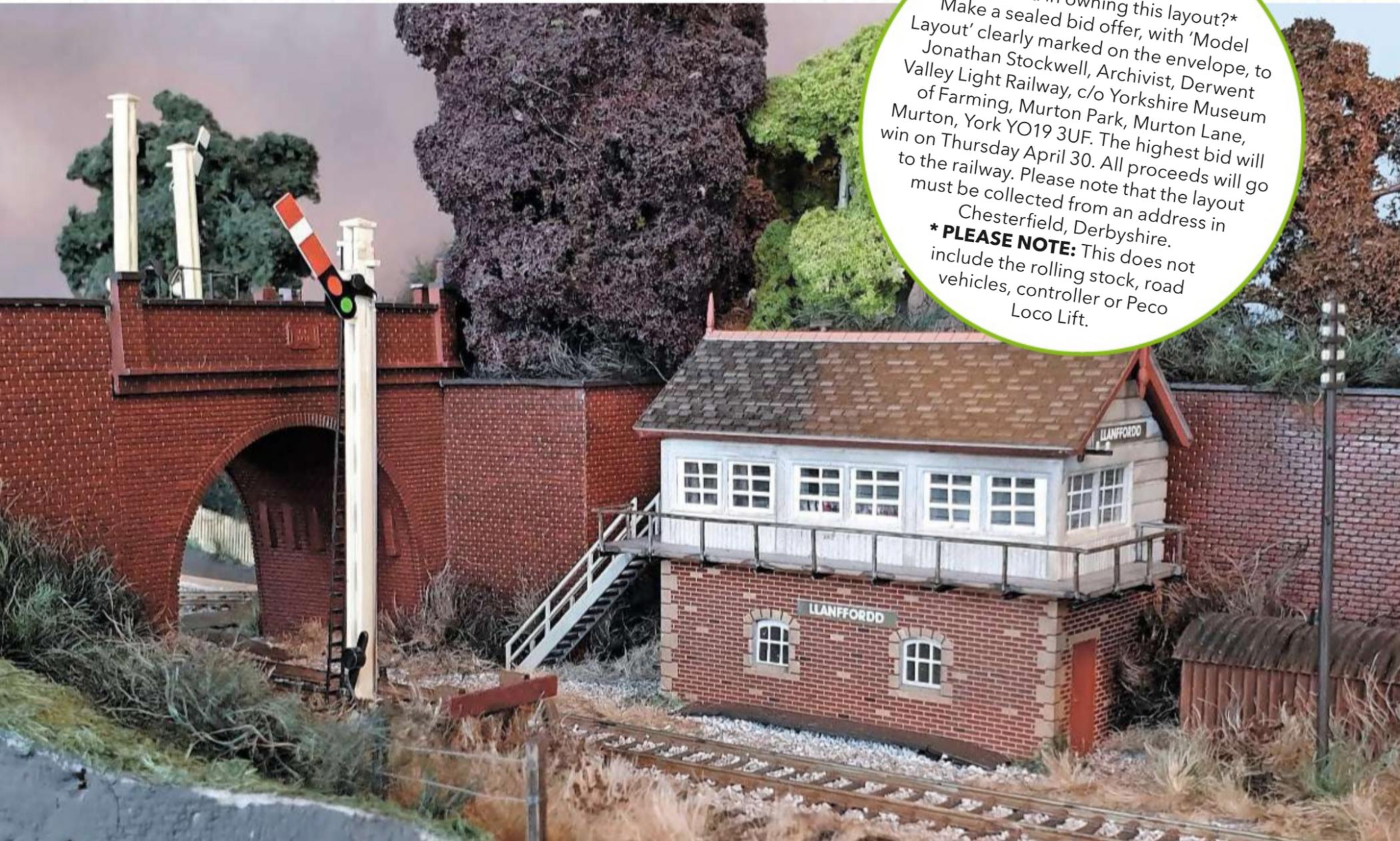
Right: Cover the 'base-board' with a veneer of expanded polystyrene, glued with neat PVA. Mine came from protective packaging that came with slabs for our garden patio, but alternatives are available, such as the packaging from flat-pack furniture.



OWN THIS LAYOUT!

Interested in owning this layout? *
 Make a sealed bid offer, with 'Model
 Layout' clearly marked on the envelope, to
 Jonathan Stockwell, Archivist, Derwent
 Valley Light Railway, c/o Yorkshire Museum
 of Farming, Murton Park, Murton Lane,
 Murton, York YO19 3UF. The highest bid will
 win on Thursday April 30. All proceeds will go
 to the railway. Please note that the layout
 must be collected from an address in
 Chesterfield, Derbyshire.

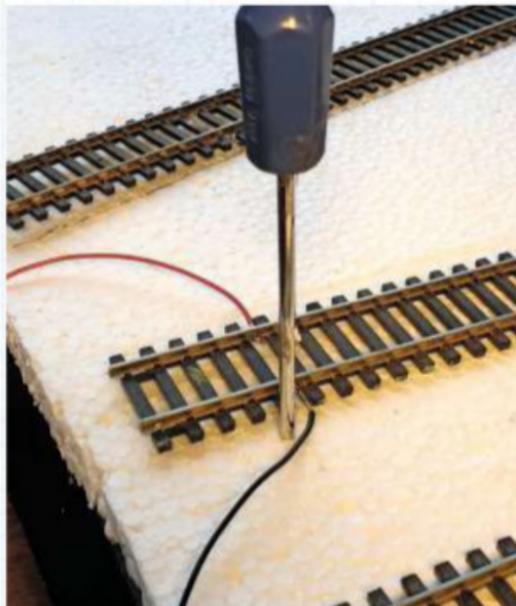
*** PLEASE NOTE:** This does not
 include the rolling stock, road
 vehicles, controller or Peco
 Loco Lift.



TRACK AND WIRING



Above and below: I left a short section of track overhanging the baseboard edge on all lines. Those for operation were cut square and the disused line was cut at an angle to match the baseboard edge, using a cutting disc in a mini-drill.



Left: Connect power cables to the underside of each running rail. Make relevant holes through the polystyrene and cardboard base to accommodate wiring. Once all track and wiring is in place check again for both electrical continuity and clearance for stock under both bridges.

Below: Bring all wiring together into a 'chocolate block' connector. I have spaced these out, shown in the photograph, and inserted a pin in each 'live' feed to connect with a mini crocodile clip and cable to the controller. Each pin represents a different track and the clip a substitute for switches, moving from one to another as the need arises. The return feed for all sections is semi-permanently connected to the controller. Note the connector is out of sight from the scenic section and is screw-mounted onto the layout's only visible piece of woodwork.



BY DESIGN

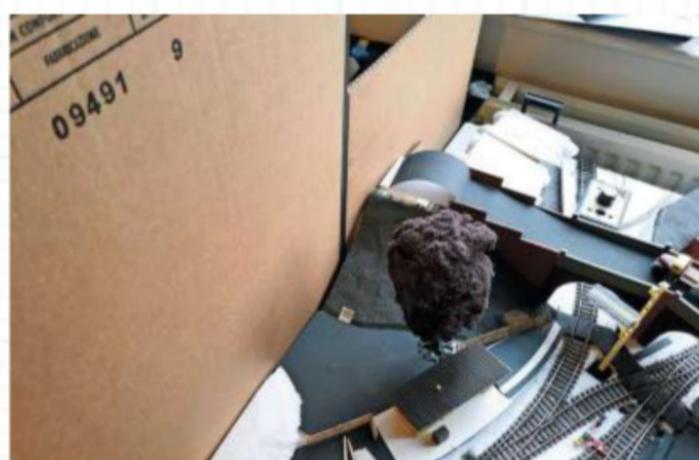
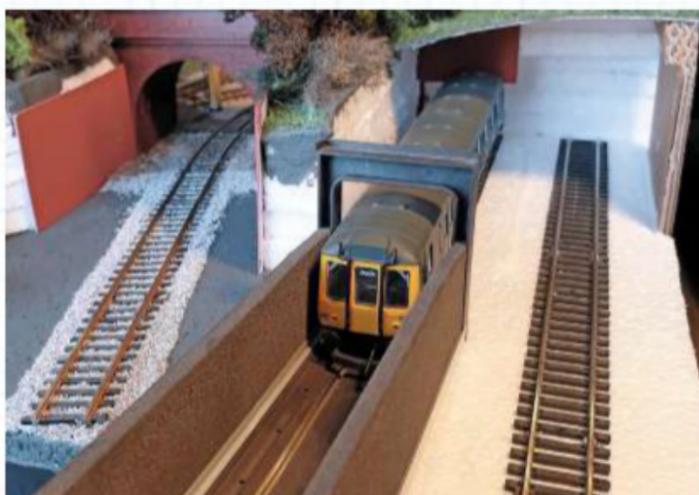
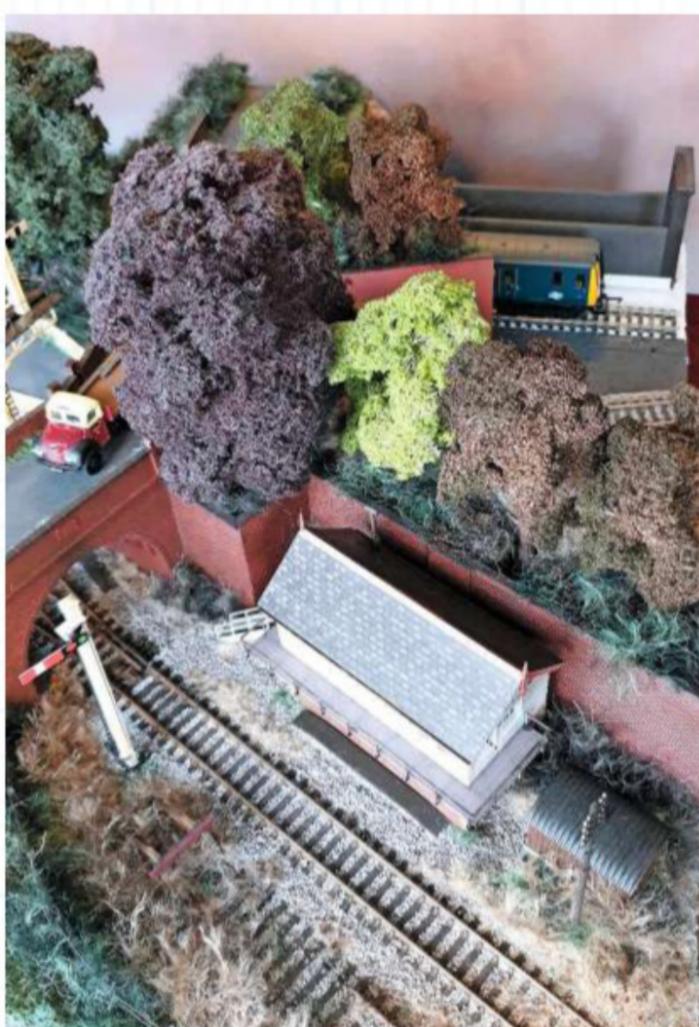
Positioning main running lines, either diagonally or curved, increases the overall baseboard length from 2ft 6in to 3ft 1in. The overall track plan consists of two components: main line from fiddleyard to station and a headshunt, masquerading as a truncated line, with three sidings to shunt, including a shared platform track. Both operating areas can be independent of the other and, by adding a second controller, could operate passenger and freight shunting simultaneously.

There's a commonality in track measurement; the sidings, headshunt, platform, fiddleyard and Peco Loco Lift are all long enough for a tank locomotive and a couple of wagons or a single railcar. Compare this finished layout image with the earlier card mock-up to see how the layout has developed.



The majority of layouts are set on a summer's day, with brightly coloured landscape and blue skies. I wanted to break that trend, so I've gone for a showery autumnal landscape, employing structures with warm brown colours, brown weathering washes and repainted some trees with red, brown and a 'mist' of tan, adding fallen leaves on the ground nearby.

Right: I've blocked the view of the fiddleyard when viewed at eye level with judicious positioning of retaining walls, hills and vegetation, rather than a split, or awkwardly shaped backscene. The fiddleyard consists of three tracks, left semi-scenic (for an improved view from layout side), non-scenic centre and right. All three have independent power supplies, as does the Peco Loco Lift for transferring stock.



Above: Backscenes should be proportionate. Estimate the optimum height through trial and error - use scrap material so you can start again if you get it wrong. I've made rear storage shelves out of old cardboard boxes. Finally, cover the outer surface with high-quality card. I chose grey, from Hobbycraft, spray-painting as follows; cloud shapes with Halford's grey primer (resulting in a very subtle two-tone shading), followed by more defined cloud shapes in Kobra tan, finishing off with shading in Kobra brown.

REALISTIC MAKEOVER GALLERY

Many of Hornby's plastic structures and accessories at the heart of this layout have great potential. They often look the part, are well made and can be dramatically improved with limited materials, a small tool kit and some basic skills.



REUSING OLD ENTRY-LEVEL STRUCTURES

In my preparations for 'Bargain Shunt' I used some structures from eBay. It isn't always the cheapest place to buy stuff, and more cost-effective deals are sometimes available from mainstream outlets - Hattons for example, or model railway exhibitions (which are often amazingly cheap). In several cases I've bought slightly damaged items or items with missing parts because I knew that any issues would be rectified or negated during my upgrades.

BUDGET



With limited funding there was no budget for point motors and a sophisticated uncoupling system. Here's my cheap and cheerful combination for both. I used a clear Bic pen barrel for point operation and, at the opposite end, a Tri-ang-type spatula for uncoupling - highly functional and zero (or minimal) cost. You might want to make a second version with the pen barrel and spatula at or near right angles for use in tight spaces close to vulnerable scenery.

Item List

FOC = recycled from previous projects or materials that shouldn't cost anything.

- Baseboard - Cardboard Supermarket trays and scrap card **FOC**
- Baseboard topping (Expanded polystyrene) - **FOC**
- Track - Reused from previous layout - **FOC**
- ¼ tub of Woodland Scenics Ballast B1394 - **£3.12**
- Wire - Reused from a previous layout - **FOC**
- Hornby Platform and Ramps - Reused from a previous layout - **FOC**
- Hornby Platform Fencing - Reused from a previous layout - **FOC**
- Hornby Halt - Second-hand - **£2.50**
- Hornby Junction and Starter Signals - Second-hand **£5.00**
- 2 Hornby Bridges, new from Hattons - **£8.00**
- 2½ packs of Wills SSMP212 Brick sheet **£10.37**
- ¼ pack of Wills SSMP 230 Concrete building block sheet, re-scribed on the back - **85p**
- Hornby Signal box (with missing steps) - Reused from previous layout, but required ½ pack of Plastruct steps and Handrails (**£4.10**), and a short section of leftover handrail (**FOC**) from Knightwing's Maintenance Walkway PM134
- Hornby Point Motor Hut - new from Hattons - **£3.00**
- Grounded Vent Van - Used - **50p**
- 4 Hornby Bufferstops - Reused from previous layout - **FOC**
- Trees - 2 large and 2 small - Reused from previous layout FOC and 6 new small from Model Tree Shop - **£19.95**
- Ground Cover - Garden twine offcuts - **FOC**
- Fencing from used matchsticks and cotton - **FOC**
- Signs - From past issues of *Model Rail* magazine - **FOC**
- Goods Yard Platform - Used sections of Hornby's elevated 'T' section sidewall planking - **FOC**
- Uncoupler/Point Blade mover - Biro pen casing and scrap plastic - **FOC**
- Backscene - Thin grey cardboard, Hobby Craft - **£2.20**
- Mounting Card - Offcuts from previous projects - **FOC**
- Paint (Spray and brush-on) - Approximately **£23** worth from new and existing supplies
- Glue; Wickes PVA - **£8.00**
- ¾ pack of Wickes Wet and Dry Paper **£3.02**
- Chocolate block electrical connector, screws, nails and pair of mini crocodile clips - **£1.50**

Total Cost £95.11

CONCLUSION

This two-and-a-half month build has been an exciting and demanding challenge, employing design principles that will get the very best out of entry-level equipment and recycled materials. There have been several test pieces that didn't work out, homemade trees the most noticeable, and endless compromises, particularly the gap between the platform edge and a scale Mk 1 coach.

My grateful thanks go to Melenie for making space and time for this project, artistic advice in some compositional elements, problem-solving - especially with a rogue point - and for making every weed and hedgerow on the layout... just outstanding!

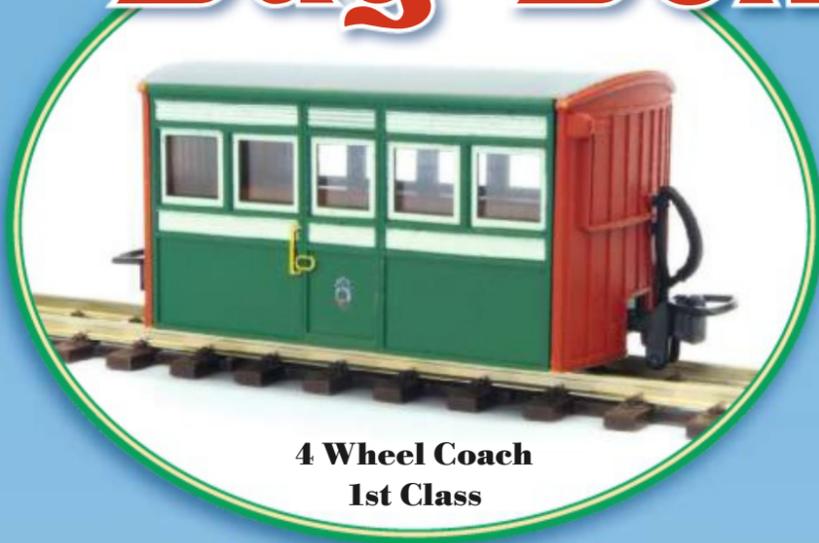
New



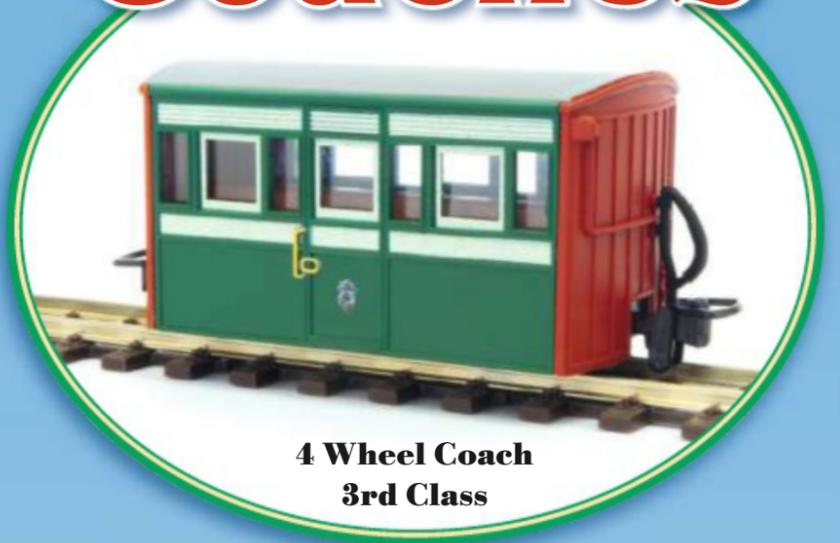
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**4 Wheel
Observation Coach**

Ffestiniog Railway 'Bug Box' Coaches



**4 Wheel Coach
1st Class**



**4 Wheel Coach
3rd Class**

These distinctive little coaches, formally known as 'Small Birmingham' but commonly referred to as 'Bug Boxes', were built for the Ffestiniog Railway by Brown, Marshall & Co in Birmingham between 1864-7, making them some of the World's oldest railway carriages still in regular use.

These beautifully recreated OO-9 models are available in the attractive early preservation period livery of green and cream with red end panels, to be joined in due course by versions in the 'Victorian' livery of the Ffestiniog Railway.

A further two liveries are planned for 2020; The Colonel Stephens livery and The 1970s Cherry Red livery.



PECO

Great Little Trains

*For further details of the range
get the latest PECO Catalogue.*

Reviews

In-depth and unbiased reviews of the latest products

112 Favourite Five

Our experts rate five of the best products. This month: Peter Marriott lists his favourite budget static grass applicators.



100



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Our reviewers

George Dent

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

Chris Gadsby

Tests models to their limits and films them for social media.

Peter Marriott

Model Rail's scenic expert knows the market more than anyone.

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.





Dapol Sentinel 'Y1/Y3' 4wVBT

◆ GAUGE 'O' ◆ MODEL Dapol 7S-005-001 LNER Sentinel 'Y1/Y3' 4wVBT ◆ PRICE £175.00 ◆ AVAILABILITY Dapol stockists **Web** www.dapol.co.uk

Model Rail's exclusive 'OO' Sentinel 4wVBT, produced in conjunction with Dapol, has proven to be hugely popular since its release eight years ago. In 2016, the Welsh manufacturer announced plans to produce a 7mm scale version and, finally, the first models have now arrived.

While the *MR* team has become ultra-familiar with 4mm scale Sentinels, it felt a little strange to hold a 7mm version in our hands. Having said that, this model is not

simply an 'up-scaled' copy of our 'OO' version but an all-new product that Dapol has designed from the ground up. Moreover, the larger scale affords Dapol the opportunity to add much more detail, especially to the under-frame and cab interior.

Various livery and detail options are being offered, with examples turned out in LNER, LMS, GWR and BR(ER) guises. Amusingly, the fictional mock-up of a National Coal Board-liveried Sentinel, complete with *Maude* nameplates and 'wasp' stripes that

I produced as a livery sample for one of our 'OO' releases, has also been translated into the 7mm scale fleet. This came as a real surprise to me, but it's heartening to think that my late cat Maude's memory lives on.

However, our review sample consists of a more authentic version, wearing the austere LNER plain black colour scheme, with red-shaded gold lettering and numbers. Alas, the buffer-beams lack a coat of red paint (as do all of the 7mm models currently on offer).

Be warned: care is needed when removing the model from the foam-lined box, as the lamp brackets and guard irons are a little exposed at each end. The die-cast metal chassis certainly gives the Sentinel plenty of mass and the array of fine details is immediately apparent.

DETAIL ABOUNDS

Dealing with the underframe first, the twin chain drives and sprockets have been finely rendered, along with the brake gear, sanding apparatus and the

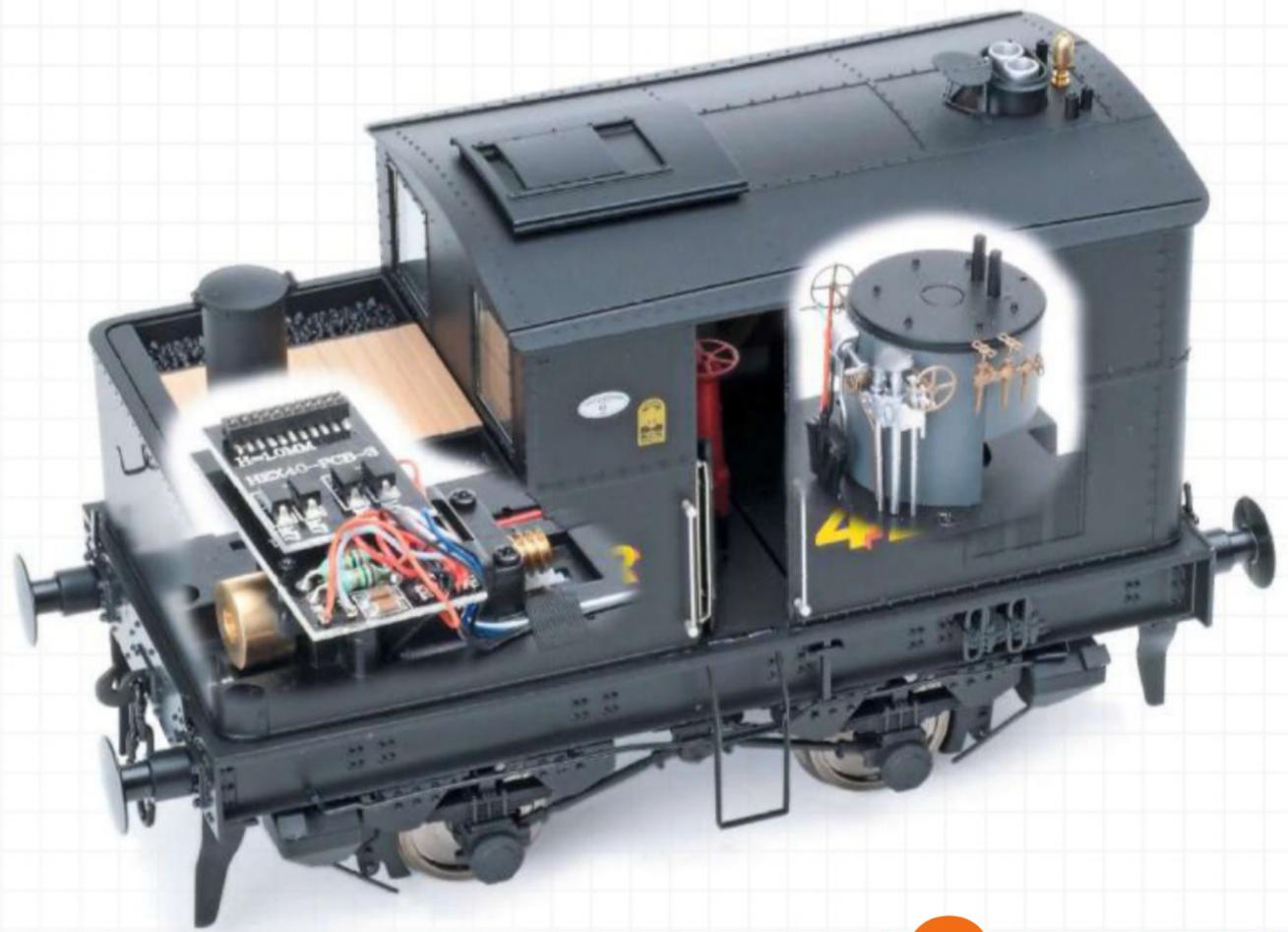
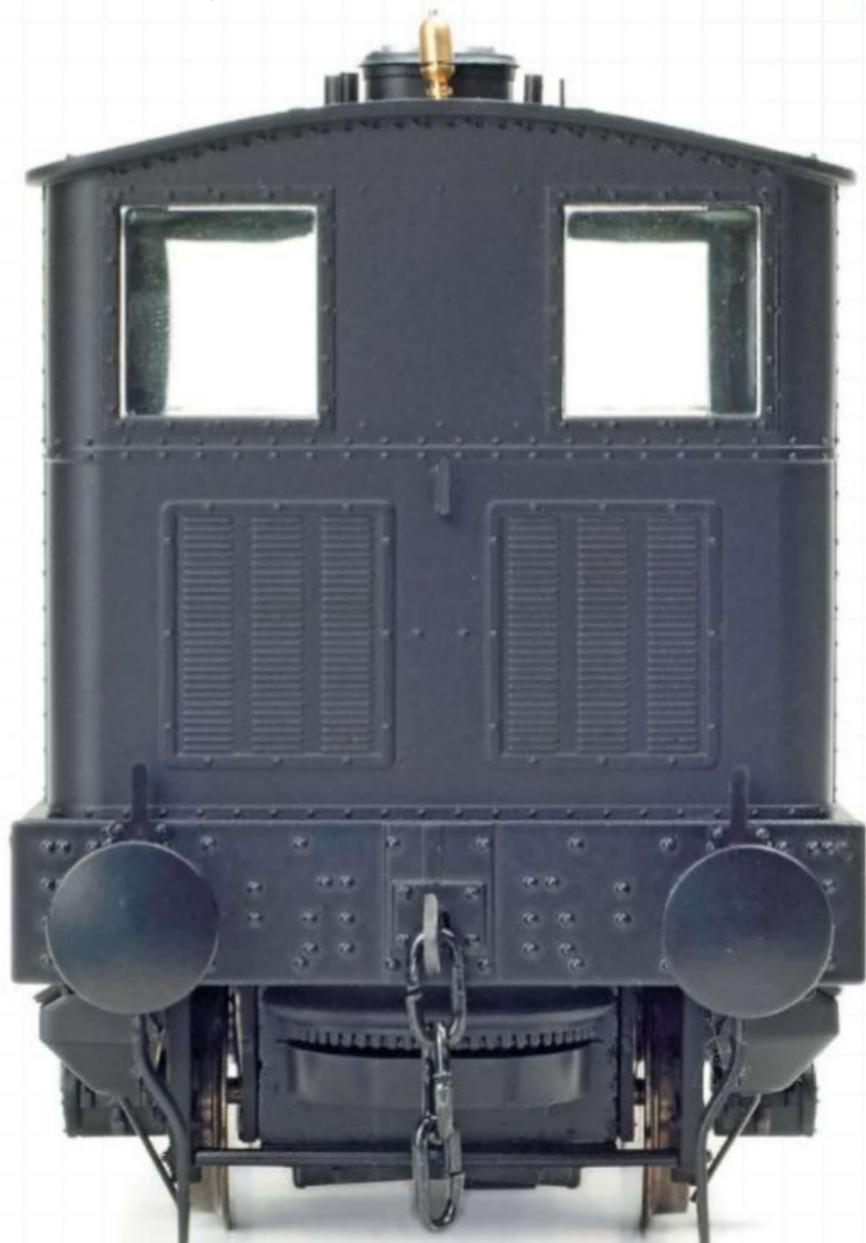
various pipe runs. There's even a small drain cock beneath the cylinders, while the cylindrical base of the firebox and ashpan protrudes below the cab and is fitted with a glowing red LED that flickers attractively when the locomotive is under power (on DC or DCC).

The cab footsteps have wisely been formed in metal rather than plastic and the distinctive guard irons are shaped to align with the rails. The handsome buffers are sprung, with a pleasing amount of tension and the three-link couplings are slotted into sprung drawhooks.

The bodyshell and the chassis sport an exquisite array of rivet and bolt head relief, while the banks of louvres in the cab sides and ends are crisply moulded. Lamp brackets are separate fittings and the clear glazing is flush-fitting and flawless. The cab roof ventilator can be slid open or shut and the chimney features twin flues and a swivelling rain cover. A brass-effect whistle finishes the roof off nicely.

The cab handrails and knobs appear delicate but are, in fact, resilient and the cab doors can be posed open or closed. The shaded LNER letters and numerals are excellent, as are the small Sentinel and LNER worksplates. It's

“The handsome buffers are sprung, with a pleasing amount of tension”



a shame about the unpainted bufferbeams, which I assume is a cost-saving measure, but a fully finished version with a suitably weathered outlook would look splendid.

Inside the cab, there's a wealth of detail, including a prominent red handbrake standard, plus the vertical cylinders and a whole boiler, with regulator handle and controls. There's even a wooden panel on the interior wall equipped with gauges and copper pipework. All of these details - and the interior walls - are picked out in the correct colours and really look the part. All that's missing is a footplate crew.

WHAT MAKES IT GO

Dapol has made life easier for DCC users by making access to the decoder socket as simple as possible. The lid of the coal bunker/water tank simply lifts away from the bodyshell, revealing the main circuit board and 21-pin DCC socket. Beneath that can be glimpsed the diminutive motor. This power unit outwardly resembles the humble DS10-type that has been popular with 4mm scale kit builders for many years, although it's actually a five-pole, skew-wound unit complemented by a small brass flywheel that runs very smoothly.

A 'OO'-sized motor in an 'O' gauge locomotive is not an obvious choice, but it does allow plenty of room for a digital decoder while keeping the cab interior free. Power is transmitted to both axles via a brass worm and

3 things we like



1 Fully detailed interior.

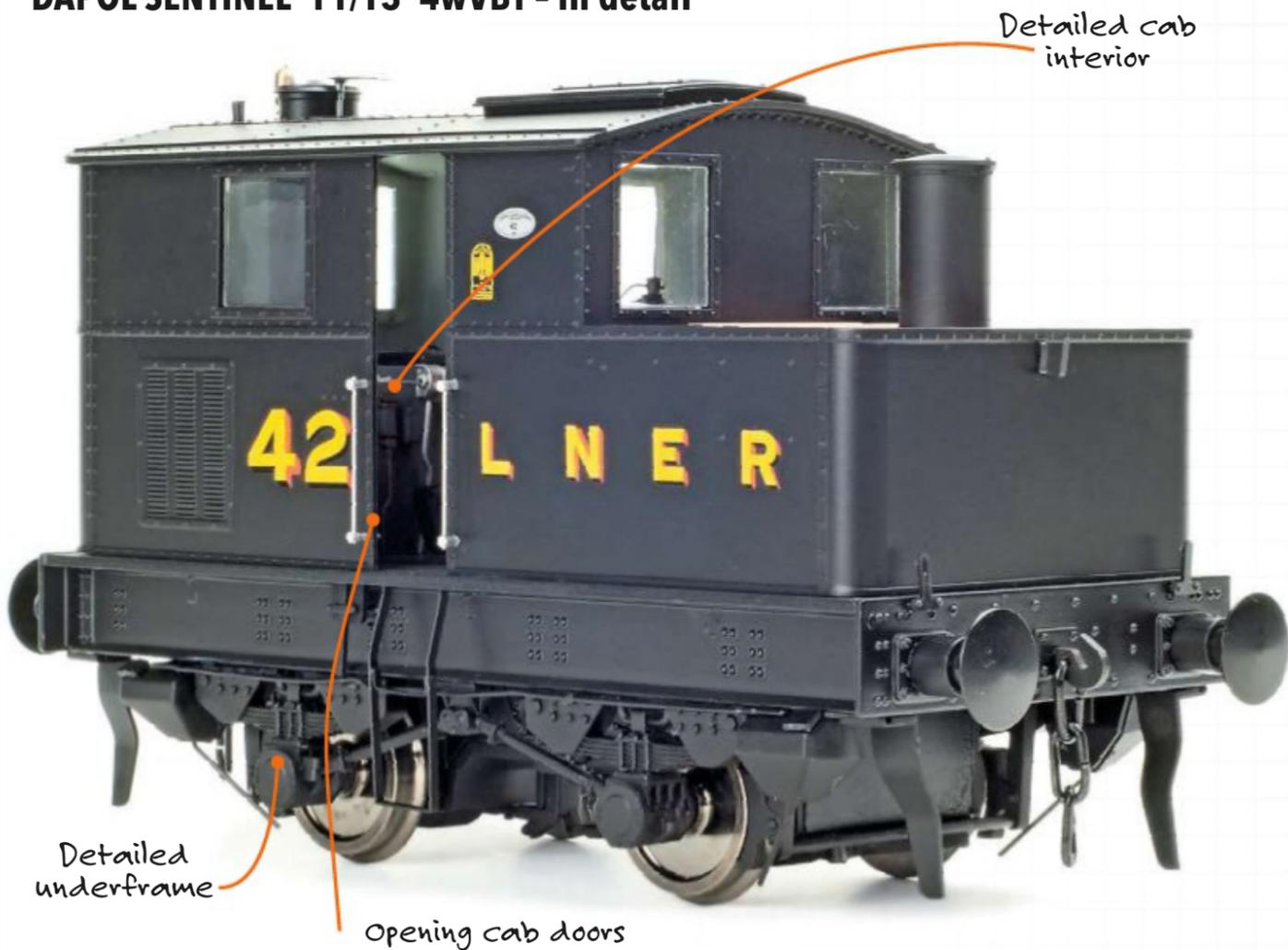


2 Cosmetic chain drives.



3 Easy access to DCC socket.

DAPOL SENTINEL 'Y1/Y3' 4wVBT - in detail



Factfile: Sentinels

The LNER 'Y1/Y3' four-wheel locomotives were developed from a Sentinel steam-powered road lorry, utilising a vertical water tube boiler and a chain drive system. Built at Sentinel's Shrewsbury works from 1925, similar designs were employed by a number of private owners, as well as the GWR and LMS, although the LNER was by far the biggest user.

Designed primarily for lighter shunting work or operating over the smallest of branch lines, many examples lasted in service into the 1950s. British Railways retained six Sentinels in Departmental service into the 1960s, while two survived into preservation.

The main difference between a 'Y1' and 'Y3' was that the latter featured a twin-speed gearbox, although the gear ratios could only be switched when the locomotive was stationary.



1: Buckinghamshire Railway Centre-based *Isebrook* was the locomotive laser-scanned to ensure that *Model Rail's* 'OO' Sentinel was as accurate as possible. BEN JONES

2: 'Y3' No. 8 is in 'ex-works' condition as it stands outside Doncaster Works on October 9 1955. K.L. COOK/RAIL ARCHIVE STEPHENSON

3: Sentinel 100hp shunters were used throughout the British Isles - from the Channel Island of Alderney to Scotland. 'Y1' No. 8138 shunts at Kelso in May 1955. E.V. FRY/RAIL ARCHIVE STEPHENSON



System builder

Other items to complement this model...

OPEN WAGONS

Various 9ft and 10ft wheelbase, 5 or 7-plank open wagons in private owner, 'Big Four' or BR liveries
Price: from £44.40 each
Availability: Dapol stockists



BOX VANS

BR 10t/12t meat, ventilated or insulated vans
Price: £49.95 each
Availability: Dapol stockists



TANK WAGONS

Dapol Air Ministry 14t tanks, Type A and Type B
Price: £52.50 each
Availability: Dapol stockists



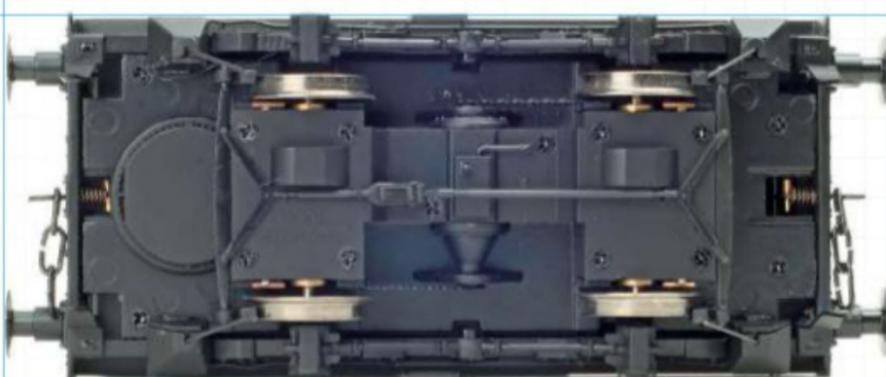
136mm



84.5mm



56mm



DAPOL SENTINEL 'Y1/Y3' 4wVBT

OVERVIEW

Manufacturer: Dapol
Ref. No. 7S-005-001 **Unit No.** 42
Scale/gauge: 1:43.5 scale, 'O' gauge
Body: Plastic with metal parts

Chassis: Metal with plastic parts
Weight: 460g
Min. curve radius: approx. 1,500mm/5ft
Wheel back-to-back: 29mm

ELECTRICS

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

Lights: Firebox glow/flicker effect
DCC ready: Yes, 21-pin socket

MECHANISM

Drive system: Brass worm gear drives nylon gears to both axles

Flywheel(s): One
Traction tyres: No

DIMENSIONS

	PROTOTYPE	1:43.5 SCALE	MODEL
Length (over buffers)	18ft 10¼in	134mm	136mm
Height	11ft 9in	84mm	84.5mm
Width	8ft 0in	57mm	56mm
Wheel diameter	2ft 6in	18.4mm	17.5mm
Wheelbase	7ft 0in	50mm	49mm

SERVICING

How to dismantle: Unscrew body from chassis and lift off.
Where to oil: Axles and gears.

nylon gears and, while running was a little stiff to begin with, performance improved markedly after a running-in period. The small motor will naturally limit haulage capacity, but the real things were used for lighter shunting duties, so this is not really an issue.

One thing to bear in mind, if you're planning on fixing a load of real coal onto the bunker, is that it would be wise to secure the coal to the lift-off panel away from the model, to prevent any glue from dripping onto the PCB, motor and gears.

For those wanting to install DCC sound, there's space for a 23mm diameter speaker within the base of the circular ashpan, beneath the LED flicker effect module (which can be switched on or off via digital control). Incidentally, Dapol is offering Sentinels with DCC (£205) and sound (£350) pre-installed.

SUPERB VALUE

I had to double-check the price of this model as, at well under £200, it offers incredible value. The lack of painted bufferbeams is a little annoying, but it's hard to grumble if this omission results in such a bargain price. The tiny motor

inevitably limits haulage but, as mentioned, the real things weren't exactly powerhouses, so that's difficult to criticise too.

It's certainly an attractive model, crammed with lots of fine detail and it's sure to prove popular with 'O' gauge modellers. It may also inspire more people to dabble in the larger scale. **(GD)**

REVIEW VERDICT

PROS. Finely detailed interior and exterior, smooth performance, attractive prototype

CONS. Black bufferbeams, small motor limits haulage capacity.

LOOKS	9.5/10
PERFORMANCE	9/10
FEATURES	9.5/10
DECORATION	7/10
VALUE FOR MONEY	10/10

90%



Accurascale PFA container flat wagon

◆ GAUGE '00' ◆ MODEL Accurascale PF012A PFA container flat wagon ◆ PRICE £69.95 (triple pack) ◆ PERIOD 1986 onwards ◆ REGION All
 ◆ AVAILABILITY Accurascale **Web** www.accurascale.co.uk

It's been less than 12 months since Accurascale announced its intentions to produce the PFA container flat wagon. When the project was revealed, the CAD work had already been done and a pre-production sample was only a few weeks away. Now, the final product has arrived and the first impression can be summed up in a single word: Wow!

We received four of Accurascale's triple wagon packs with containers: Cawoods

yellow; British Gypsum blue; British Fuels and DRS (laden). Coal merchants Cawoods began to take delivery of the wagons in late 1986 with an order that would eventually total 172 wagons.

Their purpose was to transport household coal and containerised fuel and they could be seen across the Midlands and northern England, as well as South Wales. In 1996 Cawoods decided to offload the fleet and they went to British Fuels, British Gypsum and RJB.

In the early 2000s, Direct Rail Services acquired 23 of the wagons to transport low-level radioactive waste from nuclear power stations to a disposal site in Cumbria, leading to the PFAs being seen across the UK.

Accurascale has offered a range of containers to suit the PFAs in a number of eras. Leaving the containers aside for a moment and focusing on the PFA wagon itself, it's finished in jet black and the first thing that grabs your attention is its weight. It has a metal body, and

despite its small size it comes in at 38g (50g with the container added), giving it plenty of stability on the rails. We ran all 12 supplied to us in a rake, with no issues on our track (see panel).

Next is the sheer amount of printing on the models. We compared them to photographs on Paul Bartlett's website (www.paulbartlett.zenfolio.com) and found that all of the printing matched up perfectly from model to prototype with all but the smallest lettering - and





“All of the printing matched up perfectly from model to prototype”

we're talking fractions of a millimetre - legible under the magnifier.

Turn the wagon over and you can appreciate the level of detail the manufacturer has gone into with the array of pipework. It's a nice consideration which gives you the option of running them without containers.

Speaking of the containers, the open types feature corrugations on the inside as well as the outside - a welcome touch - and, once loaded and/or weathered, they'll really look the part. Again, the level of finish is superb, with ultra-crisp printed characters on the undulating surfaces.

The 'boxes' fix securely onto the wagon thanks to four locating lugs, one in each corner.



Place the container on these and apply gentle pressure to press them securely into place, almost like a Lego brick. A small amount of force is all that is then required to remove the container.

The triple packs have an RRP of just under £70 which, on the face of it, may seem a little on the steep side. However, when you break that down to £23 per wagon, they really are good value considering the high

PR93027 built to diagram PF012D at Onllwyn in July 1992, five years after it was built by Procor in 1987. PAUL BARTLETT

quality and level of detail. You also get a handful of cosmetic scale couplings with each pack for extra realism, and the sprung buffers add an extra touch of class.

Only limited numbers of each version are available so, if you fancy a set, get them while you can! (CG)

Performance

We were wondering whether the fixed axles of the PFAs would hinder them through the tight, standard point work of the *Model Rail* test track. We decided to put the full rake of 12

wagons to the test behind a Bachmann Class 37 and they handled the track with ease, including our first radius curves, while being pulled and pushed.



3 things we like



1

Detail differences between containers.



2

Extremely fine yet legible printing.



3

Delicate pipework on wagon underside.

REVIEW VERDICT

PROS. Well built, very fine printing and pipework.

CONS. Little of note.

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

97%



Heljan's re-tooled Class 27

◆ **SCALE** 'OO' ◆ **MODEL** 2730 Class 27 27001 BR green, full yellow panel, weathered; 2716 Class 27 27030 BR blue, weathered

◆ **PRICE** £129.95 each (£119.95 unweathered) ◆ **AVAILABILITY** Heljan stockists

Heljan's first stab at replicating the popular BRCW/Sulzer Class 27 in 'OO' gauge appeared in 2007 and was a splendid model in many ways. It was certainly a huge

improvement over the earlier Lima version, especially in terms of performance. However, Heljan's model did feature a handful of minor detail errors but these have been addressed in this newly tooled product.

Over a dozen different versions are to be released, spanning the lifespan of the '27s' in BR service. While the class only received BR green and blue liveries, there were minor variations over the years, particularly in the application of the yellow ends (a few even sported two-tone green at one point). Heljan's first batch caters for all of these permutations, as well as offering original and TOPS numbers.

The Danes have done a wonderful job of capturing the prototype's handsome profile

and the engine room windows are now in the correct (slightly higher) position, in contrast to the earlier Heljan version. Other improvements include a larger glazed front headcode panel and a see-through radiator mesh cover on the roof, although this remains a plastic component rather than etched metal.

The tooling allows for either vertical or angled cabside window partitions and the cab fronts are depicted in plated-over condition, befitting examples from the mid-1960s onwards. The BR blue version features domino-style headcode panels, while the green version boasts the early alphanumeric codes. The headcode panels are illuminated with a gentle, lifelike glow, with the small tail lights

also lit by miniature LEDs at the rear end.

Other period and locomotive-specific features include a boiler water tank beneath the green model, while non-boiler fitted BR blue 27030 has a gap under the frames. The underframe and bogie mouldings are superb and a full complement of bufferbeam pipework is supplied for the customer to install, along with a pair of tension lock couplings.

FINE FINISH

The level of finish is high and our two samples both feature a factory-applied weathering job which is very convincing. My only reservation concerns the lower edges of 27030's cabs, where the 'muck' is a little on the dark and heavy side.





“The headcode panels are illuminated with a gentle, lifelike glow”



3 things we like

1 Re-tooled bodyshell.



2 Weathered finish (green version).



3 Underframe detail.

REVIEW VERDICT

PROS. Greater accuracy than earlier versions, smooth performance, popular prototype.

CONS. Weathering a little heavy in places.

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

92%

HELJAN CLASS 27

OVERVIEW

Manufacturer: Heljan

Ref. No. 2730/2716

Unit No. 27001/27030

Scale/gauge: 1:76 scale, '00' gauge

Body: Plastic with metal parts

Chassis: Metal with plastic parts

Weight: 449g

Min. curve radius: 2nd radius (438mm)

Wheel back-to-back: 14.3mm

DIMENSIONS

Length (over buffers)

Height

Width

Wheel diameter

Wheelbase

PROTOTYPE

50ft 9in

12ft 8in

8ft 10in

3ft 7in

10ft 0in

1:76 SCALE

203mm

51mm

35.5mm

14.3mm

40mm

MODEL

203mm

50.9mm

35.6mm

14.75mm

40mm

ELECTRICS

Electrical system: 12V DC two-rail

Motor type: Five-pole

Lights: Illuminated headcodes

DCC ready: Yes, 8-pin socket

MECHANISM

Drive system: Central motor drives twin cardan shafts and nylon gears to all axles

Flywheel(s): Two

Traction tyres: No

SERVICING

How to dismantle: Body unclips from chassis.

Where to oil: Axles and gears.

Evidence of a thinners-soaked swab at work on 27001's fronts gives a much more authentic look.

With excellent performance and good looks, Heljan has scored another winner with this revamped '27'. Scottish railway enthusiasts will be particularly excited about these new models, although it's worth remembering that the real things also worked around various parts of England in their early days, giving us more reason to treat ourselves! (GD)





The eight products in the current GreenScene range.

GreenScene scenery materials

◆ **SCALE** Any ◆ **MODEL** GreenScene Clump foliage; Moorland appearance; Grass appearance; Brown Rock appearance ◆ **PRICE** £3.50 for 500ml bag of grass, £4.50 for 100ml rocks and boulders ◆ **AVAILABILITY** GreenScene, Canaan Country Ltd, 11 Selby Road, Askern, Doncaster DN6 0ES **Web** www.greenscene.online

Most scenic materials are plastic-based and cannot be recycled. Canaan Country Ltd, based in Doncaster, is determined to make a difference. Its GreenScene scenic products are 100% plant-based from sustainable sources and are biodegradable. Its packaging is recyclable and even the paint used in its products is non-toxic and biodegradable.

The GreenScene range includes three scatter-like materials based on plant seeds. They come in different colours and GreenScene's website advises that, because they're



The gravel product may be more suitable for lineside piles of ballast and in a quarry, rather than being used as ballast, because the pieces are not a uniform size.



natural products, there may be an initial 'herby' smell which will fade with time.

The size of the grass particles is quite large for 'OO' so I recommend crushing them with a pestle and mortar before use. However, the faded colours are nicely subdued. The dried grass and moorland packs are more suitable for cut crops in fields because they are rather longer fibres than the plant material in the grass product.

GreenScene also offers various rocks in grey and brown,

as well as a 'coal' finish. Again, these are best suited for 'O' gauge and above. The gravel can be used as ballast and piles of cut rock in quarries.

PET PROJECT

There's also a clump of foliage that looks to be dried seaweed. All of these products can be glued using PVA and I found that none of them reacted badly with the glue.

There are eight items in the initial GreenScene range and they're available to buy online. Incidentally, Canaan Country Ltd

To the left is the grass material; to the right is the dried grass effect, which has longer stems.

is also a manufacturer of herbal pet food and I can confirm that as soon as I opened the box containing the products my cats took more than their usual interest in scenic material!

That said, I firmly believe that this venture deserves to succeed and I have added the grass products to my favourite products for making trees and hedges. **(PM)**

**STEP
BY
STEP**



1 I tested the material out on a piece of brown poly fibre to represent leaf effect. The leaves would be fixed using extra-hold hairspray.



2 To reduce the size of the pieces of the grass material I gently crushed them using the handle of a DIY paintbrush.



3 The poly fibre was attached to the fence using white glue. I then gave it a good spray with some extra-hold unscented hairspray.



4 Each product comes in a paper bag with a clear window and a useful tie closure. The aperture is easy to get your hand into for scooping out material.



5 After spraying the poly fibre with hairspray I sprinkled on the crushed grass material to represent summer leaves. I was pleased with the finished bush.

REVIEW VERDICT

PROS. A great initiative to make our hobby more environmentally friendly. Resealable packaging.
CONS. Some products better suited to larger scales. Some products look 'dated'.



LifeColor Perfect Metal paints

◆ **SCALE** Any ◆ **PRODUCT** Lifecolor Shell Case Perfect Metal Set 1
◆ **PRICE** Set £17.99 (or £2.95 per jar) ◆ **AVAILABILITY** The Airbrush Company
Tel: 01903 767800 **Web** www.airbrushes.com

The box cover may feature a pile of ammunition shells, but railway modellers will find these new metallic LifeColor paints very useful. The pack includes six 22ml jars of acrylic paint, with four slightly different brass shades ranging from a portrayal of fairly new metal to

a pale 'burned' finish. The shades offer a fairly muted finish, rather than the super-bright polished look of other brass-coloured modelling paints, thus offering some welcome variety.

There's also a pair of metallic steel shades (Polished Steel and Lacquered Steel) and the paints are formulated to give a smooth, matt finish. A high pigment content produces excellent results and the

water-based paints dry rapidly and are virtually odour free.

All of these colours can be combined to breathe extra realism into a variety of subjects, especially larger scale steam locomotives and scenic features. Thinning can be achieved with water or LifeColor's own acrylic thinners and they're suitable for application by hand or airbrush.

This is an attractive and useful package and the individual colours are also available separately. Great stuff! (GD)



REVIEW VERDICT

PROS. Useful, realistic metallic paints, quick drying, non-toxic formula.
CONS. Nothing.



NEM pocket

Hornby RailRoad Class 43 power cars

◆ GAUGE 'OO' ◆ MODEL R3608 BR Class 43 HST power car twin pack, BR blue/grey/yellow ◆ PRICE £119.99 ◆ AVAILABILITY Hornby stockists Web www.hornby.com

Relatively few diesel trains have captured the public imagination like the High Speed Train, which has been evidenced by the many mainstream news stories from the past 12 months. While the prototype's reign on the GWR and LNER routes might have

come to an end, examples are still in everyday use on Cross Country, East Midlands Railway and Scot Rail services, as well as GWR's shorter secondary 'Castle' sets in the West Country.

Furthermore, the first production power car - 43002 - has now retired to the National Railway

Museum, so it's certainly a good time for Hornby to be releasing miniature versions of the former BR flagship diesel express. While various iterations are in the pipeline using Margate's 'high-spec' tooling, Hornby has also released a pair of Class 43 power cars into the budget RailRoad range.

Based on the former Lima product, this is only the second outing of the 40-odd-year-old tooling under the RailRoad banner and it's definitely a welcome return. The famous BR blue/grey/yellow livery

has been replicated in this great value twin-pack, containing a powered car (W43002) and an unpowered trailer (W43003), ostensibly in original late-1970s condition.

Lima's model was impressive for its day. The bodysells lack the small windows in the rear luggage compartment, which were a feature of the first batch of power cars (before being plated over during subsequent overhauls), but they capture the prototype's profile admirably.

The underframe and bogie detail - often Lima's strong point - features plenty of relief and Hornby has thankfully replaced Lima's erratic pancake motor with a more reliable, compact power unit, in common with other RailRoad releases over the years. It's a basic, sealed motor, but it



“Hornby has replaced Lima’s erratic pancake motor with a more reliable, compact power unit”



Illuminated headlights in the power car

does provide decent, smooth performance.

WEIGHTY MODEL

A pair of traction tyres is fitted to the power bogie (with a spare pair provided) and the hefty weight (312g) provides decent haulage capacity. We tested the cars either end of a nine-coach rake and the train ran well round second radius curves at a range of speeds. Throw in an incline, however, and the power car soon struggled, with only two coaches and the trailing car hauled successfully up our 1-in-30 slope.

Other up-to-date modifications to the Lima version include NEM coupler pockets, fitted with wide tension locks, power collection from six of the eight wheels and an eight-pin DCC decoder socket. The wheels aren't the 'dinner plates' of old, but the flanges are still on the large side compared to more contemporary models.

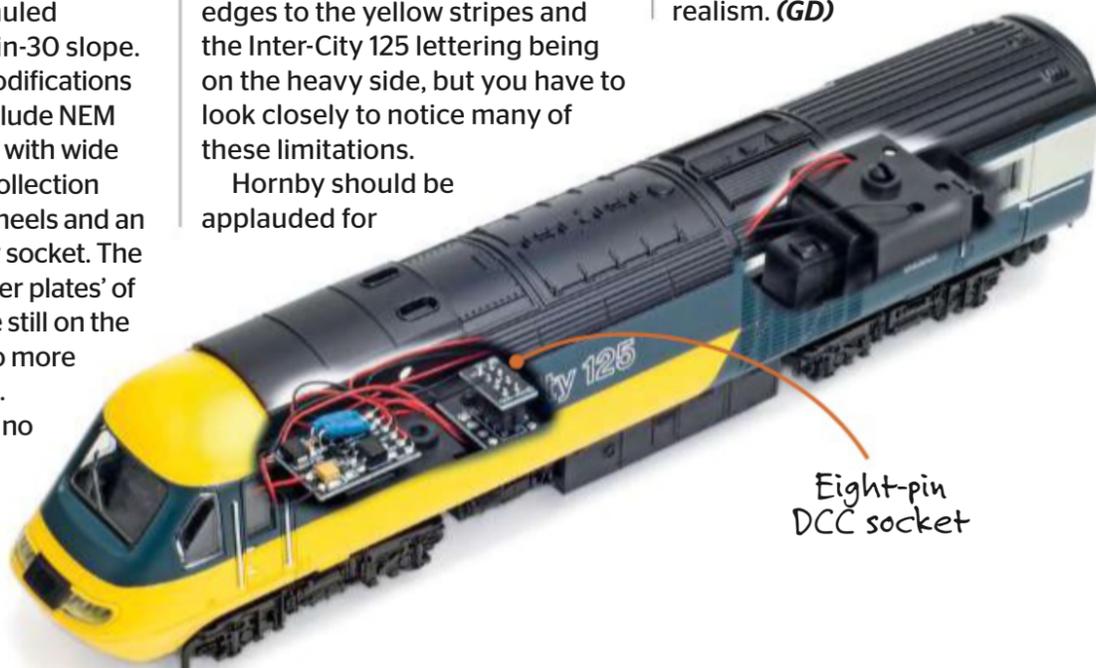
That said, they offered no issues when negotiating Code 75 track and points. The headlights of the powered car are

illuminated, whichever direction the train is running, and there are no tail lights (or any lights in the trailing car).

From a distance, it's hard to discern many differences between these HST power cars and Hornby's higher spec version. Place them side-by-side, however, and the ex-Lima version does look the poor relation. Flush-fitting glazing and a decent paint job are a bonus, with the budget specification meaning that the finish isn't perfect, with fuzzy edges to the yellow stripes and the Inter-City 125 lettering being on the heavy side, but you have to look closely to notice many of these limitations.

Hornby should be applauded for

reintroducing the former Lima HST, just as our nostalgia for the prototype is at its height, giving us the option of choosing this budget-priced option, which is less than half the price of the 'high-spec' version (rrp £289.99). The tension lock couplings can easily be swapped for a low-profile set, making the power cars more compatible with Mk 3 carriages from Hornby or Oxford Rail, while a little tweaking and super-detailing work will give them an uplift in realism. (GD)



Eight-pin DCC socket

3 things we like



1

Improved motor and performance.



2

NEM coupler pockets.



3

Iconic livery.

REVIEW VERDICT

PROS. DCC-ready, decent performance, budget HST option

CONS. Finish lacks finesse, large wheel flanges, dated tooling.

LOOKS	7/10
PERFORMANCE	7/10
FEATURES	6/10
DECORATION	7/10
VALUE FOR MONEY	9/10

72%

Favourite Five

Five products to get the best from your layout

Budget static grass applicators

Peter Marriott picks five of his favourite static grass tools costing less than £50.

In this test I'll be analysing some of the products at the cheaper end of the applicator market. All of the tools tested here allow you to quickly create realistic scenery on a budget.

I've used three criteria to determine which of these products is the best tool for the job - how easy they are to use, the quality of the result and whether they're good value for money.

1 Woodland Scenics Static Grass Starter Kit

Pros: A useful starter set with good instructions.

Cons: Puffer bottle not as effective as those by Gaugemaster, Hornby and Noch.

Product: Woodland Scenics Static Grass Starter Kit FS647.

Price: £14.50. **Availability:** Woodland Scenics stockists.

This Static Grass Starter Kit includes everything you need to get started with static grass, including a shaker applicator that's suitable for small projects and easy-to-follow instructions. The plastic bottle that provides the static charge to the grass fibres doesn't need to be squeezed, but simply shaken a few times over wet adhesive.

The kit's contents include a shaker applicator (227g) with shaker applicator lid, small sieve, large sieve, thatch comb, bag of 7mm light green static grass (17g), bag of 4mm medium green static grass (18g) and Static-Tac (28g).

Ease of use	★★★★○
Grass-laying ability	★★★○○
Value for money	★★★★○



2 Gaugemaster, Hornby or Noch Puffer Bottle

Pros: Ideal for those on a budget or with just small areas to cover.

Cons: Not suitable for large areas of static grass planting.

Product: Gaugemaster, Hornby or Noch puffer bottle.

Price: £5.00-£7.00. **Availability:** Gaugemaster, Noch and Hornby stockists

The cheapest way to use static grass with a commercial product is to buy one of the similar plastic puffer bottles by Gaugemaster, Hornby or Noch. These little puffer bottles don't come with any accessories, but they're really useful for treating small areas and are a good introduction to the world of static grass.

Gaugemaster also offers a static grass starter kit for £10, which includes a puffer bottle, adhesive and a bag of grass fibres.

Ease of use	★★★★★
Grass-laying ability	★★★○○
Value for money	★★★★★



3 Finescale Model World Static Grass Applicator

Pros: Good value electrostatic grass tool.

Cons: Can be a bit messy to use.

Product: Finescale Model World Static Grass Applicator.

Price: £25.99 for the standard tool; £32.99 for the Maxi Grass Applicator.

Availability: Finescale Model World and its retailers.

At £25.99 this is the cheapest powered tool on test. It looks a bit like a tea strainer but it does the job. It runs off two AA batteries.

The grass fibre holding bowl is smaller than the grass-holding containers on the other electronic tools, so it only covers a small area before needing to be refilled. Because the bowl isn't covered, some of the grass fibres tend to spill out when the tool is in use, so it can be a bit messy. Finescale also now produces a Maxi tool that, usefully, has a larger bowl.

Ease of use	★★★○○
Grass-laying ability	★★★○○
Value for money	★★★★○





How to use a puffer bottle

- 1.** Unscrew the top of the bottle and take out the plug with the holes in. Push in the chosen mixture of static grass fibres until the bottle is about half-full and replace the plug.
- 2.** Brush glue onto the surface of the landscape to be treated with grass fibres.
- 3.** While the glue is still wet, shake the plastic bottle several times.
- 4.** Tip the bottle upside down so that the plug end is about 5-6cm above the area to be treated.
- 5.** Squeeze the sides of the puffer bottle as quickly as you can a few times so that the grasses "shoot" out of the bottle onto the adhesive. Move the bottle along to fully cover the area you've spread with glue.



CAUTION
One word of caution - it's advisable to keep all electro-static devices away from children and pets.

4 Peco Pro Grass Micro Applicator

Pros: Good planting ability at a competitive price.
Cons: Can't be used with the longest grass fibres.
Product: Peco Pro Grass Micro Applicator PSG-1.
Price: £49.99.
Availability: Peco stockists.

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This hand-held tool has a white container into which you place the grass fibres. The screw-on fine mesh sieve is best suited to 2-7mm grass fibres, rather than longer fibres. The power supply is an integral 9V alkaline battery.

Although this tool is smaller than the likes of the Noch Grassmaster, it can be used to cover large areas and the build quality is excellent. It's really easy to use too - highly recommended.

Ease of use	★★★★★
Grass-laying ability	★★★★★
Value for money	★★★★○

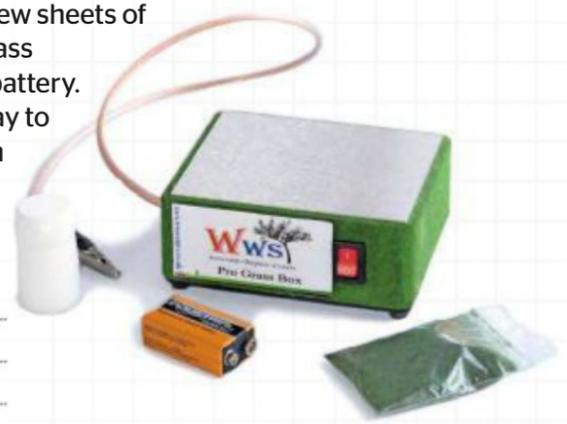
5 WW Scenics Grass Pro Box

Pros: Ideal for those who need to apply lots of tufts and weeds.
Cons: Only useful for making tufts and strips of static grass.
Product: WW Scenics Grass Pro Box.
Price: £39.99.
Availability: WW Scenics.

The WW Scenics Pro Grass Box is specifically designed for making grass tufts and strips, but it also has wider applications. It comes with two small bags of static grass fibres, a few sheets of cellulose paper and some static grass adhesive, and is powered by a 9V battery.

This tool works in the reverse way to other electrostatic grass tools, with grass fibres flying upwards through the air rather than down.

Ease of use	★★★★○
Grass-laying ability	★★★★○
Value for money	★★★★○



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22 VERSIONS TO CHOOSE FROM

Specification list

Made by: Rapido Trains

Motor: Five-pole

DCC socket: Next18

Features: NEM coupler pockets, factory-fitted speaker, sprung buffers, firebox glow, 'Busby' spark arrestor chimney.

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First prototype (see page 8)



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- ◆ MR-302A: No. 1646

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

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- ◆ MR-305A: No. 1627
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GWR GREEN

- ◆ MR-306: GWR green No. 1638



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- ◆ MR-309A: NCB green, No. 1600
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- ◆ MR-310A: Green early BR emblem, No. 1638
- ◆ MR-310B: Green 'Dart Valley' lettering, No. 1638

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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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'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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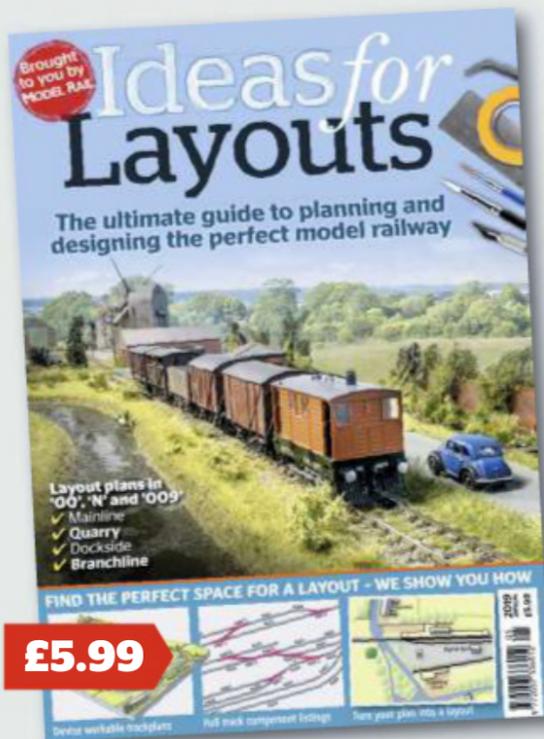
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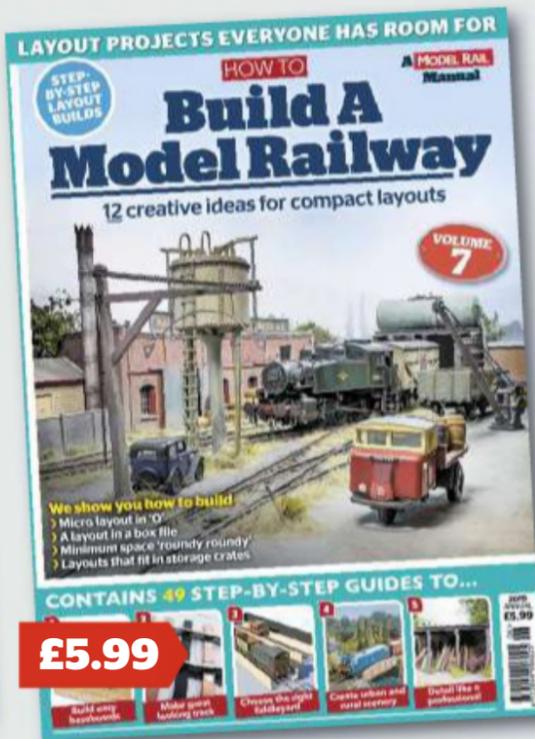
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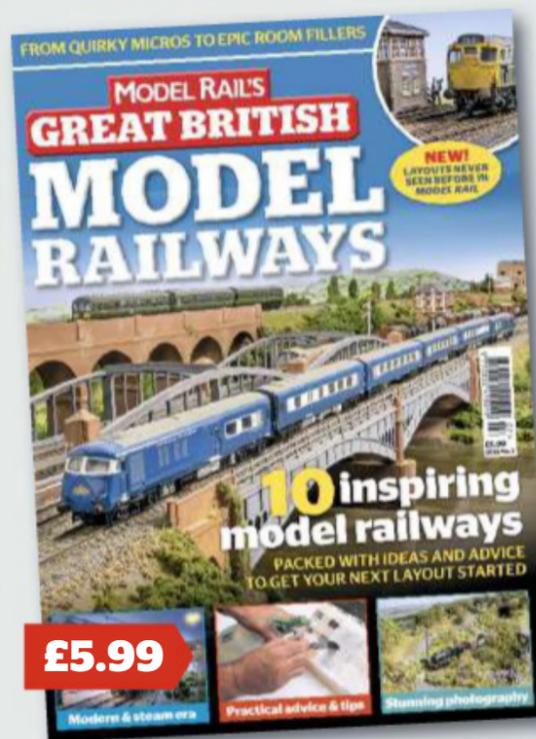
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Next Issue

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19

Design us a layout winner

We had lots of entries for our 'Design us a layout' competition - and in the next issue you'll be able to see our rendition of the winning entry!

CHRIS NEVARD



Hustle and bustle

Richard Boothby's 'N' gauge layout has surprises at every turn in this busy modern setting.

PLUS

A bumper review section as some long-awaited models finally hit the shelves.

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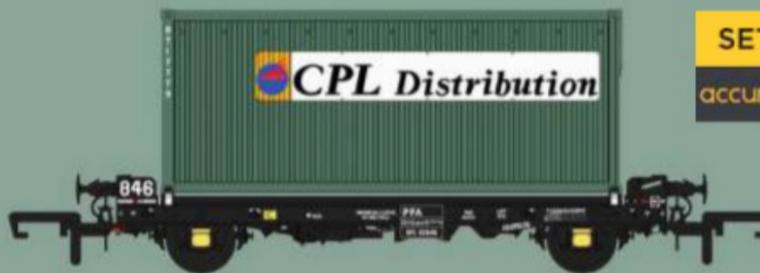


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THIS MONTH AT

Compiled between 3rd January and 3rd February 2020

Hattons

MODEL RAILWAYS

Latest News



Oxford Railgun Trainpack

The latest version of this popular model is now in stock, this time featuring a sound fitted loco with firing sound for the railgun.

www.hattons.co.uk/tmah63



Heljan OO Class 33 Update

Due in mid-2020, Heljan have now confirmed the RRP for their re-tooled OO Class 33s with hi-intensity headlights. Pre-order yours today

www.hattons.co.uk/tmah64



Heljan O Class 40 Update

The RRP and selling price for Heljans re-tooled O Gauge Class 40 has now been released. Pre-order yours now for £466.65 each.

www.hattons.co.uk/tmah65



Heljan O Class 56 Update

Another RRP confirmed by Heljan recently was for their O Gauge Class 56. Available to pre-order now for £594.15 each. See more online.

www.hattons.co.uk/tmah66



Genesis - LBSCR Artwork

We have now released the livery artwork for the LBSCR mahogany liveries versions of our OO Genesis coaches. See more on our website.

www.hattons.co.uk/tmah67



Heljan OO9 2-4-2T "Lyn" Update

Heljan have also confirmed the RRP for their forthcoming OO9 model of the L&B 2-4-2T locomotive. Pre-order yours today!

www.hattons.co.uk/tmah68

Top 5 Best Sellers



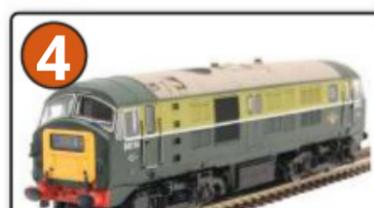
Oxford Diecast 
76CP001 - £5.50



Oxford Rail 
OR763TO005B - £62



Hornby 
R3603TTS - £139.50



Dapol 
4D-014-001 - £129.15



Hornby 
R6909 - £21

Forthcoming Releases from Hornby & Dapol

All available to pre-order now at: www.hattons.co.uk

HORNBY 2020 Range Announcement - see details at www.hattons.co.uk/hornby2020

LMS Princess Royal 4-6-2

Pre-order from £171. DCC-fitted £184.50
Due in Stock February 2020



R3709 6201 "Princess Elizabeth" in LMS crimson lake
R3711 46206 "Princess Marie Louise" in BR express passenger blue
R3713 46207 "Princess Arthur of Connaught" in BR maroon

LNER W1 'Hush-Hush' 4-6-4

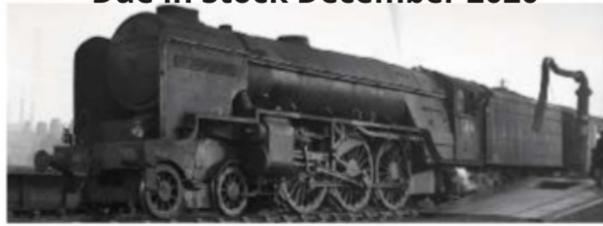
Pre-order for £180
Due in Stock January 2021



R3840 10000 in LNER battleship grey
R3841 10000 'British Enterprise' in LNER battleship grey
R3842 10000 in LNER apple green
R3843 10000 in LNER Garter blue - rebuilt
R3844 60700 in BR green with early emblem - rebuilt

LNER Thompson Class A2/2 & A2/3

Pre-order for £171
Due in Stock December 2020



Class A2/2
R3830 60501 'Cock o' the North' in BR green with early emblem
R3831 60505 'Thane of Fife' in BR green with late crest

Class A2/3
R3832 500 'Edward Thompson' in LNER apple green
R3833 514 'Chamossaire' in LNER apple green
R3834 60512 'Steady Aim' in BR green with early emblem
R3835 60523 'Sun Castle' in BR green with late crest

Standard Class 2MT 2-6-0 78xxx

Pre-order for £162
Due in Stock January 2021



R3836 78047 in BR black with late crest
R3838 78010 in BR black with early emblem
R3839 78000 in BR unlined green with late crest

Class 91

Pre-order for £153
Due in Stock December 2020



R3890 91002 'Durham Cathedral' in Intercity Swallow livery
R3891 91118 'The Fusiliers' in LNER livery
R3892 91111 'For the Fallen' in Virgin Trains East Coast livery
R3893 91117 'Cancer Research UK' in GNER livery

Class 370 APT-P

Pre-order from £356
Due in Stock December 2020



R3873 370003 & 370004 - 5-car pack - £437
R3874 370001 & 370002 - 7-car pack - £356
R3948 Non-Driving Motor 49004 (powered) - £99

Additional coach packs also available.
Codes between R40011 and R40014.

dapol Forthcoming Items

See the full range of forthcoming items from Dapol at www.hattons.co.uk/dapolpreorders

N Gauge & OO Gauge

Streamlined Battle of Britain/ West Country 4-6-2 in N Gauge

Pre-order from £169.96
Due in Stock: TBC



2S-034-001 "Fighter Command" in SR malachite green
2S-034-002 34066 "Spitfire" in BR green with late crest
2S-034-003 34110 "66 Squadron" in BR green with early emblem
2S-034-004 21C113 "Okehampton" in SR malachite green
2S-034-005 34030 "Watersmeet" in BR green with late crest

Class 5101 'Large Prairie' 2-6-2T

Pre-order from £115.56
Due in Stock: TBC



4S-041-001 5109 in GWR green with Great Western lettering
4S-041-002 6126 in GWR green with Great Western lettering
4S-041-003 5108 in GWR green with shirtbutton emblem
4S-041-004 5150 in GWR green with GWR lettering
4S-041-005 5190 in BR black with BRITISH RAILWAYS lettering
4S-041-006 4134 in BR lined green with early emblem
4S-041-007 6167 in BR lined green with late crest

OO Gauge

Class 43xx GWR Mogul 2-6-0

Pre-order from £135.96
Due in Stock: June 2020



4S-043-001 6336 in GWR green with Great Western lettering
4S-043-002 6385 in GWR green with shirtbutton emblem
4S-043-003 GWR green with BR smokebox numberplate
4S-043-004 7324 in BR black with early emblem
4S-043-005 6364 in BR lined green with early emblem
4S-043-006 7310 in BR lined green with late crest

Class 59

Pre-order from £131.71
Due in Stock: August 2020

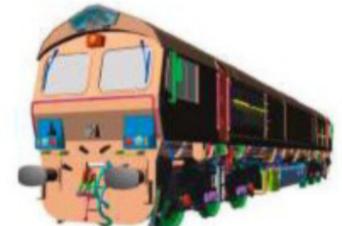


4D-005-000 59002 "Alan J Day" in Foster Yeoman livery
4D-005-001 59103 "Village of Mells" in ARC livery
4D-005-002 59206 "John F Yeoman" in DB Schenker livery
4D-005-003 59204 "Vale of Glamorgan" in National Power livery

O Gauge

Class 66

Pre-order from £276.25
Due in Stock: March 2021



7D-066-001 66001 in EWS red and gold
7D-066-002 66504 in Freightliner 'Powerhaul' livery
7D-066-003 66709 "Sorrento" in GBRf / MSC livery
7D-066-004 66421 in DRS plain blue
7D-066-005 66789 "British Rail 1948 - 1997" in BR large logo blue with GBRf branding
7D-066-006 66783 "The Flying Dustman" in Biffa red with GBRf branding

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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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 Mon to Sat 7:30am-6pm Mon to Sun 9am-5pm
 Sun 9am-5pm

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
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 YOB 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
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/ogauge121	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
GWR 'Large Prairie' 2-6-2T	hattons.co.uk/hornbyprairie	from £126	Jan 2019							
Stephenson's Rocket 0-2-2	hattons.co.uk/rocket	from £162	Jan 2020							
LMS 'Princess Royal' 4-6-2	hattons.co.uk/princessroyal	from £171	Jan 2019							
LNER W1 Hush-Hush 4-6-4	hattons.co.uk/hushhush	£180	Jan 2020							
LNER Thompson A2/2 4-6-2	hattons.co.uk/thompsona22	£171	Jan 2020							
LNER Thompson A2/3 4-6-2	hattons.co.uk/thompsona23	£171	Jan 2020							
BR Standard 2MT 2-6-0	hattons.co.uk/hornby2mt	£162	Jan 2020							
Class 370 APT-P	hattons.co.uk/hornbyapt	from £356	Jan 2020							
Class 91	hattons.co.uk/hornby91	£153	Jan 2020							

	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 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
www.hattons.co.uk/projectupdates

Information correct at the time of going to press on 03/02/20.



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OO Gauge (1:76 Scale)
Steam locos

H4-AB14-004 Andrew Barclay 0-4-0ST 14" 1863 in Caledonian Railway lined blue (Hat).....£99

H4-AB14-007 Andrew Barclay 0-4-0ST 14" 1927 'No.1' in Burnley Corporation Gas Department blue (Hat)£99

H4-AB14-001 Andrew Barclay 0-4-0ST 14" 2047 '705' in BR black early emblem (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

NEW
266221 Beyer Garratt 2-6-0 0-6-2 47971 in BR black no emblem and revolving coal bunker (Hel) **NEW**.....£212

NEW
266218 Beyer Garratt 2-6-0 0-6-2 47978 in BR black early emblem and revolving coal bunker (Hel) **NEW**.....£212

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266217 Beyer Garratt 2-6-0 0-6-2 47979 in BR black LMS lettering and revolving coal bunker (Hel) **NEW**.....£212

NEW
266219 Beyer Garratt 2-6-0 0-6-2 47988 in BR black early emblem and revolving coal bunker - lightly weathered (Hel) **NEW**.....£221

NEW
266220 Beyer Garratt 2-6-0 0-6-2 47993 in BR black early emblem and revolving coal bunker - heavily weathered (Hel) **NEW**.....£221

NEW
266215 Beyer Garratt 2-6-0 0-6-2 4982 in LMS black revolving coal bunker (Hel) **NEW**.....£212

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266214 Beyer Garratt 2-6-0 0-6-2 4984 in LMS black original coal bunker - lightly weathered (Hel) **NEW**.....£221

NEW
266222 Beyer Garratt 2-6-0 0-6-2 4986 in LMS workshop photographic grey revolving coal bunker (Hel) **NEW**.....£212

NEW
266213 Beyer Garratt 2-6-0 0-6-2 4993 in LMS black original coal bunker (Hel) **NEW**.....£212

NEW
266216 Beyer Garratt 2-6-0 0-6-2 7973 in LMS black revolving coal bunker (Hel) **NEW**.....£212

1303 Class 1361 0-6-0ST 1365 in BR black early emblem (Hel).....£135.96

R3727 Class 21 L&Y 'Pug' 0-4-0ST 11244 in LMS black (Hor).....£63

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

OR76AR006 Class 415 Adams Radial 4-4-2T 3520 in Southern Railway green (Oxf).....£94

4780 Class 47xx 2-8-0 "Night Owl" 4704 in GWR green shirtbutton emblem (Hel).....£154

R3804 Class 49xx 'Hall' 4-6-0 5972 "Hogwarts Castle" in Hogwarts Railways red - Harry Potter range (Hor) ...£99

R3803TTS Class 49xx 'Hall' 4-6-0 5972 "Hogwarts Castle" in Hogwarts Railways red - TTS sound fitted - Harry Potter range (Hor).....£122.50

R3805 Class 5MT 'Black Five' 4-6-0 45379 in BR black late crest - as preserved - Ltd Ed of 1000 (Hor)£157.50

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

R3643 Class 7MT 'Britannia' 4-6-2 70046 "Anzac" in BR green late crest (Hor).....£162

BARGAIN
R3682 Class 8P 'Princess Coronation' 4-6-2 46225 "Duchess of Gloucester" in BR express passenger blue (Hor) (RRP £204.99).....BARGAIN.....£144

BARGAIN
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

BARGAIN
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

BARGAIN
R3639 Class 8P 'Streamlined Coronation' 4-6-2 6244 "King George VI" in LMS crimson lake (Hor) (RRP £189.99).....BARGAIN.....£139.50

R3617 Class 8P Rebuilt Merchant Navy 4-6-2 35030 "Elder Dempster Lines" in BR green late crest (Hor).....£144

R3756 Class 9F Crosti 92028 in BR black early emblem - heavily weathered - Railroad range (Hor).....£112.50

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

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

R3663TTS Class A1 4-6-2 60163 "Tornado" in LNER apple green British Railways lettering - Railroad Range - TTS sound fitted (Hor).....£122.50

R3627 Class A3 4-6-2 60103 "Flying Scotsman" in BR express passenger blue (Hor).....£162

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).....£162

R3522 Class A4 4-6-2 60026 "Miles Beevor" in BR green early emblem (Hor).....£149

R3701 Class A4 4-6-2 60028 "Walter K Whigham" in BR experimental purple (Hor).....£153

BARGAIN
R3622 Class J36 0-6-0 65311 "Haig" in BR black early emblem (Hor) (RRP £139.99).....BARGAIN.....£99

BARGAIN
R3621 Class J36 0-6-0 722 in LNER black (Hor) (RRP £139.99).....BARGAIN.....£99

R3461 Class L1 Thompson 2-6-4T 67702 in LNER apple green (Hor).....£132

BARGAIN
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

BARGAIN
R3635 Class LN 'Lord Nelson' 4-6-0 30863 "Lord Rodney" in BR green early emblem (Hor) (RRP £169.99)BARGAIN .£124

BARGAIN
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

OR76N7003 Class N7 0-6-2T 69612 in BR black early emblem (Oxf).....£98

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

R3729 Class O1 2-8-0 6359 in LNER black (Hor).....£99

R3730 Class O1 2-8-0 63806 in BR black early emblem (Hor).....£99

UK P&P £4 per order

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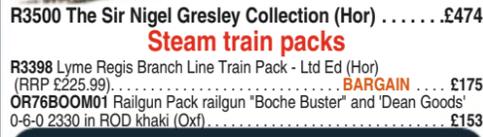
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R3171 Class P2 2-8-2 2001 "Cock O' The North" in LNER green - Railroad range (Hor) £89
 R3550 Class W4 Peckett 0-4-0ST 883 in Lilleshall Co (Hor) £99.99



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



R3500 The Sir Nigel Gresley Collection (Hor) £474

Steam train packs
 R3398 Lyme Regis Branch Line Train Pack - Ltd Ed (Hor) (RRP £225.99) **BARGAIN** £175
 OR76BOOM01 Railgun Pack railgun "Boche Buster" and "Dean Goods" 0-6-0 2330 in ROD khaki (Oxf) £153

OR76BOOM01XS Railgun Pack railgun "Boche Buster" and "Dean Goods" 0-6-0 2330 in ROD khaki - Digital sound fitted (Oxf) **NEW** £247



1722 Class 17 'Clayton' 8546 in BR green full yellow ends (Hel) £118.96



1721 Class 17 'Clayton' D8502 in BR green small yellow panels (Hel) £118.96
 1723 Class 17 'Clayton' D8534 in BR blue (Hel) £118.96



MM0230 Class 201 no 230 "River Bandon" IE original Enterprise (Mur) (RRP £145) **BARGAIN** £128



4D-025-004 Class 21 D6111 in BR green small yellow panels (Dap) **NEW** £129.15



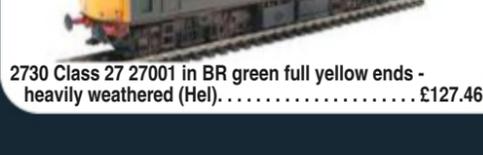
4D-025-003 Class 21 D6116 in BR green small yellow panels (Dap) £129.15
 4D-025-003D Class 21 D6116 BR green small yellow panels - DCC fitted (Dap) £154.66



4D-025-002 Class 21 D6120 in BR green (Dap) £129.15



2656 Class 26/0 26010 in BR railfreight grey red stripe (Hel) £110.46



2730 Class 27 27001 in BR green full yellow ends - heavily weathered (Hel) £127.46



2718 Class 27 27029 in BR blue Highland Rail emblem (Hel) **NEW** £118.96



2716 Class 27 27030 in BR blue Scottie Dog emblem - lightly weathered (Hel) **NEW** £127.46



2717 Class 27 27033 in BR blue Haymarket depot emblem (Hel) **NEW** £118.96
 2732 Class 27 5357 in BR blue (Hel) **NEW** £118.96



2719 Class 27 5380 in BR two tone green full yellow ends - weathered (Hel) £127.46
 2731 Class 27 D5369 in BR green small yellow panels (Hel) **NEW** £118.96



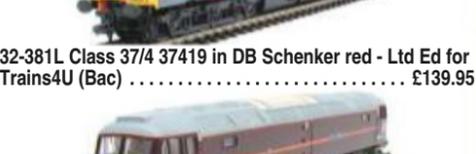
4D-014-001 Class 29 D6114 in BR two tone green small yellow panels (Dap) **NEW** £129.15



4D-014-002 Class 29 D6129 in BR blue (Dap) **NEW** £129.15



R3745 Class 31/6 31602 "Driver Dave Green" in Network Rail yellow (Hor) £157.50



32-381L Class 37/4 37419 in DB Schenker red - Ltd Ed for Trains4U (Bac) £139.95



R3757 Class 47/7 47798 "Prince William" in EWS Royal Train claret - Railroad range (Hor) £72



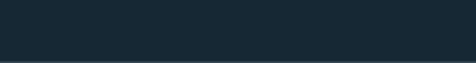
4D-003-016 Class 52 'Western' D1043 "Western Duke" in BR chromatic blue small yellow panels (Dap) £129.15



R3605TTS Class 60 60044 "Dowlow" in DB Schenker red - TTS sound fitted (Hor) £184.50



R3774 Class 67 67024 in Belmond British Pullman umber and cream (Hor) £144



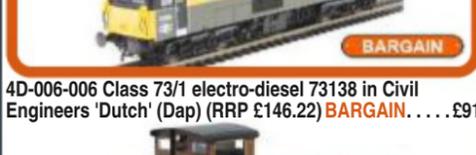
4D-022-013 Class 68 68004 "Rapid" in Direct Rail Services blue (Dap) £131.71



4D-022-016 Class 68 68034 in Direct Rail Services blue (Dap) £131.71



31-590 Class 70 70015 in Freightliner air intake modifications (Bac) £164.50
 4D-006-010S Class 73/0 E6004 BR green grey solebar - DCC sound fitted (Dap) £258



4D-006-006 Class 73/1 electro-diesel 73138 in Civil Engineers 'Dutch' (Dap) (RRP £146.22) **BARGAIN** £91



R3707 Ruston 48DS "Queen Anne" in Longmorn Distillery match wagon (Hor) £72



R3705 Ruston 48DS 458957 in John Dewar and Sons red match wagon (Hor) £72



R3706 Ruston 48DS Army 802 in War Department green match wagon (Hor) £72



R3750 Belmond Pullman Train Pack Class 67 67021 in Pullman and three pullman coaches (Hor) £270



H4-B-J-002 Janus bundle 0-6-0 Janus diesel shunter in ICI maroon three matching open wagons (Hat) (RRP £129.90) **BARGAIN** £69.50



R3697 Northern Belle train pack Class 57/6 57601 "Windsor Castle" and three Mk2D coaches in Northern Belle (Hor) £135



R3802 Pair of Class 43 HST Power Cars 43315 and 43309 LNER white and red (Hor) £261



7601 Class 76 EM1 Woodhead electric E26051 in BR green half yellow panels - Ltd Ed for Olivias Trains (Hel) £160



R3740 Class 92 92023 in Caledonian Sleeper (Hor) £76.50



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-009-005 Class 121 single car DMU 'Bubblecar' 121027 "Bletchley TMD" in Silverlink purple and green (Dap) (RRP £145) **BARGAIN** £79



4D-009-HAT07 Class 121 single car DMU 'Bubblecar' 55022 in original Network South East - Hatton's limited edition (Dap) (RRP £129.95) **BARGAIN** £99



4D-009-006 Class 121 single car DMU 'Bubblecar' 55026 in BR blue and grey Highland Rail stag (Dap) (RRP £145) **BARGAIN** £79



4D-009-007 Class 121 single car DMU 'Bubblecar' 55032 in BR blue and grey Welsh Dragon emblem (Dap) (RRP £145) **BARGAIN** £79



4D-009-008 Class 121 single car DMU 'Bubblecar' 55032 in Midline West Midlands (Dap) (RRP £145) **BARGAIN** £79



4D-009-HAT06 Class 121 single car DMU 'Bubblecar' 960010 in Railtrack 'coaching stock' maroon - Hatton's limited edition (Dap) (RRP £129.95) **BARGAIN** £89



4D-009-HAT03 Class 121 single car DMU 'Bubblecar' 960011 in Railtrack blue and green - Hatton's limited edition (Dap) (RRP £129.95) **BARGAIN** £99



4D-009-009 Class 121 single car DMU 'Bubblecar' 977723 in Railtrack red and white (Dap) (RRP £145) **BARGAIN** £79



4D-015-HAT01 Class 122 Gloucester RCW "Bubblecar" single car DMU TDB975023 in Route Learning BR blue - Hatton's limited edition (Dap) (RRP £129.95) **BARGAIN** £99



4D-015-009 Class 122 single car DMU 'Bubblecar' W55006 in BR green small yellow panels (Dap) £123.25



4D-015-008 Class 122 single car DMU 'Bubblecar' W55018 in BR green speed whiskers (Dap) £123.25



R3773 Class 156 2-car 'Super Sprinter' DMU 156401 in Provincial (Hor) £112.50



4D-011-100 Streamlined Parcels Railcar 17 in GWR chocolate and cream Express Parcels branding (Dap) **NEW** £125.76

Visit

www.hattons.co.uk/new

for all new releases

4D-011-100D Streamlined Parcels Railcar 17 in GWR chocolate and cream Express Parcels branding - Digital fitted (Dap) **NEW** £151.90



4D-011-101 Streamlined Parcels Railcar W17W in BR crimson Express Parcels branding (Dap) **NEW** £125.76
4D-011-101D Streamlined Parcels Railcar W17W in BR crimson Express Parcels branding - Digital fitted (Dap) **NEW** £151.90



4D-011-006 Streamlined Railcar 10 in GWR chocolate and cream shirtbutton emblem (Dap) **NEW** £125.76
4D-011-006D Streamlined Railcar 10 in GWR chocolate and cream shirtbutton emblem - Digital fitted (Dap) **NEW** £151.90



4D-011-005 Streamlined Railcar 12 in GWR chocolate and cream shirtbutton emblem (Dap) **NEW** £125.76
4D-011-005D Streamlined Railcar 12 in GWR chocolate and cream shirtbutton emblem - Digital fitted (Dap) **NEW** £151.90



4D-011-009 Streamlined Railcar 16 in GWR chocolate and cream twin cities crest (Dap) **NEW** £125.76



4D-011-007 Streamlined Railcar W11 in BR chocolate and cream (Dap) **NEW** £125.76
4D-011-007D Streamlined Railcar W11 in BR chocolate and cream - Digital fitted (Dap) **NEW** £151.90



4D-011-008 Streamlined Railcar W8W in BR crimson and cream (Dap) **NEW** £125.76
4D-011-008D Streamlined Railcar W8W in BR crimson and cream - Digital fitted (Dap) **NEW** £151.90

EMUs



R3606 5-BEL Pullman Brighton Belle EMU end vehicles in Pullman umber and cream small yellow panels (Hor) . . . £160



R3699 Class 2-HIL 2 car EMU in BR green (Hor) . . . £126

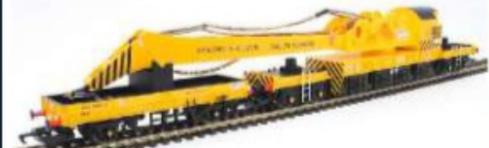


R3700 Class 401 2-BIL 2 car EMU in SR green (Hor) .£126
Bi-Modal Multiple Units



R3609 Class 800/0 IEP two-car pack 800003 in GWR green - "Queen Elizabeth" and "Queen Victoria" (Hor) . . . £243

Track Maintenance vehicles



R6897 76 ton Cowans and Sheldon breakdown crane ADRC96200 in BR engineers yellow (Hor) . . . £58.50



B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap) . . . £64

Train sets - analogue



R1167 'Flying Scotsman' starter train set 4472 "Flying Scotsman" loco in LNER green and three Gresley teak coaches (Hor) . . . £157



R1176 Class 373 'Eurostar' starter train set (Hor) . . . £126



R1265 Hornby Family Fun Project - OO gauge model railway starter pack (Hor) . . . £180



R1202 Mallard Pullman Train Set Class A4 4468 'Mallard' in LNER blue and pair of Pullman coaches (Hor) . . . £144



R1230 Starter train set - "GWR High Speed Train" (Hor) £108



R1234 Starter train set - "Hogwarts Express" - Harry Potter range (Hor) . . . £180



R1233 The Coca-Cola Christmas Train Set (Hor) . . . £72
R1243 The Welshman train set GWR King and four Collett coaches - Hornby 'Signature' Collection (Hor) . . . £351

Train sets - digital

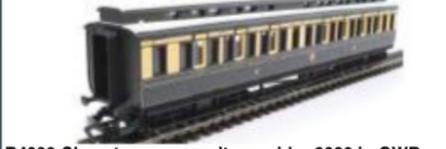


R1236 Starter Digital train set - "Mixed Traffic" (Hor) £189

Coaches



R4886A Bulleid 59' composite corridor S5718S in BR green (Hor) . . . £43.50



R4899 Clerestory composite corridor 3229 in GWR chocolate and cream (Hor) . . . £33.50



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 LNER teak (Hor) . . £49.50
R4827 Gresley 61' 6" first corridor 31885 in LNER teak (Hor) . . . £49.50
R4828 Gresley 61' 6" third corridor 23864 in LNER teak (Hor) . . . £49.50



R4935A Mk1 BSK brake second corridor 99312 in Hogwarts Railways maroon - Harry Potter range (Hor) £37



R4935A Mk1 BSK brake second corridor 99312 in Hogwarts Railways maroon - Harry Potter range (Hor) £37



R4934A Mk1 SK second corridor 99721 in Hogwarts Railways maroon - Harry Potter range (Hor) . . . £37



OR763T0005B Mk3a TSO second open SC12014 and SC12030 in ScotRail - twin pack (Oxf) **NEW** . . . £62



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-036-019 20 ton bulk grain hopper 701358 in LMS bauxite (Dap) **NEW** . . £17
4F-036-020 20 ton bulk grain hopper 701358 LMS bauxite - weathered (Dap) **NEW** . . . £18



37-326C 90 Tonne JGA Bogie Hopper in RMC - weathered (Bac) . . . £45.95



R6909 ex-LMS D2068 20 ton brake van M731456 in BR bauxite (Hor) . . . £21
R6909A ex-LMS D2068 20 ton brake van M731792 in BR bauxite (Hor) . . £21
R6913A ex-LSWR 24 ton brake van 55009 in SR brown red ends (Hor) . . £22.50



R6913 ex-LSWR 24 ton brake van 55062 in SR brown red ends (Hor) . . . £22.50



R6915A ex-LSWR 24 ton brake van S55032 in BR grey (Hor) . . . £22.50
R6915 ex-LSWR 24 ton brake van S55040 in BR grey (Hor) . . . £22.50
R6927 KFA Intermodal wagon Touax Maritime and Hyundai containers (Hor) . £36



R6911 LSWR 20 ton brake van 9646 in LSWR bauxite red ends (Hor) . . . £22.50



H4-RHTT-001 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules (Hat) . . . £118



4F-027-013 Silver Bullet bogie tank wagon in NACCO/ECC - 3387 789 8 077-5 (Dap) **NEW** . . . £27.16



R6933 Tank Wagon in Coca-Cola® (Hor) . . . £11.69

Analogue controllers



R8012 HM2000 High output power & speed controller, mains supply. (Hor) . . . £94

Digital controllers

R8213 DCC Select unit (boxed) (Hor) . . . £98
36-504 EZ Command Dynamis Ultima DCC system (Bac) . . . £280

Digital control accessories

R8232 DCC Electro point clips (20 in a pack - 2 used per point) (Hor) (RRP £7.35) . . . **BARGAIN** . . . £3

Switches and levers

R046 2-way lever frame switch "On-On" (Hor) . . . £6

Lighting equipment

CL31 Coach lighting effect - cool white flickering tube (Tra) **NEW** . . £22
CL32 Coach lighting effect - warm white flickering tube (Tra) **NEW** . . £22
AL4 Modern flashing red tail light - automatic effects - battery powered (Tra) **NEW** . . . £13.50

Cables & Wires

PL-80 Power feed joiners - Code 100/124 (x4 pairs) (Pec) . . . £6

Model railway spares

SL-110 Finescale rail joiners/fishplates (for code 70, 75 & 83) for OO & HO gauge - Pack of 24 (Pec) . . . £2
SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec) . . . £1.60



SL-10 Metal rail joiners/fishplates (for code 100 rails inc Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pec) . . . £2.20
18KADEE NEM362 Kadee coupling - Medium (8.63mm) - Pack of four (Kad) £5

Wheel sets

R8218 14.1 mm coach wheels (pack of 10) (Hor) . . . £14.50
R8264 14.1mm 2 hole coach wheels (pack of 10) (Hor) . . . £14.50

Buildings - railways

GM421 Diesel depot fuelling point - plastic kit (Gau) . . . £32
LK-20X Double length overall arched station roof (Pec) . . . £24



PO235 Platform kit in stone - card kit (Met) . . . £11

Man-made scenic structure - railway-related



R89121 27.4 metre (90ft) Motorised turntable - ready for installation. For HO/OO scales. DCC ready (Hel) . . . £210



R083 Pack of 6 Buffer Stop (Hor) . . . £10
R083 Single (Hor) . . . £2

Bridges, Tunnels & Walls

R8008 Grand suspension bridge (Hor) . . . £34



PO244 Retaining wall in red brick - 4 sections per pack - card kit (Met) . . . £12

Grass, ground, lichen, hedges and foliage

TAS074252 Green hedges - pack of six (Tas) **NEW** . . . £6
TAS074258 Leeks - 12 per pack (Tas) **NEW** . . . £6.50
TAS074253 Mixed hedges - pack of six (Tas) **NEW** . . . £6
TAS074241 Nettles - Pack of 14 (Tas) **NEW** . . . £6.50
TAS074256 Red poppies - pack of 30 (Tas) **NEW** . . . £6.50
TAS074254 Snow drops - pack of 20 (Tas) **NEW** . . . £6.50
TAS074257 Turnips - 14 per pack (Tas) **NEW** . . . £6.50

People - civil



36-407 1950s train crew - pack of six (Bac) . . . £8.50

Track - Code 100 Setrack

R8090 1 single yard length of Semi-Flexible Track (Hor) . . . £3.50
R8090 Pack of 24 (Hor) . . . £79
R605 1st radius double curve (8 make a circle) (Hor) . . . £2.60
R605 Circle of 8 (Hor) . . . £20
R606 2nd radius curve (Hor) . . . £1.60
R607 2nd radius double curve track (8 make a circle) (Hor) . . . £2.50
R607 Circle of 8 (Hor) . . . £18
R609 3rd radius double curve track (8 make a circle) (Hor) . . . £2.60
R609 Circle of 8 (Hor) . . . £20
R8262 Double 4th radius curve (8 make a circle) (Hor) . . . £3.20



Prices valid until 11/03/20

All prices correct when going to press. Errors excepted.

- R070 Electrically Operated Turntable (Hor)** £64
R8223 Extension Pack C. Contains 1 x R8073, 2 x R600, 4 x R607, 1 x R606 (Hor) £24.50
R8226 Extension Pack F. Contains 1 x R8072, 1 x R8073, 2 x R600, 2 x R606, 1 x R083 (Hor) £24.50
R7277 Layouts made easy - large corner layout complete track pack (Hor) £618
R7276 Layouts made easy - medium sized oval layout complete track pack (Hor) £374
R8074 Left hand curved point (Hor) £14
R8072 Left Hand Standard Point (Hor) £9.50
R603 Long Straight - 670mm (Hor) £4
R8075 Right hand curved point (Hor) £14
R8073 Right Hand Standard Point (Hor) £9.50
ST-245 Setrack curved double radius left handed point insulfrog (Pec) £14.50
ST-244 Setrack curved double radius right handed point insulfrog (Pec) £14.50
ST-201 Setrack double straight (Pec) £2
R610 Short straight - 38mm (Hor) £1.30
R621 Single 970mm length of flexible track (Hor) £3
R621 Pack of 24 (Hor) £66
R600 Standard Straight (Hor) £1.50
R600 Box of 24 (Hor) £34
R8076 Y Point (Hor) £10

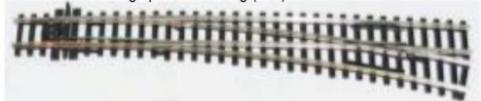
Track - Code 100 Streamline



- SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec)** £66
SL-100 Single (Pec) £3
SL-102 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) £3
SL-102 Pack of 25 (Pec) £70
SL-99 3 way medium radius point - insulfrog (Pec) £27



- SL-E98 Large Y point - electrofrog (Pec)** £11.50
SL-98 Large Y point - insulfrog (Pec) £11.50
SL-E87 Left hand curved point - electrofrog (Pec) £12.50
SL-89 Left hand large point - insulfrog (Pec) £12



- 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

Track - Code 75 Finescale



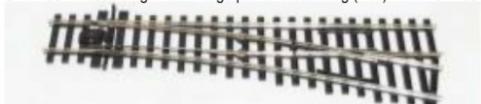
- SL-108F Box of 25 1 yard (91.5cm) length of Code 75 Wooden-sleeper nickel silver bullhead rail flexible track (Pec)** £98
SL-108F Single (Pec) £4
SL-102F 1 yard (91.5cm) length of finescale Nickel Silver concrete-sleeper flexible track. (Pec) £3.30
SL-102F Pack of 25 (Pec) £79



- SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec)** £72
SL-100F Single (Pec) £3
SL-E189 Finescale left hand large point electrofrog (Pec) £12.50



- SL-E186 Finescale right hand curved point - electrofrog (Pec)** £13
SL-E188 Finescale right hand large point - electrofrog (Pec) £12.50



- SL-E191 Finescale right hand small point - electrofrog (Pec)** £10.50

Track underlay

- SL-50 Roll of foam track underlay sleeper indentation. Suitable for Setrack and Streamline 5m long (16' 4") (Pec)** £10

Publications - model and prototypical railways

- R8159 Hornby 2020 range Catalogue - 66th Edition - 100th anniversary limited edition (Hor) NEW** £9.50

Buses



- UK6515 ADL Enviro400 MMC - "Metroliner" (Nor)** £51



- UK6513 ADL Enviro400 MMC - "Stagecoach South" (Nor)** £51



- 76DC003 Duple Commander II Neath & Cardiff (Oxf) NEW** £17



- CC99726 Triple Decker 'Knight Bus' - Harry Potter range (Cor)** £26

Cars

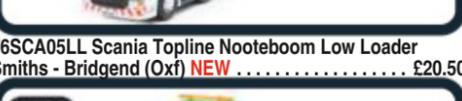


- 76CP001 Ford Capri Mk1 Maize Yellow (Oxf) NEW** .. £5.50
76XF006 Jaguar XF Crystal Blue (Oxf) NEW £5
76JEN005 Jensen 541R Metallic Royal Blue (Oxf) NEW £5
76VEL003 Range Rover Velar SE Silicon Silver (Oxf) NEW £5.50
76VWS005 VW T1 Samba Bus/Surfbords Turquoise/Blue White (Oxf) NEW £5
76T4003 VW T4 Westfalia Camper Caribbean Green (Oxf) NEW .. £5.50

Commercial vehicles



- 76FT035 Ford Transit MK5 National Grid (Oxf) NEW** £5.50



- 76SCA05LL Scania Topline Nootboom Low Loader Smiths - Bridgend (Oxf) NEW** £20.50



- 76VOL08REC Volvo FH Boniface Recovery Truck Manchetts (Oxf) NEW** £20.50
76WM007 Whitby Mondial Ice Cream Van Piccadilly Whip (Oxf) NEW .. £6

Military ground vehicles



- 76LRFCA003 Land Rover FC Ambulance 24 Field Ambulance, Bosnia (Oxf) NEW** £9.50

Tools

- SL-43 Loco Lift and storage unit (Pec)** £13

N Gauge

Steam locos

- 2S-010-007D Class 49xx "Hall" 4-6-0 4970 "Sketty Hall" in GWR green Great Western lettering - Digital fitted (Dap)** £149.88



- 2S-007-016 Class 57xx Pannier 0-6-0PT 8767 in BR green British Railways lettering & later cab (Dap)** £74
2S-007-015D Class 57xx Pannier 0-6-0PT 9791 GWR black later cab - DCC Fitted (Dap) £100
2S-008-006D Class A4 steam loco 60029 "Woodcock" in BR green late crest. DCC Fitted (Dap) £149.88



- 2S-002-003 Class V Schools 4-4-0 929 "Malvern" in Southern Railway malachite green (Dap)** £123

Diesel locos

- 2D-012-008D Class 22 diesel loco D6311 in BR green small yellow panels & disc headcodes. DCC Fitted (Dap)** £151.39



- 2D-002-003 Class 50 50037 "Illustrious" in original Network SouthEast (Dap)** £123.21



- 2D-002-002 Class 50 50040 "Leviathan" in BR large logo blue (Dap)** £123.21
2D-004-001D Class 56 56019 in Railfreight red stripe. DCC Fitted (Dap) £140.11
2D-007-011D Class 66/0 66002 in EWS DB branding and six megafret container wagons - Digital fitted (Dap) NEW £220.15
2D-010-008D Class 67 67006 "Royal Sovereign" in Royal Train claret DB logos - Digital fitted (Dap) NEW £134.26



- 2D-010-010 Class 67 67021 in Belmond British Pullman umber and cream (Dap)** £108.76
2D-010-010D Class 67 67021 in Belmond British Pullman umber and cream - Digital fitted (Dap) NEW £134.26



- 2D-010-009 Class 67 67027 "Charlotte" in Colas Rail Freight (Dap)** £108.76
2D-010-009D Class 67 67027 "Charlotte" in Colas Rail Freight - Digital fitted (Dap) NEW £134.26
2D-010-011D Class 67 67029 "Royal Diamond" in DB silver DB logos - Digital fitted (Dap) NEW £134.26
2D-022-009D Class 68 68019 "Brutus" TransPennine Express - Digital fitted (Dap) £145.35

DMUs

- ND116E Class 142 Pacer 2 car DMU 142021 Tyne and Wear PTE (Dap)** £115.18



- 2D-021-003 Class 156 156403 in Regional Railways express Central Trains branding (Dap)** £114.71

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

Wagons

- NR-P426 7 plank open wagon "London Brick Company and Forders Ltd" (Pec) NEW** £9.50

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-5 Setrack right hand point insulfrog (Pec)** £8.50

Track - Code 80 Streamline

- SL-302 1 yard (91.5cm) length of Concrete Sleeper Nickel Silver Flexible track (Pec)** £3
SL-302 Pack of 25 (Pec) £64



- 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-E388 Right hand large point electrofrog (Pec) £11.50
SL-395 Right hand medium point insulfrog (Pec) £9.50

Track - Code 55 Finescale



- SL-302F Pack of 30 1 Yard of Nickel Silver Flexible Track Concrete Sleepers (Pec)** £91
SL-302F Single (Pec) £3.50



- SL-E387F Finescale curved double radius left hand point electrofrog (Pec)** £12



- SL-E389F Finescale left hand large point electrofrog (Pec)** .. £12
SL-E392F Finescale left hand small point electrofrog (Pec) £9.50



- SL-E391F Finescale right hand small point electrofrog (Pec)** £9.50

Cars

- NMOS006 Morris Minor Saloon Clipper Blue (Oxf) NEW** £4

Commercial vehicles

- NFT024 Ford Transit MK5 Royal Mail (Oxf) NEW** £4.50

HO Gauge (1:87 Scale)

Cars

- 87CE57001 Cadillac Eldorado Brougham 1957 Ebony (Oxf) NEW** £6
87CH63001 Chevrolet Corvair Coupe 1963 Satin Silver (Oxf) NEW £6
87PC54001 Pontiac Chieftain 4 Door 1954 Mayfair Blue/San Marino Blue (Oxf) NEW £6

Public Service vehicles

- 87CV50001 Chevrolet Panel Van 1950's Ambulance (Oxf) NEW** £6

OO9 Narrow Gauge

Steam locos



- 9963 Lynton & Barnstaple 2-6-2T 190 "Lyd" in Southern Railway green - as preserved (Hel)** £186.96



- 9952 Lynton & Barnstaple 2-6-2T 761 "Taw" in Southern Railway green (Hel) (RRP £189.95) ... BARGAIN** £149.50
9960 Lynton & Barnstaple 2-6-2T E188 "Lew" in Southern Railway green (Hel) £186.96

Coaches

- GR-505 4-wheel first class coach in Glyn Valley Tramway green (as preserved at Talylyn Railway) - buffers (Pec)** £23

Track - Code 80 Setrack

- ST-406 Setrack OO9 left-hand point - insulfrog (Pec)** £10
ST-405 Setrack OO9 right-hand point - insulfrog (Pec) £10

Track - Code 80 Streamline

- SL-400 1 yard length of OO9 narrow gauge flexible track worn wooden sleepers (Pec)** £3.50
SL-400 Box of 25 (Pec) £83
SL-404 1 yard length of OO9 narrow gauge track 'mainline' wooden sleepers (Pec) £3.50
SL-404 Pack of 25 (Pec) £92



- SL-E491 Right hand point electrofrog (Pec)** £9.50

O Gauge (1:43 Scale)

Steam locos



- 4311 Class 43xx Mogul 2-6-0 4358 in BR lined green early emblem (Hel)** £662.15



- 7S-010-013 Class A1 "Terrier" 0-6-0T 751 in SECR green (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

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H7-A3-006 Class A3 4-6-2 60077 "The White Knight" in BR green late crest and unstreamlined non-corridor tender (Hel) £750
7S-005-001 Class Y3 Sentinel 4wVB 42 in LNER black (Dap) £148.75



7S-005-005 Class Y3 Sentinel 4wVB 68164 in BR black early emblem (Dap) £148.75

Diesel locos

2051 Class 03 shunter D2011 in BR green no yellow ends and conical exhaust (Hel) **NEW** £335.75



2055 Class 03 shunter D2033 in BR green wasp stripes and 'flowerpot' exhaust (Hel) **NEW** £335.75



2052 Class 03 shunter in BR green no yellow ends and 'flowerpot' exhaust - unnumbered (Hel) **NEW** £335.75



2057 Class 03 shunter in BR green wasp stripes and 'flowerpot' exhaust - unnumbered (Hel) **NEW** £335.75



2590 Class 05 shunter in BR green no yellow ends (Hel) (RRP £395) **BARGAIN** £295



7D-008-017 Class 08 shunter 08709 in EWS red and gold (Dap) £191.25



7D-008-013 Class 08 shunter 08717 in BR blue (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) **BARGAIN** £395



2007 Class 20 in BR Railfreight grey full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hatton's (Hel) (RRP £599) **BARGAIN** £395
2015 Class 20 in Railfreight Red Stripe headcode boxes (Hel) (RRP £599) **BARGAIN** £427



2558 Class 25/3 in BR blue - unnumbered (Hel) .. £446.25



2555 Class 25/3 in BR green small yellow panels - unnumbered (Hel) £446.25



3402 Class 33/0 33030 in EWS red and gold (Hel) **NEW** .. £466.65
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4205 Class 42 Warship 829 "Magpie" in BR blue (Hel) (RRP £699) **BARGAIN** £495



4204 Class 42 Warship D866 "Zebra" in BR blue (Hel) (RRP £699) **BARGAIN** £510



4024 Class 50 50007 "Sir Edward Elgar" in GWR green (Hel) £594.15



4026 Class 50 50008 "Thunderer" in BR Laura blue (1990s Railtour condition) - Exclusive to Hatton's (Hel) .. £594.15



4027 Class 50 50015 "Valiant" in BR civil engineers 'Dutch' grey and yellow (1990s Railtour condition) - Exclusive to Hatton's (Hel) £594.15



4020 Class 50 in BR blue - unnumbered (Hel) £594.15



4022 Class 50 in original Network Southeast - unnumbered (Hel) £594.15



4023 Class 50 in revised Network Southeast - unnumbered (Hel) £594.15



5285 Class 52 D1035 "Western Yeoman" in BR green small yellow panels (Hel) £509.15



5287 Class 52 D1039 "Western King" in BR maroon full yellow ends (Hel) £509.15



5290 Class 52 D1043 "Western Duke" in BR chromatic blue small yellow panels (Hel) (RRP £599) **BARGAIN** .. £470



5506 Class 55 'Deltic' D9001 "St Paddy" in BR green full yellow ends - weathered (Hel) £509.15

DMUs



8912 Class 128 parcels DMU W55992 in BR green yellow doors (Hel) (RRP £599) **BARGAIN** £295

Wagons

7F-048-001 HAA MGR coal hopper 350274 in Railfreight red cradle (Dap) £46.71



7F-048-002 HAA MGR coal hopper 355203 in Railfreight red cradle (Dap) (RRP £56.95) **BARGAIN** .. £46.71

Signals

7L-001-001 Signal - motorised, GWR home - square post (Dap) .. £47.56
7L-002-001 Signal - motorised, LMS home - wooden arm (Dap) **NEW** .. £47.56

Track - Code 124 Bullhead Streamline



SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec) £75
SL-700BH Single (Pec) £6.50
SL-E790BH Double slip (8 degree angle). Electrofrog (Pec) £85
SL-E792BH Left hand point bullhead rail and electrofrog (Pec) £43
SL-E786BH Right hand O gauge curved turnout (Pec) £54



SL-E791BH Right hand point bullhead rail and electrofrog (Pec) £43
ST-700 Setrack Bullhead straight 394mm (15.5") (Pec) £6
ST-U751 Setrack second radius Unifrog left hand point (Pec) £43

Track - Code 143 Flat Bottom Streamline

SL-E792FB Finescale Left Hand Point With Flatbottom Rail. Electrofrog (Pec) £45
AL7056 Flexible track - 1016mm (Alt) **NEW** £21
AL7050 Straight track - 254mm (Alt) **NEW** £7

Buses



43WFL001 Weymann Fanfare Southdown Motor Services (Oxf) £37.50

Any or Multiple Scales

Analogue controllers



COMBI Combi 12v 1Amp Single Track Controller Transformer (Gau) £34
D Double/Twin track power controller (Gau) £86
Q Quadruple 4 circuit power controller (Gau) £149

Analogue power control

PLS-100 SmartSwitch Set for 4 servo control & operation, switches, control board & digital readout for Analogue operation (Pec) £64

Digital decoders

DCR-21Pin-Direct-V2 21-pin 6-function 1.1Amp direct plug decoder back EMF (Hat) £16.50
DCR-6PIN-Direct 6-pin 2-function 1.1Amp direct plug decoder back EMF (Hat) £17
BPDC27 8 & 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 231 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 Box of 6 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) £92
R8249 Single (Hor) £16
DCR-8PIN-Direct 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) £17
DCR-8PIN-Direct Box of 5 (Hat) £77
DCR-8PIN-Direct Box of 10 (Hat) £136
BPDC29 OMNI 8 Pin Direct Plug Decoder (5 Pack) (Gau) £84
R8117 TTS DCC Sound Decoder 8 pin plug - 'Princess Coronation' 4-6-2 steam loco (Hor) £36
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
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R8123 TTS digital sound decoder - Class 50 diesel (Hor) £38



R7143 TTS digital sound decoder - Class 7MT 'Britannia' (Hor) £38
R7239 TTS digital sound decoder - Class J36 steam loco (Hor) £38
R7140 TTS digital sound decoders - Class 43 HST Valenta - Pack of two (Hor) £63

Digital controllers



DCC02 Prodigy "Advance 2" starter DCC controller package (Gau) £279
DCC49 Prodigy 8 Amp booster unit (Gau) £169
DCC14 Prodigy Advance 2 Backlit Walkaround controller (Gau) £124
DCC01 Prodigy Express 1.6 Amp DCC controller - complete starter pack (Gau) £159.50
DCC06 Prodigy Express 1.6 Amp Digital controller WiFi capability - complete starter pack (Gau) £224

Digital control accessories



DCD-PWRAUXAEC Alpha power upgrade bundle - 5 amp booster and Alpha control box Alpha Central accessory controller (DCC) £214
DCD-AEC Cobalt Alpha Central - 12-way switch control panel (DCC) £111
BPDC80 Pack of three DCC autofrog polarity reversal switches - for electrofrog points (Gau) £14.50



524-037 SB5 5 amp Power Booster DCC system for use Power Cab controller (NCE) £177

Point motors

DCP-CB12IP Cobalt ip slow-action analogue point motor - pack of 12 (DCC) £204
DCP-CB6IP Cobalt ip slow-action analogue point motor - pack of 6 (DCC) £102
BPPM20 Pack of five Surface mounted seep point motors (Gau) £36
PL-10 Point Motor (Switch Machine) (Pec) £6
PL-10 Bag of 6 (Pec) £34
PL-10E Point Motor Extended Pin (use PL-9) (Pec) £6
PL-10E Bag of 6 (Pec) £34
PM-2 Seep point motor (Gau) £3.50
PM-2 Pack of 6 (Gau) £20
PM-1 Seep point motor accessory switch (Gau) £5



PL-11 Side/surface mounted point motor (Pec) £8



HAT-PM-01 Solenoid point motor including pin extension and 2-way arm for use points and signals. Exclusive to Hatton's (Hat) £6.50
HAT-PM-01 Pack of 6 (Hat) £35

Switches and levers

PL-13 Accessory Switch for fitting to turnout motor PL10 (Pec) £3
PL-26B Passing Contact Switch - Black Lever (Pec) £6
PL-26R Passing Contact Switch - Red Lever (Pec) £6

Electronic components

WM5 Wall mounted transformer - 12v DC 2amps - suitable for Peco turntable motor (PL-55) (Gau) **NEW** £16

Lighting equipment

GM538 3mm LED bezels for control panels - pack of 12 (Gau) **NEW** £3.80
GM539 5mm LED bezels for control panels - pack of 12 (Gau) **NEW** £3.80

Man-made scenic structure - railway-related

SE6 Smart Screen enclosure - mounted double sided post (Tra) **NEW** £9
SE5 Smart Screen enclosure - mounted left hand round post (Tra) **NEW** £9
SE4 Smart Screen enclosure - mounted right hand round post (Tra) **NEW** £9

Grass, ground, lichen, hedges and foliage

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JMATA10S Landscape Mat - No. 10 - 48" x 12" (Jav) **NEW** £2.30

Track underlay

JCS18L Cork underlay sheet - 1/8" thick - 24" x 36" (Jav) £9

Publications - non railways

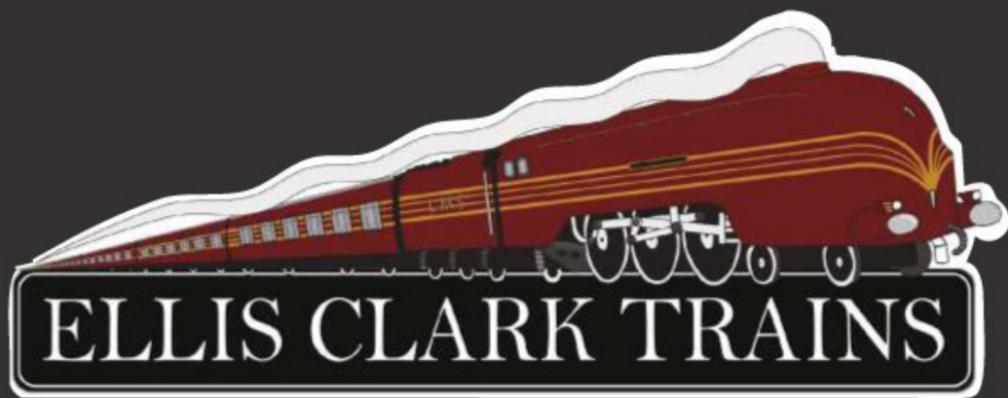
C0200831 Corgi 2020 range catalogue (Cor) **NEW** £4.50

Glues

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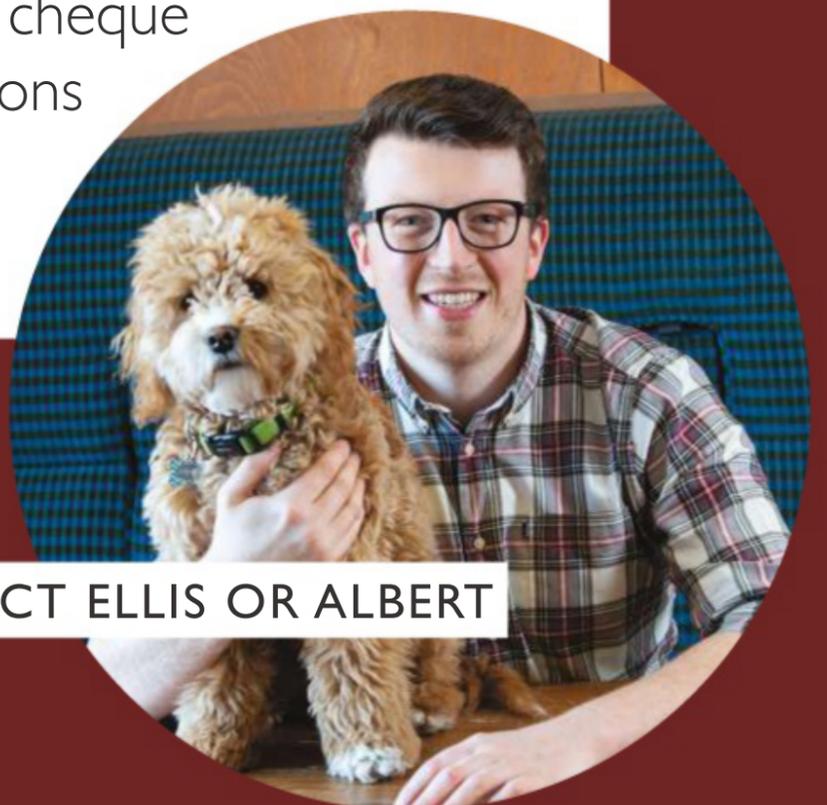
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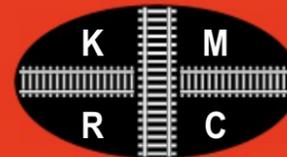


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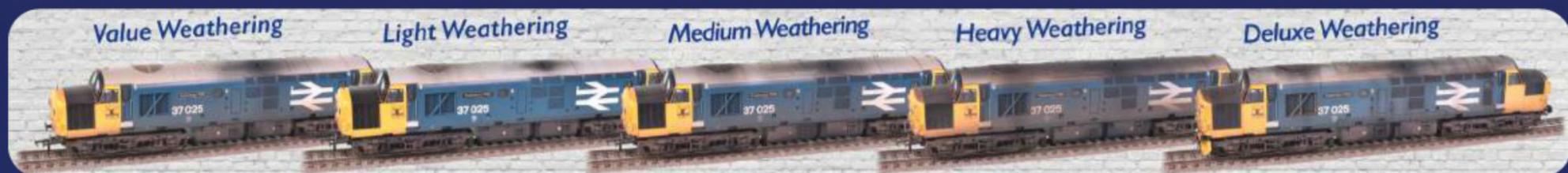
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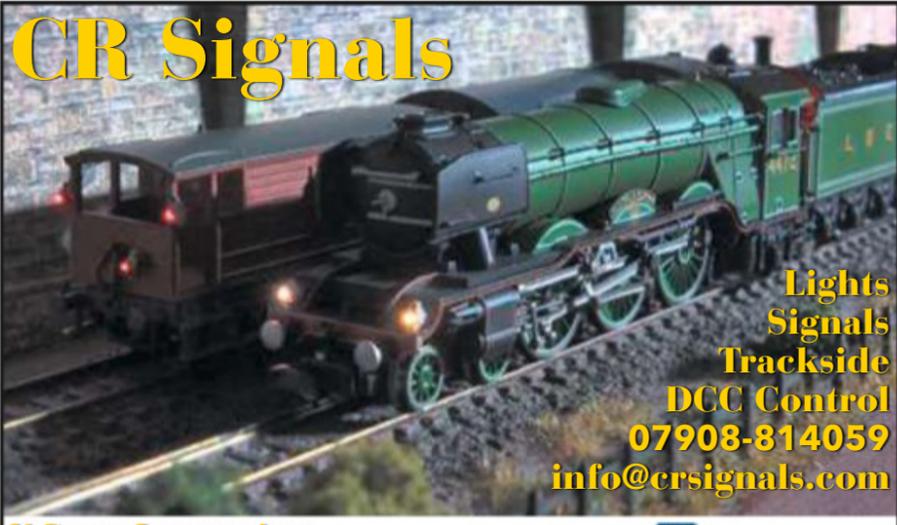
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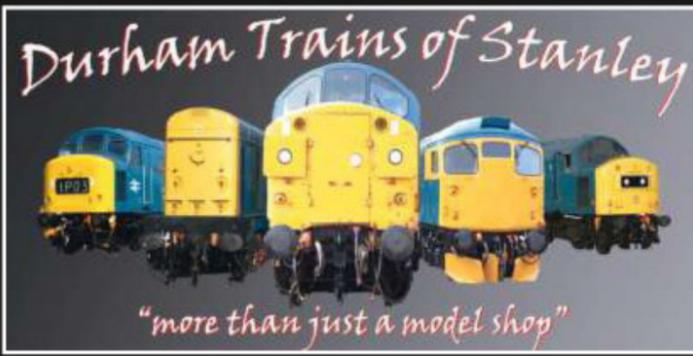
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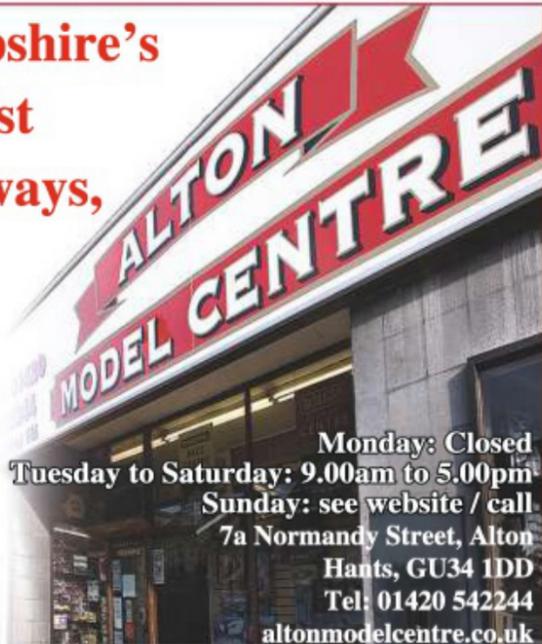
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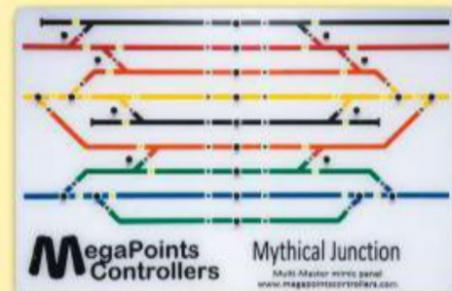
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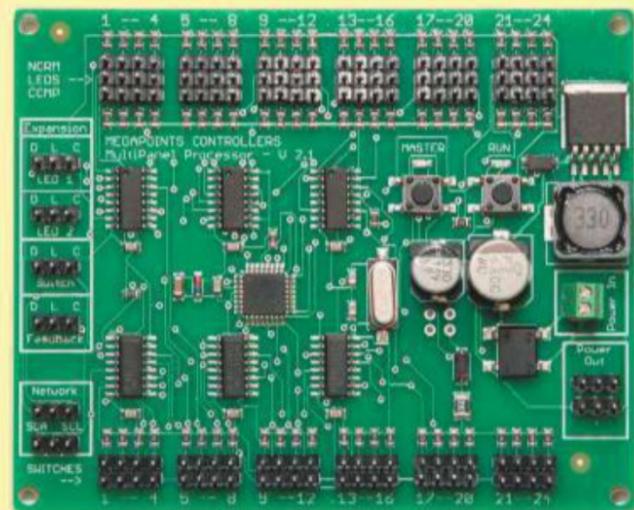
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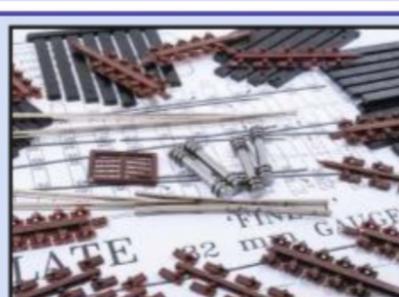
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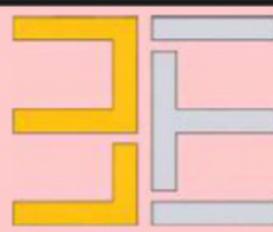
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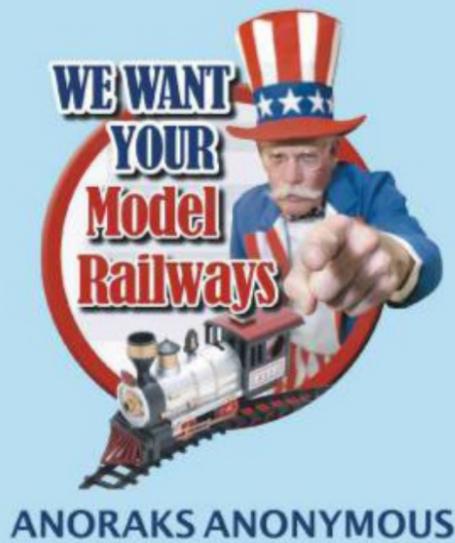
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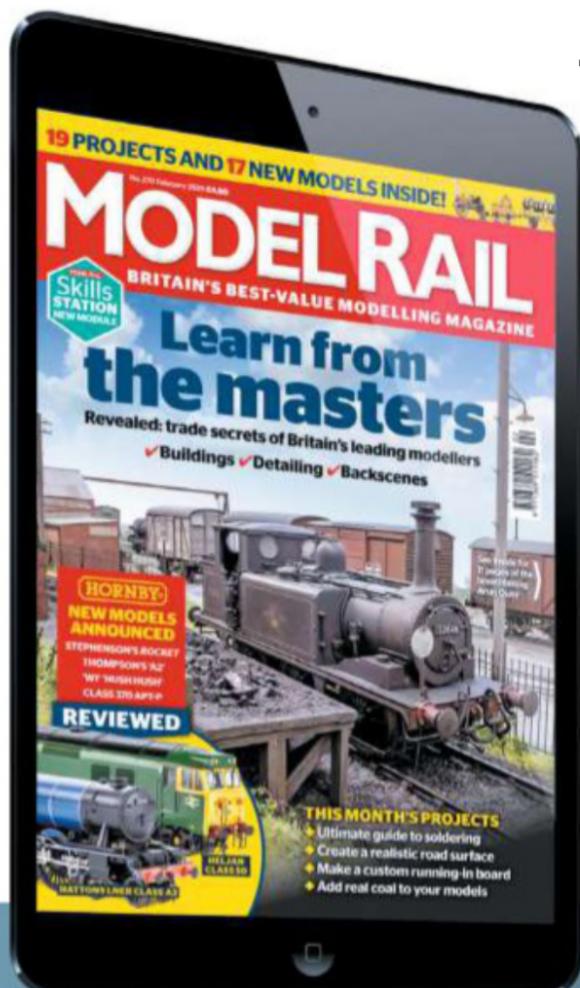
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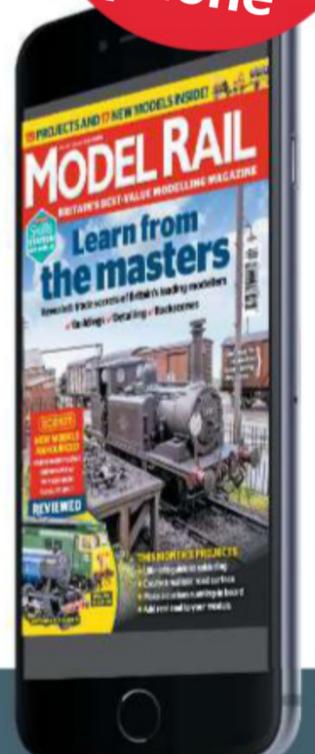
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Schenectady 2-6-0 No. 2526
photographed circa 1903.
E. POTEAU/RAIL ARCHIVE
STEPHENSON

Present your case

If there's a locomotive that you think needs to be offered ready-to-run, here's the place to voice your opinion...

Locomotive: Midland Railway
'2501'/'2511' 2-6-0s

Gauge: '00'

Proposed by: Mike Jenner-Jones

What is it?

Engineering strikes in Britain in 1898 and 1899 generated a huge backlog of locomotive orders, and the Midland, the Great Central and the Great Northern - as well as the Lynton & Barnstaple - resorted to buying locomotives from the US.

The MR ordered 30 'Moguls' from Baldwin Locomotive Works and ten 'Moguls' from Schenectady Locomotive Works; they became the '2501' and '2511' classes, respectively.

As with all locomotives ordered from the US at the time, they were adapted to British requirements. They were shipped as a kit of parts and assembled at Derby Works. Although it must have been strange to see US-built locomotives in the UK (at least it was at the time), it is interesting to see such fascinating locomotives. While they both have bogie tenders, one of the key differences between both classes is that the '2511s' lacked the sand 'dome' on top of the boiler. Both classes could haul goods trains, or the odd passenger train on occasion, and proved themselves to be useful mixed-traffic locomotives.

What would make it viable?

The locomotives were painted in the gorgeous Midland Railway crimson with yellow-gold lining, as with other Midland locomotives. The external cylinders and bar frames, reminiscent of other US locomotives which were alien to this country's standards, have a certain appeal to those who are



interested in pre-Grouping or Continental railways. Those locomotives would go nicely with freight wagons or clerestory coaches of said era. The numbering system on the engines was originally in the 2501-2540 range and later, in 1907, renumbered as 2200-2209, 2230-2239 and 2210-2229. It would be nice to own one of these gone-but-not-forgotten examples as a model and meet the demand for the pre-Grouping market.

Can I see a real one?

Sadly, no. Along with other companies' US-built locomotives, the Midland's 2-6-0s had a short lifespan, being non-standard, and were all withdrawn between 1909 and 1915 and scrapped long before the Grouping and formation of the LMS.

Have your say

Do you agree with Mike's argument? Go to www.model-rail.co.uk and take part in our vote.

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MODEL RAIL

From the Files

Images from the **RAIL** and **STEAM** archives guaranteed to get the inspiration juices flowing...

Will you ever see another photograph of pioneer 'AL4' E3036 looking so clean again? This super portrait reveals every detail of E3036's underframe, including the horn grilles just below the bottom edge of the nose. The locomotive was fresh from North British's Hyde Park works (NBL was a subcontractor to

General Electric Company) in March 1960, when this undated photograph was taken. However the caption says that the locomotive, now part of the National Collection as 84001, was under test on the newly electrified Manchester-Crewe section of the West Coast Main Line.
RAIL COLLECTION



In the wider world...

Topping the charts?

Poor Me by Adam Faith (March 10 1960)

Top of the First Division this summer?

Burnley

New to TV

The Grand National... broadcast by the BBC for the first time.

Unveiled at the London

Motor Show?

Morris Mini Traveller and Austin Mini Countryman... plus the Mini van.

Born this month?

Actress Marina Sirtis, better known as Deanna Troi in *Star Trek: The Next Generation*

Died this Spring?

London Transport architect Charles Holden (born 1874)

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