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OPERATIONS
How to add cement traffic to your layout

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REVIEWED









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- Make your station look just like the real thing
- Add extra detail to wagon kits

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JACQUES PORTAL



Chris Leigh's idea for four micro layouts all on the same subject, which could all be linked by a common track, seemed like such a moment of genius. After all, none of us has the space to model a complete railway, but why not choose four key locations that can be modelled comparatively cheaply and easily, and then arrange the scenes in the configuration you choose? With four corner boards, you could even set them up as a continuous run.

The question will always be, what railway to model? My immediate thought was the Lynton & Barnstaple. But then I started thinking about the Isle of Wight, end-of-steam North Eastern Region, the Forest of Dean, the old Clapham-Low Gill line… the list grew and grew.

I dread to think just how many ideas the *Model Rail* team could have come up with but it would have been a lot. However, we know that the *MR* readership is just as imaginative – probably more so – which is why, towards the end of last year, we ran a competition to find the best 'modular' layout concept.

Well, the waiting (caused by the fact that we had to build the winning entry!) is finally over. In this issue, we present the nine runners-up while Dave, Peter, George and Chris Leigh describe how they built the winning entry from page 46.

I'd like to thank everyone who submitted their ideas. There were some really good ones and finding the top ten took some deciding. Turn to page 34 to be inspired!

Richard Foster Editor

MODEL RAIL brought to you by



Richard Foster
There are a lot of branch lines I would like to model: the M&GN, GWR and the L&B to name just a few.



George Dent
I've recently been taken with the idea of modelling part of the Border Counties Railway in Northumberland.



Chris Leigh
Another one off my bucket list of layouts – and a visitor recognised it as the KESR with just one building in place!



Chris Gadsby
I certainly have plenty of micro layout ideas in mind but I've got the main layout to finish wiring first!



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

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Model Rail essential information

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

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Or you can **call** Jane Skinner on 01733 395155

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

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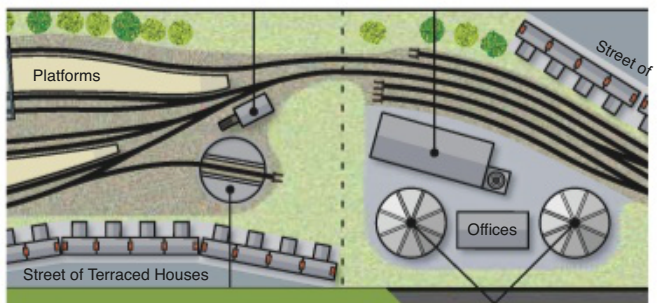

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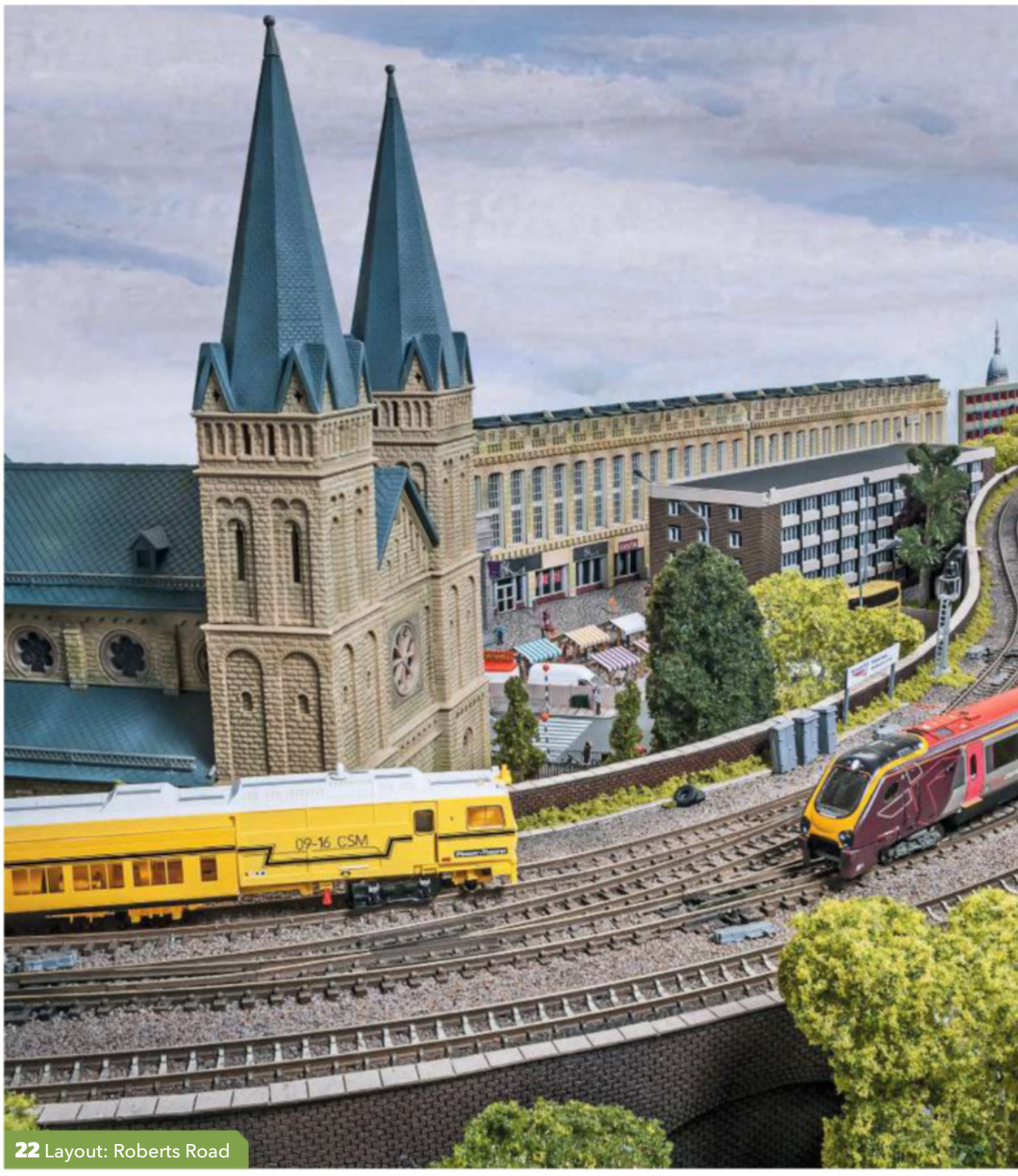

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see p20

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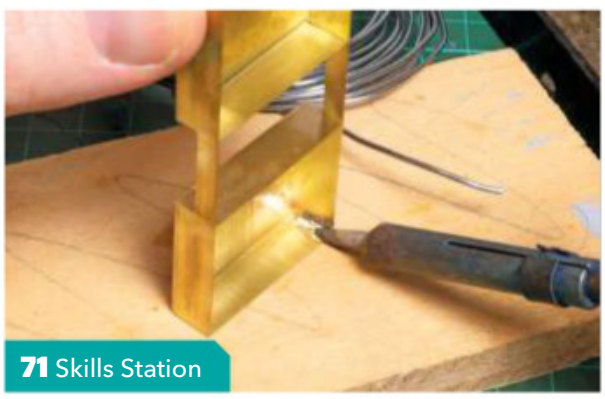
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***Model Rail* exclusive models**
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Opening the box

The latest happenings from the world of model railways

CORONAVIRUS HITS SUPPLY OF MODELS

The outbreak of coronavirus in China has been well documented and is receiving daily media attention. While factories were temporarily closed due to the Chinese New Year, the Chinese government imposed restrictions on movement in an attempt to contain the virus, and many factories have delayed reopening after the celebrations to prevent it spreading. This means that there is a delay to all manufacturing in China, including the production of model railway models and equipment. *Model Rail* asked the major manufacturers how this was affecting them and what can be expected in the coming months.

Richard Proudman, communications manager at Bachmann Europe told us: "This is an issue with global implications and it affects producers and importers across the spectrum of goods and services, not just from the Far East. It is extremely serious for those involved. Our thoughts are with them and their welfare is always the first priority.

"We remain in constant dialogue with our supply partners and stakeholders. At this stage it is still rather early to tell what the medium-term effects and impact might be, but we are monitoring the situation daily and remain hopeful that with all reasonable measures in place to minimise the local consequences, then normal development work and product supply will resume as soon as this is deemed safe by the respective regional authorities."



JASON SHRON (TAKEN FEBRUARY 2015)



JASON SHRON (TAKEN FEBRUARY 2015)

Ben Ando of Revolution Trains said: "Revolution Trains, like nearly all other model railway manufacturers, sources its models from China, where production has been significantly disrupted by the outbreak of coronavirus. The impact has been exacerbated by its timing, taking hold during the Chinese New Year festivities when millions of factory workers return home to celebrate with their families. Travel bans and curfews imposed by the authorities to combat the spread of the virus mean those workers have been unable to travel back to the factories.

"The holidays should have ended on February 4, but the Chinese government has ordered the factories to remain closed for at least another week, and this is likely to cause a slight delay to some projects. At this time we do not know when production and development work will resume fully."

Ben Jones, Heljan's UK representative, said: "We are monitoring the situation closely and receiving regular updates from our suppliers in China. We are fortunate that a number of important new Heljan 'OO' and 'O' gauge models were shipped before Chinese New Year and have been reaching shops over recent weeks. Although many factories were closed until the beginning of March, some workers returned earlier and many designers and engineers have been working from home, so projects are progressing.

"We anticipate some disruption to models due later in the year as shipping routes will inevitably take several months to recover fully. However, it's important to maintain a sense of perspective – the health and safety of the public should always be the priority."

Bill Schneider from Rapido Trains commented that Rapido's factories have now reopened, stating: "Coronavirus has impacted Rapido's production due to the delayed reopening of our factories and their suppliers after the Chinese New Year holiday. The regional government had asked factories where ours are located to remain closed for an extended period in order to try to curb the spread of the infection. Additionally, travel restrictions have been in place that would have made it impossible for the workers to return to work even if the factories had been open.

"Fortunately, both of our factories (and most of their suppliers) have now reopened, although not all workers have returned yet. To the best of our knowledge, none of our workers or partners in China has been directly affected by the virus.

"As a result of the extended closure, we have had no production or shipments for a few additional weeks, so our delivery schedule is about a month behind what was planned. Additionally, while a few of the engineers were able to do some limited design work from home, most of our new project designs are similarly delayed."

The UK government has stressed that it is safe to handle products from China.

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

TMC ANNOUNCES CLASS 45

TMC has commissioned Heljan to produce models of the first five Class 45 'Peak' locomotives, which had detail differences to the rest of the class. The five locomotives featured a different nose end arrangement with centre nose doors and split headcode boxes on each side. This arrangement lasted during the 1960s but the ends were gradually rebuilt at the Derby Works. The five also had longer cab door handrails, similar to the ten pilot scheme Class 44s.

Delivered in BR green with a white lower body stripe the five soon gained small yellow warning panels and class members were also seen in 'economy' green and BR blue. Initially allocated to Derby, most were transferred to Leeds Holbeck, Leeds Neville Hill or Sheffield Darnell for a time, as well as the Nottingham District. They could be seen working express services from London St Pancras and on cross-country services from Newcastle to Bristol, as well as on goods and parcels working.

The models will include LED lighting with separately switched cab light, taillight and headcode functions, a 21pin DCC decoder socket, space for a speaker and a pack of optional detailing parts. TMC will be providing a full range of weathering options alongside DCC and DCC sound options. The models are being produced at the same time as Heljan's first production run of its Class 45s, with delivery expected towards the end of 2020 and with the same recommended retail price as Heljan's models.



00 GAUGE TMC CLASS 45 DERBY/SULZER 'PEAK'

What's planned?

- 45090 – D13, BR green with side stripe
- 45091 – D11, BR green with side stripe and small yellow warning panels
- 45092 – D12, 'Economy green' with small yellow warning panels
- 45093 – D15, BR blue with full yellow ends

Where can I find out more? *www.themodelcentre.com/class-45*
Price? TBC

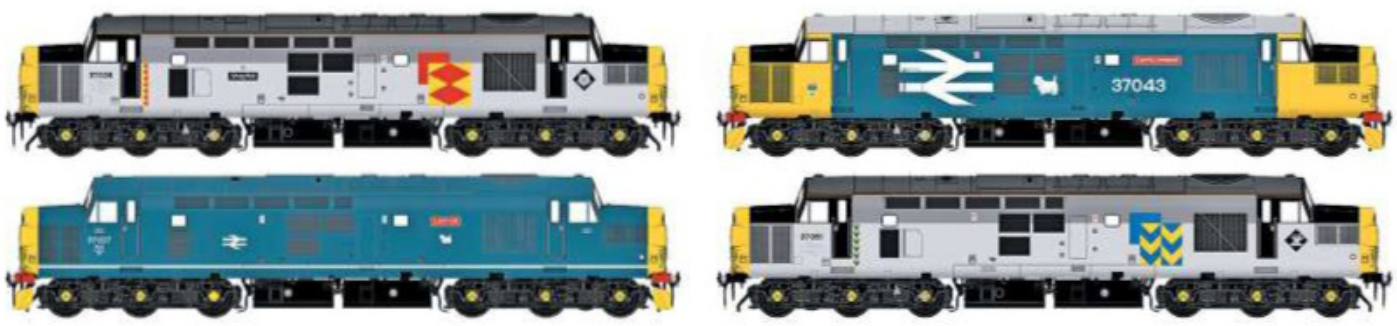
GRESLEY BRAKE VAN

Isinglass Models has released a 3D-printed Gresley 32ft brake van model.

Priced at £36.00, the kit includes sides, ends, roof, torpedo vents, frame, drop steps, W-irons, axleboxes and springs (excluding the metal parts). The Gresley brake van kit is available from *www.isinglass-models.co.uk*



ACCURASCALE PLANS FOUR NEW CLASS 37s



Accurascale has revealed its plans to produce Class 37s in four liveries with Scottish 'car'-style headlights in 'OO' gauge. Planned are *Shapfell* in Railfreight Distribution grey, *Loch Eil* in BR blue with white bodyside stripe, *Loch Lomond* in BR blue with large logo and 37501 in Railfreight Metals Triple Grey. The models are expected in late 2020.

00 GAUGE ACCURASCALE CLASS 37

What's planned?

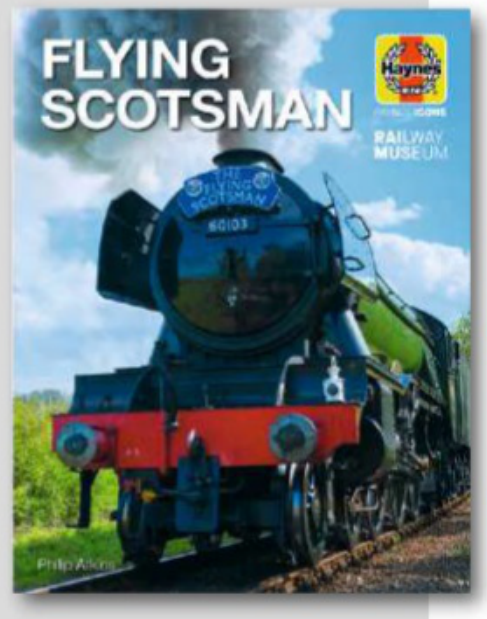
- ACC231037026 – No. 37026 *Shapfell*, Railfreight Distribution triple-grey
- ACC231137051 – No. 37051, Railfreight Metals triple-grey
- ACC230637043 – No. 37043 *Loch Lomond*, BR large logo blue
- ACC230537027 – No. 37027 *Loch Eil*, BR blue with white bodyside stripe

Where can I find out more? *www.accurascale.co.uk*
Price? £169.99-£259.99

In Brief

FLYING SCOTSMANUAL

Haynes has added four new titles to its growing range of 'Icon' titles, including one about the Flying Scotsman. Produced in cooperation with the National Railway Museum, the book covers the history of the locomotive and includes detailed information on the engine's construction, engineering, repairs and modifications. The book is available now from *www.haynes.com* for £12.99.



LEARN WITH GEORGE

In partnership with The Airbrush Company, *Model Rail*'s George Dent is holding another run of his popular airbrush painting and weathering courses in October. Hosted in Lancing, West Sussex, three one-day courses are on offer from October 20-22. Day 1 covers the basic principles of airbrushing, while Days 2 and 3 cover weathering techniques for rolling stock and locomotives.

All materials are supplied and each day involves plenty of practical work, with students able to trial a range of top-quality airbrushes and equipment. Places are strictly limited, so book your place now!

Cost: £165 per day
Availability:
The Airbrush Company
Tel: 01903 767800
Web: *www.airbrushes.com*



NEW BARCLAY KIT AND TRANSFERS FROM PLANET

Planet Industrials has released the Devonport Barclay kit.

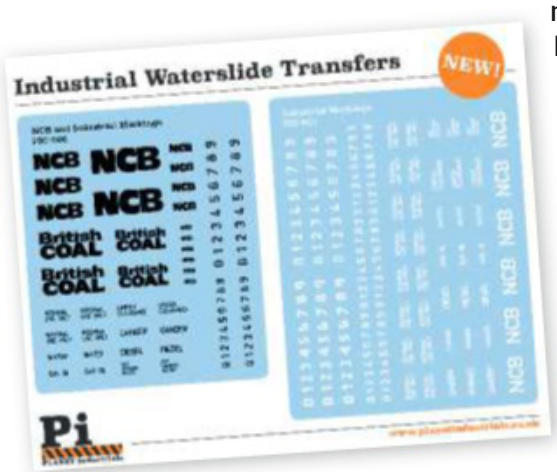
Andrew Barclay of Kilmarnock supplied seven compact saddle tanks to the Devonport Royal Dockyard in Plymouth between 1915 and 1942. An eighth example, originally destined for Singapore dockyard, was also supplied in 1946.

Devonport featured a tunnel between its north and south yards with restrictive clearances, and its fleet of steam and diesel locomotives featured cut-down cabs. The kit represents one of the last pair of steam locomotives built for the system by Andrew Barclay, with its late model standard pattern cab dropped in height to suit the clearances.

The kit includes a 3D-printed resin cab that is a direct replacement for the Hattons Andrew Barclay model, re-using all handrails and details from the existing cab. It includes an etch of brass details, including worksplates, number plates and cab roof hatch. Prices are £25.00 for the kit or £120.00 for the kit and a Hattons Andrew Barclay.

For more details, visit *www.planetindustrials.co.uk*.





A range of four transfer packs has been produced with white and black numbering and industrial lettering in a range of styles and sizes suited for internal user wagons. In addition, there are National Coal Board, British Coal and British Steel markings, as well as two styles of industrial style wasp striping.

The transfers are custom drawn for use in 1:76 scale, but may find use in other scales. A range of further styles is in development, including specific wagon packs for industrial wagons.

For more information, visit *www.planetindustrials.co.uk*

Price: £6-£7

RAILS REVEALS EARLY PROTOTYPE OF CALEDONIAN CLASS 812

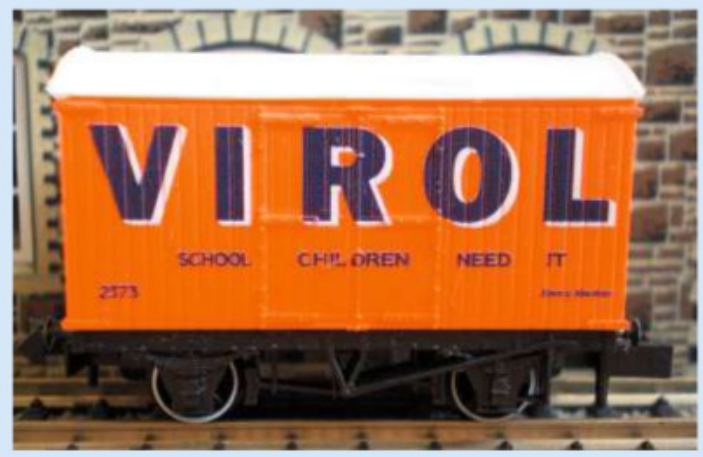


Rails of Sheffield has revealed the first Engineering Prototype of its upcoming Caledonian Class 812. The models are due in early 2021 and are available to pre-order for £199.95 from *www.railsofsheffield.com*

PENNINE'S PECO-BUILT WAGONS ARE NOW ROLLING INTO STOCK

Pennine Wagons has taken delivery of two new commissioned wagons from Peco. They are both ventilated vans; one GNR, and the other in the private-owner livery of Virol. The wagons are available for £16.00 each or £29.00 for the pair. For more information and to order, visit *www.penninewagons.co.uk*





FREIGHT OF FANTASY, IF THAT FLOATS YOUR BOAT

The first wagons resulting from the cooperation between the General Steam Navigation Locomotive Restoration Society and the Medway Queen Preservation Society are now available. The two societies jointly commissioned a batch of 'OO' gauge box vans from Dapol and sales will help the restoration of No. 35011 *General Steam Navigation* and of PS *Medway Queen*.



GRAHAM MUSPRATT

The wagons are fictional – they might have been seen at Gillingham, had there been a rail connection. They are available from either society at £12.90 per wagon, £3.30 P&P (UK) per order.

KR MOVES INTO 'N' WITH 'KING' AND 'SHARK'

N GAUGE

KR Models is expanding its business into 'N' gauge with models of the GWR 'King' 4-6-0 No. 6000, and a BR 'Shark' ballast plough. These products are being developed using the CAD drawings originally developed by DJ Models.

CAD drawing work for both is at an advanced stage and KR Models is liaising with its factory in China to ensure that the models are as accurate as possible. Names and numbers are to be confirmed, but are expected to cover GWR and BR colours on the 'King', while the 'Shark' will be available to suit different eras from the 1950s to the early 2000s.





Expressions of interest and pre-orders are open now for the 'Shark', and will open soon for the 'King'. Delivery is expected in 2021. Visit *www.krmodels.co.uk* for full details.

In Brief

PACIFIC DESTINATIONS

Pacific Models has increased its mail order range with self-adhesive destination boards in 'OO' and 'O' gauges. Suitable for suburban trains from Liverpool Street station, the pack also features GER train headcode and route indicator discs, as well as N7 0-6-2T smokebox numberplates with a red background instead of black. Prices are £5.40 for 'OO' and £9.00 for 'O' gauge transfers, including postage and packaging. For more information and to order, e-mail *ian@pacificstudio.co.uk*





WIN A COPY OF THE HIGHLAND FALCON THIEF

Macmillan Children's Books has published the first book in the new 'Adventures on Trains' mystery series, by best-selling author M.G. Leonard (left) and debut writer, Sam Sedgman. *The Highland Falcon Thief* is the story of 11-year-old Harrison Beck, who reluctantly joins his Uncle Nat for the last journey on the fictional 'Highland Falcon' Royal Train, hauled by a legendary steam locomotive (that poses a close resemblance to a Gresley 'A4'!).

As the train makes its way to Scotland, there's an unexpected twist when a diamond brooch goes missing. As suspicions are aroused and accusations fly between the high-profile passengers, Harrison turns detective and uncovers a few surprises along the way. Can he solve the mystery and catch the thief before they reach the end of the line?

The Highland Falcon Thief is a fast-paced adventure story, packed will illustrations, puzzles and clues for readers to help solve the mystery. This series of four books is based on real trains and routes, from the historic to the ultra-modern, to create a classic mystery adventure series for thrill-seekers, code breakers, travel enthusiasts and train lovers of all ages.



Thanks to Macmillan Children's Books, we have TEN copies of *The Highland Falcon Thief* to give away. All you need to do is go to *www.model-rail.co.uk/272comp* and answer the following question:

On which steam locomotive is the fictional 'Highland Falcon' train based?

A: Stanier 'Black Five'
B: Gresley 'A4'
C: Collett 'Castle'

- For terms and conditions, go to *www.bauerlegal.co.uk/competition-terms.html*
- Closing date is April 19 2020.

Show & Tell

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

Layout legacy

My eldest grandson Benjamin (19) lives and works in Beijing, and is currently lodging with a British family until he finds his own accommodation. They have a young son who loves trains and has a small circle of track.

As a thank-you to the family for looking after Benjamin, I have sent out this tabletop layout measuring 5ft by 3ft for the little boy – the next generation of modeller.

The track was part of a large DC layout belonging to an elderly gentleman who passed away. His widow knew I was a railway modeller, so she passed his layout on to me for a donation to a cancer charity. Recycling at its best!

Ken Hannah



Cultivating interest

I was fascinated to see Paul A. Lunn's ideas for models based on the nursery railway at Poppleton in the February 2020 edition of *Model Rail* magazine, particularly as I volunteer there.

Your readers might be interested to know that a model inspired by the nursery has been built by the volunteers, albeit to a scale of 16mm to the foot. It's 6ft 6in by 2ft 6in and the baseboard is an old flush door. We always say that the model is inspired by the nursery and not a model of it.

Open days are held at the nursery although they don't all feature the railway.

David Dawson





The cat controller

The November issue only turned up here in Australia a few weeks ago and on reading the Backscene furry companion page there is a cat called Koko.

Well, here is our Koko in her overseeing role on my home layout Wilmot (Tasmanian scratchbuilt prototype) advising that if I want to run any trains I might well have to think again.

Steve Williams

Tail-chasing entertainment

I read with interest your Model Moggy article in the MR264 Summer 2019 edition of *Model Rail*.

I have a cat called Loco who follows me around everywhere and is very inquisitive. Fortunately, she is very careful and has never damaged anything. However, I have an oval test track in my upstairs modelling room and when I'm running in a new locomotive she sits and waits for a loco to come around and tries to swipe it off the track with her paw.

I am fortunate to have an 8.8m by 13m downstairs train room for my 'County Dale Railway' which is under construction and an upstairs room for storage and modelling.

Ross Tonkin



The best model railway mag in Switzerland!

Sitting proudly to the right of *Loki* (the only Swiss model railway magazine), and surrounded by lots of German Railway Magazines, *Model Rail* takes pride of place in the newspaper kiosk at Platform 41 of Zürich Hauptbahnhof! During my more than 30 years of living in Switzerland, *Model Rail* is the only British model railway magazine that I have ever seen on sale at Swiss newsstands or bookshops.

I discovered it some four years ago on a small newsstand at Winterthur Grütze Station and have bought it regularly ever since.

The relatively high price of 9.90CHF (£7.70) per issue, compared to a digital subscription, is more than worth it for the pleasure of seeking it out each month among the more local publications.

Brian Smith



MODEL RAIL MODEL OF THE DECADE 2010-2019 VOTE NOW!

With the 2010s behind us, we're looking back at all of the models we have reviewed in the last 130 issues of *Model Rail* and there have been an awful lot of them! For this competition, we are looking for the one which you think deserves the title of Model of the Decade. Of course, because technology has advanced a lot and new features are appearing on models all the time, there is a big difference between a 2010 model and a 2019 model. Consider the relative merits of each model at the time it was released and vote for your favourite. We are pitting the winners of each category over the last ten years from MR139 (January 2010) to MR268 (December 2019) against each other in a 'Champion of Champions' scenario. Over the course of the decade, the awards have changed slightly with new categories introduced and slight alterations, depending on what was released that year, which is why some categories have two entrants per year and some are missing years.

To cast your vote, go to *www.model-rail.co.uk/modelofthedecade* You can only vote once in each category so make sure your vote counts. You have until midnight on Sunday April 19 to vote and the results will be published in MR274.

'OO' gauge models

'OO' GAUGE STEAM LOCOMOTIVE OF THE DECADE

2010: Bachmann S&DJR '7F' 2-8-0
2011: Kernow/Dapol SR Beattie 2-4-0WT
2012: Bachmann SECR 'C' 0-6-0
2013: Bachmann LYR/LMS/BR 'Radial' 2-4-2T
2014: Heljan/Hattons LMS Beyer-Garratt 2-6-0+0-6-2T
2015: Hornby BR Crosti '9F' 2-10-0
2016: Hornby GWR 'King' 4-6-0
2017: Hornby Peckett 0-4-0ST
2018: Hattons SECR 'P' 0-6-0T
2019: Hornby Peckett 'B2'

'OO' GAUGE DIESEL AND ELECTRIC LOCOMOTIVE OF THE DECADE

2010: Bachmann Cravens Class 105 DMU
2011: Dapol/Hattons LMS 10000
2012: Bachmann Class 85 Bo-Bo electric
2013: Dapol Class 52 'Western' C-C
2014: Bachmann Class 40 1Co-Co1
2015: Heljan Metropolitan Railway Bo-Bo electric
2016: Rapido Trains/Locomotion Models APT-E
2017: Dapol Class 68
2018: Bachmann Branchline Colas Class 70 (modified) Co-Co
2019: Kernow Model Rail Centre 'Warship'

'OO' GAUGE MULTIPLE UNITS OF THE DECADE

2011: Bachmann BR 'Derby Lightweight' DMU
2012: Bachmann 'Midland Pullman' DEMU
2013: RealTrack Models Class 144 railbus
2014: RealTrack Models Class 143 railbus
2015: Bachmann/London Transport Museum S-Stock EMU
2017: Bachmann/Kernow '4-TC'

'OO' GAUGE COACHES OF THE DECADE

2011: Hornby LNER/BR Gresley non-gangwayed teak coaches
2012: Hornby BR(S) Maunsell push-pull set
2013: Bachmann Mk 1 sleeping car
2014: Bachmann LMS 50ft Inspection Saloon
2015: Bachmann Hawksworth Autocoach
2016: Hornby GWR Collett coaches
2017: Kernow LSWR 'Gate stock' twin pack
2018: Rails of Sheffield/Rapido Trains LNER Dynamometer car

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

‘N’ gauge models

‘N’ GAUGE STEAM LOCOMOTIVE OF THE DECADE

2010: Dapol BR standard ‘Britannia’ 4-6-2
2011: Graham Farish Peppercorn ‘A1’
2012: Graham Farish ‘WD’ 2-8-0
2013: Graham Farish LMS/BR Ivatt ‘2MT’ 2-6-0
2014: Graham Farish LMS ‘Duchess’
2015: Graham Farish SR unrebuilt ‘MN’ 4-6-2
2017: Graham Farish ‘Castle’ 4-6-0

‘N’ GAUGE NON-STEAM LOCOMOTIVE OF THE DECADE

2010: Graham Farish DP1 Deltic prototype
2011: Dapol Class 43 HST power cars
2011: Graham Farish Class 411 EMU
2012: Graham Farish ‘Midland Pullman’
2012: Graham Farish Class 20
2013: Dapol BR Class 52 ‘Western’ C-C
2014: Hornby-Arnold ‘Brighton Belle’ EMU
2014: Dapol ‘Doncaster’ Class 56 Co-Co
2015: Graham Farish Class 31 A1A-A1A
2016: Dapol BR Class 33 Bo-Bo
2018: Revolution Trains/Rapido Trains Class 390 ‘Pendolino’
2019: Dapol Class 50 Co-Co

‘N’ GAUGE ROLLING STOCK OF THE DECADE

2010: Dapol ICA ‘Silver Bullet’ bogie tank
2011: Dapol/N Gauge Society BR snowplough
2012: Graham Farish ‘Pillbox’ brake van
2012: Graham Farish JJA autoballaster
2013: Graham Farish 24t ore hopper
2014: Graham Farish/Kernow china clay open wagon
2015: Graham Farish Van B bogie luggage van
2016: Rapido Trains/Revolution Trains Greenbrier TEA bogie tank

‘N’ GAUGE COACHES OF THE DECADE

2011: Graham Farish BR Mk 1
2012: Graham Farish/N Gauge Society LMS inspection saloon
2013: Graham Farish SR/BR Bulleid coaches
2014: Graham Farish Mk 1 sleeping cars
2015: Graham Farish Hawksworth coaches
2017: Graham Farish Hawksworth Autocoach
2019: Graham Farish SECR ‘birdcage’ coaches

‘N’ GAUGE MANUFACTURER OF THE DECADE

Two manufacturers have won ‘N’ gauge manufacturer of the year in the past decade. They are: Graham Farish (2010-2015, 2017, 2019) and Rapido Trains/Revolution Trains (2016, 2018).

‘009’ gauge models

‘009’ LOCOMOTIVE OF THE DECADE

2018: Bachmann Narrow Gauge Baldwin ‘10-12-D’ 4-6-0PT
2019: Heljan Manning Wardle 2-6-2T

‘009’ MANUFACTURER OF THE DECADE

Bachmann Narrow Gauge is the only manufacturer to have won ‘OO9’ manufacturer of the year, in 2018 and 2019.

OVERALL MANUFACTURER OF THE DECADE

Four manufacturers have won overall manufacturer of the year in the past decade. They are: Bachmann/Graham Farish (2010-2015), Rapido Trains/Revolution Trains (2016), Hornby (2017, 2019) and Hattons (2018).

‘OO’ GAUGE ROLLING STOCK OF THE DECADE

2010: Bachmann/ModelZone Mk 1 TPO coach
2010: Bachmann Railtrack JJA ‘Autoballaster’ hopper
2011: Hornby GWR horsebox
2011: Bachmann FNA nuclear flask wagon
2012: Bachmann SR/BR ‘Pillbox’ brake van
2013: Bachmann ‘Polybulk’ bogie hopper
2014: Hornby LNER ‘Extra Long’ CCT
2015: Bachmann Southern PMV/CCT
2016: Dapol Freightliner HIA hopper
2017: Hattons ‘Warwell’ wagon
2018: Hattons Beilhack snowplough
2019: Oxford Rail railway gun

‘OO’ GAUGE MANUFACTURER OF THE DECADE

**Over the last ten years four manufacturers have won ‘OO’ gauge manufacturer of the year.
They are: Bachmann Branchline between 2010 and 2015, Rapido Trains/Revolution Trains in 2016, Hornby in 2017 and 2019 and Hattons in 2018.**

‘O’ gauge models

‘O’ GAUGE STEAM LOCOMOTIVE OF THE DECADE

2011: L.H. Loveless LNER ‘A1/A3’
2012: Ixion Hudswell, Clarke ‘Countess of Warwick’ 0-6-0ST
2013: Golden Age Models BR rebuilt ‘Merchant Navy’ 4-6-2
2014: Lionheart GWR ‘45XX’ 2-6-2T
2015: Dapol LBSCR ‘Terrier’ 0-6-0T
2016: Minerva Peckett 0-4-0ST
2017: Dapol ‘A1X’ 0-6-0T
2018: Dapol GWR ‘57XX’ 0-6-0PT

‘O’ GAUGE DIESEL AND ELECTRIC LOCOMOTIVE OF THE DECADE

2010: Heljan BR Class 20
2011: Heljan Class 55
2013: Heljan Class 52 ‘Western’ C-C
2014: Heljan Class 40 1Co-Co1
2015: Heljan AC Cars railbus
2017: Dapol Class 08
2019: Heljan Class 37/4

‘O’ GAUGE ROLLING STOCK OF THE DECADE

2010: Heljan BR Mk 1 coaches
2011: Lionheart Trains GWR auto trailer
2012: Dapol RCH 1923 seven-plank open
2014: Dapol six-wheel milk tank
2015: Heljan Mk 1 GUV
2015: Lionheart RCH eight-plank wagons
2016: Heljan ‘Dogfish’/‘Catfish’ hoppers
2017: Dapol GWR Collett non-gangway stock
2018: Hattons ‘Warwell’ bogie wagon
2019: Accurascale 24t coal hopper

‘O’ MANUFACTURER OF THE DECADE

Two manufacturers have won ‘O’ gauge manufacturer of the year in the past decade. They are: Heljan (2010, 2011, 2013-2016, 2019) an Dapol (2012, 2017, 2018).

CAST YOUR VOTE FOR MODEL OF THE DECADE AT:
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Keep up to date with *Model Rail* News online.

Exhibition Diary

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

MARCH 20

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

MARCH 21

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

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

EGHAM, SURREY. Egham & Staines MRS MRE. Strode'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: Subscriber £11, 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.

PITSTONE, BEDS. Tring & District MRC MRE. Pitstone Memorial Hall, Vicarage Road LU7 9EY. **Time:** 1015-1630. **Admission:** Adult £3, Child £1.50, Family £7. **Tel:** 01525 850703. **Web:** *www.tringandaylesburymrc.co.uk*

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, Mizzymead 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:** 0208 368 4090. **Web:** *www.hillingdonrailwaymodellers.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 £7.50, Child £3, 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*

DUKINFIELD, MANCHESTER. Tame Valley Scout Council Rail Road 2020. Rayner Stephens High, Yew Tree Lane, Dukinfield, Manchester SK16 5BL. **Time:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adult £5, Concession £4, Child £1. Family £10. **Tel:** 07719 259638.

ELSECAR, BARNSLEY. The Tiny Trains Festival, Elsecar Heritage Centre, Wath Road, Elsecar, Barnsley S74 8HJ. **Time:** 1000-1700 both days. **Admission:** Door Adult £10, Online 20% discount **Web:** *www.foxandedwards.com* **Tel:** 07584 429481.

APRIL 8

BISHOPS LYDEARD, SOMERSET. Taunton MRG MRE. Bishops Lydeard Station, Platform 1, West Somerset Railway, Taunton TA4 3BX. Time; 1030-1600. **Admission:** Adult £1.50, Child 50p. **Tel:** 07879 852736. **Web:** *www.ukmodelshops.co.uk*

APRIL 11

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*

RYE, EAST SUSSEX. Rye MRS. Rye College, The Grove, Rye, East Sussex. **Time:** 1000-1700. **Admission:** Adult £5, Child £2, Family £12.

APRIL 11-12

BISHOPS LYDEARD, SOMERSET. See April 8.

APRIL 11-13

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

APRIL 12-13

SWADLINCOTE, DERBYSHIRE. Gresley and Wychnor MRG Open Weekend. Gresley Social Centre, 5A Park Road, Church Gresley DE11 9QE. **Time:** 1000-1600. **Admission:** Adult £3.50, Child £1. Family £7.50.

APRIL 15

BISHOPS LYDEARD, SOMERSET. See April 8.

APRIL 18

CHELMSFORD, ESSEX. Chelmsford & District MRC MRE. St Augustine of Canterbury Church, St Augustine Way, Chelmsford CM1 6GX. **Time:** 1100-1630. **Admission:** Adult £3, Child £1. **Time:** 01245 254028. **E-mail:** *secretary@cdmrc.co.uk*

EASTLEIGH, HANTS. Wessex Narrow Gauge Modellers Narrow Gauge South 2020. Barton Peveril College, Chestnut Avenue, Eastleigh SO50 5ZA. **Time:** 1000-1700. **Admission:** Adult £8, Child £2, Family £18. **Web:** *www.narrowgaugesouth.org.uk*

LUTON, BEDS. Luton MRC MRE. Stopsley High School, St Thomas Road, Luton LU2 7UX. **Time:** 1030 1700. **Admission:** Adult £6, Child £3, Family £15.

APRIL 18-19

BANGOR, N. IRELAND. North Down MRS MRE. Bangor Grammar School, Gransha Rd, Bangor BT19 7QU. **Time:** Sat 1000-1700, Sun 1200-1700. **Admission:** Adult £6, Child £4, Family £15. **Tel:** 02891 450833. **Web:** *www.ndmrs.co.uk*

CORSHAM, WILTS. Bentley MRG Trainwest 2020, Springfield Community Campus, Beechfield Road, Corsham SN13 9DN. **Time:** Sat 1000-1730, Sun 1000-1630. **Admission:** Adult £8, Child £5. **Tel:** 01249 654417. **Web:** *www.trainwest.org.uk*

HORSHAM, WEST SUSSEX. Crawley MRS MRE. Tanbridge House School, Farthings Hill, Guildford Road, Horsham RG12 1SR. **Time:** 1000-1700, Sun 1000-1600. Admission; Adult £7, Child £4, Family £19. **Tel:** 07990 566528. **Web:** *www.crawleymrs.org.uk*

SCARBOROUGH, YORKS. Newby & Scalby Community Hall, Scalby Road, Scarborough YO13 0RA. **Time:** Sat 1000-1700, Sun 1000-1530. Adult £5. **Web:** *www.sdrmweb.co.uk*

APRIL 19

ASHFIELD, NOTTS. MRE. Festival Hall, Kirkby in Ashfield NG17 7DJ. **Time:** 1000-1400. **Admission:** Adult £2. **E-mail:** *malcolm@ttf.co.uk*

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

APRIL 22

BURTON UPON TRENT, STAFFS. Town Hall, Burton upon Trent DE14 2EB. **Time:** 1830-2030. **Admission:** Adult £2. **E-mail:** *malcolm@ttf.co.uk*

APRIL 24-26

BISHOPS LYDEARD, SOMERSET. See April 8.

APRIL 25

BIRCHINGTON, KENT. East Kent MRS MRE. The Centre, Alpha Road, Birchington CT7 9EG. **Time:** 1000-1600. **Admission:** Adult £3. **E-mail:** *emrswhitstable@gmail.com*

STOURPORT-ON-SEVERN, WORCS. Wyre Forest MRC Stourport Community Centre, Lower Lickhill Road, Stourport-on-Severn, Worcs. DY13 8RW. **Time:** 1000-1600. **Admission:** Adult £2. **Web:** *www.wyreforestmrc.com*

LEIGH, LANCS. North West O Gauge Modellers MRE. Leigh Sports Village, Sale Way, Leigh WN7 4JY. **Time:** 1000-1600. **Admission:** Adult £5. **Web:** *www.nwogm.org.uk*

NEWPORT, SOUTH WALES. NEWGOG – The South Wales O Gauge Show. Lysaght Institute, Orb Drive, Newport NP19 0RA. **Time:** 1000-1630. **Admission:** Adult £6, Concession £5. **Tel:** 07896 967526. **E-mail:** *driverlewis2004@yahoo.co.uk*

WYKEN, COVENTRY. Coventry and Warwickshire O Gauge Modellers Open Day. The Church of the Holy Cross, St Austel Road, Wyken, Coventry CV2 5AE. **Time:** 1000-1500. **Tel:** 02476 313221.

APRIL 25-26

EWELL, SURREY. The Epsom Show, North East Surrey College of Technology, Reigate Road, Ewell KT17 3DS. **Time:** Sat 1000-1730, Sun 1000-1700. **Admission:** Adult £7. **Tel:** 01483 576274. **Web:** *www.eemrc.org.uk*

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 May 2020 issue should reach us by March 27 2020.



KR Models releases 'Shark' Ballast Plough Brake N Gauge

KR Models are proud to enter the N Gauge market with the 'Shark' Ballast Plough Brake Van. With CAD drawings at an advanced stage we are ready to accept 'expression of interests' to see whether, there is enough interest in producing this model. We are liaising with our factory in China to ensure that these models will be as accurate as possible. Names and numbers are to be confirmed, 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. Liveries are still to be confirmed, as we require that the minimum order for each colour is 250.

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



Prices are expected to be £25.00 plus delivery.

Visit www.krmodels.co.uk

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Coming soon...

B4



4S-018-007/D - B4 0-4-0T Guernsey Dark Green Lined/DCC



4S-018-005/D - B4 0-4-0T BR Late Crest 30096/DCC



4S-018-010/D - B4 0-4-0T Sussex Yellow/DCC



4S-018-008/D - B4 0-4-0T Southern Black Lined Green 100/DCC



4S-018-009/D - B4 0-4-0T Southern Wartime Black 87/DCC



4S-018-011/D - B4 0-4-0T BR Early Crest Black 30084/DCC

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Turbot



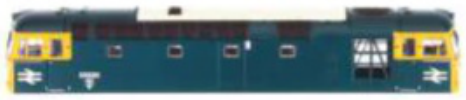
4F-043-007 - Turbot Bogie Ballast Wagon EWS 978279
4F-043-008 - Turbot Bogie Ballast Wagon EWS 978372
4F-043-009 - Turbot Bogie Ballast Wagon EWS 978105



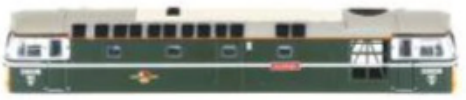
4F-043-010 - Turbot Bogie Ballast Wagon Engineers Dutch 978003
4F-043-011 - Turbot Bogie Ballast Wagon Engineers Dutch 978644
4F-043-012 - Turbot Bogie Ballast Wagon Engineers Dutch 978411

Previous models used for illustration purposes only.

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



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

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Turbot Bogie Ballast Wagon



7F-043-001 - Turbot Bogie Ballast Wagon EWS Maroon DB978363
7F-043-002 - Turbot Bogie Ballast Wagon EWS Maroon DB978396
7F-043-003 - Turbot Bogie Ballast Wagon EWS Maroon DB978309



7F-043-004 - Turbot Bogie Ballast Wagon Engineers Dutch Livery DB978337
7F-043-005 - Turbot Bogie Ballast Wagon Engineers Dutch Livery DB978407
7F-043-006 - Turbot Bogie Ballast Wagon Engineers Dutch Livery DB978702

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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

4A-002-001 - Water Tower Chocolate & Cream Conical Static
4A-002-002 - Water Tower Chocolate & Cream Conical Motorised
4A-002-003 - Water Tower Light & Dark Stone Conical Static
4A-002-004 - Water Tower Light & Dark Stone Conical Motorised
4A-002-005 - Water Tower Chocolate & Cream Flat Top Static
4A-002-006 - Water Tower Chocolate & Cream Flat Top Motorised
4A-002-007 - Water Tower Grey Flat Top Static
4A-002-008 - Water Tower Grey Flat Top Motorised
4F-014-021 - Fruit D - GWR 2872
4F-014-022 - Fruit D - GWR 2872 Weathered
4F-020-023 - Cattle Wagon - Twin Pack GWR 13821 & 13826
4F-020-024 - Cattle Wagon - Twin Pack GWR 13821 & 13826 Wthd
4L-001-007 - Bracket Signal - GWR Right hand with one arm
4L-001-008 - Bracket Signal - GWR Left hand with one arm

Product Scale Key

N Gauge | OO Gauge | O Gauge

All product release dates correct at time of going to press

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According to Chris...

...messing about on a model layout is more fun than playing with the real thing – and cleaner too!



White collar preservation! Paul Ebley and me at Northiam. At least I took my tie off! KEITH JAGGERS.

Though I started in this hobby by trainspotting at the lineside on the South Western main line, and later on the Western Region main line at Iver and Reading, I am a branch line fan at heart, as I'm sure most readers will know. My first love in railways has long been bucolic country branch lines, the more rural and bucolic, the better.

On my holiday tours with my friends Keith Jaggers and Paul Chamberlain we made a point of visiting these out-of-the-way lines, or at least their stations, as most of the lines were either lifted or overgrown and rarely used. We made two visits to the Kent & East Sussex Railway, the first in 1966 and a year later when Keith had been persuaded to come down to Northiam in order to spend a weekend working on the embryonic preserved railway.

"We reached top speed, the thing derailed in spectacular fashion and we ended up wearing most of the cinders!"

I have to say, I quickly found that the heavy work of railway preservation was not for me. It did, however, introduce me to an aspect of that particular light railway that has fascinated me ever since and, at last, I've had the opportunity to incorporate it into a model.

The KESR was derelict at that time. Brought under the wing of BR Southern Region in 1948, it had previously been one of the collection of rural light railways in Colonel Holman F. Stephens' railway empire. This had included other personal favourites, including the delightfully named Hundred of Manhood & Selsey Tramway, and the Weston, Clevedon & Portishead Light Railway.

Below: Bodiam station before restoration. CHRIS LEIGH

Bottom: Northiam staff cottage. KESR





It had been built by Stephens and was typical of his low-cost, lightly built and scantily maintained lines. In short, it was everything I liked about bucolic branch lines. My overnight stay at Northiam entailed sleeping on an old carriage seat cushion in a wooden shack, similar to those that were familiar to me as anglers' weekend cottages beside the Thames.

However, this particular shack was one of at least two (I can't now remember if there were more) in Northiam station yard. They were built by Stephens as staff accommodation, presumably because there was no other habitation close by and the station staff needed to live close to where they worked.

Colonel Stephens' buildings were distinctive. Whether they were stations or cottages, they had a family likeness and were usually built from the cheapest materials available, timber and corrugated iron. Older readers may remember that Northiam station was renovated for the popular TV series *Challenge Anneka* in the 1980s.

When I was there 15 years earlier, it was teetering towards becoming derelict and was to become the home of the KESR's printing operation, turning out timetables and the society magazine. It was not going to be a public station for many years hence and we were charged with the job of laying a cinder path from the cottage (volunteer accommodation) to the platform using a pile of cinders which had been dumped in the yard long beforehand. The transport to move the cinders was a pair of tin baths on a platelayer's trolley.

As the day progressed and our enthusiasm waned, we decided to see how fast we could do a trip with the loaded trolley. KESR member Paul Ebley and I pushed the trolley and when we reached top speed, the thing derailed in spectacular fashion and we ended up wearing most of the cinders!

I was reminded of that when a KESR layout won our Design a Layout competition and I got the job of building one of the four boards. I was presented with a plan and a baseboard with the track already in place. There was no brief, just instruction to add the buildings and scenery and describe some aspect of it for Workbench.

Peter and Dave had delivered their completed boards before I started mine, so I knew that all four baseboards would reflect our rather different styles. With that in mind, I chose to make mine a reminder of that 1967 weekend. I had a station, an engine shed and a water tank to build, and I would add one of those little cottages as well. Now, where can I find a platelayer's trolley and two tin baths in 'OO' gauge?

Modeller CV: Chris Leigh

I hope to have my baseboard and some other examples of models that have featured in *Model Rail* at Barnwell village's Railway Children Day on May 23. Full details on this page next month.

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Behind the *Backscene*

Model Rail fires the questions at **Chris Trerise**, a secret drummer who can tell you lots about keying in double spaces everywhere!



Chris Trerise is the founder and managing director of Kernow Model Rail Centre

1 What was your first train set/model?
Hornby R681 Railfreight Set 1977 – I still have the 0-4-0 loco, albeit repainted into BR blue.

2 Are you working on a layout now?
When I get time to go in the loft, a four-platform BR(WR) terminus.

3 What piece of modelling are you most proud of?
I repainted a Hornby HST power car into the then new Inter-City livery, complete with Fox transfers. I still have it today and wonder how I did such a good job at such a young age.

4 Have you ever finished a model railway?
No.

5 What model have you always longed for?
I've been very lucky to have commissioned most of what I want.

6 Favourite trainspotting location?
Long Rock beach when I was growing up. Probably Eastleigh now.

7 Favourite locomotive?
Class 50.

8 When did you start working in the model railway industry?
In 2002, when we opened Kernow Model Rail Centre.

9 What did you do beforehand?
Operations/planning at Thameslink.

10 What modeller has influenced you the most?
Probably Cyril Freezer, if you count the hours and hours I've spent looking at his track plans.

11 What is one of the things you would put on your 'bucket' list?
A trip on the Belmond Pullman.

12 Strangest thing you've ever eaten?
Fruit! Seriously, probably something we had in China when visiting the factory. I have no idea what it was.

13 What is one of your weird quirks?
I keep putting double spaces into everything. It drives KMRC marketing manager Hayley nuts.

14 What book are you reading at the moment?
King of Kings by Wilbur Smith.

15 If you were stranded on a tropical island, what two things would you want with you?
Food and a lifeboat.

16 What have you done that you are most proud of?
Winning Model of the Year for our Beattie 'Well Tank'.

17 What is your favourite song?
Circle in the Sand by Belinda Carlisle.

18 What is the best advice you ever had?
Wear sunscreen, and everything else in Baz Luhrmann's song! [*Everybody's Free (To Wear Sunscreen)*]

19 What is one food you wouldn't want to give up?
A roast dinner.

20 If you had access to a time machine, where and when would you go?
Helston station in 1962… with a digital camera.

21 What was your favourite cartoon show growing up?
The Pink Panther Show.

22 Favourite film?
When Harry Met Sally.

23 Temptation you wish you could resist?
Prawn cocktail Pringles.

24 What is your best childhood memory?
Getting my train set.

25 The hidden talent which would surprise people?
I play the drums.

26 First record you bought?
La Isla Bonita by Madonna.

27 If you could pass any new law?
Revoke Parliamentary Privilege and make politicians accountable for what they promise.

28 What do you drive?
Ford Transit MWB L2H2 Van.

29 Perfect Sunday?
A day at the rugby.

30 Who would you like to play you in a film?
Harrison Ford.

31 How would you like to be remembered?
Just being remembered would be nice.

> **"Cyril Freezer has influenced me the most – I've spent hours and hours looking at his track plans"**



Chris Trerise's proudest moment!

Next month… Jason Shron, owner and founder of Rapido Trains.

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‘N’ GAUGE LAYOUT **ROBERTS ROAD**



What makes this layout great?

“Not only does Roberts Road feature a busy station and plenty of traffic but there is also a lot going on in the rest of the layout which reinforces the city centre feel. From market stalls to construction work, there is something to see from every aspect.”

1

Inner city
inspiration

Lack of space and complexity often preclude building a layout depicting a large city centre station. **Richard Boothby**'s answer was to switch to a smaller scale – but he refused to compromise on detail.

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

As the misty green fields are left behind and the concrete jungle of urban living comes into view, you gather your briefcase and jacket and leave your seat, heading for the second door of the fourth car. This has been your commute into the city for the last five years and you know that this door is the optimum one for getting down the stairs and exiting the station as quickly as possible. 'Ladies and gentlemen, the next stop is Doncaster, Doncaster the next station stop', the driver announces over the tannoy and as the train slows to a halt and the doors open, streams of busy commuters step out into the thick, polluted air surrounded by high-rise buildings. You find yourself carried forward with the flow of foot traffic rather than taking your preferred path as trains race past on the through-lines all around you.

This is a familiar scenario for anyone who has commuted into busy city centre stations, but not one frequently modelled. Why is that? In part, it's due to the necessity for long platforms to run prototypical and credible trains for the setting. This is especially true in 'OO' and 'O' gauges in which the majority of modellers just don't have the space available.

The solution? Do what Richard Boothby has done with 'Roberts Road' and use 'N' gauge instead.

"I aimed to get the feel of Doncaster, but also the inner city feel of somewhere such as Manchester –

The name 'Roberts Road' was chosen for two reasons. Firstly, because Richard's grandparents' surname was Roberts and secondly because it reinforces the Doncaster link, since the GBRf site is located off Roberts Road.

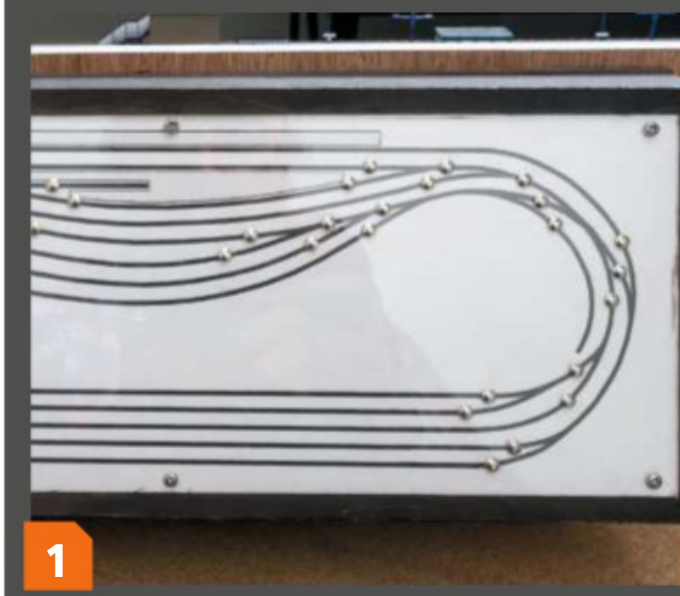


2

"I aimed to get the feel of Doncaster, but also the inner city feel of somewhere such as Manchester"



3 things we like



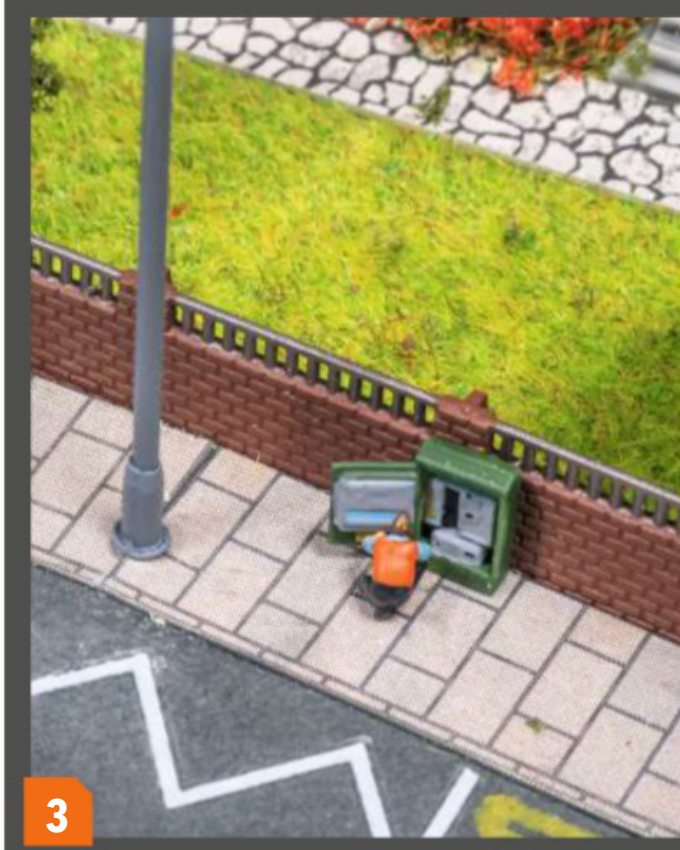
1

Points are operated using the stud and probe method.



2

The layout features enough cars to make this car park look well-used, without being overcrowded.



3

Numerous small cameos such as this engineer working on the transfer box.



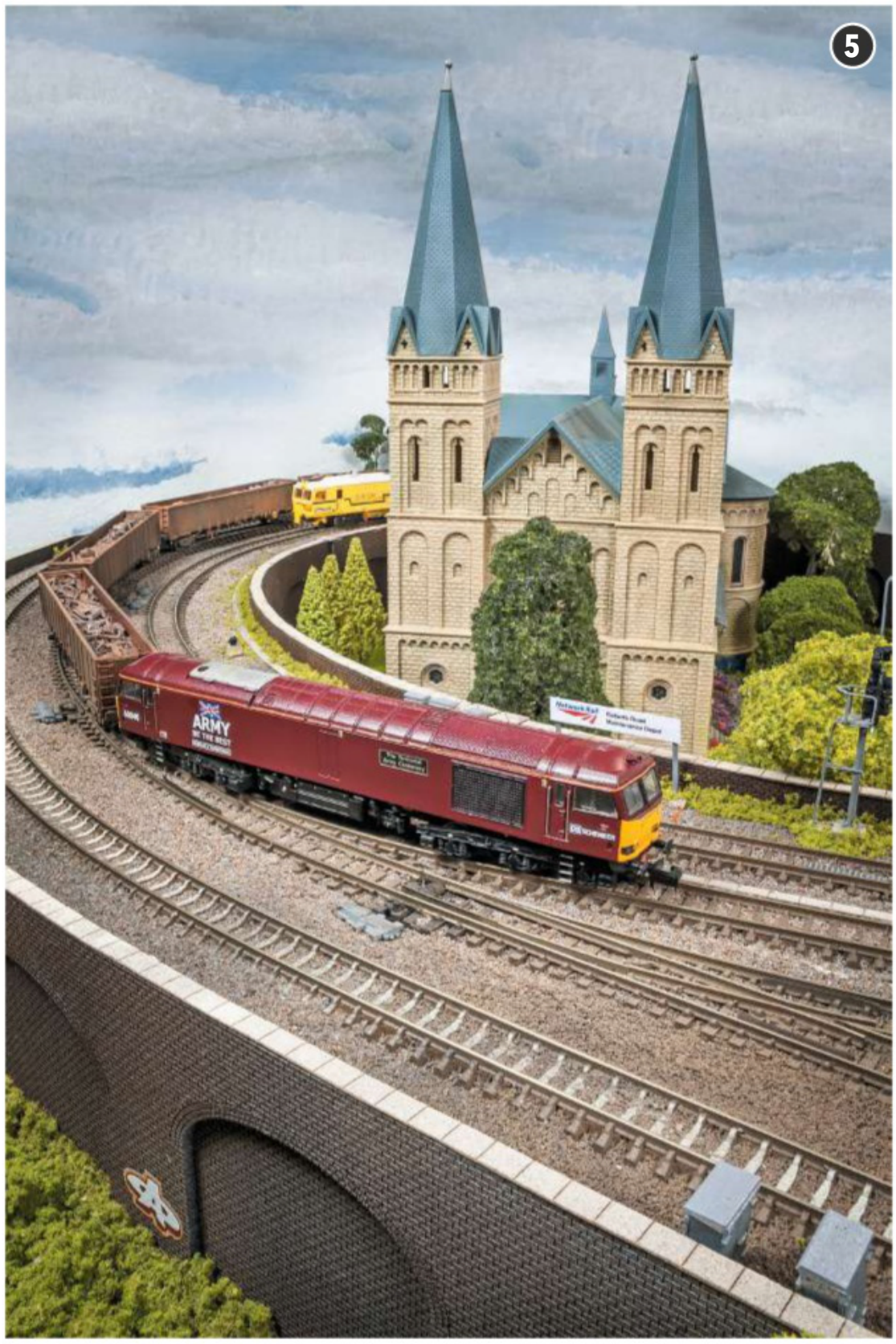


more specifically the line from Piccadilly to Oxford Road where the track is raised above the surrounding area but there are several high-rise buildings and some greenery alongside the track. I wanted a layout which I think reflects the current scene of both society and railways, while running to a consistent standard. I see railway modelling as a form of art – it is, in my opinion, a form of expression. I am motivated by some of the high standards of railway modelling that is starting to appear on social media. I wanted to achieve these standards."

"Lifting the railway so that it doesn't sit at the lowest level of the scene is an efficient way of creating a more believable three-dimensional world. Owing to illness, a friend of mine created the baseboard, trackwork and electrics using an open-top baseboard of 9-12mm plywood, allowing Richard to incorporate the retaining wall and arches he desired.

"It was one of the things I was desperate to include, but the arched raised brick viaduct was also incredibly challenging. They're laser-cut so didn't need a great deal of work, but securing them in place was a different story – especially around the curves where copious amounts of glue and clamps were used." ➤


P
GBRf


5
ARMY
NHS


6
P
RAILTRACK
GBRf


7



8

BIG STAGE

There are four platforms at 'Roberts Road' with two passing loops and three sidings which allow for plenty of activity and storage space for Richard's large locomotive fleet.

"I'm lucky enough to have built up a substantial fleet over 30 years of modelling. At the last count, I had over 70 locomotives. I enjoy respraying them into liveries that aren't currently available ready-to-run, or even into fictional ones. There's GBRf Class 60s, a Cemex Class 66, a large logo Class 60, a WCR Class 37, a Drax Class 60 and a large logo Class 66 respray at Roberts Road. I've even done DRS Class 60s. Alongside those is a selection of 3D printed kits and I've built many MPVs, RHTT and SSA scrap wagons in 'N' gauge."

Richard can easily fit seven coaches alongside his platforms, an essential requirement when modelling a modern image scene (Doncaster's longest platform is over 400m, nearly 9ft in 'N' gauge), but it's the off-track elements of the layout which elevates 'Roberts Road' to the next level. Initially, your eye is drawn to the significant apartment blocks on the right-hand side before moving across to the multi-storey car park and finally the church, which provides a pleasing scenic block at the other end. ➤


9


10

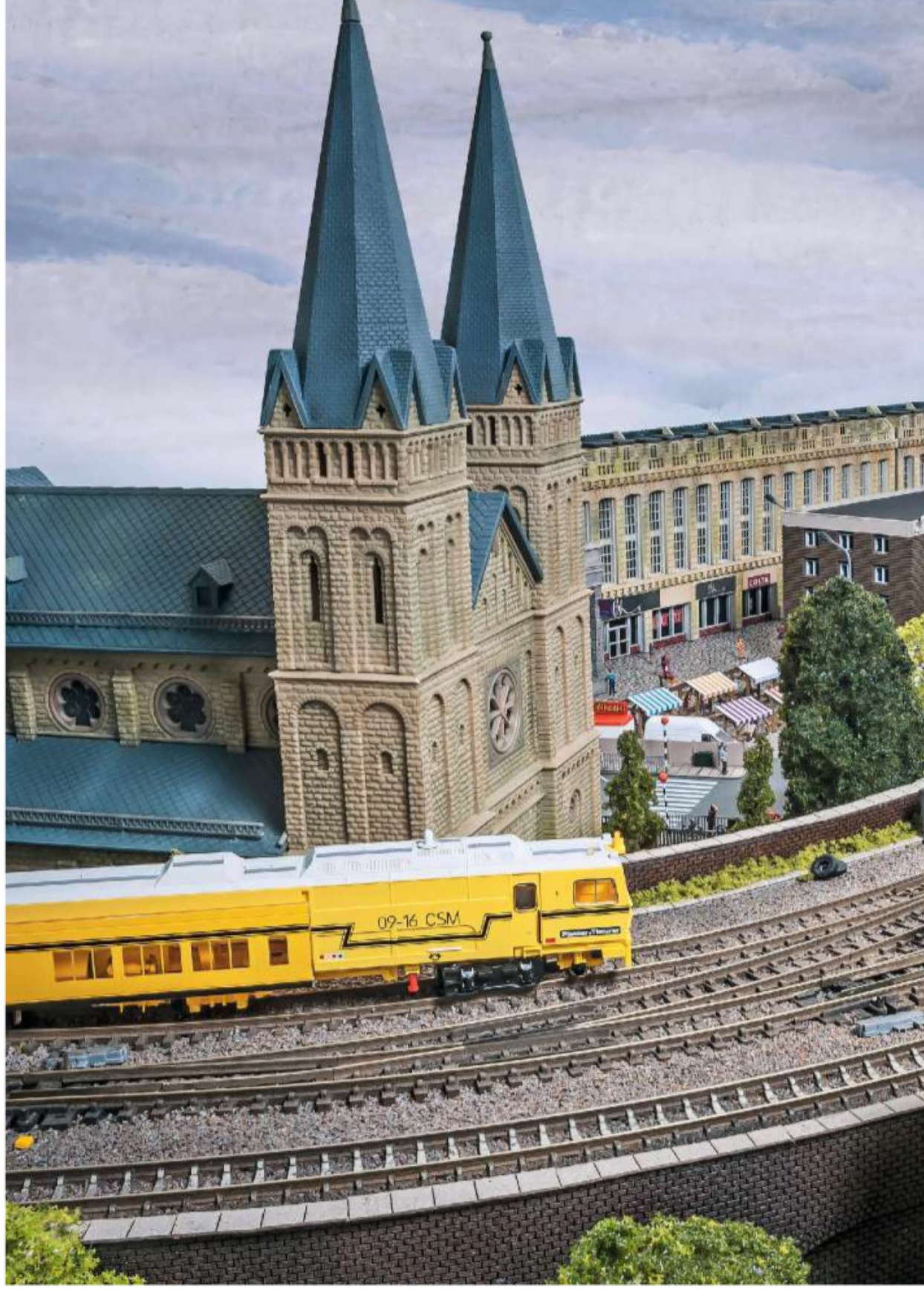
"When it came to constructing the buildings I was extremely lucky as I found somebody who was selling laser-cut kits, so most of them have an MDF base. Having a laser-cut, solid structure to form the base made the job of customisation an awful lot easier. I'm especially pleased with the office building next to the market as this is based on the HMRC office in Scunthorpe, my home town. I struggled to get the layout of the buildings right and made five or six different mock-ups until I finally settled on the current design. Throughout the layout I've brought together different types of models with the buildings, from plastic kits to laser-cut kits, resin buildings by Bachmann, 3D-printed scenery items, card kits and scratchbuilding. I think the trick is getting them all to fit together so it looks realistic – I hope I have achieved this as my main goal was to create an exhibition-standard layout that could be used on a day-to-day basis, or go out on the road."

CAMEOS AND DETAIL

Rather than modelling an idyllic utopia, Richard has attempted to create a more realistic world with cameo scenes appearing in every nook and cranny of the layout.

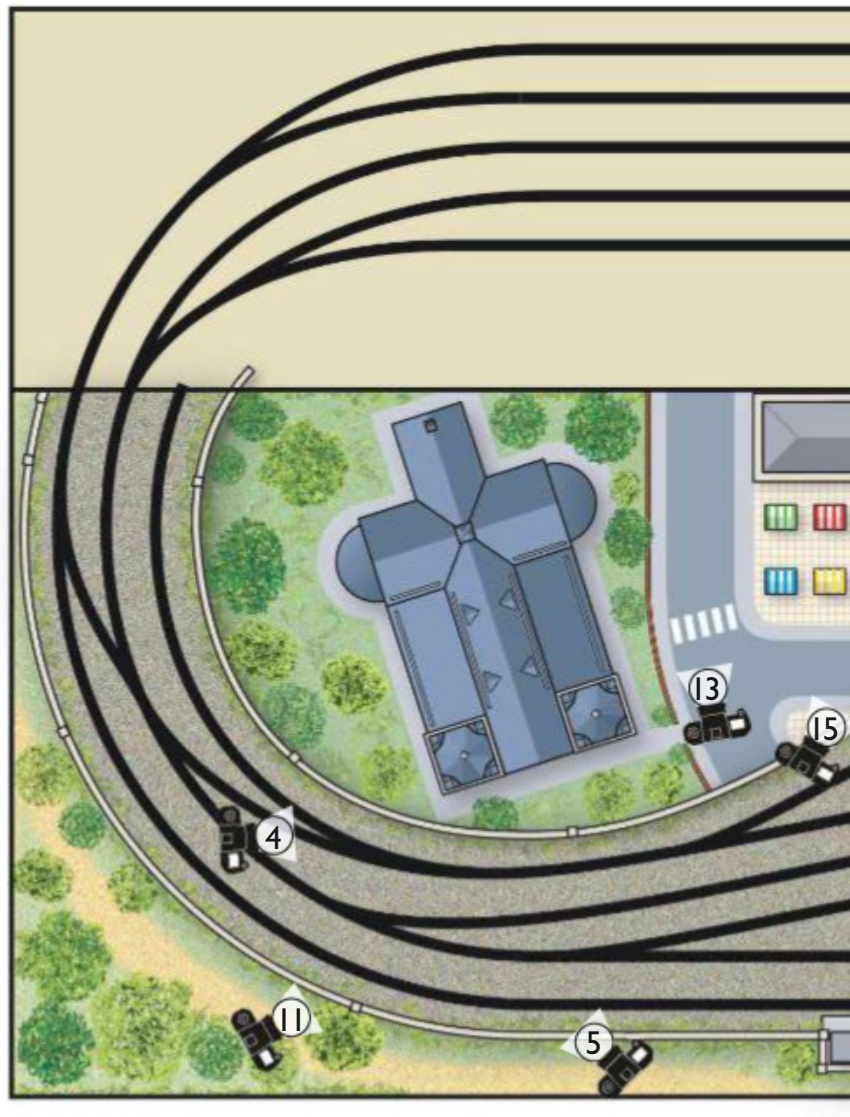
"I've tried to make it interesting to look at by including aspects such as the burnt-out car with young adults around it and the police in attendance, buskers in the town centre, a casualty awaiting an ambulance (which has fully operational lights), 'N' gauge baseplates on the trackside and photographers on top of the multi-storey car park (another link to the Doncaster setting)."

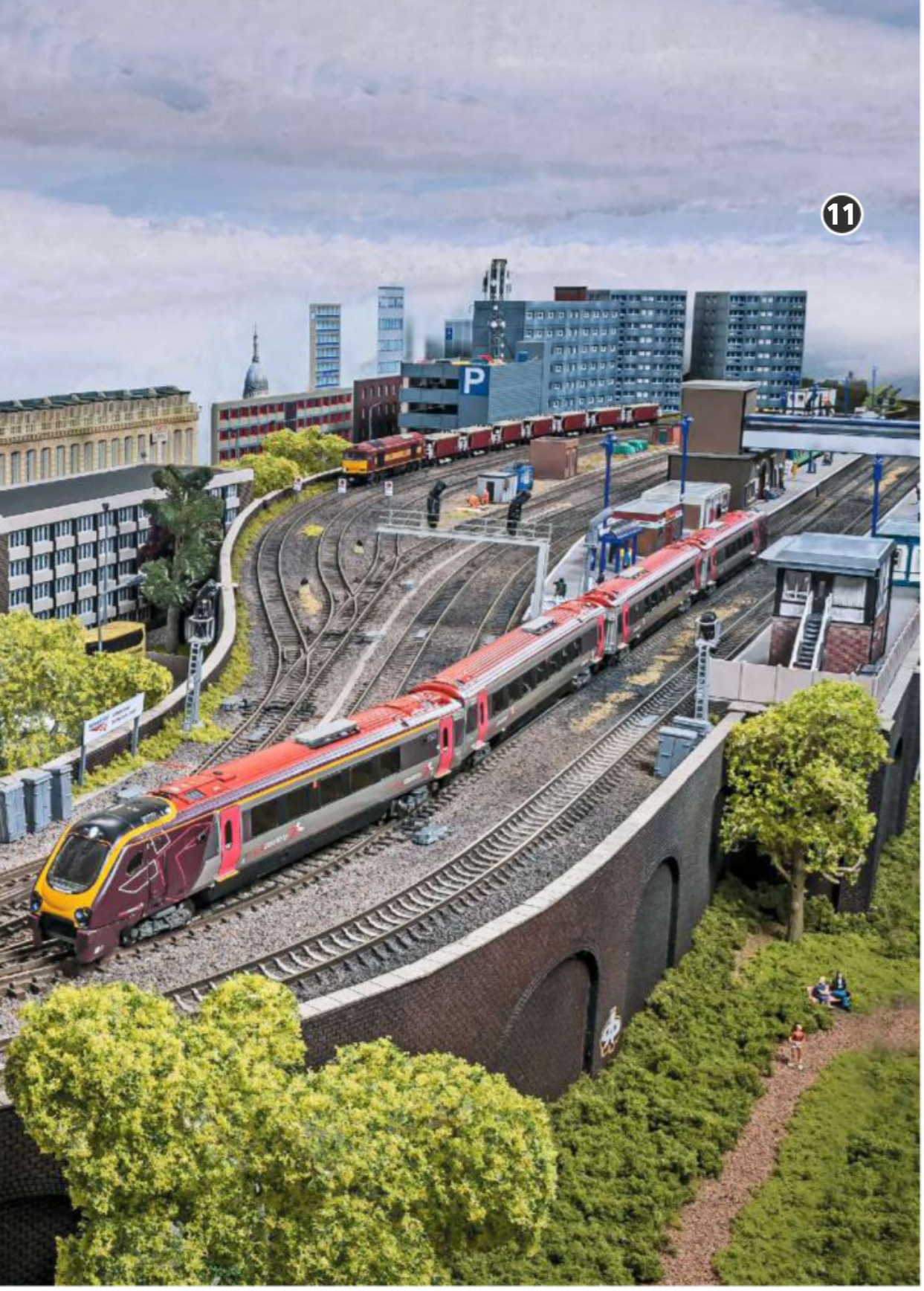
As 'N' gauge becomes increasingly popular and the demographics of modellers and models being released gravitates towards diesel and modern-image prototypes, perhaps before long urban layouts full of figures will become equally as common. If they are created to the same level of realism as Roberts Road, people will be rushing to see them at exhibitions faster than a commuter tries to exit a station! MR





Artwork: **Andrew Mackintosh**







MODELLER CV:
RICHARD BOOTHBY

When I am not building the layout I'm usually at work, but I like nothing more than spending time with Trudie and Oliver, our two dogs and my 1979 VW T2 campervan. I'm also the chairman of the Scunthorpe Modern Image Railway Group, so I'm busy getting ready for our show on May 9-10!

FACTFILE:
'ROBERTS ROAD'

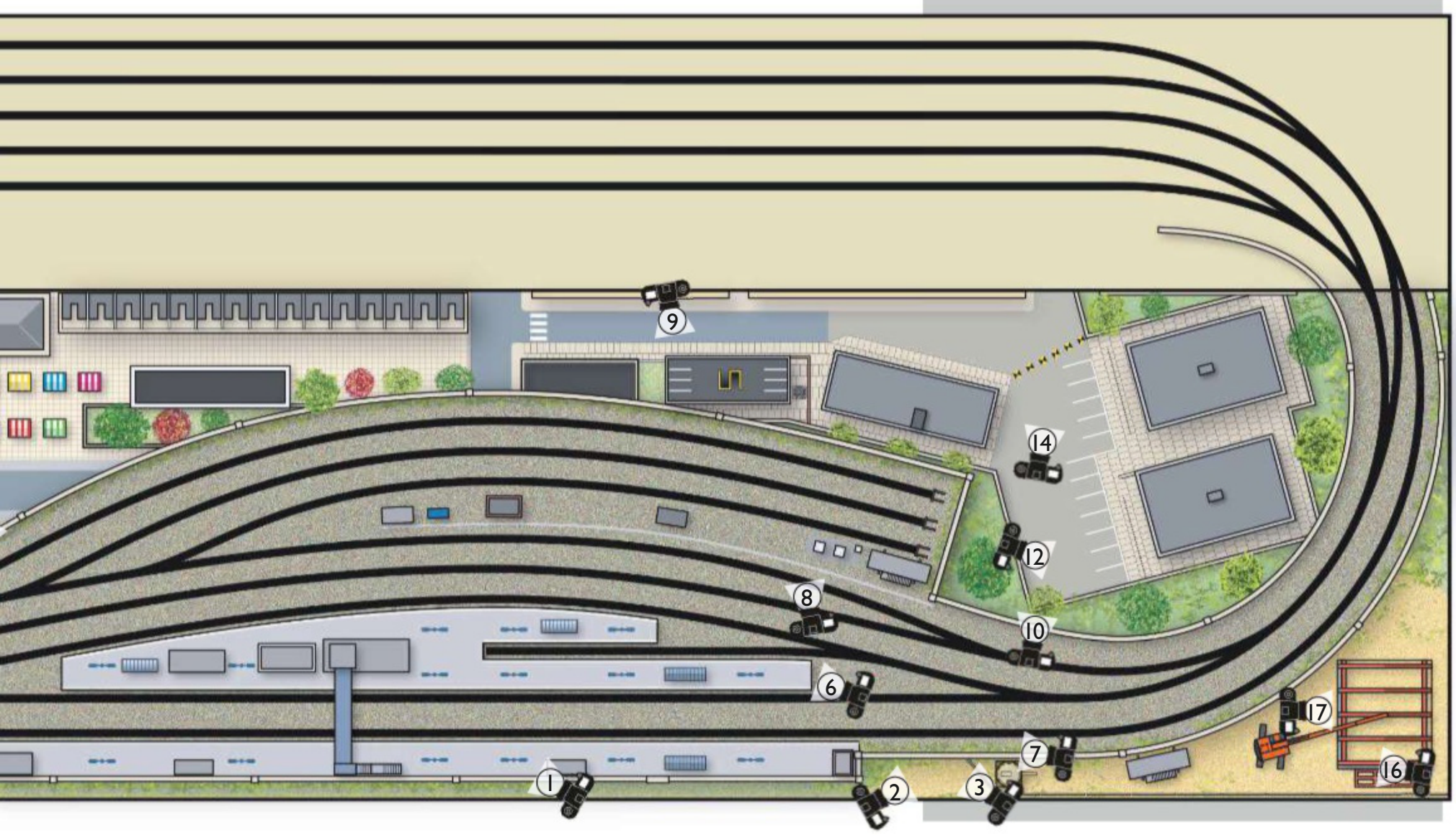
Gauge and scale: 9mm scale, 4mm:1ft, 'N'

Time to build: 11 months

Size: 8ft by 2ft 6in

Track: Peco Code 80 and Setrack curved points

Power and control: DCC with a Gaugemaster Prodigy Advance system





13



14

Left: The church is a Kibri kit, painted and weathered to suit the scene, while the bank is a Japanese building resprayed into a stone effect to make it more in keeping with UK designs.

Below: The backscene was hand-painted using a mixture of emulsions and lots of blobbing, dabbing and sponging to get the required sky and cloud effects.



15



16



17

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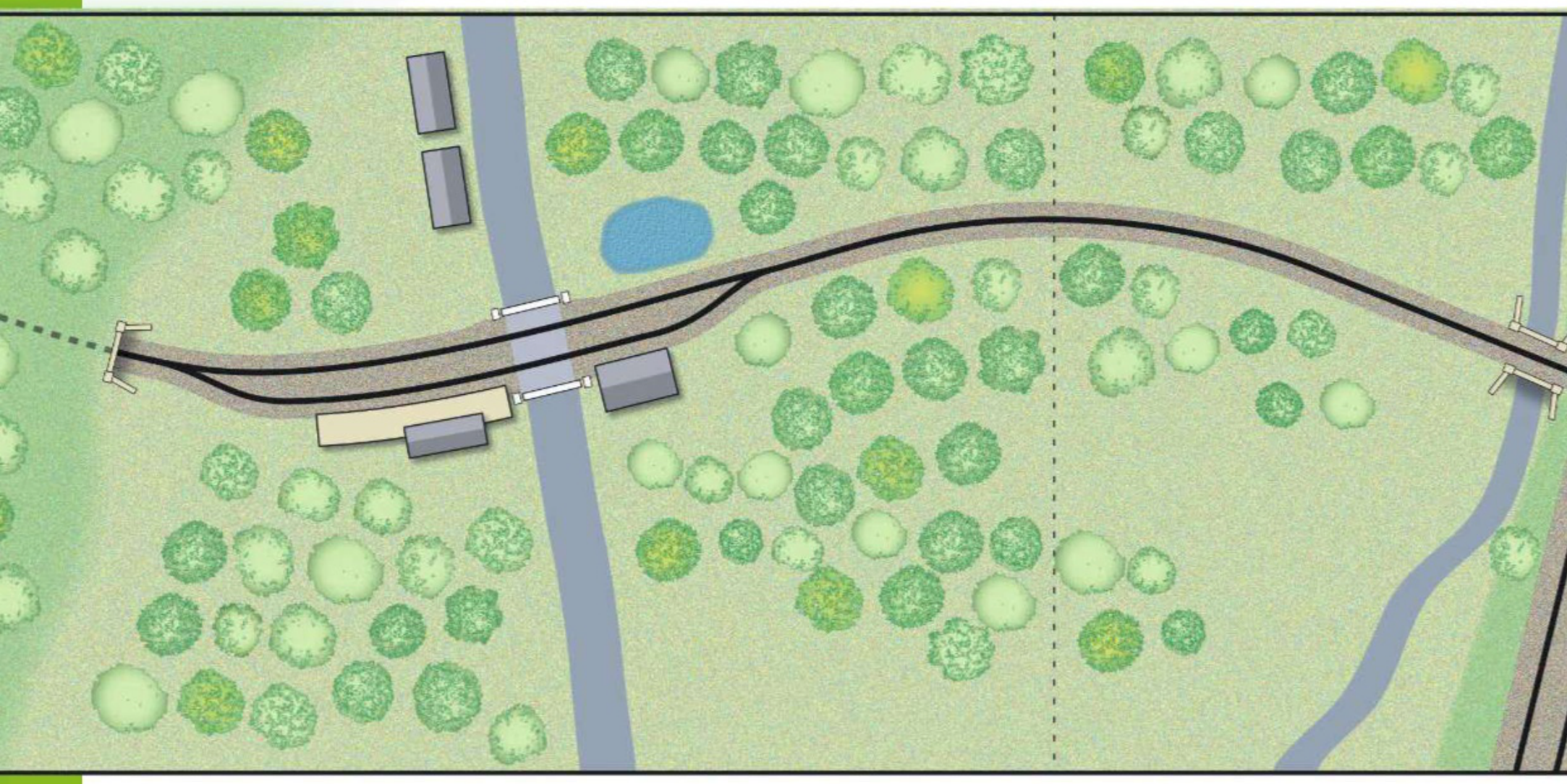


DESIGN US A LAYOUT

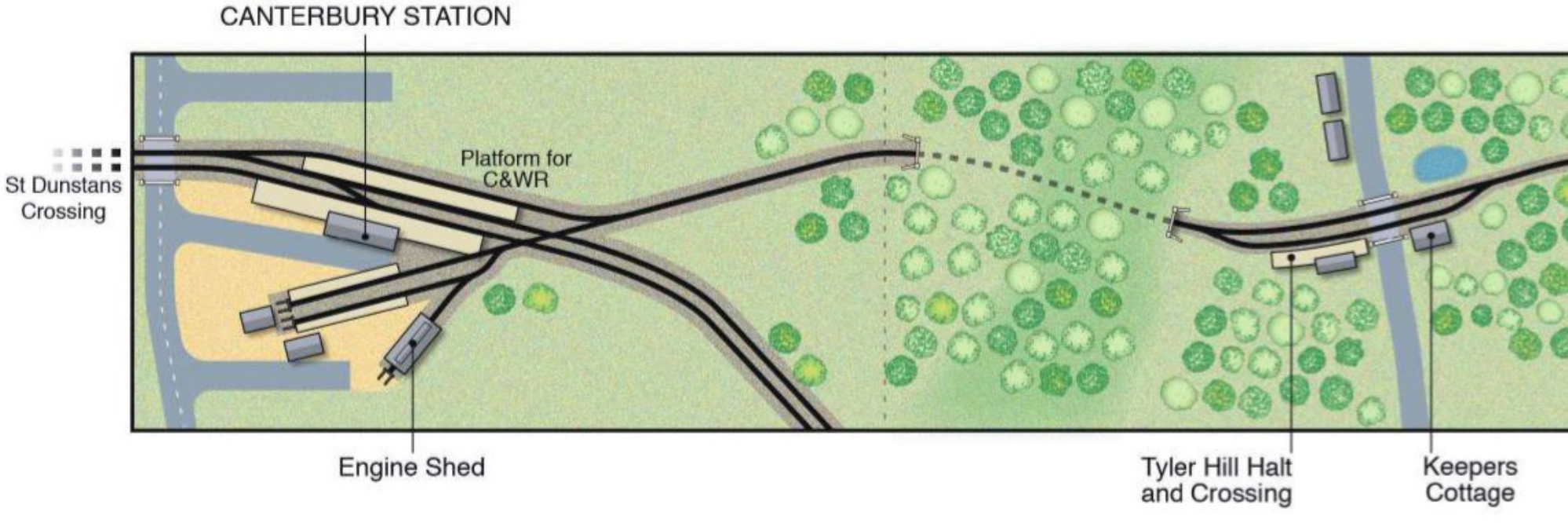
THE RUNNERS-UP

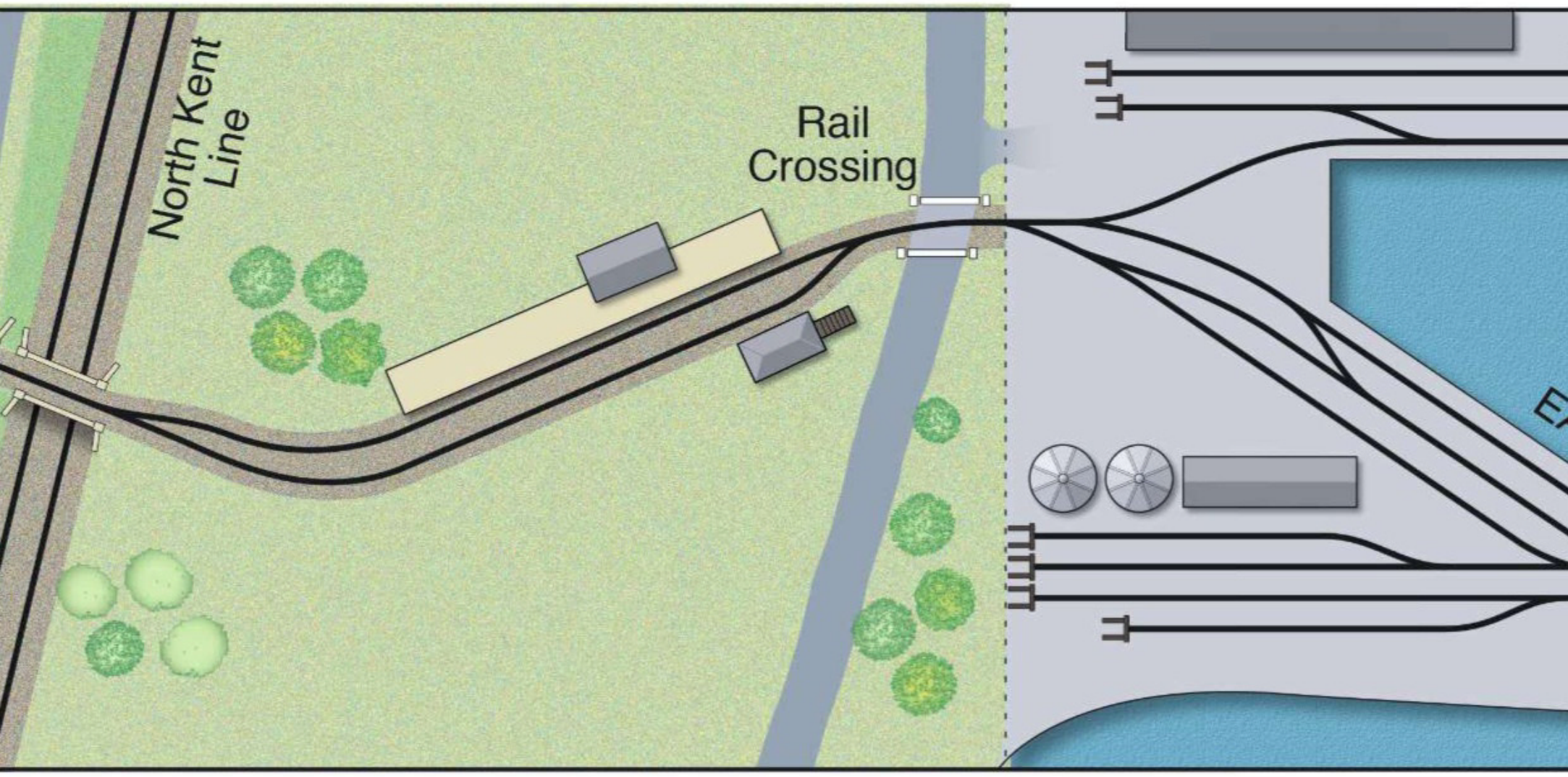
Choosing our favourite layouts from all your entries was a tough task. You can see our rendition of the winner on pages 46-61, but here are the nine runners-up.

Words: **Chris Gadsby** Artwork: **Andrew Mackintosh**

In the June 2019 issue of *Model Rail* (MR261) we invited you to design us a layout that would fit on four modules of equal dimensions that didn't exceed 4ft by 2ft. The theme had to be consistent with one stretch of railway or a geographical area within the same time era, and the entrance and exit tracks from each baseboard had to be consistent so that we could join them together.

We had loads of entries and it took us a long time to decide on the winner. We managed to narrow it down to a top ten and it was equally difficult to choose between those. We carefully assessed everything about the designs, from the terrain requirement to the buildability of the track plans, but eventually we found our winner and you can see how we brought that design to life, stage by stage, in our Workbench special. What follows, in no particular order, are the other nine layouts that made our top ten.





‘THE CRAB AND WINKLE LINE’

‘N’ gauge
Designed by Jeff Brown

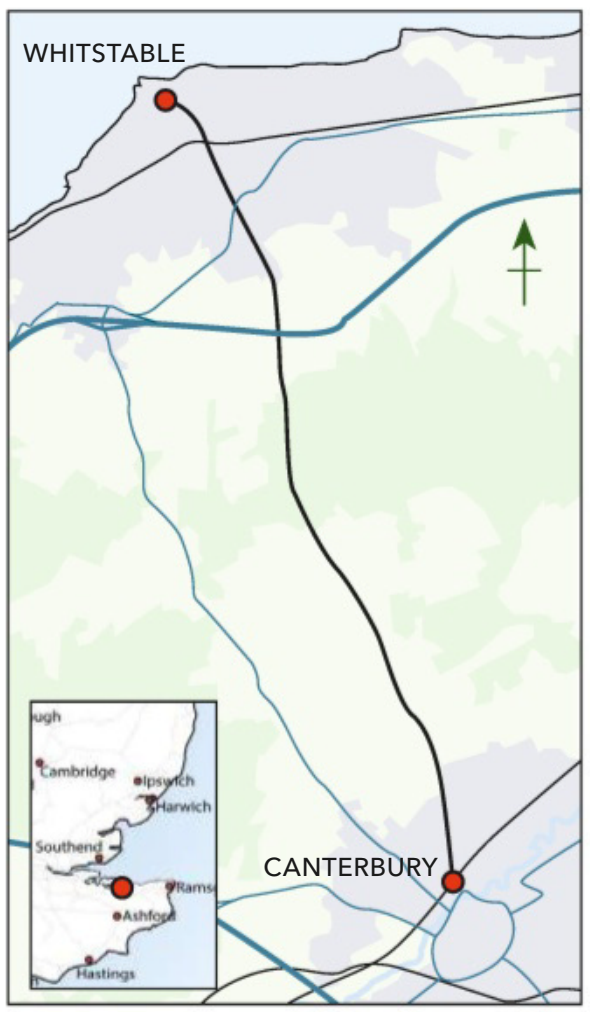
Jeff’s design covers the main areas of the Canterbury and Whitstable Railway, including the harbour and the line’s namesake stations. The layout could host trains from any era, from the 1830s when the line was opened until the 1950s, although there is a limitation owing to the height of Tyler Hill tunnel.

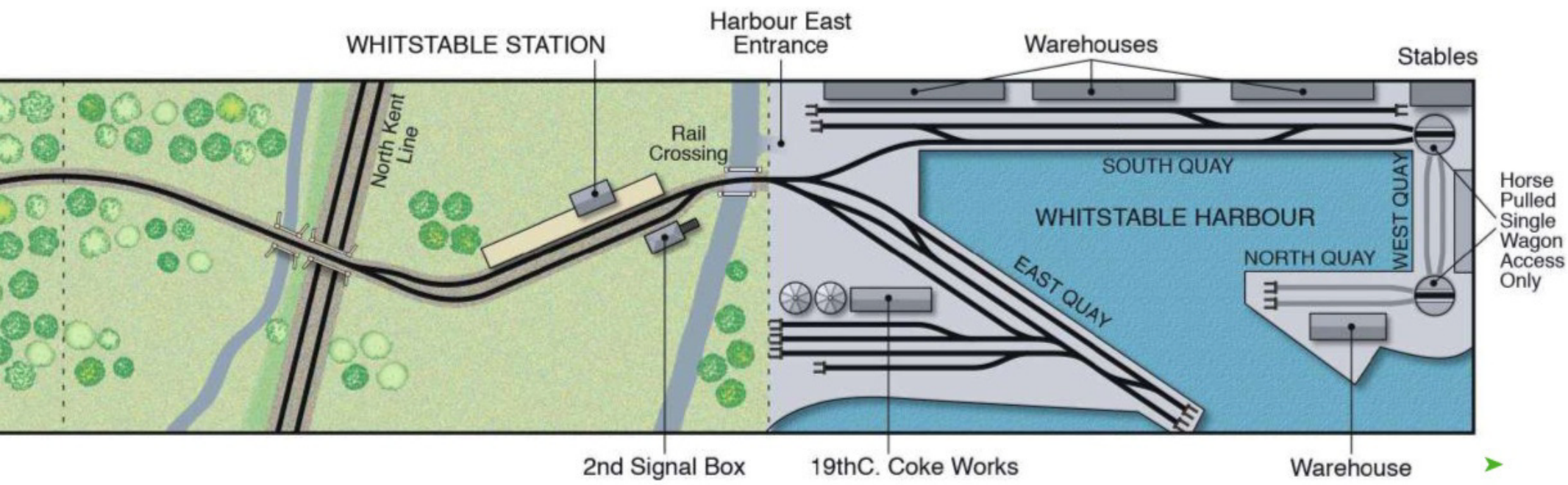
“The tracks have been marked on the plans with their full width, including ballast,” says Jeff, “and what I haven’t been able to show on the plan is the height of the tracks above baseboard level, high enough to allow for the building of harbour walls. The first board covers Whitstable Harbour, which was mainly used by fishing vessels, and the track to the west and north was only operated by horse and windlass.

“The station at Whitstable was very basic. The crossing in the west has been raised to meet the height of the bridges but the track then drops to join board three at a standard height. On board three the prototype headed directly south and started to climb away from the coast. It’s on this board that Tyler Hill tunnel sits, which limits the stock that can run owing to the height.

“Canterbury station is much bigger than Whitstable and has space for some storage of stock as well. The Ashford-Ramsgate line curves off to the bottom of the baseboard, meaning that boards 1-3 are interchangeable.”

What we liked: With an ‘N’ gauge layout, Jeff has been able to get much more in the space than he would have with a ‘OO’ gauge design. The undulation and contrasting colours with the harbour and the wooded area would also make it quite a vibrant layout and there would be plenty of operational interest.





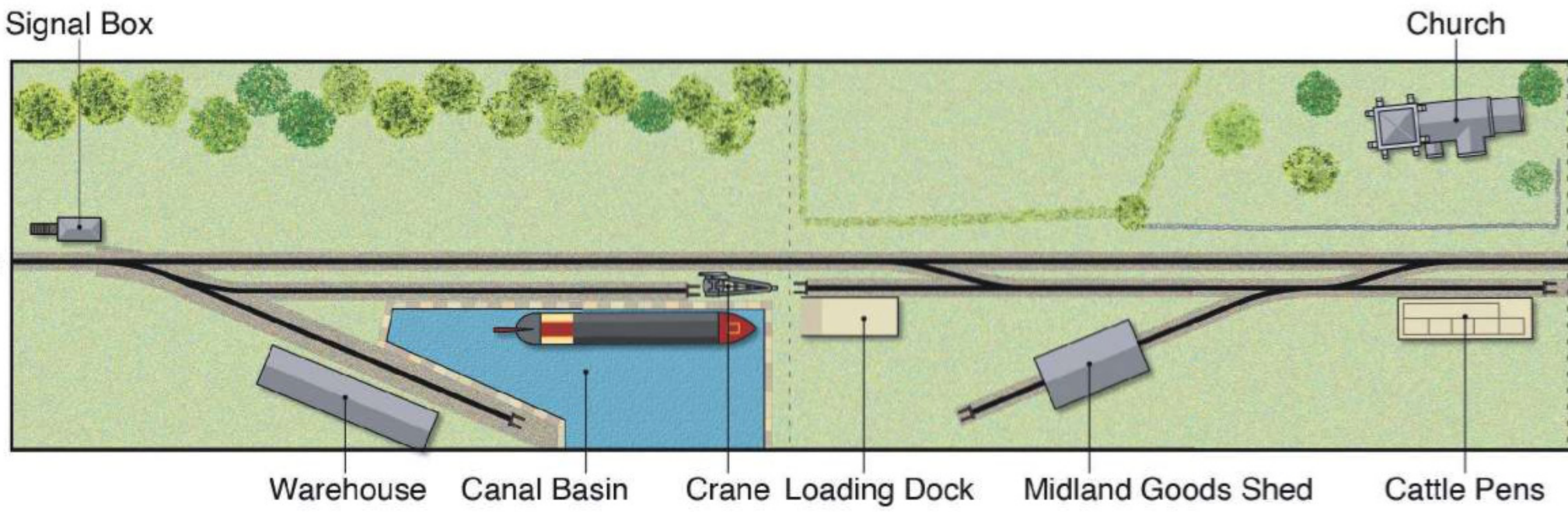
‘WIRKSWORTH BRANCH’
‘OO’ gauge
Designed by Mike Hunter

Mike’s design incorporated a Derbyshire branch line that would serve both passengers and freight to and from Wirksworth stone quarries. The undulating scenery would add depth and dimension and there are plenty of models on the market to suit, including Bachmann’s upcoming Midland 0-4-4T.

“I’ve used the maximum 4ft by 2ft baseboards with each one designed to work self-contained with a fiddleyard on either end,” says Mike. “As the main line is dead straight, I added gentle curving to the sidings and have angled the buildings as much as possible to lessen the effect of the straight line. The track enters and exits at the mid-point of each board so that they can be added together either way around and in any order.

“Removable sky backscenes could be added to either side of the boards, depending on the need at the time, but to make this work the scenery would have to be free-standing. I’d create a scenery profile for the baseboard sides so that the countryside can undulate but still match at the baseboard edges.”

What we liked: The layout isn’t overly complicated and truly fits the ‘modular’ idea. There is plenty of operational interest with the crossovers and the sidings and, because the boards can be used in any order, the layout could be different every time you came to play with it.

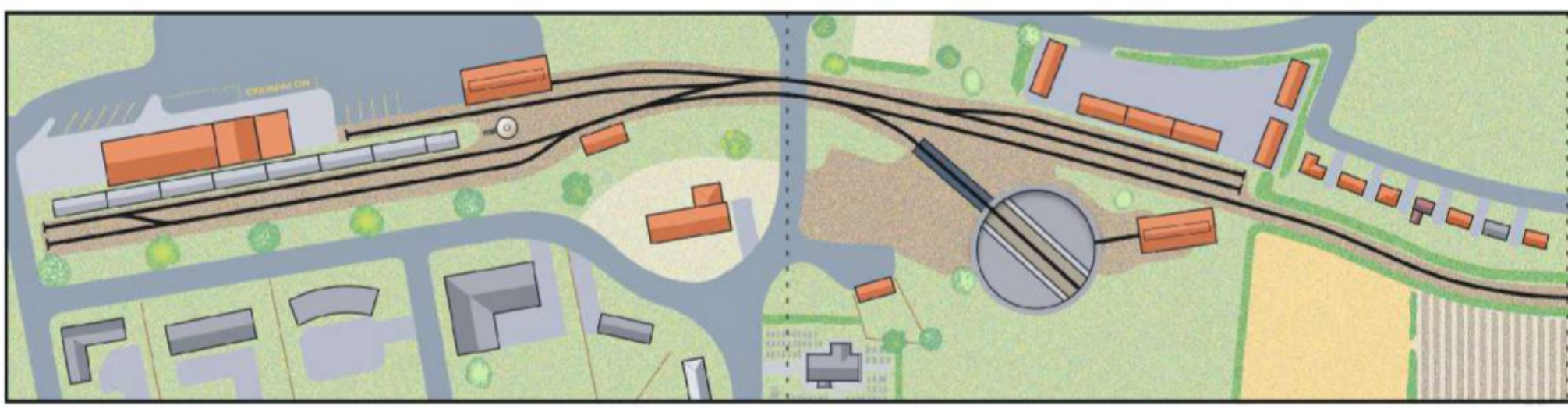


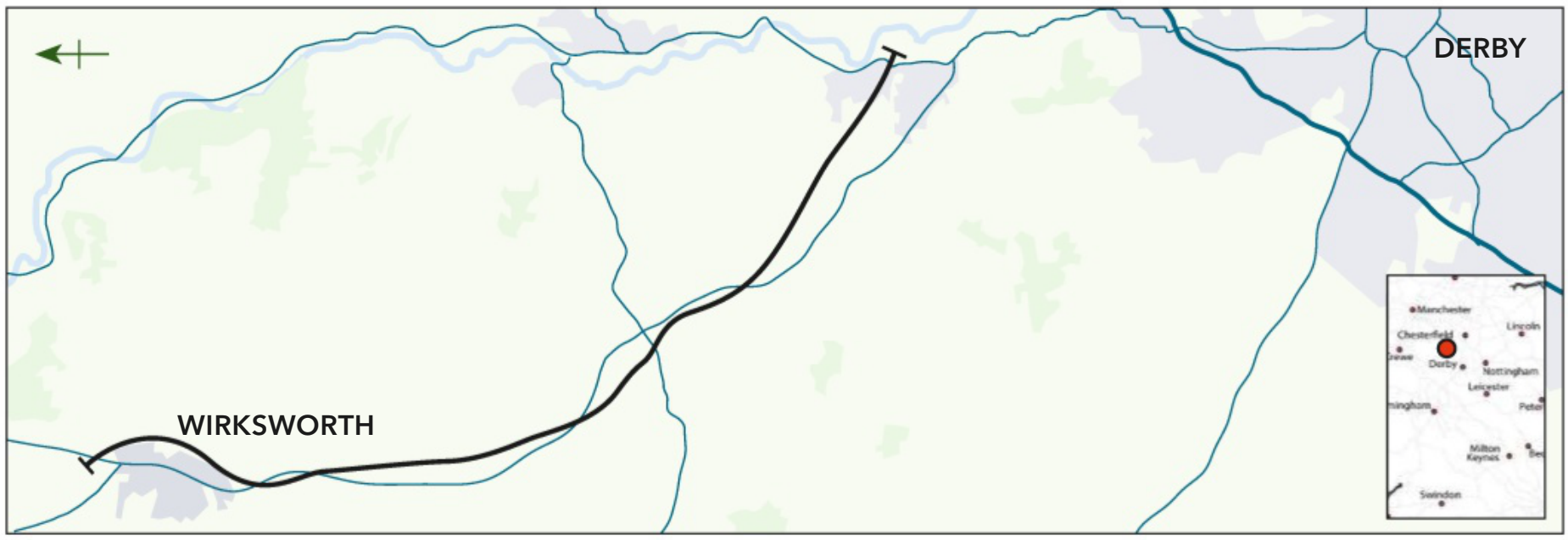
‘SWANAGE RAILWAY’
‘N’ gauge
Designed by Chris Jones

The only preserved railway-themed layout to make the top ten, Chris Jones has designed a modern-day Swanage Railway layout, inspired by his recent visit. Envisaged in ‘N’ gauge, Chris has been able to incorporate much of the surrounding area, as well as the railway itself, to further reinforce the scene for viewers.

“I liked the idea of being able to run almost any type of train on a layout, and because the Swanage Railway is such a tourist attraction it would be possible to emulate a steam day – a heritage gala featuring diesels and local freight stock,” says Chris. “Since locomotives are often from different railways you wouldn’t need to be too concerned about the liveries. It would be great for the layout to be viewable from either side and operated with a digital Wi-Fi controller so you wouldn’t need to stand behind the layout.”

What we liked: This is exactly how you would imagine a layout on a preserved line to be. Glorious blue skies in the height of summer with green fields and everybody enjoying an ice cream while out on the railway. There’s a lot to build and create, but the result would be magnificent.




DERBY
WIRKSWORTH
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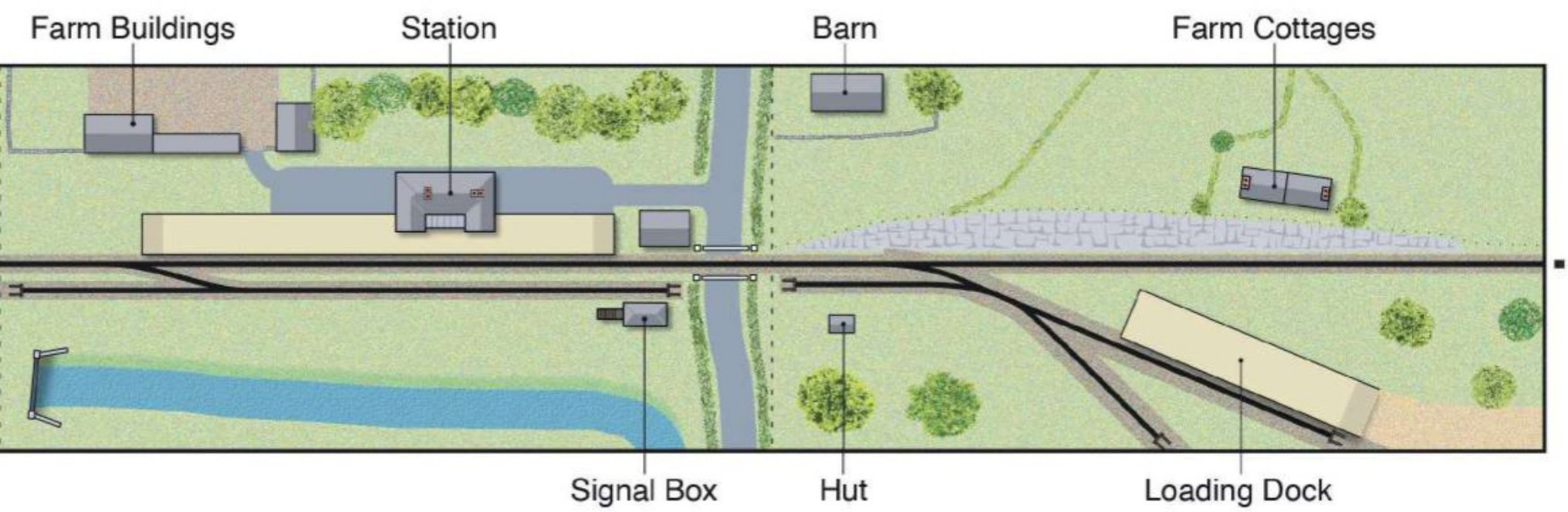
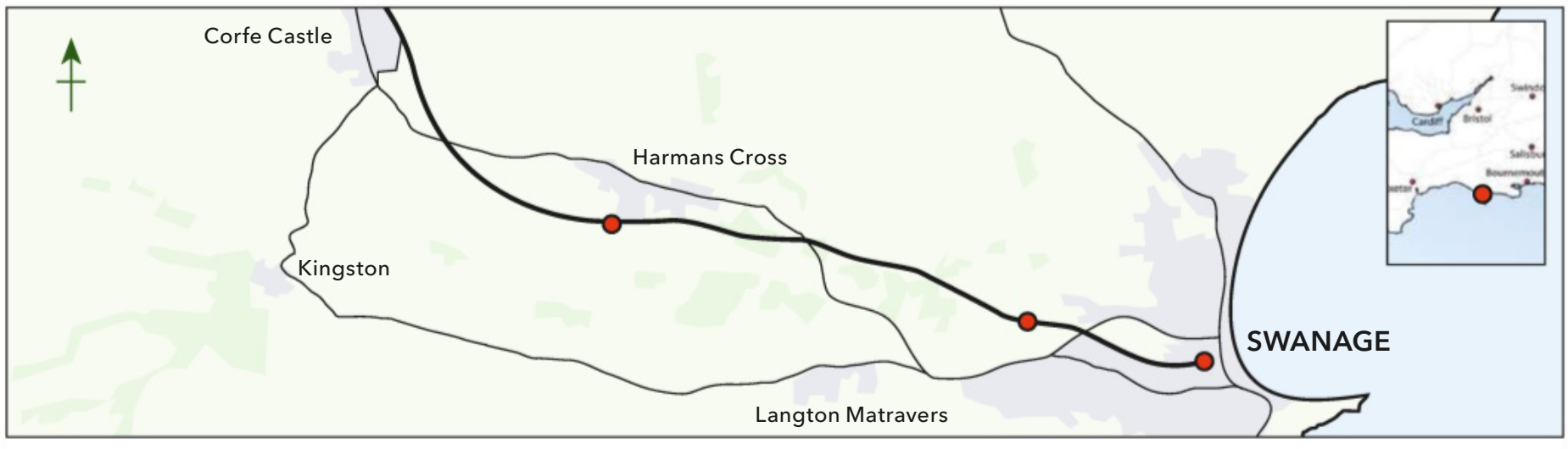

Farm Buildings
Station
Barn
Farm Cottages
Signal Box
Hut
Loading Dock


Corfe Castle
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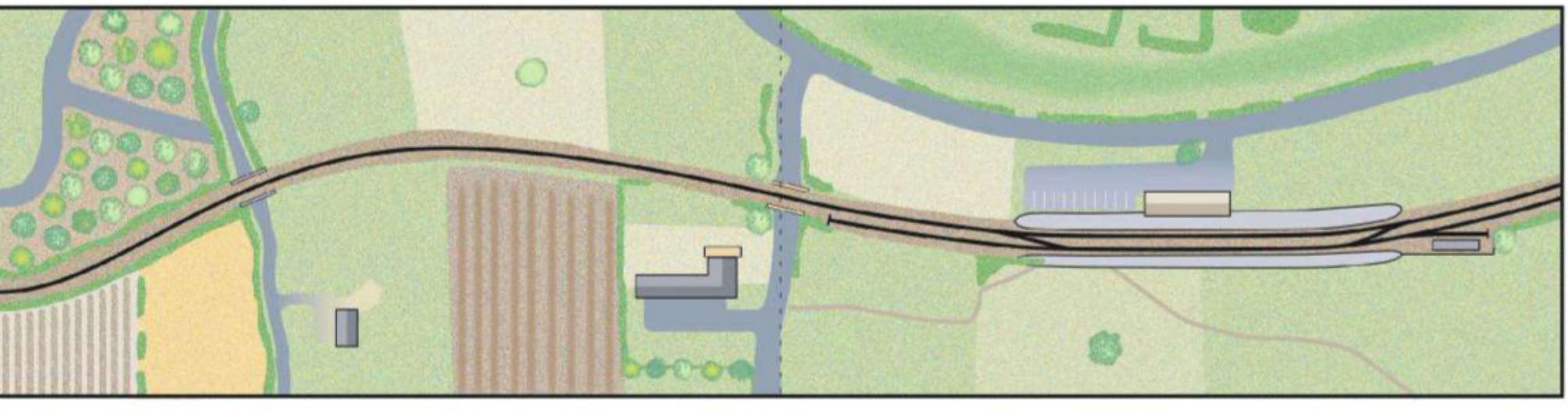
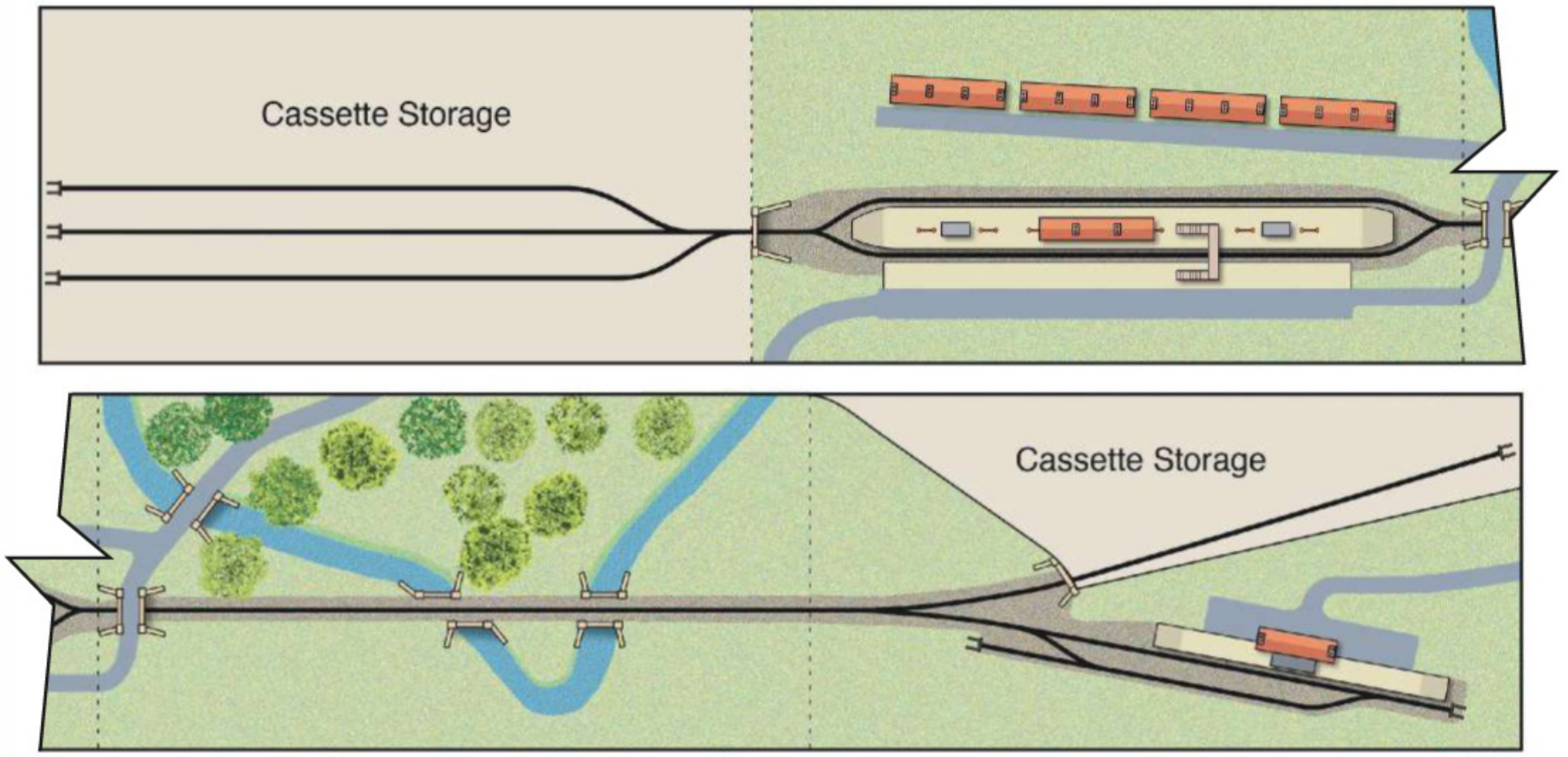


‘TT’ GAUGE LAYOUT
Designed by Alan Poole

Alan’s design incorporates two stations and storage at each end. The single-line platform with a run-round loop allows for some interesting operational activity and the inclusion of storage enables a variety of stock to be included.

“I’ve been modelling in ‘TT’ scale (1:100) for 62 years, so it was a natural choice to design this layout at 3mm:1ft,” says Alan. “Only basic signalling is included, but there are a lot of isolating sections for analogue control. With a 4ft board between the two station boards it allows a train to completely leave one before it arrives at the other.”

What we liked: This layout would be a great introduction to the scale as it isn’t overly complicated and could be built on a small budget, with enough scenic space to allow you to make the layout your own by adding your own buildings.



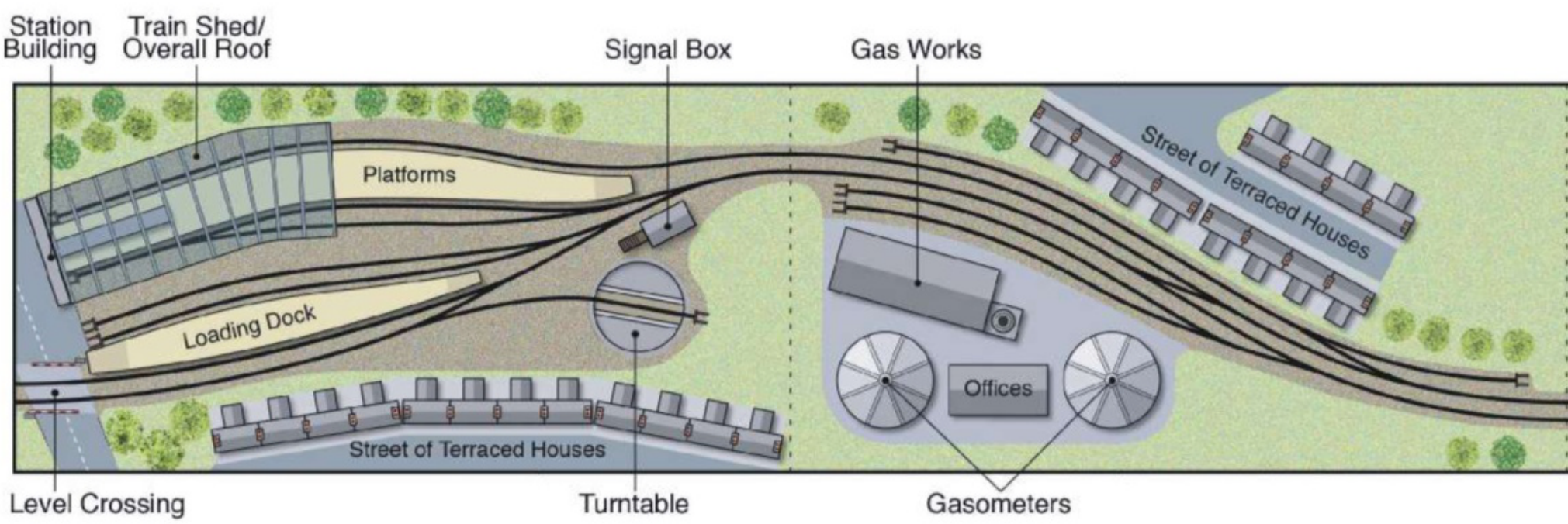
ALNWICK BRANCH
‘N’ gauge
Designed by Richard Needham

The Alnwick branch closed in 1968 after the line had been singled and it is just before this time that Richard has set his competition entry. He’s employed a mix of prototype and freelance aspects to his layout, with Alnwick station and a colliery both incorporated. To allow for the somewhat complex pointwork, ‘N’ gauge is the scale of choice for this layout.

“Even in ‘N’ gauge I have had to do some compression of Alnwick station and I have extended two of the sidings to the edge of the baseboard so that they can join up with another board,” says Richard. “I purposely created two left-hand and two right-hand boards so that they could be interchanged and give you a different layout each time you came to use it.”

What we liked: By keeping the trackwork tight and close together, the rest of the board is freed up for extensive scenery which would make the board look bigger than it actually is.

Dropping the board as it crosses the river adds a height differential, which would make it more credible and there is plenty of pointwork to operate with.



‘TINTERN PARVA’

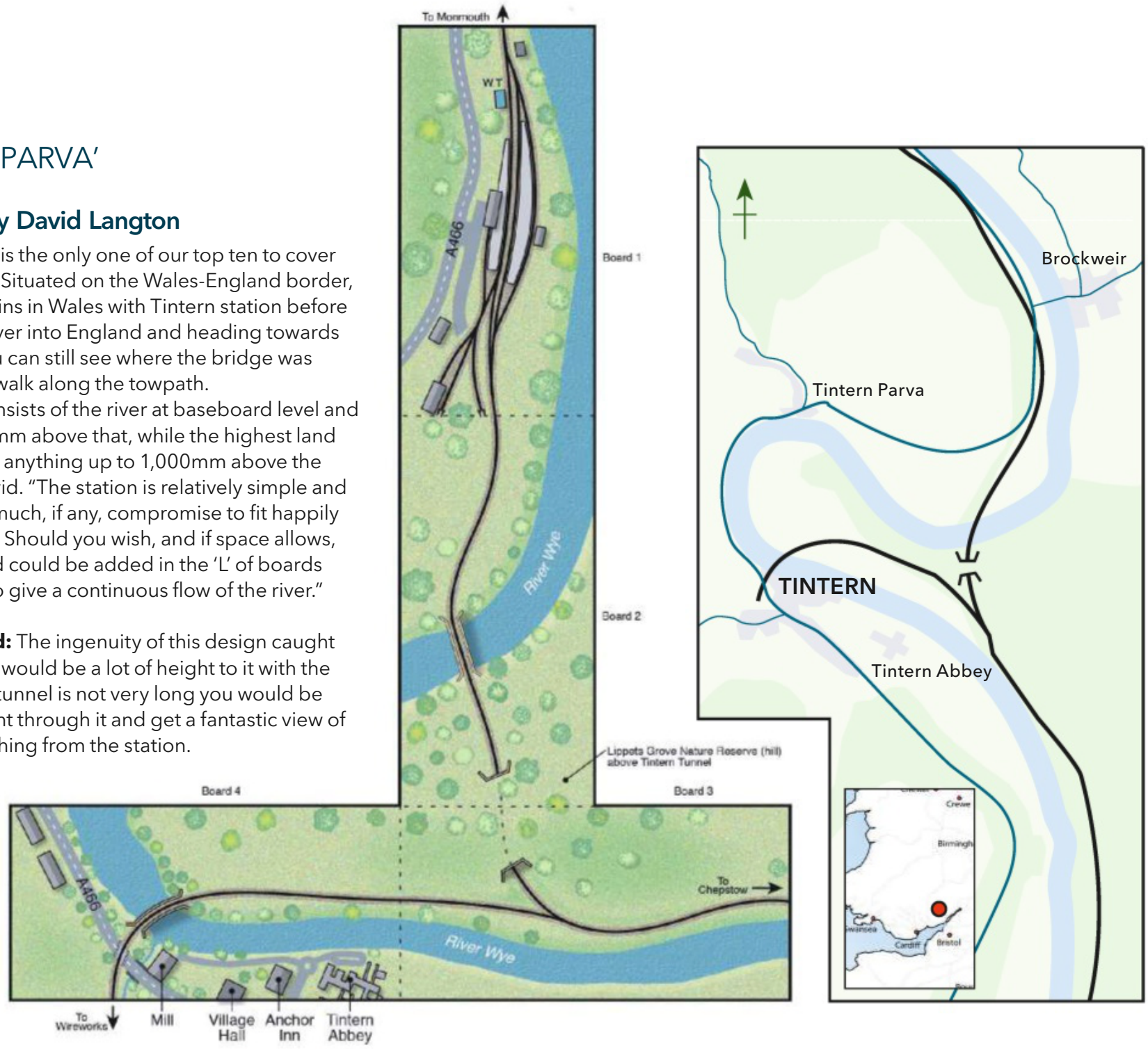
‘N’ gauge

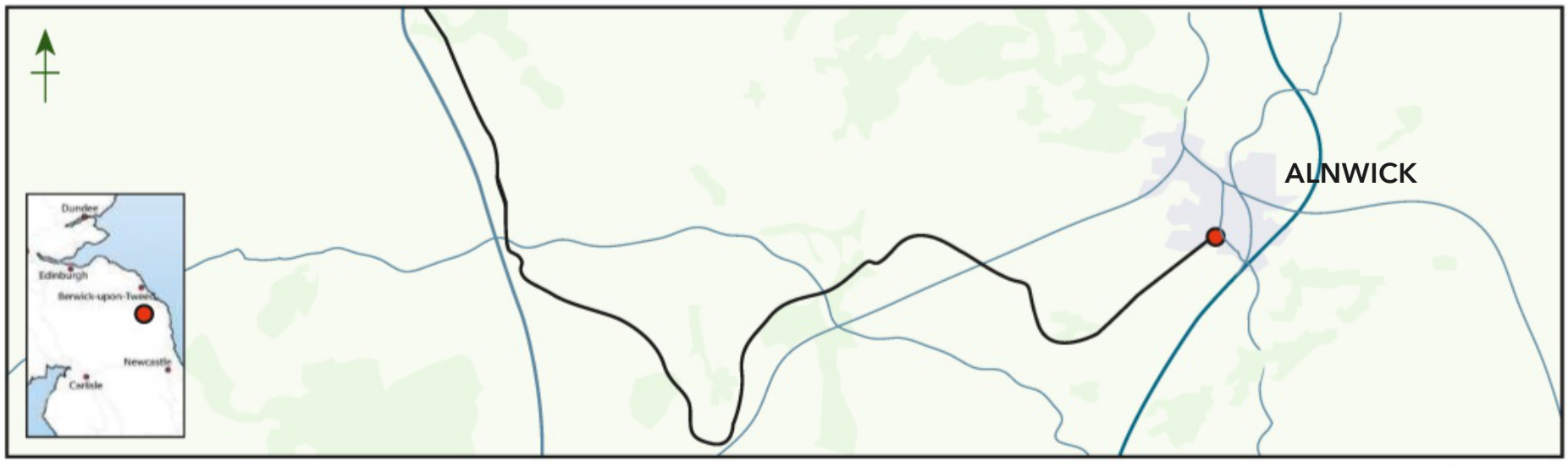
Designed by David Langton

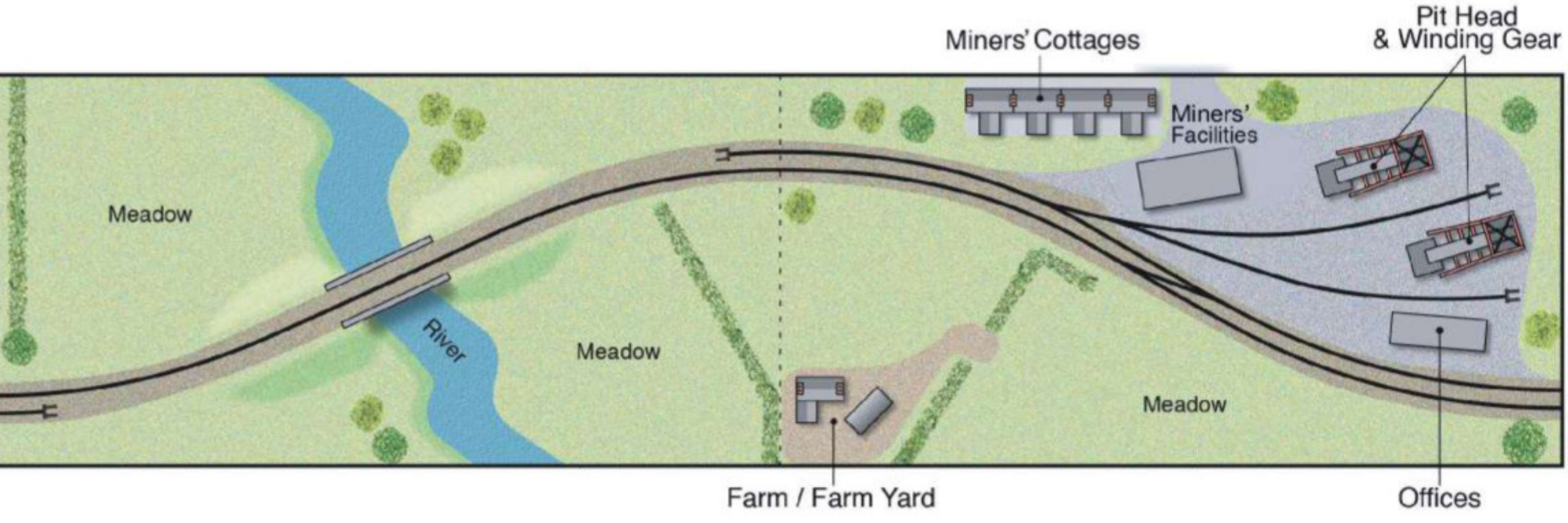
‘Tintern Parva’ is the only one of our top ten to cover two countries! Situated on the Wales-England border, the layout begins in Wales with Tintern station before crossing the river into England and heading towards Chepstow. You can still see where the bridge was located if you walk along the towpath.

“My plan consists of the river at baseboard level and the railway 60mm above that, while the highest land point could be anything up to 1,000mm above the river,” says David. “The station is relatively simple and doesn’t need much, if any, compromise to fit happily on a 4ft board. Should you wish, and if space allows, a further board could be added in the ‘L’ of boards two and four to give a continuous flow of the river.”

What we liked: The ingenuity of this design caught our eye. There would be a lot of height to it with the hill, but as the tunnel is not very long you would be able to see right through it and get a fantastic view of trains approaching from the station.







‘PART WAVERLEY ROUTE’
‘O’ gauge
Designed by Thomas Murray

This is one of the more track-heavy designs in our top ten, and it depicts part of the Waverley route between Whitrope siding and Stobs military camp. This layout has plenty of height as it winds through the hills and there are also two viaducts, one at Shankend and one at Stobs.

“The size restrictions mean that this is probably more suited to ‘OO’ gauge”, explains Thomas, “particularly because a lot of modern traction and rolling stock is much too large. I’ve incorporated sidings in one way or another on all of the boards so that trains can be stored off the main line if they aren’t in use.”

What we liked: This line hugged the side of the hills as it meandered through Scotland. It would certainly make for an interesting build!



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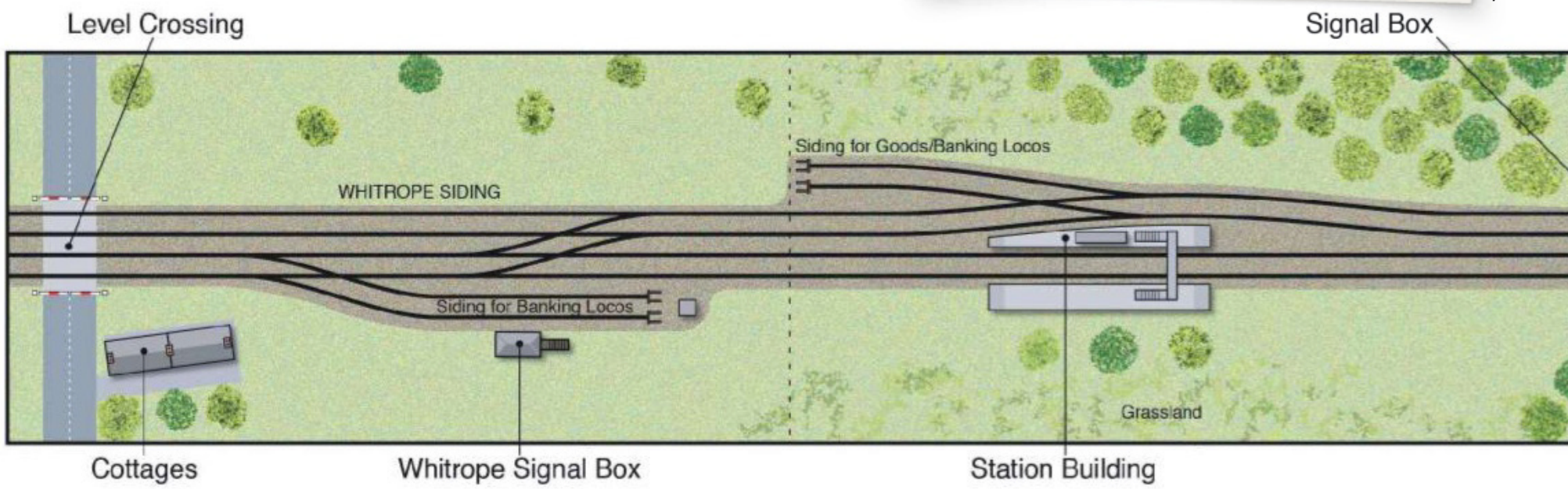
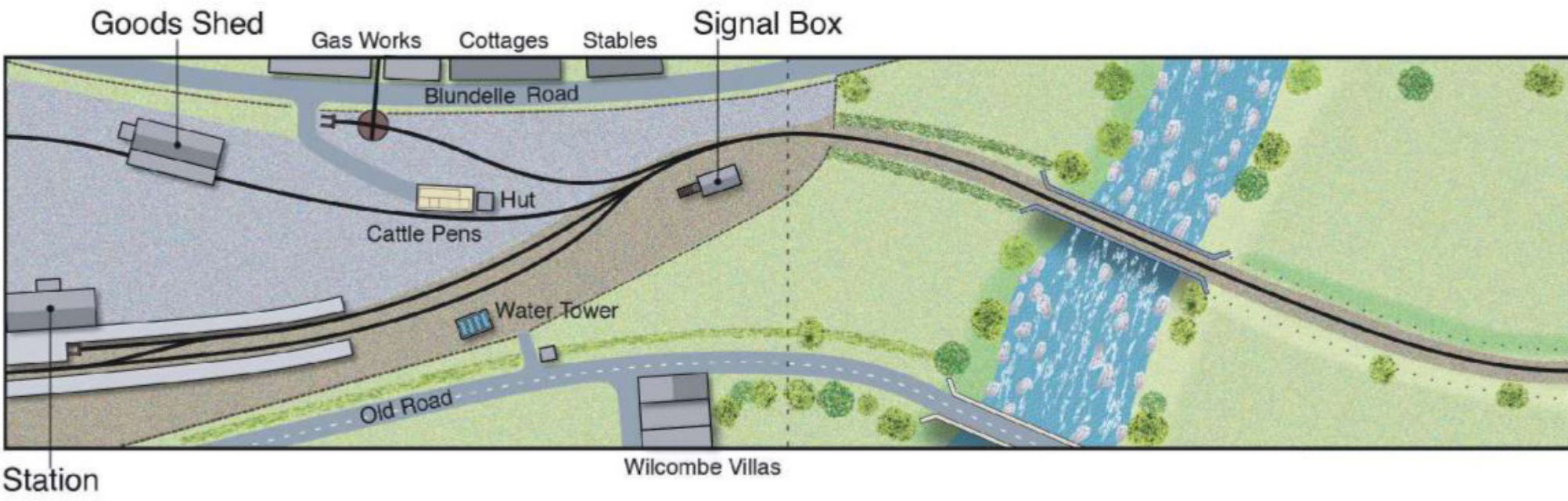


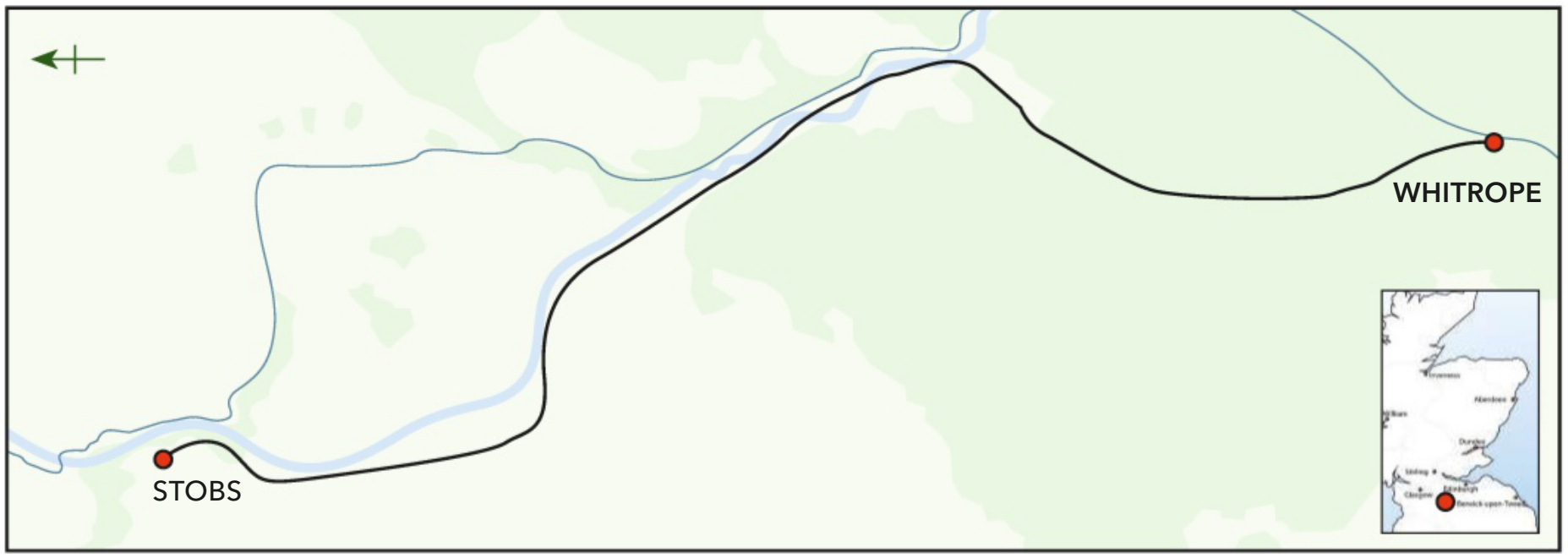
‘THE TIVVY BUMPER’
‘N’ gauge
Designed by R. Biddlecombe

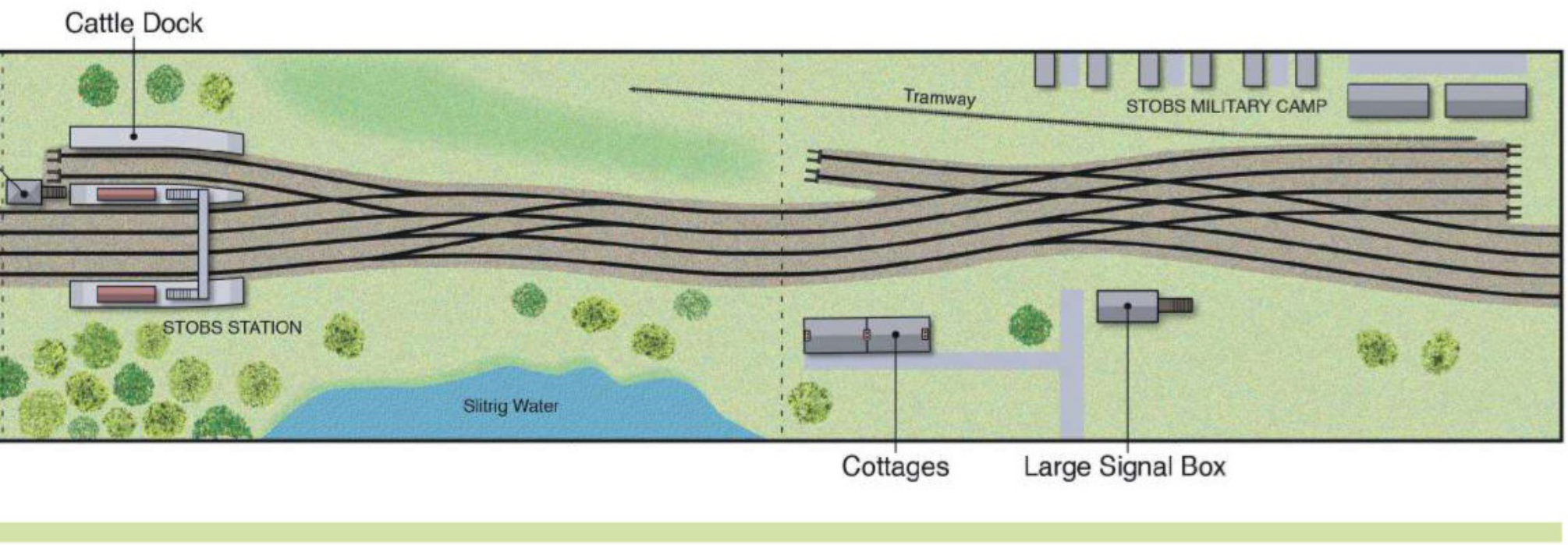
Another ‘N’ gauge layout, this time depicting the railway between Tiverton and Tiverton Junction. As has been a common theme in this competition, the stations have been compacted to fit onto the 4ft by 2ft board requirement, but there is a nice balance between the modules of busy stations and quiet countryside.

“Since using a 16.5mm track gauge would require bigger boards and I wouldn’t like to hand-build points in 3mm scale, I opted to drop to 9mm Code 55 standard gauge track. Similar to the Bristol and Exeter Railway, I’ve used a three-way point and a double slip to compact the space. While the line no longer exists, you can still trace it on maps, as a line of trees runs from Tiverton Junction, past Halberton, the location of board three, to the site of Tiverton station (now a Tesco).”

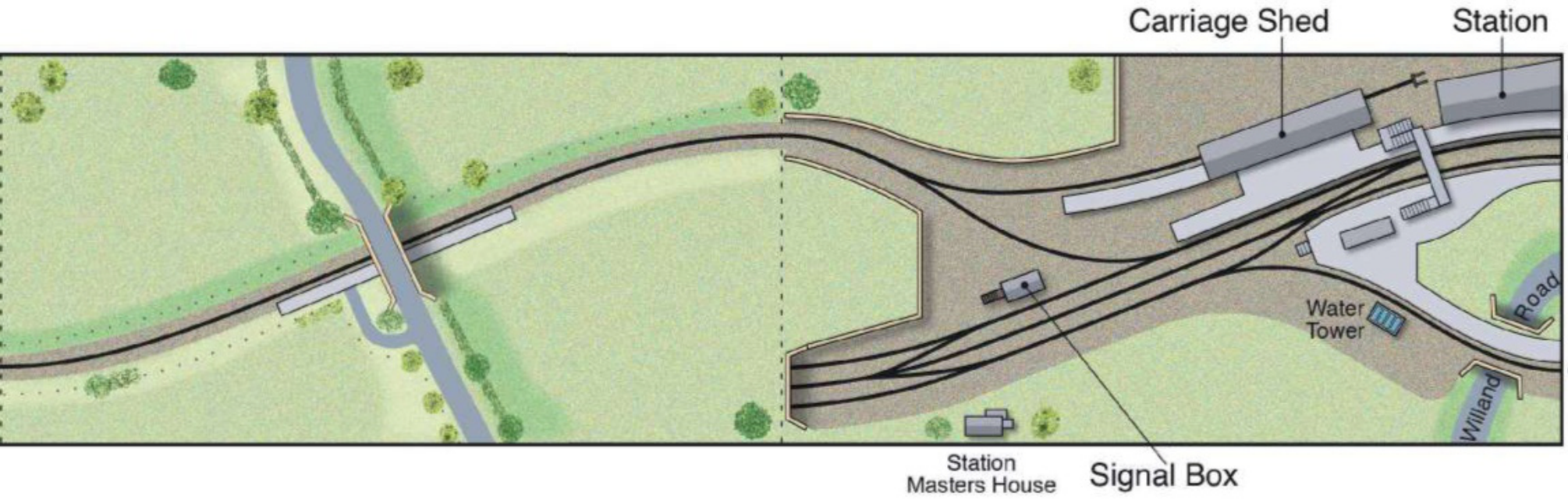
What we liked: There is a pleasing contrast between a couple of the boards with heavy trackwork and a couple with just one line running through the middle, which provides a nice change of pace. The line also curves through the board rather than cutting straight across, parallel to the edge, and that creates a more realistic look overall.

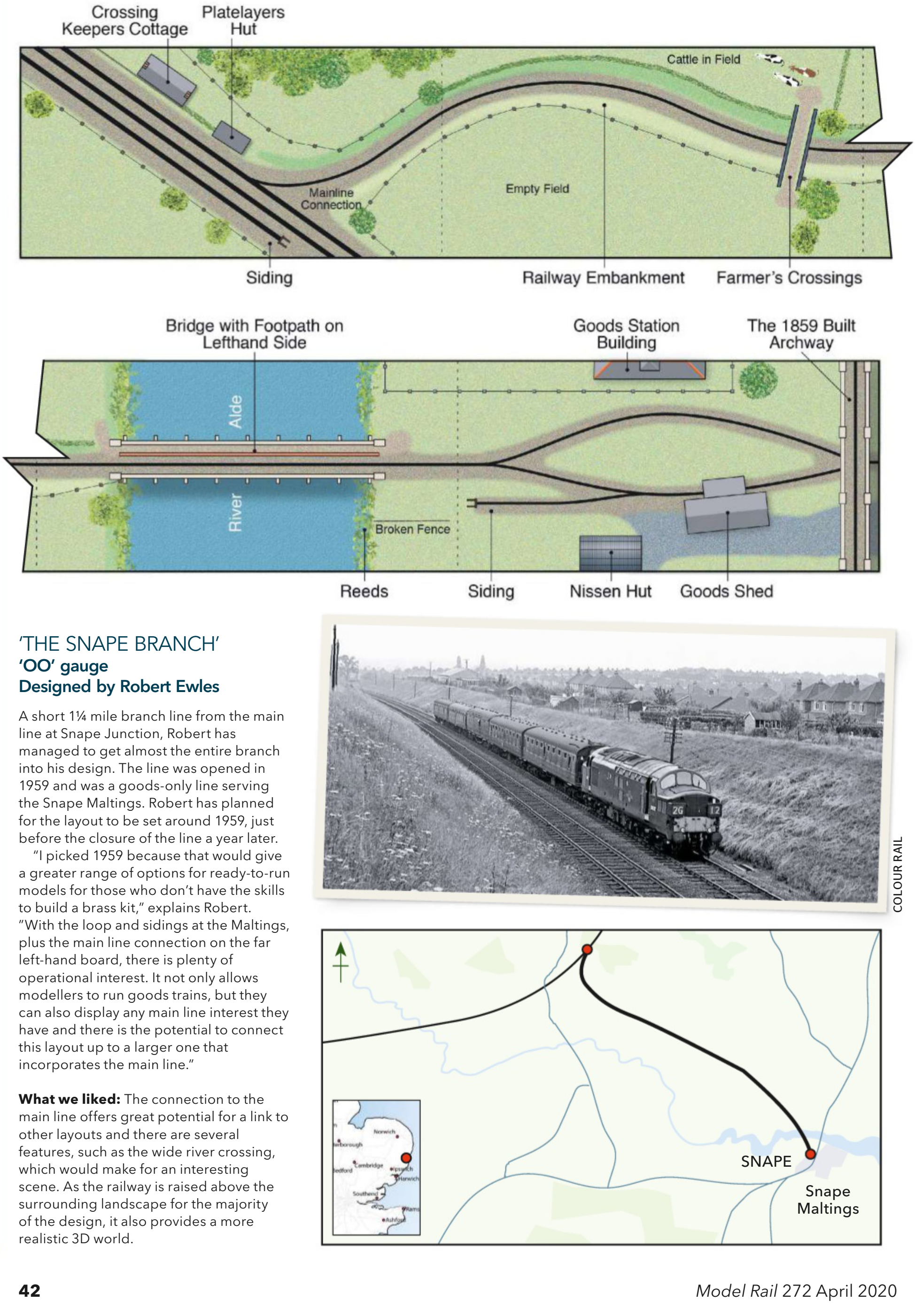



WHITROPE
STOBS


Cattle Dock
Tramway
STOBS MILITARY CAMP
STOBS STATION
Slitrig Water
Cottages
Large Signal Box


TIVERTON
WILLAND


Carriage Shed
Station
Water Tower
Road
Willand
Station Masters House
Signal Box



'THE SNAPE BRANCH'

'OO' gauge

Designed by Robert Ewles

A short 1¼ mile branch line from the main line at Snape Junction, Robert has managed to get almost the entire branch into his design. The line was opened in 1959 and was a goods-only line serving the Snape Maltings. Robert has planned for the layout to be set around 1959, just before the closure of the line a year later.

"I picked 1959 because that would give a greater range of options for ready-to-run models for those who don't have the skills to build a brass kit," explains Robert. "With the loop and sidings at the Maltings, plus the main line connection on the far left-hand board, there is plenty of operational interest. It not only allows modellers to run goods trains, but they can also display any main line interest they have and there is the potential to connect this layout up to a larger one that incorporates the main line."

What we liked: The connection to the main line offers great potential for a link to other layouts and there are several features, such as the wide river crossing, which would make for an interesting scene. As the railway is raised above the surrounding landscape for the majority of the design, it also provides a more realistic 3D world.

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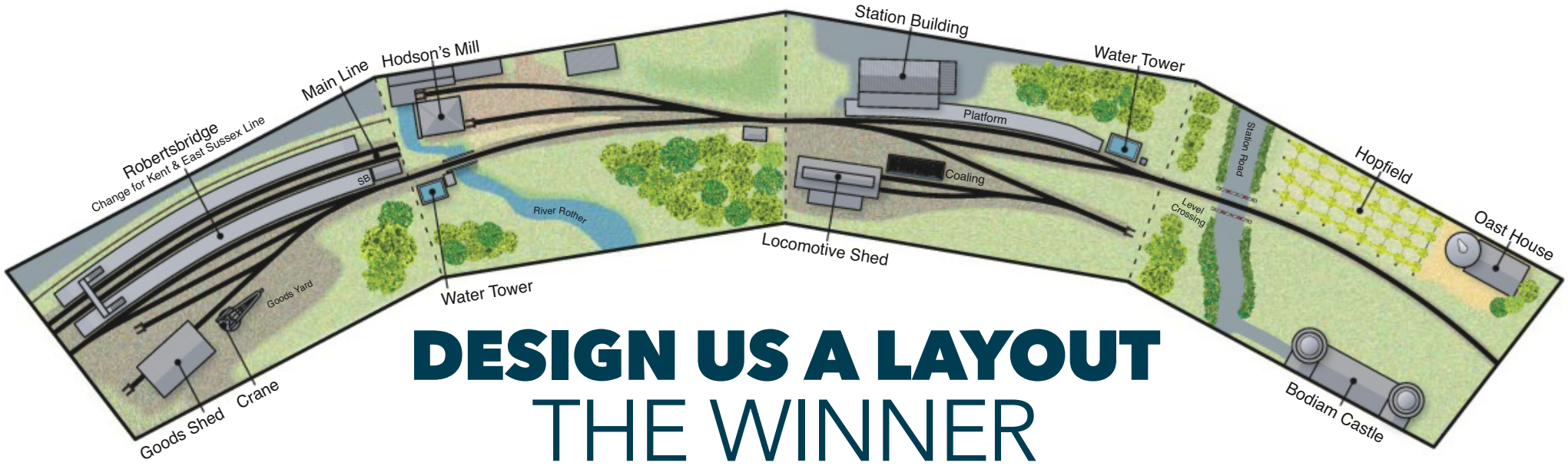

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'OO' gauge
Designed by Guy Van Meroye

It was extremely difficult for us to pick a winner from the top ten but eventually, we settled on this 1950s depiction of the Kent and East Sussex Railway. We were particularly impressed with the innovative trapezoid design that enables the layout to be a continuous curve. The static main line can be used to display main line stock, while landmarks such as Bodiam Castle will make for interesting scenery.

Guy said: "Some excellent models are arriving in 'OO' gauge that would serve the Kent & East Sussex Railway in BR-days, such as the 'Terriers' and the Class P. The layout includes major features of the line such as Bodiam, Hodson's Mill in Robertsbridge, and Rolvenden, being as accurate as possible while remaining within the confines of the board dimensions. While the layout is in one big curve, if two boards were to be rotated you would end up with a straight layout."



46 Set up a baseboard



50 Model a flowing river



54 Scratchbuild a station



58 Create a hop field

Meet the *Model Rail* Expert modellers



Dave Lowery
Professional model maker with a lifetime's experience.



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



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



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

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



HOW TO

SET UP A BASEBOARD

Dave Lowery starts the ball rolling, building all four baseboards and installing a set of main line station platforms.

My main brief was to produce four baseboard segments, shaped so that they would form a semi-circle when placed end to end. The track had to be laid, with points and sidings, following the winning layout design.

Three of the four baseboards were distributed to the other modellers: one going to Buckinghamshire, one to Northamptonshire and the other to Northumberland. I retained the first segment, which contained the twin-track main line station platforms and Light Railway interchange.

I was interested to see how Peter, Chris and George would each approach their own segments, as we all favour slightly different scenic techniques. Once completed, the sections would be reunited and the layout would be ready for use.

PHOTOGRAPHY: DAVE LOWERY

What's the point?

Trackwork is Peco Code 100, with 'live' Electrofrog points employed throughout. As the layout is based on Light Railway practice, the locomotives are likely to be small, with a short wheelbase, and would struggle on Insulfrog points with their plastic crossing 'Vees'.



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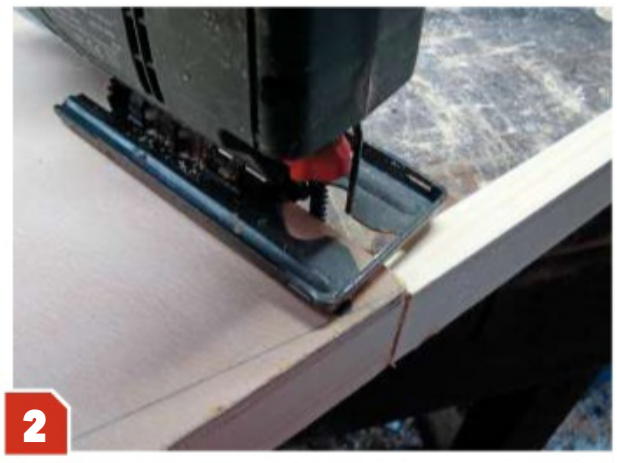
STEP BY STEP

BUILDING THE BASEBOARDS AND PLATFORMS



1

The baseboard framing was formed from 2in by 1in softwood, supporting a 12mm thick plywood surface. All joints were cut squarely and test-fitted before being glued and screwed. Standard PVA wood glue was employed.



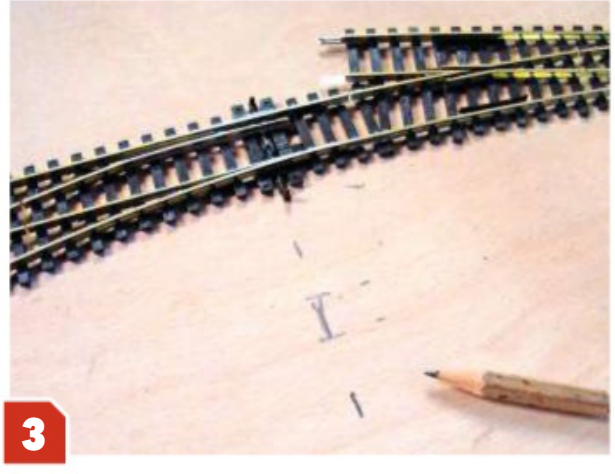
2

The boards are designed to fix together at an angle. So that the layout forms a semi-circle, the ends of the main members and baseboard tops need to be cut accurately. I cut the tops first and used these as a guide for cutting the frames.

What you will need

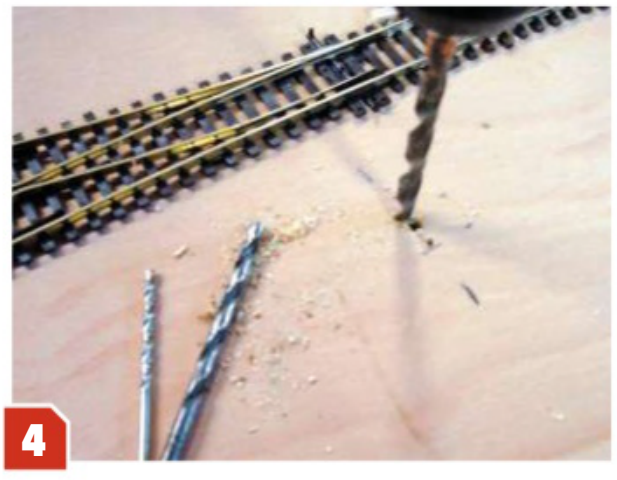
TOOLS

- Knife
- Blades
- Steel rule
- Tenon and panel saw
- Jigsaw (optional)
- Drill and bits
- Screwdrivers
- Abrasives
- Files



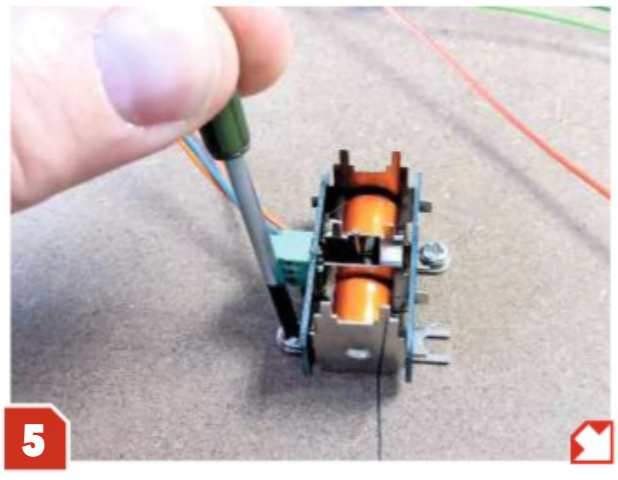
3

To install point motors, the Peco points were laid out in the desired location and the positions of the tie-bars marked, noting the extremes of travel. Electrofrog points were used to improve performance of smaller locomotives.



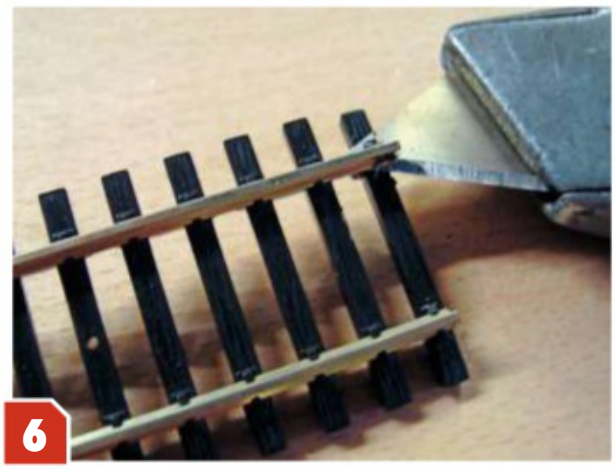
4

Remove the points and join up the dots to indicate the size and location of the slots required for the actuator arms to pass through the baseboard. Drill away the bulk of the waste, then tidy the slot with a blade and files.



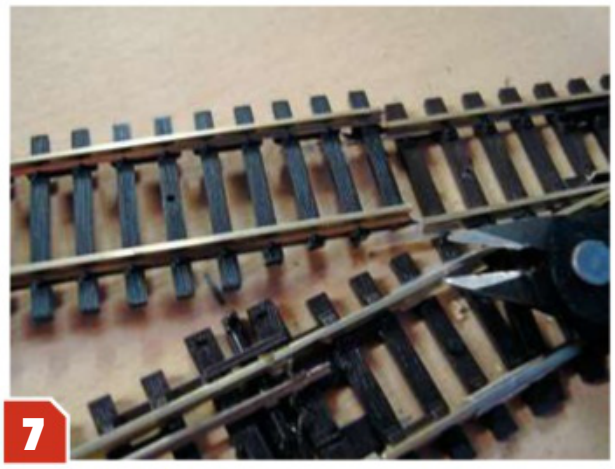
5

Place the points onto the board over the drilled holes and secure with track pins. The motors can then be installed, threading the actuator arms through the hole in the point's tie-bar. Check operation before screwing to the board.



6

Set out the sections of plain track, marking out where the flexible lengths need to be cut. Tidy the cut rail ends with files and remove the chairs at the end sleepers to accommodate fishplate joiners.



7

Also, you'll need to taper the sleeper ends to make a snug fit against the points where they converge. With Electrofrog points, don't forget to install insulated fishplates to the rails leading from the crossing 'Vee'.

BUILDING SMART

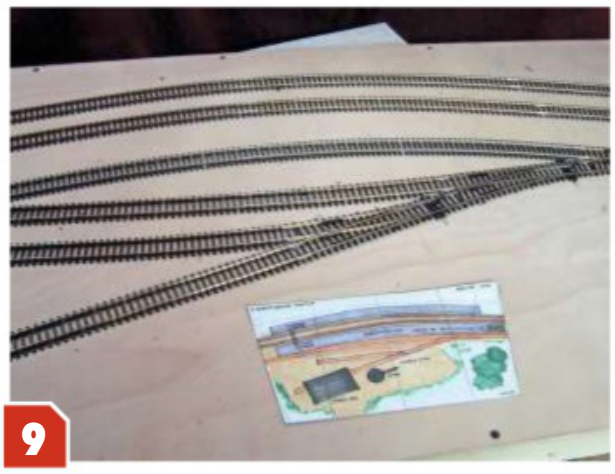
Kit-built buildings were used as they're a lot cheaper than the ready-built examples currently available from the likes of Hornby and Bachmann. Saying that, the cost still came to more than £50.

Metcalfe's card platforms kits are ideal for this style of layout where the platforms are curved. They're very flexible – literally – and go together very well; just take your time and build them up in sections. I have my partner, Pat, to thank for doing all the basic work here.



8

With the centre track and points laid, I created spacers from scrap card to allow me to keep the adjacent running lines apart at a consistent distance.



9

The track was compared with the original plan to check that all was as it should be. Make sure that the tracks curve smoothly, with no nasty kinks. Now we can mark out where the various buildings are to be sited.



10

To gauge the locations of stations, mark out the clearance using a pen held against your longest locomotive or carriage. For a platform on the outer line, hold the pen at the front end to work out the amount of overhang on a curve.



11

For the inner track platform gauging, place the pen against the centre of the vehicle to reveal how much of the body and chassis swings outwards.



12

Using a Metcalfe platform kit, the triangular spacers and platform edges can be glued in place using the lines previously drawn. Double-check the clearances before ballasting the track, securing the scatter with diluted PVA.



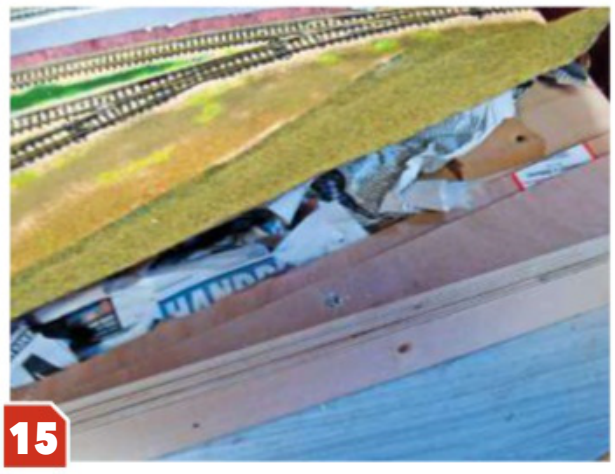
13

When the ballast has cured, lay a sheet of paper on top of the platform edges and press along the edges to form a crease. This mark can then be used as a cutting guide for the platform top surfaces.



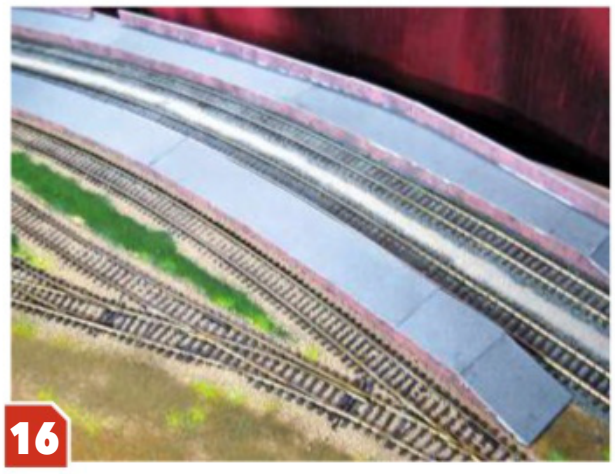
14

Cut the card platform surfaces and glue into position. Check alignment carefully and clamp in position with weights, such as heavy books or tools. Leave overnight for the PVA glue to cure completely.



15

For scenery, a grass mat was cut to shape and the lower edge glued to the baseboard. When dry, the underside was stuffed with newspaper to provide a contour, then the back edges were glued down to fillets of scrap plywood.



16

I used a range of shades and grades of turf from Woodland Scenics, sprinkled over a coating of PVA. If you see glue showing through the flock; this can be highlighted with a bright green to simulate weeds.

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- ★ Visit to view the Stassfurt locomotive collection at the former DB steam shed with barbecue meal
- ★ Stay in the heart of historic Wernigerode, the capital of the Harz region

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- ★ Visit the Pennsylvania Railroad Museum that houses a world-class collection of locomotives
- ★ Visit some of the earliest locomotives in America at the Mount Clare Roundhouse
- ★ Spot American bald eagles from the Potomac Eagle vintage diesel train
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HOW TO

CREATE A RIVER

George Dent's allotted baseboard segment demanded the creation of a river, so he took the opportunity to try out a new 'water' product.

Working on an individual baseboard segment – in parallel with three other modellers – is an interesting experience, especially as we all have our own quirks and preferences when it comes to creating scenery. At first glance, I thought I'd drawn the easiest of the four scenic sections as the plan boasted just a handful of structures and lots of open scenery.

But then I noted the River Rother flowing through one side – and I hate modelling water! Well, maybe 'hate' is too strong a verb, but it's definitely an aspect of modelling that I've seldom enjoyed, and I've rarely been satisfied with the results of previous efforts. But a new product from Deluxe Materials, Aqua Magic, promised to make the job easier, so I was eager to give it a try.

A RIVER RUNS THROUGH IT

Creating the actual riverbed did prove a little more complicated though, as the baseboard top needed to be pierced after construction, rather than beforehand, which is usually recommended. However, I've done this before on a couple of occasions when I decided to add a water feature that wasn't on the original plan. Achieving a good depth for the river can create complications, as the baseboard framework may need modifying and strengthening, so I opted to keep things as simple as possible, not least to ensure that the integrity of the baseboard wasn't compromised.



A little online research revealed that Hodson's Mill, beside the Kent & East Sussex Railway, didn't look too unlike a structure in the Metcalfe Models range, so that kit was obtained along with a few similar buildings. Moreover, I strayed from the plan a little, adding a few more industrial structures along the rear edge in order to create a more satisfying composition.

As for the success of the water, the Aqua Magic certainly offered the benefit of being a single-shot medium, with no need to mix equal amounts of a resin and hardener. Having a high viscosity, the fluid was more difficult to squeeze from the bottle than I'd anticipated, although that might be down to me working in a chilly workshop in February!

Patience is vital, as the Aqua Magic should be built up in thin layers for best results, following the instructions provided. Indeed, an initial sealing coat is recommended, especially for porous surfaces such as my sandy riverbed. It took three separate layers to create the river, with each taking a few days to harden, so there was a quite a lot of waiting around.

The river surface can be textured with a soft flat paintbrush, in order to create ripples or waves, but timing this intervention correctly takes a little practice. Do it too early, and the Aqua Magic settles to a flat surface again. Try it too late and the material may be too resistant, giving the modeller little control over the effect.

I'll let readers judge the degree of realism of my river. For a first attempt with a new product, I'm happy with the results, although a little practice on smaller mock-up dioramas would be a good idea, especially to hone the creation of wave effects and currents. Alas, I didn't have time for that but, having found Aqua Magic easy enough to use, I'm planning on using it again in future.

PHOTOGRAPHY: GEORGE DENT

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Hodson's Mill complex and sidings, plus the curving river, combine to produce a very pleasing layout section.

Budget water tower

The water tower is a modified Hornby model (R8003), with the base re-clad in embossed plastic sheet and with the addition of laser-cut windows. Look out for a demonstration of how this was done in a future issue of *Model Rail*.





STEP BY STEP



1

I sketched out the proposed route of the river, making it wider than the actual waterway, to allow for landscaping the riverbanks. A set of 8mm holes were drilled at strategic points to help the jigsaw establish itself in the plywood.



2

The jigsaw was fitted with a fresh cutting blade before cutting the outline of the river. Always wear eye protection and a mask when cutting wood with power tools. The edges of the wood were sanded before the track was re-fitted.

What you will need

SHOPPING LIST

- Aqua Magic and Ballast Bond adhesive **Availability:** Deluxe Materials stockists or Gaugemaster **Tel:** 01903 884488 **Web:** *www.gaugemaster.com*

TOOLS

- Knife
- Straightedge
- Tenon saw
- Jigsaw
- Drill and bits
- Chisel
- Abrasives
- Small trowel
- Paintbrushes
- Airbrush (optional)



3

The outer softwood frame needed a notch cutting into it to establish the riverbed. A tenon saw made a series of vertical cuts to a uniform depth before a sharp, wide chisel was used to chip away the waste wood a little at a time.



4

Using waste plywood, thin strips were cut to the same profile as the waterway to act as spacing strips. These were glued to the underside of the baseboard, protruding slightly into the aperture to produce the beginnings of the bank contours.



5

A fresh piece of 6mm plywood was then cut to form the riverbed and glued to the spacers. Weights were placed on top and the board left overnight to allow the glue to set completely before flipping the baseboard back upright.



6

The surrounding landscape was profiled using layers of foamboard cut to rough shapes and secured with PVA glue. This is a handy way of using off-cuts of foamboard or other materials, as the shapes can be fairly rudimentary.



7

The bridge sides and parapets were formed from Wills embossed plastic sheets and brick arch overlays, while the coping stones were added from Evergreen styrene strip. They were fixed in position with contact adhesive.



8

The landscape contours were formed with fast-drying DIY plaster, mixed in small batches so that it remained workable for long enough to be manipulated with a small trowel. Deeper deposits were built up over several layers to minimise cracking.



9

The plaster was allowed to dry out for a couple of days before I painted it with a generic brown household emulsion tester pot. When the paint had dried, fine plasterer's sand (available from a DIY store) was built up to an even depth along the riverbed.



10

The sand was built up to the desired depth and profile, using a finger to tamp it down to create a consistent level and to shape the banks to the desired gradient. When I was happy with it, the sand was secured with Ballast Bond, applied via the supplied precision tip.



11

After about 48 hours, the riverbed was coloured with a variety of dark brown, grey and murky green shades, using an airbrush. Airbrushing isn't essential – the paints can be applied by hand – but it does allow for a subtle blending of the different shades.



12

After applying a basic 'undercoat' of grass flock, the excess was vacuumed away once the glue had set. The open end of the river was then 'dammed' with thick card, coated with clear packing tape to act as a non-stick barrier, clamping it firmly in position.



13

A thin initial layer of Aqua Magic was gently poured onto the riverbed. Work on a few inches at a time, allow the fluid to settle naturally and build up to a maximum depth of about 3mm. This layer seals the porous surface. Allow to dry for 36-48 hours.



14

The water can be built up to the desired depth, again applying no more than 3mm depth at a time and allowing a couple of days in between each application. Do not allow dust or debris to settle on the wet Aqua Magic while it sets.



15

Aqua Magic is a viscous fluid that takes a little time to settle and find its own level, but it can be manipulated if required. Just before the final layer sets completely, it can be textured into wave patterns with a soft brush.



16

Allow the Aqua Magic to cure completely (allow a few days to be totally sure) before adding the upper layers of vegetation. Ready-made clumps of rushes were added along the water's edge, using packs from the Peco range.

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Hodson's Mill

A handful of Metcalfe factory and ware-house card kits were assembled to form a passable re-creation of Hodson's Mill, some of which were modified to low-relief status in order to fit into the corner of the baseboard.

The River Rother flows beneath the railway and Hodson's Mill. The wave texture was formed in the Aqua Magic just before it set.



PHOTOGRAPHY: CHRIS LEIGH

HOW TO

SCRATCHBUILD A STATION

Chris Leigh builds the station for the Kent & East Sussex layout.

I have explained a little of the background to this model in my column on page 17. Whether it was Brunel's Great Western of 1840 or Colonel Stephens' Selsey tramway 50 years later, each railway had its own individual character and if we are to model that railway satisfactorily, then we must capture that character.

Back in the October 2009 *Model Rail*, I adapted a Hornby Skaledale cricket pavilion into an approximation of a KESR station building. For this project I decided that I would build from scratch, using the readily available Wills materials packs, specifically pack SSMP216 corrugated iron. I would normally build in card, using 2mm mount board and using the moulded plastic sheets as a facing, but in this instance it would have made the walls too thick and that would have been obvious, particularly at window and door openings. Building entirely in plastic, using liquid polystyrene cement for assembly, makes the job simpler and quicker. However, as I once learned to my cost, the model will need to be kept away from strong sunlight/heat. I once left such a model on a windowsill on a hot, sunny day with disastrous results.

As always with a project of this type, it needs to start with some research. I had one or two photographs taken during past visits to the KESR and John Scott-Morgan's book *An Illustrated History of the Kent & East Sussex Railway* (OPC) as a guide for the station. I planned to base the engine shed loosely on that at Selsey on the Selsey Tramway. *The Selsey Tramway* by Laurie Cooksie (Wild Swan) provided a couple of photographs and a useful description, which was enough for a loosely based model. The water tank will be based on the one at Rolvenden. A single photograph bought off Ebay will be enough for that and some photographs of the surviving railway cottage at Northiam were found on the internet.

Drawings of the station building, by noted KESR modeller Les Darbyshire, were obtained from *https://bit.ly/37IyePw*

These are to the rather strange scale of 6mm:1ft, so they needed to be scanned and resized to 4mm:1ft scale before use.

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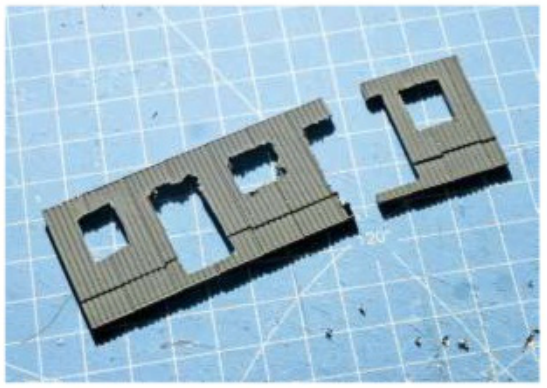
CHARACTER

Within the station area there were certain details that I wanted to include in order to capture the character of the light railway. For instance, the roofless gents urinal was flushed with nothing more than rainwater from the gutter on days when it rained, and the low platform with its distinctive lack of any overhang at the edge. These days, platforms are required to have an overhang as a safety measure, providing a degree of refuge for anyone who falls off the platform. There was no such requirement in Stephens' time.

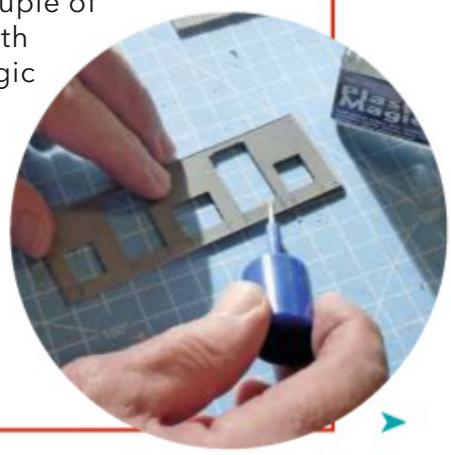
I was fascinated to find that Stephens' frugal approach was evident in how the corrugated iron was used. It appears that each roof pitch used exactly the full depth of an 8ft sheet of material, as did the canopy. This would, of course, have minimised waste and reduced the need to obtain extra sheets in order to use only part of them.

It is also worth noting that the lower part of the main walls has a plinth of either concrete or brickwork that has been rendered over. This gives the building a quite distinctive look. Restoration of the building after my photograph and Les Darbyshire's drawings has led to some subtle changes, the most obvious of which is that the lean-to store has had its height increased, while the gents urinal has

Don't despair!



Accidents do happen. A moment's excess pressure caused this wall to break across the narrowest parts of the door opening. It would be an hour's work to remake the wall from scratch, but a couple of minutes' work with some Plastic Magic from the back and a bit of careful realignment was all that was needed. After a coat of paint, you'll never see the join.

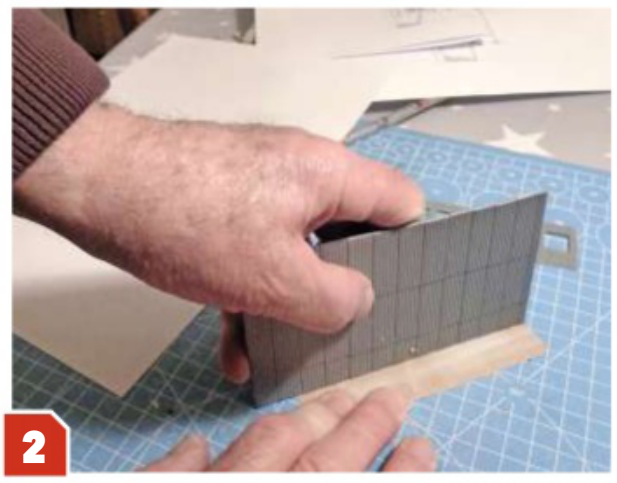


STEP BY STEP



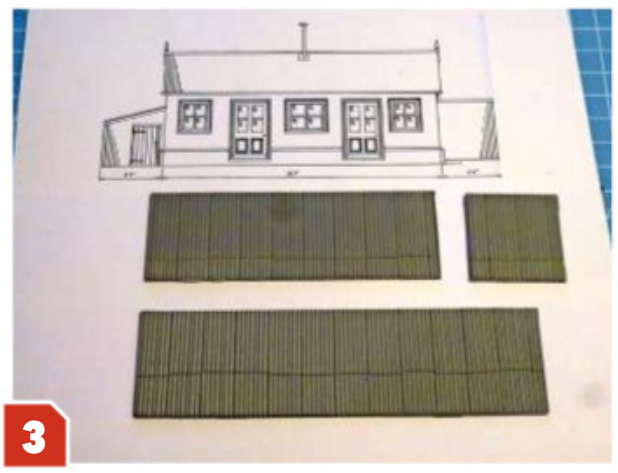
1

First, gather your research material. Specialist societies are often able to help, and the Colonel Stephens Society has access to photographs, as well as Les Darbyshire's modelling drawings. A site visit will be of immense help, too.



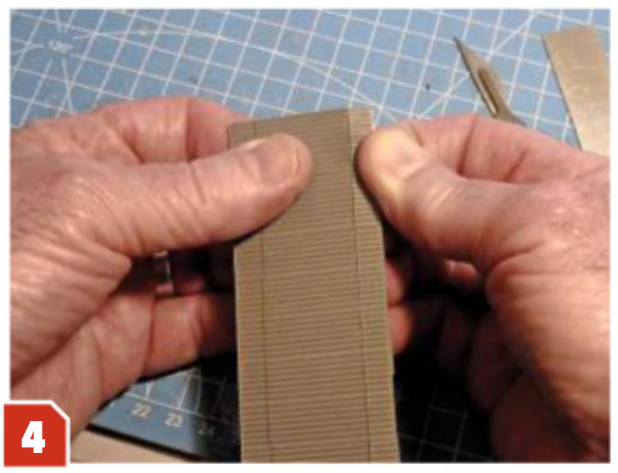
2

As part of the moulding process, the Wills sheets have some small tabs along their edges. The easiest way to remove these is with a few gentle passes of the edge against some medium-grade abrasive paper.



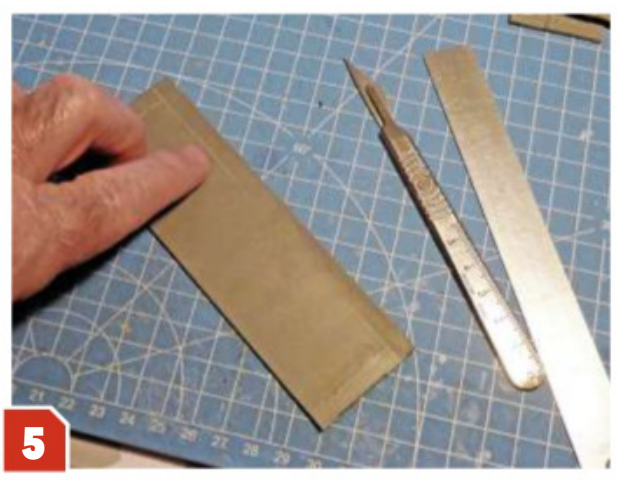
3

I cut down one of the Wills sheets to produce the rear wall. Cut the sheet straight through after scoring deeply on both sides to get clean, square corners. The piece at the top left will form the rear wall of the station.



4

Score the line which is to be cut two or three times with a sharp craft knife. Cut right across the sheet, edge to edge. Then, gently flex the sheet as if you are trying to open up the cut, but don't attempt to break it right through.



5

The flexing will cause a white line to appear on the reverse of the sheet, giving a perfect guide to where to cut. The white lines at either edge of the sheet can then be used as a guide for cutting through with a nice, clean line.



6

All the openings were marked out on the rear (smooth) side of the wall and I then drilled them out with a minidrill. I cheated a little by using sideways pressure on the drill to gently cut the rough shape of the opening.



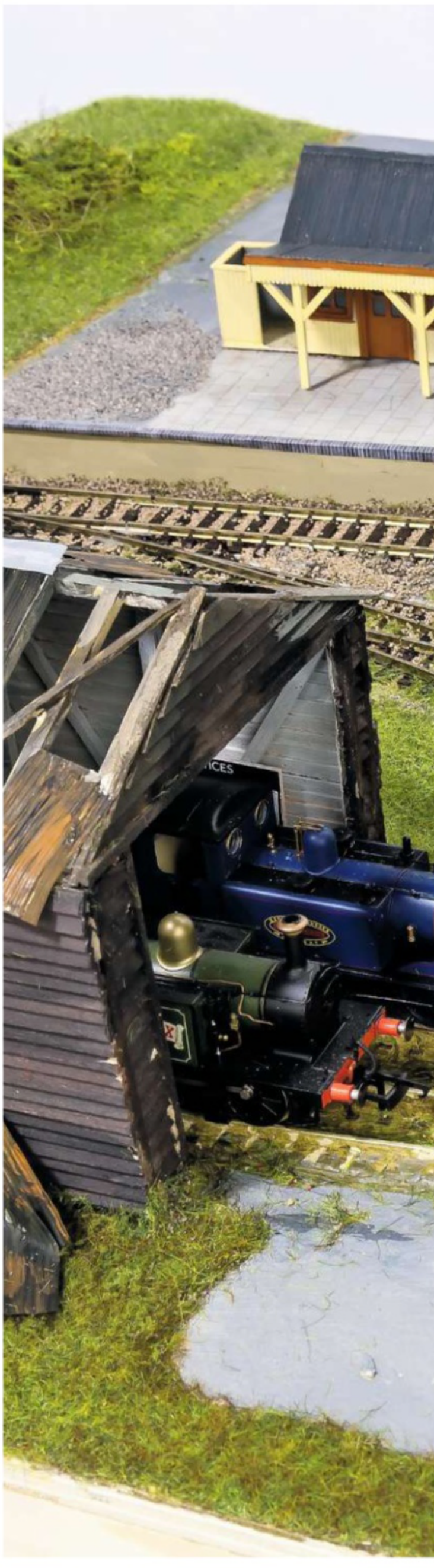
7

I scribed the edges of the opening with a knife and a steel rule before paring away the remaining plastic with a craft knife. This is also a rather messy process, and you need to mind your fingers!

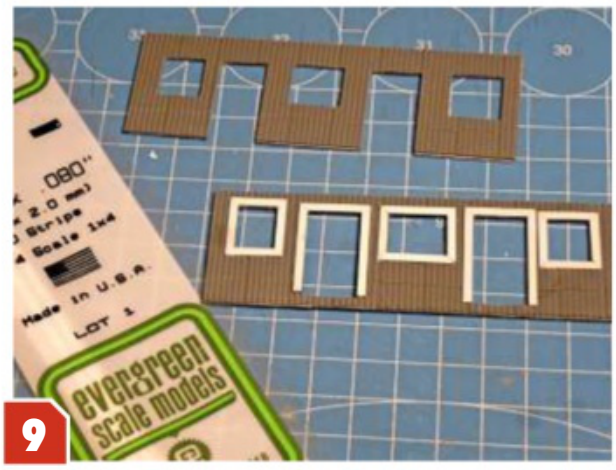


8

The last step in preparing the door and window openings is to tidy them up with a small file, taking care to create good, sharp internal corners and to remove any remaining burrs around the visible edges.







9

With the two main walls cut out, work began on making the door and window frames. The first layer was cut from Evergreen styrene strip pack 124, .020in by .080in with corners cut at 45º for neatness.



10

The window sills were added next, from .040in by .040in strip, pack 142. Deluxe Materials Plastic Magic was used for all the assembly. Observe that the back doors have thresholds and the front doors don't.



11

The last part of the window frames represents the beading around the edge of the frame. For this I used .030in quarter round strip, pack 246. The result is a fair representation of the fairly complex frames.



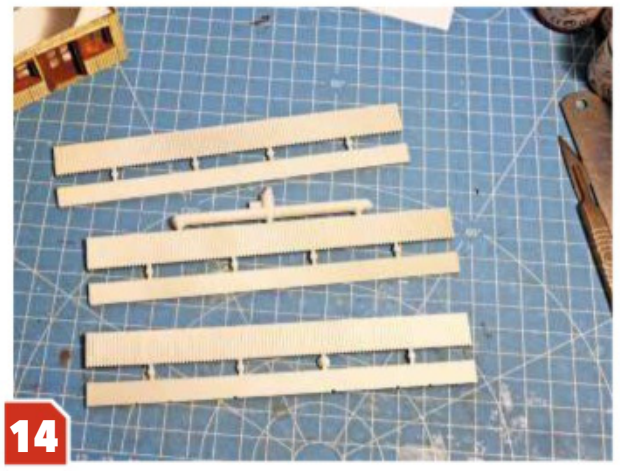
12

I painted the walls before assembly and then started by gluing the front wall to a floor of .040in styrene sheet with rebates cut for the bottom of the doors. I reinforced it with blocks of styrene cut from a .150in by .250in strip.



13

The first end wall was added next, with a piece of .080in square strip to help support it and a brushing of Plastic Magic down the inside of the joint. The corners of all four walls were chamfered at 45º to give a neat corner.



14

Some leftover strips of the rather plain valancing from a Dapol platform canopy kit were cut down to provide the valancing for the canopy. Alternatively, valancing strips can be purchased from York Modelmaking.



15

When cutting the roof pieces it is important to ensure that any overlaps of sheets on the moulded detail are the correct way up. Plastic Magic was applied to the join between roof and wall, reinforced with a piece of styrene strip.



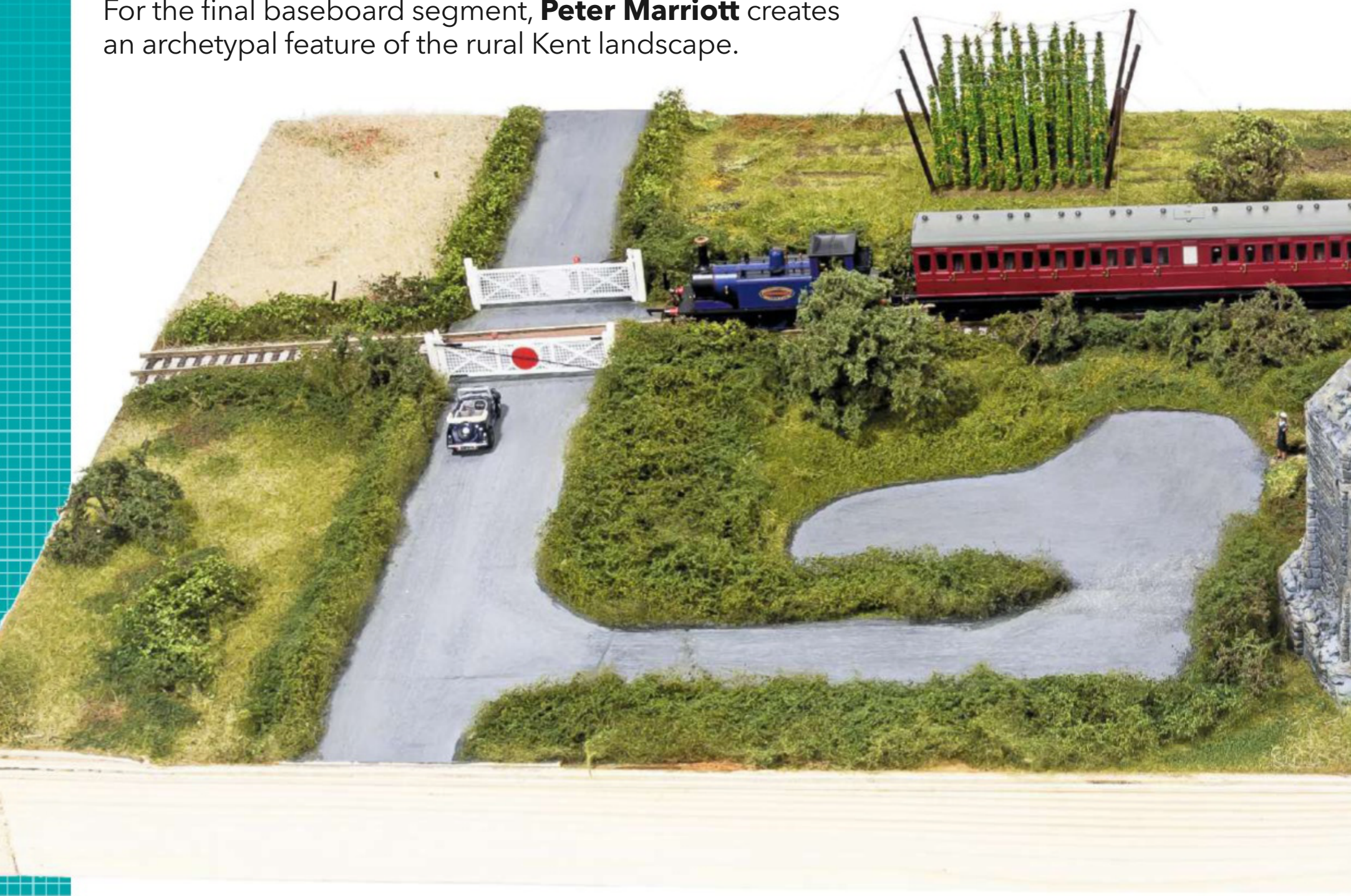
16

A folded paper strip secured with Velo-Set adhesive, forms the roof ridge capping strip. The canopy was assembled separately, using pieces cut from the Dapol valancing and .150in square styrene strip for the posts.

HOW TO

BUILD A HOP FIELD

For the final baseboard segment, **Peter Marriott** creates an archetypal feature of the rural Kent landscape.



PHOTOGRAPHY: PETER MARRIOTT

00 GAUGE | **MODEL** Busch 1215 Hop Field kit ◆ **Price** £15.25 | **AVAILABILITY** www.goldenvalleyhobbies.com | 7 hours per kit

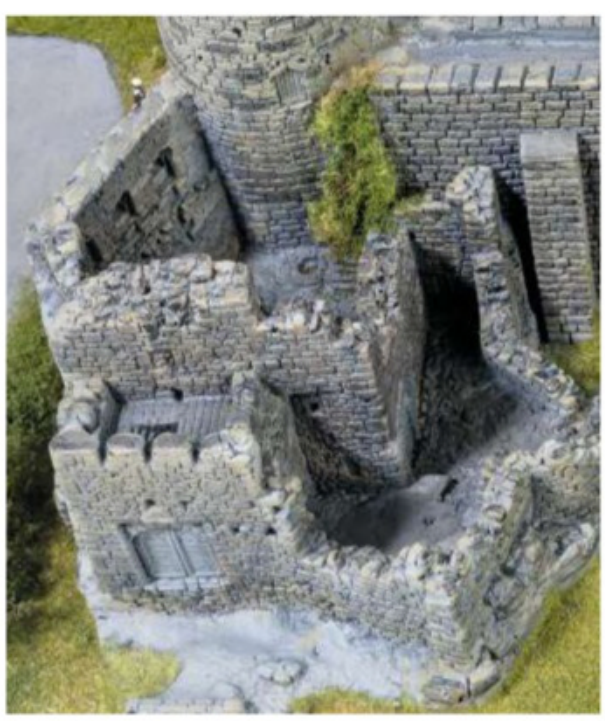
Kent was one of the first areas of Britain to cultivate hops, as the practice spread from continental Europe sometime in the 15th century. While ales had been brewed in Britain for centuries using malt, hops were used for the production of beer, as favoured by the Europeans.

Kent's climate and soils proved to be well-suited to the hop plants and, in the late 1600s, beer became a much more popular drink than un-hopped ale, with cultivation spreading further afield. Yet Kent has remained one of the most successful hop-growing regions, with production reaching a peak during Victorian times. The annual hop harvests in September would bring legions of seasonal farm workers to the area, along with special hop trains conveying the produce to markets and customers around the country.

A model railway set in the heart of the Kent countryside, therefore, really ought to include a nod to the county's agricultural heritage, so adding a hop field to my segment of *Model Rail*'s 'Design us a Layout' project was a must. Having recently visited Bodiam to see the preserved Kent & East Sussex Railway, I took the opportunity to photograph some of the traditional hop fields and workers' accommodation, which provided plenty of inspiration.

Hops are certainly a distinctive crop, being a climbing form of plant. The established practice is to train the plants to grow up trellises made from timber, with rope or wire strung across to support the plants. These frames also encourage positive plant growth, allowing the leaves to receive the maximum amount of sunshine as well as allowing air to circulate more freely, reducing the risk of disease.

Hops have been grown throughout England over the years. However, as



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demand for homegrown produce has fallen, the crop has been confined mostly to the West Midlands and South Eastern counties. The plants are commonly planted in rows about 2-2.5 metres apart. Harvest comes near the end of summer, when the vines are pulled down and the flowers taken to a hop house or oast house for drying.

HOPS IN MODEL FORM

I wouldn't fancy the challenge of recreating rows of hop plants from scratch but, happily, Busch offers a set containing over 40 plants in 1:87/'HO' scale. The packaging states that the plants are manufactured with a specially developed plastic injection-moulding technology, helping the plants to appear more realistic. Indeed, I do think that the assembled plants look better than many other types of miniature vegetation rendered in plastic.

Each individual hop plant has nearly 400 leaves and approximately 55 yellow flower heads. The kit is sufficient for a hop field of 110 by 90mm, with 44 plants standing around 60mm high. The kit also includes the timber supports and guy wires and is readily expandable by combining several kits. In fact, the only limits are the builder's patience in assembling the kits, because there are over 2,300 parts to be fitted in each!

Despite the apparent complexity, the kit turned out to be fun, although I need to say that my wife stepped in to help me with assembly when I started to become impatient!

What you will need

TOOLS

- Knife
- Scissors
- Tweezers
- Paintbrushes

Working remotely

It helped to build the hop field as a separate entity, on a card sub-base, to be installed onto the layout once assembly was complete. Leaning over the baseboard to thread the cotton supports would not have been fun. Additionally, waiting until most of the rest of the scenic work was compete before fixing the hop field in place reduced the risk of damage to the delicate crop. The surrounding scenic contours could then be merged with the hop field and a layer of static grass and vegetation deftly blended everything together.



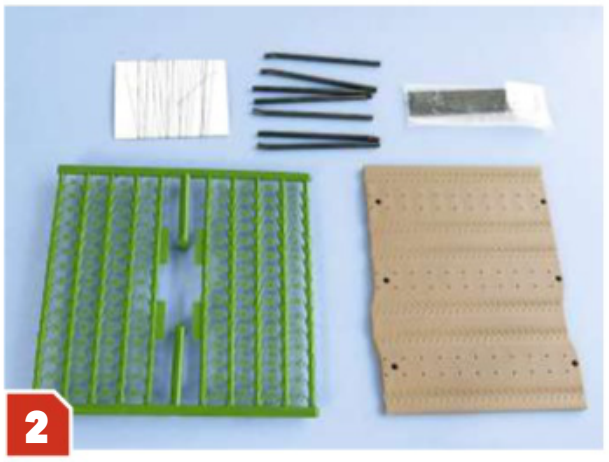
STEP BY STEP

HOW TO CREATE A HOP FIELD



1

Busch's 'OO/HO' hop field kit provides material for 44 plants, which will fill a footprint of 110x90mm. Full, mainly pictorial, instructions are provided and assembly is straightforward, if a little fiddly and time-consuming.



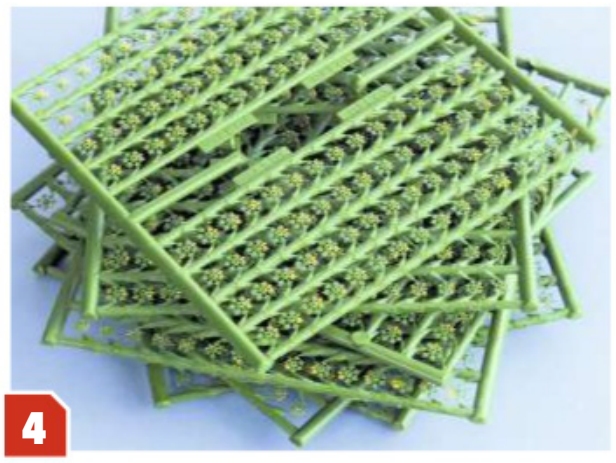
2

The kit consists of a brown plastic base, with moulded tractor tyre markings and holes for the plants and supports, plus plant support wires, green plastic sprues with the leaves and flowers on, trellis supports and wires.



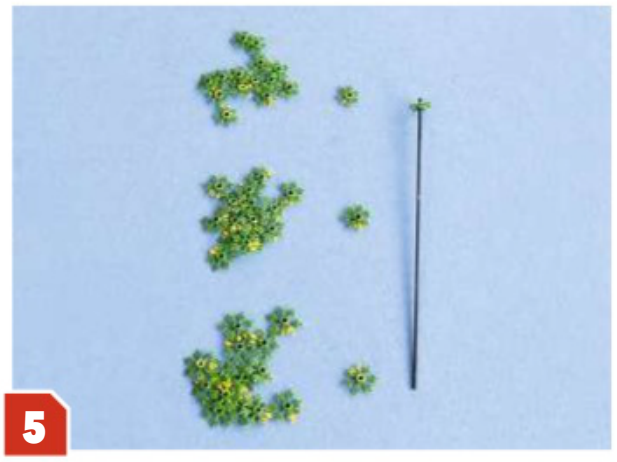
3

The plastic sprues feature three different sizes of plastic leaves and flowers, the latter requiring a touch of yellow paint from a fine paintbrush, to depict a plant in flower. I used Humbrol's acrylic No.24 with a fine paintbrush for this.



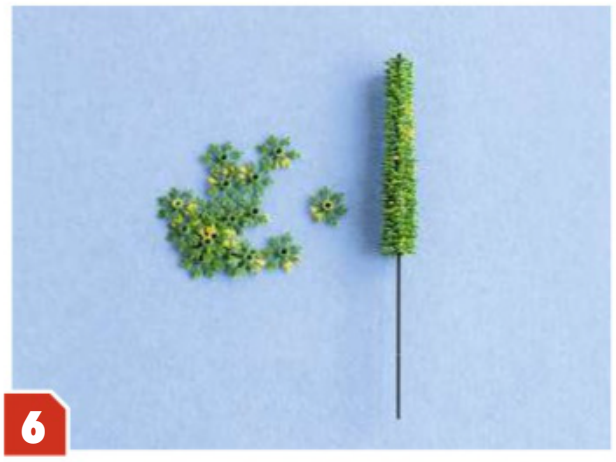
4

It took around 75 minutes of delicate painting to colour all of the flower heads. This turned out to be tiresome and I toyed with painting only half of the flowers, but I am glad I stuck at it as the finished model looks very convincing.



5

On the sprues the rings of leaves are labelled 'A', 'B' and 'C'. The 'A' rings are the smallest and need to be positioned at the top of the plant, so they're the first to be threaded onto the main stem, which consists of a length of wire.



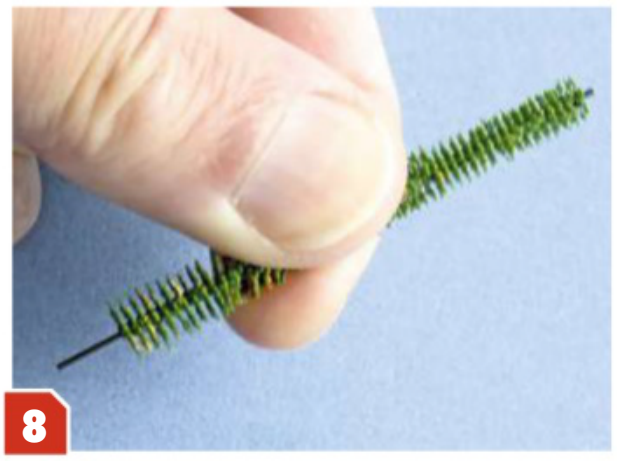
6

Each plant consists of 54 individual plastic rings, so assembly can be laborious to say the least. Here the 'A' and 'B' leaf/flower rings have been pushed onto the wire, with the largest 'C' rings remaining to be added.



7

Once all of the leaves had been threaded onto the wire, they were secured with a small blob of Woodland Scenics' Scenic Glue, applied to the base of the stem and the assembly was put carefully to one side while the glue set.



8

When the glue had set, I noticed that the rings of leaves and flowers looked very uniform, sitting at 90º to the stem. To improve realism, I squeezed the leaves between my fingers which gave them a more random appearance.



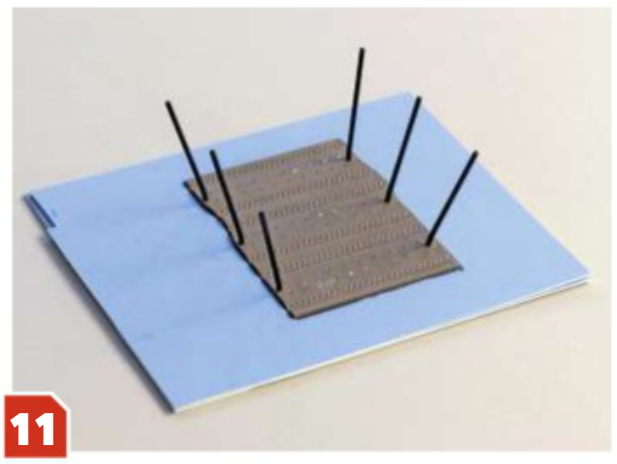
9

The plastic base of the field features six holes for the trellis posts, together with the metal supports which represent the timber uprights. I used a dab of Deluxe Materials Speed Bond to hold the supports in place.



10

To give me an idea of how the hop field might look, I temporarily added some of the plants. The trestle supports stand at an outward angle to compensate for the tension in the wire supports.



11

The plastic base stands about 3mm tall so, to disguise this 'step', I made a sub-base from two layers of card. The upper layer had a hole cut so that the plastic base would slot in and sit just above the level of the surrounding card.



12

To blend the gap around the plastic base and the card sub-base, Deluxe Materials' Create & Shape filler was spread around the join and then left to dry. If the gap is deeper than a few millimetres, build it up over several stages.

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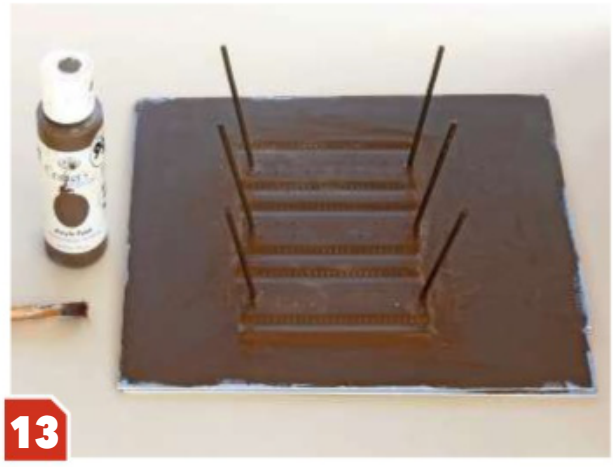
Prototype inspiration

The KESR has planted a row of traditional hop plants within the grounds of Bodiam station, depicting this typical Kentish crop with its complex 'cat's cradle' of supporting wires. There's also a re-creation of a hop pickers' accommodation shed.



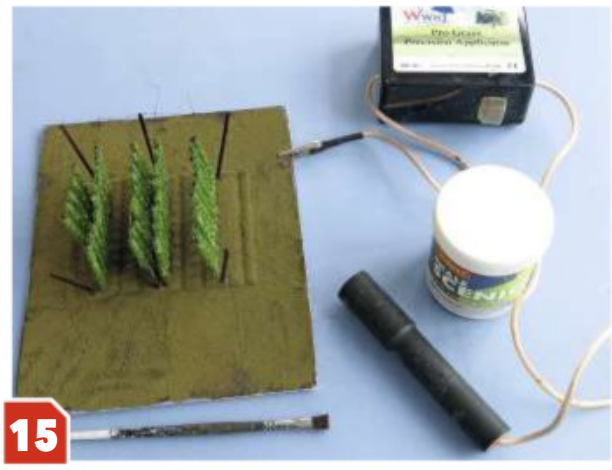




13 The Create & Shape filler can be gently sanded if necessary, to create contouring. The next step was to paint the baseboard with brown acrylic. I also painted the metal supports brown, so that they looked like timber rather than metal.



14 After fixing the plants into the holes, I started to string the supplied cotton thread between the tops of the supports, following the instructions to discern where the various strings should go. PVA glue secured the thread.



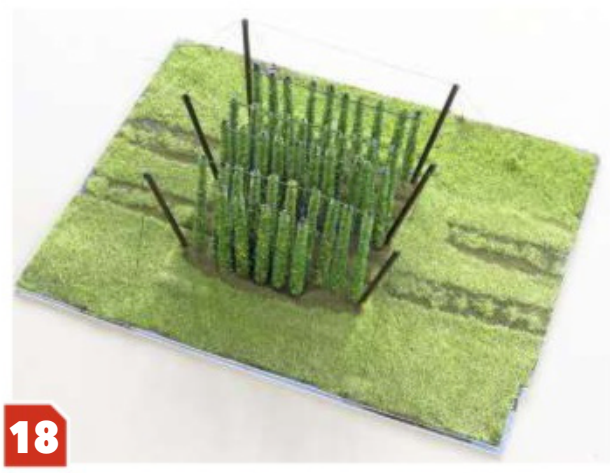
15 PVA glue was spread over the base before brown Woodland Scenics Fine Turf was sprinkled on and left to dry. This will act as an 'undercoat' for the layers of grass, which were applied using a grass applicator.



16 Hornby Skale Scenics Grass Glue was dabbed onto the surface and 2mm grass fibres were applied randomly around and between the hop plants. I left some bare ground to represent where tractor tracks would be.



17 Supplied with the kit is a length of cotton to run along the tops of the trellis supports. This was fixed in position with Woodland Scenics' Scenic Glue. When this had dried, the excess thread was trimmed with scissors.



18 After looking at prototype hop plant trellises, I added extra cables from the top of the plant supports to the ground using EZ Line, which is an elasticated cord from a US model supplies brand (see *www.modelscenerysupplies.co.uk).*

'LEADER' class

Richard Foster concludes his trio of features looking at experimental steam locomotives with the most controversial of all – Bulleid's 'Leader'…

"£500,000 wasted on three useless engines! Railways' biggest fiasco! They tried to hush it up!"

The January 18 1953 issue of the *Sunday Dispatch* didn't hold back in its attack on British Railways. It tried to tie rising fare prices to allegations of financial mismanagement, using one of the most controversial locomotives of all time as the link.

It was a sensationalist piece of writing at the best of times, but it was two years out of date. The locomotives in question had been scrapped during 1951, but their death sentence had been signed on November 20 1950. In a memo to the Railway Executive, chief mechanical engineer Robert Riddles wrote: "I am compelled, therefore, to recommend that the… completed locomotive and other four in various stages of construction should be scrapped."

BR wasn't hiding anything. Its public response to a query from the *Railway Gazette* was to the point. "The experiments with the prototype 'Leader' class locomotive were not satisfactory… and to obviate the expense which would be involved in continuing them for a problematical return, it has been decided not to proceed further with this novel design."

> "Bulleid's 'Leader' was a steam locomotive unlike any other, and it still divides opinion"

Riddles' memo brought to an end one of the strangest episodes in the history of Britain's railways. Oliver Bulleid's 'Leader' was a steam locomotive unlike any other, and it still divides opinion over 65 years since that *Sunday Dispatch* article was published. Some will argue that it should never have left the drawing board while others recognise that this was an attempt by the Southern Railway's maverick engineer to develop the ultimate steam locomotive.

It's not entirely clear when Bulleid arrived at the idea of a steam locomotive with a boiler mounted on two power bogies, but it first raised its head in drawings produced in September 1944. Bulleid had joined the Southern Railway as chief mechanical engineer from the LNER in 1937. He started his Southern career by tinkering with the draughting on his predecessor's designs, but by 1942 he had produced his mighty 'Merchant Navy' 4-6-2, 'Q1' 0-6-0 and two Co-Co electric locomotives. Could it have been the latter that got Bulleid's mind thinking about the possibilities of three-axle bogies for a steam locomotive?

The project was officially raised at a board meeting in December 1944 when Southern traffic manager R.M.T. Richards wanted a replacement for the Drummond 'M7'



Bulleid 'Leader' No. 36001's safety valves lift as it prepares to depart Brighton with a test train on an unrecorded date. The position of the headcode discs suggests that this could August 18 1949's loaded trial to Eastleigh, during which part of the firebox lining collapsed. The locomotive was weighed on arrival at Eastleigh – it tipped the scales at 130½ tons rather than the proposed 110 tons... GETTY

'Leader' The origin of the name 'Leader' is unclear. It was originally called 'Leading Class' and no other names were proposed.



Probably the most famous photograph of Bulleid's 'Leader'. The locomotive had been painted black inside Brighton Works but was hurriedly repainted grey in preparation for its first trials. It was towed by a 'K' 2-6-0 to Eastleigh on June 26 1949 where this photograph was taken, when it received numbers and a BR 'cycling lion' emblem. It returned to Brighton three days later. S.C. TOWNROE/COLOUR RAIL

0-4-4Ts, which were nearly 50 years old.

Bulleid scoffed at the idea.

"You don't really want them," he argued, "because they are confined to one type of duty. What you need is a substantially more powerful mixed traffic tank locomotive with full route availability."

His idea was for a tank locomotive that could haul a train from Waterloo to any branch terminus you could care to name.

You can see how Bulleid was able to get his way. He proposed to build more 'Q1' 0-6-0s to replace the 'M7s' but Richards complained ➤



This overhead view reveals one of the big issues with the 'Leader' – the water filler sits on the roof centreline. Not being able to refill the tank caused the 'Leader's' first trial, on June 25 1949, to be curtailed. Subsequently, a copper chute and a leather bag were carried on the locomotive to enable it to use platform water cranes. GETTY



that they weren't suitable. 1945 brought a flurry of proposed large tank locomotives but, 18 years since the fatal Sevenoaks accident of 1927 when a 2-6-4T derailed, the Southern still distrusted such designs. Despite his closest confidants advising him against the design, Bulleid got his way on September 5 1946. General manager Sir Eustace Missenden wrote to Bulleid, "The traffic manager… now recommends we process with the building of five engines to diagram W7326. I shall be glad if you will proceed accordingly."

The LMS had caused a stir when Co-Co diesel 10000 was presented to the press in December 1947, with its sleek, smooth lines and a cab at each end – this was the first glimpse at a brave new world.

Bulleid's new locomotive presented an equally unusual appearance when it was towed out of Brighton Works on June 21 1949. The long, smooth body was akin to the LMS diesels. The flat noses were reminiscent of the Southern's EMUs (not to mention Bulleid's electric locomotives of 1941). The new No. 36001 of the 'Leader' class, sat high on its bogies. Was it a diesel, like 10000? Or possibly powered by a gas turbine, like the Western region's 18000?

TEETHING TROUBLES

No, this was a steam locomotive but a locomotive like nothing that had been built before. There was no fanfare at Brighton. No. 36001 made a brief run from the works to the station on the June 22… and broke down. A trial on June 25 was abandoned at Groombridge because the locomotive was too high for the water column. A further test on June 29 was followed by more repairs. The die seemed to have been cast on No. 36001's future.

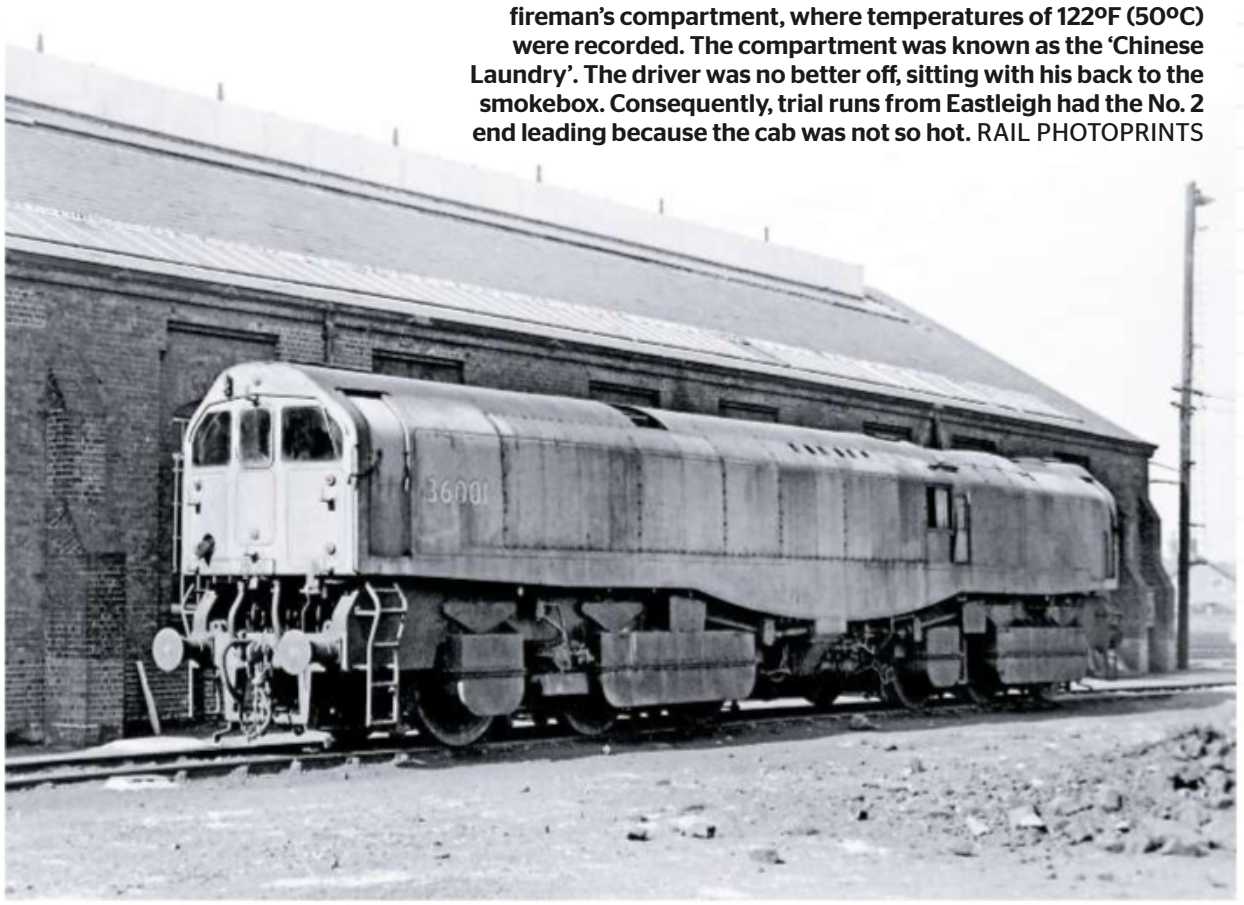
The 'Leader's' biggest Achilles Heel was that Bulleid had squeezed in too many novel features to overcome the engineering challenges. The dry-backed firebox and sleeve valves had proved challenging over 40 years beforehand when Cecil Paget, the Midland Railway's Derby works manager,



Pioneer 'Leader' No. 36001 inside Brighton Works in the autumn of 1949. When the project was scrapped, No. 36002 was days away from steaming, No. 36003 was largely complete and Nos. 36004 and 36005 both consisted of a frame and boiler temporarily mounted on coach bogies. Nos. 36002 and 36003 were stored at both Bognor Regis and New Cross, London, before returning to Brighton for scrapping. A.W. CROUGHTON/RAIL ARCHIVE STEPHENSON



A portrait showing No. 36001's No. 2 end. An independently operated whistle was fitted at both ends. RAIL ONLINE



A portrait showing the No. 1 end. You can see the access to the fireman's compartment, where temperatures of 122ºF (50ºC) were recorded. The compartment was known as the 'Chinese Laundry'. The driver was no better off, sitting with his back to the smokebox. Consequently, trial runs from Eastleigh had the No. 2 end leading because the cab was not so hot. RAIL PHOTOPRINTS

had funded a speculative 2-6-2 design that featured both.

The firebox in a conventional locomotive has water between the inner box (where the fire goes) and the outer box. This allows the fire to heat the water while providing a degree of insulation. With a dry-back firebox, the equivalent to the inner firebox is lined with heat resident bricks and water only circulates the top (or crown).

Rotary valve gears, such as Caprotti and Lenz, had been trialled in Britain but failed to steer locomotive designers away from reciprocating gears such as Stephenson's or Walschaerts'. The use of sleeve valves, where the piston essentially sits in a reciprocating sleeve with the ports cut into it, borrowed from automotive and aeronautical practice, and had only been previously tried on Paget's locomotive. Bulleid had ex-LBSCR 'H1' No. 2039 modified with sleeve valves. Unfortunately, the inconsistent results became known after Bulleid had already gone ahead with this revolutionary system on No. 36001.

Chain-driven valve gear used in the 'Merchant Navy' made another appearance. You can see the logic behind using chains and gears as the cranks and rods of conventional valve gear are unable to transmit constant torque throughout a revolution. However, space restrictions meant that gears and chains were on the outside of the bogie and could only drive forwards and backwards on each side.

There were other issues to contend with – how to get a flexible steam pipe to supply steam from the boiler to the cylinder? Where would the coal and water be stored?

The draughtsmen and engineers did their best but it's probably no surprise that initial testing was problematic. Bulleid's proposal was akin to going from a jet plane to the Space Shuttle – and that took NASA 13 years to go from initial concept to maiden flight. Brighton turned the 'Leader' around in under three years.

Could Bulleid have got the 'Leader' to work? The Southern Railway might have ➤

allowed their maverick engineer the time to perfect this revolutionary design. The problem was that the Southern Railway no longer existed.

The Railway Executive Committee took control of Britain's railways on September 1 1939 and it became apparent during the Second World War that some form of nationalisation would take place after hostilities ceased.

British Railways came into being on January 1 1948. Construction work on the first 'Leader' had only started in July 1947 at Brighton, the only Southern works with the capacity to build it and authorisation had been given for four more. However, in a final act of rebellion, before it was rubber-stamped into anonymity as part of British Railways, the Southern placed an order for a further 31.

Bulleid may have had allies in the new Railway Executive (Missenden, for example, was now chairman) but it was former LMS man Robert Riddles who took charge of locomotive matters. Spiralling costs caused alarm bells to ring at the Railway Executive but, incredibly, the work was allowed to proceed, as long as everything focused on getting No. 36001finished. Nos. 36002-36005 would follow at a later date.

MIXED RESULTS

No. 36001 managed just 70 trial moves between June 22 1949 and February 2 1950. Some were loaded, others were 'light engine'; some were moderately successful, others ended in failure. Its usual circuit from Brighton was an 80-odd mile round trip out to Oxted and Crowborough, or a 120-mile round trip to Eastleigh.

The start of the new decade was make or break for the 'Leader', particularly as its champion, Bulleid, had left BR in September 1949 to become a consulting engineer for CIÉ in Ireland (he'd become CME in 1951). BR sent the Eastern Region's Dynamometer car 902502 down to Eastleigh and transferred No. 36001 there too.

Eastleigh works tried to correct some of the issues. The 'Leader's' boiler was off-centre, to create a corridor between driving cabs and the fireman's compartment. Eastleigh fitted weights to try to balance the locomotive, but this added another 5¼ tons to its weight.

The Southern Region's chief civil engineer gave No. 36001 permission to run on lines permitted to the 'Merchant Navy' 4-6-2s and limited it to 50mph. Its first trip, with 332 tons on the drawbar, seemed to be satisfactory and a programme of trials against a Southern 2-6-0 was planned.

> "Separating the driver and fireman destroyed the footplate team spirit"

More modifications were made. A partition was installed between the No. 1 cab and the smokebox door in an attempt to prevent heat from cooking the driver's back. This made cleaning the smokebox even more challenging.

Eastleigh driver Alf Smith and fireman Sam Talbot volunteered to work No. 36001. The pair would crew it on all its subsequent test runs.

The trials started predictably. No. 36001 showed much promise but each trip was

Brighton Works' pilot 'Terrier' DS377 shunts No. 36001 around the works site. The chain gear is visible in this view. The drive was asymmetrical, with the crank on the centre axle. On this side, the rear axle of each bogie was coupled to the crank axle; on the other side, the leading and centre wheels were connected. RAIL ONLINE



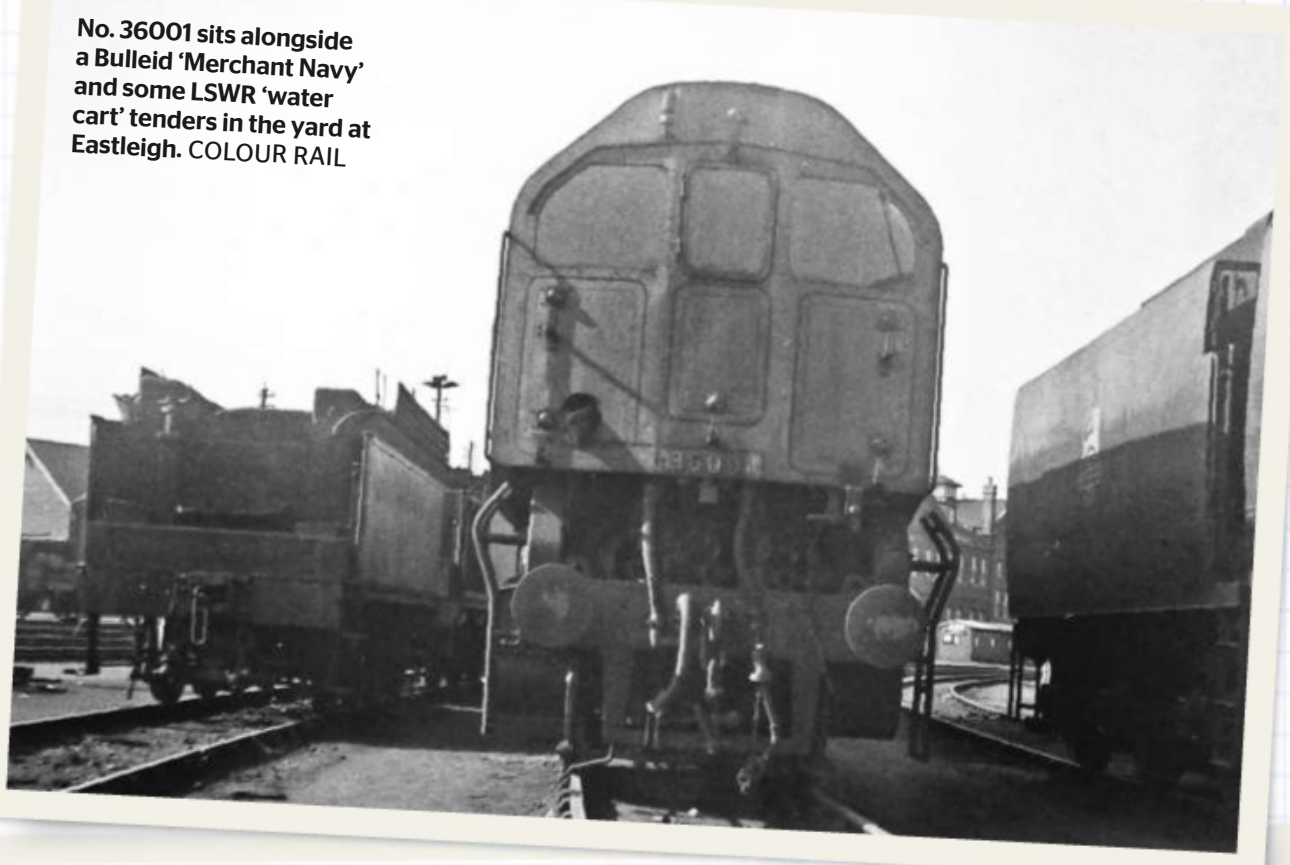
marred by some minor failure. However, by the end of September, it began to show more of its potential.

Further trials were planned for mid-autumn 1950. A quick trip took place on October 14 to ensure that everything was ready for October 17, when Riddles' 'number two', Roland Bond, was on board. No. 36001 strolled away with its 13-coach, 430-ton trailing load but struggled to move up to the water column at Basingstoke. What was probably No. 36001's finest run turned out to be its last.

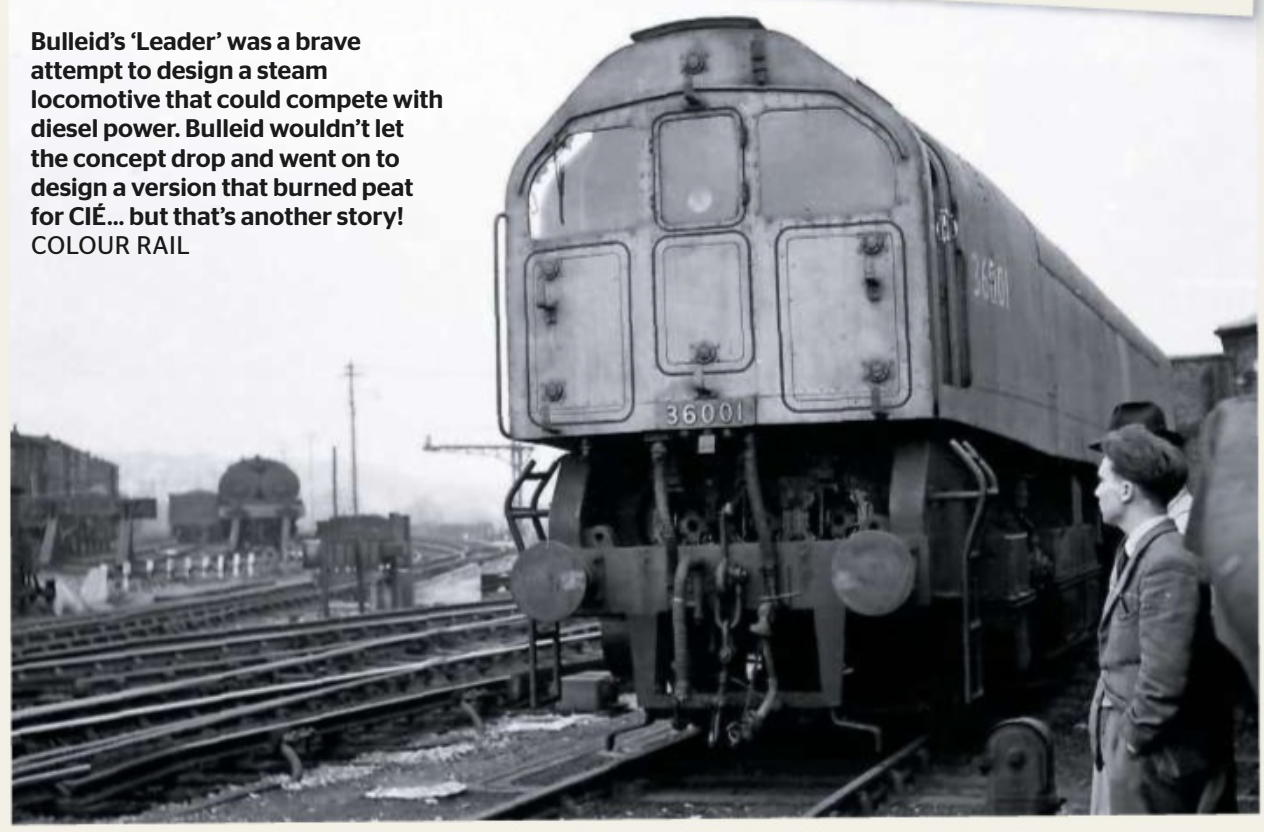
The 0-6-6-0T was to haul 15 coaches from Eastleigh to Guildford, via Basingstoke and Woking. The day started well. The locomotive rode beautifully and maintained its 50mph top speed, handling the 480-ton trailing load with aplomb. It even blew off at one stage.

But the test was again abandoned at Basingstoke. The smokebox door was warped, creating a considerable fire risk with wooden floorboards and combustible lagging all around. When No. 36001 returned to Eastleigh it was found that the door simply hadn't been fastened properly. A few weeks later, on November 20, Riddles condemned it in a memo.





No. 36001 sits alongside a Bulleid 'Merchant Navy' and some LSWR 'water cart' tenders in the yard at Eastleigh. COLOUR RAIL



Bulleid's 'Leader' was a brave attempt to design a steam locomotive that could compete with diesel power. Bulleid wouldn't let the concept drop and went on to design a version that burned peat for CIÉ... but that's another story! COLOUR RAIL

Swiss engineer Roger Waller proved, with his rebuild of German 2-10-0 No. 52 8055, that a light oil-fired steam locomotive, fitted with roller bearings and other 'mod cons', could potentially compete with the diesel-electric. It's intriguing to ponder what similar features could have done for the 'Leader'.

'Leader' featured some good ideas; the twin cab arrangement reduced the need for turning, like a diesel. The valve gear mimicked that used in the automotive world. It was a brave attempt to save steam.

Sadly, 'Leader' had a few too many flaws. It was not hugely popular with crews. Separating the driver and fireman destroyed the footplate team spirit, not to mention that the fireman's compartment was hellishly hot and its design made escape impossible should the locomotive de-rail and roll over. The 'Leader' was also too heavy for the work for which it was built.

It was also built at the wrong time. If the railway hadn't been nationalised, maybe the Southern Railway could have given Bulleid time to get it right. You could even imagine BR developing the concept as part of a proper evaluation of steam, diesel and electric technology in the wake of the 1955 Modernisation Plan.

In the end, however, the returns didn't justify the money that was spent.

The irony, of course, is that BR learned nothing from all of this. It poured huge sums into untried diesel designs that ultimately ended up on the scrapheap…

Recommended reading

Leader – The Full Story by Kevin Robertson (Alan Sutton publishing, 1995)
Master Builders of Steam by H.A.V. Bulleid (Ian Allan, 1983 edition)



HOW TO

MODEL YOUR OWN 'LEADER'

Alex Rockey takes advantage of 3D printing, and tackles making his own 'Leader' in 'N' gauge.

I've always been intrigued by the more obscure examples of locomotive designs and the advent of relatively cost-effective 3D printing has allowed for those odd-balls to be turned into some truly unique models, many of which are unlikely to be made ready-to-run any time soon. 3D printing is by no means perfect, and some careful finishing is key to getting a good appearance but, as I hope this model demonstrates, it is definitely achievable given a little patience and a few extra details.

Why model the 'Leader'? Well, apart from its rather unusual looks (for a steam locomotive at least) and its troubled history, it always makes for an eye-catching model.

You can buy 'Leader' kits in 'OO' (see *www.goldenarrow.me.uk)* but I've never seen it modelled in 'N' gauge before, so I decided to have a go at designing and making my own kit.

N GAUGE | 10 hrs |

I used a free CAD software package (a quick online search reveals several options) to design components to fit around the old Graham Farish Class 40 chassis. I had to make some compromises. The 'Leader's' driving wheels are significantly larger than those of the Class 40, but with the desire to keep the model relatively simple I decided this was a compromise I was willing to make, especially considering the fact that the wheels are largely covered by the side panels that hide the chain drive.

My 'kit' pretty much comprised two major components, the body and the bogie frames. To bring my 'Leader' to life, I sourced several detailing items, chief of which were Railtec's 2mm-9101 rivet decals, which brought some relief to the bodyside. Other components included buffers and lamp irons from BH Enterprises and the handrails, coupling hook, screw-link couplings, water-filler cap and vacuum pipes from N Brass Loco.

I think the overall effect is a relatively imposing model (not always easy in 'N' gauge) of a unique and understated prototype. While it's not everyone's cup of tea, I have shown some of the possibilities of not only 3D printing as well as showing that modelling rare and one-off locomotives makes for a very rewarding project.

STEP BY STEP



1

The first stage of the build required the preparation of the Class 40 chassis. This was simply a case of unclipping the existing bogie frames and releasing the leading/trailing wheels on each bogie.



2

Give the body shell and bogie parts a wash in warm, soapy water and leave to dry. Then remove the print lines by sanding with different grades of wet and dry paper. Work up from about 600 grit to 2000 grit for a smooth finish.



3

At this stage, the plastic parts were given a light coat of Halford's grey primer as this helps to highlight any imperfections on the surface. Simply repeat this step until you're happy that it's smooth.



4

Now's the time to bring some relief to the body using Railtec 0.2mm rivet transfers. I also fitted buffers, lamp irons, handrails, coupling hook, screw-link couplings, a water-filler cap and vacuum brake pipes.

Useful suppliers

SHOPPING LIST

- BH Enterprises, 68 Meadow Road, Watford WD25 0JA
  Tel: 01923 672809
  Web: *www.bhenterprises.co.uk*
- N Brass Locos, 32 Crendon Road, Rowley Regis, West Midlands B65 8LE
  Tel: 01384 250478
  Web: *www.nbrasslocos.co.uk*
- Railtec Transfers
  Web: *www.railtec-models.com*

BUY YOUR OWN 'LEADER'

Alex's 'Leader' is a personal project and not commercially available. However, Newman Miniatures does offer a 3D-printed 'N' gauge Bulleid 'Leader' (also available in other scales). It's not a full kit but is designed to fit around two Tomytec 258520 motor bogies (£40.61 from *www.amazon.co.uk).*

You'll need the following parts:

- Body (RRP £27.74)
- Cab interior/ashpan (RRP £18.91)
- Bogie side frames (RRP £14.74)
- Bogie support mount (RRP £5.60)

All parts are available from *www.shapeways.com/shops/newman-miniatures* You'll also need six Graham Farish disc wheel sets (pack 379-410, £13.95 from Bachmann stockists).



5

The bogies require some fine brass ladders from Eckon, bent to the required shape and attached with cyano superglue. Slot and glue the bogies in place with a spot of cyano.



6

The body and bogies were then given another light coat of primer. At this stage, construction was largely complete and all that remained was to affix the BHE headcode discs, once each has been painted.



7

Leave the body in grey primer. Bogies are in Revell Black (08) and Fiery Red (330), with Revell Silver (90) on buffers and couplings. Pick out wheel rims, handrails, headcode discs and headlights in Revell White (301).



8

The finishing touches always make a model, and this one is no different. A small amount of real coal was poured onto the bunker and secured with PVA, followed by N Brass fire irons attached with tiny amounts of cyano.



9

The BR emblem and numbers were from Fox. Give the body a final coat of matt varnish. Drop the body onto the chassis and secure with cyano.

GAUGEMASTER
Digital Control

WHICH PRODIGY CONTROLLER?

Prodigy is compatible with most other DCC systems and manufacturers' DCC Decoders. It's strength is *'simplicity without compromise'* and Prodigy systems can grow with your layout, allowing you to use the system at a level appropriate to you, your layout, and style of operation. All Prodigy Walkaround Controllers have backlit displays as standard.

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DCC CONTROLLER STARTER PACKAGES

DCC01 Prodigy Express Starter Package
Most Suited for HO/OO/N Scale Layouts



BEST FOR
Beginners

- **INPUT:** 15-16V regulated DC at 2 amps
- **OUTPUT:** DCC Signal with 14.5V amplitude
- **MAXIMUM CURRENT:** 1.6 amps
- **MAXIMUM NUMBER OF WALKAROUNDS:** 20
- **ADDRESS CAPABILITY:** 2 Digit or 4 Digit
- **SPEED STEPS:** 14/28/128
- **ACCESSORY FUNCTIONS:** 28 (F0 to F28)
- **DOUBLE HEADING**
- **PROGRAM & MAIN TRACK PROGRAMMING**
- **"READ LOCOMOTIVE" CAPABILITY**

DCC02 Prodigy Advance2 Starter Package
Most Suited to HO/OO/N Scale Layouts



BEST FOR
General Layouts

- **INPUT:** 15-14V DC 3.5 amps
- **OUTPUT:** DCC Signal with 14.5v amplitude
- **MAXIMUM CURRENT:** 3.5 amps
- **MAXIMUM NUMBER OF WALKAROUNDS:** 99
- **ADDRESS CAPABILITY:** 2 Digit (1-127) or 4 Digit (1-9999)
- **SPEED STEPS:** 14/28/128
- **ACCESSORY DECODER AND ROUTE SETTING**
- **DOUBLE HEADING**
- **PROGRAM & MAIN TRACK PROGRAMMING**
- **"READ LOCOMOTIVE" CAPABILITY**

DCC04 Prodigy Advance Wireless Starter Package
Most Suited to OO/HO/N Scale Layouts



BEST FOR
Large Layouts

- **ALL THE FEATURES OF DCC02 PRODIGY ADVANCE**
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- **BATTERY CHARGE LEVEL INDICATOR**
- **OPERATES WIRED & WIRELESS WALKAROUNDS**
- **PROGRAM & OPERATE WHILE CHARGING**
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DCC80 DCC Autofrog

The DCC Autofrog is a simple switch that automatically changes the frog polarity of your electrofrog point.
With the frog powered by the DCC80 it will automatically detect the incoming polarity of the wheels and switch the frog to match.
The DCC Autofrog is available as a single item, and also as a handy pack of three.



DCC05 Prodigy WiFi

This unit allows you to run your Prodigy-powered layout from your phone or tablet, using one of the recommended apps on Android or IOS. The Prodigy WiFi is compatible with the JMRI Engine Driver and WiThrottle apps.
The Prodigy WiFi is also available as a starter pack, combined with a Prodigy Express under part number **DCC06**.
See our website for articles showing how to use the two apps which are compatible with the Prodigy WiFi on your specific operating system.
Android: JMRI Engine Driver
iOS: WiThrottle

DCC40 Auto Reverse Module



This useful module allows digital modellers to overcome a problem that faces most railway modellers at some point: how to operate a reverse loop or turntable on their layout without needing to change the polarity on the track.

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Controllers & Handsets

DCC01	Prodigy Express Package	£199.95
DCC02	Prodigy Advance2 Starter Package	£339.95
DCC04	Prodigy Advance2 Wireless Starter Package	£529.95
DCC05	Prodigy WiFi	£109.95
DCC06	Prodigy Express WiFi Digital Control System	£279.95
DCC13	Prodigy Advance2 Wireless Walkaround	£209.95
DCC14	Prodigy Advance2 Backlit Walkaround	£159.95
DCC15	Prodigy Decoder Doctor	£104.95
DCC51	Prodigy Wireless Conversion Set	£279.95

Accessories

DCC11	Prodigy Extension Plate	£44.95
DCC30	Prodigy DCC Accessory Decoder for 4 Accessories	£39.95
DCC32	Point Motor Decoder w/CDU 4 Way (Twin Pack)	£79.95
DCC49	Prodigy DCC Booster Unit (8 Amp)	£209.95
DCC55	Prodigy Advance Wired Computer Interface	£59.95
DCC60	Spare Plug for Gaugemaster Prodigy	£4.15
DCC62	Prodigy Universal Lead (2m)	£6.25
DCC63	Prodigy Advance Power Supply Unit	£27.95
DCC64	Prodigy Power Pack Lead	£7.75
DCC65	Prodigy Express Power Supply Unit	£27.95
DCC66	Controller Caddy Walkaround Holder	£7.50
DCC71	Prodigy DC Adaptor Plate/Decoder Tester	£11.00
DCC77	Prodigy Walkaround Adaptor	£11.00
DCC80	DCC Autofrog	£6.50
BPDCC80	DCC Autofrog (Pack of 3)	£16.95
DCC81	Standard Point Motor Decoder w/CDU	£14.95
BPDCC81	Standard Point Motor Decoder w/CDU (3)	£39.95

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

www.gaugemaster.com

MODEL RAIL

Skills Station

Welcome to the third 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 3: Bonding metals

Working with etched and cast metal parts can be a daunting process. But, as **George Dent** demonstrates, soldering offers many benefits and is easier than you might think.

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

Skills Station

Whether tackling etched brass, nickel silver or whitemetal kits, joining metals with solder creates extremely strong and durable joints, while also drastically cutting down assembly times. Indeed, there's no need to wait for adhesives to harden, as soldering creates bonds that are virtually instant. Furthermore, previously soldered joints can be reheated and manipulated (or broken), if necessary, allowing for repairs and modifications.

Provided that a few essential rules are followed – and a good quality soldering iron employed – soldering metal components is not beyond most modellers' ability. As described in the previous instalments of this Skills Station module, cleanliness is vital, both in terms of the objects to be soldered and the iron's tip. Careful surface preparation is key, as is the preparation of the iron's tip, as described in MR270.

Choosing an iron with sufficient power to suit the task in hand is also important. A 25W iron is fine for bonding small, thin etched brass parts, as the tool will only be able to heat smaller areas to the required temperature. For larger and thicker components, a 50W iron is essential.

Where whitemetal is concerned, the material's low melting point means that the iron's temperature will need to be lowered, so an adjustable tool is required. Also, special solder formulas are needed and, when bonding whitemetal to brass or nickel silver, 'tinning' of each metal with different solders must precede the actual bond, as demonstrated below.

We can't expect to pick up a skill like soldering in five minutes. Therefore, practice is crucial, using scrap materials to experiment with surface preparation, fluxes, solders and irons. A little perseverance will be rewarded with a highly useful skill that can transform your modelling experience.



STEP BY STEP DEMO 1: SOLDER BRASS OR NICKEL SILVER



1 A reliable solder joint is only possible when both surfaces are clean. Contaminated surfaces will prevent the solder from adhering correctly. Abrading metal surfaces with a glass fibre scratch brush or abrasive pads can be effective.



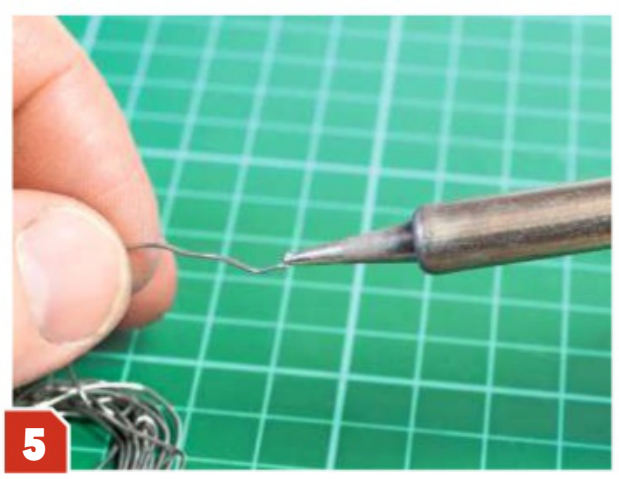
2 As an extra measure, I also like to clean the parts with isopropyl alcohol (IPA), which removes any abrasives debris and grease. Having wiped the metal with a rag soaked in the solvent, allow it to dry for a few minutes.



3 You can hold parts in place with miniature clamps or even Blu Tack. Non-metal clamps are handy as they do not absorb heat from the iron and a heat-proof surface is important (an offcut of MDF or plywood is perfect).

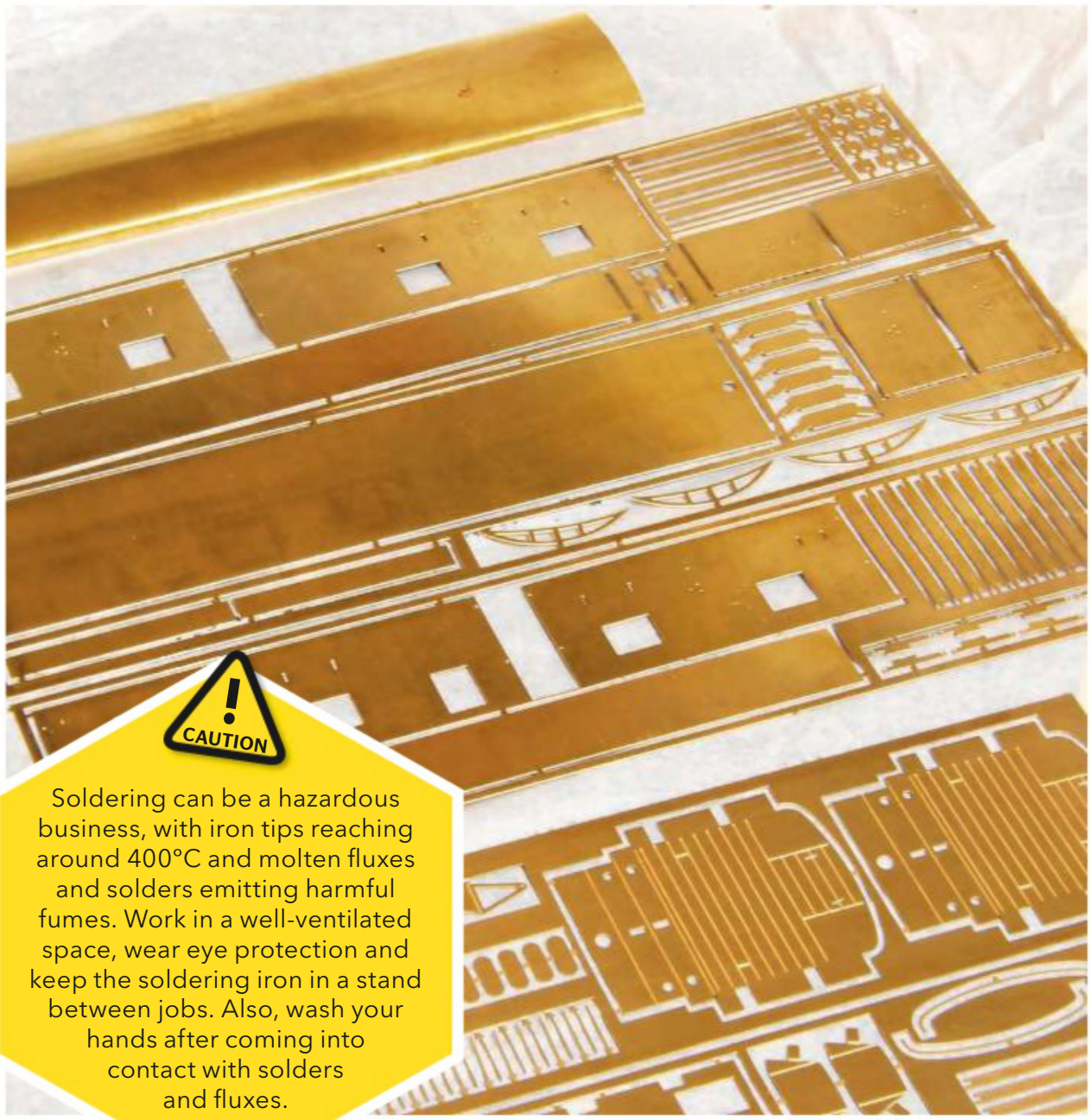


4 A paintbrush is ideal for applying liquid or paste flux. Spread it across the whole area of the joint, being sure to cover both mating faces. Cocktail sticks are also handy for working paste flux into awkward spots.



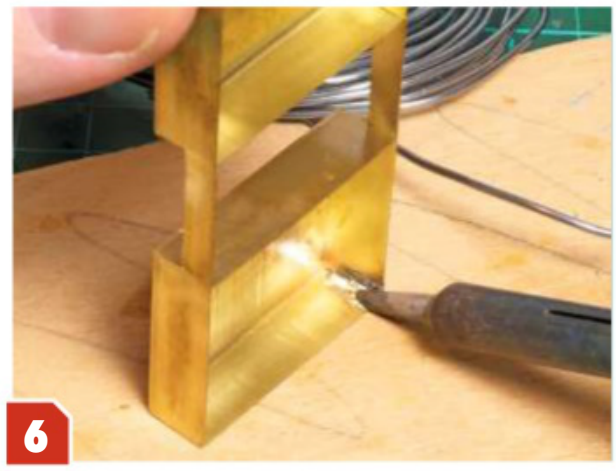
5 With the iron at working temperature and the tip 'tinned' (MR270), wipe the tip over a damp sponge to ensure that it's clean. Allow a few seconds for the iron to return to the correct temperature and melt a little solder onto the tip.





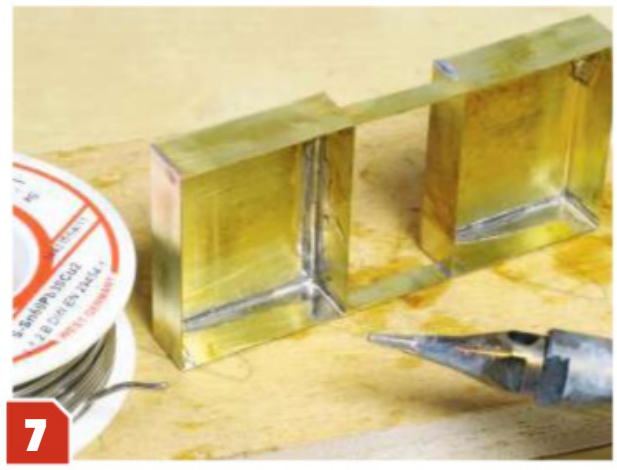
CAUTION

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, wear eye protection and keep the soldering iron in a stand between jobs. Also, wash your hands after coming into contact with solders and fluxes.



6

Place the iron's tip onto the joint face. The flux will bubble and begin to evaporate, allowing the solder to flow. Keep the iron in contact until the solder settles. Remember to wipe the iron's tip after each application.



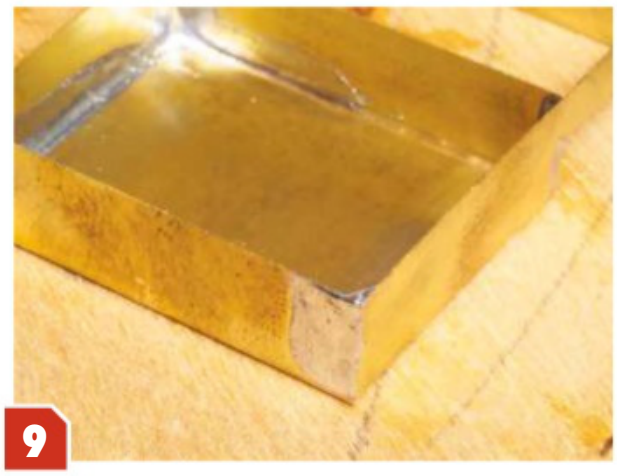
7

Now's a good time to double-check that the parts are aligned before repeating the process until the whole joint has been treated. Don't linger too long with the iron – overheating can cause the metal to distort.



8

If the solder does not flow or sticks to the surface in blobs, then the metal or the tip may not be clean. Scrub the parts thoroughly, check the iron's tip and try again with more flux. Also check that the iron is hot enough.



9

Allow the joint to cool naturally, without disturbing it. Any movement will weaken the joint considerably and leave the solder with a dull appearance, known as a 'dry' joint. A good joint should look nice and shiny.



10

Once all bonds are made, any excess solder can be filed gently away before cleaning to remove any traces of flux. A scrub with an old toothbrush and household detergent will do the trick, followed by a rinse in clean water.



STEP BY STEP

DEMO 2: SOLDERING WHITEMETAL



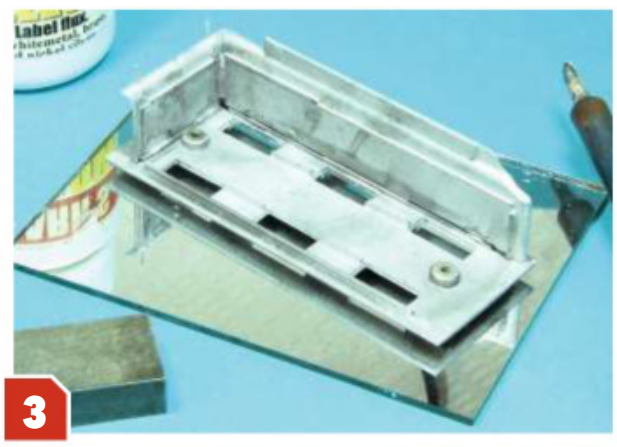
1

Working with whitemetal requires special grade of solder, typically with a working temperature of 70ºC or 100ºC. An adjustable soldering iron is vital, set to between 100-150ºC depending on the type of solder.



2

Soldering whitemetal parts to each other involves the same processes as already discussed, save for the use of lower temperatures and different grades of solder and flux. Again, the parts must be clean first.



3

It often helps to make 'tack' solder bonds initially, whereby small blobs of solder are applied simply to hold parts while checks are made. When happy, the bonds can be made properly, following the usual procedure.



4

Remember to apply heat for just as long as it takes for the solder to flow; dwelling with the iron risks melting the soft material. A benefit of low temperature soldering is that the solder also acts as a filling agent, disguising any gaps.



5

When bonding whitemetal to brass or nickel silver, both mating faces must be 'tinned' first. Treat the whitemetal surface with low temperature solder (with the iron set to a low heat) and aim for a thin and even layer.



6

Repeat the process with the brass component, adding flux before applying a thin layer of 145ºC or 179ºC solder, with the iron set to a higher temperature. Again, try and keep the layer thin and evenly spread.



7

Place the parts together, apply more flux and gently heat the brass component (not the whitemetal element) with the iron set around 300ºC. The two solders will melt and fuse together. This takes a little practice to master.

Soldering suppliers

Gaugemaster

- Soldering and general modelling tools and equipment
  Tel: 01903 884488
  Web: *www.gaugemaster.com*



SOLDERS & FLUX

For brass, copper and nickel silver, general purpose solders with a working temperature around 179°C are ideal. Choose a good quality formula, with added silver, which helps the molten alloy to flow more freely. DCCconcepts Sapphire 179 and Carrs' 179 formulas are both particularly good.

A lower temperature solder, such as 145°C, allows smaller detail fittings to be installed with less risk of disturbing previous joints that employed 179°C or higher temperature solders, such as Carrs 224. An adjustable iron is helpful when working with different solders, setting the tip's temperature accordingly.

For whitemetal, solder with a working temperature in the region of 70-100°C is required, with the iron's output adjusted accordingly. Whitemetal components can easily be damaged by excessive heat, especially smaller parts, so an iron capable of being set as low as 100°C is vital.

Fluxes help to keep the bonding surfaces clean during soldering and come in various forms. Some are designed specifically for use with particular materials and acid-based fluxes demand a thorough cleaning after use to remove any harmful residues.



WHAT NEXT?

That's the end of this Skills Station. Next month, we begin a comprehensive guide to model kit assembly. Don't miss it!

Show us what you've learnt on our Facebook group – *https://bit.ly/2TEmHKA*

hobby TRAX

A selection of our Hornby stock:

Locomotives:

R3494 Class 5MT "Black Five"	£80.00
R3559 C24 Q1 Class	£120.00
R3631 BR H Class	£130.00
R3635 Early BR "Lord Rodney"	£153.00
R3656 Virgin Trains Class 87 "Sir Winston Churchill"	£149.99
R3661 D5509 BR Class 31	£155.00
R3677 LMS Coronation "Duchess of Hamilton"	£139.99
R3754 Class D "Blundell King Timber Merchants"	£31.50
R3752 0-4-0T "S. Wilson Paper Mills"	£31.50
R3753 Class 264 Pug "Beggs Tooling"	£31.50
R3772 Northern Rail Class 156	£114.99
R3802 LNER Class 43	£260.00

Hornby Coaches:

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Gaugemaster



NEW DCC01 Prodigy Express controller	£159.95
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DCC91 Ruby DCC 21 pin decoder	£16.95
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DCC27 8 and 21 pin 4 function DCC decoders (each)	£18.00
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500g plaster of paris	£2.49

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Antex 25W XS soldering station	£34.95
Antex Battery powered soldering iron	£24.95
Spare Antex XS soldering iron tips	£6.25
Spare Antex sponge	£1.50

General tools

Basic soldering iron starter set	£19.95
Stanley FatMax wire strippers	£19.95
SPECIAL PRICE 110g cored solder reel	£3.95
Flux pen	£4.99
Solid flux pot	£2.99
Wire glue (it's conductive glue for wires!)	£6.49
Xuron track cutter	£15.95
Xuron track cutter (in-situ)	£17.95

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Landscape INDUSTRY

Paul A. Lunn has long been fascinated with the largest cement works in the UK. Now he's formulated two layouts for those wishing to model this fascinating industrial site.

Artwork and photography: **Paul A. Lunn**



CHRIS CRAGGS/ALAMY

Blue Circle Industries owned more than 24 cement works in the UK, and Hope Works in Derbyshire was the largest. Blue Circle, which had its origins as Associated Portland Cement Manufacturers in 1900, merged with French construction giant Lafarge in 2001 but Hope Works has, since 2016, has been operated by the Breedon Group. It now trades as Hope Construction Materials.

Hope Works is an intriguing location. G&T Earle chose the site thanks to the abundance of nearby limestone and shale but, though the idea of a National Park was still decades away, the impact that this heavy industry had on the beauty of the Peak District started to cause conflict after production started in 1929.

What gives Hope Works so much modelling potential is the 1½-mile branch from the exchange sidings on the Hope Valley line to the works itself. It's quite hidden, except for the prominent bridges and viaduct – built, naturally, in concrete – which gives it an air of mystery. And the branch is worked by internal user locomotives, something once common but now a rare occurrence.

Pass the exchange sidings on a train and the branch curves tantalisingly away into the trees. But, depending on the time of day, your attention is soon distracted by the long rakes of wagons standing in the sidings and the number of Freightliner '66s' awaiting their next duties.

Its location at the heart of a National Park is probably what keeps the branch open, as a lot of similar traffic elsewhere in the country now goes by road. But trains continue to leave Hope, largely to northern regional railheads such as Dewsbury in West Yorkshire, with cement products for onward delivery by road.

Due to its location in an area of outstanding natural beauty, much has been done to harmonise the works with the landscape. During the Second World War, Geoffrey Jellicoe, one of the UK's leading landscape architects, was engaged to produce a bold 50-year landscape plan. The 'Jellicoe Plan' is still being developed and covers all aspects of the works' operation, with large scale tree-planting and extensive landscaping.

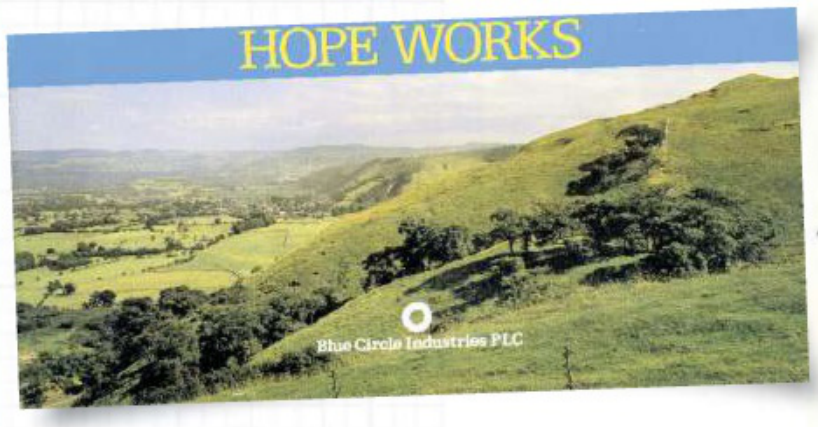
Worked out clay pits have been flooded to form a series of lakes, and since 1956 more than 50,000 trees have been planted to form screening belts. Today many are so mature they appear to be natural woodland, as envisaged in the original landscape design.

I've long been fascinated by Hope Works and I'm pleased to be sharing that interest with you in a range of layout ideas, from entry-level to advanced, with potential enlargement or reduction for some, according to your space.

Whatever you choose, understanding how a cement works operates is key to a more realistic model and I am grateful to staff at Hope who, way back on August 23 1993, allowed me access to take photographs of the site.



Masterplan Cement Works



HOW HOPE WORKS… WORKS

Production commenced at G&T Earle's works in 1929 to serve South Yorkshire and Manchester. It used the 'wet' process of producing cement, in which limestone and clay are ground together with water to provide a slurry for burning in rotary kilns, and produced 145,000 tons of cement a year. Further kilns were added in 1935, 1938 and 1953 but this was the final year of 'wet' production.

'Dry' production, which essentially eliminates the water from the process, doubled output during the late 1960s/ early 1970s but, importantly, didn't increase fuel costs.

Limestone is obtained from a quarry on the hill that overlooks the works. It's obtained by drilling and blasting and is moved by dumper trucks to a primary crusher, which reduces it to a maximum size of 250mm. The crushed limestone is transferred, via conveyor this time, to two further crushers, which reduces it down to 25mm or less. This crushed limestone is stored in the Raw Materials Store. In a similar fashion, shale, much softer than limestone, is dug out of the hillside using hydraulic excavators and carried to the Raw Materials Store by conveyor.

The works is dominated by an eight-storey preheater tower, which plays a crucial part in utilizing heat generated in the cement kilns. Limestone and shale are drawn from the Raw Materials Store in a carefully controlled ratio by underground extractor units and fed onto conveyor belts. The two raw materials are conveyed to the raw mills to be ground into a fine powder called 'raw meal'.

The mills are large revolving cylinders loaded with steel balls which pulverize the limestone and shale using waste kiln gases for drying. Any oversize particles are separated out and fed back into the raw mills for regrinding.

From the mills the 'raw meal' is pumped into silos for blending and storage. The preheater building contains a system of heat exchangers called cyclones. Hot exhaust gases from the kilns rise up through the cyclones before being released into the atmosphere via the 130m chimney.

'Raw meal' is pumped to the top of the preheater building where it descends through the hot gas stream in the cyclones before entering the kilns. The descent takes only seconds, but in that time the 'raw meal' is heated to about 800°C.

The preheating operation means the 'raw meal' requires less time in the kilns to complete the



1 Raw materials store
2 Blending silos
3 Pre-heater building
4 Rotary kilns
5 Electrostatic precipitators
6 Clinker store
7 Cement millhouse
8 Auto loader building
9 Bulk cement storage silos
10 Coal discharge point
11 Coal stockpile



The coal discharge point, with stockpile extreme right, stretching some considerable distance beyond and out of view in this photograph.

● Each square represents 1ft.

chemical reaction under intense heat, which converts it into cement 'clinker'. As a result, less fuel is required in the burning process. The two kilns, 70m steel cylinders lined with heat-resisting bricks, rotate at 1.7RPM. 'Raw meal' leaving the preheater system, partly calcined, is fed directly into the kilns and travels towards the burning zone where the temperature is raised to 1,450°C.

Under these conditions a chemical combination takes place to form hydraulic calcium silicates. Heat for the kilns comes from pulverized coal which ignites as it is blown in through a pipe.

The works would once consume 135,000t of coal per year, 115kg of coal for each tonne of finished cement. However, the works now consumes other waste materials, including old car tyres, to lessen its environmental impact.

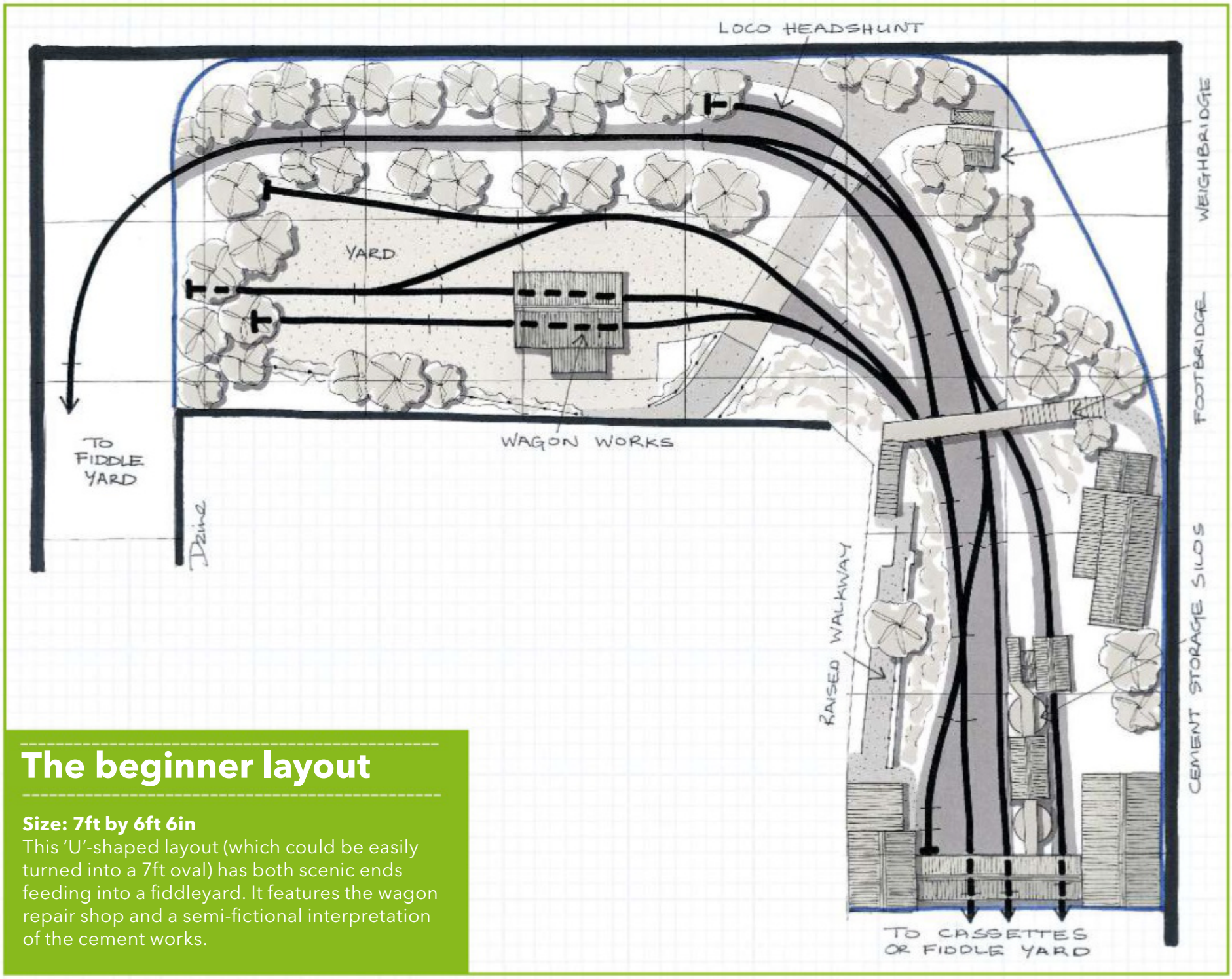
Converted 'raw meal' leaves the kilns at 1,300°C as white hot 'clinker'. Its temperature is reduced with cold air blown through the bed of 'clinker' on a grate. It emerges as dark-coloured nodules which only require further grinding with gypsum to produce the familiar grey powder. In its pure form cement sets rapidly. To give it 'working time' about 4% of gypsum is added during the final grinding in ball mills similar to those used earlier in the process to make 'raw meal'. Finally cement is pumped into storage silos for dispatch in bulk or bags by road or rail.



Left: In the foreground is the covered conveyor for carrying coal to the rotary kilns, with cement storage silos behind. Note that the there's a partially underground conveyor linking the coal discharge unit to the conveyor seen here.



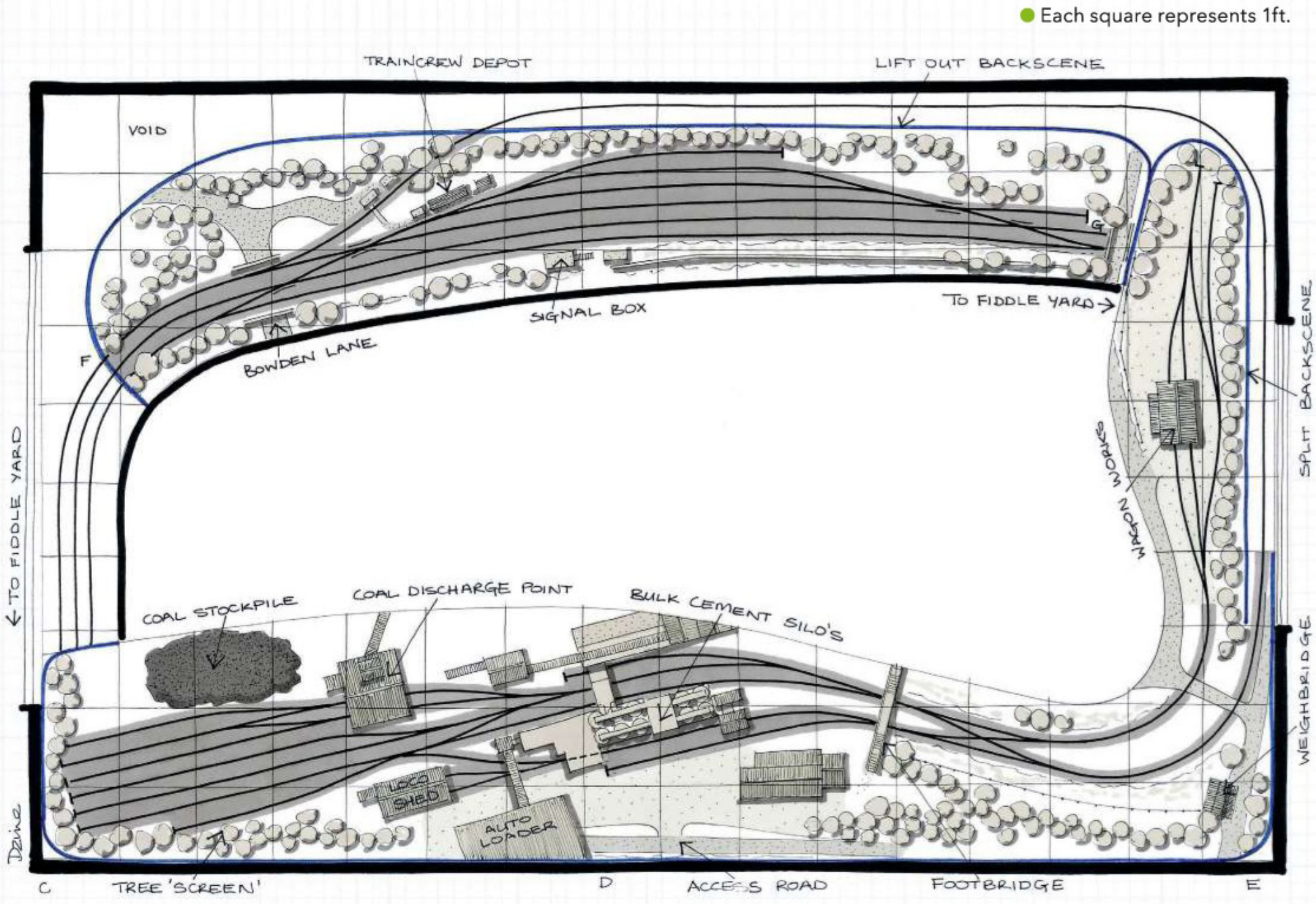
Below left: 0-6-0 'Sentinel' *Derwent* pulls a rake of straight-top PCAs for filling before departure to Earle's Sidings. Note the flat, three-ridge, flat corrugated panels with corner section detail and traffic lights, and undoubtedly linked to loading.



The beginner layout

Size: 7ft by 6ft 6in
This 'U'-shaped layout (which could be easily turned into a 7ft oval) has both scenic ends feeding into a fiddleyard. It features the wagon repair shop and a semi-fictional interpretation of the cement works.

Masterplan Cement Works



The room filler

Size: 16ft by 10ft

This is a two-level layout which comprises the exchange sidings, Hope Valley line and fiddleyard on the lower level and cement and wagon works on the higher level. Gradient A to B is 1-in-40, giving a 6½in clearance over the fiddleyard. If you require further clearance, you could incline F to G, at each end of the layout, down to the fiddleyard. It does need a removable backscene to give access to the non-scenic branch connection between both levels.

For an alternative option for those who don't have this amount of space, you could model only part of the cement works (C to D or D to E) or the cement and wagon works only. The fiddleyard would occupying part of the branch and main line baseboard.

You could, of course, reduce the plan to 'N' gauge to bring the overall size to 8ft by 5ft. Please note the operating well will only be around 2ft 6in at this width and is probably best increased by a foot or two, increasing the overall width accordingly



The terminal end of the rail network gives clear indication of key structures as seen from the rear; coal discharge point, tall pre-heater building behind, locomotive shed to the right of the coal discharge point and auto-loader building extreme right. LES NIXON

A TRIP ALONG THE HOPE BRANCH

1



2



3



4



5



6



7



1: This impressive scissors crossing stands at the entrance to the works and is a key part of the track plan. It can be easily replicated using Peco products, preferably with the diamond crossing slightly reduced. The footbridge is of lightweight construction and the wagon 'cripple siding' is to the left of centre.

2: The on-site wagon repair shop is a simple arrangement and in itself would make a fabulous micro layout. All the tracks are inset with concrete, though there are numerous shuttering lines in regimented patterns. The grass is kept commendably tidy!

3: The branch is single track, apart from a passing loop near the Castleton Road bridge. At least 12 PCA four-wheel cement tanks wait in the loop.

4: The branch crosses Castleton Road in Hope village by a beautiful art deco concrete bridge. It also crosses Edale Road and the River Noe on this impressive concrete viaduct. 20168 *George Earle* in LaFarge livery crosses the viaduct on June 10 2005, bound for the works. LES NIXON

5: Earle's Sidings is where Hope Cement's locomotives hand over to those of Freightliner. A Class 158 is bound for Sheffield. At the time, PCA tanks took away cement products while the HAA coal hoppers would bring in coal for the kilns. You can see how the site sits within the Hope valley and the substantial scenic task that would be required for a model.

6: There's lots of interesting small detail around the entrance to Earle's Sidings worth replicating in model form. The sharply curving branch line to Hope Works, with check rail, is in the foreground. LES NIXON

7: The Earle's Sidings name is still retained to the present day and it dates back to the original owners of the works. Earle's Sidings Signal Box is a 35-lever, ex-Midland '4e' design which was erected in 1929 to control the sidings. Originally it had a slate-hipped roof which was replaced following fire damage in the mid-1970s.

WHAT NEXT?

We'll take a look at the railway operations at Hope next month as well as offering some layout ideas inspired by distribution terminals such as Dewsbury.

Know your stuff

All your technique and modelling questions answered by our team of know-it-alls. E-mail your queries about railways – real or model – to *modelrailkys@bauermedia.co.uk*



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



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



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



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

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

HOW TO: RECREATE SPRING DAFFODILS

Q **I remember a *Model Rail* article, back in the early days of the magazine, in which Chris Leigh created bunches of daffodils using plastic wall plugs and old shaving brush bristles. I'm guessing that there's an easier solution in 2020?**
Phil Marcus, Stowmarket

Peter says: I can also remember Chris' article (from April 2001), from the days when there were far fewer ready-made scenic accessories. Thankfully, it is now much easier to replicate bunches of spring daffodils, especially in 4mm scale.

Gaugemaster, Heki, miniNatur, Noch, Peco and The Model Tree Shop all offer ready-to-plant daffodils for 'HO/OO', in the form of grass clumps topped with yellow paint on the tips.

WW Scenics also makes packs of daffodils, with two sizes to choose from – 4mm and 6mm – providing some welcome natural variation when both packs are combined. At £5.99 for 100 bunches, the WW Scenics pack offers great value for money and either size looks convincing on 'OO' or 'O' gauge layouts.

All of these products are easy to install, as the clumps of 'daffs' are simply peeled from their backing sheet. Apply small blobs of PVA glue to appropriate locations within the landscape and, with a fine set of tweezers, place the clumps into position. By leaving the PVA to turn tacky for a few minutes before planting the flowers, a more rapid 'grab' is achieved.

While the clumps come supplied in nicely random bunches, they can also be split with a pair of scissors, if desired.

There's also the option of making your own daffodils (or any flower for that matter), by creating your own clumps of long grasses. Small drops of PVA glue can be brushed onto the top of the stalks and, when dry, the blobs can be painted in appropriate colours.

Another alternative is to eschew the paint and sprinkle coloured scatter material over the wet PVA instead.

Whatever method you use, bunches of 'daffs' provide some instant spring colour to your layout.



Ready-made daffodil clumps are easy to fix to the layout with a fine set of tweezers and PVA glue.



The sight of miniature daffodils instantly suggests a spring day.
CHRIS NEVARD



Daffodils may be planted in gardens, but they're also often seen growing wild in verges and meadows.

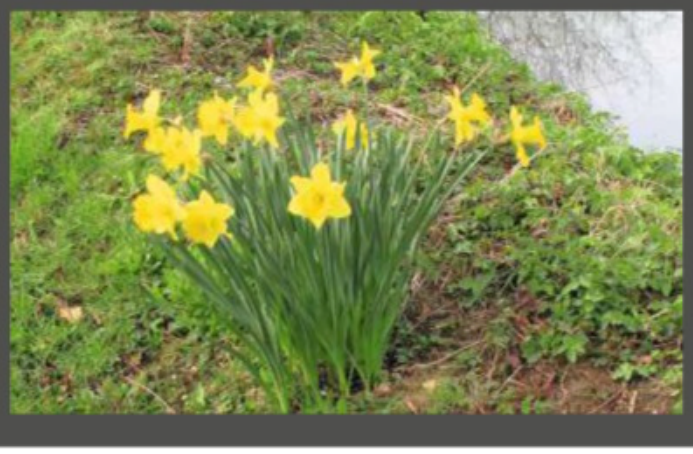




It's possible to make your own daffodils, adding yellow scatter material to clumps of longer grass.

The ultimate spring flower

In the UK, daffodils (Narcissus) usually emerge during late January, although the flowers tend to bloom from February through to early April. The flowering stalks can reach 15cm-50cm in height, depending on the variety.



Technique of the month

Lay a timber barrow crossing

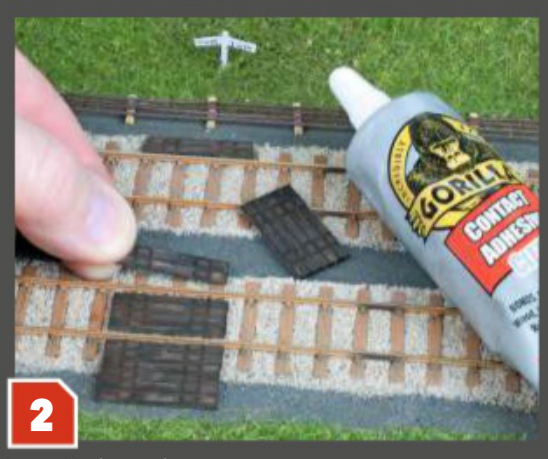
This laser-cut timber kit provides two strips of realistic sleepers, shorn of their cast iron chairs and re-purposed for use on foot or barrow crossings. The sleepers are bonded side-by-side, but can be separated easily with a sharp scalpel blade, allowing the timbers to be placed up to the tracks and between the rails.

A subtle textured, weathered effect has been applied to the upper surfaces to give a convincing lived-in effect. Furthermore, a coat of dark wood dye prior to installation adds even greater realism.

Product: LX184-OO Weathered sleeper barrow/foot crossing, £5.49
Availability:
www.scalemodelscenery.co.uk



1 Having trimmed the timber into sections to fit the crossing's location, they were treated to a coat of Ebony wood stain, applied by brush and left overnight to dry.



2 The stained timbers can then be secured to the layout. I trialled some new contact adhesive from Gorilla, which proved very effective and dried quickly.



3 Be sure to allow adequate clearance for locomotive and rolling stock wheels – including their flanges – to pass over the crossing. Test thoroughly before the glue sets.



Malcolm Snellgrove eschewed static grass in favour of multiple layers of foam scatter and flock powder. CHRIS NEVARD

SECRETS OF 'FAWLEY' SCENERY

I greatly enjoyed reading about Malcolm Snellgroves' 'Fawley' layout in MR268 and was really impressed by his scenic work. I noted he'd had difficulties with static grass and had opted for sifted flock and foam scatter material. I'd like to know how he applied these?
Trevor Bridge, by e-mail

Malcolm Snelgrove says: The scenic work began with a base layer of plaster. Once this had dried thoroughly, it was sealed with paint.

While the paint dried, two trays of foam and flock scatter material were pre-mixed, using a selection of different shades of green, including yellow ochre. Be sure to mix enough material to cover the whole layout before you start applying it, and keep some in reserve to cover any future repairs down the line. You will never be able to mix the exact shades again!

PVA was then brushed over the landscape before the first layer of the pre-mixed scatter material was applied via a flour sifter, over the tacky glue. After that, three further layers of scatter material were built up in a similar manner, each preceded with a layer of cheap, non-scented hairspray (firm or extra-firm hold).

A final coat of hairspray then helped to seal everything in place, although it's important to cover the tracks with pieces of card when applying the hairspray. Furthermore, the rails will need a thorough clean afterwards to remove any traces of glue and debris.

On the exposed gravel cuttings, the hairs of a 2in paintbrush were cut back to produce much stiffer bristles. The brush was then dipped in PVA and drawn lightly down the face of the landscape, in a similar style to dry-brushing, thus depositing glue on the projecting ledges only.

The flock was then carefully sifted over these areas of wet glue, leaving the vegetation only in areas where grass would grow in real life.

This was a tip that I picked up from Pendon Museum many years ago.

IS IT WORTH MAKING YOUR OWN WEATHERING POWDERS?

I heard that it's possible to create your own weathering powders by crushing artists' pastels. Is this true?
Steve Jones, by e-mail

George says: Yes, it is possible to grind up artists' pastels, although it can be a tedious and messy business. Much depends on the type and quality of the pastels, as not all are suitable for the purpose of weathering models. Unless you already own the pastels, there is no greater economy compared to buying weathering powders, which are already finely ground, cheap and ready to use.



Artists' pastels can provide material for weathering, but it's a boring and unnecessary job, now that good quality powders are freely available for modellers.

ADDING EXTRA BRAKE DETAIL TO WAGON KITS

I've been building a bunch of 'OO' gauge plastic wagon kits, but have found the underframes a little basic on most of them, with just the main frames and a minimum of brake gear provided. Is there an easy way to add the missing features, especially in terms of the brake gear?
Steve Jones, by e-mail

George says: The majority of plastic 4mm scale wagon kits feature minimal chassis detail, other than the main frames, brake handles and brake shoe hangers. Mostly, this is owing to cost issues and the fact that brake linkages and other smaller features are likely to be too delicate if rendered in plastic.

Higher specification kits tend to provide lengths of brass wire for the purpose of creating cross shafts between the brake apparatus and it's something that is easy to add to any kit.

A bit of forethought is needed, as it helps to drill small holes in the brake shoe hangers before they're installed. Lengths of wire can then be slotted into the holes and secured with cyanoacrylate glue.

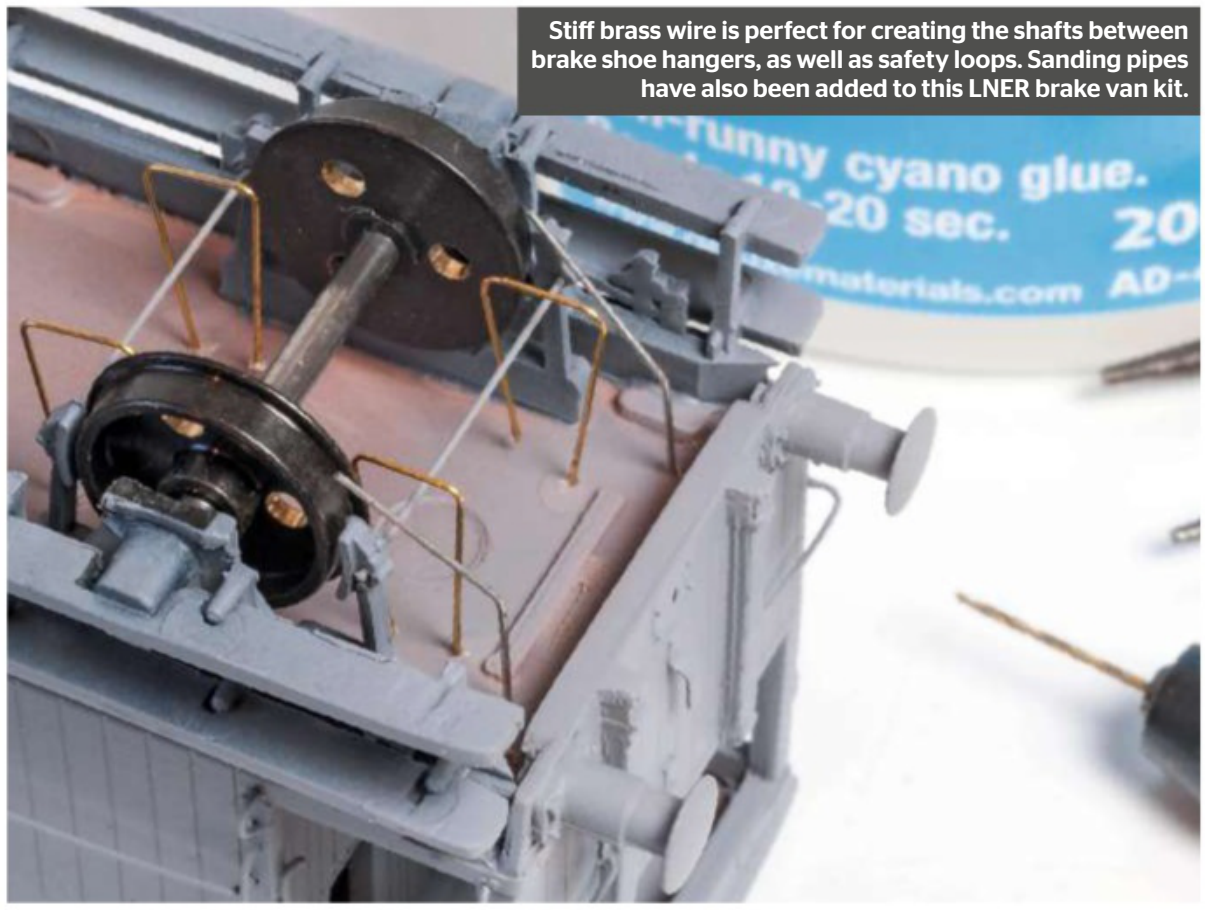
Extra lengths of wire can also be shaped and installed into holes in the floor, to represent pairs of safety loops. Be aware that fitting such details may hinder the installation of tension lock couplings and their mounting brackets.

There are also plenty of etched brass wagon detailing components available, providing alternative parts, such as brake handles, 'V' hangers, brake cross shafts and yokes, as well as smaller fittings like builders' plates and instruction clips for the solebars. Wizard Models, for example, offers a great selection of wagon detail sets.

For a full guide to improving rolling stock kits, see my book *Kit Building for Railway Modellers, Volume One* (*www.crowood.com*).

Product: 0.4mm brass handrail wire
Availability: *www.alangibsonworkshop.com*

Product: Various wagon detail sets
Availability: *www.wizardmodels.ltd*



Stiff brass wire is perfect for creating the shafts between brake shoe hangers, as well as safety loops. Sanding pipes have also been added to this LNER brake van kit.



Adding brass handrails and extra brake detail has greatly improved the realism of this Parkside kit.

PROTOTYPE QUESTION OF THE MONTH

I'm building up a fleet of ex-BR diesels for use on a layout set in the late 1990s. Did any Class 31s receive the EWS red/gold livery? If so, have there been any models available?
Geoff Thomas, by e-mail

George says: English, Welsh and Scottish Railway absorbed a number of the Brush Type 2/Class 31 A1A-A1As, from what was left of British Rail's freight fleet. Many of these locomotives were in a pretty dire mechanical state and, with a long-term plan to introduce more modern motive power, in the shape of the Class 66 and Class 67, EWS saw no reason to invest resources in keeping the Type 2s in service.

However, Class 31/4 31466 was repainted into the EWS red and gold colour scheme as part of preparations for Toton Depot open day, in May 1998. After earning its keep for a few years, 31466 was then confined to Old Oak Common depot from 2001, being employed on coaching stock heating and testing duties until final withdrawal, whereupon it was sold to the Dean Forest Diesel Association, with the '31' moving to Lydney in early 2007.

Another example, 31255, also received the red and gold colours, but never actually worked on the main line for EWS. Instead, 31255 headed straight into preservation and is currently owned by HNRC.

So far, only Lima has offered a '31' in EWS in 'OO' gauge, depicting 31466 (cataogue number: L204661), examples of which can be found for sale online, while Heljan's forthcoming 'O' gauge Class 31/4 – due later this year – includes a rendition of 31466 in EWS colours.



In faded EWS livery, 31466 stands at Lydney, on the Dean Forest Railway, shortly after entering preservation, March 2007. GEORGE DENT

RAILWAY JARGON BUSTER

A1A-A1A

This denotes which axles receive power from the engine and transmission. Unlike a Co-Co, where all six axles are driven, only the outer axles of the Class 31's bogies are powered.

CAN READY-MADE GRASS MATS LOOK REALISTIC?

Applying loose scatter material looks like it can be a messy business. Are grass mats a viable alternative in terms of realism?
Paul Wright, by e-mail

George says: Laying loose scenic scatter doesn't have to be too messy, but it can be time-consuming and inevitably leads to a degree of wastage. Ready-to-lay grass mats have been around for some time, but only recently have they begun to look ultra-realistic.

Indeed, I'd largely avoided using them until I came across the Martin Welberg range, which changed my perception completely.

These flexible mats are available in all manner of different shades and textures. Featuring a variety of grass fibre lengths, anything from verdant grass to a forest floor or a rough meadow can be portrayed instantly, simply by gluing the mat onto the baseboard with PVA.

Available in A4 (£15.00) and A5 (£7.50) format, they're designed primarily with diorama building in mind. However, if you have a modest amount of green landscaping to cover, they certainly offer an ultra-realistic alternative to scatters. Furthermore, the time savings involved are considerable – a few feet of scenery can be finished in less than an hour!

Naturally, it helps to lay the mats onto a slightly undulating surface, rather than a flat one, while the sheets are easily cut with scissors. Any visible joints between sheets can be hidden with small amounts of scatter material or layers of clump foliage.

The Welberg range also includes ready-made shrubs (below) in a range of shades and shapes. Again, these are simple to install by peeling away from the backing sheet and securing to the scene with a blob of PVA glue.



Where can I find them?

MARTIN WELBERG SCENICS
- **Availability:** The Model Tree Shop
  Tel: 01890 819021
  Web: *www.themodeltreeshop.co.uk*



Grass mats offer a shortcut to creating realistic scenery. The Martin Welberg range is particularly effective.

00 GAUGE | 30 mins

STEP BY STEP



1 The Martin Welberg scenic mats are available with a variety of grass coverings, and some feature exposed areas of rough earth and denser vegetation.



2 There's a pleasing, naturalistic degree of randomness about these scenic mats and the flexible material is easily cut with a sharp pair of scissors.



3 Having test-fitted the cut sections, they can be secured with PVA adhesive. The flexible material conforms well over an undulating surface, formed here from foamboard.



4 Disguise gaps between sheets and outer edges with extra vegetation. Salvaging grass fibres from offcuts provided plenty of suitable material to edge this roadway.

Peco's cleaning brushes are great for removing dirt from 'O' gauge locomotive wheels.



CLEANING 'O' GAUGE WHEELS

Can you recommend any tools for cleaning the wheels of 7mm scale locomotives?
Gavin Shields, by e-mail

George says: I've enjoyed excellent results on 'O' gauge (and 'OO') locomotives by using a pair of Peco's PL42 wheel cleaning brushes. These consist of electric probes that take power from the track or direct from the terminals of a controller (12V DC only). The power is transmitted through each tool to a set of stiff brass brushes.

The locomotive must be upturned and secured in a padded cradle, whereupon the brushes can be touched against the wheel treads. With power thus applied to the motor, the wheels will rotate against the brushes, which clear away any dirt. Even the most stubborn deposits are easily removed, leaving a clean, burnished surface.

Although power needs to be transmitted to both polarities in order for the tools to operate, Peco only supplies the cleaning brushes in single packs. However, this does give modellers the option of employing a brush on one wheel and a similar conductive scraper tool (PL-43) on the other.

A limitation of these tools is the fact that non-powered axles do not rotate and must be either turned by hand or cleaned with a cotton bud soaked in a track cleaning fluid, such as Track Magic from Deluxe Materials or Labelle 105.

Product: PL-42 Wheel cleaning brush (£8.25 each)
Availability: Peco stockists



Tool of the month

Create your own corrugated sheets with this handy tool

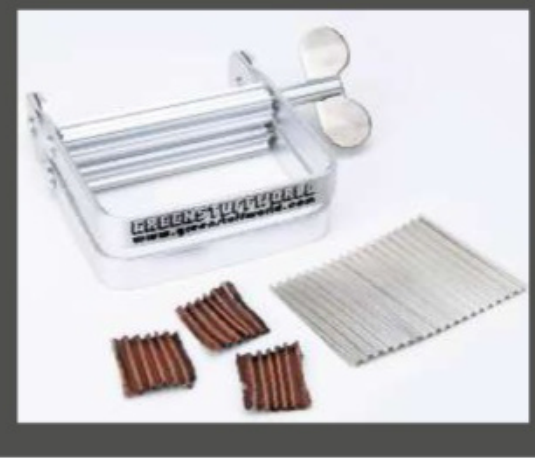
The Corrugator is a wonderful new device from Green Stuff World. Its purpose is to create lengths of corrugated sheet material and is designed especially with thin, flexible metal foil in mind.

The hinged aluminium frame features twin, interlocked cylindrical formers. As the jaws of the tool are closed, the cylinders are turned via a handle, which duly form the corrugations into the sheet.



Ideal for scratchbuilding roof coverings, wall cladding and fencing, sheets of suitable tin/pewter foil is available from the same source, which can be cut with scissors and manipulated easily for a derelict or less than perfect appearance.

Availability Green Stuff World **Web:** *www.greenstuffworld.com* **Price:** £9.45



THREE CAMEO IDEAS FOR YOUR LAYOUT



1 'Matford'

Iron barrier: Rusty, corrugated iron gates, chain-link fencing and barbed wire are typical features of a modern industrial site.



2 'St Merryn'

Keeping the lights on: Servicing oil lamps was a labour-intensive business, with special facilities required at railway outposts.



3 'Torrington'

Not dead, but sleeping: Will this little Massey Ferguson be found and restored by an enthusiast, or will it rust in peace?

CHRIS NEVARD

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Reviews

In-depth and unbiased reviews of the latest products



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102 **Revolution Trains HOA hoppers**

104 **Heljan Class 33/0**

106 **Hornby Peckett celebration pack**

107 **Hornby LSWR 20 ton brake vans**









Our reviewers

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

Chris Leigh
Wrote his first review in 1964 and hasn’t stopped since!

Our ratings

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

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

How we test

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





Bachmann Class 24/1

◆ **GAUGE** 'OO' ◆ **MODEL** Bachmann Branchline 32-442 Class 24/1 diesel locomotive
◆ **PRICE** £159.95 ◆ **AVAILABILITY** Bachmann stockists *www.bachmann.co.uk*



When Bachmann's Sulzer Type 2s first appeared in 2001, they marked a sea change in the quality of RTR 'OO' gauge diesel outline models. Covering the Class 24/0 and various Class 25 variants, Bachmann's models were great for the time, especially in terms of performance, but they've been showing their age in recent years.

Way back in 2013, Bachmann announced that the small '24/1' sub-class would be recreated in 4mm scale but, instead of simply tooling up a slightly modified Class 24 bodyshell, the Barwell firm opted to design a whole new model, which is to form the basis of a much-improved fleet of Type 2s in future.

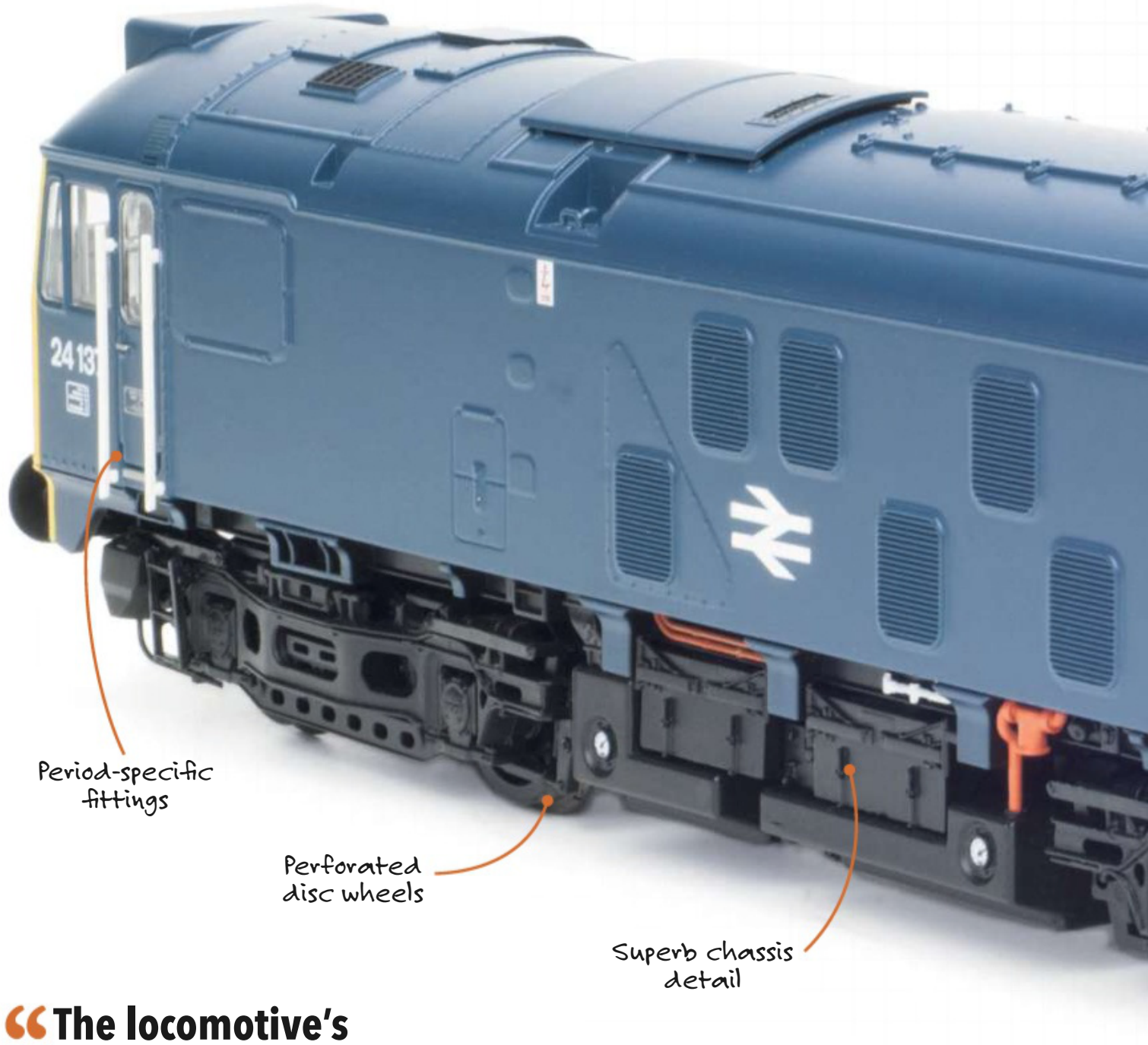
Three versions of the '24/1' are available initially, with a pair of BR green locomotives offered with or without yellow warning panels and featuring as-built detail fittings. Our sample, however, represents 24137, a London Midland Region-allocated example, in mid to late 1970s condition, with the side valances removed and the boiler access steps and side grilles plated over.

I've long been a fan of the '24/1s', with their hybrid looks that bridged the transition between the Class 24 and Class 25. Having converted a few models in the past with resin cab roofs and etched details, it's exciting to now have a RTR version.

After comparison with plenty of prototype images, it's clear that Bachmann has captured the look of the real thing extremely well, especially in the 'face'. The moulded bodyside grilles have a pleasing 'depth' and finesse to them, especially the large radiator grilles, while small etched louvres are fitted above the cab doors. The exhaust panel is a separate fitting that sits slightly proud of the main roof, bringing some extra relief, and the radiator grille atop the roof sports a fine profile.

The standard of glazing is well ahead of that fitted to Bachmann's older Sulzer Type 2s, with very little prismatic reflection and a super-clear level of transparency, which allows the beautifully detailed cab interiors to be appreciated. Fine windscreen wipers add the finishing touch.

Looking below the footplate reveals a wealth of detail, especially around the fuel and water tanks, battery boxes and the various runs of piping and



"The locomotive's wheels are a real highlight, featuring the distinctive perforated disc profile of the real thing"

conduit. The characteristic bogie frames have been captured faithfully, down to the legible SKF legends on the roller bearing covers. The rendition of the brake gear is admirable, alas the shoes do not line up with the wheels. The locomotive's wheels are a real highlight, featuring the distinctive perforated disc profile of the real thing.

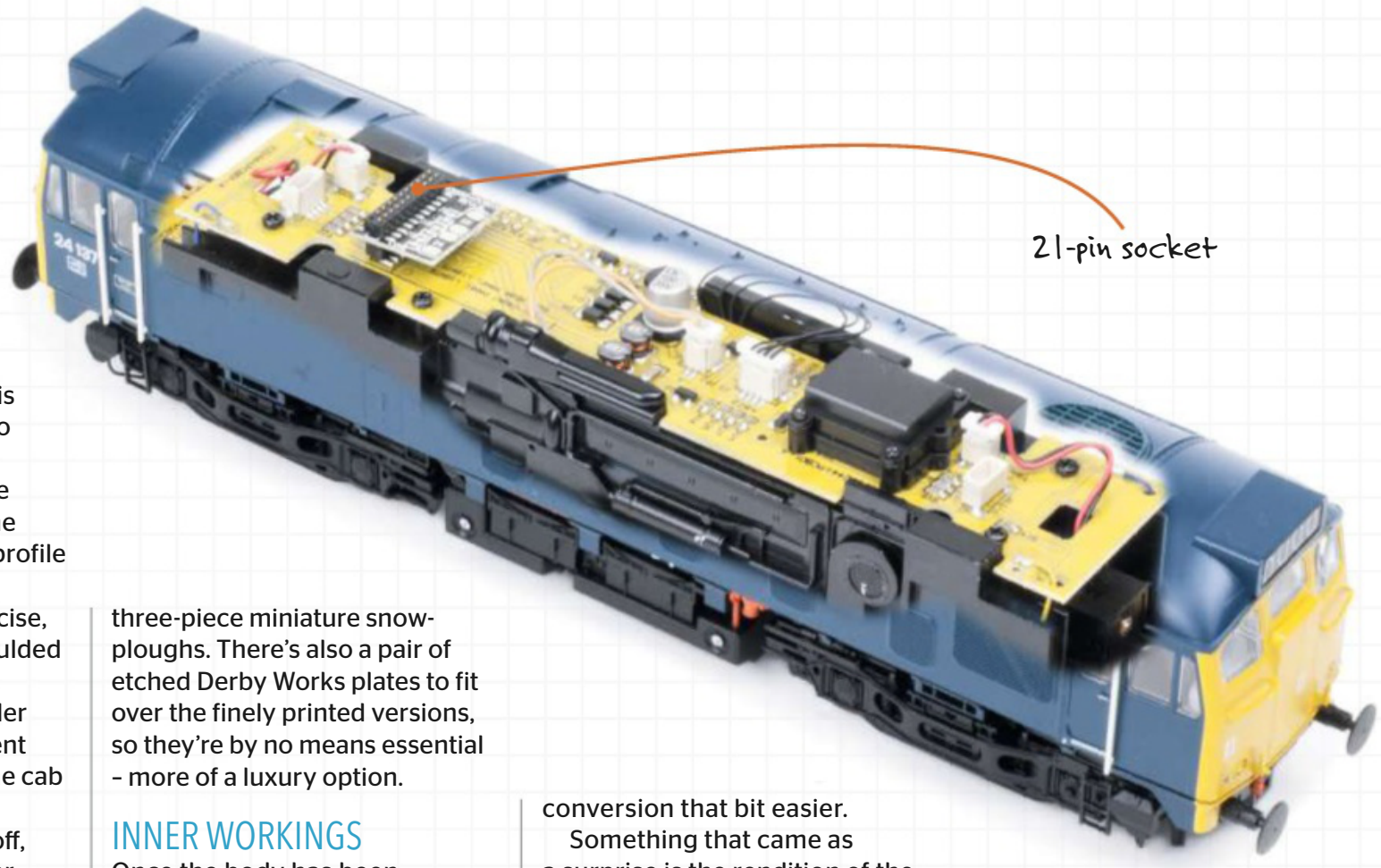
There is very little to criticise, although a few areas of moulded detail lack definition, most notably the plated-over boiler access steps and the adjacent triangular panels. I found the cab side handrails to be overly delicate and easy to break off, and the bright copper power collection strips fitted to each bogie are visible from certain angles. However, none of this detracts from what is a very attractive – and accurate – model.

A bag of details is supplied, including a wealth of bufferbeam fittings, footsteps and AWS timing chambers, plus a set of three-piece miniature snowploughs. There's also a pair of etched Derby Works plates to fit over the finely printed versions, so they're by no means essential – more of a luxury option.

INNER WORKINGS

Once the body has been removed, it's obvious that this model has been redesigned from the ground up. A very sophisticated looking circuit board runs almost the whole length of the chassis, with a 21-pin DCC socket at one end and a small rectangular speaker at the other, making digital conversion that bit easier.

Something that came as a surprise is the rendition of the Sulzer prime mover and traction motor blowers cast into the side of the metal chassis block. This is completely invisible when the body is in place but is presumably intended for an upcoming re-tooled Class 25/3, a prototype that sports a pair of engine room windows on each side.





3 things we like



1 Fully detailed interior.



2 Impressive underframe detail.



3 Misaligned headcode characters.

Reviews

Bachmann Class 24/1 – in detail



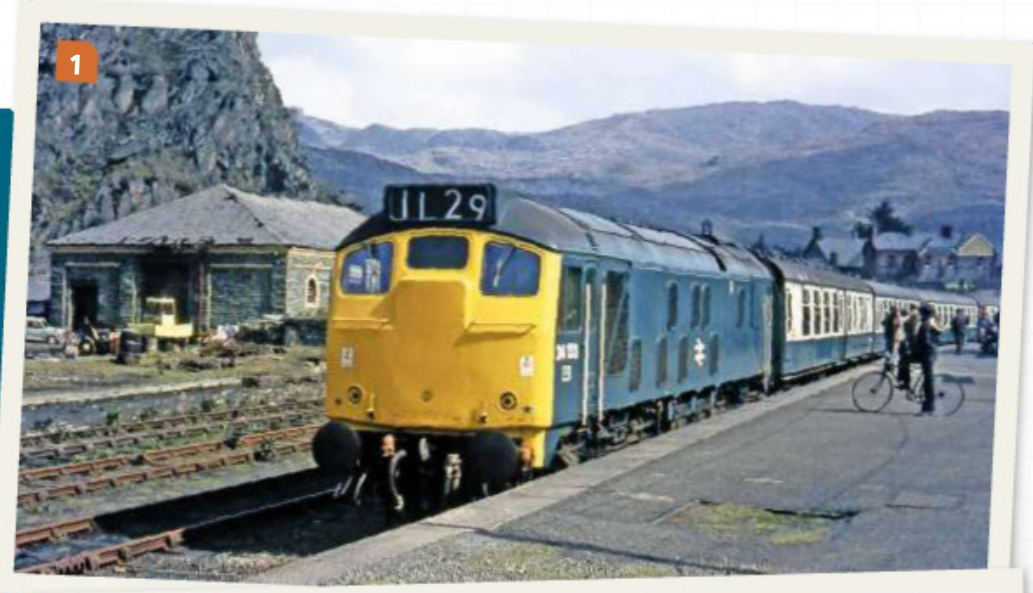
Factfile: Class 24/1

The Class 24/1 sub-class consisted of two small batches of Sulzer Type 2s tagged on to the end of the '24/0' production run, which had begun under the Pilot Scheme of the late 1950s. Built at BR's Derby Works in 1960-61, a total of 37 '24/1s' were built, numbered originally as D5114-5150. Differing from the previous '24/0s' in a number of ways, the most obvious change being the addition of a four-character headcode box atop the cab roofs.

The first batch, D5114-32, was built for the Scottish Region and featured cabside recesses for tablet-catching apparatus. Allocated to Inverness depot from new, they were renumbered as 24115-121/123-130/132 under the TOPS system.

The second batch, D3133-50, was split between the London Midland and North Eastern Regions, with examples based at Manchester Longsight, Willesden and Gateshead. These were eventually renumbered as 24133-137/140-148/150. Steam-heating boilers were installed throughout the '24/1' sub-class, while the fuel and water tank capacities were reduced slightly, compared to Class 24/0, as a weight-saving measure.

The 1,160hp Type 2s were envisaged as true mixed traffic locomotives and operated a vast range of services, singly or in pairs. Despite proving to be able machines, Class 24s were run down in the early 1970s, due mostly to a reduction in traffic. The lightweight jobs they had been designed for had simply evaporated. The last Class 24/1, 24133, was withdrawn from Crewe Diesel Depot in March 1978. While no '24/1s' survive, four Class 24/0s have been preserved.







1: Class 24/1 No. 24133, with sealed front doors, at Blaenau Ffestiniog on an unrecorded date. COLOUR RAIL

2: An unidentified Class 24/1, in original condition and green livery, stands at Inverness with the 'Orcadian' 6.30am departure for Wick . COLOUR RAIL

3: Fitted with twin spotlamps for use on the Highland line, an unidentified Class 24/1 stands at Edinburgh Waverley in 1970. COLOUR RAIL

On the rails, the '24/1' performed impressively. The quiet, super-smooth mechanism possesses more than enough haulage capacity, coping with an infeasibly long rake of Mk 1 stock. The illuminated headcodes emit an authentic glow, while the red tail lamps also look convincing. For analogue layouts, a pair of tiny slide switches beneath the chassis govern the tail lights at each end, while DCC users can toggle the cab interior lights on and off.

DERBY WINNER

It might have taken seven years to arrive, but this all-new Class 24 is a superb model. While their working careers were relatively short, the Derby-built Sulzer Type 2s were an important prototype, dating from the very beginnings of BR's dieselisation programme. The '24/1' variant is bound to be popular with modellers of the 1960s and 1970s eras, with examples to be found working from the Midlands up to the very far north of Scotland.

Indeed, I've been imagining the fun to be had in modifying one of these models with the slatted boiler grille covers and car-style twin headlamps that the Scottish examples sported in their prime. Furthermore, I can't wait to see the rest of Bachmann's new generation Type 2s in due course. ***(GD)***



System builder

Other items to complement this model…

COACHES
Bachmann Branchline Mk 1s (blue/grey) **Price:** £47.95 **Availability:** Bachmann stockists

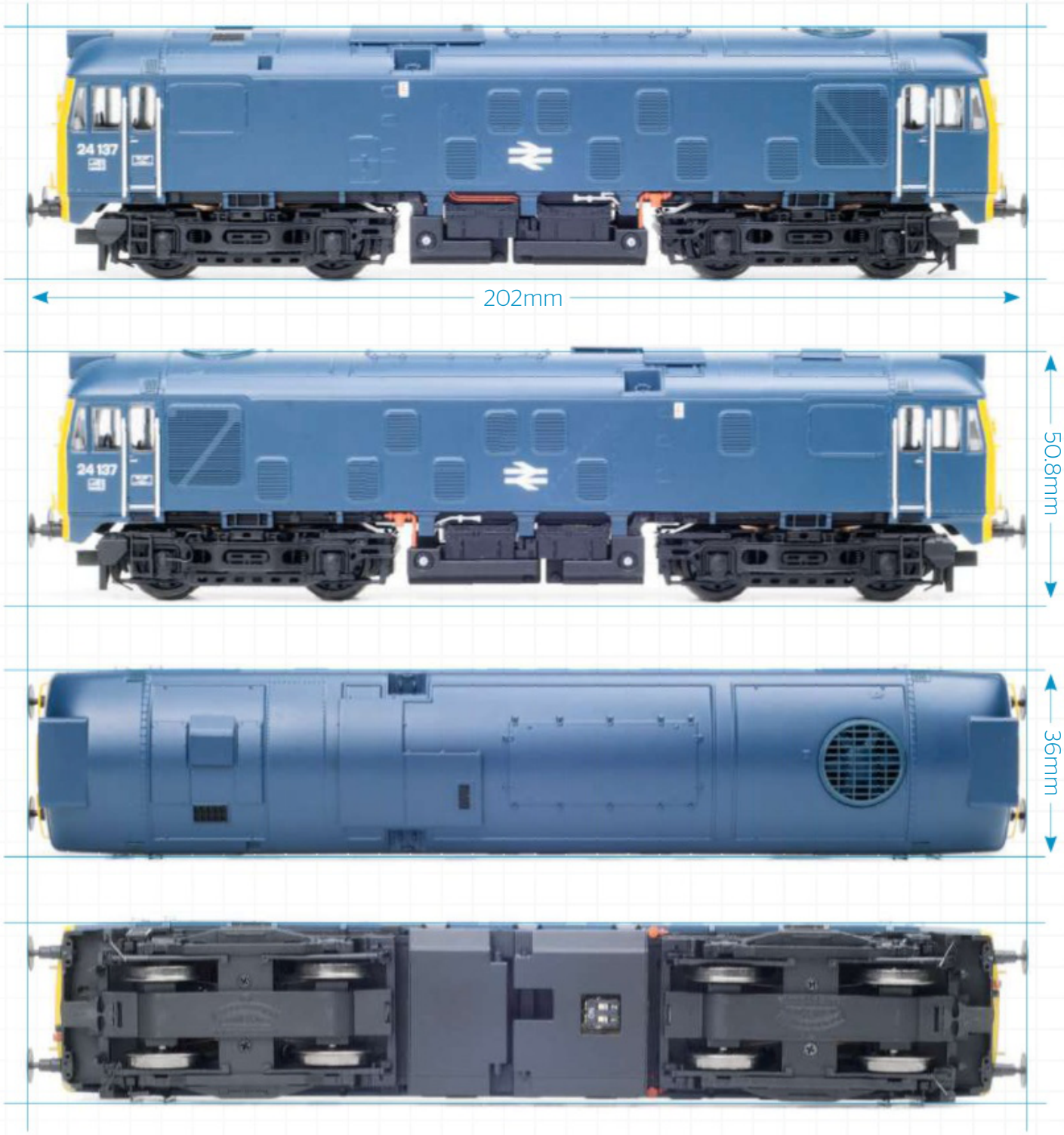


FREIGHT
Bachmann 12t plywood van (bauxite) **Price:** £21.95 **Availability:** Bachmann stockists



PARCELS
Bachmann Mk 1 CCT (BR blue) **Price:** £43.95 **Availability:** Bachmann stockists





REVIEW VERDICT

PROS. Looks, lots of fine detail, performance.

CONS. Delicate handrails, some detail lacks definition.

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

96%

BACHMANN BRANCHLINE CLASS 24/1 DIESEL LOCOMOTIVE

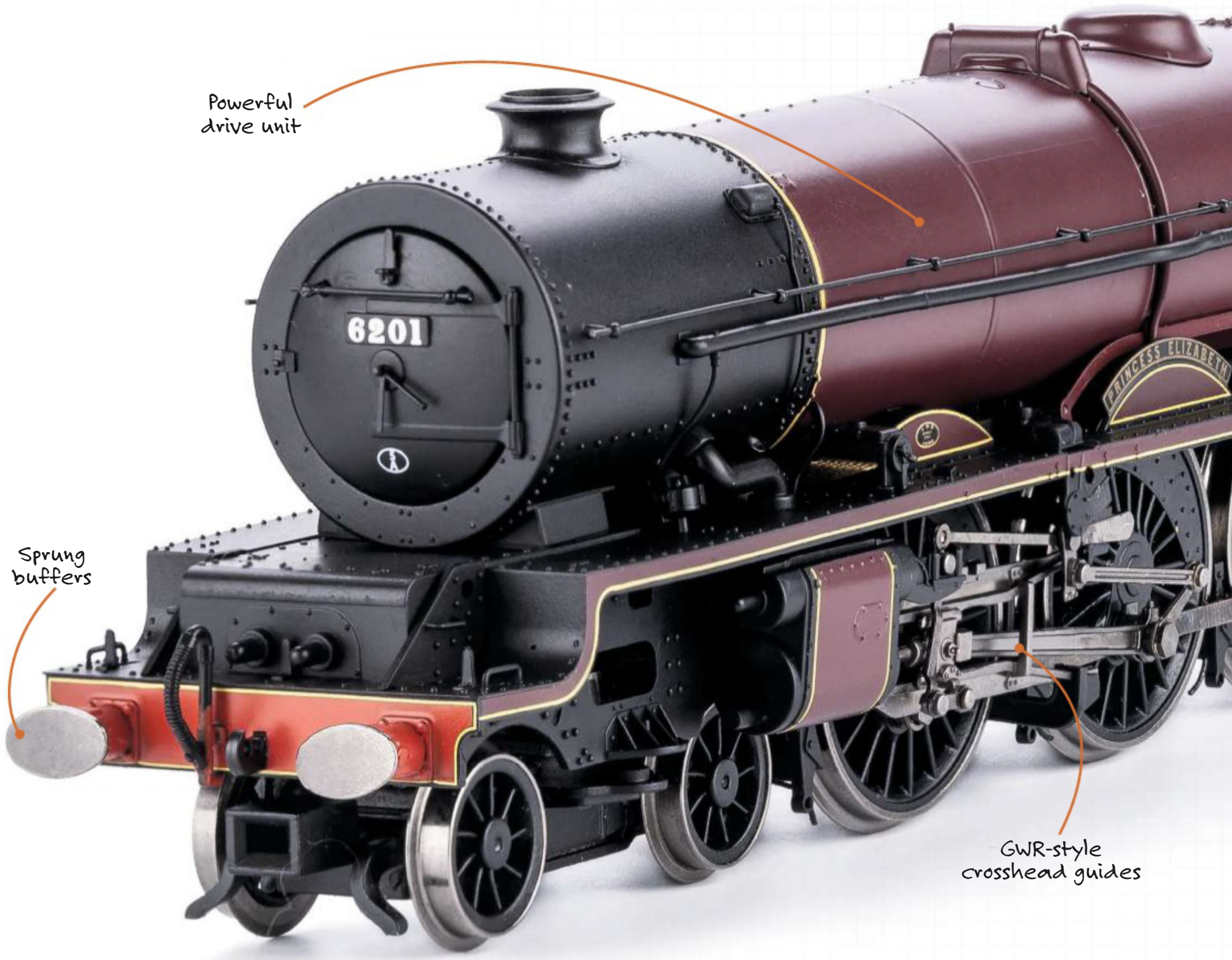
OVERVIEW
Manufacturer: Bachmann Branchline
Ref. No.: 32-442 **Unit No.:** 24137
Scale/gauge: 1:76 scale, 'OO' gauge
Body: Plastic with metal parts
Chassis: Metal with plastic parts
Weight: 419g
Min. curve radius: 2nd radius (438mm)
Wheel back-to-back: 14.3mm

ELECTRICS
Electrical system: 12V DC two-rail
Motor type: Five pole
Lights: Directional head/tail lights
DCC ready: Yes, 21-pin socket

MECHANISM
Drive system: Twin cardan shafts and nylon gears to all four axles
Flywheel(s): Yes, two
Traction tyres: No

DIMENSIONS	PROTOTYPE	1:76 SCALE	MODEL
Length (over buffers)	50ft 6in	202mm	202mm
Height	12ft 8in	50.6mm	50.8mm
Width	8ft 10in	35.3mm	36mm
Wheel diameter	3ft 9 ¼ in	15mm	15mm
Bogie wheelbase	8ft 6in	34mm	34mm

SERVICING
How to dismantle: Body unscrews from chassis
Where to oil: Axles



Hornby LMS 'Princess Royal' 4-6-2

◆ **GAUGE** 'OO' ◆ **MODEL** Hornby R3709 LMS 'Princess Royal', 6201 *Princess Elizabeth* ◆ **PRICE** £189.99 ◆ **AVAILABILITY** Hornby stockists **Web** *www.hornby.com*

There has been a 'OO' gauge model of the iconic LMS 'Princess Royal' class in Hornby's range for as long as I can remember, with the previous upgrade rolling out in 2001. Naturally, this offered a big improvement over previous iterations, but Hornby's all-new 'Princess Royal' for the 2020s promises even greater strides forward in realism and performance.

The first thing to note is that the locomotive and tender are connected via a semi-permanent bar coupling and a quartet of electrical cables, so removing the model from the packaging demands careful handling. The electrical connection links the power from the tender and driving wheels to the 8pin DCC socket in the tender and the motor within the locomotive. There's also space for a 28mm diameter speaker within the tender for those wishing to add a DCC sound system.

The engine-tender coupling gap has two settings, allowing a closer union for display or for running on layouts with only the gentlest curves. For similar reasons, a choice of pony truck wheelsets is provided, with a flangeless set pre-installed to cope with typical short radius points and curves. The flanged version offers minimal side-play, so it's only suitable for the shallowest of curves.

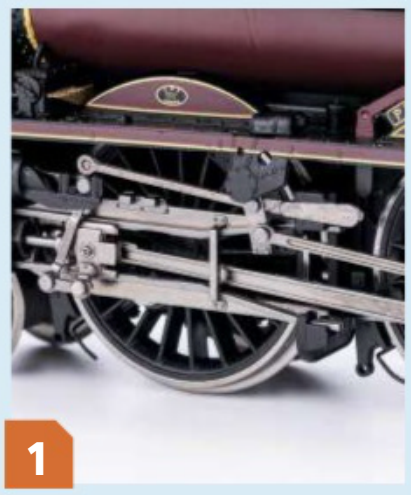
Although consisting of only a dozen locomotives, the 'Princess Royal' fleet had its fair share of detail differences which Hornby has – for the first time – aimed to replicate as faithfully as possible. Our sample depicts No. 6201 *Princess Elizabeth*, the second of the two initial prototypes, which featured large Swindon-style crosshead slide bars and distinct motion brackets and reversing rods, both of which have been copied in miniature. Hornby is also offering a choice of boilers, with both the combined and separate dome/top feed arrangements being fitted to appropriate prototypes.

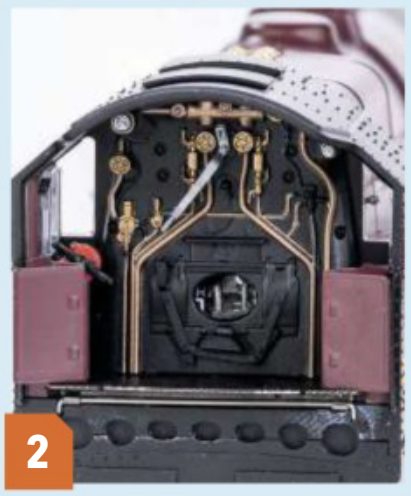
There is a wealth of detail to be seen on the chassis frames, with springs, rivet heads and other fittings rendered in lifelike detail. Indeed, the base of the firebox, complete with washout plugs, and the tapering frames surrounding the Bissel-style pony truck looks

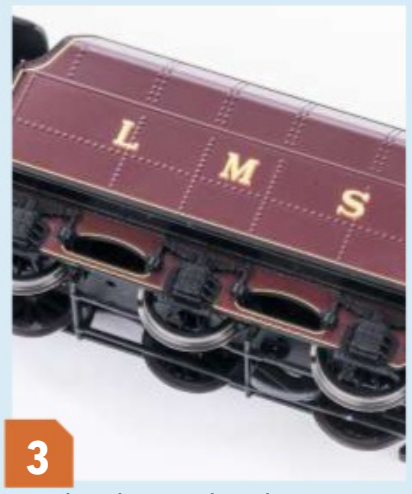


“The livery application is first class, with the lining and shading of the letters and numbers crisp and accurate”

3 things we like


1 Swindon-style crosshead guides.


2 Detailed cab interior.



3 Tender chassis detail.

magnificent. Gone is the unsightly amount of daylight and a pivoting truck from the older Hornby ‘Princess Royals’. Adorning the locomotive’s brake gear is a set of curved sanding pipes to the centre and leading driving wheels and the leading bogie also really looks the part, complete with a set of ‘winged’ suspension plates.

Above the running plate, the moulded boiler mirrors that of the prototype well and there’s no hint of a seam along the top edge or around the chimney. The smokebox door is finished with a delicate pair of door handles and the wire handrails are super-fine. Sliding roof vents are fitted to the cab roof, although their fit is a little sloppy, while the horizontal Stanier whistle and safety valves are excellent.



HIGHLIGHTS

A number of small wire grab handles are fitted near the front end of the locomotive and the inside cylinder cover is adorned with a subtle array of rivet heads. The mechanical lubricators are a highlight, complete with ‘copper’ oil pipe runs emanating from each side. A pair of front footsteps is supplied separately, as installation will limit the travel of the bogie, but they’re fully lined to match the overall livery scheme.

Talking of which, the livery application is first class, with the lining and shading of the letters and numbers crisp and accurate. The only blot on the decoration front is the printed nameplates which lacked definition on our sample. Colour is always a subjective matter and our colleagues on *Steam Railway* magazine suggested that the shade of red was a touch dark, but ➤

Performance

Hornby’s new ‘Princess Royal’ performed exceptionally well under test conditions. With such a long locomotive, there’s inevitably a large degree of ‘swing’ as it negotiates short radius curves and points, but the flangeless pony truck axle and leading bogie helps the model stay on the tracks.

After repeated trips to the cupboard for more stock, the ‘Princess’ finally started to suffer slipping wheels with 25 coaches on the flat. We got the impression that if the track was one long straight line it could’ve hauled more but, as it was almost catching up to its own tail, the coaches were offering too much resistance on the curves.

On the 1-in-60 incline, the locomotive managed an impressive 19 coaches, while an equally respectable seven cars were hauled up the severe 1-in-30 grade. It’s been a while since we’ve seen a steam-outline model which could manage that.

Reviews

Hornby LMS 'Princess Royal' 4-6-2 – in detail



Factfile: 'Princess Royal'

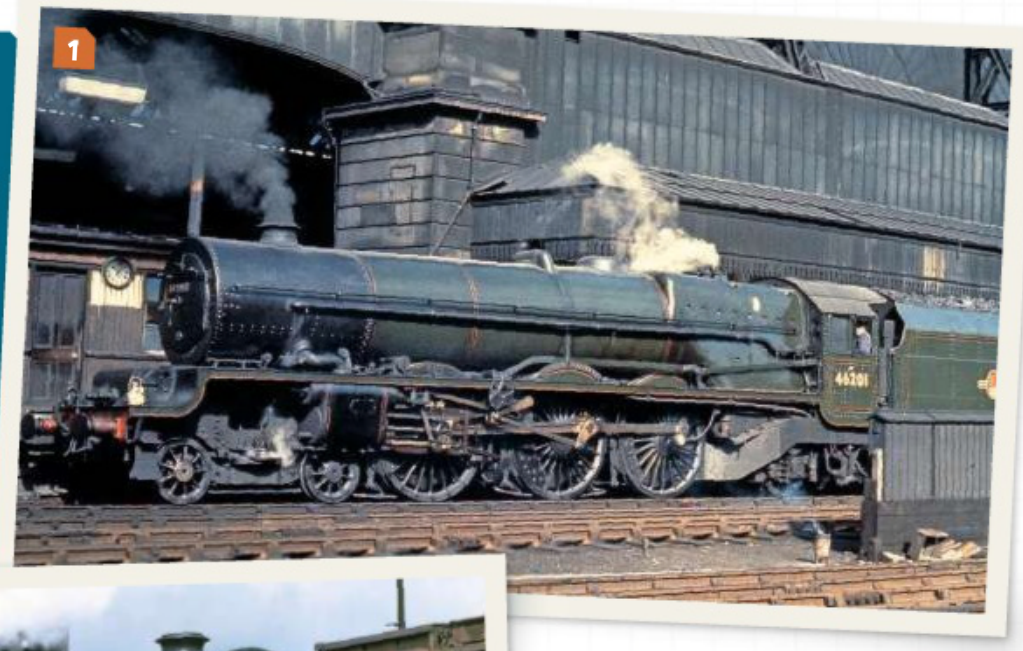
When William Stanier arrived as chief mechanical engineer of the LMS in 1931, the 'Royal Scot' was the premier passenger traction on the West Coast route. However, Fowler's 4-6-0s could not manage the Euston-Glasgow service without a change of engine at Carlisle, so Stanier set about designing a larger, more powerful locomotive that could make the run non-stop, hauling the increasingly heavy expresses of the day.

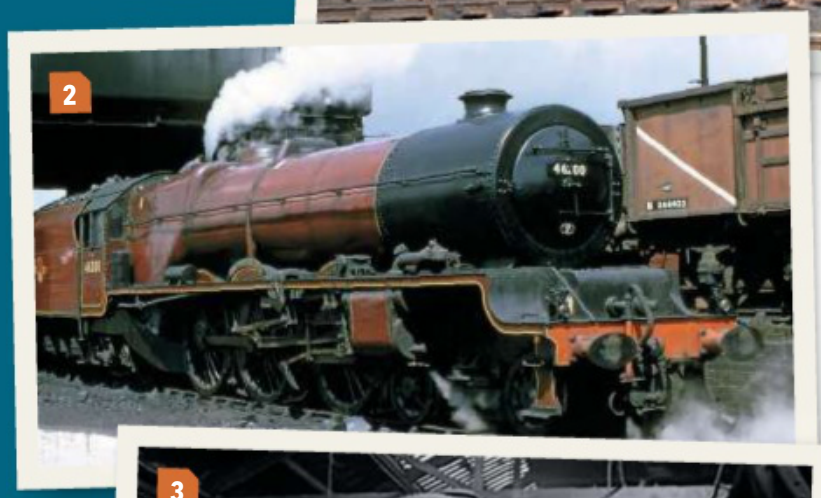
The new design featured four cylinders, a much-improved boiler, with a larger grate and wider firebox that demanded a 4-6-2 wheel arrangement. Three locomotives were approved initially, with the first emerging from Crewe Works in 1932. The third was set aside for Turbomotive experiments (see MR271), but a small 'production' batch soon followed, making a total of 12 new 'Pacifics' by 1935.

Numbered 6200-12, the locomotives were the longest non-articulated steam locomotives in Britain and featured many GWR-style features, such as a tapered domeless boiler. Furthermore, the front ends of the frames, cylinders, slidebars and bogie shared many similarities with the Western 'King' 4-6-0s.

Paired with a large 4,000 gallon capacity tender and named after female members of the Royal Family, the 'Princess Royals' suffered initial teething troubles but eventually proved to be very successful engines. However, they were soon eclipsed by the more powerful and numerous 'Princess Coronation/Duchess' class, which emerged in a striking streamlined form soon afterwards, building on the experience gained from the earlier 'Pacifics'.

The fleet was withdrawn by British Railways between 1961-62, with two examples being preserved: 6201 *Princess Elizabeth* and 6203 *Princess Margaret Rose*.







1: No. 46201 ***Princess Elizabeth*** **in BR lined green waits to depart from Glasgow Central in 1959. It wore this livery from 1952 up to its withdrawal in 1962.** B.J. SWAIN/COLOUR RAIL

2: Perhaps best recognised in LMS crimson, here No. 46200 ***The Princess Royal*** **is seen at Llandudno Junction in North Wales, a long way from the West Coast Main Line.** P.J. HUGHES/COLOUR RAIL

3: Taken in September 1962, No. 46200 undergoes maintenance a few months before it became the last of the class to be withdrawn in November 1962. K.C.H. FAIREY/COLOUR RAIL

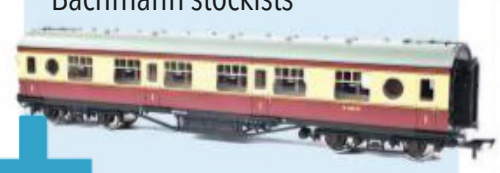
System builder

Other items to complement this model…

PASSENGER STOCK
Hornby LMS Period III coaches **Price:** £49.99 **Availability:** Hornby stockists



PASSENGER STOCK
Bachmann LMS Period III 'Porthole' coaches **Price:** £54.95 **Availability:** Bachmann stockists



PARCELS STOCK
Bachmann LMS BG **Price:** £34.95 **Availability:** Bachmann stockists



RECOMMENDED READING

- *Stanier Locomotives* by Brian Haresnape. Ian Allan, 1981
- *An Illustrated History of LMS Locomotives*, Volume Five by R. Essery and D. Jenkinson. Silver Link, 1989.

my own opinion is that it's pretty close to the original.

Inside the cab, a complement of pipes, gauges, regulator and screw reverser is present, while the partly folded cab doors are surprisingly resilient. There's also a hinged fallplate, which appears a little short unless the engine-tender coupling is fixed on the closer setting. Inside the firebox is a red LED to provide a firebox 'glow' effect (on DC and DCC) and a pair of ejector and injector arrays are fitted beneath the cab, picked out in a convincing metallic copper shade.

The wheels and valve gear are impressive. There's an accurate blend of fluted and flat coupling rods, and a set of drainpipes are supplied to slot into the cylinders if desired (and if your layout's curves will allow it).

There's plenty of mass within the locomotive, which certainly aids adhesion and haulage capacity (see Performance panel). The sealed motor drives the centre coupled axle and the large cylindrical flywheel contributes to the model's super-smooth performance.

The Stanier 4,000-gallon tender has been fashioned with equally impressive attention to detail. The water scoop and a full array of brake gear is visible through the side frames and, again, there's plenty of crisply moulded detail on the body and chassis. A removable plastic coal load is provided and the bunker bulkhead is finessed by separate water pickup and handbrake levers, with attendant signage. There's also a full-depth fire iron tunnel.

Final thoughts? It's clear that Hornby has done a cracking job of updating a long-standing member of its 'OO' gauge range. The attention to detail is laudable, and I particularly like the fact that Hornby is offering accurate variations to suit individual locomotives from the small prototype fleet. Overall, 'Lizzie' represents a high quality, good value package that runs as well as it looks. ***(GD)***

HORNBY LMS 'PRINCESS ROYAL' 4-6-2

OVERVIEW
Manufacturer: Hornby
Ref. No. R3709 Unit No. 6201
Scale/gauge: 1:76 scale, 'OO' gauge
Body: Plastic with metal parts
Chassis: Metal with plastic parts
Weight: 560g
Min. curve radius: 2nd radius (438mm)
Wheel back to backs: 14.5mm

ELECTRICS
Electrical system: 12V DC two-rail
Motor type: Sealed can motor
Lights: Firebox glow
DCC ready: Yes, 8-pin socket

MECHANISM
Drive system: Power to centre driving axle via brass worm and nylon gears
Flywheel(s): Yes
Traction tyres: No

DIMENSIONS	PROTOTYPE	1:76SCALE	MODEL
Length (over buffers)	74ft 6in	298mm	302mm
Height	13ft 7in	54.4mm	55mm
Width	9ft 7in	38.3mm	36mm
Wheel diameter (driving)	6ft 6in	26mm	26mm
Wheel diameter (bogie)	3ft 0in	12mm	12mm
Wheel diameter (pony truck)	3ft 9in	15mm	15mm
Wheel diameter (tender)	4ft 3in	17mm	17mm
Wheelbase	15ft 2in	60.8mm	61mm

SERVICING
How to dismantle: Body unscrews from chassis.
Where to oil: Axles and crankpins.

REVIEW VERDICT

PROS. Looks fantastic. High specification. Attention to detail. Performance.

CONS. Printed nameplates a little fuzzy.

LOOKS	9.5/10
PERFORMANCE	10/10
FEATURES	8.5/10
DECORATION	9/10
VALUE FOR MONEY	9/10

92%





Bachmann Class 158

◆ **GAUGE** 'OO' ◆ **MODEL** Bachmann 31-519 Class 158 two-car DMU, GWR green ◆ **PRICE** £259.95 ◆ **AVAILABILITY** Bachmann stockists **Web** *www.bachmann.co.uk*

To say that it's been a long wait for the new Bachmann Class 158 is an understatement. First announced in May 2012, we've been patiently waiting ever since, although the reason for the delay is understandable, as several all-new features have been developed in that time, which are likely to make this new Class 158 a benchmark for Bachmann's future multiple units.

So what was wrong with the old Bachmann model? Dating back to the 1990s, the body profile was poor with undersized, blackened windows that disguised the fact that much of the interior was taken up by the motor and transmission. The underframes also harked back to simpler times, with solid mouldings in place of individual components, leading to a rather basic overall appearance. It says a lot about the original version that, even in today's buoyant pre-owned market, old Bachmann '158s' can be had at bargain prices!

This 21st-century specification '158', on the other hand, is a completely new model and its superiority is obvious, even at first glance. Unlike most reviews, I'm going to start by taking a look at the interior rather than the exterior, because it's here that Bachmann's interesting new features can be found. Most notable is the use of twin, low-profile power units (one per car) that keep the passenger space completely free of any intrusion by mechanical or electrical components. The interiors feature a full array of seats and tables, while the luggage racks are also visible.

Each motor drives both axles of the inner bogie via a short cardan shaft and a set of plastic gears within the bogie frame. Both motors are electrically connected via a complex 14-pin conductive coupling between the cars. This is also a new innovation, which demands a little care when coupling up the vehicles, but an integral latch beneath the coupling provides a secure,





“Low-profile power units (one per car) keep the passenger space completely free of any intrusion by mechanical or electrical components”

semi-permanent bond that removes any strain from the electrical connections. A special uncoupling tool is provided to release this bar, allowing the cars to be separated. It all feels a bit fiddly at first but, after a couple of attempts, it’s actually pretty simple.

DECODER ACCESS

Access to the DCC decoder socket is via a removable section of the underframe, namely the moulded rendition of the engine and cooling group of the ‘A’ car. This is a clip fit and gentle leverage with a screwdriver will eventually release it (our sample had a very tight fit but it came away eventually). The model requires the use of a Bachmann Plux22 decoder (not the 21-pin decoder as originally intended) and only one is required to control the engines, lighting and all other functions of both cars, thanks to that 14-pin coupling between the vehicles. Furthermore, speakers come fitted as standard to all new ‘158s’, so sound lovers need only install a suitable decoder, making the job easy and economical.

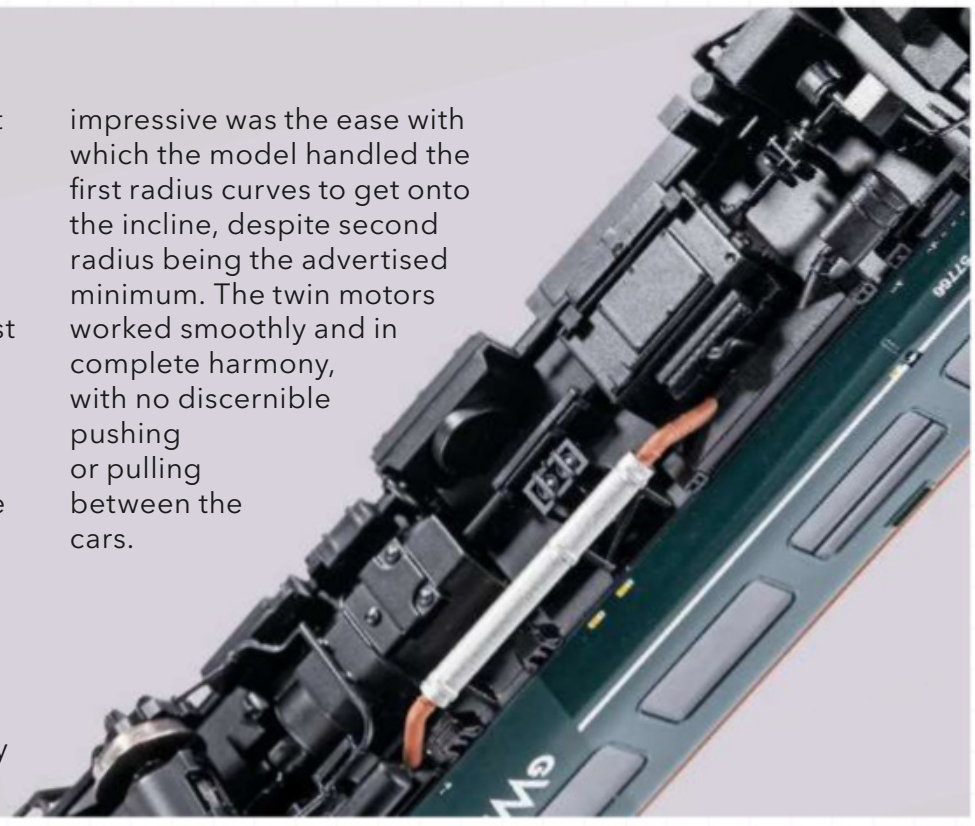
Yet another innovation is the inclusion of working scale couplings at the cab ends, allowing four-car units to be marshalled. These are sprung and pivoted to provide realistic close coupling, keeping the gangways in contact. Simply push the units together to activate the couplings and pull them apart to release them.

Directional lighting is installed, along with interior illumination, which operates under DC or DCC

Performance

When I took the two cars out of their packaging, one axle on each of the non-driving bogies had become dislodged from its bearing. It took just a moment to pop them back into place, but just make sure that everything is in order before placing the model onto your layout.

On test, the Class 158 was faultless, running around the *Model Rail* test track under DC power without issue. It coped equally well with the express and short radius pointwork, tackling the 1-in-30 incline without any difficulties. What was equally impressive was the ease with which the model handled the first radius curves to get onto the incline, despite second radius being the advertised minimum. The twin motors worked smoothly and in complete harmony, with no discernible pushing or pulling between the cars.



3 things we like



1 Easy access to the DCC decoder sockets.



2 Innovative coupling systems.



3 Detailed interior.

Reviews



Factfile: Class 158

The Class 158 DMU was built for British Rail between 1989 and 1992 at BREL's Derby Works. A total of 182 sets were assembled, mostly in two-car formation along with a small number of three-car sets. Initially beset by technical problems, the first units entered service in 1990 and the class soon settled down to frontline service across most parts of the BR network.

Following privatisation, the '158' fleet was divided up among various rail franchises, serving Scotland, northern England and the Midlands, as well as Wales and the South West. Even Virgin's franchise operated a small number of '158s' on Liverpool/Manchester to Glasgow/Edinburgh services, prior to the acquisition of the 'Voyager' fleet.

Prior to entering service, 22 Class 158s were refurbished for BR's Network South East sector, creating the Class 159. These boasted a revised interior layout, including a larger First Class area and a further eight '158s' were similarly treated in 2007, creating the '159/1' sub-class.



1: At Cardiff Central, GWR 158957 awaits departure on a Portsmouth Harbour service, August 2017.

2: GWR's three-car 158950 stands at Westbury in September 2018.

3: Wearing a set of advertising vinyls to publicise a local charity, GWR's 158798 departs Cardiff Central, August 2017.
ALL: GEORGE DENT

4: Battling through the snow, EMT 158866 passes Chinley on a Liverpool-Norwich service.





System builder

Other items to complement this model…

PASSENGERS

Preiser seated passengers
Price: From £9.25
Availability: *www.gaugemaster.com*



DMU

Bachmann Class 159 **Price:** £339.95
Availability: Bachmann stockists



STATION ACCESSORIES

Train-Tech Smart Screen
Price: £50.00
Availability: *www.train-tech.com*



control. Each can be activated when running on digital control, but a row of four tiny slide switches under the chassis allow for manual control, with day/night headlamp modes and the ability to isolate the head/tail lights from each car when running in four-car rakes.

ON THE OUTSIDE

A choice of three liveries is offered in this first batch: the GWR green featured on our review sample, East Midlands Trains/Stagecoach livery and BR Regional Railways. Personally, I think the East Midlands Trains livery looks the best, but I have a regional bias! That said, Bachmann has done an excellent job of applying the glossy GWR green, complete with the diagonal stripe of a different shade and sheen.

The white horizontal lines and GWR logos are finely rendered and the orange cant rail stripe is straight and very thin, although its positioning appears a little high at the cab fronts when compared to prototype images of this particular unit (158766).

Not many would describe the Class 158s as handsome, but the profile of the prototype has been captured admirably by Bachmann. The curved bodysides look just right, as does the 'face' of each cab end – two areas where the original model came up short. There's lots of impressive detail to enjoy, from the complex underframe mouldings and bogie frames to the separate windscreen wipers and exhaust pipes with perforated silencers.

The original layout of opening window ventilators has been modelled, which is correct for the real 158766 and, of note, is that the BR Regional Railways version features the early glazed style of gangway doors.

This is an excellent model, with a wide range of exciting new features, all of which are real improvements over previous multiple unit releases. It would be fun to try out a DCC sound-fitted version in future, but this example worked exceptionally well on analogue control. It certainly looks good too and is bound to prove popular with modern image modellers, not least due to the ubiquity of the real '158s' across the national network.

Has it been worth the wait? Yes! Now I need to convince myself that I don't need one in East Midlands livery... ***(CG/GD)***

REVIEW VERDICT

PROS. Looks, high-quality finish, lots of fine detail, superb performance.

CONS. Nothing of note.

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

92%

BACHMANN CLASS 158

OVERVIEW
Manufacturer: Bachmann
Ref. No. 31-519 **Unit No.** 158766
Scale/gauge: 1:76 scale, 'OO' gauge
Body: Plastic with metal parts
Chassis: Metal with plastic parts
Weight: 423g
Min. curve radius: Second radius (438mm)
Wheel back-to-back: 14.5mm

ELECTRICS
Electrical system: 12V DC two-rail
Motor type: Two 5pole motors, one per car
Lights: Yes
DCC ready: Yes, Plux22 socket

MECHANISM
Drive system: Motors drive both axles of inner bogie on each car
Flywheel(s): Two, one per motor
Traction tyres: No

DIMENSIONS	PROTOTYPE	1:76 SCALE	MODEL
Length (each car)	76ft 1¾in	304.6mm	306mm
Height	12ft 6in	50mm	51mm
Width	9ft 3¼in	37.2mm	35.5mm
Wheel diameter	3ft 0in	12mm	10.8mm
Bogie wheelbase	8ft 6in	34mm	34mm

SERVICING
How to dismantle: Body unscrews from chassis.
Where to oil: Axles and gears.





Revolution Trains HOA hoppers

◆ **GAUGE** 'N' ◆ **MODEL** Revolution Trains HOA hopper wagons ◆ **PRICE** £37.95 (£113.85 triple pack) ◆ **AVAILABILITY** Revolution Trains **Web** *www.revolutiontrains.com*

Before I left the Peak District last year, a train of HOA hoppers would pass by my workshop every few hours, hauled by a DB Class 66. Therefore, these modern aggregate wagons feel like familiar friends, and it's been fascinating to cast my eyes over Revolution Trains' latest 'N' gauge release.

Five versions are available, sporting a range of liveries and detail variations to mimic the various fleets operated by EWS (and latterly DB), Cemex, as well as leasing firms VTG and Ermewa. Despite a superficially utilitarian aspect, these are attractive wagons, with their angular bodies and stylish liveries.

Revolution's model captures the bulk and profile of the real thing perfectly and the level of finish is exquisite throughout, with all logos, numbers and data panels finely printed. The livery colours are accurate, while the silver employed on the VTG/Mendip hopper is especially effective – metallic colours being tricky to get right on smaller scale models.

On the outside, there's a wealth of detail to enjoy, from the various pipes along the solebar to the corrugated end covers. The rectangular buffers look the part and the small grab handrails beneath them have been faithfully reproduced. The hopper chutes also feature plenty of relief, including door operating gear, and the bogie frames are also excellent. Fine profile disc wheels are fitted, with the brake shoes lining up perfectly with the wheels. There's also a full rendition of the hopper interiors, with strengthening ribs present and separate lamp brackets on the bufferbeams.

The main detail difference across the real wagon fleet concerns the pattern and placement of the handbrake wheels, which have been copied by Revolution. Disc and spoke handwheels are fitted, either to the hopper body or bogies, where appropriate.

Apparently, there have been some instances of the bogies being a little stiff, leading to derailments. In these instances, Revolution recommends simply slackening the mounting screws to release the tension. Our samples were fine, running around the 'N' gauge test track perfectly and there's just the right amount of weight to each wagon (32g).

Standard Rapido-style couplers are fitted, mounted in NEM sockets and pivoting close-coupling units, allowing the gaps between wagons to be kept to a minimum on straight track. Indeed, the buffers are kept just a couple of millimetres apart, meaning that the wagons are not suitable for use on tighter curves, with Peco Second Radius (263.5mm) being the minimum.

Revolution's usual approach is to manufacture batches of models to meet a certain number of pre-orders. While this system offers guarantees to the manufacturer, unless modellers are in at the beginning of the project, obtaining models later can be difficult, unless further production runs follow.

In this instance, a surplus of HOA wagons has been manufactured meaning that, at the time of writing, models are still available from Revolution Trains and their stockists. See *www.revolutiontrains.com* for more details.

This is another superb release in 'N' gauge, featuring a vital freight wagon of the modern UK rail scene. Just the thing to run behind a Class 66 or one of Dapol's forthcoming '59s'. ***(GD)***



“The hopper chutes feature plenty of relief, including door operating gear, and the bogie frames are also excellent”





Factfile: HOA hoppers

The HOA aggregate hoppers first arrived in the UK in 2008 and can now be seen across England and South Wales. Built to transport stone from the quarries of Derbyshire, Cumbria and the Mendips – as well as sand from Norfolk – to terminals dotted around the UK, their 75t payload capacity and high specification running gear have made them very popular with freight operators.

The initial 68-strong batch of HOAs was built by Astra Rail of Romania, for the construction business sector of EWS and most were turned out in the smart pale grey livery with red EWS branding. A smaller number received the blue/grey house colours of Cemex, one of EWS' main customers. This fleet passed into DB Schenker (now DB Cargo) ownership and they've now been repainted in the striking DB red scheme.

Featuring three bays within the wagon, they're designed to be loaded from the top and discharged from below via the air-operated underfloor chutes. Similar to, but shorter than, the HKA hoppers built earlier for coal traffic, the HOAs were designed especially for stone and sand traffic.

A further batch of HOAs was built in 2016, leading to a fleet of nearly 200 wagons, some being owned by wagon lessors VTG (for use on Mendip stone flows) and Ermewa (for Tarmac traffic emanating from the Midlands and Southern England).

REVIEW VERDICT

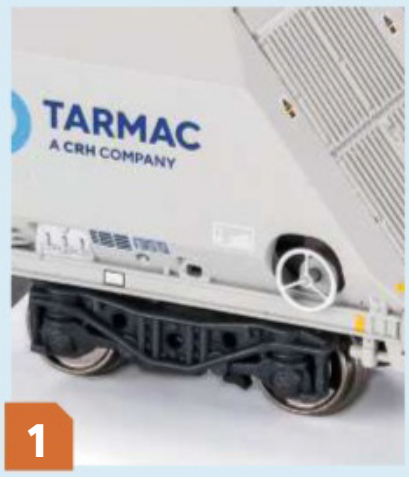
PROS. Smooth running. Looks, accuracy. Excellent finish.

CONS. Little of note.

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

92%

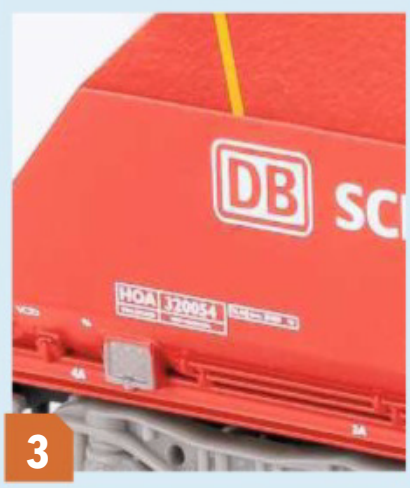
3 things we like



1 Bogie frames.



2 Hopper chute detail.



3 Super-fine printing.



Heljan Class 33/0

◆ **GAUGE** 'O' ◆ **MODEL** Heljan 3400 Class 33, BR blue, weathered ◆ **PRICE** £549.00 ◆ **AVAILABILITY** Heljan stockists

The handsome BRCW/Sulzer Type 3 'Cromptons' have been popular with enthusiasts, both in real and model form, for some time. First introduced to British Railways 60 years ago, a handful are still at work on the main line today.

Heljan initially released a 7mm scale model of the Class 33/0 in 2009, but it was hampered slightly by errors in the body shape. Happily, a fully re-tooled version has just appeared, offering a choice of early or later era detail fittings and livery options.

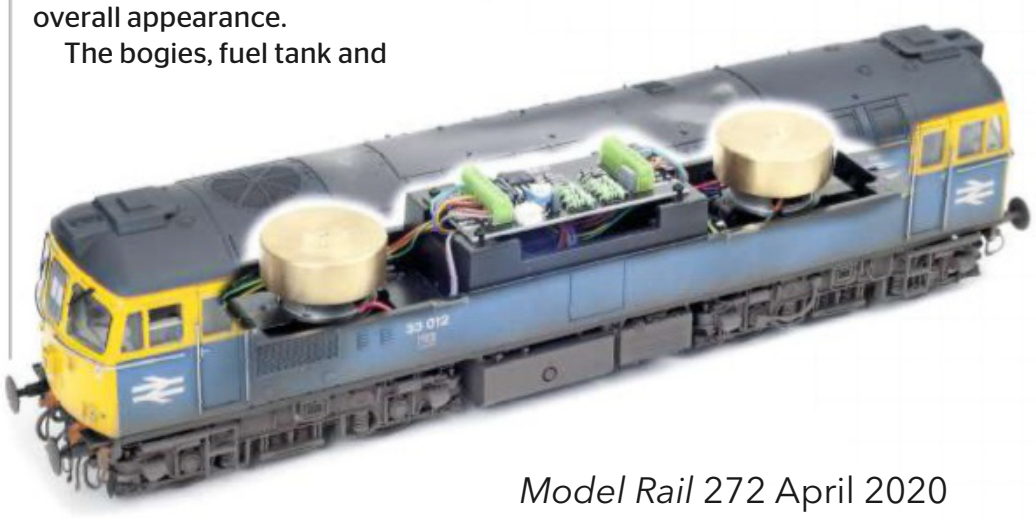
The improvements to the bodyshell are immediately apparent, with the camber of the roof profile being captured faithfully – something Heljan has struggled with in the past, in both 'O' and 'OO'. The distinctive 'belly-hanging-over-trousers' lower cab front profile also looks the part, while there are plenty of fine details to admire over the bodyshell and underframe.

Indeed, all of the various features that we've come to expect from Heljan 'O' gauge models are present: sprung buffers, sprung and pivoting drawhooks and working screw couplings, a full array of pre-installed bufferbeam details, working radiator fan, and fully detailed cab interiors.

The glazing is superb, with the fine black beading around the windscreens being especially impressive. There are also silver strips atop the cab and door window droplights and the level of transparency allows the cab interiors to be admired. Etched roof and bodyside grilles add a touch of class, while all other body fittings appear to be in the right place, giving a very pleasing overall appearance.

The bogies, fuel tank and battery boxes feature a wealth of fine detail, with crisply moulded spring detail, plus various runs of pipes and conduit. The footsteps and sanding gear are also great, giving the area below the footplate a suitably 'busy' aspect.

Modellers can choose from four iterations of the '33/0' in original condition, in either BR





green (with or without yellow panels) or blue. The later version, with post-1990 high-intensity headlamps and cab roof radio pods, is available in tatty BR blue, Railfreight triple-grey, Civil Engineers' 'Dutch' grey/yellow, Network SouthEast, DRS blue, EWS red/gold and BR heritage green, as applied to 33008 *Eastleigh* in the early 1990s.

Our sample represents 33012 in weathered 'banger blue', with the post-1990 detail fittings, and the factory finish is superb. The blue and yellow shades are faded slightly and the various embellishments – orange cant rail stripe, BR logos and numerals, data panels and blue star coupling symbols – are finely rendered. Heljan continues to excel with its factory-applied weathering, especially in 'O' gauge, with the hand-manipulated grime looking fantastic. There are lifelike streaks and staining to the cab fronts and bodysides, while the roof and underframe feature heavier deposits of 'muck'.

Directional lighting is installed, with the high-intensity headlamps, two-character headcode panels and small tail lights being illuminated by small LEDs. There is no decoder socket fitted within the locomotive, a pair of screw terminals being mounted on the internal PCB instead, making digital installation fairly straightforward (although the supplied instructions are a little vague).

A pair of powerful motors with hefty brass flywheels drive all four axles and the locomotive ran smoothly and faultlessly under test conditions. With a mass of 2.5kg, there's plenty of haulage power available from this compact 'Crompton'.

This beautiful model is bound to appeal to modellers of the Southern and Western Regions in particular. My limited exposure to the real '33s' consisted of shabby blue examples running on the Cardiff-Crewe/Manchester services in the late 1980s, so this particular model has brought back some very happy memories. ***(GD)***

> **"Heljan continues to excel with its factory-applied weathering"**





3 things we like



1 Re-tooled body with accurate profile.



2 Etched side and roof grilles.



3 Superb underframe and bogie detail.

REVIEW VERDICT

PROS. Superb looks and performance, fabulous weathered finish, excellent level of detail, good value.

CONS. Lack of DCC decoder socket.

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

91%

System builder

Other items to complement this model…



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



FREIGHT
Heljan VAA vans
Price: £67.50
Availability: Heljan stockists



DEPARTMENTAL
Heljan 24t 'Dogfish' hoppers
Price: £99.95
Availability: Heljan stockists

Hornby Peckett 0-4-0ST and three wagons pack

◆ **GAUGE** 'OO' ◆ **MODEL** Hornby R3686 Peckett W4 Locomotive and wagons pack ◆ **PRICE** £142.99 ◆ **AVAILABILITY** Hornby stockists **Web** *www.hornby.com*

Hornby's Peckett 'W4' 0-4-0ST created something of a sensation when it was introduced (review *Model Rail* February 2017) particularly as one of the first to be released was in Huntley & Palmers attractive lined blue.

Modelling a small industrial tank locomotive was a bold move but one which won Hornby many friends. The exquisite decoration and general cuteness of this model led it to sell out almost instantly. Hornby has deftly returned the Peckett to the range by reissuing it with a subtle change of identity (from 'B' to 'C') in the Huntley and Palmers fleet and including it in a presentation pack with three open wagons.

While the Peckett looks and performs every bit as well as the previous version, it is the wagons which demand attention. The decoration on the locomotive is every bit as good as before, with some splendid lining-out on areas such as the bufferbeam ends and the various boxes on the running plate. There's no need to look up the maker's details as you can read them on the printed builder's plate – Peckett & Sons, Bristol, 1900 Atlas Engine Works No. 831. The front end really captures the character and this example has its upper lamp iron, which was missing from our earlier sample.

NEW CHASSIS

The three wagons, however, immediately caught my eye as being different from the usual run of Hornby private owners. The chassis, in particular, looked unlike any Hornby wagon chassis I had seen and, sure enough, Hornby has quietly slipped a re-tooled 9ft wheelbase wagon chassis into production.

This gives the company a timber-framed short wheelbase chassis to go under its ever-popular private owner wagons and, at last, provides them with a swivelling NEM pocket and an underframe which actually looks the part. In short, it brings them up to 21st century standards, which is long overdue. The chassis is fitted with split-spoke metal wheelsets which are very free-running. Detail is deep and crisp. With some very slender brake linkage and levers on both sides. Turned and blackened metal buffers are fitted and there is strapping detail moulded on the solebars.

As always with Hornby models, the decoration is the icing on the cake. There are registration and builder's plates on the solebars that are fully legible, one showing the vehicle registered with the Midland Railway in 1907. The two others are Gloucester Carriage & Wagon plates with the distinctive stretched 'G' shape. To be really picky, though the wagon bodies are numbered 23, 24 and 25, the registration plates all show the same number.



The body, which represents a six-plank wagon, has planking detail on the inside but strapping and door detail on the outside only. The livery printing is neat and effective, on the deep red background. Detail-wise, Hornby's private owner wagons should now match the 21st century standard of their locomotives. ***(CJL)***



REVIEW VERDICT

PROS. Another chance to get the beautiful Huntley & Palmers Peckett. New chassis on wagons.

CONS. Nothing of note.

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

94%



Hornby LSWR 20 ton brake vans

◆ **GAUGE** 'OO' ◆ **MODEL** Hornby R6915 BR ex-LSWR 20 ton brake van and R6911A LSWR 20 ton brake van
◆ **PRICE** £24.99 ◆ **AVAILABILITY** Hornby stockists **Web** *www.hornby.com*

There's a problem, these days, with making relatively low-value items of rolling stock such as wagons. Put simply, the cost of manufacture pushes the price to levels which are potentially too high, despite margins which are pared to the bone.

One way of overcoming this problem, to a degree, has been to sell wagons in bulk packs of three or four, but that does not suit all types of wagon. Against that background it is good to see a new brake van from Hornby in the shape of this small but attractive ex-LSWR 20-tonner.

We received two review samples, one in original LSWR brown with red ends and the other in the grey used by BR on stock that was not vacuum-braked. The main body shell is a one-piece moulding with clear duckets forming part of the glazing. Immediately noticeable are a couple of subtle changes between the two models and these are particularly surprising in view of what I said in my opening comment. The LSWR-liveried van has side-mounted lamps (non-working). On the BR-liveried van, the locations of the side lamps are plated over and the model has standard BR lamp irons mounted on the corners of the verandah. These are very vulnerable, so the BR-liveried model requires careful handling.



DELICATE DETAIL

The detailing on these models is impressively delicate. In particular, the white handrails are all separate fittings and are very fine, while the turned and blackened metal bufferheads add a degree of finesse to the otherwise rather plain ends. Throughout these models the planking and strapping detail is equally neat in its execution. Glazing is flush in sides, duckets and ends.

Four screws hold the body to the chassis and with these removed, the floor is revealed. Gently lever out the floor and you'll find the interior detail includes the sandboxes and the stove and chimney, plus the sanding lever and the handbrake wheel, which are separately fitted. These are all but invisible from the outside, so it is not difficult to imagine that modellers will find ways of lighting the interior so that they can be glimpsed. The underframe is neatly detailed and fitted with self-centring NEM pockets and small tension-lock couplers. The brake hangers are, of course, positioned for 'OO' gauge and both our samples are fitted with metal three-hole disc wheelsets.

The BR-liveried model is finished as S55040 with some very neat lettering, including builder's plates on the solebar and a 'Not to work between...' panel on the bodyside. It took a little studying to figure out the rest of this panel as a very stylised script font has been used to represent the hand-lettering of the real thing. My conclusion is that it says '...Tonbridge and West St. Leonards via Battle.'

The LSWR-liveried van is something of a disappointment, livery-wise, as the brown is somewhat lighter in shade than it should be. It is more milk chocolate than the very dark plain chocolate colour which Hornby has used correctly in the past on its Southern-liveried LBSCR brake van, the Southern having apparently continued to use the LSWR shades on its goods vehicles. That apart, it is certainly a pleasure to see a ready-to-run model in LSWR livery.

Another top-notch product from Hornby which more than justifies its price tag. ***(CJL)***

REVIEW VERDICT

PROS. A useful brake van of a type not previously offered.

CONS. Wrong shade of brown on LSWR livery.

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

80%

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00 GAUGE

PRE-ORDER TODAY!

22 VERSIONS TO CHOOSE FROM

Specification list

DUE 2020!

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

£149.00

£134.10 price for subscribers



First prototype (see page 8)



TREVOR OWEN/COLOUR RAIL

BR BLACK, EARLY EMBLEM (PRISTINE)

- MR-301A: No. 1609
- MR-301B: No. 1623
- MR-301C: No. 1640
- MR-301D: No. 1657
- MR-301E: No. 1664
- MR-301F: No. 1648
- MR-301G: No. 1668
- MR-302A: No. 1646

BR BLACK, EARLY EMBLEM (WEATHERED)

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

BR BLACK, LATE EMBLEM (PRISTINE)

- MR-304A: No. 1636
- MR-304B: No. 1655

BR BLACK, LATE EMBLEM (WEATHERED)

- MR-305A: No. 1627
- MR-305B: No. 1628



K.C.H. FAIREY/COLOUR RAIL



BEN BOGGIS

GWR GREEN

- MR-306: GWR green No. 1638



COLOUR RAIL

'BUSBY' CHIMNEY

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

NCB GREEN

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

PRESERVED GREEN

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

Please note: Guises may change without notice.

Order yours at *WWW.MODELRAIL*



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.

£127.50

£114.75 price for subscribers

00 GAUGE

LNER 'J70s'

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For immediate delivery!



MR-201 No. 68219, BR early emblem



MR-202 No. 68222, BR early emblem, full skirts



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



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



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



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



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



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



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



MR-210 No. 7139, LNER lined livery

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'USA' 0-6-0Ts

00 GAUGE



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

Specification list

Made by: Bachmann/Kader

Motor: Three-pole

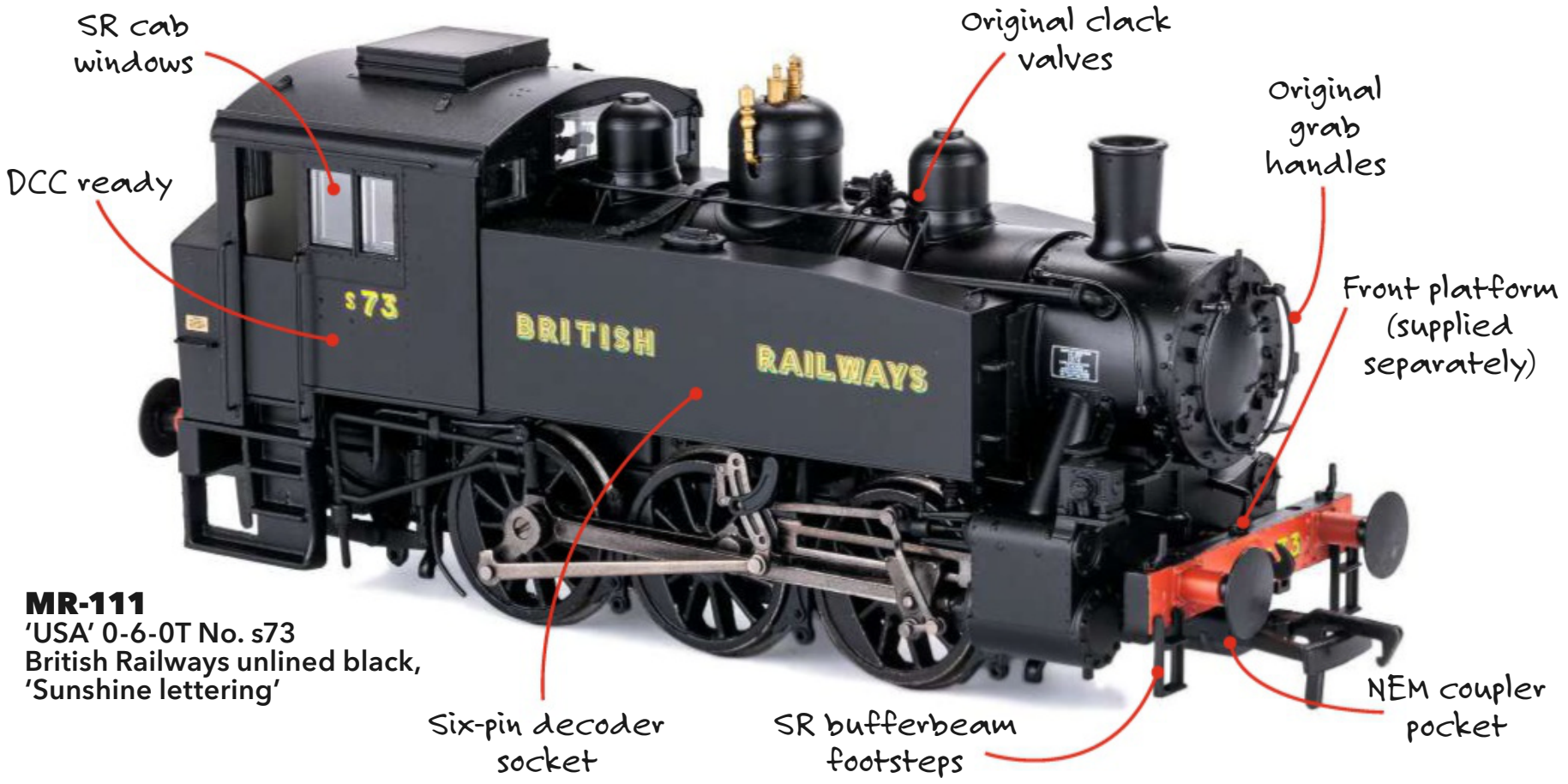
DCC socket: Six-pin

Features: NEM coupler pockets, two types of cab, different smokeboxes, different footsteps, separately fitted hinged platform.

MR-111 and MR-104A

£129.95

£116.95 price for subscribers



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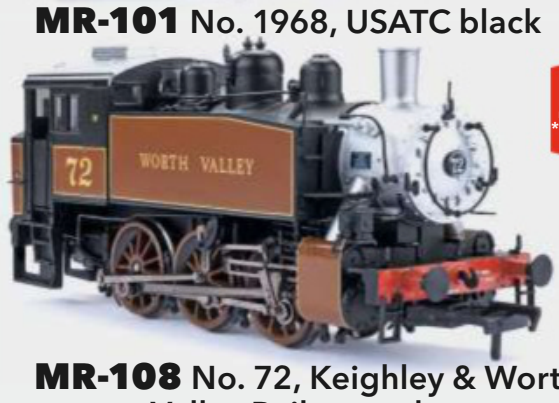

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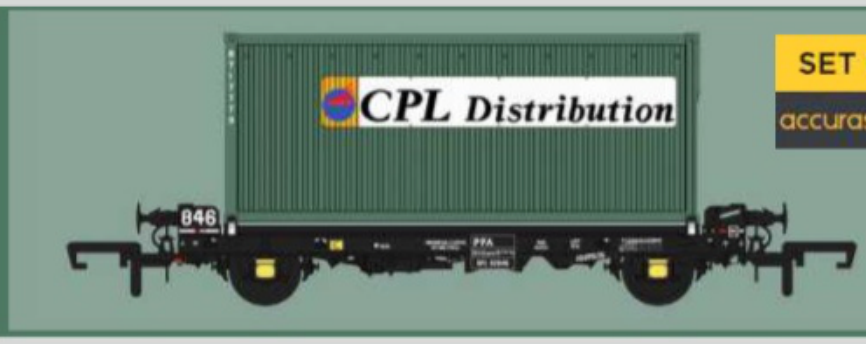

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Compiled between 21st January and 21st February 2020

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Heljan O Class 56 Update

Heljan have confirmed the RRP recently 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

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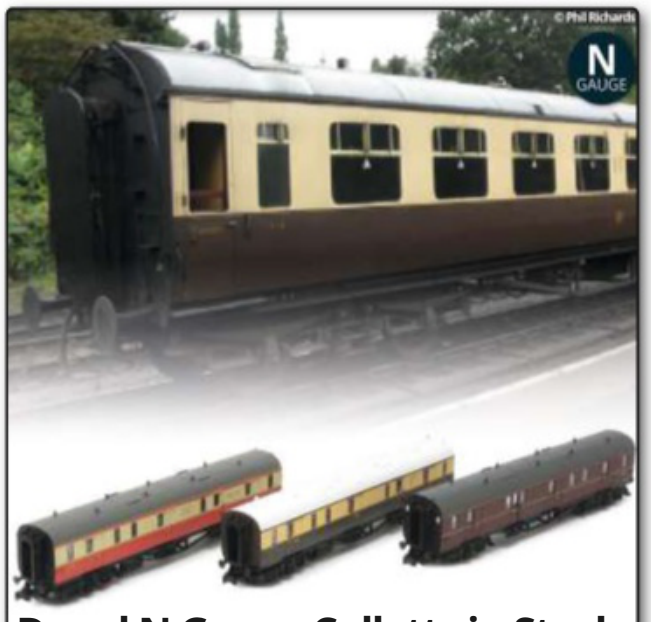

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R4973 M1712 in BR blue and grey
R4973A M1627 in BR blue and grey
R4974 IC1667 in Intercity Executive livery
R4974A IC1981 in Intercity Executive livery

Ruston 48DS
Pre-order for £81
Due in Stock Nov/Dec 2020



R3852 417892 'Jim' in DVLR industrial green
R3853 GR5090 in GrantRail yellow
R3943 235511 in Express Dairy Co. Ltd blue

dapol Forthcoming Items
See the full range of forthcoming items from Dapol at www.hattons.co.uk/dapolpreorders

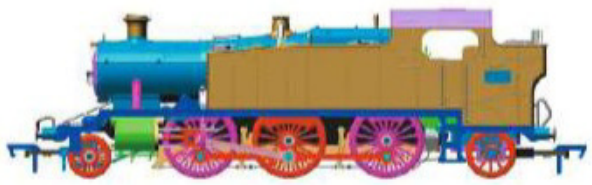
N Gauge & OO Gauge

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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Hattons	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							

dapol	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	■						

HELJAN	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
O Gauge Class 50 (Refurbished)	hattons.co.uk/hel50	£560	Apr 2017	■	■	■	■	■	■	■
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	■	■					

HORNBY	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
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	■	■	■	■	■	■	■
GWR 'Large Prairie' 2-6-2T	hattons.co.uk/hornbyprairie	from £126	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	■	■					

Oxford Rail	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

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Information correct at the time of going to press on 28/02/20.

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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-AB14-006 Andrew Barclay 0-4-0ST 14" 2069 "Little Barford" in Acton Lane Power Station blue wasp stripes (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



266218 Beyer Garratt 2-6-0 0-6-2 47978 in BR black early emblem and revolving coal bunker (Hel).....£212
266217 Beyer Garratt 2-6-0 0-6-2 47979 in BR black LMS lettering and revolving coal bunker (Hel)..... £212



266219 Beyer Garratt 2-6-0 0-6-2 47988 in BR black early emblem and revolving coal bunker - lightly weathered (Hel).....£221



266220 Beyer Garratt 2-6-0 0-6-2 47993 in BR black early emblem and revolving coal bunker - heavily weathered (Hel).....£221



266215 Beyer Garratt 2-6-0 0-6-2 4982 in LMS black revolving coal bunker (Hel).....£212
266214 Beyer Garratt 2-6-0 0-6-2 4984 in LMS black original coal bunker - lightly weathered (Hel) £221



266222 Beyer Garratt 2-6-0 0-6-2 4986 in LMS workshop photographic grey revolving coal bunker (Hel).....£212



266213 Beyer Garratt 2-6-0 0-6-2 4993 in LMS black original coal bunker (Hel) £212
266216 Beyer Garratt 2-6-0 0-6-2 7973 LMS black revolving coal bunker (Hel) . . . £212



1321 Class 1366 0-6-0PT 1369 in Great Western green - as preserved (Hel) £135.96



R3727 Class 21 L&Y 'Pug' 0-4-0ST 11244 in LMS black (Hor).....£63



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



OR76DG010 Class 2301 'Dean Goods' 0-6-0 2534 in GWR green (Oxf) £102



OR76DG006 Class 2301 'Dean Goods' 101 in War Department black (Oxf) £102



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



R3423 Class 415 Adams Radial 4-4-2T 30583 in BR black late crest (Hor) (RRP £140.99).....BARGAIN.....£79



OR76AR006 Class 415 Adams Radial 4-4-2T 3520 in Southern Railway green (Oxf).....£94



4781 Class 47xx 2-8-0 'Night Owl' 4705 in GWR green Great Western lettering (Hel).....£154



R3804 Class 49xx 'Hall' 4-6-0 5972 "Hogwarts Castle" in Hogwarts Railways red - Harry Potter range (Hor) £99



R3404 Class 4P Fowler 2-6-4T 42334 in BR Lined Black late crest (Hor) (RRP £140.99).....BARGAIN.....£89



R3616 Class 5MT 'Black Five' 4-6-0 5089 in LMS black (Hor).....£153
R3409 Class 6000 King 4-6-0 6002 "King William IV" in BR Green late crest (Hor) (RRP £182.99) .....BARGAIN £129



R3410 Class 6000 King 4-6-0 6025 "King Henry III" in BR Blue early emblem (Hor) (RRP £182.99)BARGAIN ...£129



R3452 Class 6800 'Grange' 4-6-0 6825 "Llanvair Grange" in BR lined green late crest (Hor) (RRP £155.99)BARGAIN £109



R3643 Class 7MT 'Britannia' 4-6-2 70046 "Anzac" in BR green late crest (Hor).....£162



R3682 Class 8P 'Princess Coronation' 4-6-2 46225 "Duchess of Gloucester" in BR express passenger blue (Hor) (RRP £204.99).....BARGAIN.....£144



R3681 Class 8P 'Princess Coronation' 4-6-2 6241 "City of Edinburgh" in LMS post-war lined black (Hor) (RRP £204.99).....BARGAIN.....£144



R3715 Class 8P 'Streamlined Coronation' 4-6-2 6224 "Princess Alexandra" in LMS coronation blue (Hor) .£171



R3677 Class 8P 'Streamlined Coronation' 4-6-2 6229 "Duchess of Hamilton" in LMS crimson lake - as preserved (Hor) (RRP £189.99).....BARGAIN. £139.50
R3639 Class 8P 'Streamlined Coronation' 4-6-2 6244 "King George VI" in LMS crimson lake (Hor) (RRP £189.99).....BARGAIN .. £139.50



R3709 Class 8P Princess Royal 4-6-2 6201 "Princess Elizabeth" in LMS crimson lake (Hor) NEW.....£171
R3709X Class 8P Princess Royal 4-6-2 6201 "Princess Elizabeth" in LMS crimson lake - Digital fitted (Hor) NEW..... £184.50



R3617 Class 8P Rebuilt Merchant Navy 4-6-2 35030 "Elder Dempster Lines" in BR green late crest (Hor).....£144



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



R3811 Class A1 Terrier 0-6-0T 48 "Leadenhall" in LB&SCR improved engine green (Hor) NEW.....£81



R3812 Class A1 Terrier 0-6-0T W10 "Cowes" in Southern Railway olive green (Hor) NEW.....£81



R3738 Class A3 4-6-2 4472 "Flying Scotsman" in LNER green - 1969 USA tour condition two tenders - Gold plated (Hor).....£234



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



R3701 Class A4 4-6-2 60028 "Walter K Whigham" in BR experimental purple (Hor).....£153



R3451 Class B1 4-6-0 61032 "Stembok" in BR black early emblem (Hor) (RRP £175.99).....BARGAIN.....£114



R3544 Class B12/3 4-6-0 8527 in LNER apple green (Hor) NEW.....£145

R3621 Class J36 0-6-0 722 in LNER black (Hor) (RRP £139.99).....BARGAIN.....£99

R3417 Class K1 2-6-0 62065 in BR black late crest (Hor) (RRP £155.99).....BARGAIN.....£99

R3461 Class L1 Thompson 2-6-4T 67702 in LNER apple green (Hor) (RRP £155.99).....BARGAIN.....£114

R3635 Class LN 'Lord Nelson' 4-6-0 30863 "Lord Rodney" in BR green early emblem (Hor) (RRP £169.99)BARGAIN .£124

R3634 Class LN 'Lord Nelson' 4-6-0 851 "Sir Francis Drake" in Southern Railway olive green (Hor) (RRP £169.99)BARGAIN..£124

OR76N7001 Class N7 0-6-2T 1002 in Great Eastern Railway wartime grey (Oxf).....£98
OR76N7001XS Class N7 0-6-2T 1002 in Great Eastern Railway wartime grey - DCC Sound fitted (Oxf) £187

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

R3413 Class S15 4-6-0 30831 in BR Black late crest (Hor) (RRP £154.99).....BARGAIN.....£99

R3412 Class S15 4-6-0 30842 in BR Black early emblem (Hor) (RRP £154.99).....BARGAIN.....£99

R3411 Class S15 4-6-0 827 in Southern Railway wartime black (Hor) (RRP £155.99).....BARGAIN.....£99

R3679 Class W4 Peckett 0-4-0ST 74 in Port of London Authority lined blue (Hor) NEW.....£90

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

R3631 SECR H Class 0-4-4T 31265 in BR black early emblem (Hor) £117



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



H4-P-015 SECR P Class 0-6-0T 27 in SE&CR full lined green (with polished brass) (Hat) £99



H4-P-002 SECR P Class 0-6-0T 753 in SE&CR full lined green (with brass) (Hat) £99

Steam train packs



H4-B-AB-002 "Yard Shunter" bundle Andrew Barclay 0-4-0ST 705 in BR black, ex-GWR shunters truck and pair of Warwell wagons in BR grey (Hat) (RRP £183.95). . . . BARGAIN. . . . £140



R3397 LMS Suburban Passenger Train Pack - Ltd Ed (Hor) (RRP £266.99) . . . . . .BARGAIN. . . .£169



R3398 Lyme Regis Branch Line Train Pack - Ltd Ed (Hor) (RRP £225.99) . . . . . .BARGAIN. . . .£149



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) £247

Diesel locos



R3577 4-wheel Sentinel 0-4-0 "Graham" in red (Hor) . .£64



1721 Class 17 'Clayton' D8502 in BR green small yellow panels (Hel) £118.96



4D-025-004 Class 21 D6111 in BR green small yellow panels (Dap) NEW. £129.15
4D-025-004D Class 21 D6111 BR green small yellow panels - DCC fitted (Dap) NEW £154.66



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



4D-025-001 Class 21 D6121 in BR green (Dap) . . . £129.15



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). £118.96



2716 Class 27 27030 in BR blue Scottie Dog emblem - lightly weathered (Hel) £127.46



2717 Class 27 27033 in BR blue Haymarket depot emblem (Hel). £118.96



2719 Class 27 5380 in BR two tone green full yellow ends - weathered (Hel). £127.46
2726 Class 27 D5347 in BR green small yellow panels (Hel) £101.15



4D-014-000 Class 29 6112 in BR green full yellow ends (Dap). £129.15
4D-014-000D Class 29 6112 BR green full yellow ends - DCC fitted (Dap) NEW £154.66



4D-014-003 Class 29 D6107 in BR blue (Dap) NEW £129.15
4D-014-003D Class 29 D6107 in BR blue - DCC Fitted (Dap) NEW £154.66



4D-014-001 Class 29 D6114 in BR two tone green small yellow panels (Dap) NEW. £129.15



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4D-014-002D Class 29 D6129 in BR blue - DCC Fitted (Dap) NEW £154.66



R3661 Class 31 D5509 in BR green (Hor). £153



R3745 Class 31/6 31602 "Driver Dave Green" in Network Rail yellow (Hor) £157.50



3328 Class 33/2 6593 in BR Blue full yellow ends (Hel) . . £101.15
32-381L Class 37/4 37419 DB Schenker red - Ltd Ed for Trains4U (Bac) . .£139.95
32-819 Class 47/8 47814 "Totnes Castle" in Virgin Trains (Bac) £145



4D-003-014 Class 52 'Western' D1008 "Western Harrier" in BR maroon yellow bufferbeams (Dap) £129.15



4D-003-015 Class 52 'Western' D1034 "Western Dragoon" in BR maroon small yellow panels (Dap) £129.15
4D-003-018 Class 52 'Western' D1041 "Western Prince" BR blue (Dap) £129.15
4D-003-016 Class 52 'Western' D1043 "Western Duke" in BR chromatic blue small yellow panels (Dap). £129.15



R3605TTS Class 60 60044 "Dowlow" in DB Schenker red - TTS sound fitted (Hor) £184.50



R3657 Class 60 60070 "John Loundon McAdam" in LoadHaul triple grey (Hor) £162
R3919 Class 66 66109 'Teesport Express' DB Cargo/PD Ports (Hor) NEW .£74.99
R3922 Class 66 66623 in Freightliner/G&W orange (Hor) NEW . . . £74.95
R3916 Class 66 66733 'Cambridge PSB' in GBRf (Hor) NEW. £74.99
R3881 Class 66/7 66727 'Andrew Scott CBE' in GBRf/First (Hor) NEW. . £74.99



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-022-012S Class 68 68015 in Chiltern Railways - DCC Sound fitted (Dap) (RRP £295.55). . . . . BARGAIN £220



4D-022-016 Class 68 68034 in Direct Rail Services blue (Dap) £131.71



4D-006-006 Class 73/1 electro-diesel 73138 in Civil Engineers 'Dutch' (Dap) (RRP £146.22) BARGAIN. £91



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

Diesel train packs



R3750 Belmond Pullman Train Pack Class 67 67021 in Pullman and three pullman coaches (Hor). £270



R3399 EWS freight train pack Class 67 in EWS and three MHA open wagons (Hor) (RRP £241.99)BARGAIN . . .£149



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

HSTs

R3698 Pair of Class 43 HST Power Cars 43033 and 43183 in Scotrail "7 Cities" (Hor) £261

R3802 Pair of Class 43 HST Power Cars 43315 and 43309 in LNER white and red (Hor) £261

Electric locos

R3739 Class 87 87001 "Royal Scot" and "Stephenson" in BR blue - as preserved (Hor) NEW £154

R3656 Class 87 87019 "Sir Winston Churchill" in Virgin Trains red and black (Hor). £153

R3580 Class 87 87035 'Robert Burns' in BR Blue (Hor) . £144

R3741 Class 92 92043 in GBRf (Hor) £76.50

DMUs

4D-009-HAT01 Class 121 single car DMU 'Bubblecar' 120 in 'GWR 150' chocolate and cream - Hatton's limited edition (Dap) (RRP £129.95). . . . . .BARGAIN. £99

4D-009-005 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

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4D-009-HAT03 Class 121 single car DMU 'Bubblecar' 960011 in Railtrack blue and green - Hatton's limited edition (Dap) (RRP £129.95).....BARGAIN.....£99
4D-009-009 Class 121 single car DMU 'Bubblecar' 977723 in Railtrack red and white (Dap) (RRP £145).....BARGAIN.....**£79**
4D-015-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-015-008 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).....£125.76
4D-011-100D Streamlined Parcels Railcar 17 in GWR chocolate and cream Express Parcels branding - Digital fitted (Dap).....**£151.90**



4D-011-101 Streamlined Parcels Railcar W17W in BR crimson Express Parcels branding (Dap).....£125.76



4D-011-006 Streamlined Railcar 10 in GWR chocolate and cream shirtbutton emblem (Dap).....£125.76



4D-011-005 Streamlined Railcar 12 in GWR chocolate and cream shirtbutton emblem (Dap).....£125.76



4D-011-009 Streamlined Railcar 16 in GWR chocolate and cream twin cities crest (Dap).....£125.76



4D-011-007 Streamlined Railcar W11 in BR chocolate and cream (Dap).....£125.76



4D-011-008 Streamlined Railcar W8W in BR crimson and cream (Dap).....£125.76

EMUs



R3699 Class 2-HIL 2 car EMU in BR green (Hor).....£126



R3813 Class 395 'Javelin' 4-car EMU 395013 'Hornby Visitor Centre' in Southeastern - Ltd Ed (Hor) NEW £144



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

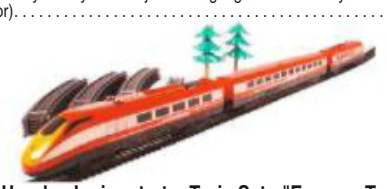
R6897 76 ton Cowans and Sheldon breakdown crane ADRC96200 in BR engineers yellow (Hor).....**£58.50**



B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap).....£64

Train sets - analogue

R1265 Hornby Family Fun Project - OO gauge model railway starter pack (Hor).....**£180**



R1215 Hornby Junior starter Train Set - "Express Train" - battery powered (Hor).....£25



R1202 Mallard Pullman Train Set Class A4 4468 'Mallard' in LNER blue and pair of Pullman coaches (Hor) £144



R1234 Starter train set - "Hogwarts Express" - Harry Potter range (Hor).....£180
R1233 The Coca-Cola Christmas Train Set (Hor).....**£72**

Train sets - digital



R1236 Starter Digital train set - "Mixed Traffic" (Hor) £189

Coaches



OR763TO005B Mk3a TSO second open SC12014 and SC12030 in ScotRail - twin pack (Oxf).....£62



R4666B Mk4 TSO second open 12425 in East Coast (Hor) (RRP £28.49).....BARGAIN.....£14

Wagons



4F-013-124 10 ton gunpowder van "Blue Circle" (Dap) NEW.....£9.50
4F-013-125 10 ton gunpowder van "Blue Circle" - weathered (Dap) **NEW £10.50**



37-225H 16 ton steel mineral wagon top flap doors in BR grey - weathered (Bac).....£18
4F-020-035 8 ton cattle wagon B893460 in BR bauxite (Dap) **NEW . £9.50**
OR76BOOM03 BL 14 inch howitzer railgun "Boche Buster" (Oxf).....**£51**
R6926 KFA Intermodal wagon in Tiphook Rail - No Containers (Hor) . .**£30**



H4-RHTT-001 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules (Hat).....£118



H4-RHTT-004 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules - weathered (Hat).....£126
4F-027-014 Silver Bullet bogie tank wagon in NACCO/ECC - 3387 789 8 053-6 (Dap) **NEW**.....**£27.16**



4F-027-015 Silver Bullet bogie tank wagon in NACCO/ ECC - 3387 789 8 064-3 - weathered (Dap) NEW . . . £29.71



4F-027-016 Silver Bullet bogie tank wagon in NACCO/ ECC - 3387 789 8 066-8 - weathered (Dap) NEW . . . £29.71



4F-027-013 Silver Bullet bogie tank wagon in NACCO/ ECC - 3387 789 8 077-5 (Dap) NEW..... £27.16

Containers and loads

4F-028-015 Pack of two 45' hi-cube containers "P & O Ferry" (Dap) **NEW**. . .**£13**
4F-028-016 Pack of two 45' hi-cube containers "P & O Ferry" - weathered (Dap) **NEW**.....**£15**

Analogue point control

PL-55 Turntable control motor - for use Peco turntable kits (Pec).....**£54**

Digital control accessory decoders

R8247 DCC accessory decoder (for points and motors) (Hor).....**£41.50**

Digital controllers



36-504 EZ Command Dynamis Ultima DCC system (Bac) . .£280

Digital control accessories

R8232 DCC Electro point clips (20 in a pack - 2 used per point) (Hor) (RRP £7.35).....BARGAIN.....**£3**

Cables & Wires

OOWIRE1 OO Catenary Wires 337 mm x 5 (Dap).....**£21.21**
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**

Buildings - railways

LK-20X Double length overall arched station roof (Pec).....**£24**
PO341 Wall backed platform canopy - card kit (Met).....**£14**

Man-made scenic structure - railway-related



89121 27.4 metre (90ft) Motorised turntable - ready for installation. For HO/OO scales. DCC ready (Hel) £210



LK-55 76ft Well type turntable (Pec).....£42



R083 Pack of 6 Buffer Stop (Hor).....£10
R083 Single (Hor).....**£2**
LK-62 Platform Edging. Concrete Type (Height 20mm) (Pec).....**£4.50**

Signals

4L-001-005 Signal - motorised, GWR bracket right hand junction bracket signal - two arms (Dap).....**£55.21**
4L-001-006 Signal - motorised, GWR left hand junction bracket signal - two arms (Dap).....**£55.50**
4L-002-001 Signal - Motorised, LMS home (OOSIGN3) (Dap).....**£26**
4L-001-001 Signal - Motorised, Square post GWR home lower quadrant (OOSIGN1) (Dap).....**£26**

Bridges, Tunnels & Walls



PO244 Retaining wall in red brick - 4 sections per pack - card kit (Met).....£12
PW4LB Urban Walling - Light Brown (Jav) **NEW**.....**£1.60**

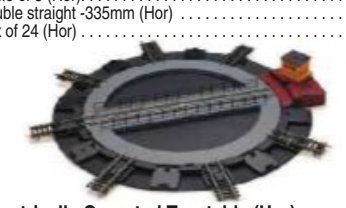
People - civil



36-407 1950s train crew - pack of six (Bac).....£8.50

Track - Code 100 Setrack

R605 1st radius double curve (8 make a circle) (Hor).....**£2.50**
R605 Circle of 8 (Hor).....**£18**
R607 2nd radius double curve track (8 make a circle) (Hor).....**£2.50**
R607 Circle of 8 (Hor).....**£18**
R609 3rd radius double curve track (8 make a circle) (Hor).....**£2.60**
R609 Circle of 8 (Hor).....**£20**
R601 Double straight -335mm (Hor).....**£2.20**
R601 Box of 24 (Hor).....**£48**



R070 Electrically Operated Turntable (Hor).....£64

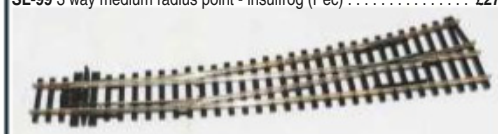


R7277 Layouts made easy - large corner layout complete track pack (Hor).....£618
R8074 Left hand curved point (Hor).....**£14**
R8077 Left hand Express point (Hor).....**£14.50**
R8072 Left Hand Standard Point (Hor).....**£9.50**
R8075 Right hand curved point (Hor).....**£14**
R8073 Right Hand Standard Point (Hor).....**£9.50**
ST-244 Setrack curved double radius right handed point insulfrog (Pec) . **£14.50**
ST-241 Setrack No.2 radius left handed point insulfrog (Pec).....**£9.50**
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).....£76
SL-100 Single (Pec).....**£3.10**
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-E87 Left hand curved point - electrofrog (Pec) . £12.50
SL-87 Left hand curved point - insulfrog (Pec).....**£12.50**



SL-E89 Left hand large point - electrofrog (Pec).....£12
SL-89 Left hand large point - insulfrog (Pec).....**£12**

SL-E96 Left hand medium point - electrofrog (Pec) £10.50
SL-96 Left hand medium point - insulfrog (Pec).....**£10.50**
SL-92 Left hand small point - insulfrog (Pec).....**£10**

SL-E86 Right hand curved point - electrofrog (Pec) £12.50

SL-E88 Right hand large point - electrofrog (Pec) £12
SL-88 Right hand large point - insulfrog (Pec).....**£12**

SL-E91 Right hand small point - electrofrog (Pec) . . £9.50

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 Pack of 25 1 yard (91.5cm) length of finescale Nickel Silver concrete-sleeper flexible track. (Pec). . . .£79
SL-102F Single (Pec).....**£3.30**

Hattons MODEL RAILWAYS

Prices valid until 10/03/20

All prices correct when going to press. Errors excepted.



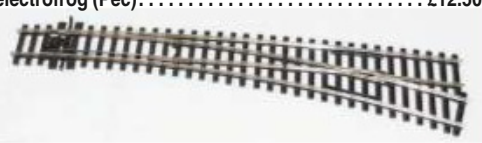
SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) £72
SL-100F Single (Pec) £3



SL-E189 Finescale left hand large point electrofrog (Pec) £12.50



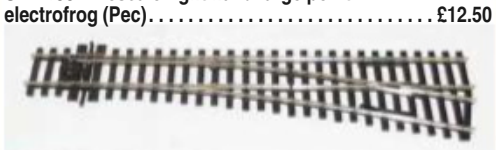
SL-E196 Finescale left hand medium point - electrofrog (Pec) £12.50



SL-E186 Finescale right hand curved point - electrofrog (Pec) £13



SL-E188 Finescale right hand large point - electrofrog (Pec) £12.50



SL-E195 Finescale right hand medium point - electrofrog (Pec) £11.50

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) £9.50

Buses

76DC003 Duple Commander II Neath & Cardiff (Oxf) £17
OM46623 New Routemaster - London United - LTZ 1148 - Route 10 - Kings Cross - Coca Cola® (Cor) NEW £35.50

Cars

NEW

76SOM003 Austin Somerset Romney Blue (Oxf) NEW . . £5
76XF006 Jaguar XF Crystal Blue (Oxf) NEW £5

NEW

76T5C003 VW T5 Camper Sand Beige (Oxf) NEW £6

Commercial vehicles

76SCL004 Scania Crane Lorry Galt Transport (Oxf) NEW £16.50



76SCA05LL Scania Topline Nooteboom Low Loader Smiths - Bridgend (Oxf) £20.50
76T4004 VW T4 Van Black (Oxf) NEW £5.50
76T5V004 VW T5 Van Network Rail (Oxf) NEW £6

Military ground vehicles

76SM004 Sherman MKIII 4th/7th Royal Dragoon Guards, France 1944 (Oxf) NEW £12

OO9 Narrow Gauge

Steam locos



9963 Lynton & Barnstaple 2-6-2T 190 "Lyd" in Southern Railway green - as preserved (Hel) £186.96

BARGAIN



9953 Lynton & Barnstaple 2-6-2T E760 "Exe" in intermediate Southern Railway (1927-29) (Hel) (RRP £209.95) BARGAIN £154

Track - Code 80 Setrack

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-E492 Left hand point electrofrog (Pec) £9.50

N Gauge

Steam locos

2S-010-005D Class 49xx 'Hall' 4-6-0 4953 "Pitchford Hall" in GWR green GW lettering - as preserved - Digital fitted (Dap) £149.88



2S-010-007 Class 49xx 'Hall' 4-6-0 4970 "Sketty Hall" in GWR green Great Western lettering (Dap) £124.38
2S-007-011D Class 57xx Pannier 0-6-0 6746 in GWR green shirtbutton emblem - DCC fitted (Dap) £100
2S-007-013D Class 57xx Pannier 0-6-0 9744 British Railways green - DCC fitted (Dap) £100



2S-008-009 Class A4 4-6-2 4490 "Empire of India" in LNER garter blue valances (Dap) £124

Diesel locos

2D-012-008 Class 22 diesel loco D6311 in BR green small yellow panels & disc headcodes (Dap) £125.89
2D-012-013 Class 22 diesel loco D6315 in BR green (pre-TOPs font numbering) - weathered (Dap) £131

NEW



2D-028-004 Class 26 26037 in Railfreight grey red stripe (Dap) NEW £112.76

NEW



2D-028-001 Class 26 D5316 in BR green (Dap) NEW . . £112.76



2D-002-002 Class 50 50040 "Leviathan" in BR large logo blue (Dap) £123.21
2D-002-001S Class 50 50043 BR blue - unrefurbished - DCC sound fitted (Dap) £242.21



2D-007-011 Class 66/0 66002 in EWS DB branding and six megafret container wagons (Dap) £194.64
2D-007-011D Class 66/0 66002 in EWS DB branding and six megafret container wagons - Digital fitted (Dap) £220.15



2D-022-009 Class 68 68019 "Brutus" in TransPennine Express (Dap) £119.85

HSTs



2D-019-006 Class 43 HST 4-car book set in East Coast silver (Dap) £160.89

DMUs



2D-009-003 Class 121 'Bubble Car' DMU W55033 in BR green speed whiskers (Dap) £114



2D-021-003 Class 156 156403 in Regional Railways express Central Trains branding (Dap) £114.71

EMUs



HN3502 Pack of three centre coaches for 5-BEL Brighton Belle in Pullman umber and cream (Arn) £107.50

Coaches

2P-000-283 Collett brake composite 6527 GWR chocolate and cream (Dap) NEW £22.91

NEW



2P-000-310 Collett full brake 101 in GWR chocolate and cream (Dap) NEW £22.91
2P-000-320 Collett full brake W110W in BR maroon (Dap) NEW . . £22.91
2P-000-330 Collett full brake W196 in BR crimson and cream (Dap) NEW £22.91



2P-003-009 GWR B set 6453 and 6454 in GWR chocolate and cream post-war crest (Dap) £25.50

Wagons

2F-027-010 Silver Bullet bogie tank wagon in NACCO/ECC - 3387 789 8 053-6 (Dap) NEW £26.27
2F-027-011 Silver Bullet bogie tank wagon in NACCO/ECC - 3387 789 8 064-3 - weathered (Dap) NEW £28.89

NEW



2F-027-012 Silver Bullet bogie tank wagon in NACCO/ECC - 3387 789 8 066-8 - weathered (Dap) NEW . . . £28.89
2F-027-009 Silver Bullet bogie tank wagon in NACCO/ECC - 3387 789 8 077-5 (Dap) NEW £26.27

Model railway spares

SL-311 Insulated Rail Joiners/Fishplates for N & 009 gauge (12 per pack) (Pec) £1.70
2A-000-008 Magnetic NEM couplers - medium arm (ex-NSPARE8) - 5 pairs (Dap) £21.50
SL-310 Rail Joiners/Fishplates for N & OO9 gauge (24 per pack) (Pec) £2

Track - Code 80 Setrack

ST-6 Setrack left hand point insulfrog (Pec) £8.50



ST-301 Setrack starter track pack - second radius (Pec) . £52

Track - Code 80 Streamline

SL-300 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) £3
SL-300 Pack of 25 (Pec) £64



SL-E396 Left hand medium point electrofrog (Pec) . £9.50
SL-396 Left hand medium point insulfrog (Pec) £9.50

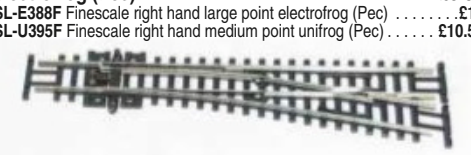
Track - Code 55 Finescale



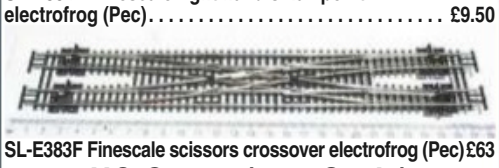
SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec) £93
SL-300F Single (Pec) £3.20
SL-302F 1 Yard of Nickel Silver Flexible Track Concrete Sleepers (Pec) . . £3.50
SL-302F Pack of 30 (Pec) £91



SL-E392F Finescale left hand small point electrofrog (Pec) £9.50
SL-E388F Finescale right hand large point electrofrog (Pec) £12
SL-U395F Finescale right hand medium point unifrog (Pec) £10.50



SL-E391F Finescale right hand small point electrofrog (Pec) £9.50



SL-E383F Finescale scissors crossover electrofrog (Pec) £63

HO Gauge (1:87 Scale)

Man-made scenic structure - non-railway

4200Busch Modern AEG Street Lamp (Bus) NEW £14

Cars

87CH63002 Chevrolet Corvair Coupe 1963 Riverside Red (Oxf) NEW . . £6

Commercial vehicles

87CV50002 Chevrolet Panel Van 1950 Washington DC Police (Oxf) NEW . . . £6

O Gauge (1:43 Scale)

Steam locos



4300 Class 43xx Mogul 2-6-0 4339 in GWR green Great Western lettering (Hel) £662.15

7S-010-013 Class A1 'Terrier' 0-6-0T 751 in SECR green (Dap) . £191.25
7S-010-012 Class A1X 'Terrier' 0-6-0T 32650 BR lined black early emblem (Dap) £191.25



H7-A3-001 Class A3 4-6-2 2750 "Papyrus" in LNER Grass green unstreamlined corridor tender - "Record Breaker" (Hel) £750



H7-A3-002 Class A3 4-6-2 4472 "Flying Scotsman" in LNER Grass green unstreamlined corridor tender - "Record Breaker" (Hel) £750



H7-A3-005 Class A3 4-6-2 60035 "Windsor Lad" in BR green early emblem and unstreamlined non-corridor tender (Hel) £750



H7-A3-004 Class A3 4-6-2 60072 "Sunstar" in BR Express blue unstreamlined non-corridor tender (Hel) £750
H7-A3-006 Class A3 4-6-2 60077 "The White Knight" in BR green late crest and unstreamlined non-corridor tender (Hel) £750



H7-A3-007 Class A3 4-6-2 60103 "Flying Scotsman" in BR green late crest and unstreamlined corridor tender (Hel) £750



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
7S-005-006 Sentinel 4wVB 2 "Isebrook" in GWR light green (Dap) £148.75

Diesel locos

NEW



2071 Class 03 shunter 03107 in BR blue 'flowerpot' exhaust (Hel) NEW £335.75
2070 Class 03 shunter 2096 in BR blue 'flowerpot' exhaust (Hel) NEW . £335.75

2055 Class 03 shunter D2033 in BR green wasp stripes and 'flowerpot' exhaust (Hel) £335.75

NEW

2072 Class 03 shunter in BR blue 'flowerpot' exhaust - unnumbered (Hel) NEW £335.75

NEW

2073 Class 03 shunter in BR blue conical exhaust - unnumbered (Hel) NEW £335.75

2057 Class 03 shunter in BR green wasp stripes and 'flowerpot' exhaust - unnumbered (Hel) £335.75
2059 Class 03 shunter in Industrial dark blue (Hel) NEW £335.75

NEW

2058 Class 03 shunter in Industrial yellow wasp stripes - unnumbered (Hel) NEW £335.75

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www.hattons.co.uk/preorder

for all forthcoming releases



7D-008-013 Class 08 shunter 08717 in BR blue (Dap) £191.25



7D-008-009 Class 08 shunter D3002 in BR green late crest and wasp stripes (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



2010 Class 20 in BR green small yellow panels and 4-character headcodes (Hel) £549



2558 Class 25/3 in BR blue - unnumbered (Hel) . . £446.25



2556 Class 25/3 in BR green full yellow ends - unnumbered (Hel). £446.25



2555 Class 25/3 in BR green small yellow panels - unnumbered (Hel). £446.25

NEW



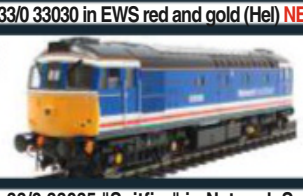
3400 Class 33/0 33012 in BR blue - weathered (Hel) NEW. . . £466.65

NEW



3402 Class 33/0 33030 in EWS red and gold (Hel) NEW. . £466.65

NEW



3403 Class 33/0 33035 "Spitfire" in Network SouthEast blue (Hel) NEW £466.65

NEW



3406 Class 33/0 D6508 "Eastleigh" in BR green - 1990s style (Hel) NEW. £466.65

NEW



3396 Class 33/0 in BR blue - 1970s condition - unnumbered (Hel) NEW £466.65

3395 Class 33/0 in BR green full yellow ends - unnumbered (Hel) NEW £466.65

NEW



3393 Class 33/0 in BR green no yellow ends - unnumbered (Hel) NEW £466.65

NEW



3394 Class 33/0 in BR green small yellow panels - unnumbered (Hel) NEW. £466.65

NEW



3401 Class 33/0 in Civil Engineers 'Dutch' grey and yellow - unnumbered (Hel) NEW £466.65

NEW



3404 Class 33/0 in Direct Rail Services blue - unnumbered (Hel) NEW £466.65

NEW



3405 Class 33/0 in Railfreight Construction sector triple grey - unnumbered (Hel) NEW. £466.65

NEW



3588 Class 35 'Hymek' in BR blue - unnumbered (Hel) NEW. £421

3587 Class 35 'Hymek' BR green full yellow ends - unnumbered (Hel) NEW £421

NEW



3585 Class 35 'Hymek' in BR green no yellow ends - unnumbered (Hel) NEW £421

NEW



3586 Class 35 'Hymek' in BR green small yellow panels - unnumbered (Hel) NEW £421



3740 Class 37/4 in BR green - unnumbered (Hel) . £509.15



4024 Class 50 50007 "Sir Edward Elgar" in GWR green (Hel). £594.15



4026 Class 50 50008 "Thunderer" in BR Laira blue (1990s Railtour condition) - Exclusive to Hatton's (Hel) . . £594.15



4020 Class 50 in BR blue - unnumbered (Hel). . . . £594.15



4023 Class 50 in revised Network Southeast - unnumbered (Hel). £594.15

BARGAIN



5290 Class 52 D1043 "Western Duke" in BR chromatic blue small yellow panels (Hel) (RRP £599) BARGAIN . £470



5286 Class 52 D1061 "Western Envoy" in BR maroon small yellow panels (Hel). £509.15



5506 Class 55 'Deltic' D9001 "St Paddy" in BR green full yellow ends - weathered (Hel) £509.15

Train sets - analogue

GM7000102 "The Didcot Survivor" - premium O gauge starter train set (Gau). £595

Coaches



4931 Mk1 FK first corridor in BR maroon - unnumbered (Hel). £169.50



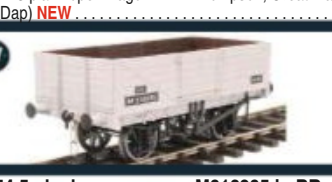
4913 Mk1 TSO second open in BR chocolate and cream - unnumbered (Hel). £169.50

Wagons

7F-052-003 5 plank open wagon "W A Thompson, Great Malvern" (Dap) NEW £38

7F-052-003W 5 plank open wagon "W A Thompson, Great Malvern" - weathered (Dap) NEW £38

NEW



7F-051-054 5 plank open wagon M318235 in BR grey (Dap) NEW £39

7F-051-054W 5 plank open wagon M318235 BR grey - weathered (Dap) NEW £39

7F-073-004 7 plank open wagon "Barton and Coy, Wrexham" (Dap) NEW . . £39

7F-073-004W 7 plank open wagon "Barton and Coy, Wrexham" - weathered (Dap) NEW £39

7F-073-006 7 plank open wagon "Broughton and Plas Power, Wrexham" (Dap) NEW £39

7F-073-006W 7 plank open wagon "Broughton and Plas Power, Wrexham" - weathered (Dap) NEW £39

5151 Bogie flat IWB Cargowaggon 4647026 in silver and blue - weathered (Hel) (RRP £189) . . . . . BARGAIN £84

BARGAIN



5150 Bogie flat IWB Cargowaggon 4647044 in silver and blue (Hel) (RRP £189). . . . . BARGAIN. £84

Buildings - railways

9500 Modern Diesel Depot Kit - unpainted (Hel) £75.65

Signals

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-E787BH Left hand O gauge curved turnout (Pec) £54

SL-E786BH Right hand O gauge curved turnout (Pec) £54

SL-E791BH Right hand point bullhead rail and electrofrog (Pec) £43

ST-725 Setrack Bullhead 2nd radius standard curve 410mm (16") (Pec). £6

ST-U750 Setrack second radius Unifrog right hand point (Pec). £43

Track - Code 143 Flat Bottom Streamline

AL7056 Flexible track - 1016mm (Atl) NEW £21

AL7050 Straight track - 254mm (Atl) NEW £7

Cars

NEW



VA11913 Ford Cortina Mk4 2.0 GL - Diamond White (Cor) NEW £27

CC02730 Volkswagen Campervan - Peace Love and Music (Cor) NEW. . £22.50

CC02731 Volkswagen Campervan - Peace Love and Wishes (Cor) NEW. . £22.50

Military ground vehicles

43LR3S004 Land Rover Series III SWB Canvas Royal Navy (Oxf) NEW . £14.50

Any or Multiple Scales

Analogue controllers



COMBI Combi 12v 1Amp Single Track Controller Transformer (Gau) £34



D Double/Twin track power controller (Gau) £86

Analogue power supplies

M1 Transformer Output 2 x 16v AC 1A (Gau) £42

Digital decoders

Imperium1 "Imperium" 21 Pin MTC 6-function DCC decoder (Dap) £19.51

DCR-21Pin-Direct-V2 21-pin 6-function 1.1Amp direct plug decoder back EMF (Hat). £16.50

DCR-6PIN-Direct 6-pin 2-function 1.1Amp direct plug decoder back EMF (Hat). £17

DCR-8PIN-HarnessMini Box of 10 8-pin (harness) 2-function 1.1Amp small & thin (mini) decoder back EMF (Hat). £128

DCR-8PIN-HarnessMini Single (Hat) £16

DCR-8PIN-HarnessMini Box of 5 (Hat). £72



DCR-8PIN-Harness Box of 10 8-pin (harness) 4-function 1.1Amp decoder back EMF (Hat) £120

DCR-8PIN-Harness Single (Hat). £15

DCR-8PIN-Harness Box of 5 (Hat) £68

R8249 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) £16

R8249 Box of 6 (Hor) £92

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DCR-8PIN-Direct Box of 5 (Hat) £77

DCR-8PIN-Direct Box of 10 (Hat) £136

R7150 Standard 6 pin Decoder (Hor). £23.50

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

R8114 TTS DCC Sound Decoder 8 pin plug - LMS 5MT 'Black Five' steam loco (Hor). £38

R8120 TTS DCC Sound Decoders - Pack of 2 8 pin plugs - Class 43 HST (MTU) (Hor) £59.50

Digital control accessory decoders

DCD-ADS-2SX 2 output Accessory Decoder for all Solenoids and other point motors needing momentary power (DCC). £26



DCD-AEU Cobalt Alpha Main encoder unit (DCC). £51

36-561 EZ Command Dynamis 4-output point decoder (similar to Hornby R8247) (Bac) (RRP £45.35). . . . . BARGAIN . . . £24.50

Digital controllers



524-042 NCE Power Cab 2 Amp Digital DCC controller (NCE) £159.50

DCC02 Prodigy "Advance 2" starter DCC controller package (Gau). £279

DCC06 Prodigy Express 1.6 Amp Digital controller WiFi capability - complete starter pack (Gau). £224

Digital control accessories

DCD-PWRAUX Alpha power upgrade bundle - 5 amp booster and Alpha control box (DCC). £129

DCD-AEC Cobalt Alpha Central - 12-way switch control panel (DCC) £111

Point motors

PL-1005 Microswitch for twistlock turnout point motor (Pec) NEW . . £7.50

BPPM20 Pack of five Surface mounted seep point motors (Gau) £36

PL-10 Point Motor (Switch Machine) (Pec) £6

PL-10 Bag of 6 (Pec) £34

PL-10E Bag of 6 Point Motor Extended Pin (use PL-9) (Pec). £34

PL-10E Single (Pec). £6

PM-2 Seep point motor (Gau) £3.50

PM-2 Pack of 6 (Gau). £20

PM-1 Seep point motor accessory switch (Gau) £5

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

PL-1000 Twistlock turnout point motor (Pec) NEW. £11.50

PL-1000 Pack of 6 (Pec) NEW. £66

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PL-13 Accessory Switch for fitting to turnout motor PL10 (Pec) £3

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PL-26R Passing Contact Switch - Red Lever (Pec). £6

GM530 Toggle switch toppers - pack of 36 assorted colours (Gau) NEW £4.50

Electronic components

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SL60 Smart light - "Television Simulator" (Tra) NEW £14

Scenic tools & materials

FS646 Accent Shakers (Woo) NEW. £3

FS645 Spray-Tac (Woo) NEW. £6

Publications - model and prototypical railways

OxCat2002-2005 Oxford Diecast 48-page A6 catalogue - February 2020 to May 2020. Includes OO, N, HO & O gauge items (Oxf) NEW £0.20

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PT-200 Kit builders tool set (Pec) NEW £32

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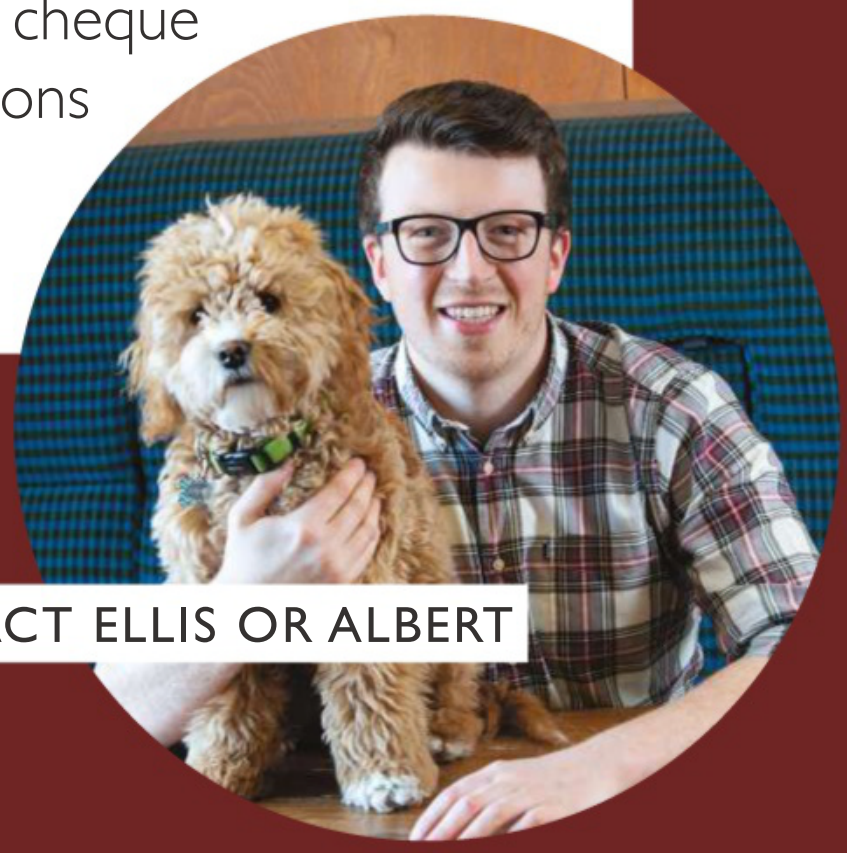

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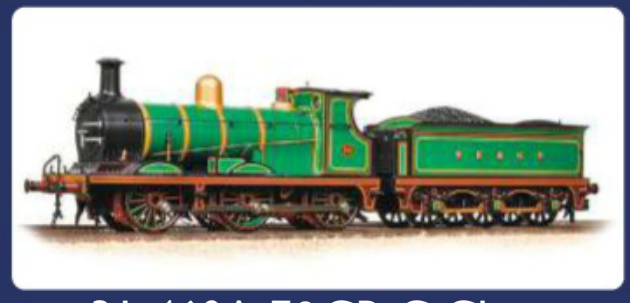

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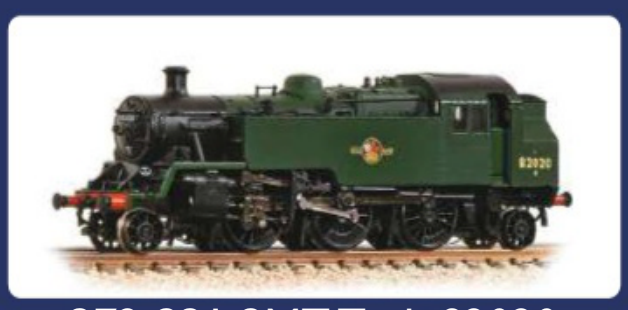

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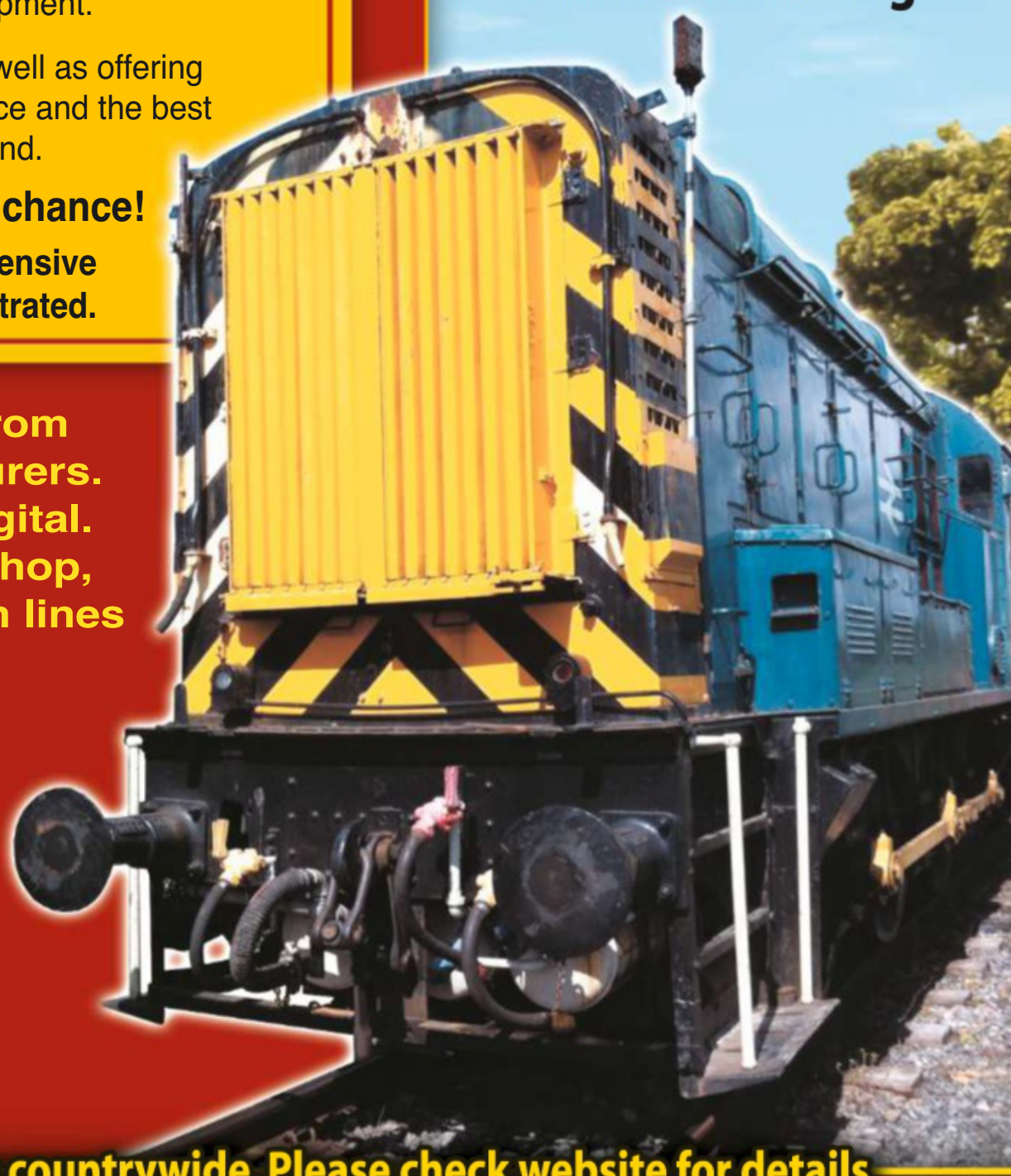

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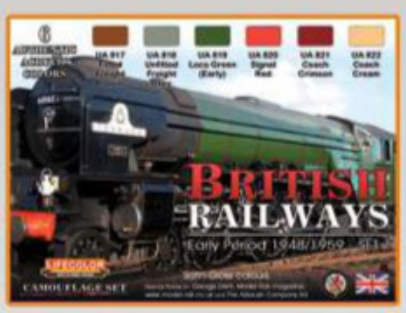



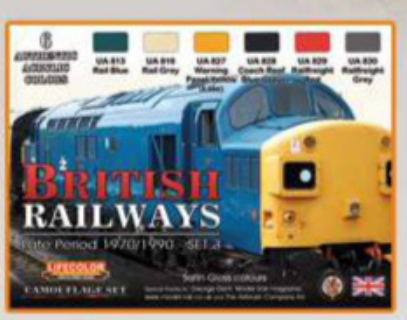



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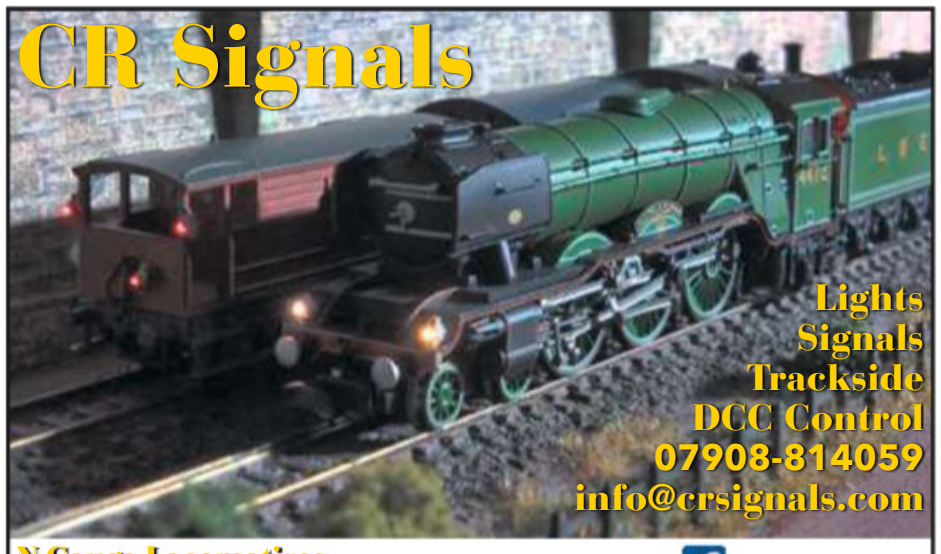

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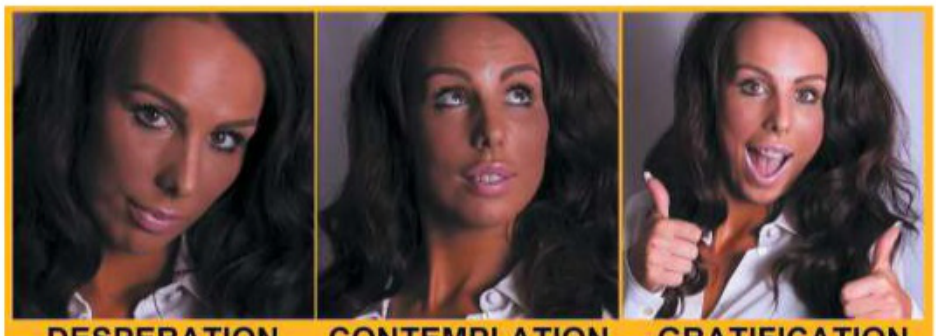

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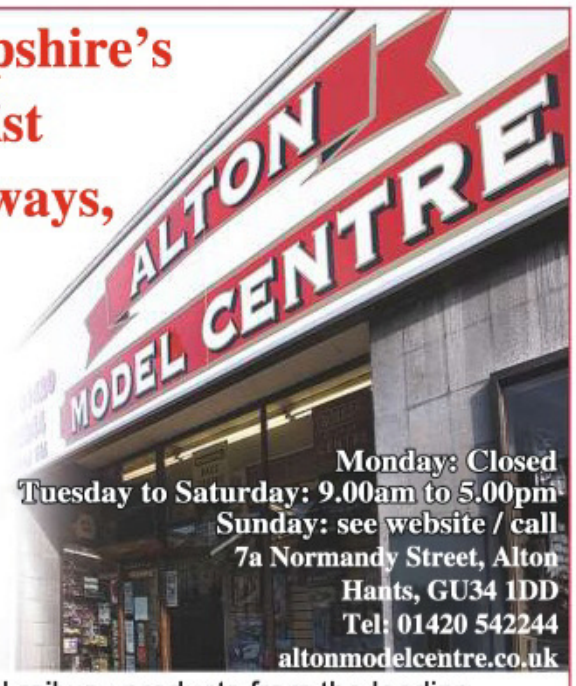

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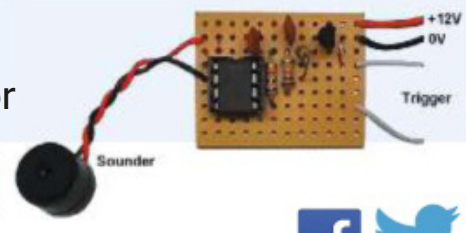

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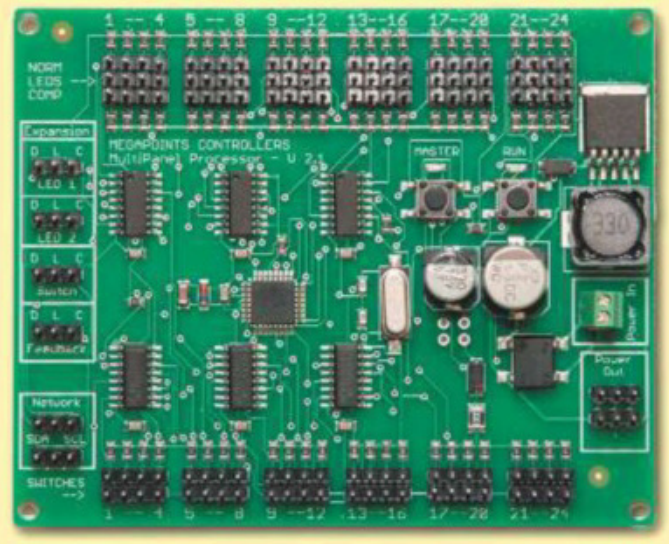

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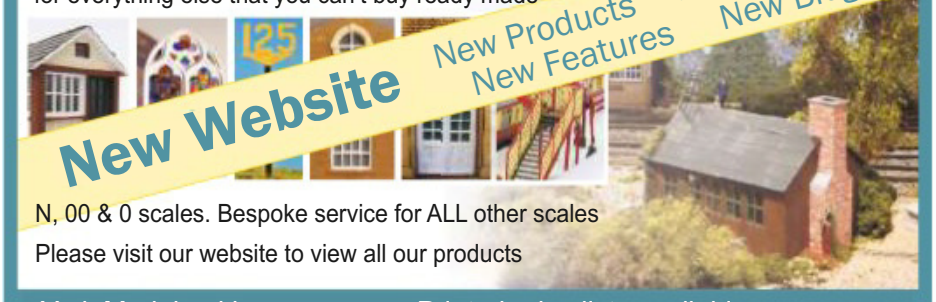

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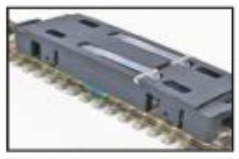

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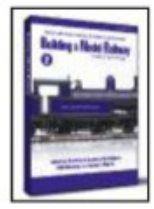

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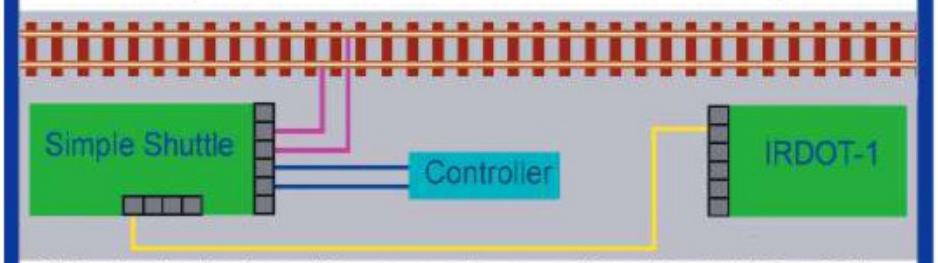

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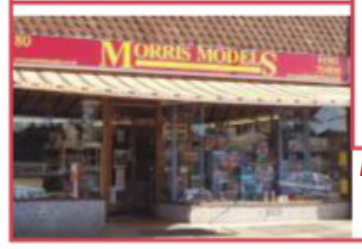

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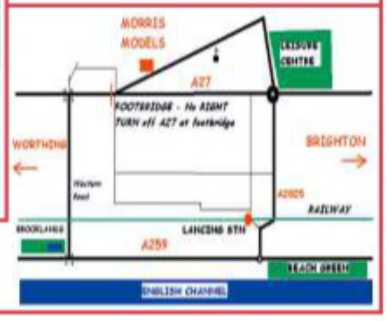

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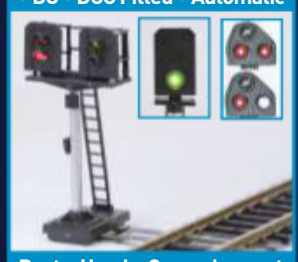

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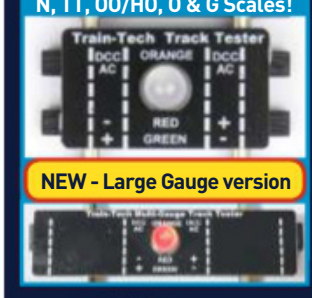

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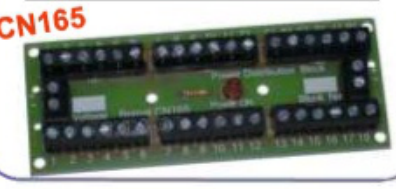

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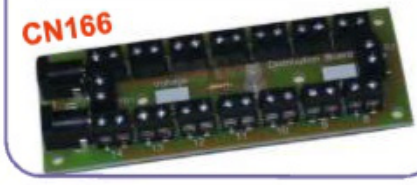

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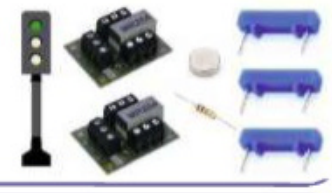

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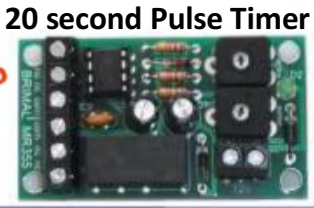

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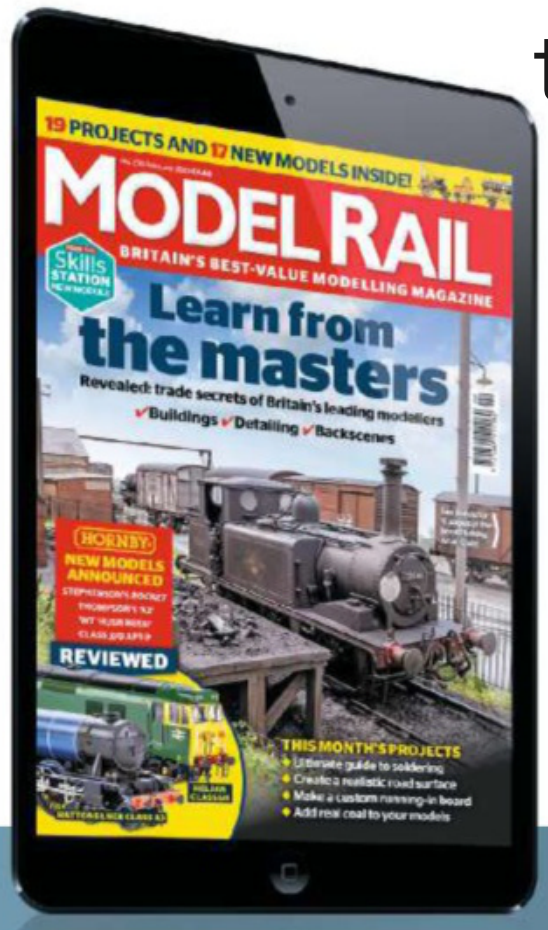

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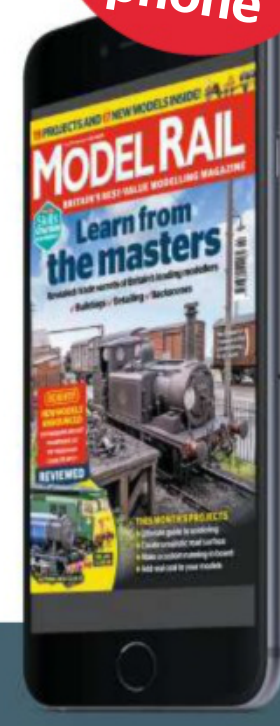

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E.D. BRUTON

REAL PHOTOGRAPHICS

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: LNER: 'K2' steam locomotive
Gauge: '00'
Proposed by: Keith Bryant, Isle of Wight

What is it?
Both Hornby and Bachmann produce excellent models of two of the LNER's popular 2-6-0s, the Peppercorn 'K1' and Gresley 'K3' respectively. There are three other 'Ks' that the ready-to-run manufacturers could choose to complement these locomotives for both modeller and collector alike.

Of course, there was only one 'K5'. The Gresley 'K4' has to be a strong contender. They were closely linked to the famous West Highland Line and one has been preserved.

My choice, however, would be the 'K2'. They were one of Nigel Gresley's first designs for the Great Northern Railway and were a longer, larger boilered version of the 'K1' of 1912. The GNR built 65 of them in batches between 1914 and 1921, and then rebuilt the ten 'K1s'. The former 'K1s' became 'K2/1' and the original locomotives became 'K2/2'. All 75 lasted into BR days.

What would make it viable?
The 'K2s' were a widespread class, which resulted in some interesting variations. They were common on the West Highland and 13 were fitted with side window cabs and romantic Scottish names (thus doing the same job as the 'K4'!). But they could be found throughout the LNER system and tooling tweaks could cater for the reduced height versions used on former Great Eastern and North British metals that the 20 Westinghouse-fitted versions used out of London Liverpool Street. The 'K2s' were equally at home on goods or passenger workings and would look most attractive in Great Northern, LNER and BR liveries.

Can I see a real one?
Sadly, no. Withdrawals started in 1955 and the last one, No. 61756, was withdrawn in June 1962.



Have your say
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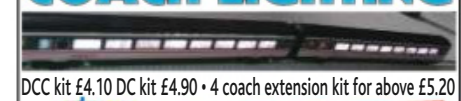

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From the Files

Images from the RAIL and STEAM archives guaranteed to get the inspiration juices flowing...

Seeing a once-proud express locomotive working a goods train as it nears the end of its life triggers a mix of emotions... but it's always inspirational for modelling! 1972 was the last year of the Western Region 'Warships' and 829, formerly named *Magpie*, makes a rather pathetic sight as it rumbles through Sonning cutting on April 21. This type of train is very rarely modelled. It was withdrawn in January and then reinstated a few months later, before being finally condemned on August 26.
JOHN COOPER-SMITH

In the wider world...

Topping the charts Amazing Grace by the Royal Scots Dragoon Guards (April 8)

Top of the First Division this summer? Derby County

In the cinema Francis Ford Coppola's Mafia masterpiece *The Godfather*

Unveiled at the London Motor Show? Ford Granada Mk 3, Renault 5

Born this month? Motorcycle racer John McGuinness

Died this spring? British film mogul J. Arthur Rank (Born 1888)

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