Skills Station

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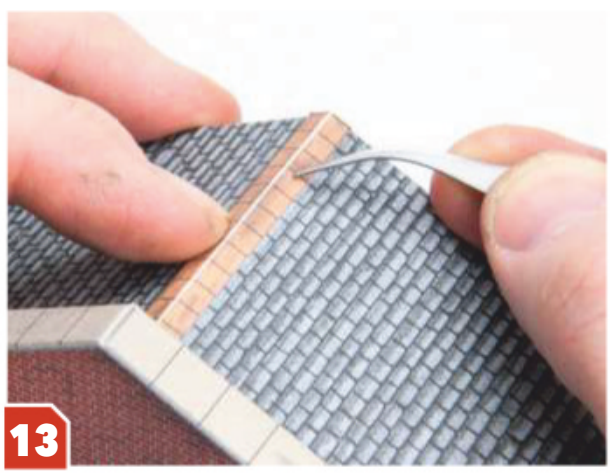
12 Choose acrylic paints to match the brick and stone colours as closely as possible – any discrepancy can be disguised by weathering later. The layered reveals on this factory tower look so much better for the painted edges.



13 Once the roof sections are installed, the building is likely to be surprisingly rigid. Finish the apex of the roof with a strip of folded ridge tiles. The exposed folded edge can be touched in with an appropriate shade of paint.

14 LifeColor's UA226 Terracotta is a good match for this Metcalfe kit's brickwork, with UA071 Grey being close to the stone elements. A small brush with long bristles makes it easier to run the paint into the fold lines.

15 Dry weathering pigments offer an effective means of weathering, applied with a soft flat brush. Various dark brown and grey shades are suitable and they will adhere well to the matt card surfaces. Apply a little at a time, as excess pigment is hard to remove.

16 An airbrush is also great for weathering, helping to target the paint strategically in a fine mist. Again, dirty brown and dark grey shades are best. Go steady – the paint will be very difficult to remove if you make a mistake.

Above: The ease of assembly means that card kits are perfect for building away from the layout, perhaps at the dining room table, without creating mess or nasty smells.

Right: Card kits offer speed and convenience, allowing a townscape or industrial complex to be built up in a realistic time frame. CHRIS NEVARD

Below: It helps to create sub-assemblies, especially when multiple structures are involved, such as retaining walls. The individual sections will then be quicker to put together *in situ*.

WHAT NEXT?
In Part Two of this Skills Station module, we look at wood-based kits.

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

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Workbench

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- Create a simple backscene
- Get the best from plaster cloth

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New enhanced livery for 2020

DCC READY | 8 PIN CONNECTION

RailRoad PLUS is a recently introduced range of RailRoad models with extra decoration detail, most of which include an etched nameplate.

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R3905 GBRf, Class 47/7, Co-Co, 47727 'Caisteal Dhùn Èideann' (Includes etched nameplates)

R3914 Network Rail Class 37 '97304' 'John Tiley' (Includes etched nameplates)

R3907 GBRf, Class 47/7, Co-Co, 47749 'City of Truro' (Includes etched nameplates)

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MODEL RAIL brought to you by

Richard Foster
Inspired by this issue, Richard's added the old Faringdon Road museum in Swindon to his list of projects.

George Dent
Having just got his city centre craft studio in perfect shape, George had to revert to working at the kitchen table!

Chris Leigh
Confined to quarters, Chris is entering his third week in isolation, but he's working on a feature for the autumn.

Chris Gadsby
The virus has cancelled all of Chris' weekend work, although that does mean more time to work on the layout!

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

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

STAY INSIDE AND BUILD MODEL RAILWAYS

As someone with more than a passing interesting in Medieval history, I read Philip Ziegler's book *The Black Death* towards the end of last year. Could anything like that happen today, I pondered, and if so, what would happen…?

As you will have probably guessed, the *Model Rail* team are now working remotely and Bauer's offices have closed (apologies to anyone who has been trying to phone). This will naturally affect how we put the magazine together but, rest assured, the *MR* team is working hard to minimise this impact. This also means that we no longer have access to our test track and our photographic studio, and we're having to work with limited supplies of models and modelling equipment. Should you notice a dip in our usual quality, this has nothing to do with a lack of effort or desire on our part but everything to do with the widespread shop closures and travel restrictions that affect every part of our lives at the moment. Please bear with us as we do our best in these extremely difficult and trying circumstances.

With so many e-mails flying around between colleagues, could I please ask that you try to avoid sending e-mails to team members, if possible. It's not that we don't want to hear from you, but it's more likely that e-mails will get lost or overlooked. We'd love to keep hearing from you so could you please share your thoughts on our Facebook page. If your query is urgent, please e-mail Jane Skinner (*jane.skinner@bauermedia.co.uk*).

If there is any silver lining to this Covid-19 cloud it's the fact that while mail order operations from model retailers are still going (at the time of writing), railway modelling is the perfect hobby for anyone stuck indoors. If you know of anyone struggling with the lockdown, why not suggest this hobby as a great way to pass the time? With that in mind, we're hoping to be able to offer a free copy of *Model Rail* to anyone who hasn't tried railway modelling before.

In the event of it being difficult to find this magazine in the immediate future, we'll do our best to ensure we will still be available on digital platforms. If you can't find us, or if you're stuck at home, please consider downloading our app from the iOS or Android app stores. We have one-off subscription offers in place with discounts of up to 50%. Alternatively, you can purchase single issues. Or, if you're a Kindle Fire user, you can download our magazines from the Amazon Newsstand.

If you are a print subscriber and we cannot deliver issues owing to the Covid-19 situation, please visit *www.greatmagazines.co.uk*, where clear updates will be given in due course.

To continue the slightly sombre tone, I also have to report the sad passing of Richard Strange, our historical consultant, on March 8, after a short illness.

Richard was one of Britain's leading locomotive historians and his knowledge of locomotive allocations and associated data was unrivalled. As historical consultant to *Steam World*, *Steam Railway* and *MR*, Richard was a hard taskmaster when it came to historical accuracy (speaking from personal experience!) but his guiding hand was always there to keep us on the straight and narrow (even if some responses came after he'd been out for the evening!). Our thoughts and condolences go to Richard's family.

Richard Foster Editor

Contents May

Model Rail exclusive models

Some of our exclusive models, including variations of the 'J70's and 'USA' 0-6-0Ts, are nearly sold out. Buy yours today.

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Workbench

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Peter Marriott builds one of Kato's T-Trak module kits for 'N' gauge.

42 Build a display layout
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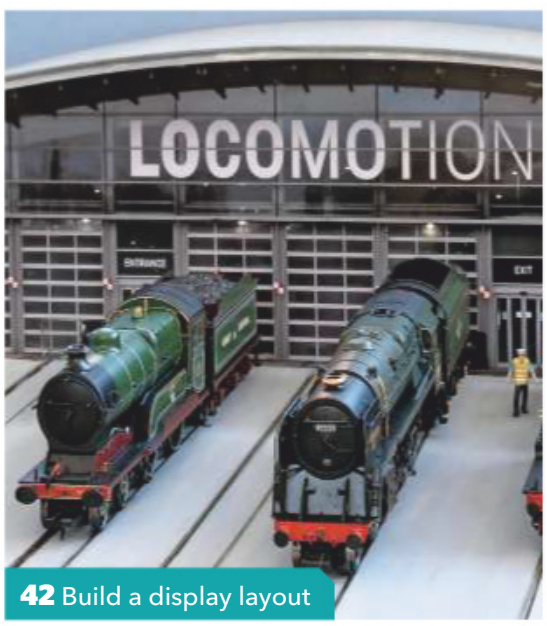
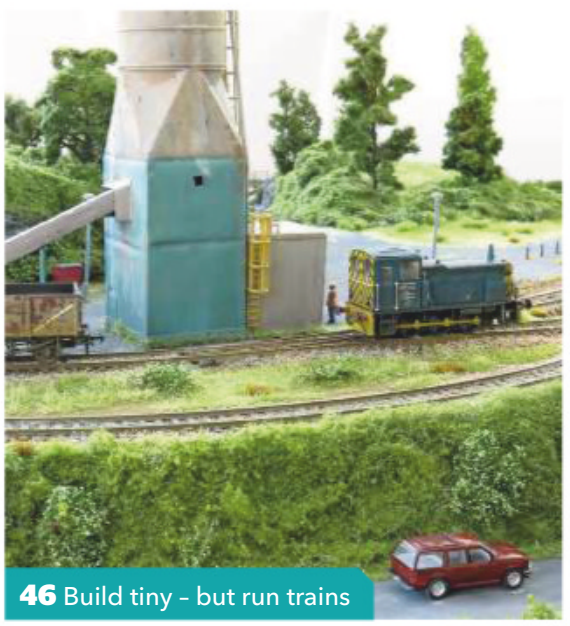
46 Build tiny – but run trains
Peter demonstrates how to make a small loop layout on which you can run trains.

50 Make a cheap diorama
Peter up-cycles a piece of old flat-pack furniture for his latest diorama.

38 Use Kato T-Trak modules



42 Build a display layout


46 Build tiny – but run trains

50 Make a cheap diorama

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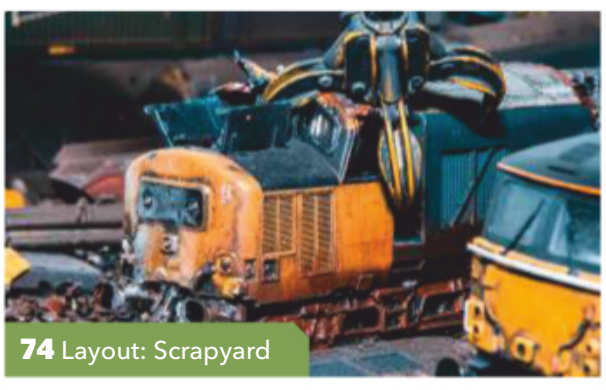
74 Layout: Scrapyard

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Opening the box

The latest happenings from the world of model railways

The Big Picture

We are continually amazed by the quality of modelling we see from enthusiasts across the country. That's why we publish *Great British Model Railways* every year. Crammed full of quality layouts, not only does it provide a sumptuous feast for the eyes but plenty of modelling inspiration too. However, due to the current Covid-19 situation we've had to suspend production of *GBMR* 2020 for the foreseeable future. Keep an eye out in *Model Rail* for updates on the situation. In the meantime, here's a photograph of one of the starring layouts, Roland Wood's 'Yorkshire Pennines', to whet your appetite. Photography: Chris Nevard

The Big Picture

UP-TO-DATE 'TRACTORS'

Accurascale has announced another variant to the initial production run of its all-new 'OO' gauge Class 37 (MR269). The ever-popular Class 37/4 will join the previously announced Class 37/0, 37/6 and 97/3 models.

There is a twist, however. Accurascale is to offer contemporary '37/4s', and not as they first appeared in the mid-1980s. These '37/4s' are now operated by DRS and the models will feature detail differences between locomotives rebuilt by Harry Needle Railroad Co. and Loram (plated-over side windows, modified tail lights and multiple working sockets), and 37423, which was overhauled by Brush and sports plated-over headcode panels and Wipac light clusters.

The new '37/4s' will boast the same high specification as its other forthcoming '37s', with full DCC provision, lights, sound and all-wheel drive. Delivery is expected in 2021.

00 GAUGE ACCURASCALE CLASS 37/4 Co-Co

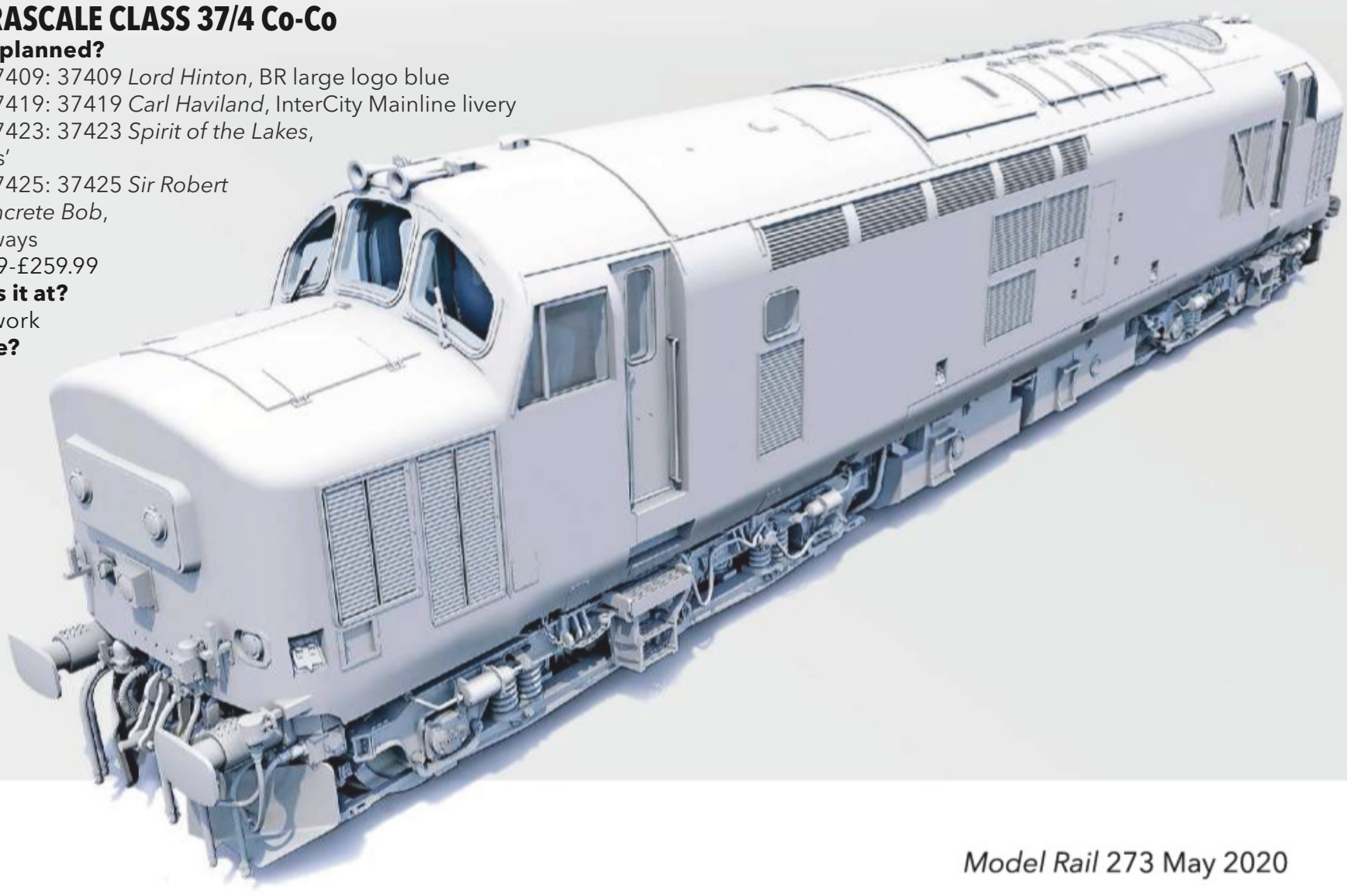
What's planned?

- ACC230837409: 37409 *Lord Hinton*, BR large logo blue
- ACC231837419: 37419 *Carl Haviland*, InterCity Mainline livery
- ACC231737423: 37423 *Spirit of the Lakes*, DRS 'Compass'
- ACC232137425: 37425 *Sir Robert McAlpine/Concrete Bob*, Regional Railways

Price? £169.99-£259.99

What stage is it at?
CAD design work

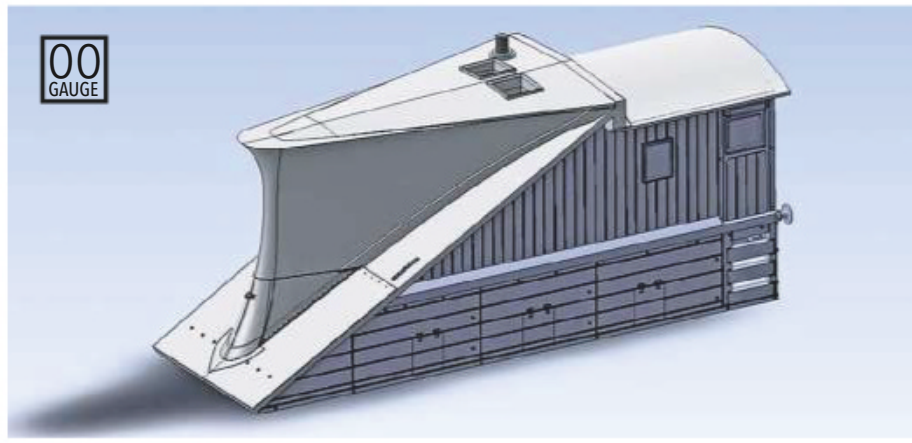
When's it due?
Early 2021



NIU PUTS A HAND TO THE PLOUGH

Niu Models, best known for its locomotive detailing kits (MR270), has announced plans for its first ready-to-run model: the North Eastern Railway independent snowplough. Niu is to replicate the three snowploughs, Nos. 18-20, that the NER built in 1909. They lasted in BR service until 1973. Niu Models has measured 'plough No. 18, which is preserved at the North Yorkshire Moors Railway (No. 20 also survives, at Beamish).

Three liveries are proposed: NER red, LNER blue and BR black. Niu is currently seeking expressions of interest and it hopes to begin taking orders in the next few months. RRP is expected to be around £45.



Availability: Niu Models, 4 Fairhaven Avenue, Shirley CR0 7RX **Tel:** 02036 696750 **Web:** *www.niumodels.co.uk*

PECO TO RELEASE A BEVY OF 'BOWSIDERS'

009 GAUGE

Peco is adding the Ffestiniog Railway's 'Bowsider' bogie coaches to its range of ready-to-run 'OO9' rolling stock. These four vehicles, Nos. 17-20, were built in pairs, by Brown Marshall and Gloucester Wagon Company, in 1876 and 1879 respectively. All four are still in FR service. Liveries and pricing are due to be confirmed later this year and the models are due in stock in 2021.

Availability: Peco stockists

In Brief

Rails of Sheffield has joined forces with Dapol once again to produce another South Eastern & Chatham Railway van. This time the two firms will produce the SECR 16ft Covered Goods Wagon, of which 110 were built between 1904 and 1908. The Rails/Dapol model will even cover the two vans modified with different doors in 1909.

The new model follows the standards set with the partnership's Diagram 1424 van (MR269) and will be made using the same technology. SECR light and dark grey liveries will be offered, with two running numbers in each shade, together with van No. 9944, which will sport the Leeds Forge Company's pressed steel doors. The van is currently in production and numbers will be extremely limited, so early ordering is recommended to avoid disappointment.

Price: £32.99
Availability: Rails of Sheffield, 21-29 Chesterfield Rd, Sheffield S8 0RL **Tel:** 01142 551436 **Web**: *www.railsof sheffield.com*

ANGLO-IRISH MARKET FOR '330'

OO Works' next ready-to-run locomotive is to combine its staple Southern Railway fare with its recent forays into the Irish market... this is the LSWR '330' 0-6-0ST.

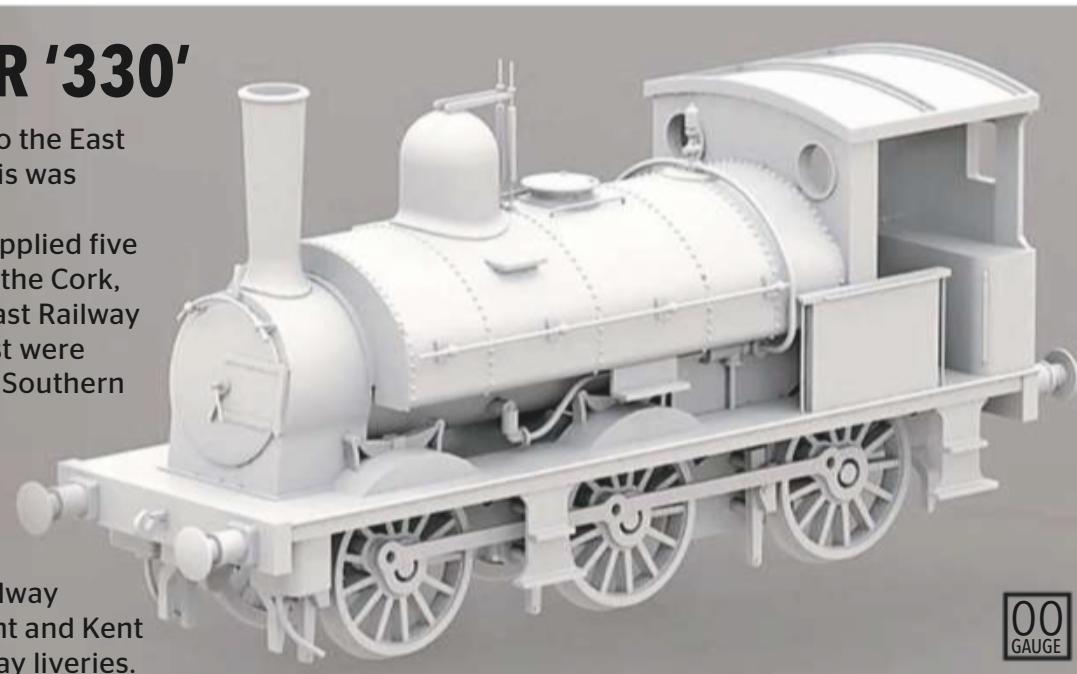
Essentially a Beyer Peacock design but with W.G. Beattie fittings, the Manchester locomotive builder supplied 20 to the LSWR between 1876 and 1882. The last were withdrawn by the Southern Railway in the 1930s, although one was sold to the Kent & East Sussex Railway in 1932 and it lasted long enough to become BR property in 1948 before it was scrapped.

A second was sold to the East Kent Railway, but this was scrapped in 1946.

Beyer Peacock supplied five similar machines to the Cork, Bandon & South Coast Railway in 1881-1894. The last were withdrawn by Great Southern Railways circa 1939/1940.

OO Works is to produce four LSWR '330s' in LSWR green, Southern Railway lined black, East Kent and Kent & East Sussex Railway liveries.

Two Irish versions, GSR Nos. 472 and 475, will be produced in late 2020.



Price: £279.00
Availability: OO Works, Brendon, Langham Road, Robertsbridge, East Sussex TN32 5DT
Web: *www.ooworks.co.uk*

COLOUR RAIL

DAPOL DISPLAYS GOOD 'MANORS'

Dapol is to answer the prayers of many a 'OO' gauge GWR modeller by producing an all-new 'Manor'. The previous 1:76 scale ready-to-run take on Charles Collett's classic 4-6-0 is an old Mainline model that became part of the Bachmann Branchline range, although it hasn't been produced for many years.

As befits a 21st-century model, Dapol's 'Manor' is to have a die-cast chassis, pick-ups on driving and tender wheels, detailed cab interior and a sprung front bogie to allow it to negotiate second radius curves. It will come with a Next18 DCC socket and sound versions will be available.

00 GAUGE DAPOL GWR 'MANOR' 4-6-0

What's planned?

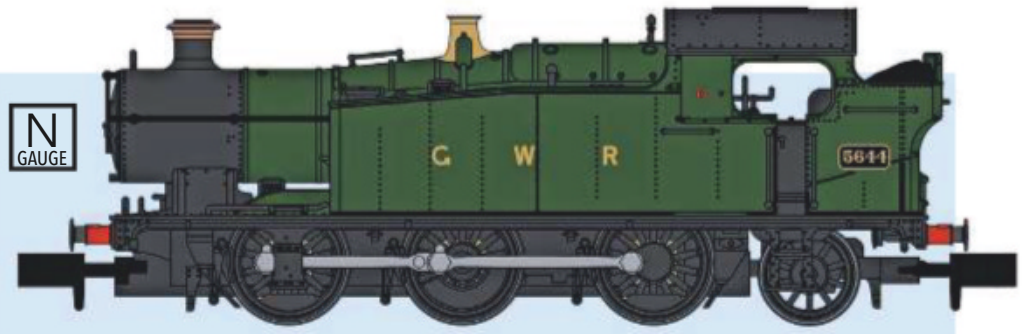
- 4S-001-001: No. 7800 *Torquay Manor*, GWR green with 'shirtbutton' roundel
- 4S-001-002: No. 7814 *Fringford Manor*, GWR green with GWR initials
- 4S-001-003: No. 7807 *Compton Manor*, GWR green with GWR crest
- 4S-001-004: No. 7823 *Hook Norton Manor*, BR lined black, early emblem
- 4S-001-005: No. 7819 *Hinton Manor*, BR lined black, early emblem
- 4S-001-006: No. 7810 *Draycott Manor*, BR lined green, early emblem
- 4S-001-007: No. 7827 *Lydham Manor*, BR lined green, late emblem
- 4S-001-008: No. 7820 *Dinmore Manor*, BR lined black, early emblem

Price? £159.95-£259.95 **What stage is it at?** CAD work **When's it due?** TBC

MORE '56XXS' FROM SONIC

Customer demand has forced Sonic Models to announce six additional versions to its forthcoming 'N' gauge GWR '56XX' 0-6-2T. Three new models feature already announced liveries but with different running numbers (BR lined green, BR black and Great Western green) and they will be joined by BR black with 'British Railways' Gill Sans lettering, GWR green with 'shirtbutton' roundel and GWR green with 'Grotesque' typeface used at Caerphilly Works in the late 1940s.

N GAUGE



Sonic has also announced that Rails of Sheffield is to manage all sales and order fulfilment for the '56XX'.

Price: £109.95
Availability: Rails of Sheffield.
Tel: 01142 551436.
Web: *www.railsofsheffield.com*

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

O GAUGE DARSTAED LMS 'BLACK FIVE' 4-6-0

What's planned?
Sixteen versions based on the 227 'Black Fives' built by Armstrong Whitworth between August 1936 and December 1937.
Price? From £949.00 **What stage is it at?** CAD design
When's it due? Q1 2021

00 GAUGE HATTONS PLASSER YOB 12T CRANE

What's planned? Ten liveries from as-built BR yellow through to Balfour Beatty white and blue.
Price? £69.00 **What stage is it at?** CAD design
When's it due? Q1 2021

00 GAUGE HORNBY LNER 'A2/3' 4-6-2

What's planned?
- R3832: No. 500 *Edward Thompson*, LNER lined green
- R3833: No. 514 *Chamossaire*, LNER lined green
- R3834: No. 60512 *Steady Aim*, BR green, early emblem
- R3835: No. 60523 *Sun Castle*, BR green, late emblem

Price? £189.99
What stage is it at? CAD design
When's it due? December 2020

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

What's planned?
- R3836: No. 78047, BR green, late emblem
- R3838: No. 78010, BR black, late emblem
- R3839: No. 78000, BR black, early emblem

Price? £179.99 **What stage is it at?** Engineering prototype
When's it due? December 2020

00 GAUGE HORNBY 'CORONATION SCOT' COACHES

What's planned?
- R4960: Dia. 1905 57ft Corridor Third Brake
- R4961: Dia. 1961 57ft Corridor First Brake
- R4962: Dia. 1960 57ft Corridor First
- R4963: Dia. 1912 50ft Kitchen Car
- R4964: Dia. 1902 65ft Restaurant First Open
- R4965: Dia. 1981 57ft Restaurant Third Open

Price? £47.99 each
What stage is it at? Engineering prototype
When's it due? Autumn 2020

STICKY MOMENTS

Deluxe Materials has unveiled four new products designed to make modelmaking that little bit easier.

Roket UV is a light-activated adhesive for tasks that require careful positioning and a strong hard cure on demand. Apply the adhesive, position the part and then activate it with the supplied UV torch and the adhesive cures instantly. It's designed to bond hard plastic, wood and metal.

Another new product is Milled Fibre. It's designed to be mixed with epoxy resin to improve its strength and stability, as well as liquid cyanoacrylate to create a tough material that can repair models or join parts that don't fit together perfectly.

The low-viscosity Laser Kit Glue has been developed especially for laser-cut card and wood kits, while Roket CA Gel is now offered in a small 3g pack designed to fit in the smallest of tool kits.

Prices: Roket CA Gel, 3g (AD90) £3.00; Milled Fibre (BD69), £5.50; Roket UV (AD 88), £13.00; Laser Kit Glue (AD87), £6.50
Availability: Deluxe Materials stockists or Gaugemaster (*www.gaugemasterretail.com)*

INSTALL A NEATER METER

ANY GAUGE

DCCconcepts' latest useful electronic gadget is Alpha Meter, which it describes as "an easy-to-use, simple-to-install meter which will simultaneously give you both voltage and current readings in the area it is monitoring". It's designed to be easy to install, with screw terminals, and sits between the power outlet on your controller and the feed wires to the track/power bus. It's suitable for both analogue and DCC operation and will help you solve performance issues with your layout.

Price: £59.95
Availability: Gaugemaster **Tel:** 01903 884488 **Web:** *www.gaugemasterretail.com*

In Brief

BRITISH LIVERIES FOR EURO-OUTLINE MODELS

Gaugemaster has commissioned several European outline models from the Hornby International range in liveries suitable for British layouts. Electrotren's 0-6-0T will be available in NCB red and LNWR-style lined black (RRP £59.95) while Rivarossi's 'HO' scale bogie tarpaulin wagon will be offered in BR Railfreight, BR Easiloader and Cargowaggon liveries (RRP £30.45). All models will have UK tension lock couplings.
Availability: Gaugemaster **Tel:** 01903 884488 **Web:** *www.gaugemasterretail.com*

SIGNALS SIMPLIFIED

Electronics specialist Train-Tech has joined forces with Dapol to produce a DCC controller for its 'OO' and 'O' gauge servo-controlled semaphore signals. The unit can power individual or bracket signals and can even be programmed to operate home and distant signals together. What's more, wiring is minimal – you just connect the wires from the signal and those from the power feed.
Price: £40.00
Availability: Gaugemaster. **Tel:** 01903 884488 **Web:** *www.gaugemasterretail.com*

LUXURY LAMPS

DCCconcepts has developed a range of scale table lamps for 'OO' gauge Pullman cars. Accurately shaped and brighter than factory-fitted components, you get 12 lamps/replacement table tops in a pack, plus resistors and copper tape.
Price: £39.95
Availability: Gaugemaster. **Tel:** 01903 884488 **Web:** *www.gaugemasterretail.com*

SCALE TURNOUT MOTORS

DCCconcepts has produced scale Westinghouse Electro Pneumatic Turnout Motors in 'N', 'OO' and 'O'. These dummy motors will suit layouts from the 1930s onwards and come in packs of 12.
Price: From £8.95
Availability: Gaugemaster. **Tel:** 01903 884488. **Web:** *www.gaugemasterretail.com*

Rolling stock releases

Locomotives and rolling stock arriving soon

00 GAUGE HORNBY CLASS 87

Hornby's Class 87 has been produced in one of the latest liveries applied to the class: Caledonian Sleeper teal. The locomotive is finished as 87002 *Royal Sovereign*.
Product code: R3751 **Price:** £169.99
Availability: Hornby stockists or *www.hornby.com*

00 GAUGE HORNBY RUSTON '48DS'

Why not celebrate your favourite tipple with Hornby's latest Ruston '48DS', finished in the red and white livery of whisky distiller Dewar? Better get that 'Conflat' loaded with whisky casks…
Product code: R3705
Price: £79.99
Availability: Hornby stockists or *www.hornby.com*

HARDY'S INDUSTRIAL BODIES

Hardy's Hobbies has added three classic industrial locomotives to its range of 3D-printed body kits. The largest is the Hudswell Clarke 'PLA' 0-6-0T. Two chimney types are offered and the kit is designed to fit the Electrotren/Jouef outside-cylinder 0-6-0 chassis. RRP is £45.00.

Two further kits are to follow, based on Hornby's smallest chassis. The Manning Wardle 'H' 0-4-0ST, of which two cab types are available, is designed to fit Hornby's Peckett 0-4-0ST chassis, whereas the Sentinel 100hp 4wVBT will fit the Ruston '48DS' underframe.
Price: £45.00 each.
Availability: *www.hardys hobbies.co.uk*

In Brief

IWATA EXPANDS REVOLUTION RANGE

Airbrush manufacturer Iwata has married features of two of its existing tools to create the CR3, a gravity-fed dual action airbrush that's equally suited to beginners or professional users. Featuring a 0.3mm diameter nozzle/needle combination, the CR3 is designed to deliver finely atomised paint spray patterns at low pressures (below 20psi). It's especially suited to repainting 'N' gauge and smaller 'OO' locomotives, as well as weathering tasks in any scale.
Price: £130.00
Availability: The Airbrush Company **Tel:** 01903 767800 **Web:** *www.airbrushes.com*

Show & Tell

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

Haymarket forces

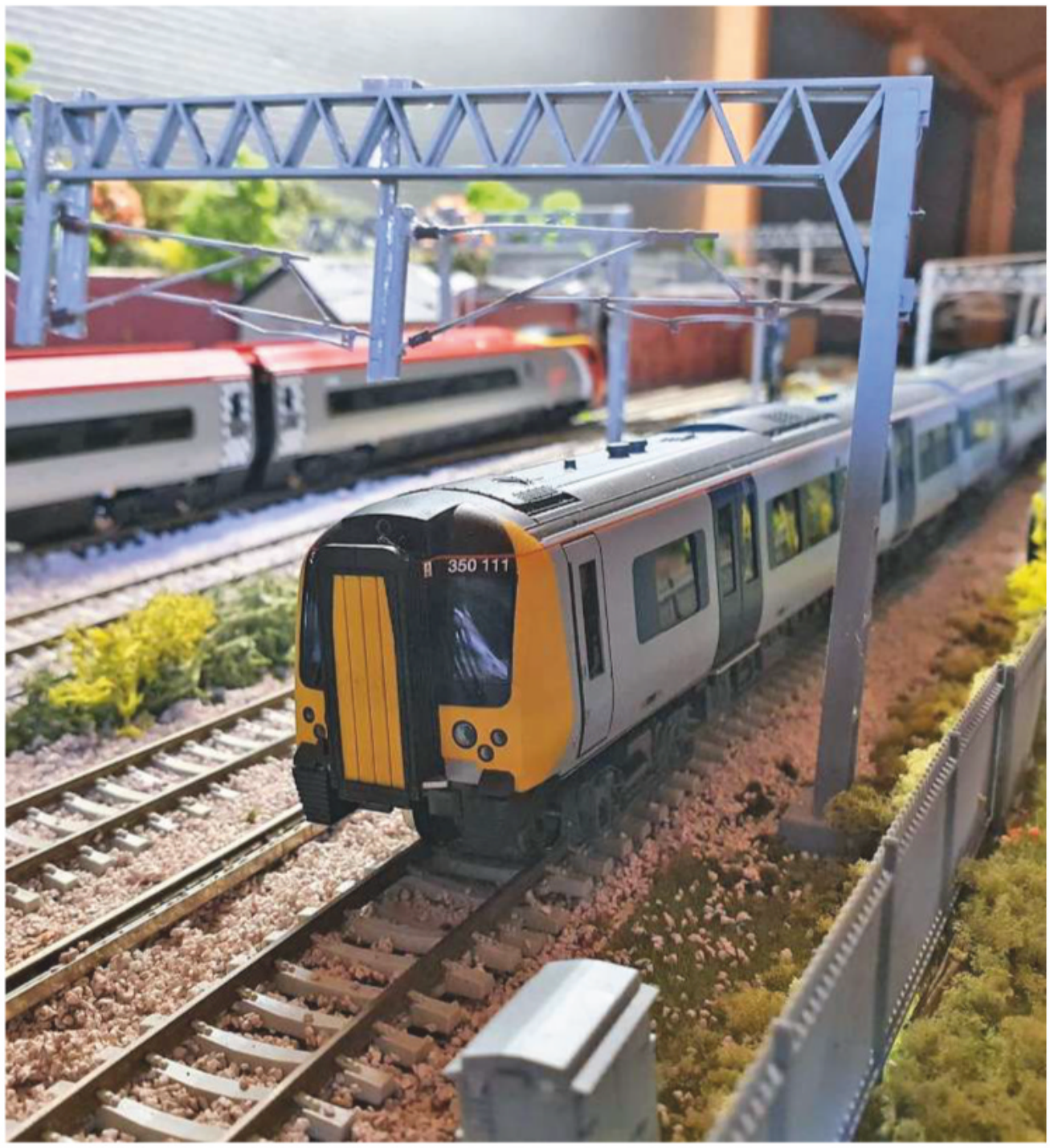
This is a long-term retirement project I have been working on for the past six years and it is far from complete, with lots of scenic work and track work wiring still to do. I've modelled Haymarket MPD in 1958 with entirely scratchbuilt buildings and track. It also features a few kit-built locomotives with their identities changed to represent Haymarket-based locomotives of 1958.

David Allsop

International progress

Here are some photographs of my two-tiered modern image layout 'Colchester International'. It is DCC-controlled and I can happily run trains, but scenically it's still very much a work in progress.

Colin Smith



Letters

Concrete argument

Can I please ask why it is that there is no sectional track available with concrete sleepers? If one purchases a train set, regardless of era, it always includes track with wooden sleepers. Yet it cannot be beyond manufacturers to produce sectional track with concrete sleepers to include in modern outline sets, and to allow their expansion by the proprietary modeller such as myself. It would simply require the production of straight and curved sections – most pointwork nowadays still employs wooden sleepers.

I almost exclusively use sectional track on my projects, as I find it very easy to lay in believable and workable formations and, unlike flexible track, it requires no specialist tools to lay.

So I beg of manufacturers: please give us some sectional track with concrete sleepers.

Kevin Russell

Going spare

As a pensioner of 82, and having been an 'N' gauge modeller and an N Gauge Society member for the best part of 50 years, I was interested when you asked for votes on the best manufacturers and best model shops of the year.

In my experience these days you cannot rely on spares for new products from any model shop or manufacturer. I know at least four friends who have purchased new models costing over £150, some straight from the manufacturer and some from model shops, but have had trouble straight from the box, and cannot get the problems dealt with despite phone calls and weeks of trying. They are no longer cheaply built and come with no backup spares to fix them.

I've also had trouble getting spares from main dealers.

I feel sorry for the model shops.

F.W. Orme

Direction needed

I have produced several colour locomotive illustrations based on the drawings of J.N. Maskelyne. I am trying to obtain scale drawings of a Great Central Railway 'Director' class locomotive. Can any of your readers suggest where I might find these, please?

Ian Francis

hello spring

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The Fell – 10100

The Fell – 10100

KR Models proudly announces the launch of the much-anticipated model of the Fell – 10100.

This very unusual looking loco was quite the head turner. Plus, it's unusual engineering makes it a very sought after model. With 4 Paxman prime mover engines and two AEC auxiliary engines, it had the most complex gear box every engineered. Having been brought into service in 1950 andbecause of a fire, put out of service 1958. It will be available in Black and Brunswick green in both OO and N gauges, subject to enoughinterest. This RTR model will be available in both liveries, and in DCC ready and DCC sound. It will have a 5 pole motor, ESU Loksound V5.0 decoder, sprung buffers, Etched grills, NEM pockets. Prices will be £150 and £249. Expected delivery 3rd quarter 2021.

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Expression of interest now open via the website

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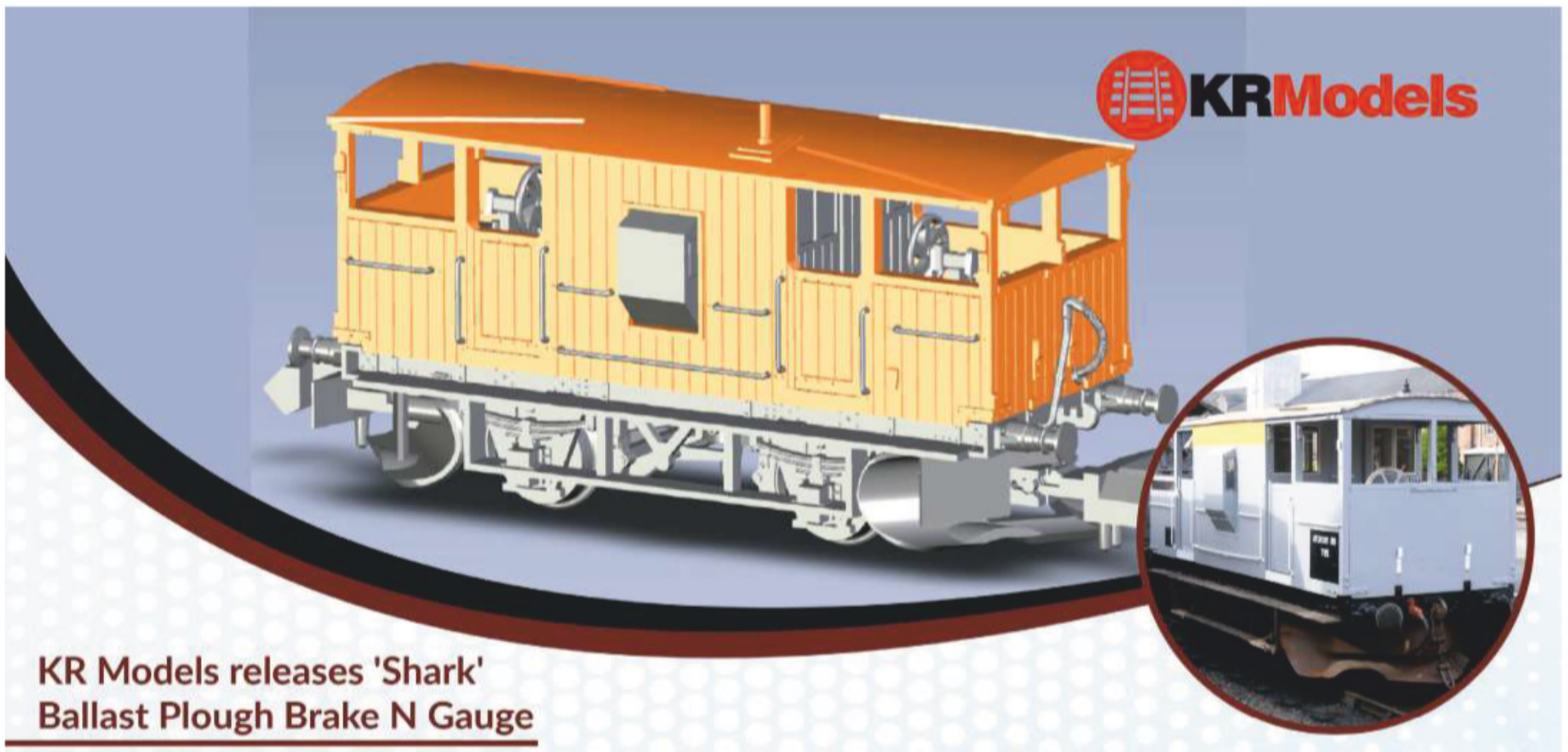
KRModels



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

Register your interest NOW

Prices are expected to be £25.00 plus delivery

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7S-007-008S - Class 57xx Pannier 6739 BR Black Early Crest DCC & Sound
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7S-007-009D - Class 57xx Pannier Ex 5775 GNSR Lined Caramel DCC
7S-007-009S - Class 57xx Pannier Ex 5775 GNSR Lined Caramel DCC & Sound

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7S-007-011S - Class 57xx Pannier 7714 BR Black Late Crest DCC & Sound
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Product Scale Key
O Gauge | OO Gauge | N Gauge

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According to Chris...

...the best laid plans are sometimes best stopped early...

After a lifetime in model railway journalism, I like to present an air of professionalism. That means producing one's written work on time, to the correct length and in house style. This column is easy. I often have several of these pages written up in advance and that was certainly the case this month. It was the first page of this issue to be designed, having been delivered by me on the first day of the production schedule.

I should have realised that I was tempting fate. My text was all about Barnwell village's Railway Children Day and about preparing my layouts for the show on May 23. It was also a preview of the event and an opportunity to publicise it. As a fund-raiser for our village church, we needed it. We had a section of medieval retaining wall collapse in the wet weather earlier this year and the repair will be expensive.

In the few weeks between writing it and delivering my column, the prospects for success changed dramatically and no sooner had my page been designed than it became clear that the Railway Children Day would have to be cancelled. It is one of hundreds – probably thousands – of events, which have fallen, and continue to fall, victim to the Covid-19 virus outbreak. I had been due to exhibit my Cornish harbour layout, 'Polwyddelan', at Egham & Staines Model Railway Society's exhibition on March 21. The society took the decision to postpone the show just a couple of weeks beforehand, at least in part because of the high number of their own club members who are in that 'at risk' over-70 age group.

That cancellation really concentrated my mind. Initially, I was disappointed. 'Polwyddelan' has spent the past two years as a talking point in the *Model Rail* office. In order to check it over and prepare it for exhibition I had enlisted help to get it home and crammed it into the last remaining room in my house that wasn't already crammed with bits of the 'O' gauge 'Railway Children' layout, receiving rather more substantial overhaul ready for May 23. I finished the preparation of 'Polwyddelan' just minutes before I received the news that the Egham show was cancelled. Disappointment soon turned to relief when I gave it some thought. At 73 years old and with a background of childhood asthma, I'm one of those who needs to be careful.

Since then, I know *Model Rail's* editorial assistant Jane Skinner has received requests to cancel several more shows from our Exhibition Diary page. The virus crisis will hit model railway clubs and model railway businesses hard. Many clubs rely on the income from their exhibition to fund their activities. I haven't been on the committee at Egham for the past quarter-century, since I moved away from the area, but I know we used to cover the clubhouse running expenses from subscriptions and the exhibition income funded the construction of layouts. The layouts earned their keep by being exhibited. I suspect that many clubs operate in a similar fashion. Take out the exhibition and you've knocked over the first domino in the club's finances.

As I write this revised version of my page we are being told to refrain from mixing socially. For the over-70s it is suggested that they stay away from any such gatherings for 12 weeks. I know that clubs are not everyone's cup of tea. Some modellers prefer to work in isolation. The hobby is a broad church with room for all, but clubs and club exhibitions underpin the hobby in a way that the remoteness of social media cannot match. We need our clubs and our club shows and just as the hobby rallied round the Market Deeping club after its 2019 exhibition was trashed by vandals, so we need to rally round our clubs this summer. Once this immediate crisis is over, many may need some financial help and support before they can even think about putting on another show. Let's make sure they get it.

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Behind the *Backscene*

Model Rail fires the questions at Jason Shron, Rapido Trains' art historian and bell-bottom trouser enthusiast.

CHRIS NEVARD

Jason Shron is owner and founder of Rapido Trains.

1 What was your first train set/model?
Tyco train set, 1979.

2 Are you working on a layout now?
Yes, a 12ft by 45ft, triple-deck 'HO' scale Canadian VIA/Canadian National layout. Should be finished by 2070.

3 What piece of modelling are you most proud of?
'HO' scale Tempo train. I designed and manufactured that… does it count?

4 Have you ever finished a model railway?
Yes, several wooden Thomas the Tank Engine ones on the floor of the lounge.

5 What model have you've always longed for?
VIA Rail Canada TurboTrain with working doors and steps.

6 Favourite trainspotting location?
Pickering station… in Pickering, Ontario, Canada!

7 Favourite locomotive?
VIA Rail Canada Budd Rail Diesel Car 6133. I own it.

8 When did you start working in the model railway industry?
2004.

9 What did you do beforehand?
PhD student in history of art at the University of Birmingham (West Midlands, not Alabama). I never finished.

10 What modeller has influenced you the most?
J. Anthony 'Tony' Koester.

11 What is one of the things you would put on your 'bucket' list?
Finish restoring our VIA sleeping car and ride it across Canada in a VIA train.

12 Strangest thing you've ever eaten?
Dry dog food when I was 17. It was a dare. It really wasn't that bad…

13 What is one of your weird quirks?
I have more weird quirks than normal quirks. I almost always wear bell-bottom trousers, including right now.

14 What book are you reading at the moment?
Bitachon, a book about putting your trust in God. Well you did ask…

15 If you were stranded on a tropical island, what two things would you want with you?
A fuelled-up helicopter and a helicopter pilot.

16 What have you done that you are most proud of?
Married Sidura. I'm still surprised every day that she can stand being around me.

17 What is your favourite song?
Don't Stop Believing by Journey.

18 What is the best advice you ever had?
Don't critique other people's work if you aren't their boss. Say something nice about it and make them feel good.

19 What is one food you wouldn't want to give up?
Cabbage rolls.

20 If you had access to a time machine, where and when would you go?
BBC Television Centre in the 1970s. I would stop them from throwing out all of their old episodes of *Doctor Who* and *Vision On*.

21 What was your favourite cartoon show when you were growing up?
Rocket Robin Hood. It's a real thing – look it up.

22 Favourite film?
The Breakfast Club. I am a neo-maxi zoom dweebie.

23 Temptation you wish you could resist?
A third helping of my wife's fruit crumble.

24 What is your best childhood memory?
Lying in bed in the spare room of my grandmother's apartment, reading *Doctor Who and the Cave Monsters* while she cooked breakfast.

25 The hidden talent which would surprise people?
I write music and play guitar.

26 First record you bought?
Single: *Eye of the Tiger* by Survivor. Album: *She's So Unusual* by Cyndi Lauper.

27 If you could pass any new law?
I would ban Wednesdays. They're smack in the middle of the week and do no good to anyone.

28 What do you drive?
2011 Ford Flex and 1967 GM TDH-5303 40ft transit bus. I also have a 1961 Austin FX4 black cab (left-hand drive!) but the brakes are a bit dodgy.

29 Perfect Sunday?
Work on the model railway in the morning; go for a hike with the kids in the afternoon; have supper with my family and my parents in the evening; watch *Doctor Who* with the kids before bed. Something with Jon Pertwee in it.

30 Who would you like to play you in a film?
Benedict Cumberbatch. Doesn't everyone want to be played by Benedict Cumberbatch?

31 How would you like to be remembered?
As someone who chose to follow his dreams and wouldn't give up until he achieved them.

> "I am a neo-maxi zoom dweebie"

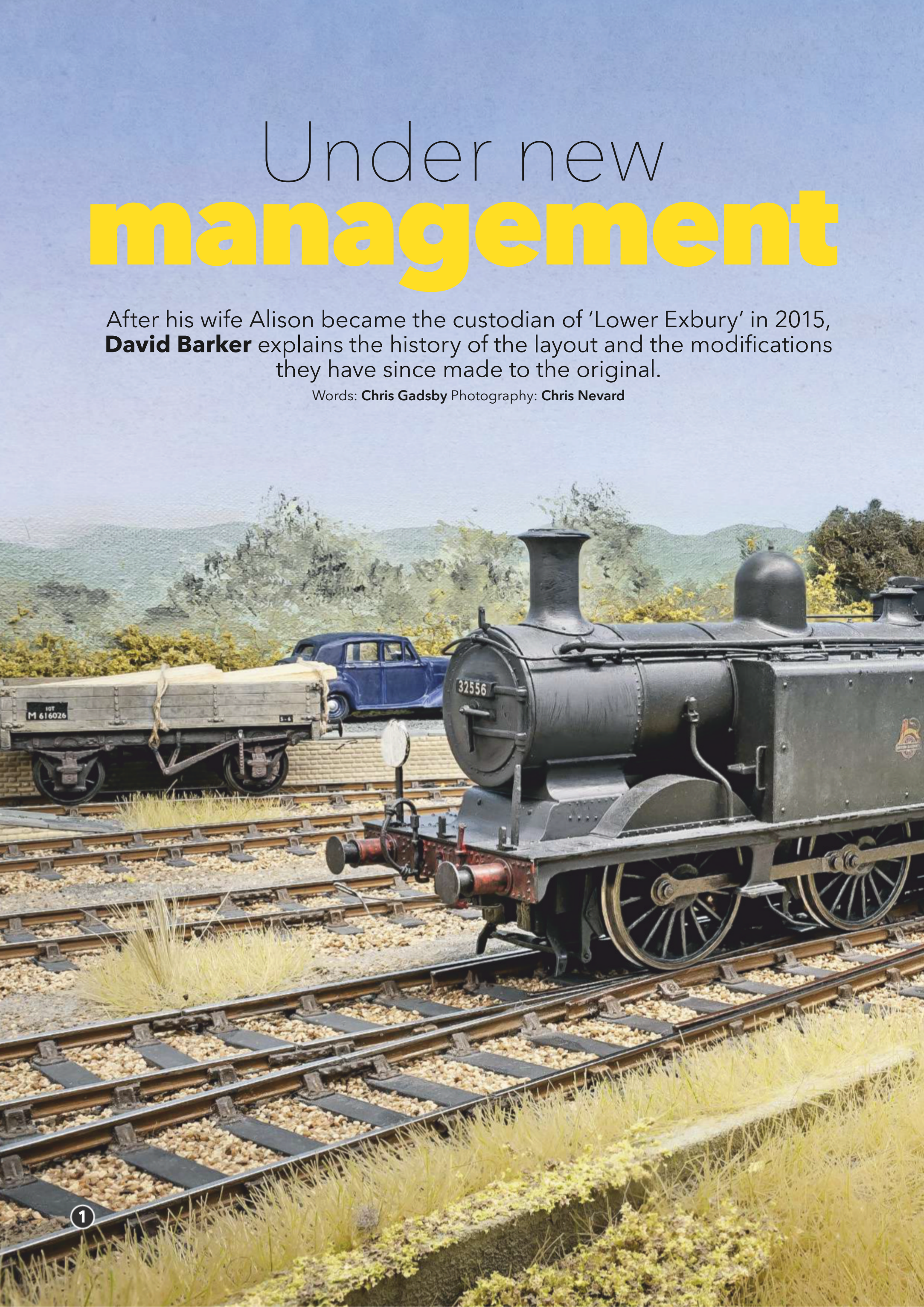
John Hughes' *The Breakfast Club* – Jason's favourite film. ALAMY

Next month: Deluxe Materials' Managing Director John Bristow.

Under new **management**

After his wife Alison became the custodian of ‘Lower Exbury’ in 2015, **David Barker** explains the history of the layout and the modifications they have since made to the original.

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



"I had been bought a layout for a significant birthday, and when Alison was approaching one herself, there were some less-than-subtle hints dropped about that gift idea being copied!"

David and Alison first saw 'Lower Exbury' at RailWells almost a decade ago and were instantly taken by it. Alison loved its simplicity, that despite its small size, it 'looked right'. It was cleverly composed to give an impression of greater depth. As Alison's favourite operating mode is shunting, she saw it would give plenty of scope for this. They were so impressed that they invited its builder, Jo Palmer, to bring it to the Southampton Model Railway Exhibition the following year.

"We spoke to Jo at the exhibition and learned that it had been built following a Scalefour Southwest 'P4' layout challenge in 2009 with the competition concluding at RailWells in 2011," explains David. "Jo freely admitted that she hadn't done much modelmaking before and took a lot of mentoring and assistance from friends and family throughout the build, keeping the track plan as simple as possible."

A few years later and the pair saw 'Lower Exbury' at another show with a sign on it to say that it was for sale; a few months later, after delivery had been arranged, Alison became its proud owner.

"Since only the layout was bought but none of the stock, it allowed us to slightly alter how the layout was run without making any drastic modifications to the layout itself. After all, since Jo had spent so long creating the 'P4' track with parts from The P4 Track Company and it worked so well, we didn't want to go about changing everything!"

'P4' track uses a track gauge of 18.83mm rather than the 16.5mm of 'OO'.

Set in southern Hampshire just outside the small village of Exbury in July 1952, Jo had run 'Lower Exbury' as a light railway, but Alison decided to remodel it as being under BR ownership, as most of the prototype light railways were following nationalisation. ➤

What makes this layout great?

The rusting DUKW and the overgrown air raid shelter are both great indicators of a post-war Britain. The added factor of the DUKW showing signs of rust also shows that the war ended a few years earlier.

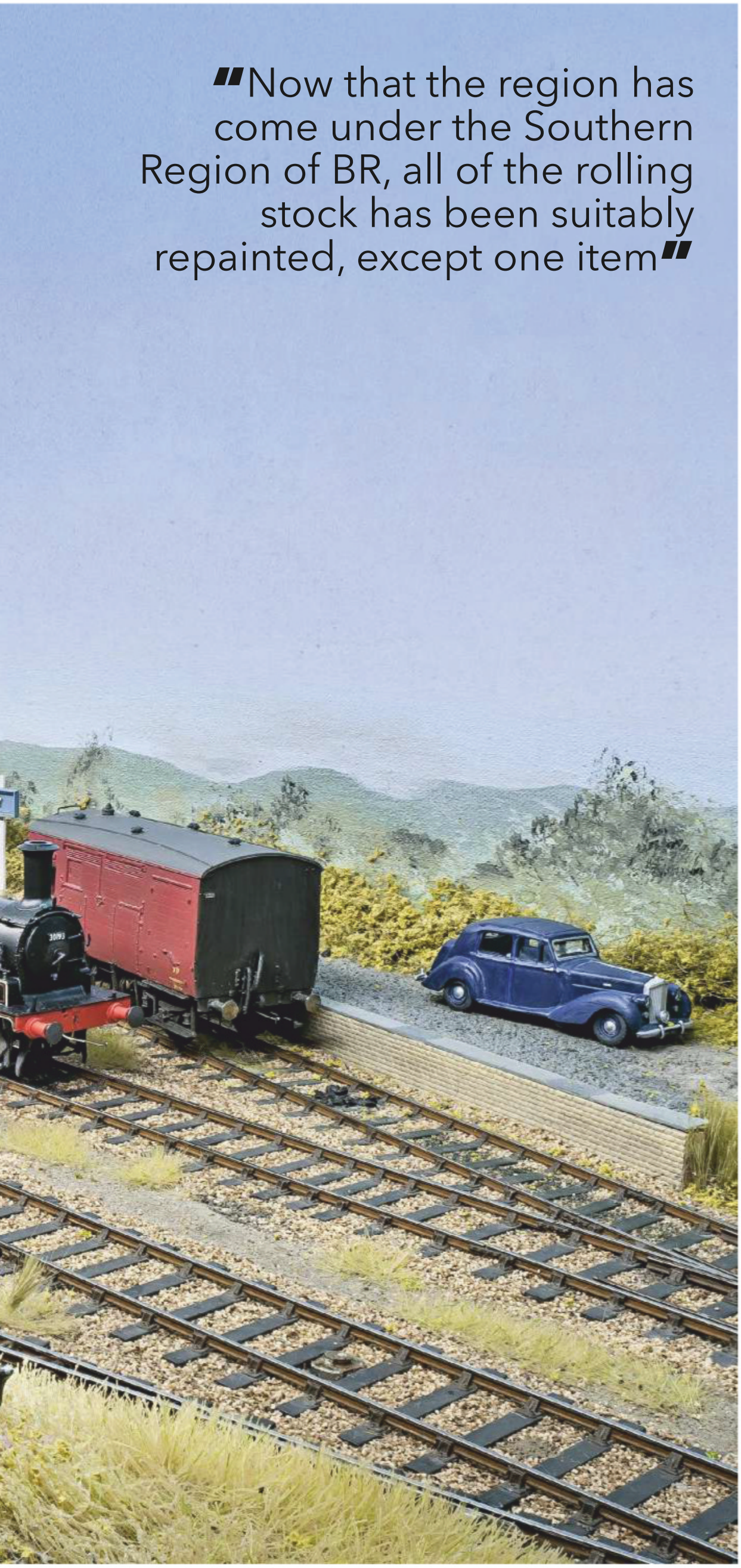
"This worked well for us as it meant we could pick and choose the stock we wanted and, crucially, locomotives which we knew would be easy enough to convert to 'P4' scale with the wider track gauge. All of them have been fitted with wheels from Alan Gibson. A couple use proprietary bodies with replacement chassis and a couple are kit-built, and all of these use Mashima motors."

NOD TO THE PAST

While the locomotives have all changed, David and Alison have retained a hint of the layout's past with a cheeky wagon, of which head office in London is unaware!

"Now that the region has come under the Southern Region of BR, all of the rolling stock has been suitably repainted, for except one item. A lone Manning Wardle ➤

The dog playing in the long grass is modelled on Jo's late dog.

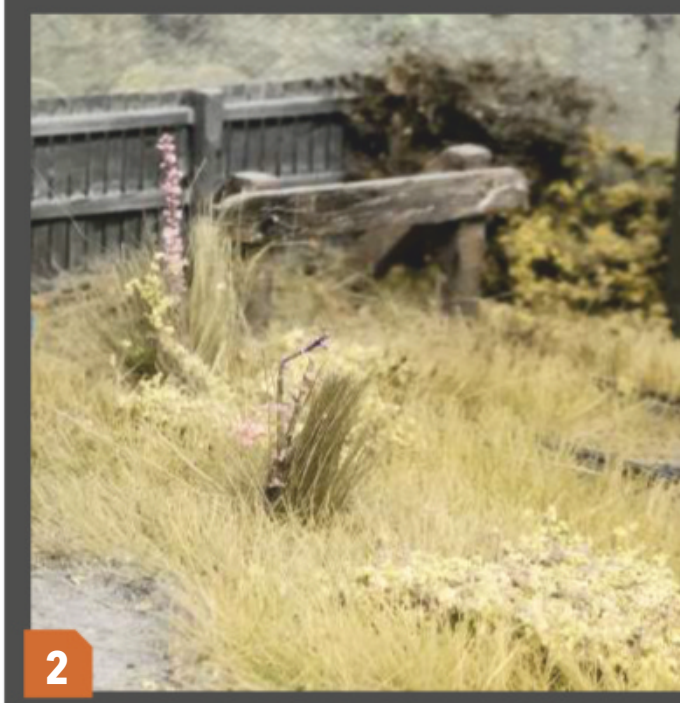


"Now that the region has come under the Southern Region of BR, all of the rolling stock has been suitably repainted, except one item"

3 things we like

1

The cormorant, in typical 'wings out' pose, is a well observed detail.



2

The long grass is typical of many rural branch lines in the immediate post-war period.

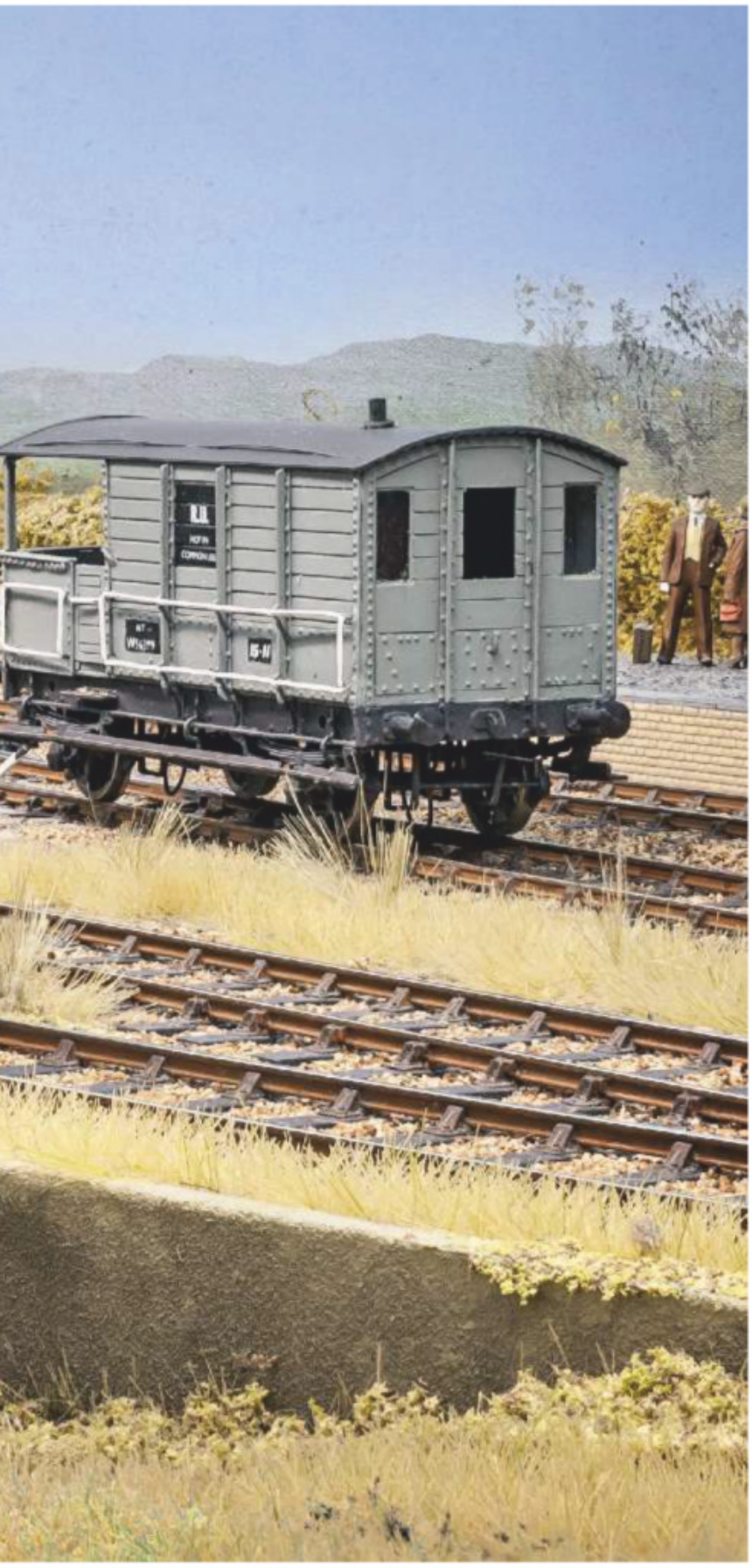
3

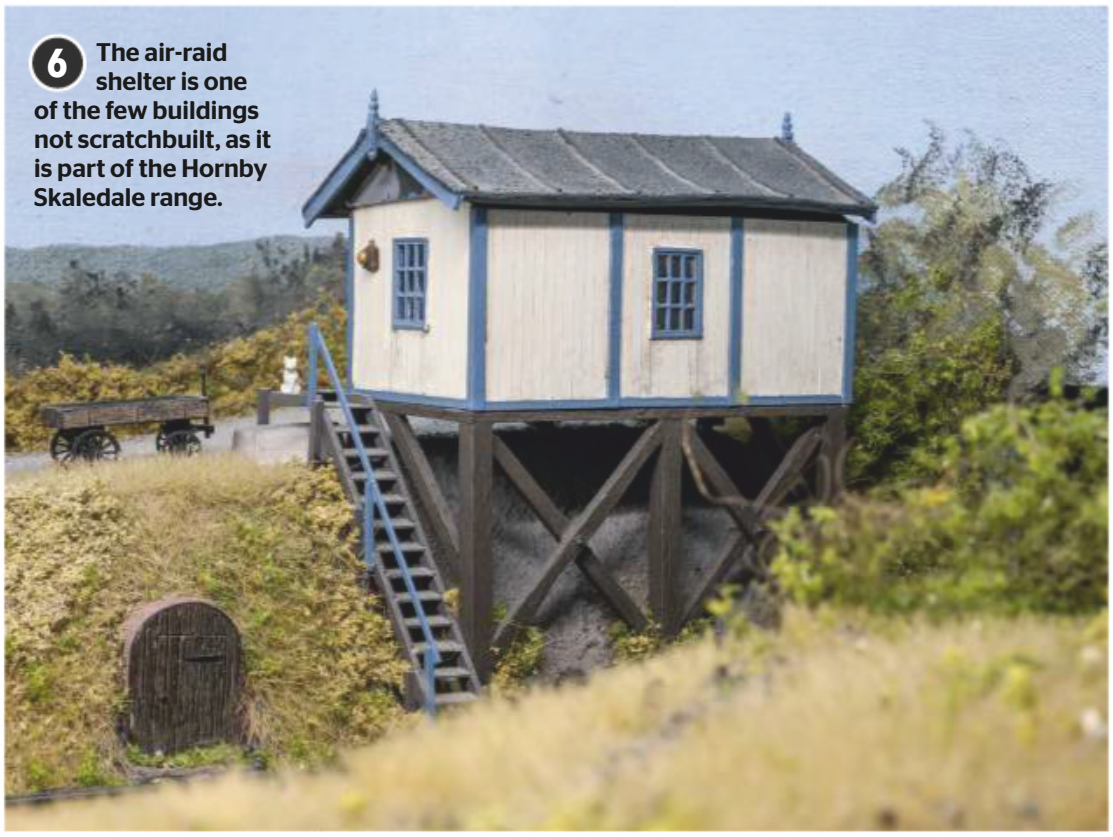
Incredibly neat ballast – perfect for the steam era.

occasionally makes its way to 'Lower Exbury' with a rake of wagons from the local brickworks with a brake van still in the old light railway livery. This is an agreement the brickworks has had with the local office which works for both parties, but it's keeping it a secret from Waterloo for as long as it possibly can!"

"The size of the layout, with a scenic section of just 5ft and a 2ft 6in cassette fiddleyard, meant that building or converting stock to 'P4' would not be too onerous as the amount of stock required would be fairly small. This was our first move into modelling in 'P4'. Previously we had only worked in 'OO' and 'EM'. However, like most projects, we now have more than sufficient locomotives and stock, helped in part by a friend turning up one day with half a dozen or so wagons!

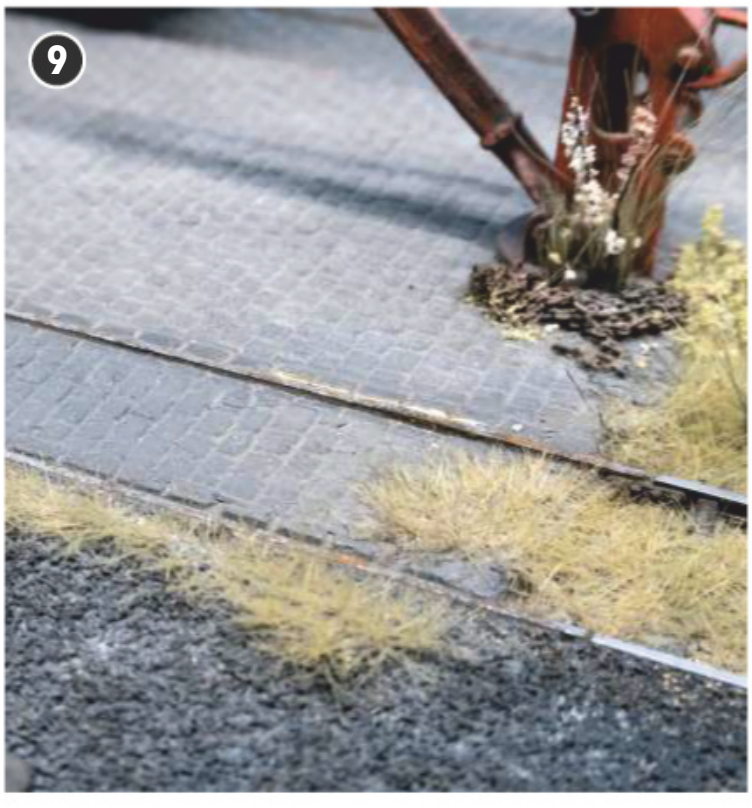
"There are three cassettes in the fiddleyard and each one is capable of holding a locomotive and two coaches, or a locomotive and four or five wagons, depending on its size. This is a very rural line terminus right near the south coast; there is never going to be a large amount of traffic at any one time, which suits us completely." ➤





6 The air-raid shelter is one of the few buildings not scratchbuilt, as it is part of the Hornby Skaledale range.

7



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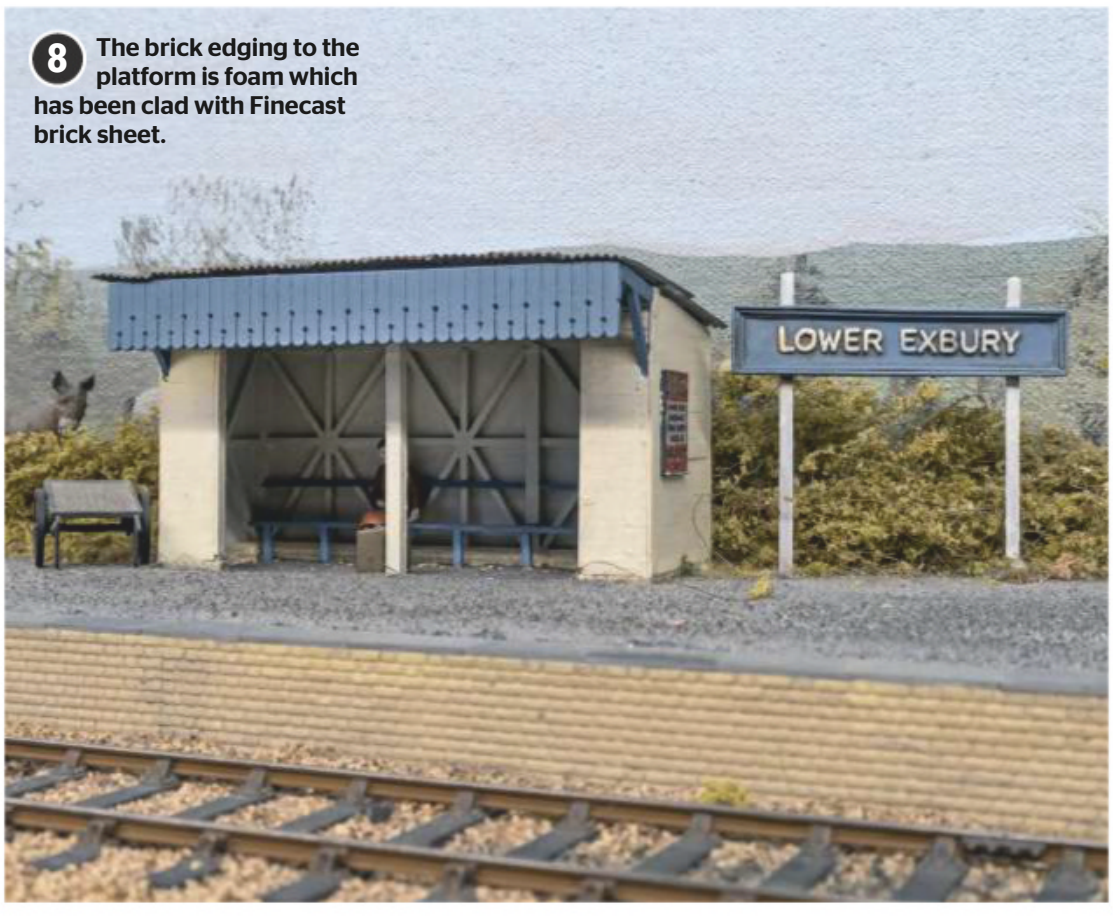
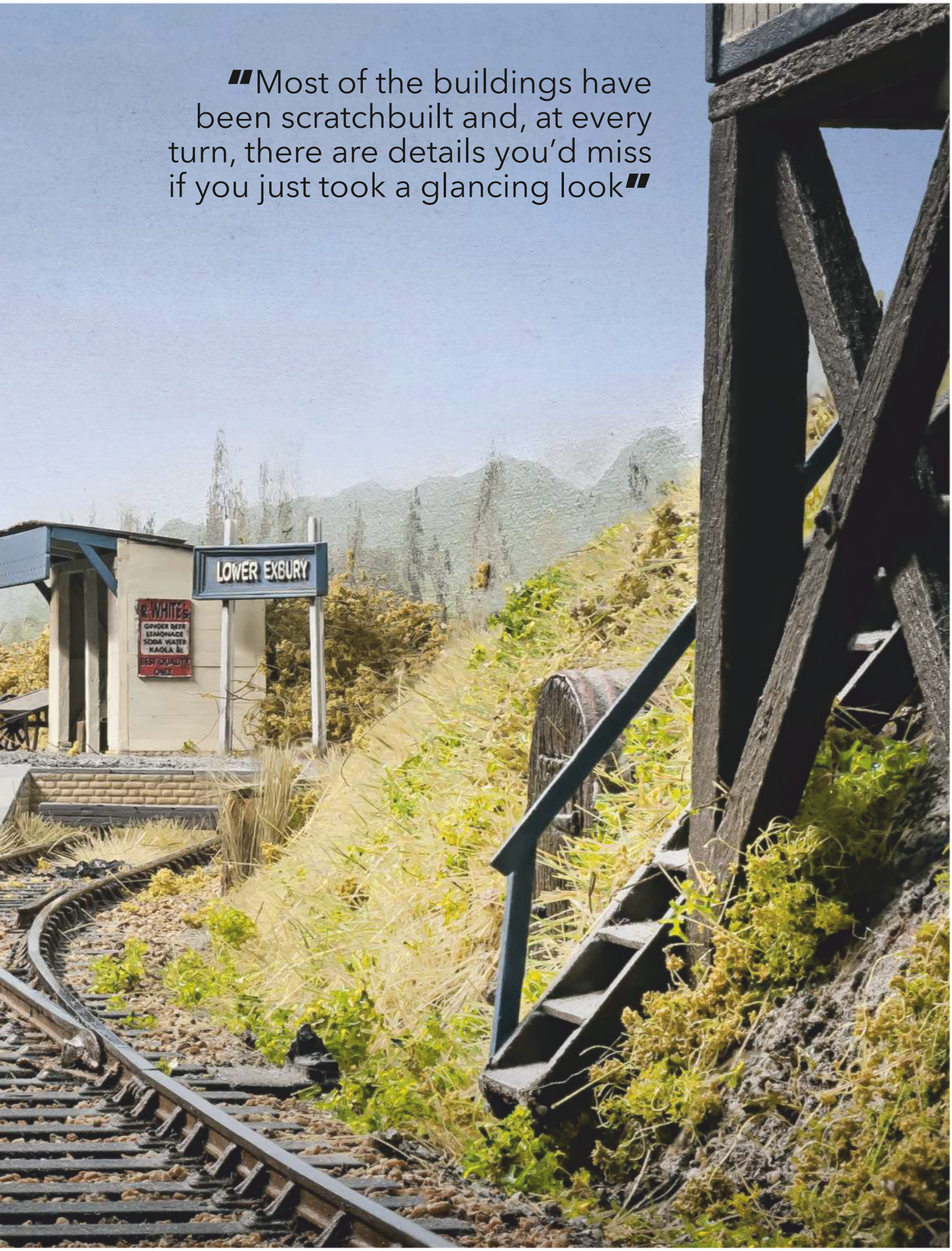


8 The brick edging to the platform is foam which has been clad with Finecast brick sheet.

PAINSTAKING DETAIL

It's not just the hand-built track which makes 'Lower Exbury' such a good layout. Most of the buildings have been scratchbuilt and, at every turn, there are details you'd miss if you just took a glancing look. The cobbles, for example, have been painstakingly hand-scribed into Artec coving adhesive with a scribing tool and a compass. The DUKW, a Second World War amphibious vehicle, abandoned out of the water now that its services are no longer required, is an Italeri kit in 1:72 scale, the backscene is hand-painted, the crane a Wills kit and the grounded body is from Ratio. Everything has been carefully crafted, despite the time constraints that Jo faced in getting the layout completed ahead of the exhibition in 2011, and this has been carried forward into David and Alison's tenure. ➤



"Most of the buildings have been scratchbuilt and, at every turn, there are details you'd miss if you just took a glancing look"

MODELLER CV: ALISON AND DAVID BARKER

We own three layouts which all need regular maintenance and freshening before various shows with bits and pieces to finish off.
Our 'OO' gauge layout 'Yewston Road' is going to Warley in November.

FACTFILE: 'LOWER EXBURY'

Gauge and scale: 4mm:1ft, 18.83mm scale, 'P4'

Time to build: Two years

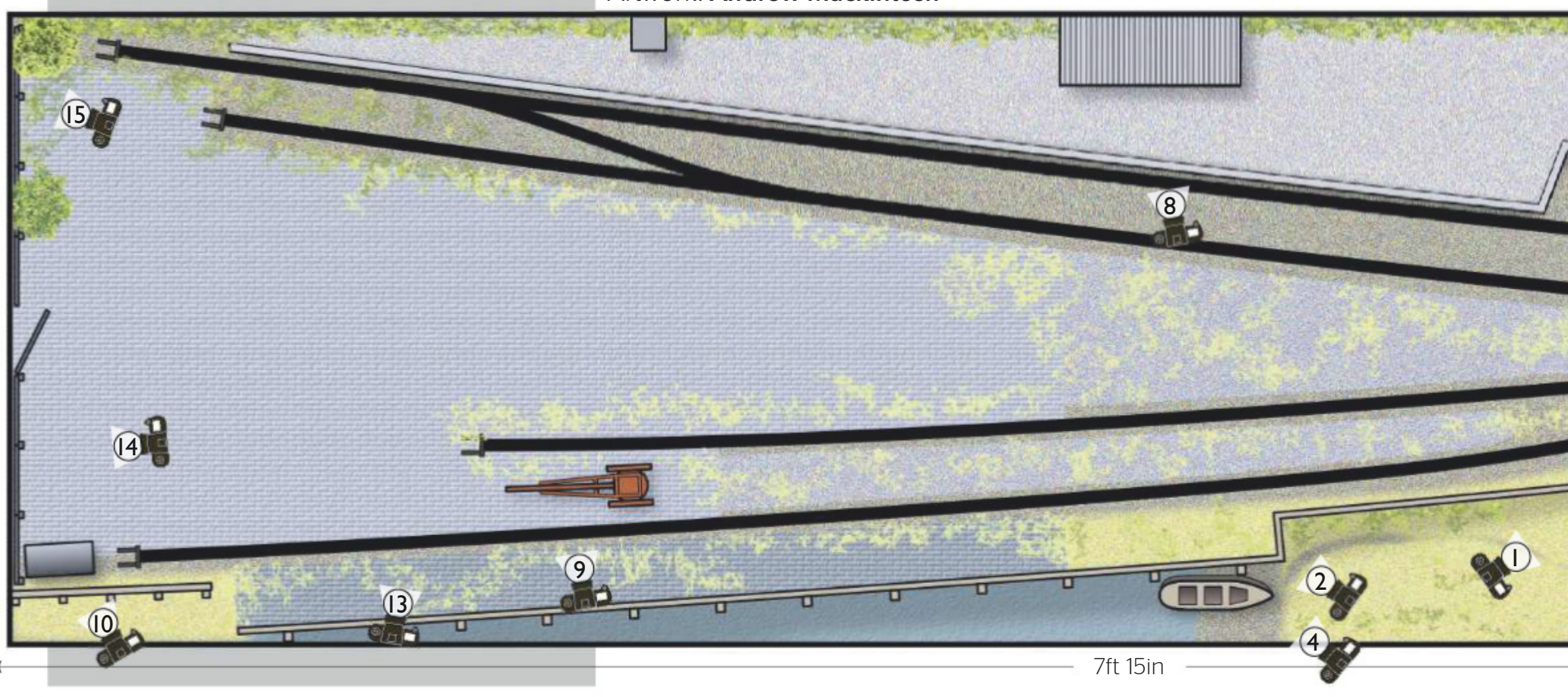
Size: 7ft 6in by 15in

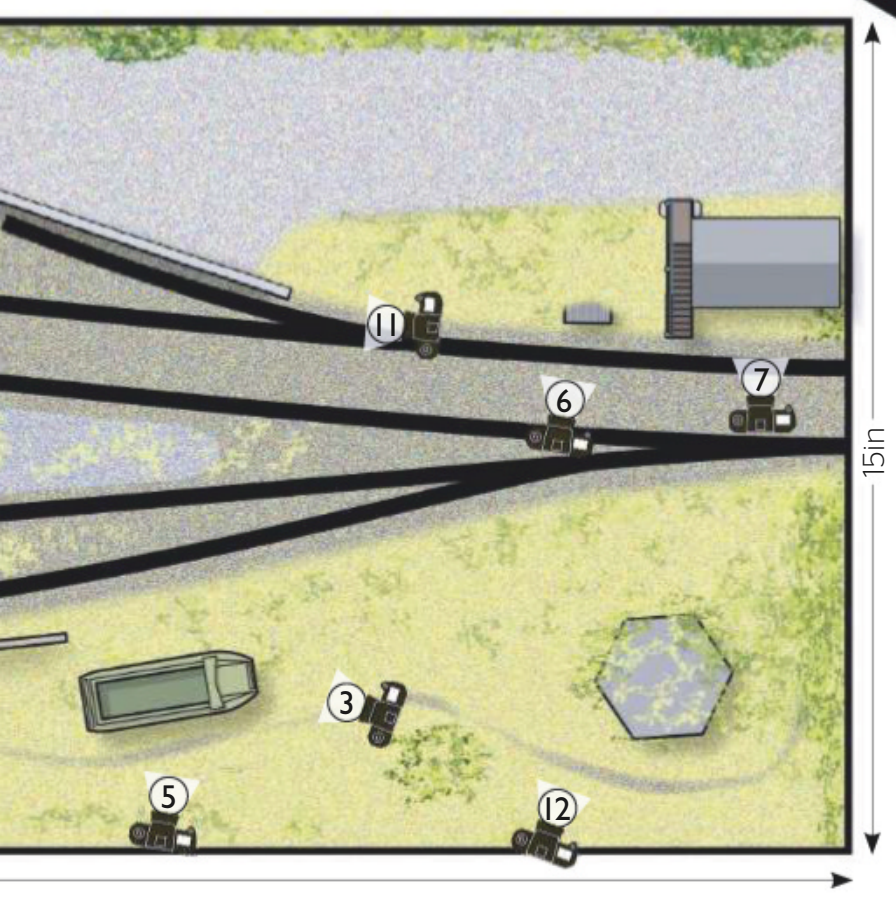
Track: Hand-built from The P4 Track Company parts (now in the Exactoscale range)

Power and control: 12V analogue from a Gaugemaster controller

"This is a very rural line terminus right near the south coast; there is never going to be a large amount of traffic at any one time, which suits us completely"

Artwork: **Andrew Mackintosh**

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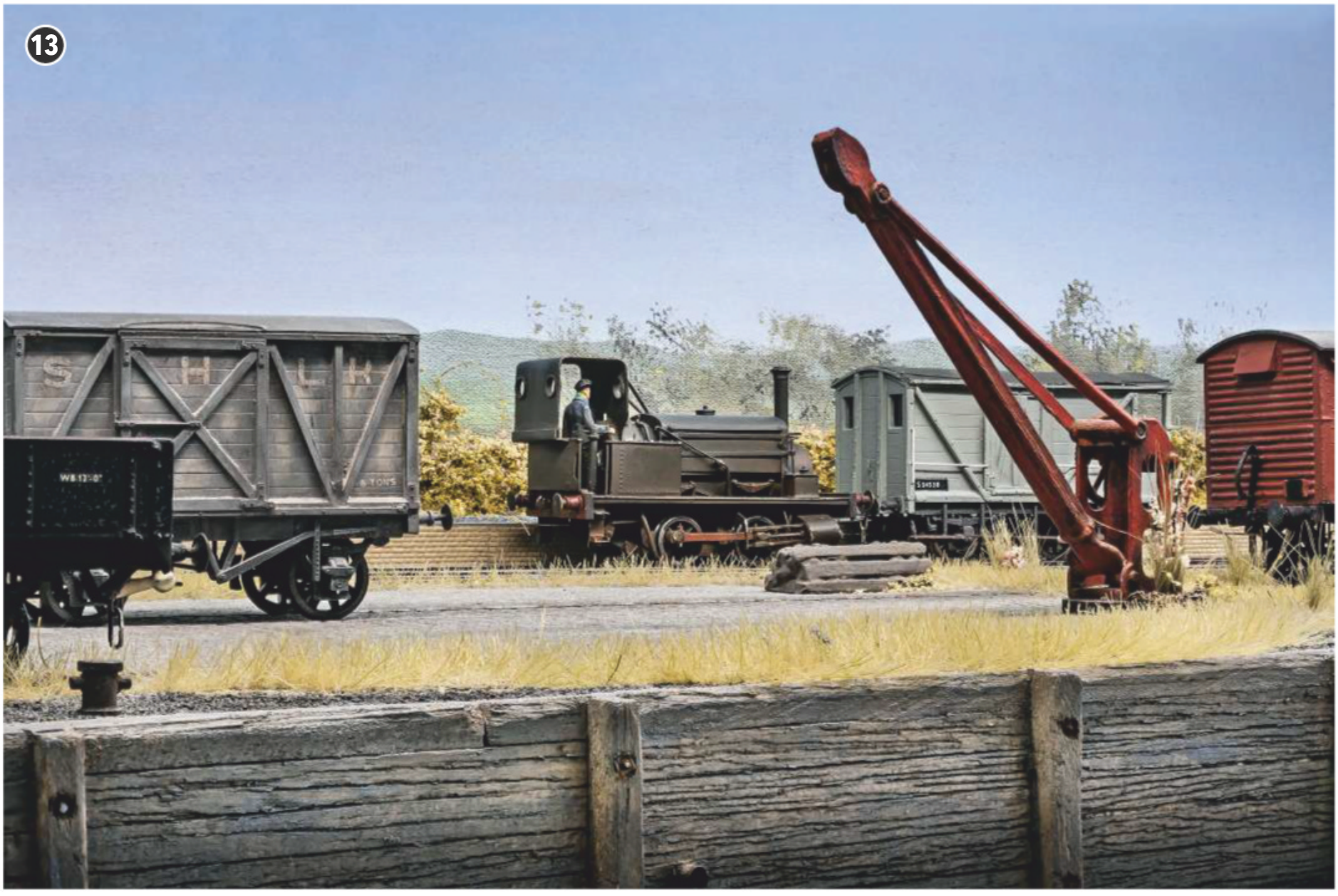
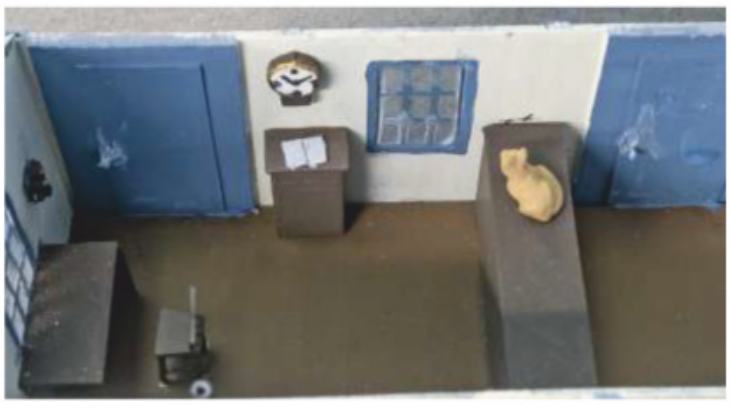


"It needs to look as good as it possibly can, and that means not having a large hand appearing in the sky to uncouple wagons and coaches. We use Alex Jackson couplings and electromagnets between the tracks in significant positions to do the uncoupling. The advantage of these is that we can switch them on and off so that they don't have an effect when we don't want them to, and this helps a lot. The only problem is that there is one permanent magnet which can be a bit of a pain at times, but after so long with the layout we've learned to cope with it until it eventually gets replaced."

David and Alison were fortunate to discover 'Lower Exbury' for sale at an exhibition which set them on the path to owning and exhibiting it themselves. If ever you need an excuse to visit your local exhibition this is surely it; you might find a gem of a layout with a 'For sale' sign on it that needs a new home. And if you want someone to buy it for you, just make sure that you follow Alison's lead and drop some heavy hints! MR



No office is complete without a cat! This one in the booking office is from Dart Castings.

The horse-drawn cart was altered after an exhibition, when Alison and David discovered that the shafts would have been stored upright so that they weren't a trip hazard.

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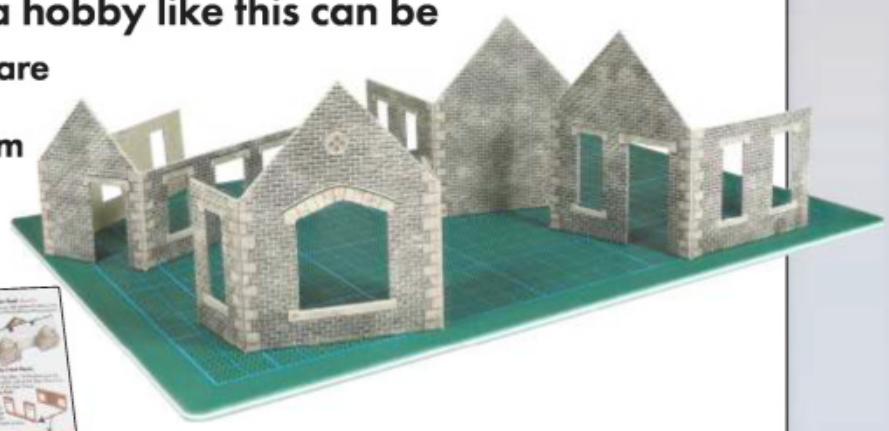

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Step by step illustrated instructions guide you through every step of the way.

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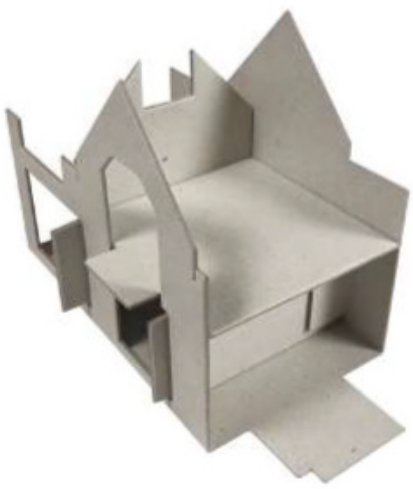

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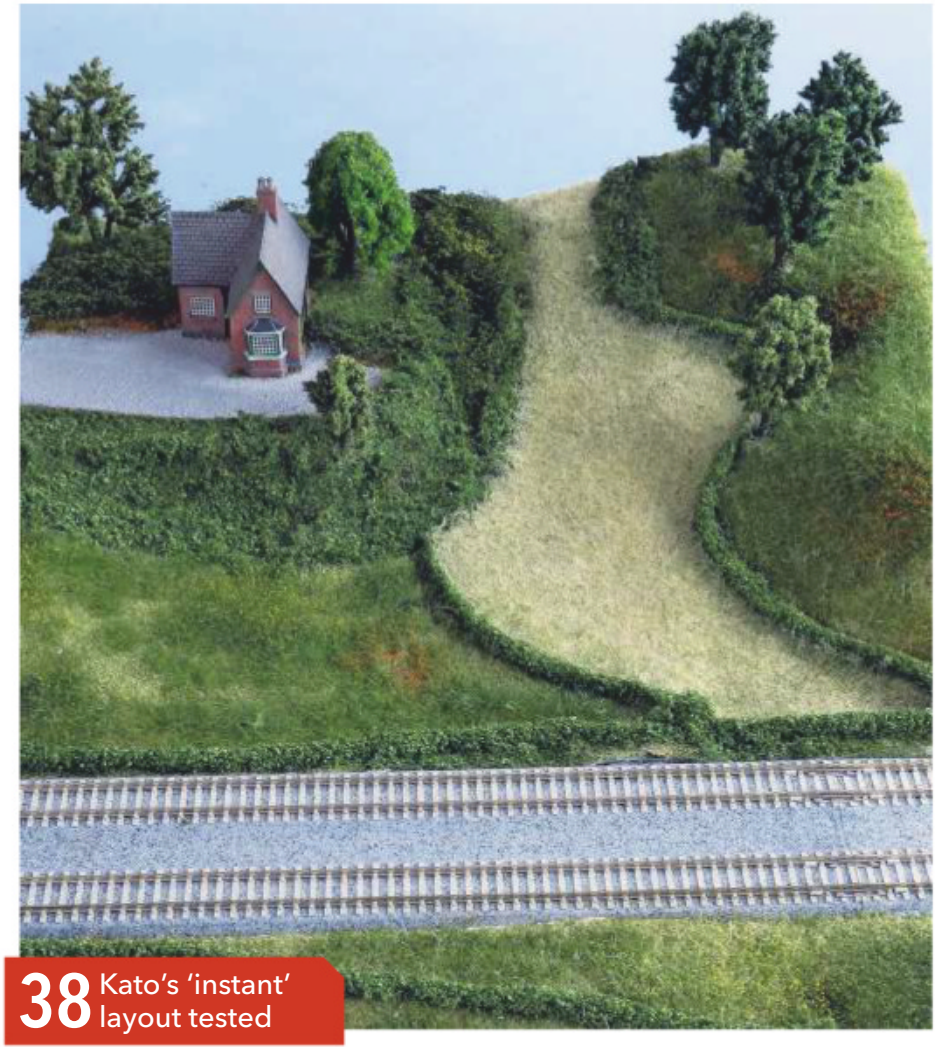

38 Kato's 'instant' layout tested

42 Build an easy depot diorama

Workbench

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

46 Build a micro layout for running trains

50 Turn an old shelf into a layout

Meet the *Model Rail* Expert modellers

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

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

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

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

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

HOW TO

BUILD A LAYOUT... ON A DINING TABLE!

Peter Marriott tries out a T-Trak module and finds it a very accessible introduction to layout construction.

MODEL Kato K28885 T-Trak Subterrain Straight Kit ◆ **Price** £49.95
AVAILABILITY Osborn's Models **Tel:** 01237 423453
Web: *www.osbornsmodels.com*
N GAUGE
2 hrs per module

You need loads of space for a model railway, yes? Even a modest, Nevardesque job will still require something like a 3ft by 1ft space.

But what if you could be given everything you need to build a small diorama in under 40cm? That's right, a space just a little more than the size of an average ruler. And what if you were able to buy everything you need to get this project off the ground for under £50?

Say hello to Kato's T-Trak modules.

T-Trak is a modular 'N' gauge modelling 'family' for want of a better word. It originated in Japan and is now popular the world over. You build dioramas on a standard sized baseboard with strict instructions on where to place the track. Other than that, you can decorate your diorama how you wish.

The idea is that you can couple multiple dioramas together to build a complete layout. Such is the popularity of T-Trak that modules from all over the world could, in theory, connect together.

Famed Japanese manufacturer Kato has joined forces with Woodland Scenics to produce T-Trak kits. There are two types – straight and corner – and they clip together using Kato's Uni-joiners to make larger layouts.

For just under £50 you get a 300mm by 360mm module that contains baseboard, track and landscaping materials. All that's needed to complete the scene is your imagination – you decide on how you want the scene to look.

The modules are designed to fit on tables but could just as easily be setup on any flat surface. As the baseboards are so small, they are easy to assemble, dismantle, move and store. Yes, you need to supply your own scenic and detail materials, but these new kits are a brilliant way of getting into building layouts.

PHOTOGRAPHY: PETER MARRIOTT

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The Kato kit – what you get

- 2 x Kato Unitrack
- 1 x T-Trak Double Track feeder cable
- 2 x bags of Woodland Scenics Shaper Sheet plaster
- 1 x Woodland Scenics Shaper Sheet
- 1 x bottle of WS Foam Tack Glue
- 1 x Roll of 25 Sticky Dots
- 1 x WS riser assembly
- 2 x hardboard support boards
- 4 x levelling bolts
- 12 x 2in WS Foam Nails
- 4 x WS side profile boards
- 2 x Base Board Support

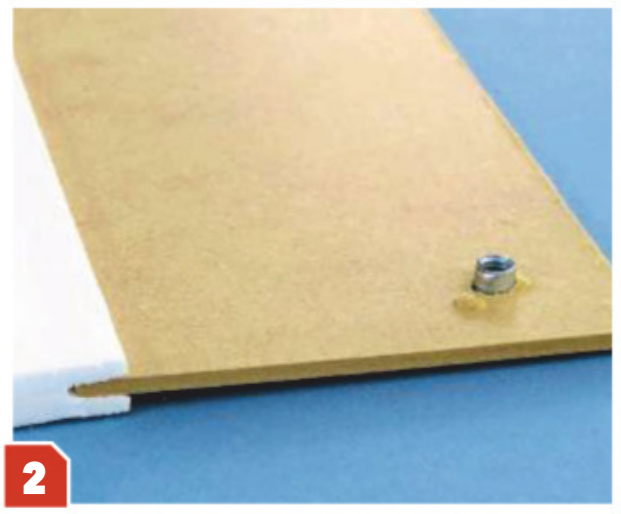
TOOLS YOU'LL NEED

- Sanding sticks
- Electrostatic grass applicator
- Selection of paintbrushes

STEP BY STEP

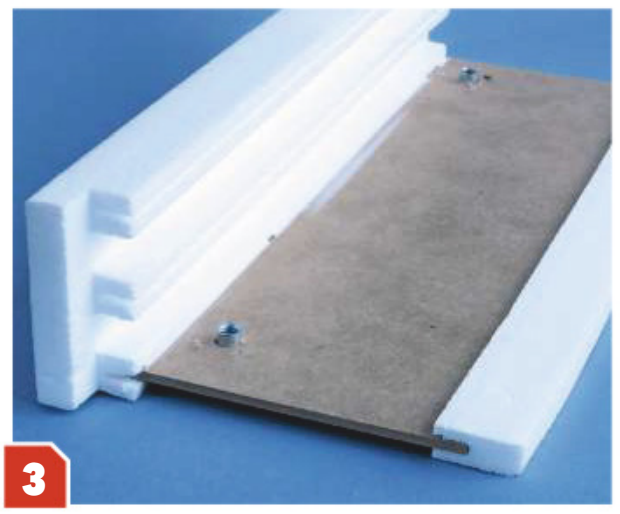
1

It may be necessary to smooth some of the edges of the hardboard pieces. I found that this was the case and used a sanding board to give the boards the once-over before I started.



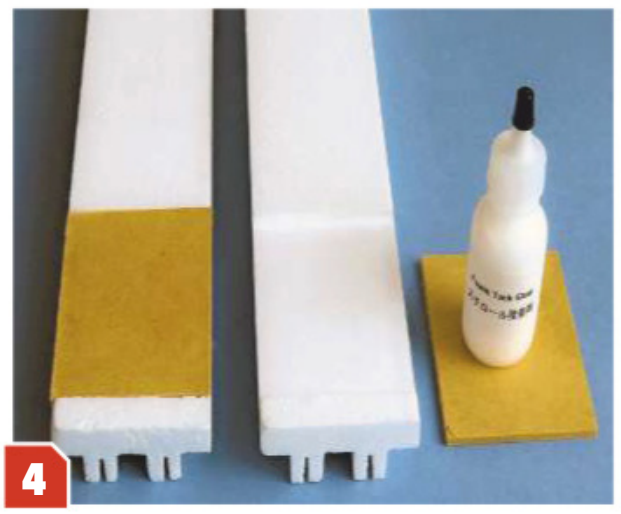
2

There are two pieces of foam that act as bracing for the two pieces of hardboard. Slide them onto the two pieces of hardboard.



3

Now slide both hardboard pieces into their respective end boards. Use the lower groove and ensure that the protruding ends of the levelling screw threads are upwards, as shown.



4

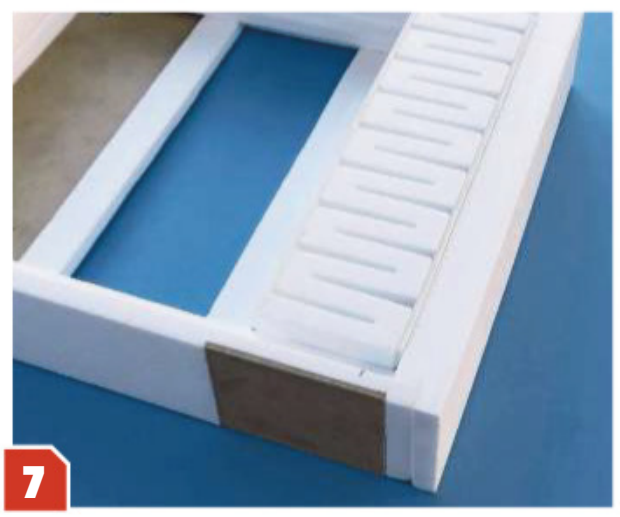
The two small squares of hardboard fit into indents on the two side pieces. Use Foam Tack glue to fix them into their respective indents.

5

Glue all four corners of the profile boards together, ensuring that the joints are at right angles. Leave it to dry for 24 hours if possible, but overnight at least.

6

Cut two notches in the ends of the riser piece using a sharp knife. These notches accommodate the levelling bolts that screw into the holes in all four corners.

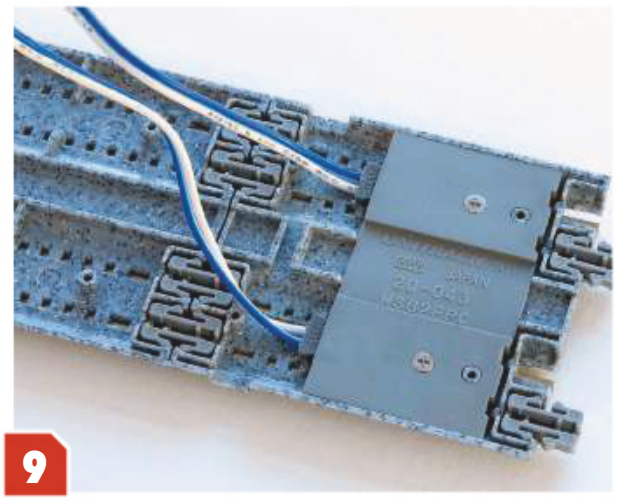


7

Fit the riser inside the front edge of the baseboard. It needs to be perfectly flush with the edges as any discrepancies will make it harder to connect modules together.

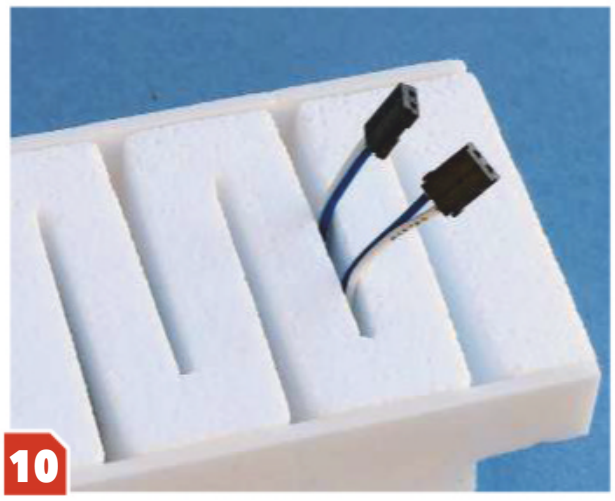
8

Mark 38mm from the long front edge of the profile board to locate the track. Measure twice to ensure accuracy – misaligned track will cause problems with other modules.



9

The power feeds connect to the shorter of the two supplied lengths of track, using two clips on the underside of the plastic ballast. Ensure that the clips are on the right way around.

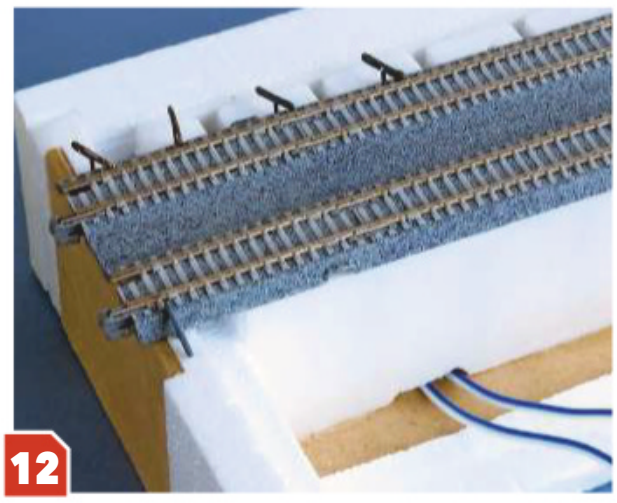


10

Run the power feeds through the third gap from the end (not the second as shown here). Connect them to the track and fix the other end of the white connector to the baseboard.

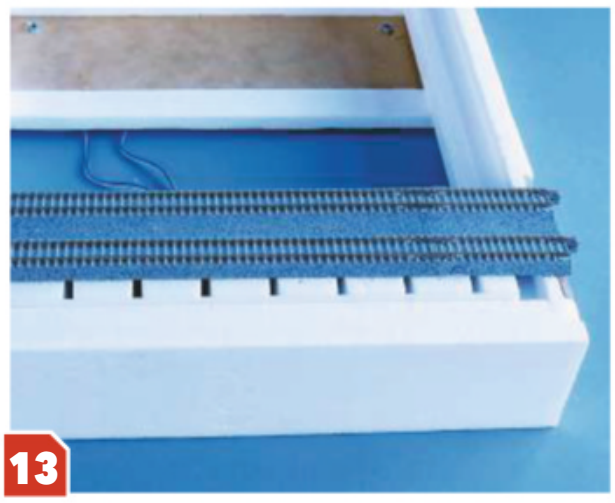
11

Glue the track in place, ensuring that it fits precisely within the marks made earlier. Also ensure it is fitted centrally on the baseboard. Leave it all to dry until the next day.



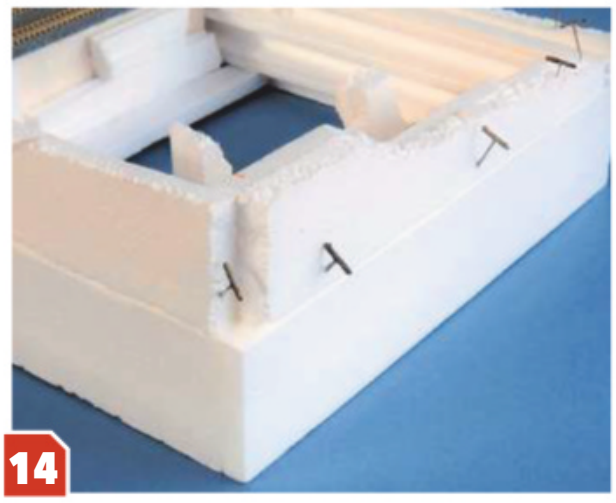
12

Cut a small gap in the base of the foam support for the track to thread the connecting wires from the underside of the track.



13

This is the completed module. It's a sturdy structure capable of being handled without falling apart. Now you can start on building the scene how you wish.



14

I found some spare scraps of foam and glued them to the sides and edges of the scene to create some additional height and avoid a 'billiard table' diorama.

15

I cut away some of the hard foam so that the land in front of the lines was not just flat. To shape the Profile Boards, use either a foam knife or a hot foam cutter.

16

Cut the Shaper Sheet slightly larger than the area to be modelled. Shape and scrunch the sheet into desired shape, remove any excess and glue it furry side up.

17

With all the Shaper Sheet in position and dry, cover the track with DIY masking tape before using a houseplant water sprayer to lightly dampen the Shaper Sheet.

18

Mix 2½ parts plaster to 1 part water, stirring to form a mixture that's smooth and creamy-looking. Easy-to-clean mixing pots are supplied in the kit.

19

Use the supplied spreading tool to apply the plaster. Try to achieve an even layer of plaster, but if there is the odd small bump it doesn't matter. Leave to dry.

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20

In one corner I decided to build up a raised section to accommodate a house and driveway. I made this from a piece of mounting cardboard resting on a piece of hard foam.

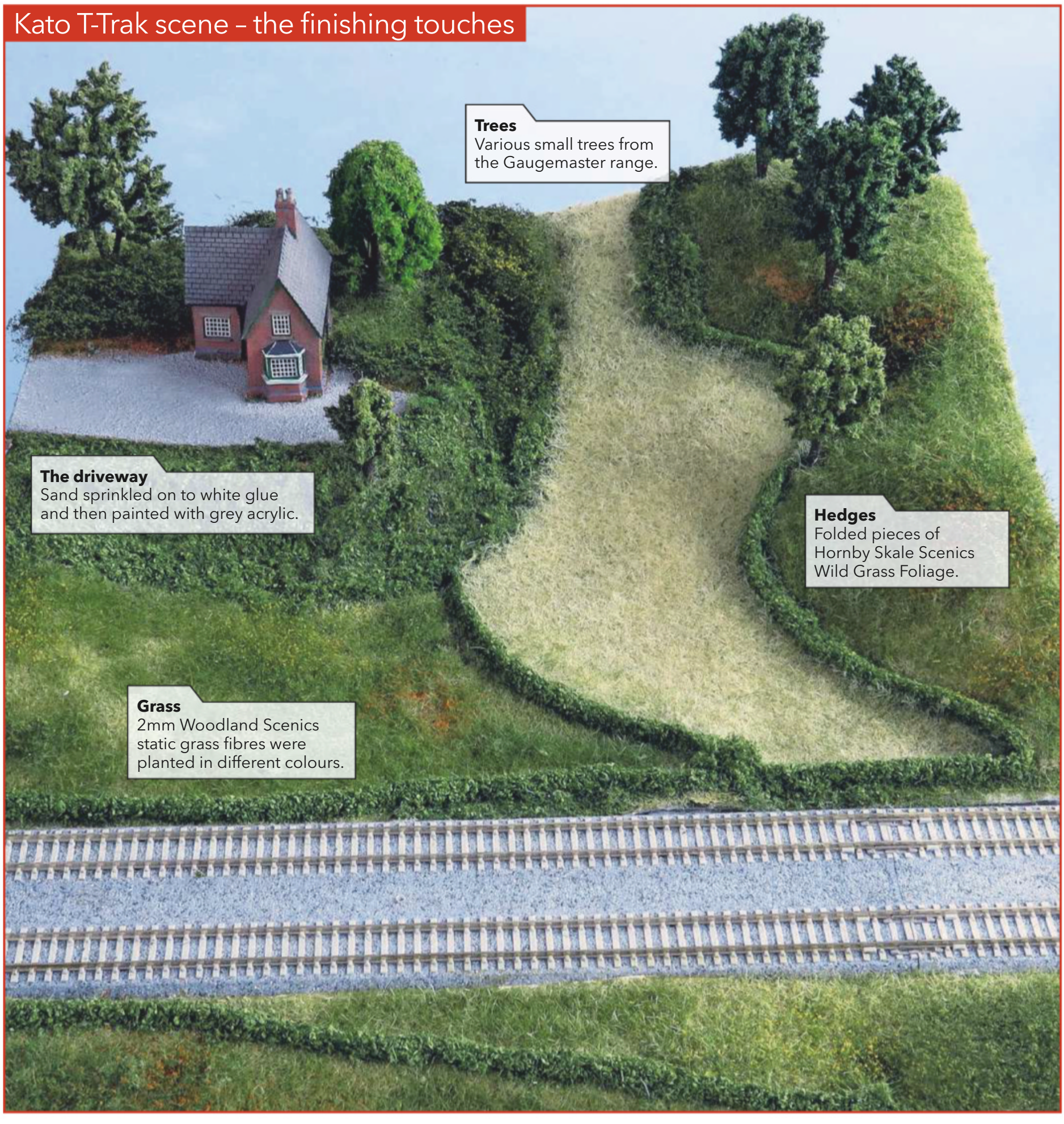
21

To blend this into the rest of the landscape, I cut pieces of plaster cloth and, having wetted them, stuck them onto the landscape.

22

When dry, I painted the whole scene with Woodland Scenics Earth Colour green applied with a 2in household paintbrush. Now you're free to add the final scenic details.

Kato T-Trak scene – the finishing touches



HOW TO

BUILD A DISPLAY LAYOUT

Peter Marriott formulates the ideal layout for legitimately displaying all of your model locomotives, regardless of era, mode of traction or origin.

PHOTOGRAPHY: PETER MARRIOTT

Let's face it: whether we're 'N' gauge or 'OO' aficionados, steam or diesel enthusiasts, or fans of the rural branch line or the bustle of the main, the one aspect of railway modelling that unites us all is that we all have more model locomotives than will fit on our layouts.

The usual solution is to build a depot layout. But what if you don't have the money or skill to build such a layout? What if your collection is so broad that you need more than one to show off all your locomotives?

This is the answer: a display diorama that takes up the minimum amount of space, and thanks to the joys of digital photography, can be built over a weekend.

Can it really be 12 years since Bachmann dazzled us with the stupendous prototype *Deltic* it produced for the National Railway Museum? Since then, any new tooling associated with the NRM has always been something a bit special. Remember Bachmann's *City of Truro*, Midland 'Compound' and *Butler-Henderson*, not to mention Rapido's APT-E and Stirling Single? Even the forthcoming SECR 'D' from Dapol seems to be keeping up with that tradition.

OO GAUGE | 25 hours plus drying time

The NRM collection really required a suitable display space to show the locomotives at their best. But the NRM at York has only one track into the museum itself. Locomotion, the NRM's Shildon outstation, has seven approach tracks, set in a concrete apron, plus a running line behind. This makes it a much more modellable location.

Due to the limited size of the baseboard – 81cm by 40cm (roughly 2ft 6in by 15in) – I could only model the front of the museum building. This is what makes such a diorama so easy. Rather than go to a lot of effort painstakingly recreating the Locomotion frontage, I used a photograph.

You can, of course, use a photograph of any location you want, from a modern diesel depot to a two-road steam shed. The only difficulty will be getting a square-on, obstruction-free photograph and you'll more than likely need permission to photograph the location of your choice.

Once you have your photograph, it's easy enough to turn it into something you can use on a model. I took my photograph on a memory stick into my local branch of Jessops and

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What you will need

TOOLS

- Scalpel with fresh blade
- Selection of paintbrushes
- Plastic pipette

Factfile: Locomotion, Shildon

Sedgefield Borough Council offered the National Railway Museum a brownfield site with a long railway history and a rail connection, as part of the NRM's plans to put under cover, 70 items of rolling stock which was then in unsuitable storage. Since it opened in 2004, Locomotion has established itself as one of the biggest tourist attractions in the North East and the most visited museum in County Durham.

Locomotion is now home to 'V2' *Green Arrow*, the gas turbine APT, Deltic and 'Battle of Britain' No. 34051 *Winston Churchill*, among others. It's also home to the NRM Conservation Workshop, café and gift shop, as well as Locomotion Models (*www.locomotionmodels.com*).

KARL HEATH

had an A2 print made. It cost just £15 and its semi-matt finish worked well on the project.

I toyed with locating the building at one end of the diorama, but that would only allow the central part of the structure to be modelled and, after a little bit of experimentation, I decided it would that it would be better to model the building lengthways, slightly off-centre and at an angle. The two main lines outside the perimeter of the museum could also be included on the baseboard, albeit with only enough room for one locomotive on each line, but that still meant ten models could be displayed at any one time.

■ Thanks go to Dennis Lovett of Locomotion Models.

STEP BY STEP

1

The first stage was to remove the sky and the foreground from the photograph. I used a Swann-Morton knife with a new blade and a steel ruler over a self-healing cutting board.

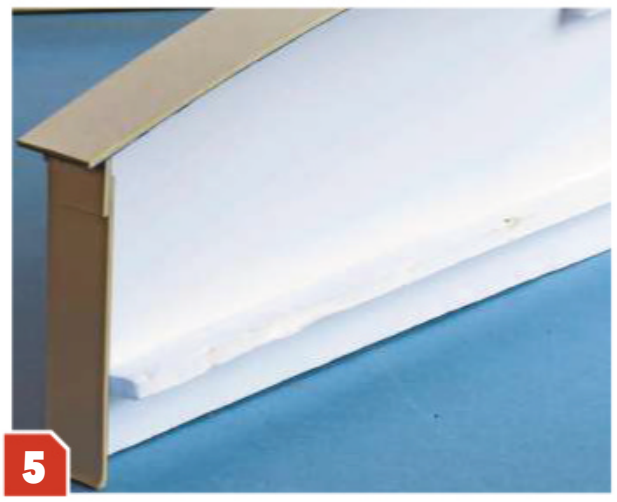
2

I fixed the backdrop onto a piece of 5mm white foamboard using Woodland Scenics Scenic Glue. I used a flat paintbrush to spread a thin layer of glue on the reverse of the photograph.

3

I carefully smoothed the picture down with my hand to ensure there were no air bubbles under the photograph and, when satisfied, left it to dry.

I added a short section of roof made from mounting card and painted it with Woodland Scenics Slate Grey. The roof keeps the photographic frontage nice and flat.



I also added a long strip of foamboard as a support to ensure that the piece remained flat, plus some mount board sides. Then, when dry, I glued the building to the baseboard.

I then glued seven lengths of Code 100 track to the board, running a bead of glue along the underside of the sleepers. When dry, I painted the rails brown to 'weather' them.

The concrete apron was made from layers of mount board, built up to the tops of the sleepers. A final layer filled between the tracks. Leave room for the model's flanges.

Creating the concrete apron required a lot of mounting cardboard and it took quite a bit of adjusting to get it looking right! Use a black felt pen to colour the edges of the card.

With the card fixed in place with Scenic Glue (and dry), I mixed some brown and grey acrylic paints to match Locomotion's concrete. It took a couple of coats to cover the card properly.

Use Deluxe Materials Create and Shape to fill any tiny gaps between rail and apron. Put some on your fingertip and run it along the gap, leaving it to cure for a few hours.

Use Tamiya finishing paper to smooth the top surface. Then apply a second coat of paint (I added a little more grey to the mix).

I used the Swann-Morton knife (with a fresh blade) to cut the track inserts. Make sure you leave an adequate flangeway. Glue in place, allow to dry, and paint.

Once the paint had fully dried, I gently rubbed a piece of Tamiya finishing paper across the apron. This removed a slight sheen and the result was more pleasing to the eye.

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14

I had space to include a representation of the Locomotion running line, plus the Bishop Auckland branch, in the background. Ballast is Woodland Scenics Fine Brown Ballast.

15

With the ballast tidied, I used a Deluxe Materials' spray bottle to cover it with a mixture of water and a few drops of washing-up liquid.

16

Use a pipette to apply Woodland Scenics Scenic Cement. Work carefully and allow the glue to slowly penetrate the ballast. Avoid the temptation to squirt the glue into the ballast.

17

The diorama required minimal detailing: Wills palisade fencing separates the main line from the Locomotion site (fixed with small holes filled with glue).

18

The Bachmann Scenecraft wooden post yard lamp gave the diorama some height. Its chunky base was hidden under Woodland Scenics Fine Turf and Clump Foliage.

19

I filled the spaces between the track and other bare patches with various Woodland Scenics Fine Turf and ballasts. This was all fixed down with more Scenic Glue.

20

A tourist attraction such as Locomotion requires people: I used Woodland Scenics 'HO' and Bachmann 'OO' figures (kept apart), fixed with a blob of Scenic Glue on each foot.

21

The finishing touch was to glue pieces of mounting card to each of the sides of the diorama. I used DIY masking tape to hold the cardboard in position as the glue dried.

HOW TO

BUILD A MICRO... FOR RUNNING TRAINS

What if you want that quick modelling fix of a compact layout, but then just want to watch your miniature world go by? **Peter Marriott** has the answer.

Regular readers will know that we love a good micro layout at *Model Rail*. They're quick to build, easy to store and just big enough to cram full of top-quality scenery – what else could you want?

Well, there's the simple joy of sitting back and watching trains running through a landscape.

Shunting puzzle layouts or scenic dioramas are perfect for those who enjoy building them, but most people get into the hobby because they just want to run trains. This is the crux of the issue – to run a layout with a little interest on it requires space.

This set me thinking: is it possible to build a small layout, with all the plus points of a micro layout, but on which you can simply let the trains run around?

That's what you see here: a 4ft by 3 ½ft layout that's lightweight, easy to move and store, easy to set up and that has lots of play value.

My layout turned out to be a lot of fun to build. It's easy to carry around the house and within five minutes of taking it out of the garage I can be playing trains. Surely that is what the hobby is all about?

Mine is a relatively simple affair – why not see where your imagination will take you?

1. The track plan

I started with the simple oval of track that you might get in a basic train set. Then it was a case of deciding what to add. I could have added a small passing loop or various configurations of sidings. I settled on adding two points and two sidings to the basic oval. Essentially, what I've added to the basic oval is Hornby's Track Extension Pack F, which retails for £32.55.

2. The layout plan

As Paul Lunn will tell you, it's all very well designing a trackplan but you need to give simultaneous consideration to how the layout will look. Although my layout only measures 122cm by 105cm, it looks a lot bigger because I've tried to use the landscape to hide the fact that this is a small area.

Therefore, a ridge of high ground divides the layout into two sides. The landscape would fall away under the track base on one side, while a short tunnel in one corner would hide the train from view for a few seconds. The sidings would serve an industry while some sort of curved bridge would add interest and make better use of the available space.

PHOTOGRAPHY: PETER MARRIOTT

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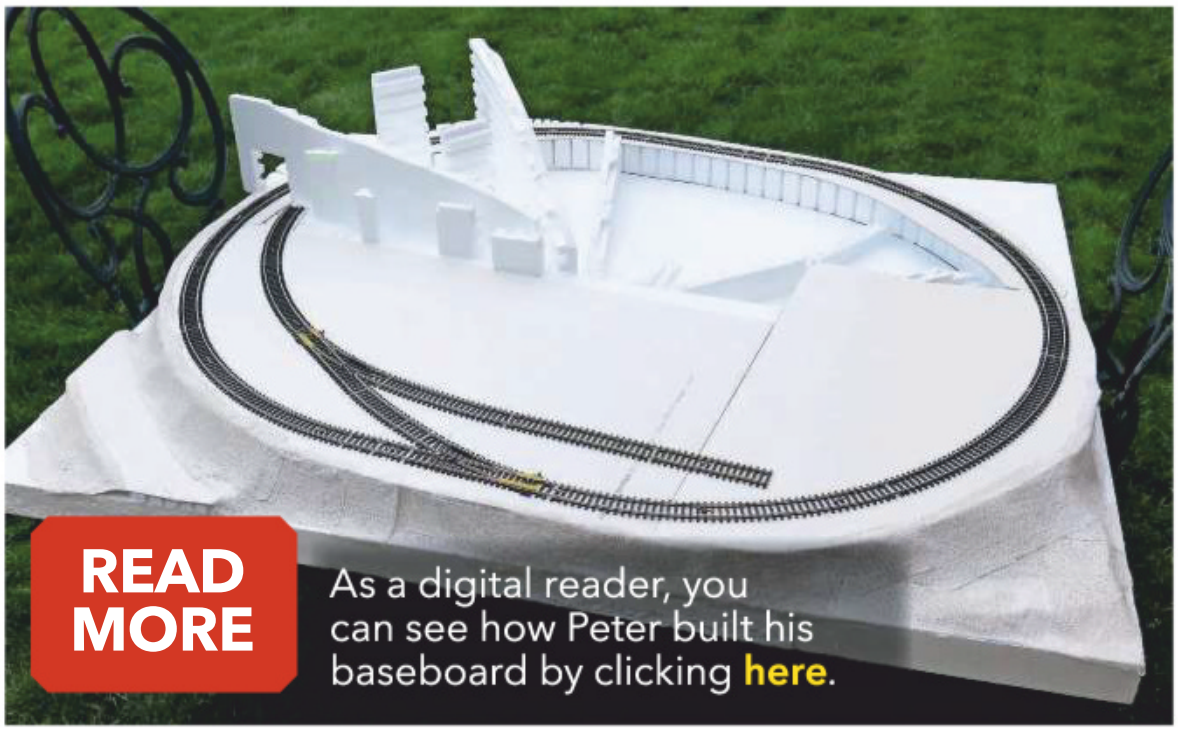
3. Quick baseboards

I didn't fancy messing around cutting and screwing bits of wood together to build a baseboard. Instead, I used Sub Terrain System from Woodland Scenics, which is an extensive range of hard foam (expanded polystyrene) pieces that enable you to build a sturdy yet lightweight base. It took about three hours to build using a low-temperature glue gun and a sharp blade. I built the landscape at the same time, using Woodland Scenics Risers.



4. Quick electrics

A simple layout such as this requires a simple controller. If you've used a train set as the starting point for this project, the set's controller will be adequate. If not, a simple analogue controller, such as Gaugemaster's Combi, retails for just £45. I fancied using DCC on this layout as it would enable me to have one train running around the oval and another shunting in the yard. I used this simple Bachmann DCC controller from a train set, and you can buy something very similar for under £135 (*www.gaugemasterretail.com*).

There's no need for any elaborate electronics on this layout – just a power feed to the main oval and then a pair of feeds to each of the two sidings.

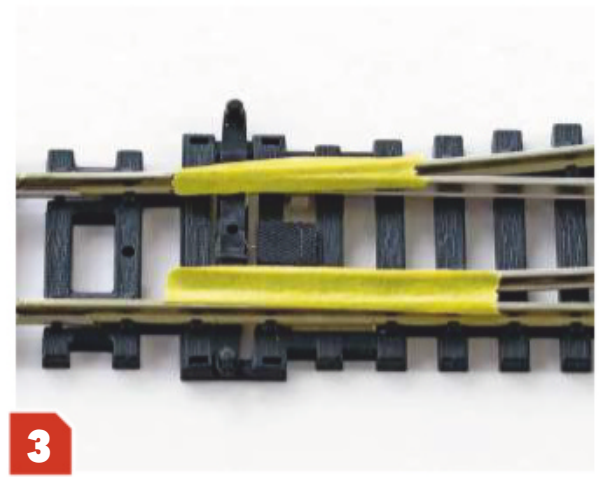
5. Quick tracklaying

Code 100 track may look a little clunky when compared to finescale, hand-built stuff but it can, with a little work, be made to look perfectly acceptable. It's also easy to lay. Here's how I did it:

STEP BY STEP

1 Use Woodland Scenics Foam Nails to secure the track to the foam base. Using the pre-drilled holes in the sleepers works well.

2 Apply a drop or two of Woodland Scenics Scenic Glue to the outside edge of the sleepers at roughly 10cm intervals.



3 With the glue dry, mask any moving parts of the points. Tamiya low-tack masking tape is perfect for this job.

4 Give the track a good coat of Humbrol 29 brown aerosol. Ensure you cover the sleepers and the surrounding trackside.

5 Less than 15 minutes after spraying the paint, I removed the masking tape and then gave the rail tops a good scrub with a track cleaner. Now you're ready to ballast.

6. Easy infrastructure

You can – and many modellers do – spend ages building perfect replicas of key railway infrastructure, such as bridges and tunnels. You only have to scan the layouts in *Model Rail* to see some fabulous pieces of work. But if you don't feel you have the time and skills to produce something of this quality don't worry – there is a huge range of kits available. The bridge is a Noch laser-cut kit while the tunnel portals are nothing more than modified pieces of hard foam.

READ MORE

As a digital reader, you can see how Peter built his bridge by clicking **here**.

7. Easy landscapes

STEP BY STEP

This layout leans heavily on Woodland Scenics products. That's because the US manufacturer not only offers a complete landscape building system but it's incredibly simple to use. It features some innovative components such as Shaper Sheet, a strong and pliable sheet that you scrunch to form a landscape, and it holds its shape. Cover this with Shaper Sheet Plaster, which bonds to Shaper Sheet's fibre mesh to create a hard and permanent shell.

1 I cut sections of Woodland Scenics Shaper sheet to build the landscape between the foam foundations. Scrunch it to shape and then glue in place with Foam Tack glue.

2 With the glue dry, I covered the Shaper Sheet with Plaster Cloth to give additional strength. This was necessary over the tunnel area to maintain strength but keep the weight down.

3 The white plaster cloth has been painted using a Humbrol Acrylic Green acrylic aerosol – this cuts down on modelling time! Work in a well-ventilated space.

4 Woodland Scenics Ready Rocks are perfect for adding some variation to the landscape. They come ready-formed and pre-coloured, so they're very quick to install.

5 Stick the rocks in place with Woodland Scenics Scenic Glue. Blend them into the landscape with Plaster Cloth. Add a little variation to the colour with Earth Colors paint.

8. Easy scenic

Regular readers will know that it doesn't take very long to create basic greenery, thanks to the vast range of products on the market.

STEP BY STEP

1 Dribble Scenic Glue glue over the landscape and spread with a wide paintbrush.

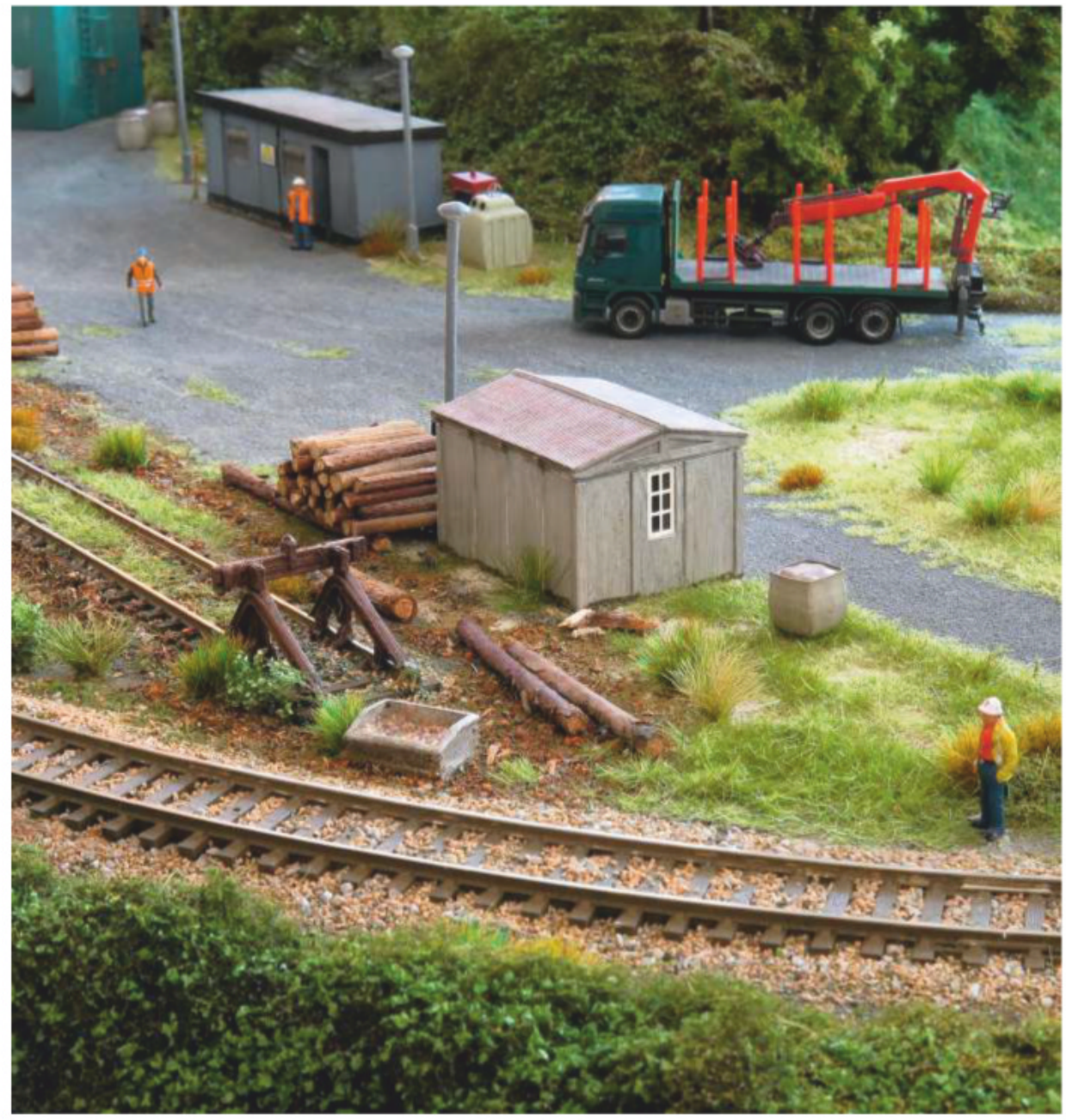
2 Tease out pieces of Poly Fiber with your fingers and press into the wet glue.

3 Then give the Poly Fiber a good spray with some unscented extra-hold hairspray.

4 Gently shake Woodland Scenics Blended Turf over the wet sprayed adhesive.

9. Easy buildings

Card kits, plastic kits, scratchbuilding… there are many options for model buildings. I'm quite an impatient modeller so I opted for some resin buildings. I could have filled this space with any sort of industry, but I had these Bachmann Scenecraft cement works buildings in stock. I added a further 'industry' – in this case a small timber loading sidings, complete with a scratch-built stack of timber.



PHOTOGRAPHY: PETER MARRIOTT

HOW TO

BUILD A CHEAP DIORAMA

Peter Marriott up-cycles a piece of old flat-packed furniture into the basis of a diorama.

Flat-packed furniture – it's the bane of most of our lives. It's difficult to assemble, isn't very robust and still seems pretty expensive.

Like many people, I had an old Ikea bookcase that had seen better days. I dismantled it with a view to taking it to the local tip... but then I realised that one of the shelves could become the basis of a small, cheap diorama.

It goes to show just how expensive this hobby can be – I spent nearly £100 on four Sommerfeldt catenary masts and wire, Woodland Scenics Risers and Shaper Sheet, Peco track, Noch trees and a station building, not to mention adhesives, paints and scatters and other assorted scenic items. Obviously, I could have saved money by using as much second-hand material as possible, but sometimes the quality of second-hand scenic items can be a bit questionable and I wanted this to look as good as possible. I also spent a bit more on some detailed specimen trees from MBR, two Noch Profi trees and various station accessory and detailing parts from Bachmann Scenecraft.

00 GAUGE | About a month

I'm really pleased with how my little diorama turned out. I only worked on it sporadically, so it took about a month to complete but, despite not being the cheapest project I could have undertaken, it was fun and has given me a quality little backdrop against which I can take photographs of my collection of rolling stock. Plus, I felt really good about recycling a piece of furniture that otherwise would have ended up in landfill.

If you have a piece of flat-packed furniture that seems destined for the tip, see if you can use it for a diorama – you'll be pleased that you did!

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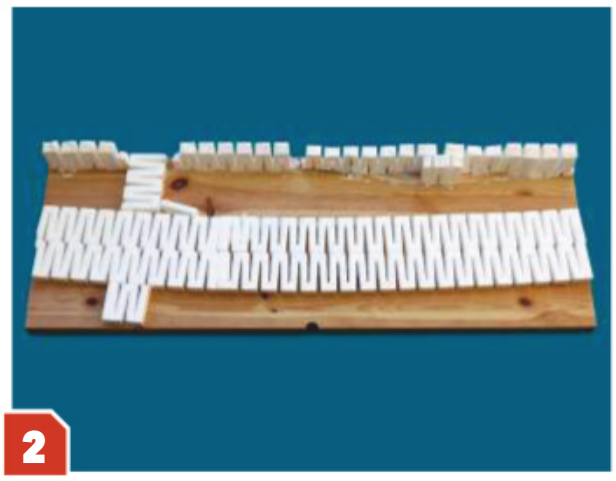
STEP BY STEP

1 The starting point for this project: a 94cm by 32cm pine shelf from an old Ikea bookshelf. It's the perfect starting point for a small diorama... cheap and light but just a bit flat.



2 I used some lengths of 19mm deep Woodland Scenics Sub Terrain Riser to raise the trackbed from the shelf. I then laid a small piece at 90º to form a road.

What you will need

TOOLS

- Bucket of water
- Sharp pair of old scissors
- Scalpel with fresh blades
- Selection of paintbrushes
- Noch Gras-masterII

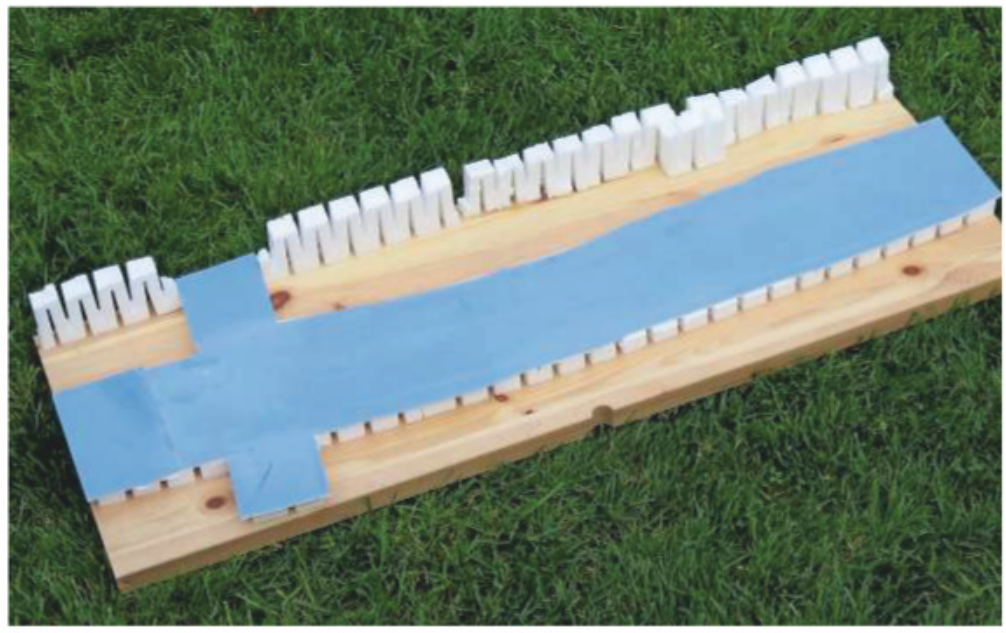
USEFUL SUPPLIERS

- Busch: Golden Valley Hobbies **Tel:** 01981 241237 **Web:** *www.goldenvalleyhobbies.com*
- Heki: Howard Scenic Supplies **Tel:** 01206 385409 **Web:** *www.howardscenicsupplies.co.uk*
- Hornby Skale Scenics: Hornby stockists or *www.hornby.com*
- MBR:A & H Models **Tel:** 01280 701410 **Web:** *www.aandhmodels.co.uk*
- Noch: Gaugemaster **Tel:** 01903 884488 **Web:** *www.gaugemasterretail.com*
- Sommerfeldt: Blackwells of Hawkwell **Web:** *www.blackwells-miniatures.com*
- Woodland Scenics: Bachmann stockists

3 I cut the Risers with a Woodland Scenics Foam Knife and fixed them to the shelf with Woodland Scenics Foam Tack Glue.

4 I laid some riser on its side around the edge of the shelf to support some rising scenery. I used the foam knife to chamfer the sharp edge, to make the 'slope' more realistic.

5 The gaps in the riser are not suitable for a railway track bed or a road. No bother – cut some mounting card to the shape of both and fix in place with Foam Tack Glue.



6 Woodland Scenics Shaper Sheet enables most types of landscape to be made quickly and it's also lightweight, which is perfect for a diorama such as this.

7 Scrunch the Shaper Sheet with your hands and keep working it until you are satisfied with its appearance. Cut off any excess material with scissors and save for later use.

8 Place the Shaper Sheet where you want it to go. Then lay pieces of wet plaster cloth over the top. Shaper Sheet's mesh bonds with the plaster to create a hard and permanent shell.

9 It took just five minutes to give the whole scene a blast with some discount store light grey acrylic aerosol. When dry, I painted the road with Woodland Scenics Asphalt paint.

10 I laid and ballasted the track using the same technique as on p45. I added foliage and undergrowth by teasing out pieces of poly fibre and sticking it into wet white glue.

11 I dotted blobs of Woodland Scenics Foam Clusters to the landscape. This will help make the subsequent layers of static grass more visually interesting.

12 When dry, I sprayed the poly fibre with strong, unscented hairspray and then sprinkled on Woodland Scenics Blended Green Fine Turf.

THE FINISHING TOUCHES

CATENARY
There are several sources of ready-made catenary masts and portals, including those from Dapol and Peco. I chose these ready-made masts from German firm Sommerfeldt. They may not match the UK style of catenary, but Sommerfeldt produces Peco's product, so I felt that made it OK!

ROAD
Woodland Scenics' light foam Assorted Modelling Sheets are perfect for making roads. Cut and shape with a craft knife and then glue in place with Scenic Glue. Woodland Scenics Asphalt paint provided the surface colour.

TOP TIP

When using Shaper Sheet, remember to cut more from the roll than the area you need to cover as it will contract when it's scrunched. You can always cut away any excess if you find you have used a bit too much.

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13 The first layer of 2mm green static grass fibre has been planted on to the landscape using a Noch Gras-master II. A couple of further layers will finish the job.

TREES

The trees are a mixture of budget items from Heki and Noch (both kits and ready-made) [PM/RF to supply arrows] plus some more expensive 'specimen' trees from MBR).

PLATFORM

I used a 5mm thick piece of white foamboard for the low-height platform. In order for the platform to follow the curve of the track, I pressed the foamboard onto the outside rail. This left an indent in the board and I carefully cut the foam to this profile using a Swann-Morton knife. The top surface of the platform was painted light grey using Woodland Scenics Earth Colours.

UNDERGROWTH

The embankments were covered with multiple layers of static grass fibres with the undergrowth and foliage materials by Busch, Hornby Skale Scenics, Noch and Woodland Scenics.

Win a Hornby HST set

The High Speed Train may have bowed out of frontline service on the Western Region main line but that doesn't mean you can't experience the thrill of seeing an eight-car set, in GWR's striking green livery, running at full chat... on your 'OO' gauge layout!

Hornby has very generously given one *Model Rail* reader the chance to win an HST power car twin pack, plus eight Mk 3 coaches.

Up for grabs is power car pack R3685, which includes 43005 and 43041 *Meningitis Trust Support for Life*, as well as six Mk 3 opens, a Mk 3 Trailer Guard Standard and a Mk 3 Buffet. It's everything you need to form a full 8+2 set and all vehicles carry GWR green livery. Total value is £569.91.

To be in with a chance of winning this GWR HST set, go to *www.model-rail.co.uk/mr273-comp* and answer the following question:

Q: GWR continues to operate short HST sets in the West Country. With which famous GWR steam locomotive class do they share their name?
A: 'City' **B:** 'Castle' **C:** 'King'

For full terms and conditions, go to *www.bauerlegal.co.uk/competition-terms.html* Closing date is May 8 2020.

- Please note that because Bauer's offices are currently closed, we are unable to process postal entries. As the prizes are stored at the *Model Rail*/Bauer office, it will not be possible to send the prize out until current Covid-19 restrictions are eased and the office is re-opened.

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Proof of the **pudding**

Inspired by a TV programme, 'Bakewell' impresses on every level, but **Robert Brooks** has been careful not to over-egg it...

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

What makes this layout great?

"It's the attention to detail which makes you stop and admire what Robert has created. The station has been built exactly in accordance with CAD drawings and the river flows under the correct viaduct arch. Small observations like that take the layout to the next level."

Bakewell. It's a small Derbyshire market town with fewer than 4,000 people that shares a name with a well-known dessert. You'd be forgiven for thinking that the Bakewell tart, or the cherry Bakewell, is the signature pastry that puts the Peak District town on the map, but these are, in fact, variations of the Bakewell pudding, which can trace its origins back over 150 years.

But enough about desserts. The railway that once served the town once was the Midland Railway's main line from London St Pancras to Manchester. This famous through-route closed in 1968 and is much missed by enthusiasts. But inspiration for Robert Brooks didn't come from the countless photographs of the line's classic locations but rather its proximity to a university.

"My choice of location is a little surprising," explains Robert as he leads the way through the garden to the outbuilding where his creation lives, "as I didn't have a connection to the line, or Bakewell itself, when I was looking for a subject to model.

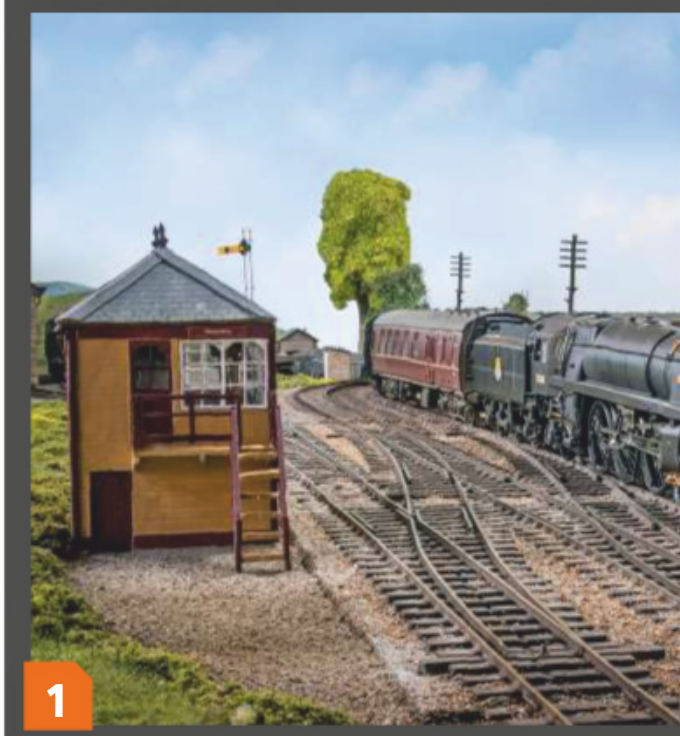
My son started at Sheffield University in 2012 and at that time Julia Bradbury had just discussed the Monsal Trail in her *Railway Walks with Julia Bradbury* TV programme. I did the walk myself and decided that of all the disused stations, Bakewell would be the best fit for the space I had available."

The 8½ mile foot and cycle path that follows the old trackbed.

That space is just shy of 15ft by 10ft, and has allowed Robert to produce a reasonably accurate track plan – with a couple of compromises. The goods yard, for example, has had to be flipped ➤

"I decided that of all the disused stations, Bakewell would be the best fit for the space I had available"

3 things we like



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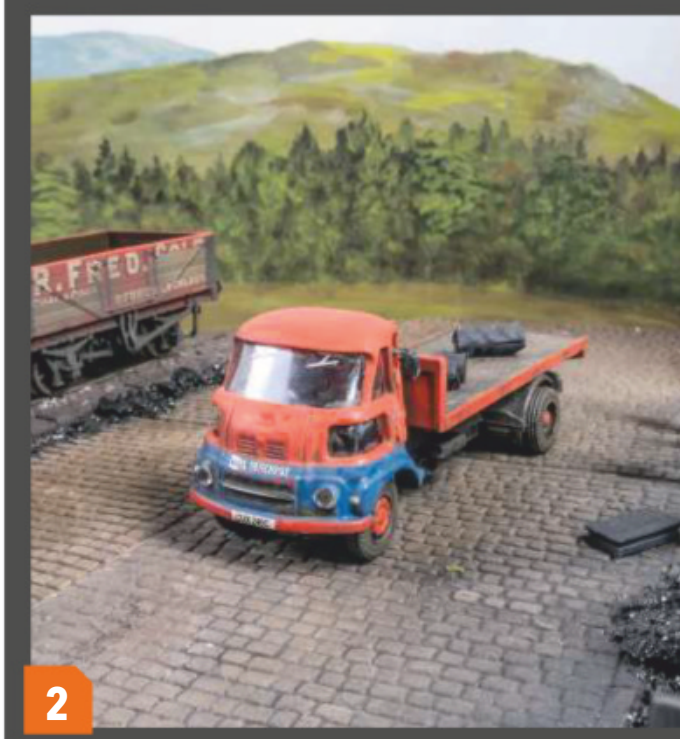
The signal box is an LCUT Creative kit.



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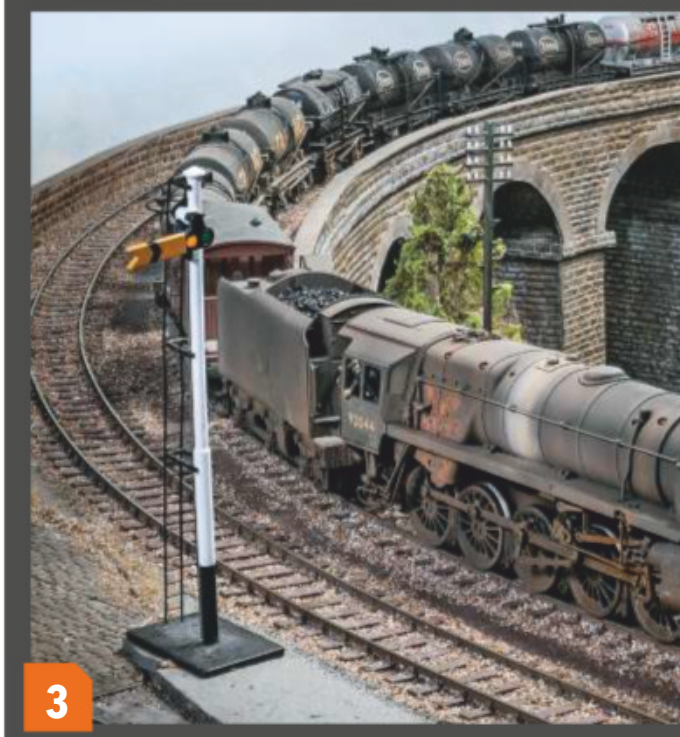
The hand-painted backscene has been fixed onto flexible MDF backboard.



3

Working signals always help to bring a layout to life. This distant signal is from Dapol.

through 180° and curved tighter than the prototype.

Explains Robert, "I went through an extended period of planning while I worked out the logistics of fitting in everything I wanted – the station, the goods yard and Headstone Viaduct – but the build began in 2013."

What made things more complicated was that Robert designed the layout to be sectional, so that it could be moved if necessary. He needed to make sure that points didn't foul baseboards joints and had to include extra connections in the layout's power bus wires. This was a blessing in disguise, for the layout moved from its original loft home into his garden railway room.

The station commands Robert's railway room. ➤

"I went through an extended period of planning while I worked out the logistics of fitting in everything I wanted"

5

6

Much of the real thing survives and the car park now serves people who want to follow the trail, so Robert wasn't short of photographs and real-world visit opportunities to get his 1:76 scale version just right.

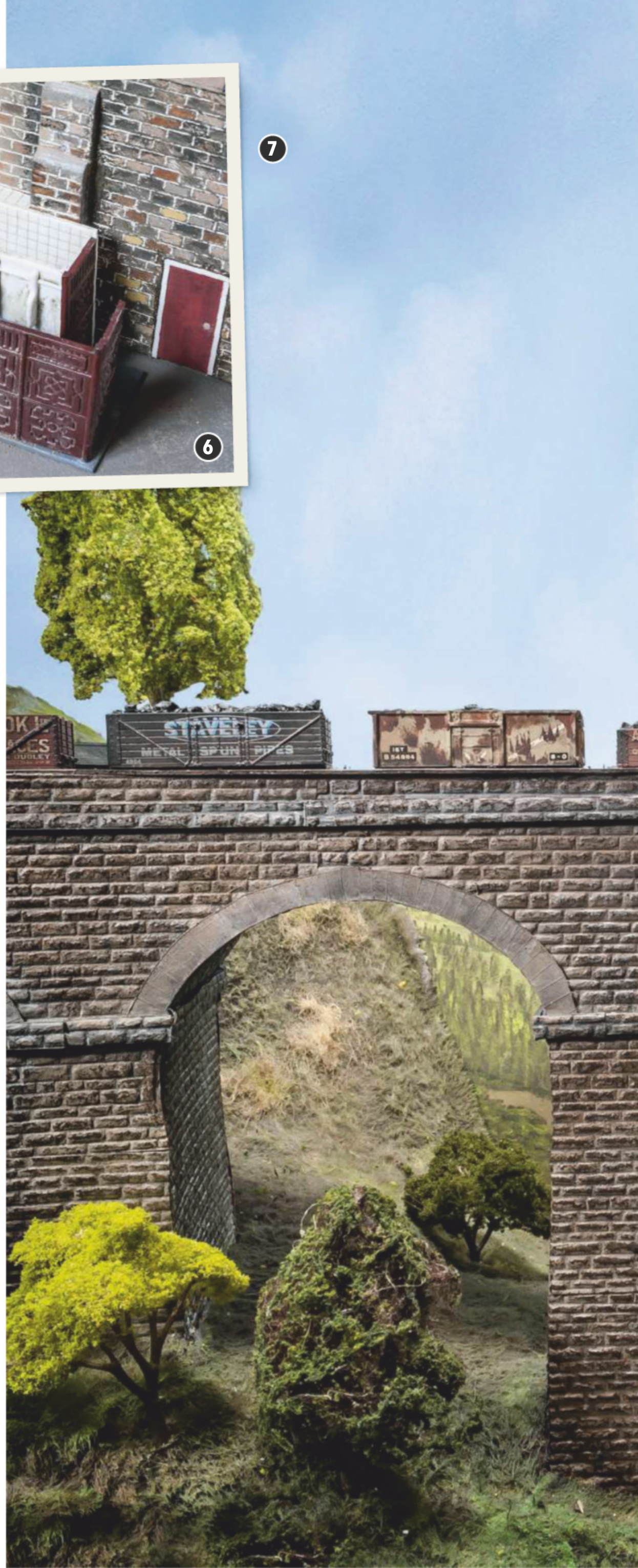
He says: "I've built it with a full interior. Everything I could find about the station has been included, even the toilets! The base structure was produced for me by York Modelmaking and I then finished it with a covering of Slater's Plastikard."

The station is an impressively accurate representation of Bakewell in the 1960s. The canopy on the Matlock-bound platform is missing – intentionally – as it was removed long before the station closed. We often speak about elements of layouts which help to locate them and these are in abundance at 'Bakewell'. Not only does the bright blue Midland Pullman which surges through the station give quite a large clue, but the distinctive Midland Railway lamps and nameboards and Scale Model Scenery kits pinpoint the location even further.

"The Pullman is so distinctive I just had to have one," Robert says. "Many of the classes I have are preserved and I've ridden behind examples of the real ones."

'9Fs', 'Black Fives' and '8Fs' are all suitable for the Matlock-Buxton line in its heyday. But one of Robert's favourite is his re-creation of a 1990s Royal Train. He's replaced the single doors on the Hornby coaches with double doors and used tracing paper in the ➤

9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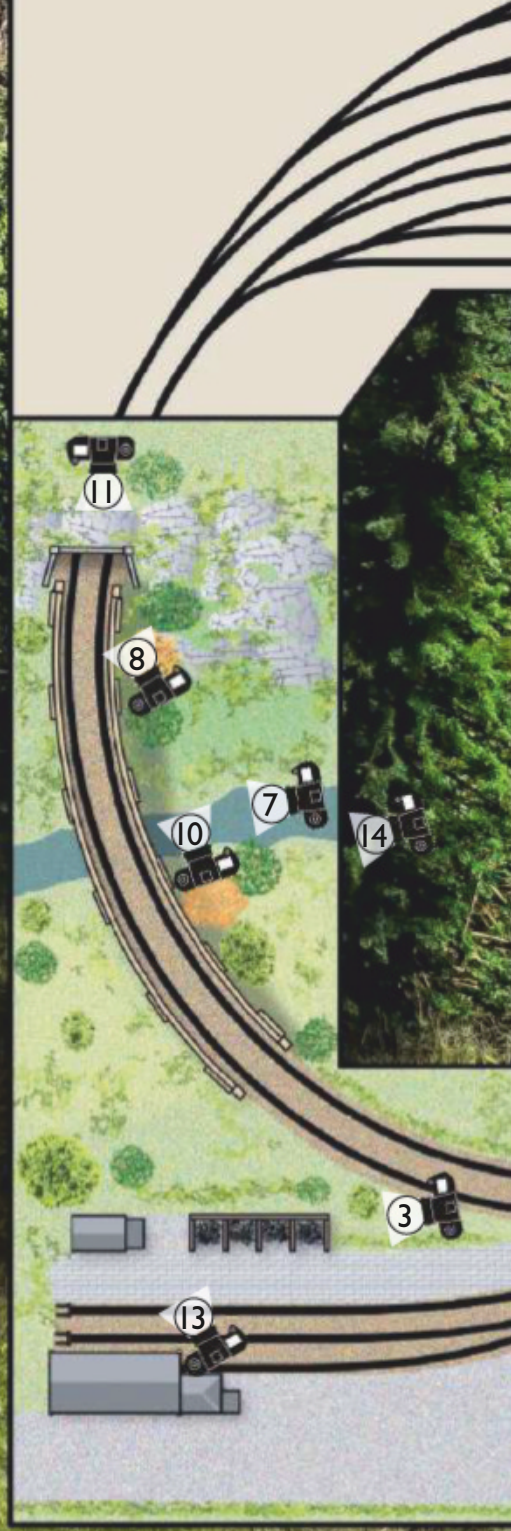
"The base structure was produced for me by York Modelmaking and I then finished it with a covering of Slater's Plastikard"

"The foundations of the viaduct are formed from 2in by 1in wooden blocks, then I've simply covered the outside with grey card and some embossed stone sheeting"



windows to depict net curtains. It might be historically out of place but it does look at home crossing Headstone Viaduct at Monsal Dale.

The viaduct and adjacent tunnel portal is one of the most recognisable locations. Robert just had to include it and though the distance to Bakewell has been considerably reduced, you really don't notice.
A drop level baseboard was used to give the full effect of the viaduct with the River Wye running underneath, but a crawl underneath the goods yard and into the operating well is required to fully appreciate the quality of modelling Robert has achieved.

"The foundations of the viaduct are formed from 2in by 1in wooden blocks, then I've simply covered the outside with grey card and some embossed stone sheeting. To give the valley a firm base, I carved some polystyrene blocks using a hot wire cutter and laid a grass mat on the top, as the large area was just too much for a solely static grass approach."

Those are the bigger aspects of the layout, but 'Bakewell' is just as impressive on a smaller scale and, thanks to ModelU, it's even more personal to Robert.

"A miniature version of me is in the goods yard, alongside some other figures from Dart Castings. I've not overly populated the layout, just a few figures here and there to give the impression of a few things going on. As it was a 1960s layout the line was in ➤

MODELLER CV: ROBERT BROOKS

I currently work in mental health services for the NHS, so building and operating my layout is a way of relaxing from the stress of work. I also like to have operating sessions on the layout with friends and members of High Wycombe Model Railway Club. I particularly want to thank certain members for their help and support with the project over the years. My other hobbies include gardening and keeping fit.

FACTFILE: 'BAKEWELL'

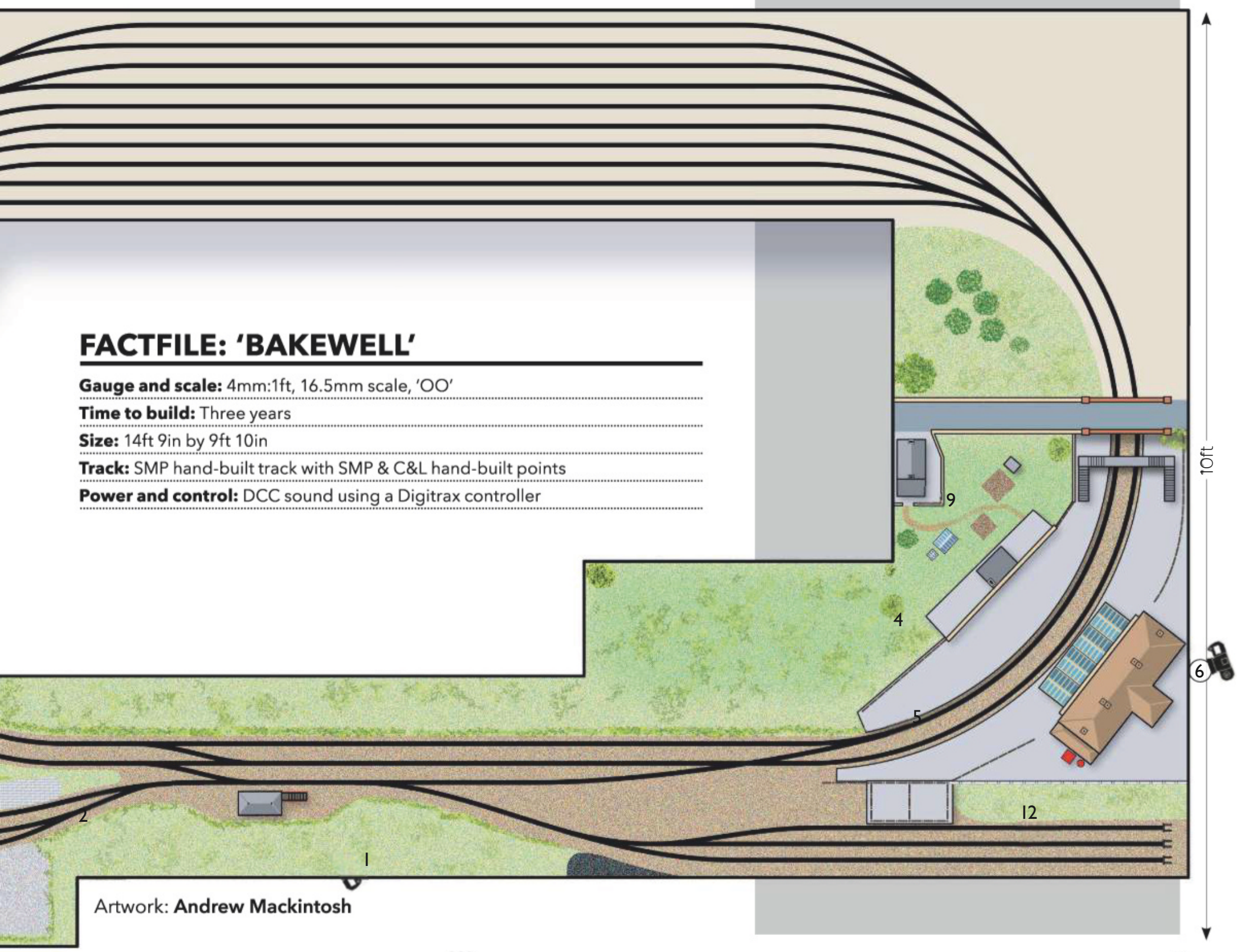
Gauge and scale: 4mm:1ft, 16.5mm scale, 'OO'

Time to build: Three years

Size: 14ft 9in by 9ft 10in

Track: SMP hand-built track with SMP & C&L hand-built points

Power and control: DCC sound using a Digitrax controller



Artwork: **Andrew Mackintosh**

decline so I couldn't justify crowded platforms!"

Robert's quest for realism even caused him to look for alternatives to off-the-shelf track. This resulted in him attending a Missenden Abbey Railway Modellers' course (*www.missendenrailwaymodellers.org.uk)* on building track with copper-clad sleepers.

"The C&L and Templot templates are useful for ensuring you get the geometry right so I used them for the points, but for the straights and curves I found it just as easy to use SMP parts. It takes an awful lot longer than slotting together fixed or flexible track, but I do think it looks more realistic."

Robert has spent a long time getting everything as accurate as possible, from hand-building track to using CAD images of the station. The ModelU figure of himself? Well, that's just the cherry on top of the Bakewell. MR

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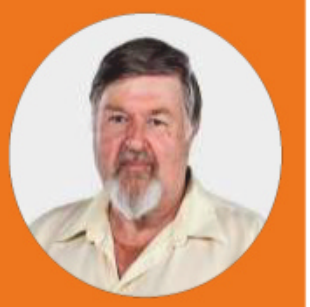
MR's Consultant Editor is referred to by his grandchildren as 'Granddad Trains' – need we say more?

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.

ENABLING MODELLING – AGAINST THE ODDS

My father recently suffered a stroke and has been struggling to continue working on his model railway. Is there any help available for those with impaired physical movement?
Colette Smith, Liverpool.

Mark Davidson says: Many people with disabilities or illnesses assume that they may no longer be able to enjoy building models. However, thanks to various charities, more people can continue to enjoy relaxing hobbies. REMAP is one such charity – it provides bespoke products for those requiring additional help.

A REMAP spokesperson said: "We are a national charity that helps disabled people of all ages to live more independent lives by designing and making customised equipment. We provide solutions to everyday problems when there is nothing commercially available.

"We design and custom-make equipment for individuals because everyone's needs are different. Our network of skilled volunteers responds to thousands of requests for our help every year and we provide our service free of charge.

"If a disabled person wants a gadget to help them overcome an impairment that stops them from modelling, we can arrange for one of our volunteers to visit and hand-make a piece of equipment, personally for them. This ensures it entirely meets their needs and it's all done for free".

SERIOUS ILLNESS

Rod Fitzpatrick, who has Necrotising Autoimmune Myopathy, says: "I was completely bed-bound but, five months ago, a new experimental treatment worked wonders and now I'm able to look after myself and walk slowly. I've only been to one exhibition – at Peterborough Arena – and didn't find any access problems as it was level and flat. I imagine smaller local venues might be awkward, but many adverts give indications of what visitors can expect. Steps are a problem and there is a difference between wheelchair-accessible and wheelchair-friendly, which many able-bodied people don't appreciate. Although I will never recover fully, I'm getting stronger and better. With more mobility and the help of friends I have been able to start a new 'O' gauge layout".

SIGHT PROBLEMS

Barry Poll, of Glenrothes, has always enjoyed trains and model railways and has been working on his own layout since 2010. "I was diagnosed with macular degeneration in 2009", he said. 'I also have glaucoma. My sight has deteriorated since then and I would now describe my level of sight as a complete blur, although I can see images and colours."

Because of his military background, Barry became eligible for support from the charity Scottish War Blinded. "I've always liked to do locomotive repairs but, with all the little screws, my sight was making this difficult. It also made reading instructions tricky. The charity gave me a CCTV reader – a specialist magnifier that enlarges anything onto a larger screen.

"As I've adapted to using it, I'm able to work with my hands and look at the screen instead of what I'm working on. I also have a Synapptic frame which is a portable stand that I can put my tablet into and then use it as a magnifier. It means I can take it out into the garage with me to work on my model railway."

The charity Scottish War Blinded provided Barry Poll with a powerful CCTV magnifier and screen, allowing him to continue modelling despite vision problems. MARK DAVIDSON

Hobbies have an important therapeutic role for those suffering from health problems or disabilities. Barry Poll's deteriorating sight hasn't prevented him from building a layout in his garage, thanks to support from a specialist charity. MARK DAVIDSON

LACK OF MOBILITY

Colin West suffered a stroke in his 50s and now, 20 years later, says: "Although I was left-handed, I had to use my right hand instead and my eyesight was also affected. I really needed a hobby and I was lucky that my wife, son and friend helped me with my model railway, along with support from the staff at nearby Peco.

"I'm more interested in building scenery because I do not understand

the electrical side of things, so my layout is fairly straightforward. However, as I do have limited vision, I use 'N' gauge to get a perspective of distance and like to make the scenery as realistic as possible.

"I am presently working on a layout loosely based on the Isle of Wight heritage railway. I often visit shows in Exeter and Taunton and find the demonstrators very helpful. When building various models I use standard tweezers, cutters, a magnifying glass with a light and a raised plinth, so everything is at eye level".

Colin Heath first showed symptoms of essential tremor when he was ten years old. I was a keen modeller in my youth and I had some challenges in painting and soldering. Since then, I have coped with my issues and have built a large number of 'N' gauge wagon kits, along with some coaches.

"I have also managed to build a lot of whitemetal locomotive kits, fitting them to Farish chassis. I built up a reputation in the South West Herts Model Railway Society as being able to adapt other locomotives to produce something unavailable at the time. Producing an ex-GWR '55XX' tank by shortening a Farish '61XX' body and marrying it to a Minitrix Ivatt 2-6-2T chassis, for example.

"My tremor has got progressively worse in the last few years and I have struggled with some of the more intricate tasks, such as wiring. I recently dismantled a layout of Portpatrick Town after it had been on the exhibition circuit for 12 years, and I'm working on plans for another steam/diesel-era Scottish layout. However, I don't intend to finalise the plans or start building anything until I have had neurosurgery, which should correct – or at least considerably improve – my right hand".

Listening to these stories, it seems that 'where there is a will, there is a way', meaning that more of us can enjoy this wonderful hobby.

HOW CAN I HELP?

COLIN WEST

The REMAP charity was set up in the 1960s by a group of engineers who wanted to help make life easier for disabled people. Covering the whole of the UK, the charity undertakes 3,500 projects every year, helping disabled people to become more independent.

REMAP welcomes new volunteers with practical skills. Call 01732 760209 if you are interested in helping and making a difference.

Web: *www.remap.org.uk*

HOW TO: IMPROVE A BUDGET WATER TOWER

GEORGE DENT salvages a basic Hornby structure from a children's train set and transforms it into a realistic model.

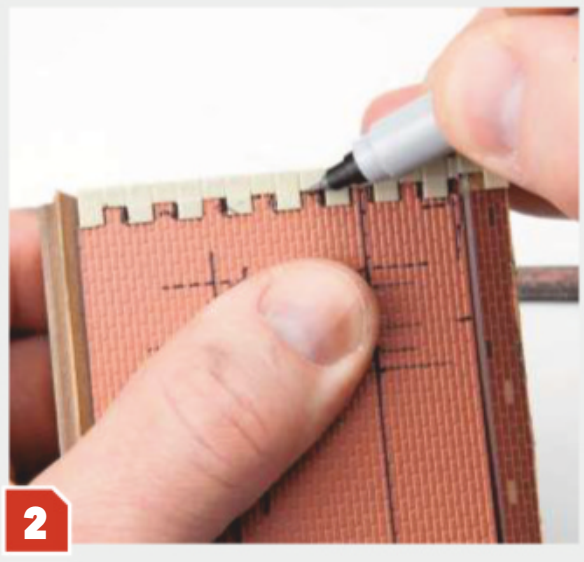
After cladding with embossed plastic sheet and the installation of laser-cut windows, Hornby's budget water tower looks much more convincing.

'00' GAUGE | 120 mins | **PRODUCT:** R8003 Water Tower **PRICE:** £15.75 **AVAILABILITY:** Hornby stockists **Web:** *www.hornby.com*

STEP BY STEP

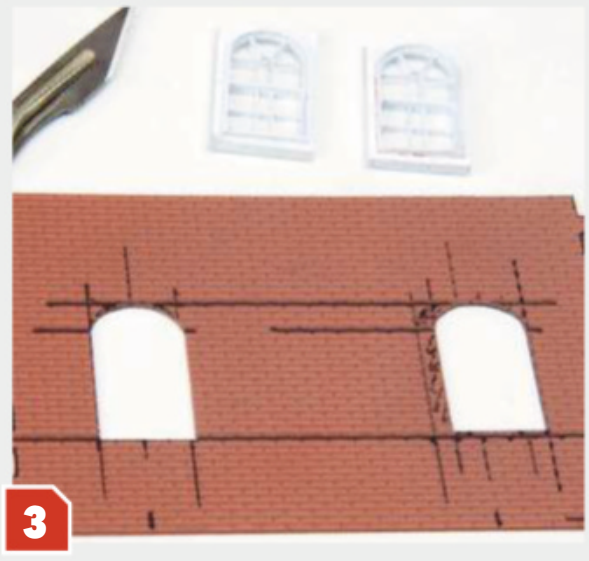
1

After removing the tank section, Wills corner stone sections were fixed to the edge of each wall, secured with standard liquid poly cement. While the apex of the stone sections sits hard against the corners, the protruding stones stand just proud of the walls.



2

This tiny gap allows thin embossed plastic sheet (from Slater's) to slot behind the longer stones. Mark out where the brick sheet needs to be trimmed and test for a good, neat fit – but don't glue it in place just yet, as we need to cut the window apertures.



3

A set of laser-cut plastic arch-top windows was obtained from York Modelmaking (*www.yorkmodelrail.com*) and, using them as a guide, apertures were cut into the brick sheet. The original openings in the Hornby structure may need enlarging with a file.

In MR271, I described my mania for recycling as much as possible in order to make the practice of my hobby more economical and reduce my impact on the environment. This approach also provides plenty of fun and often generates lots of ideas for new projects.

Indeed, after recently dismantling a train set that I built about 15 years ago for my niece and nephew, a good amount of rolling stock, buildings and scenic items have gone back 'into the pot' for future re-use.

First to see a new lease of life is this humble Hornby water tower. Being a fairly basic plastic structure, it doesn't look much at first glance, but I was sure that it could form the basis for a much more realistic building.

By cladding the base in embossed plastic sheet and moulded corner stones, as well as installing a pair of laser-cut window frames (from York Modelmaking), the model soon came to life. A suitably weathered paint finish then completed the job.

Fitted around other modelling tasks, this project proved an enjoyable way of filling a couple of hours and produced an interesting addition to the 'Hodson's Mill' layout segment, constructed as part of the winning 'Design us a Layout' entry, featured in last month's issue.

Train set tower

Hornby's R8003 water tower is a simple plastic kit that requires minimal assembly. The water tank section slots into the base and is easy to remove for painting separately.

The base features printed-on brick and stone detail and printed acetate sheets provide the glazing for the window apertures.

The original end door was retained, with the new brick overlay sheet shaped to fit around it. A door frame and lintel was formed from plastic strip. The cast metal water column is supplied with the Hornby kit.

4 When happy that everything fits snugly, the brick sheets can be installed. Again, I used liquid poly cement, applied around the edges and via the original window openings on the inside. Avoid excess, as the solvent may damage the embossed relief.

5 The lower buttress walls were treated in the same way, with styrene strip added along the top edges. The windows were then installed, with sills and brick arches cut from styrene strip and modified Wills arch overlays respectively.

6 Allow the glue to cure fully before tidying up the edges with fine needle files and abrasives. If any gaps exist, fill them with a modelling putty and sand smooth when dry. The building can then be cleaned prior to priming and painting.

INNOVATIVE STORAGE SOLUTION FOR ‘N’ STOCK

What storage options are there for unboxed ‘N’ gauge rolling stock?
Greg Porter, London

George says: Avocations offers a number of handy storage solutions for models and delicate objects, in the form of adaptable foam packing trays.

The box featured here contains five separate trays that are stacked within a stout, double-wall corrugated card box, complete with a carrying handle. Each foam tray is pre-cut with seven long slots, 320mm long, 25mm deep and 25mm tall, which are perfect for ‘N’ gauge rolling stock and locomotives.

Within each of these rows are sets of removable foam blocks, which can be repositioned to act as spacers to suit whatever stock you wish to store.

Furthermore, the packing blocks have double-sided tape already applied, so it’s simply a case of peeling the backing tape away and fixing them in position.

Each tray can host up to 35 short wheelbase wagons and they’re also available separately (£5.99 each) without the card outer box.

Similar trays and boxes are also available to suit other scales, including ‘OO’. Once packed, the models are kept secure, with the foam padding offering an impressive amount of protection. An extra foam sheet is provided to cover the top tray before the box is folded closed.
A marker pen can be used to describe the contents of the box, especially if filling more than one, allowing modellers to organise their stock more effectively.

Avocations’ innovative foam-lined stock boxes offer a safe and adaptable storage solution.

The stout cardboard box folds up to form a handy carry case, complete with handle.

Try it for yourself

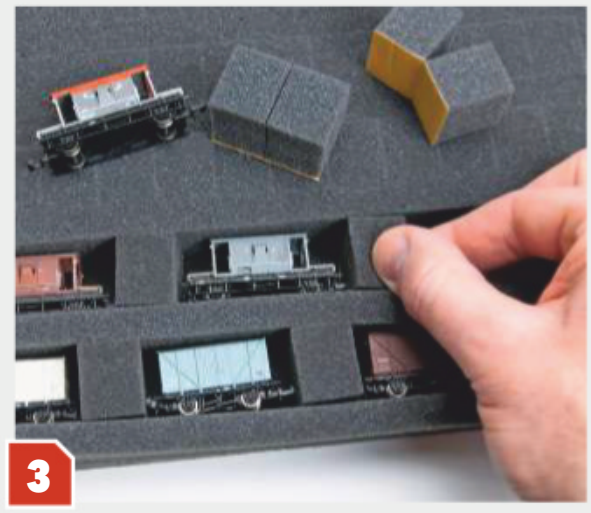
- Avocations 5 x foam tray inserts and carry case for ‘N’ gauge stock **Price:** £31.99 **Availability:** Avocations **Tel:** 01604 780531 **Web:** *www.avocations.co.uk*

‘N’ GAUGE | 30 mins

STEP BY STEP

1 Lay your stock out onto each tray, noting the pre-cut slots in the foam and the removable sections. Arrange by vehicle type to help keep everything organised.

2 Pull the pre-cut packing blocks out of the slots. Work out how many spacers are needed and peel away the backing from the double-sided tape.



3 Push the block back into the slot in the desired location, ensuring a snug but not overly tight fit. The stock needs to be held securely, but without risk of damaging the delicate couplings.

4 Once the tray has been loaded and the packing blocks fixed in position, load it into the cardboard box and fill the next layer in the same way. Orient the trays the right way up, in relation to the box’s carry handle.

D600 hauls the 'Cornish Riviera Limited' through Wolfhall Junction on September 1958. T.B. OWEN/COLOUR RAIL

'CORNISH RIVIERA EXPRESS'... OR 'LIMITED'?

I'm really happy with my model of D601, obtained from Kernow Model Centre, in original condition. What a superb model this is.

In addition to the usual bufferbeam details, KMC has included an excellent set of etched 'Cornish Riviera Express' headboards. In Brian Haresnape's *British Rail Fleet Survey 2: Western Region Diesel Hydraulics*, there's an image of D601 at Truro in October 1958. However, the headboard shown is the 'Cornish Riviera Limited'.

Can you advise when the 'Limited' changed to 'Express'? Or were these headboards used randomly in the 1950s? Many BR early-crest steam engine photographs show that they carried the 'Limited' headboards.
David Melhuish, Chorley

George says: When the GWR launched the Paddington-Penzance express in 1904, the company asked readers of *The Railway Magazine* to come up with a suitable name. The winning entry was 'Riviera Express', although the GWR had altered it to 'Riviera Limited' by the time the title was announced in 1906 and it operated under this name until the outbreak of the Second World War.

Relaunched in 1946, BR continued the title following nationalisation, albeit with 'Cornish Riviera' headboards from 1951, then 'Cornish Riviera Express' briefly in 1954. To mark the trains' 50th anniversary, the title changed to the 'Cornish Riviera Limited', which was employed between 1956-58, whereupon it reverted to the 'Express' suffix until the headboards fell out of use in the early 1960s.

Tool of the month

Mini battery operated precision screwdriver

I recently picked up this handy little tool from my local branch of Wilko. At just £12.00, it has already proven to be a real bargain. Supplied with six small interchangeable bits (2x crosshead, 2x slotted and 2x Torx) and powered by a pair of AAA batteries, the tool is operated by a two-way trigger for driving or reversing modes.

Designed specifically for use on small electrical devices and components, the motor features a soft-starting mechanism, and a top speed of 100rpm means that the tool operates in a gentle manner, which is perfect for precision work.

There is no clutch facility, so it takes a little care to avoid over-tightening screws, but the small, lightweight nature of the tool means that there's a good degree of 'feel', allowing the user to retain control over operation.

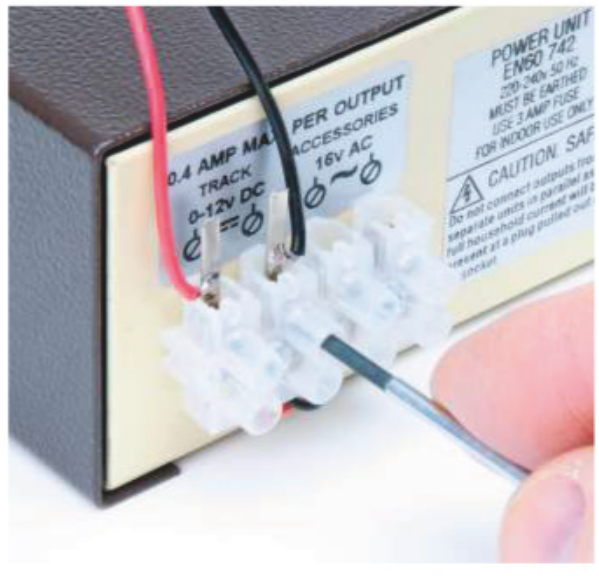
Similar tools are available across a range of brands and this example has proven to be a very handy addition to the toolbox, cutting fatigue and speeding up repetitive tasks. ***(GD)***

TOP TIP: RESILIENT CABLE CONNECTIONS

Kevin Russell says: If, like me, you're likely to be connecting and disconnecting the power feeds to a controller's terminals on a frequent basis, you'll soon find that the exposed cable strands will break apart.

Being compressed within the screw terminals inevitably damages the wire but, by soldering a standard fishplate to the end of the cable, we can create a more resilient contact surface.

Furthermore, the fishplates fit more snugly and securely into the terminals, being less likely to break and ensuring more reliable power flow.



READER'S TIP

I enjoyed your recent review of the Bachmann Ransomes & Rapier breakdown crane (MR269) and I agree, it's a superb model. However, I soon discovered that, since the crane is so realistically reduction-geared, it's very tedious to keep turning the knob to raise/lower the jib and hook. But I found a great solution: a small, battery-powered precision screwdriver (see above). The flat slotted bit fits perfectly (diagonally) into the sockets on the rear of the cabin. The jib and hook still move at a realistically slow speed, but I no longer have to keep rotating the knob with my fingers.

Irwin Nathanson, New York, USA

Doing that scra

Got a piece of board that you're thinking of binning? Don't scrap it, urges **JACK BOSKETT** – consider its potential as a layout baseboard.

Words and photography:
Jack Boskett

apyard thing

A few years ago, I made a wooden cover to hide some electrical equipment at my old office. It was just under 5ft by 4ft and held together with two sides, making it 12in tall. I moved out of that office recently and it seemed a shame to throw the wooden cover away.

That's when the modelling gear kicked in. I've often fancied modelling a scrapyard and so I challenged myself to build as detailed a diorama as I could in the shortest possible time. But even then, I certainly didn't expect to finish this in just four hours…

WHY A SCRAPYARD?

Famous locomotive graveyards are few and far between these days, but one such yard is EMR Kingsbury in the West Midlands. I went there in 2010 to help recover some parts for a preservation group. Inside the yard were Class 08s, 37s, 56s, 86s and 87s ready for disposal.

From what I remember, it was a mess. It was located on muddy, slushy ground with bits of locomotive, from engine components to body panels, everywhere. I recall tripping over an air horn which stuck out of the mud and, after a bit of digging, I had recovered two perfectly good Class 56 air horns, which I bought.

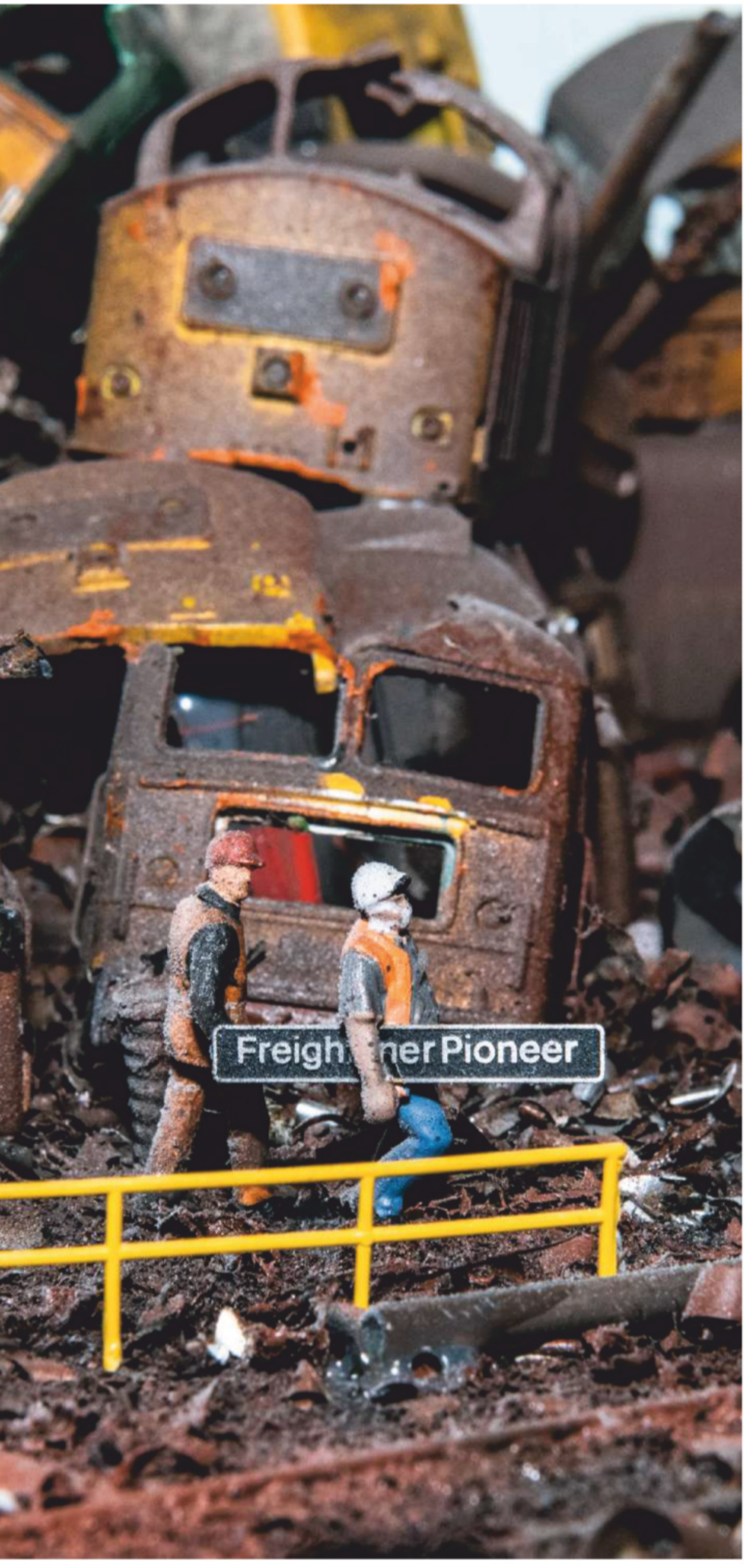
It was just around the time I finished working at Long Marston depot in Warwickshire, where lots of locomotives and rolling stock are stored before being stripped for useful spares, after which their carcasses make their final journeys to yards such as EMR Kingsbury. At the time, it was when the Class 87 fleet had been withdrawn and I remember long lines of '87s' at Long Marston, all waiting to head off by road to Kingsbury for scrap. They were in reasonable external condition and, as an enthusiast, it was sad to see.

Yet there is something strangely mysterious about a railway scrapyard. As a professional photographer, I am quite a creative person and I love to experiment with my work and push my knowledge and camera to the limit. I gladly sank my teeth into modelling the different textures, colours and details of a scrapyard.

I thoroughly enjoyed creating this diorama and I plan to take it to model exhibitions across the country. It just goes to show that you can make something out of nothing in a short space of time, using just a piece of scrap wood. MR

Above: I've built a number of layouts over the years and have amassed quite a collection of bits and pieces. I searched through my scrap box to find material worthy of going on the scrapyard scene.

Left and right: Rail enthusiasts collect pieces of locomotives, most notably flame-cut panels with numbers on. I cut around the numbers on the locomotive bodies and placed them against the wall outside a container. During my visit to EMR Kingsbury, I was allowed to have a look at the flame-cut number panels in one of the containers. There were quite a few in a large pile, particularly Class 37s and 56s. There were also some nameplates lying around, too.



CUTTING UP LOCOMOTIVES

Making a scrapped locomotive look as realistic as possible is important to me. Contemporary models from Bachmann and Hornby models have so much detail on them, and they really look the part. To that end I used as many bodies from recent models as possible, scouring second-hand stalls at shows or model shops.

The main tool I used for cutting them up was a pair of small wire cutters. There's no right or wrong way to actually cut up a model. There's no room for sentiment in a commercial scrapyard, and many locomotives will suffer broken windows, scratches, dents and dings as they're taken apart.

One of my techniques was bending the edges of the body shell to make it look like it had been ripped apart. Older Hornby models are made of brittle plastic and snap quite easily, but the plastic of modern bodyshells is perfect for this.

STEP BY STEP

1 The starting point: the 54in by 21in wooden cover, now surplus to requirements. Helpfully, even the sides were already painted 'sky blue'.

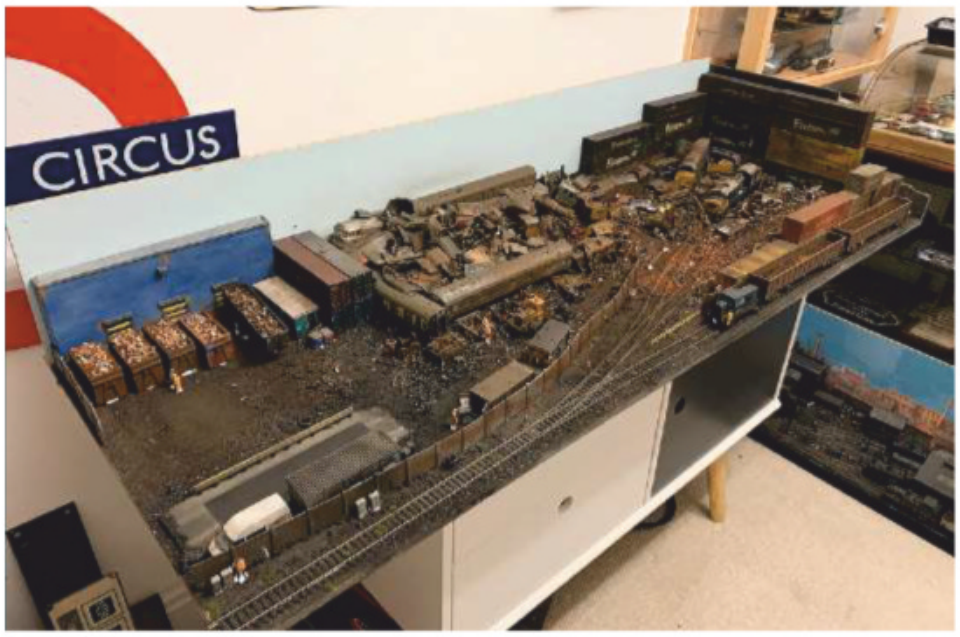
2 I roughly laid out the track and some key buildings, not to mention the first piles of scrap, to find an arrangement that I was happy with.

3 I removed everything from the board and then gave it a coat of PVA glue. I laid the track directly onto the glue, then sprinkled black powder paint over the whole board to form the foundation of the muddy, claggy ground.

4 I allowed time for the glue to become tacky and then I applied a layer of metal swarf, which I had obtained from a local engineering firm. With the glue dry, I sprayed the ground with RailMatch 'Sleeper Grime'.

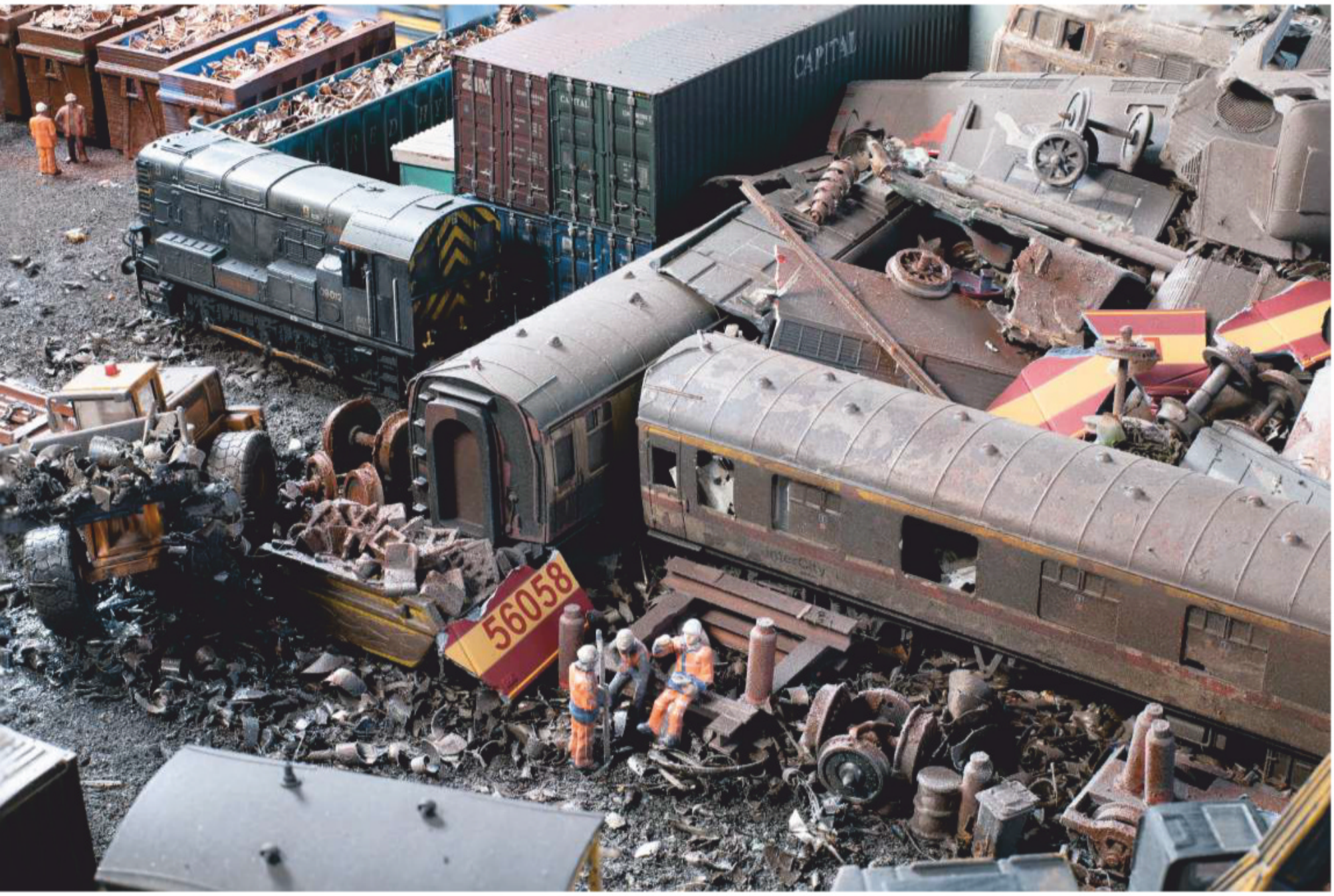
5 Scrapyards such C.F. Booths in Rotherham and EMR Kingsbury have are an almost endless sea of shipping containers lining the perimeter of the yards. Mine came from Bachmann and I glued them in place.

6 The completed scene. All scrapyards need a weighbridge. The blue industrial unit was second-hand, but there are many similar structures available from the likes of Scalescenes or Pikestuff.



7 The final touch was the weathering. There's no right or wrong way to weather locomotives destined for the scrapyard so I just used RailMatch Sleeper Grime and Roof Dirt to get a look I was happy with.

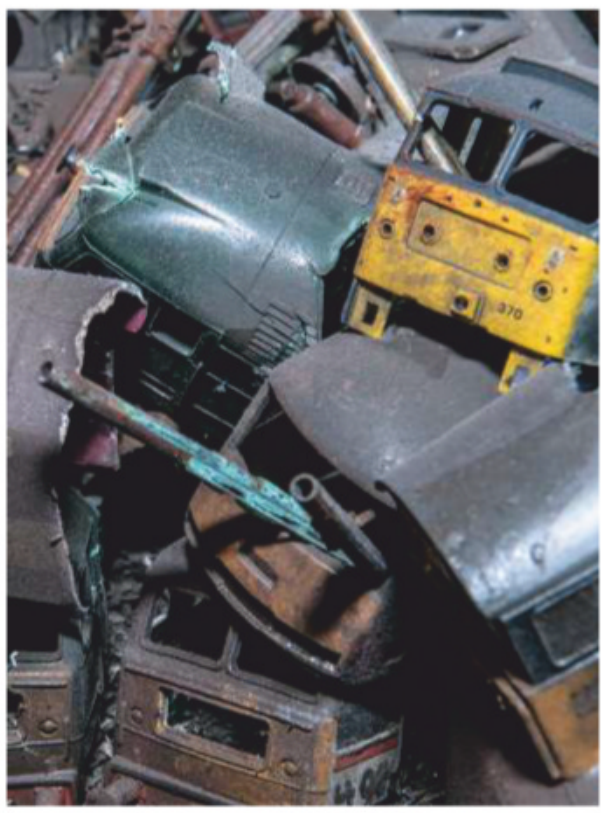
Road vehicles are just as important as railway ones. Most locomotives arrive by road and processed scrap is taken away by lorry. The bulk trailer is an Oxford Diecast model, whereas the skips are 3D-printed models from Goodwood Scenics (*www.goodwoodscenics.co.uk*).



Above: Scrapyards workers still use oxyacetylene torches to complete the scrapping job, so I dotted some suitable figures around the scene.

Right: Scrapping a locomotive is a brutal process, with hydraulic claws ripping them apart. I found some suitable 'HO' scale claws online. I tailored one scene by bending a Class 37's cab windows to give the impression of claw marks.

Below: Most photographs of scrapyards depict piles of cabs or stacks of body panels ready for the mechanical processor to munch it all down into small particles. These were features that I definitely had to include on my locomotive 'abattoir'.



EXPECT the unexpected

Earles Sidings in the Hope Valley is a railway timewarp – you never know what trains you'll find there, says **Paul A. Lunn**.

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

The 3½-mile Totley tunnel is like a kind of magic portal. You enter it from the Sheffield suburbs and you emerge in the scenic beauty of the Hope Valley. As your train rattles westwards, the landscape becomes more rugged, culminating at Edale, which sits in a broad valley overshadowed by dramatic peaks.

Your eyes will naturally be focused on the unfolding landscape but there is one extra treat for the railway enthusiast: Earles Sidings. Unless you've avidly studied the working timetable, you never know what will await you…

Earles Sidings is a railway timewarp. Time it right and the rows of sidings are crammed with wagons, either empties coming in or wagons loaded with cement for onwards distribution. Time it really right and you might see a Class 20 coming off the 1½-mile branch from Hope Cement Works with a heavy train of cement tanks, ready to hand over to one of the Freightliner Class 66s or '70s' sitting ticking over by the fuelling point.

It's an operation that hasn't changed since 1929. Only the trains have changed, with Stanier '8Fs' giving way to first generation diesels and now locomotives owned by private companies. Is there a more exciting location to capture in model form?

In the last issue I described how Hope Cement operated, offered a virtual tour along its connecting branch line and presented two exciting layout ideas. Now it's time to look at the trains that work there!

Above: Steam was replaced at Hope Works by two Sentinel 0-6-0DHs in 1963. Both locomotives were refurbished in the early 1990s by Andrew Barclay and were fitted with a six-cylinder Perkins engine. They were capable of pulling up to eight tank wagons. LES NIXON

Left: Hudswell Clarke 0-6-0T No. 1704 was delivered to Hope Works in 1938, Together with Avonside *Winhill*, it was required to haul ten trains of coal or gypsum, weighing 350 tons, from exchange sidings to the works, and to return with up to 21 vans of bagged cement. *Winhill* was scrapped but *Nunlow* was saved by the Bahamas Locomotive Society and is now on display at the Keighley & Worth Valley Railway. On September 7 2008, *Nunlow* returned to Hope for an open day. LES NIXON

AN EXCUSE TO RUN ANYTHING

Avonside supplied 0-6-0ST No. 2007 to G&T Earle's works in 1929, where it was named *Winhill*. It was joined by Hudswell Clarke No. 1704 in 1938, which was dubbed *Nunlow*. Rolls Royce-powered Sentinel diesels took over from 1963.

Today's motive power is provided by Harry Needle Railroad Co. and, according to the Industrial Railway Society's Industrial Locomotives Handbook 18EL, you'll be able to find 08623, 08714, 08865, 08905 and 09201 on site alongside Class 20s 82, 2 and 3 (formerly 20066, 20168 and 20906) and Andrew Barclay 0-6-0DHs 4 and 5 (Nos. 616/1977 and 613/1977). Also stored on site are Hunslet-Barclay *Blue John*, rebuilt Sentinel 0-6-0DHs *Peveril* and *Derwent*, Thomas Hill 6wDH V316/1987 and the remains of Barclay 647/1979.

2008 was a particularly interesting year as an open day brought the return of *Nunlow* in full working order. It was joined by West Coast Railway Company's '8F' No. 48151 and 'Hall' No. 5972 *Olton Hall* and Class 14 D9505. Visitors could also see 08892 as well as Class 37 37680, which was rusting away on site pending a sale.

Above: Hunslet-Barclay delivered Bo-Bo hydraulic locomotive *Blue John* to Hope in 1990. Weighing 72 tons, it was powered by a Caterpillar 3412 D1TTA engine, developing 750bhp at 2,100rpm. It can be remote controlled too – a legitimate excuse at last for not having a driver in the cab! The locomotive shunts Earles Sidings on May 23 1990. LES NIXON

Below: The bulk of the trains in and out of Hope Works are in the hands of two former BR Class 20s. 2 *Sir George Earle* sports Hope Cement's grey and pink livery as it prepares to depart Earles Sidings for Hope Works with a train of JPA bogie tank wagons. This locomotive, formerly 20168, has been joined by 3 (formerly 20906). Both are owned by Harry Needle Railroad Co. LES NIXON

ON THE MAIN LINE

Whatever era you model, Earles Sidings has always provided big locomotives hauling long freight trains. Cement out and coal in were the principal commodities. Once it was '8Fs' with 'Presflos' in tow, now it's Freightliner Class 66s and 70s with big, bogie JPA wagons or DB Class 66s with long trains of coal.

Here's a selection of images to get the creative juices flowing, along with some recollections of exciting trainspotting moments I've had at Earles Sidings. Don't forget passing passenger trains, and you can use first-generation DMUs (Class 101 or Class 108) with Class 158s and '142s' in more recent years.

Locos copped	Date	Working
'Peak' 45003	December 12 1983	
'20s' 20159 and 20147	August 1 1987	To Beeston cement sidings
09008 and 08878	May 1 1990	Trip working from Tinsley
'47' 47325	June 27 1991	15 empty wagons from Warrington
'60' 60095	February 17 1993	40 wagons, with 20 wagons to Dewsbury depot
'60' 60005	August 25 1993	
'60' 60016	"	Arrived at Earle's Sidings, 1725
'60' 60060	December 20 1994	Arrived with 58 empties from Dewsbury
'37s' 37108/37417		To Northenden
'56' 56004	July 17 1996	12 wagons from Widnes

Masterplan Cement Works part 2

THE WAGON FLEET

Hope cement, thanks to its connection to the national network, can be distributed from depots as far afield as Carlisle and Birmingham. Nearly 1 million tons of cement is despatched annually and trains can now carry nearly 900 tons.

There are nearly 300 wagons based at Hope, which, in 1978, became the first works to have its own wagon repair shop. The four-wheel PCA tank wagon was commonplace when I got to have a good poke around Hope Works in 1993.

The PCAs came in two distinct body shapes: the BREL style 'v' and the Metalair straight tank. They had the following specification:

- Minimum curve of 50 metres
- Wheelbase 4880mm
- Carrying capacity 32–38.5 tonnes
- Cubic capacity 36 cubic metres (approx.)
- All those on site when I visited had Oleo buffers and Timken bearings

Today, the Feldbinder JPAs, leased from VTG, work the majority of traffic from Hope.

Traffic flows from Hope

1980s – to Northenden, Widnes, Carlisle, Dewsbury, Kirton Lindsay, Melton (Humberside), Handsworth and Harbury

1990s – Northenden, Widnes, Dewsbury, Dunbar, Kirton Lindsay and Beeston, plus wagon loads to Carlisle

2018 – Dewsbury, Walsall, West Burton, Theale

PCA wagons rest outside the repair shop at Hope in 1993. Of interest is the old PVV van which has been turned into a stores van, with steps and metal wire basket. These vehicles were built for Associated Portland Cement Manufacturers in the 1960s for carrying bagged cement.

Earles Sidings then: Stanier '8F' No. 48319 struggles to shift the 6.55pm departure for Widnes on April 4 1968. Powdered cement was carried in 'Presflo' wagons while coal was being delivered in 16-ton and 24-ton mineral wagons. You can see the viaduct carrying the branch to the works in the back-ground. LES NIXON

● Each square represents 1ft.

Dewsbury Railhead

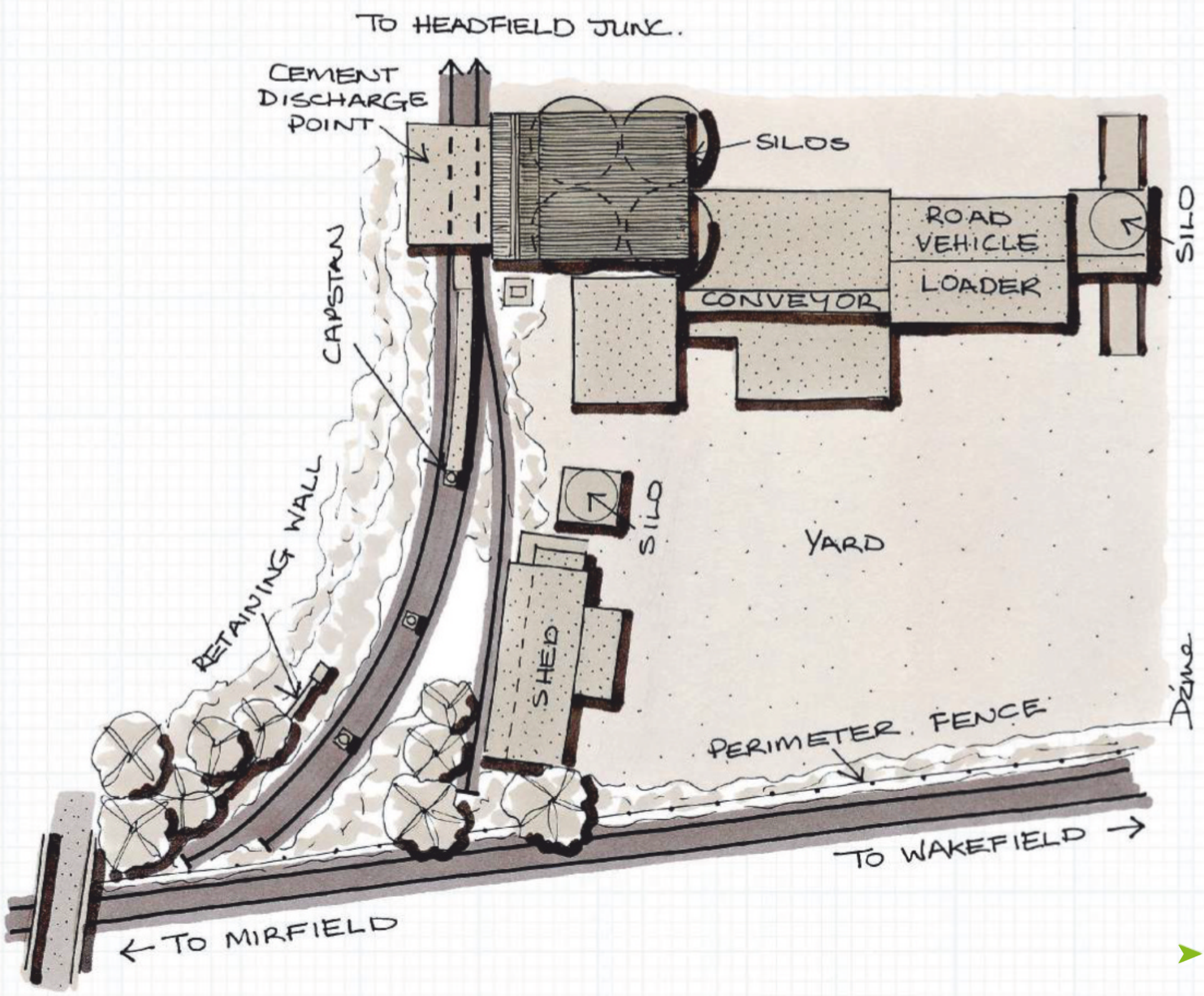
Where does the cement from Hope go? One of the key locations is the West Yorkshire town of Dewsbury.

Hope Cement's parent company Breedon's Dewsbury Depot sits inside the former Dewsbury East and West Junction triangle on the old Lancashire & Yorkshire Railway's Calder Valley line. Today, trains leave the Calder Valley line via East Junction, traverse a short section of the old Dewsbury Market Place branch, before setting back into the depot, built on the site of the old Thornhill Carriage & Wagon Works.

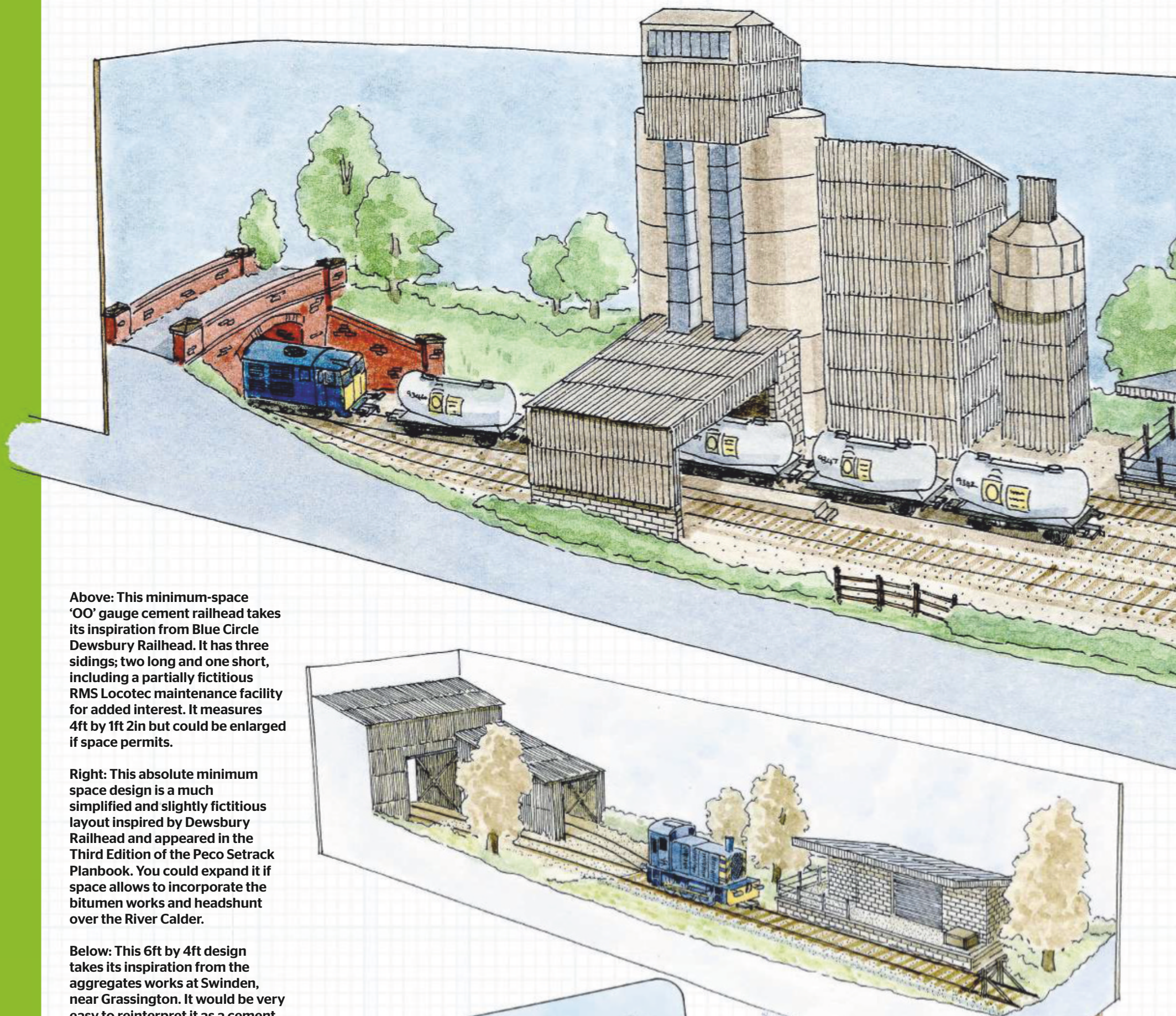
Dewsbury may not have the railway interest of Hope but, with a constant procession of trains during the week and the flow of lorries taking cement products away, there's plenty to make a great layout.

Right: 47275 draws a rake of empty wagons out of Dewsbury railhead. Two sections of track seen here are sides of a triangle from Headfield Junction, foreground, Dewsbury East Junction, distant left and out of picture, and Dewsbury West Junction, now truncated beyond the wagons, right.

Below: This not-to-scale prototype plan from my survey in 2006 shows the very simple arrangement at Dewsbury railhead. With accompanying photos it provides enough material for an advanced, minimum space interpretation of the location – either looking down the yard with a section of main line and security fence at the front, or with trees and embankment, left, reduced in volume and height, becoming the front of the layout.



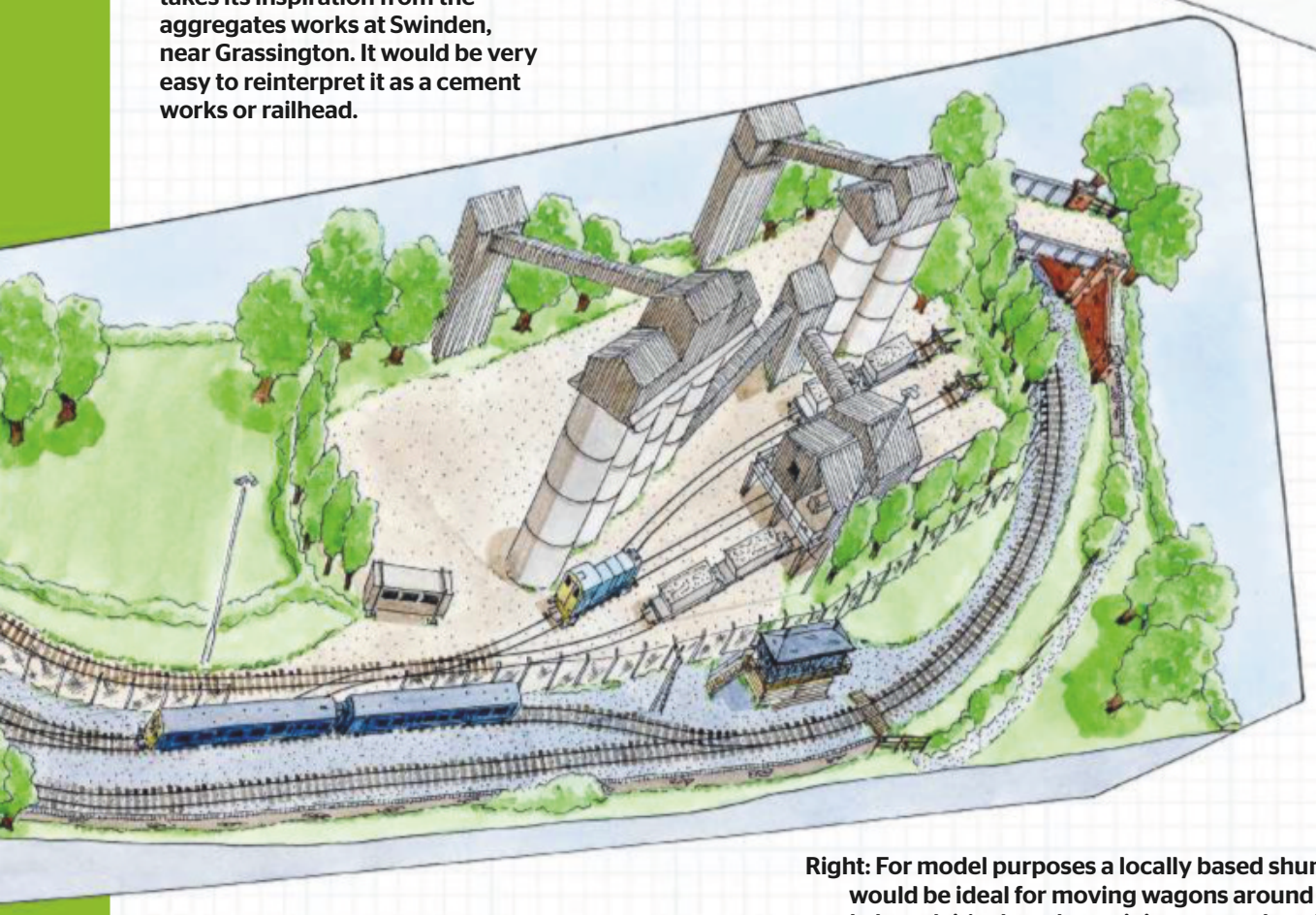
Masterplan Cement Works part 2



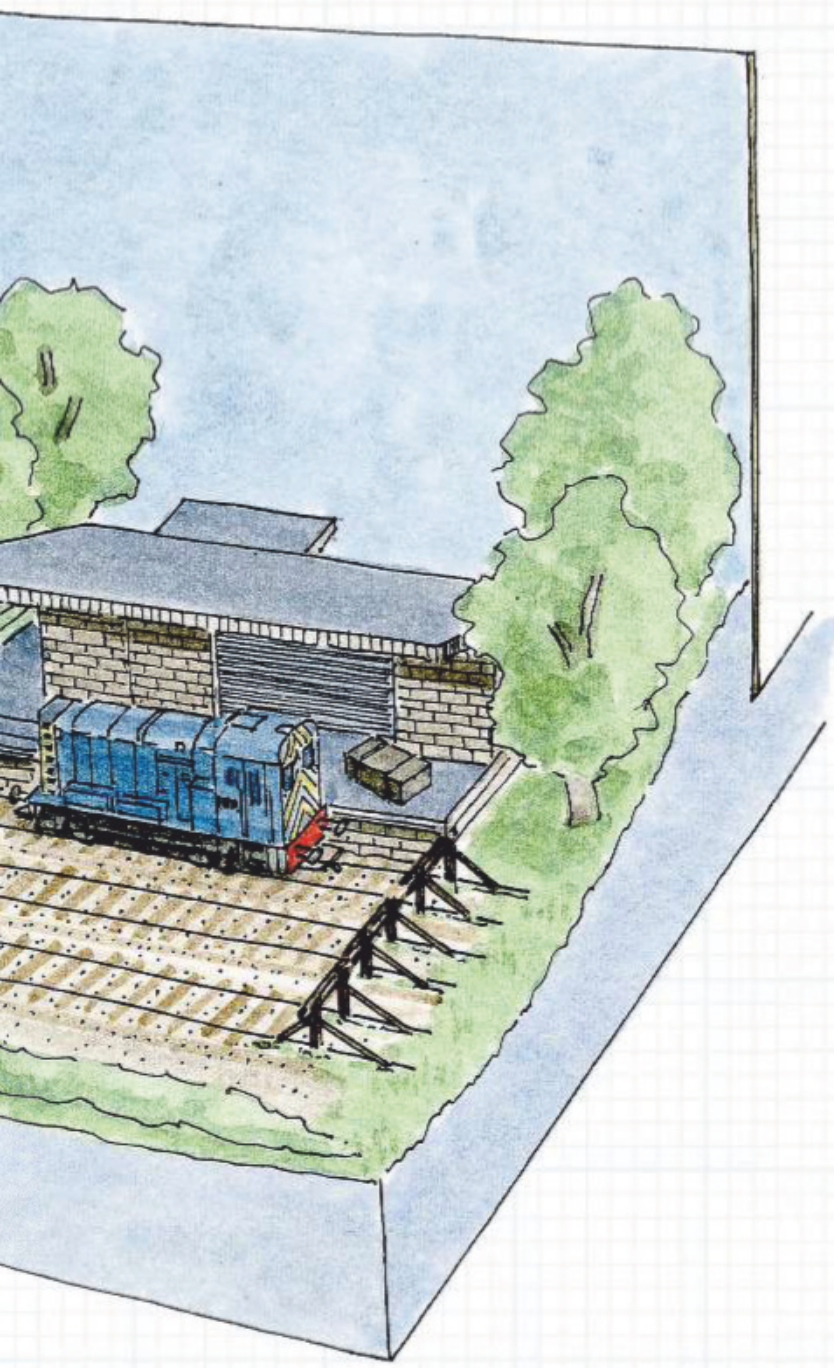
Above: This minimum-space 'OO' gauge cement railhead takes its inspiration from Blue Circle Dewsbury Railhead. It has three sidings; two long and one short, including a partially fictitious RMS Locotec maintenance facility for added interest. It measures 4ft by 1ft 2in but could be enlarged if space permits.

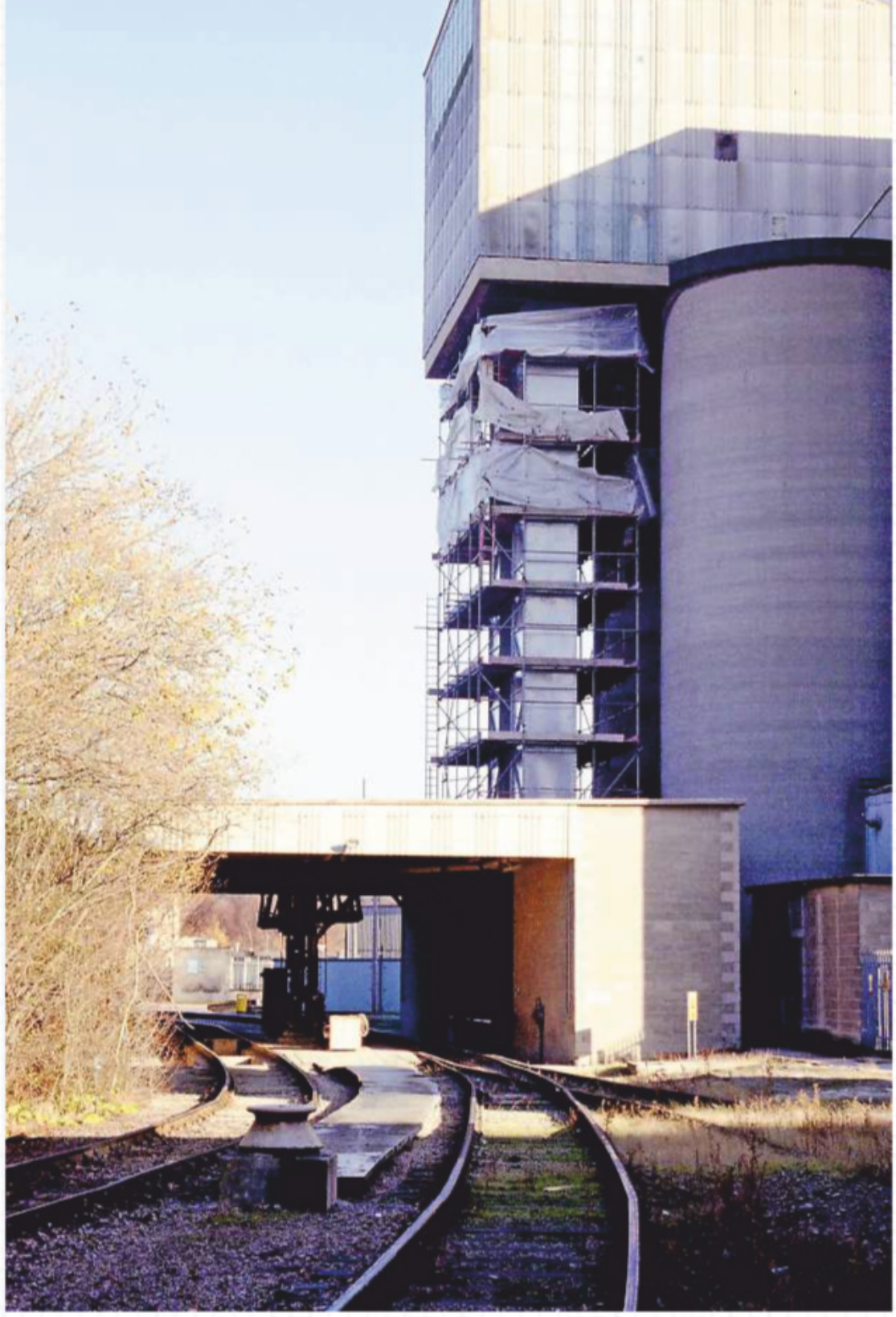
Right: This absolute minimum space design is a much simplified and slightly fictitious layout inspired by Dewsbury Railhead and appeared in the Third Edition of the Peco Setrack Planbook. You could expand it if space allows to incorporate the bitumen works and headshunt over the River Calder.

Below: This 6ft by 4ft design takes its inspiration from the aggregates works at Swinden, near Grassington. It would be very easy to reinterpret it as a cement works or railhead.



Right: For model purposes a locally based shunter would be ideal for moving wagons around the yard, though it's clear the activity was undertaken with a series of three capstans.





GAUGEMASTER
NEW Website

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

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

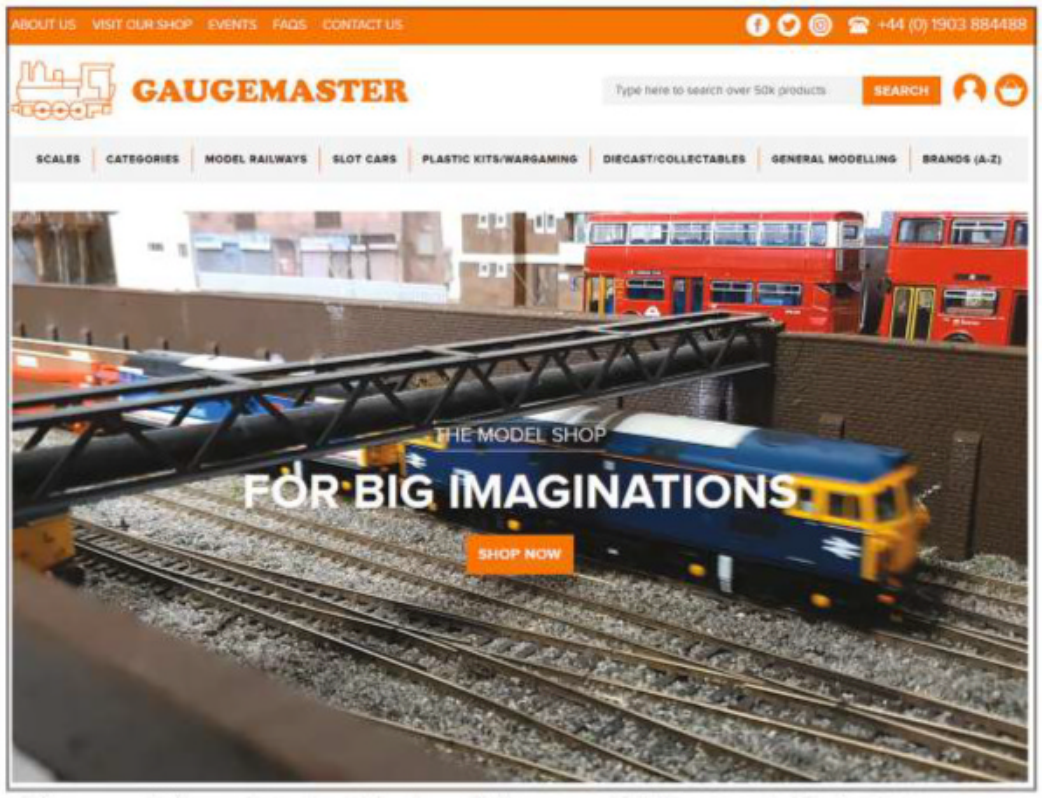
www.gaugemaster.com

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

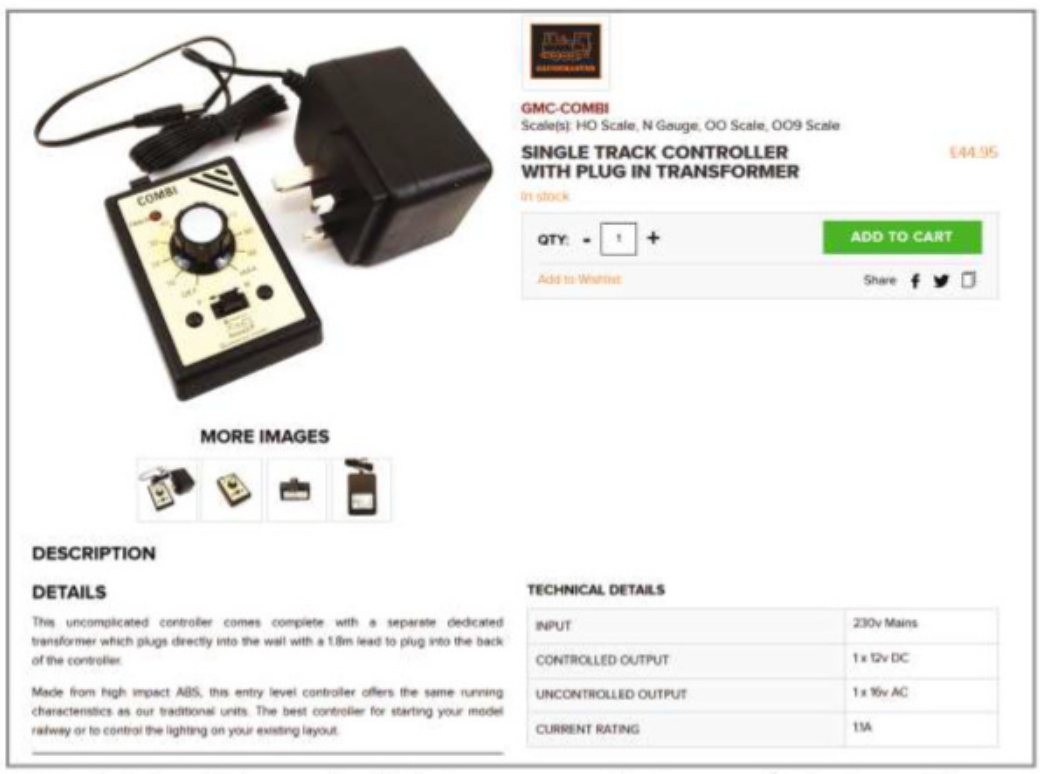
- It's been **built with mobile in mind**.
  Mobile devices have now overtaken desktop devices for internet browsing. We needed to follow this trend.
- It **demonstrates our breadth of products.**
  All of our genres (railways, slot cars, kits etc.) are now under one online roof. We stock products from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

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

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



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



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

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

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In-depth and unbiased reviews of the latest products

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104 **Dapol GWR parcels railcar**

106 **Hornby 'B12/3' 4-6-0**

Our reviewers

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

Ben Ando
Model Rail's 'N' gauge specialist.

Chris Leigh
Wrote his first review in 1964!

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

Our ratings

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

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

How we test

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

Dapol Class 21

◆ **GAUGE** 'OO' ◆ **MODEL** Dapol 4D-025-001 Class 21 Bo-Bo D6121, BR plain green ◆ **PRICE** £151.95 ◆ **AVAILABILITY** Dapol stockists or *www.dapol.co.uk*

Dapol announced its intention to recreate the Class 21, as well as the later incarnation – the Class 29 – almost ten years ago, so the eventual arrival of the first models generated quite a lot of excitement in the *Model Rail* office.

The Class 21 Type 2 was not a particularly successful design, highlighting the shortcomings of BR's hurried approach to dieselisation. A whole fleet was put into production before the initial pilot batch had been assessed, with the ensuing chronic reliability issues proving an embarrassment to BR and the North British Locomotive Company. A re-engineering programme soon followed for part of the fleet, thus creating the Class 29, but both classes were doomed to criminally short working lives.

The combination of a sad-faced aspect and a busy bodyside full of windows, doors and grilles, led to a rather ungainly appearance, but the Class 21 did have a certain character, which the Dapol product has captured extremely well. The front ends, with the drooping windscreens, really look the part and the communicating doors, lamp brackets and marker lights are finely and accurately rendered, although the wipers are a tad overscale.

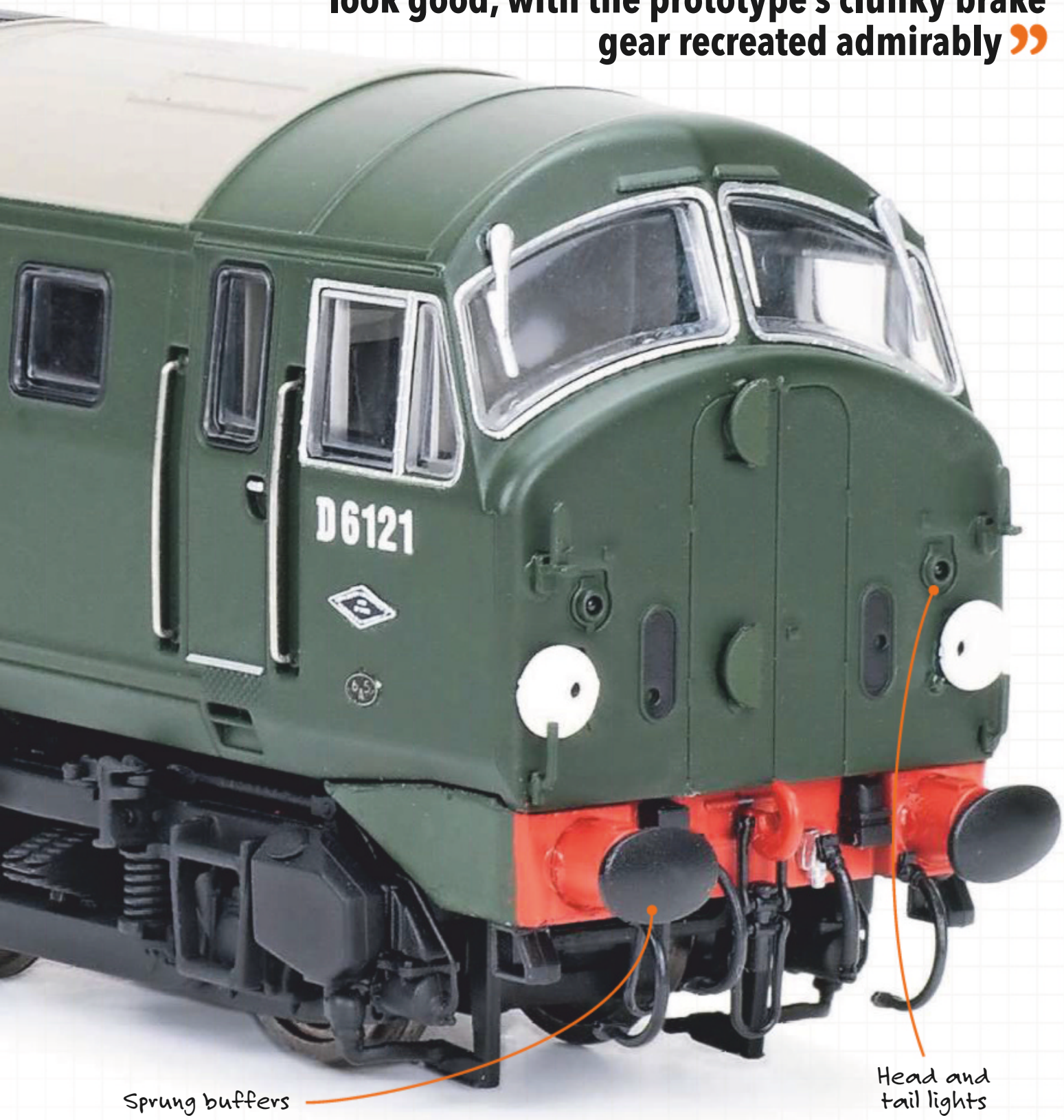
A set of white and green plastic headcode discs are provided, although they're rather basic and there's no means of attaching them to the model other than by glueing them directly to the marker light fairings, thus removing any means of swapping the 'codes' around in future, unless a temporary adhesive is employed (Glue 'n' Glaze is my recommendation). Furthermore, the lack of locating pins and slots also makes aligning the discs tricky.

The rest of the bodyshell is impressive, especially the large, finely etched grilles on each side, with the radiator elements visible behind. The moulded details, including louvres, grilles, footsteps and tank filling hatches are excellent, while the cab interiors feature moulded consoles and seats.

CLEARLY LACKING

In the past couple of years, I've been struck by the exceptional quality of glazing in

“Below the running plate, the bogie frames look good, with the prototype’s clunky brake gear recreated admirably”



3 things we like

1 Etched radiator side grilles.

2 Brake and underframe detail.

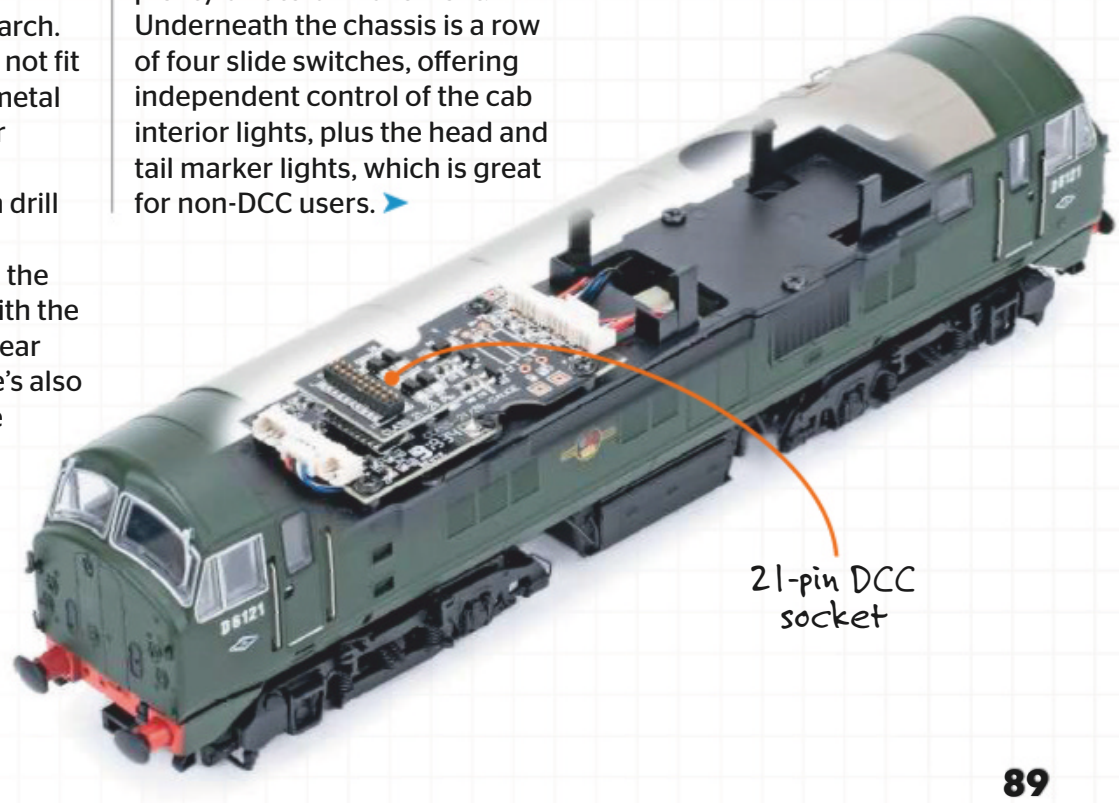
3 Boiler filler hatches and access steps.

many new ‘OO’ and ‘O’ gauge models. Alas, the Class 21’s windows aren’t quite up to the same standard, with a pronounced prismatic effect around the edges.

The austere green livery has been applied well, but our sample does have patches of overspray around the boiler tank hatches. The diamond NBL worksplates are separately applied etched items, as are the oval shed code plates (the application of which is a little sloppy). The radiator roof fan grille, while finely etched, has also been installed laxly, with the longitudinal walkway being out-of-kilter.

A small bag of bufferbeam details is supplied and their presence greatly improves the look of the locomotive’s ends, although no fitting instructions or diagrams are supplied, meaning that the customer has to do a spot of independent research. The dummy drawhooks do not fit into the slots cast into the metal bufferbeams without either trimming the hook’s tail or opening out the hole with a drill or reamer.

Below the running plate, the bogie frames look good, with the prototype’s clunky brake gear recreated admirably. There’s also a run of piping to the brake reservoir tank and the distinctive spoked wheels have been faithfully recreated. Pivoting NEM coupler pockets are installed, albeit not the sprung close-coupling type, but a freely pivoting version that provides plenty of lateral movement. Underneath the chassis is a row of four slide switches, offering independent control of the cab interior lights, plus the head and tail marker lights, which is great for non-DCC users. ➤



Factfile: Class 21

Under BR's 1955 Modernisation Plan, the North British Locomotive Company was invited to build ten Type 2 Bo-Bo diesel electric locomotives, utilising a 12-cylinder MAN power unit. Before this pilot batch had entered service, however, a further 48 locomotives were ordered.

Built in Glasgow between 1959-60, D6100-37 were initially sent to depots in London and Ipswich, while the rest of the fleet – D6138-57 – remained in Scotland. Designed for light passenger and freight work, they were soon in trouble thanks to chronic reliability problems. Things got so bad that the entire class was consolidated north of the border so that they could be returned to NBL's works for repairs.

Things didn't improve and, in 1963, BR decided to rebuild one example (D6123) with a Paxman Ventura power unit and, such was the improvement, that 19 further Class 21s were re-engineered, creating the Class 29. Other modifications made to the '29s' included remodelled front ends featuring four-character headcode boxes (although D6123 retained its disc headcodes).

The entire fleet remained based in Scotland for the rest of their short – and expensive – lives. The remaining MAN-engined Class 21s had been eradicated by 1968 and, although the '29s' proved more reliable, they too had all gone by 1971.

1: All four headcode discs are folded out of use on this unidentified Class 21, as it stands at Fort William in the mid-1960s. COLOUR RAIL

2: Prior to being transferred to the Scottish Region, D6108 is stabled at Hornsey depot, North London, in November 1959. COLOUR RAIL

3: A very grubby D6110 stands at Glasgow Eastfield depot in June 1967. J. MITCHELL/COLOUR RAIL

System builder

Other items to complement this model…

PASSENGER STOCK
Bachmann Mk 1s
Price: £48.95 each
Availability: Bachmann stockists

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

FREIGHT STOCK
Hornby BR 'Blue Spot' fish van
Price: £20.99 each
Availability: Hornby stockists

REVIEW VERDICT

PROS. Fine details. Good quality finish. Smooth mechanism.

CONS. Sanding gear hangs too close to the rails. No mounting points for disc headcodes. Some assembly issues. Poor glazing.

LOOKS	8/10
PERFORMANCE	7/10
FEATURES	8/10
DECORATION	8/10
VALUE FOR MONEY	8/10

78%

Having unclipped the bodyshell, a 21-pin DCC socket looms into view atop the main circuit board, with plenty of space provided for a large speaker. Power collection is via the axle bearings and the central motor is linked to the axles via twin cardan shafts. Operation is commendably smooth and quiet, with plenty of haulage power on tap, allowing the model to cope with any realistic demands placed upon it.

The only performance hiccup noted involved the moulded sanding pipes and brackets at the outer end of each bogie. While they look prototypical, they also hang just a fraction of a millimetre above the top of the rails. As a result, when encountering a slightly less-than-perfect track joint – or especially a misaligned baseboard joint – the locomotive is prone to stalling or derailing.

CLOSE, BUT NO CIGAR

After such a long wait for a model to appear, it's inevitable that expectations will be high, so the various quality control issues found on our sample couldn't help but create a little disappointment. Maybe it's fitting that a model of such a troubled prototype should also have its flaws? Indeed, even the model's packaging has a problem: the Class 21 is described as a diesel-hydraulic locomotive, rather than a diesel-electric!

Despite the issues outlined here, this is still a very good-looking model, with some impressive detail features and it certainly fills a gap in the Pilot Scheme fleet. It will certainly appeal to modellers of the 1960s Scottish Region, as well as those interested in the Eastern Region of the late 1950s. ***(GD)***

DAPOL CLASS 21 DIESEL ELECTRIC LOCOMOTIVE

OVERVIEW
Manufacturer: Dapol
Ref. No: 4D-025-001
Unit No: D6121
Scale/gauge: 1:76 scale, 'OO' gauge
Body: Plastic with metal parts
Chassis: Metal with plastic parts
Weight: 365g
Min. curve radius: 2nd radius (438mm)

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

MECHANISM
Drive system: Central motor drives cardan shafts, gear towers to both axles on each bogie
Flywheel(s): Two **Traction tyres:** No

DIMENSIONS	PROTOTYPE	1:76 SCALE	MODEL
Length (over buffers)	51ft 6in	207mm	206mm
Height	13ft 0in	51mm	51.3mm
Width	8ft 8in	35mm	36mm
Wheel diameter	3ft 7in	14mm	14.2mm
Bogie wheelbase	8ft 6in	34mm	34mm

SERVICING
How to dismantle: Body unclips from chassis.
Where to oil: Axles and gears through access holes in bogie frames.

Farish Class 70 (modified)

◆ **GAUGE** 'N' ◆ **MODEL** Graham Farish 371-640 Class 70 Co-Co 70015, Freightliner green ◆ **PRICE** £144.95 ◆ **AVAILABILITY** Graham Farish stockists

The Class 70s were launched with great fanfare in 2009 as Freightliner joined forces with US builder General Electric to produce locomotives that promised increased power, improved environmental performance and reduced maintenance costs. The resulting Class 70 was designed for use across Freightliner's portfolio of services and, with nearly 3,700hp available, they were expected to be used on everything from Anglo-Scottish intermodal services to the heavy stone trains operating from the Peak District and other quarries.

Unfortunately, their introduction was marred by disappointing performance – especially at speed – and a series of engine fires. The problem was found to be in the positioning and design of the air intake grille – in motion the streamlining effect of the cabs on the narrow centre section created a void that sucked air away from the intake, causing low engine power and overheating.

GE's solution was to raise the air intake grille away from the bodyside and into the air slipstream and this was implemented with immediate effect for both Freightliner and the ten Class 70s ordered by Colas in 2013.

This revision still caused problems in tunnels and so the Type B design was brought in from around 2014. This has a distinctive additional box below the intake on one side, housing an air analysis system to govern engine performance characteristics in areas of restricted airflow. This later design has been fitted to all Colas Class 70s and is being progressively introduced through the Freightliner fleet.

Graham Farish originally introduced its Class 70 model in 2013 and then announced the Type B modified version in 2015. It may have taken a while to deliver but the revised Class 70 is now here.

Our review sample depicts Freightliner's 70015, which received its modified intake in 2017. The most obvious change is the raised intake grille on the body side, but Farish has also captured minor changes, such as one of the tiny porthole windows on the bodyside door moving to the right. Later locomotives lacked a diagonal panel seam on the cabside and this too has been depicted.

Comments about the original model still apply to this version. It certainly captures the looks of the real thing and is correct in all main dimensions. Its panelled sides and sectional roof – designed for ease of maintenance – make for a model

> **“The livery has been well applied – with clean paint separation and a smooth, even, silk finish”**

ALAMY

with lots of obvious detail that is in some ways far more appealing than the somewhat ungainly prototype.

The livery has been well applied – with clean paint separation and a smooth, even, silk finish – and lettering and smaller labels sit well over the uneven bodysides. The only obvious livery omission is the Freightliner ‘zero injuries’ logos which are found immediately behind the cab access platforms at each end.

LIGHT TOUCH

The model has an excellent mechanism and, despite being lighter than many other Farish diesels at 81g (due to the narrow centre body), it performs smoothly and strongly, and under test was comfortable with scale-length trains.

It is fitted with a six-pin DCC decoder socket but has a switch on the underside to allow DC users to disable the red tail lamps. The lighting is bright and effective, and comes on at almost full power even when only a small amount of track voltage is applied.

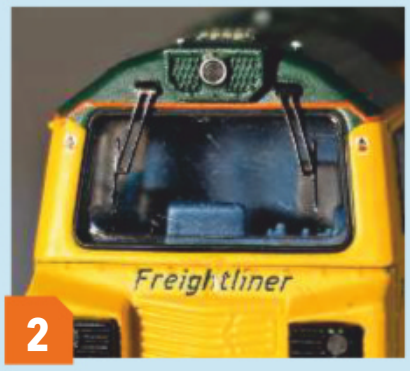
The bogies are neatly moulded, though the secondary dampers above the outer axles lack relief and the large triangular sandboxes on the centre underframe should be considerably deeper and protrude as far as the solebar.

The couplers are in NEM sockets that are mounted on the bogies. To avoid fouling them the air dams are too, though on the prototype they are part of the body.

The Class 70 is a useful contemporary locomotive, especially as it now carries the Colas livery too, and the Farish model in its upgraded form continues to look the part and perform well. Who could ask for more? ***(BA)***

3 things we like

1 Not only is the revised air intake grille box modelled, but the other large side grille has been modified – and well modelled.



2 The very clear large front windscreens come with fine, photo-etched wipers and allow the painted cab interior to be visible.

3 The circular roof cooling grilles add an air of quality to the model.

REVIEW VERDICT

PROS. Superb depiction of a purposeful, if not attractive, prototype.

CONS. Some underframe detail not quite pronounced enough.

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

88%

GRAHAM FARISH CLASS 70

OVERVIEW
Manufacturer: Kader Industries, China
Ref. No: 371-640 **Unit No:** 70015
Scale/gauge: 1:148 scale, 9mm gauge ‘N’

Body: Plastic
Chassis: Alloy with plastic parts
Weight: 81g
Min. curve radius: R1 (263.5mm)
Wheel back-to-back: 7.4mm

ELECTRICS
Electrical system: 12V DC two-rail
Motor type: Five-pole
Lights?: White headlight and marker

lights, red switchable tail lights
DCC ready?: Six-pin socket
Other features: NEM couplings, RP25.72 wheel profile, switchable lights.

MECHANISM
Drive system: Power to both bogies via cardan shafts

Flywheel(s): Yes
Traction tyres: No

DIMENSIONS	PROTOTYPE	1:148 SCALE	MODEL
Length	71ft 3in	146.7mm	146.5mm
Height	12ft 10in	26.5mm	26.3mm
Width	8ft 8in	17.9mm	18mm
Wheel diameter	3ft 4in	7.2mm	6.9mm
Bogie wheelbase	N/A	N/A	28.8mm

SERVICING
How to dismantle: Unclip body and lift carefully away
Where to oil: On gears

22-pin DCC socket
Interior lights
NEWQUAY
P125
SP.7.82
29.4.80
SP 7.82
Directional lights
NEM pockets
Sprung buffers

Bachmann Class 121

◆ **GAUGE** 'OO' ◆ **MODEL** Bachmann Branchline 35-526 Class 121 W55025, BR blue/grey ◆ **PRICE** £154.95
◆ **AVAILABILITY** Bachmann Branchline stockists

I'll make no bones about it: I'm a huge fan of the 36 diesel railcars from Gloucester RC&W and Pressed Steel (later Classes 122 and 121 respectively) and I've acquired numerous models ever since Lima introduced its 'OO' take on the subject, some 40 years ago. That Lima model has since joined the Hornby range and has received a modest chassis update. As a big fan of these railcars, it is inevitable that I have several Dapol 'OO' gauge Class 121s and 122s, which are the first railcars produced to 21st-century standards. Given that Dapol was well on with developing its railcars, it was a surprise that Bachmann Branchline announced competing models in the same scale.

Bachmann's railcar arrived in the *Model Rail* office in early March, and I couldn't wait to get my hands on it, particularly to see if it offered any improvement over the Dapol model.

My first impression of Bachmann's model are influenced by my familiarity with the Dapol product. It's well-equipped for the latest in digital technology, lighting and sound, has a raised floor-line to cover the extensive electronics mounted on the chassis. It is heavy and drives on both bogies from a centrally placed motor. Prop-shaft alignment and lubrication seems to have been an issue, and certainly a re-test of mine after two years' in storage revealed some issues with free running.

Compared to the Dapol model, Bachmann's model is feather-weight. Weight and 'substance' has always tended to reflect quality, and in this instance that works against first impressions of the Bachmann model.

It shouldn't. Bachmann's '121' may lack heft but it certainly doesn't lack anything else and the moment I put it on my layout for a test run, I warmed to it.

The review sample represents W55025 in refurbished condition and carrying Rail blue and grey livery with full yellow ends. Despite my extensive photograph collection, this particular vehicle in this livery seems to have eluded me, probably because it was allocated far down in the West Country at this time, working the Cornish branch lines. Indeed, the Bachmann model appropriately carries Newquay and Par on the destination blinds.

Bachmann's motor and drive system is located at the car's brake end but does not intrude much into the 'van' area of the body. Instead, there's a bulge under the floor, which is hidden by the chassis details and the final-drive and gearbox mouldings.

For the first time that I can recall, there is bogie bolster and under-floor frame detail above the bogies. This is an important area on a DMU because the bogie ➤

Performance

A small can motor, largely concealed beneath the floor drives the 'van'-end bogie through a short cardan shaft to a gearbox mounted on the bogie. The whole arrangement is below window level in the van area.

The railcar proved beautifully smooth and quiet throughout its test running and never faltered.
I progressively increased the load to six bogie coaches, the equivalent of two unpowered three-car units and the Bachmann model handled them with ease. It seems unlikely that the model would be used with such a tail-load and is much more likely to run in multiple with Bachmann's forthcoming three-car unit, so I refrained from pushing what is quite a small mechanism any further.

3 things we like

1 Flexible speedo cable.

2 Low-profile mechanism.

3 Attention to detail.

Battle of the '121s': Bachmann vs Dapol

The $64,000 question is which 21st-century '121' is better? Both models have their strengths and weaknesses but there are a couple of areas where Bachmann's model wins.

frames were quite slender and there was a visible gap between the bogies and the floor. Bachmann has got this just right.

There are other goodies on the chassis, too. A full complement of footboards and steps are present, there are guard irons on both bogies and the classic 'cut' buffers with their straight edges are lightly sprung. However, the *pièce de résistance* is surely the very flexible speedometer connection between the leading axlebox and the solebar.

BODY BEAUTIFUL

Moving above the solebar, the character of the Pressed Steel body has been beautifully captured. The clear glazing allows an unrestricted view into the cab where the driver's seat and main controls are picked out in colour.

It seems almost churlish to point out that the unit is depicted stationary. When the driver left the cab, he would take the two control levers with him as a safety measure. Bachmann has modelled the control desk without the controller handles, but then there's no driver present in the cab so this is quite correct.

The interior detail shows up well, in this case being a one-piece moulding in blue plastic.

Separately fitted details on the body include windscreen wipers, corner steps, lamp irons, exhaust pipes and the handrails adjacent to the cab and brake van doors. The cut-out beneath the inward-opening guard's door is present, as is the security mesh on one of the 'van' windows.

As one would expect from a Bachmann product, the Rail blue/grey finish is neat and subdued. Correctly positioning the grey is a recurring problem for manufacturers, but Bachmann has got it right this time. The BR logos and limited amount of lettering are neat and legible but the lifting point markings have not been applied to the solebars.

Figuratively, the Bachmann model has all the bells and whistles you might expect of a modern Class 121 model. Standard tension-lock couplings are fitted in NEM pockets on both bogies and phosphor bronze pick-ups are fitted on both bogies.

True, it does not come with on-board digital sound, but it is equipped for easy sound-fitting. A PluX22 decoder socket and factory-fitted speaker make the installation of top-notch sound easy.

What about lights? A quick test run showed that the model has directional white/red marker lights, interior saloon lighting and cab illumination. As supplied all these are 'on' the moment you apply power using an analogue controller. However, Bachmann has listened to those who don't like running, for instance, with cab lights on because it's normal practice to run with them off.

A row of no fewer than six switches are provided on the underside, just inboard of the trailing bogie. These switches give analogue users maximum possible control over the lighting of the railcar. True, you have to turn it upside down to operate the switches, but if that bothers you, then you really do need to switch to DCC.

What else is there to say? Ultimately, this is a strong contender for Model of the Year 2020. Full marks to Bachmann! ***(CJL)***

■ The use of a substantially plastic chassis means that Bachmann has really been able to go to town on the underframe detail. Numerous separate parts allow for a real depth and crispness to the detail. I found myself comparing individual underframe components of the Dapol and Bachmann models and, though Dapol's detail is good, time and again Bachmann's effort is deeper and crisper and there's a lightness of touch and finesse, too.

■ The clear advantage in having the floor much nearer to where it should be really puts the Dapol model at a disadvantage.

Factfile: Class 121

The Pressed Steel Company produced 16 single-unit railcars for BR Western Region, introduced in 1960. Numbered W55020-35, they were allocated initially to London area suburban and branch line services, where they replaced 20 very similar vehicles built by Gloucester RC&W Co. in 1958. The Gloucester vehicles were then transferred to West Country branch lines and to the Worcester area where they replaced the life-expired GWR diesel railcars.

Classified 121 under TOPS, the Pressed Steel cars seated 65 second class passengers and had a driver's cab at each end and a substantial guard's compartment. They were intended for use individually or with a matching single-ended driving trailer car at peak times and could also be used to replace a defective motor coach in a three-car set.

No fewer than 13 of these useful vehicles passed into preservation.

W55025, as represented by Bachmann, seems to have had a pretty standard existence, livery-wise, carrying lined dark green, then Rail blue with full yellow ends and later (after refurbishment) Rail blue and grey. In 1987/88, it was repainted into Network SouthEast livery and later became a route learner, still carrying NSE livery. It was then acquired by Railtrack/Balfour Beatty and equipped with extensive camera equipment as the network video survey vehicle, in dark blue and lime green livery. It is currently stored, derelict, at the MoD's Long Marston facility.

1: As branch lines closed, the Class 121s were absorbed as supplementary coaches in the suburban fleet, or found other uses as route learning cars and Sandite vehicles in the departmental fleet. Two were converted as a rescue train for the Severn Tunnel. W55020, having been in departmental service, was acquired by Chiltern Trains in 2002 and returned to passenger use, upgraded with its exhaust pipes ducted through the guard's compartment rather than on the cab end. I. THOMAS

2: All the cars received a substantial refit under BR's refurbishment programme with new lighting and heating from 1980. Externally, the most obvious features were a small grille on the sides at waist level and a repaint. 55025 stands at Looe on April 10 1984. B. PERRYMAN

3: W55020, and W55024 which retained its cab-mounted exhaust pipes, were used on the Aylesbury-Princes Risborough service until May 2018 becoming the last of the first-generation diesel mechanical units to remain in front-line service after some 57 years in traffic. This is the final train, the 2033 to Aylesbury on May 19 2018. JOHN WADDINGTON

System builder

Other items to complement this model…

PASSENGERS

Give your '121' a full complement of passengers with this bumper pack of 60 figures from Noch.
Product code: 16072
Price: £74.95
Availability: Gaugemaster
Tel: 01903 884488
Web: *www.gaugemasterretail.com*

DETAILING

Turn your model into a hard working locomotive by adding some exhaust stains to the roof, using Tamiya's Weathering Master Set B, which includes a 'Soot' shade and a mini applicator brush/sponge. **Price:** £7.99
Availability: Wonderland Models
Web: *www.wonderlandmodels.com*

DMU

Being railcars, '121s' mainly worked on their own… but they did work with '117' DMUs. Start saving your pennies for Bachmann's forthcoming model to pair with your '121'.
Price: From £314.95
Availability: Coming soon!

BACHMANN CLASS 121 RAILCAR

OVERVIEW
Manufacturer: Kader Industries
Ref. No: 35-526
Unit No: W55025
Scale/gauge: 4mm:1ft 'OO'
Body: Plastic
Chassis: Plastic/metal
Weight: 388g
Min. curve radius: R2 (438mm)
Wheel back-to-back: 14.5mm

ELECTRICS
Electrical system: 12V DC
Motor type: Can motor
Lights: Directional marker/tail lights, interior lights, destination box lights
DCC ready: PluX22 socket

MECHANISM
Drive system: Chassis-mounted motor with shaft drive to one bogie
Flywheel(s): One
Traction tyres: No

DIMENSIONS	PROTOTYPE	1:76 SCALE	MODEL
Length over body	62ft 0in	248mm	248mm
Height	11ft 9in	47mm	48mm
Width	9ft 0in	36mm	36mm
Wheel diameter	3ft 0in	12mm	12mm
Bogie wheelbase	7ft 0in	28mm	28mm

SERVICING
How to dismantle: Body unclips.
Where to oil: See instructions.

REVIEW VERDICT

PROS. Accurate body shape, smooth, quiet chassis.

CONS. Nothing of note.

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

93%

Iwata Power Jet Pro compressor

◆ **PRODUCT** Iwata Power Jet Pro compressor ◆ **PRICE** £449.00 ◆ **AVAILABILITY** The Airbrush Company **Tel** 01903 767800 **Web** *www.airbrushes.com*

Regardless of how good an airbrush may be – or how proficient the user is – the quality of the compressed air source will always play an important role in the painting process. What all airbrushes need is a steady, reliable and controllable air source, free from contaminants like oil and water.

There are some good budget and mid-priced compressors on the market, but many in the under-£300 range are inevitably hindered by limited duty cycles, meaning that the unit requires regular rest periods to cool down. For modellers with a need for more intensive use, be they active hobbyists or professionals, investing in a more powerful and rugged machine is essential.

The new Iwata Power Jet Pro compressor offers the perfect package for more demanding users. Although fairly compact in size (330 by 180 by 300mm) and lightweight in nature (11kg), it's a very powerful unit that's housed in a tough steel case and, thanks to the carry handle, is eminently portable.

Featuring a quiet but powerful, twin-pump 1/6hp induction motor, the Power Jet Pro boasts twin air outlets, each with its own pressure regulation valve, gauge and moisture filter, allowing two airbrushes to be used simultaneously. This means that the compressor can be shared between two users, or permits a quick change between airbrushes (perhaps with different pressure settings) during painting and weathering jobs.

The oil-less piston motor offers a low maintenance, reliable option and a 2-litre rectangular air tank sits within the steel case. This is an interesting departure from the more traditional cylindrical tank, helping to maximise space and the stored air allows for a very smooth output to the airbrushes.

The pressure valves are readily accessible and can be locked to preserve specific settings.

The gauges are located in the top of the case, beside the valves, for easy visual reference and the moisture purge valves are also easily accessed, without the need to poke around inside the case.

Iwata's Smart Technology automatically switches the compressor on when the airbrush's trigger is depressed, providing air instantly at the pre-set pressure. As soon as you stop spraying, the compressor will switch off when the pressure within the on-board tank returns to a set level. A pair of 3-metre coiled hoses is provided, with quick-release connectors (no need for a spanner!) and there's even a hole in the outer case to allow for rapid cleaning of the air inlet filter.

The compressor is compatible with any brand of airbrush, with various hose adaptors supplied and a handy pair of airbrush holders are fitted to the top of the unit. Capable of working between 0-60psi for up to an hour continuously, it's suited to the most demanding of airbrush and miniature spray gun users.

With a full warranty and supreme build quality, it's definitely a worthwhile investment. ***(GD)***

REVIEW VERDICT

PROS. High specification. Tough and rugged. Quiet motor and smooth air output.

CONS. Nothing.

Heljan Class 03

◆ **GAUGE** 'O' ◆ **MODEL** Heljan Class 03 0-6-0DM ◆ **PRICE** £395.00 ◆ **AVAILABILITY** Heljan stockists

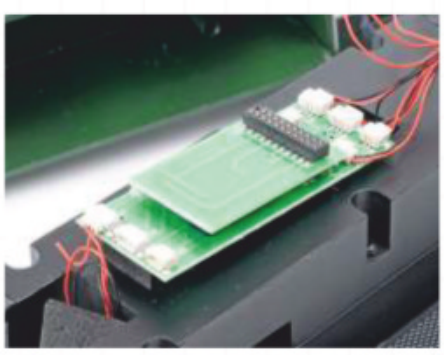
Small shunting locomotives are ideal subjects for large-scale RTR models, with a number of existing 'O' gauge diesel options available from Dapol and Heljan. Bachmann Brassworks offered a Class 03 some years ago but, other than those unpainted brass models, there hasn't been a truly RTR rendition of this popular prototype for 7mm scale until now, thanks to Heljan, which has released the first batch of Class 03s.

There are ten different versions to choose from (with or without numbers), taking in both the 'flowerpot' and conical pattern exhaust 'chimney' varieties, but all feature the original vacuum-brake-only body style (without the extra cabinets to house air brake equipment). Livery options are spread across BR green, BR blue and a pair of unbranded industrial colour schemes.

STYLE AND CHARACTER

With its full-height cab and slender bonnet shape, the Class 03 cuts a stylish figure and the Heljan model admirably catches the prototype's character perfectly. The livery application is top notch, with the yellow and black 'wasp' stripes cleanly separated, while the BR logos, numbers, builder's plates and other legends are crisply printed. The bodyshell and chassis are awash with fine detail, in the form of moulded rivet and bolt heads, louvres and panel seams, as well as lots of separately applied fittings, such as handrails, lamp brackets and an array of pipework beneath the running plate.

Talking of which, the rendition of the chequerplate walkway around the running plate is lovely and I can imagine how good this would look after a weathering job has been applied. Other attractive features include the etched front grille and protective mesh behind the cab access steps, the bonnet door louvres are finely moulded, as are the air horns and the set of



delicate windscreen wipers. The quality of the glazing is excellent, and the spoked wheels have a fine profile, as do the coupling rods.

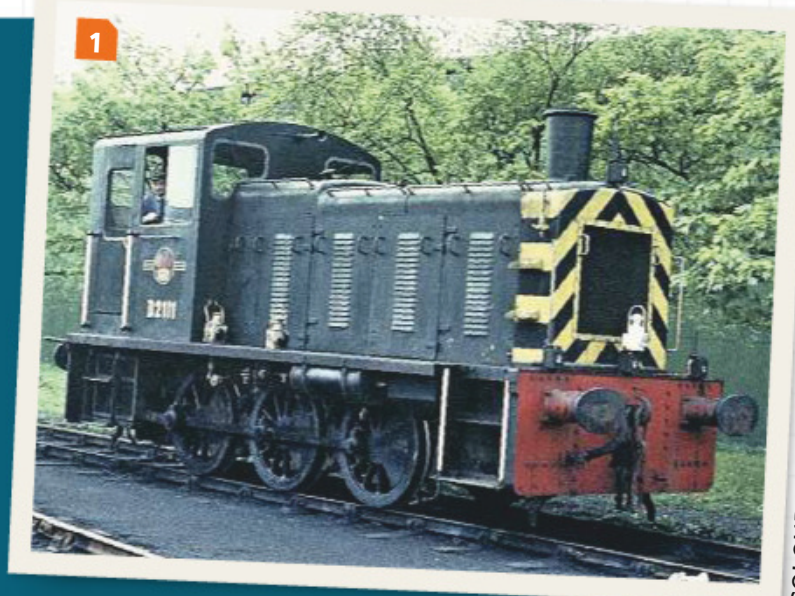
After removing the bodyshell, a 21-pin DCC socket is revealed – a welcome sight on a Heljan 'O' gauge locomotive. There's ample space for a small, rectangular speaker to sit at the

Factfile: Class 03

Forming what became British Railway's 'standard' small shunter, the Class 03 diesel mechanical locomotive fleet boasted 230 examples at its peak. Built between 1957-62 at BR's Swindon and Doncaster Works, the diminutive locomotives could, for a time, be seen across England and Wales. Alas, much of the work for which they were intended began to disappear during the 1960s and 1970s, leading to withdrawals and sales to industrial users.

Powered by the reliable Gardner 8L3 engine, the '03s' boasted a maximum output of 200hp and were ideal for shunting work in goods yards and as station pilots, as well as the odd trip working. Indeed, the class became closely associated with a number of locations, such as Birkenhead Docks, Norwich, Newcastle, the Isle of Wight and the Burry Port & Gwendraeth Valley line in South Wales.

Most examples had been withdrawn by the end of the 1980s, but some of those in use at industrial locations soldiered on into the 1990s. Remarkably, the final Class 03 to work on the national network was 03179 at Hornsey EMU depot in London, which survived until 2003. The class was originally numbered in the D2000-2199 and D2370-99 ranges and many have found their way into preservation.



COLOUR RAIL

"The Heljan model admirably catches the prototype's character perfectly"

front of the chassis block, allowing the sound to emanate through the nose grille.

The drive unit is completely contained within the bonnet section, leaving the cab free for a footplate crew to be positioned as desired. A large flywheel is fitted to the outer end of the motor's drive shaft, while there's also another, cast integrally with the worm gear, which helps to smooth the output forces. Power is transmitted to the rear axle via a set of nylon reduction gears and motion is then transferred to the other axles and the jackshaft through the coupling rods.

Although the mechanism was a little stiff to begin with, a short period of running-in soon freed everything up and the model ran smoothly and reliably, with a modest current consumption of 0.4 amps across the speed range. There's plenty of side-play in the axles, allowing the model to negotiate shallow curves and point radii, but there isn't much in the way of vertical compensation. As a result, the model struggled with some of the (intentionally) poor track joints on our test track, especially those on a curve. However, if your layout features well-laid permanent way, there should be no problem.

Under power, the miniature red and white lamps glow at each end simultaneously, regardless of direction, as per the real thing. There's also a light within the cab, allowing the lavishly detailed control console to be fully appreciated.

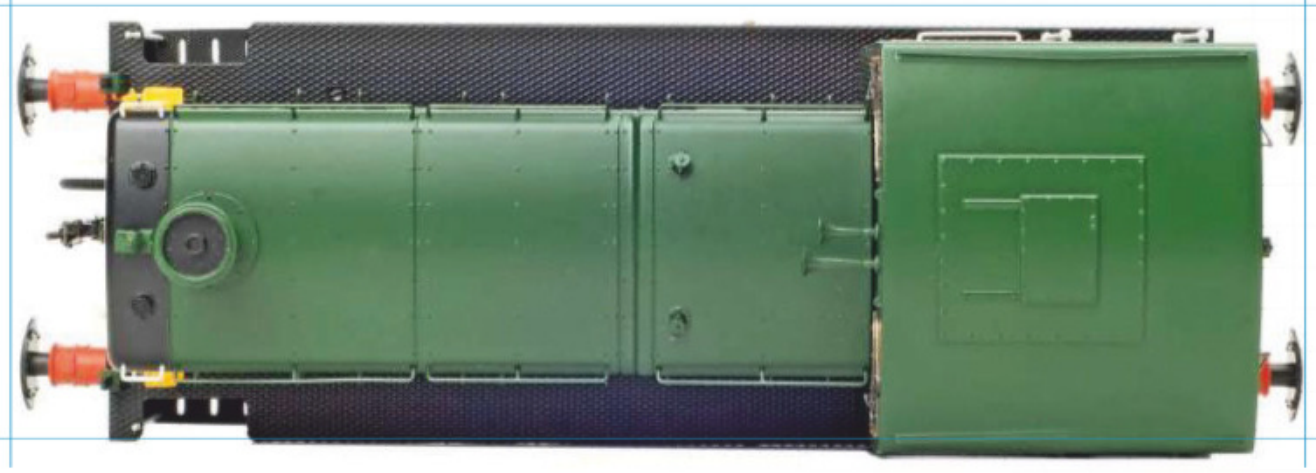
This is a lovely little model, offered at a great price, and is the perfect motive power for 'O' gauge layouts of any size, but especially minimum-space affairs. Highly recommended. ***(GD)***

3 things we like

1 Fine mesh jackshaft guard.

2 Fully detailed cab interior

3 Orange conduit to working lamps.



HELJAN CLASS 03 DIESEL SHUNTER

OVERVIEW
Manufacturer: Heljan
Ref. No. 2055
Unit No. D2033
Scale/gauge: 1:43.5 scale, 'O' gauge

Body: Plastic with metal parts
Chassis: Metal with plastic parts
Weight: 875g
Min. curve radius: 3ft 4in
Wheel back-to-back: 29.5mm

ELECTRICS
Electrical system: 12V DC two-rail
Motor type: Five pole can motor
Lights? Directional head/tail lights

DCC ready: 21-pin socket

MECHANISM
Drive system: Brass worm drives nylon gears to rear axle

Flywheel(s): Two
Traction tyres: No

DIMENSIONS	PROTOTYPE	1:43.5 SCALE	MODEL
Length (over buffers)	26ft 0in	184mm	183mm
Height	11ft 10in	78mm	83mm
Width	8ft 6in	61mm	59mm
Wheel diameter	3ft 7in	26mm	26mm
Wheelbase	9ft 0in	64mm	64mm

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

System builder

Other items to complement this model…

FREIGHT STOCK
Dapol BR 16t mineral wagon **Price:** £45.00
Availability: Dapol stockists

+

FREIGHT STOCK
Accurascale HUO coal hopper
Price: £49.95 **Availability:** *www.accurascale.co.uk*

+

FREIGHT STOCK
Dapol 12t vent van
Price: £49.95
Availability: Dapol stockists

REVIEW VERDICT

PROS. Great value for money, performance, DCC socket.

CONS. Lack of vertical compensation in axles.

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

91%

Heljan 'Hymek' Class 35

◆ **GAUGE** 'O' ◆ **MODEL** Heljan 3587 Class 35, BR green ◆ **PRICE** £495.00 ◆ **AVAILABILITY** Heljan stockists

Marking the Danish company's entry into the UK RTR 'O' gauge market, Heljan's 'Hymek' was a game-changer when first released in 2006. Offering new levels of realism and superb value for money, the popular Western Region hydraulic was captured with admirable attention to detail.

In the ensuing 14 years, Heljan has produced an impressive array of 7mm scale diesels, with an ever-increasing level of detail. The 'Hymek' still holds its own against more recent products, however, and this slightly revamped version offers a few minor improvements to bring it into line with contemporary releases.

The chassis features a more DCC-friendly layout (but still not DCC ready), with a pair of screw terminals mounted on the main circuit board to facilitate the connection of a digital decoder. It's not quite plug 'n' play, but the arrangement is now in line with the majority of other Heljan 'O' gauge locomotives. There's space for a speaker in the fuel tank (with perforations in the floor for sound to escape) and a full array of LED lighting is present, to illuminate the headcode panels and taillights.

This new model also sports a superior set of wheels and slightly less overall weight than the original version. Four livery options are on offer, consisting of three versions of BR green (plain green, small warning panels and full yellow ends) and a BR blue version. All are supplied without numbers, but the quality of the printed logos and characters is superb.

Overall, this is a wonderful model of a very handsome prototype and the upgraded specification is very welcome. ***(GD)***

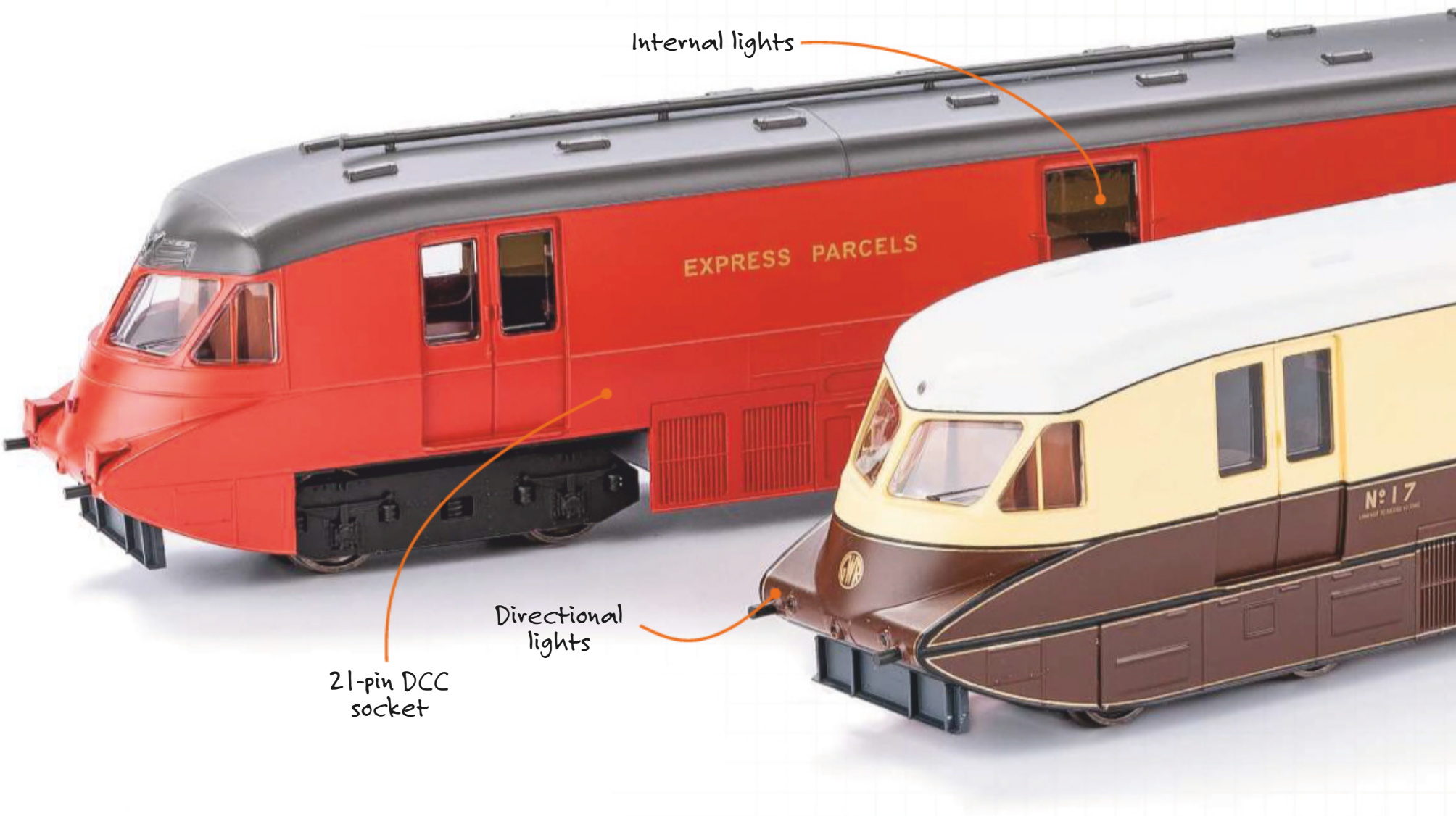
REVIEW VERDICT

PROS. Improved specification, superb performance.

CONS. Still no DCC socket, bogies lack finesse.

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

90%



Dapol GWR parcels railcar

◆ **GAUGE** 'OO' ◆ **MODEL** Dapol 4S-011-100 Gloucester RC&W railcar 17, GWR Express Parcels chocolate/cream; Dapol 4S-011-101 Gloucester RC&W railcar W17, BR crimson
◆ **PRICE** £148.70 ◆ **AVAILABILITY** Dapol stockists or *www.dapol.co.uk*

Adding the matching parcels railcar to Dapol's GWR streamlined diesel railcar (MR243) fleet seemed, to me, to be an obvious course of action. It uses the same chassis and it has few windows, so the slightly compromised interior of the passenger cars is not an issue. However, it does require a completely new body tool and, happily, Dapol took the view that such expense could be justified. The parcels railcar, 17, or W17W in BR days, is now available and I've had the opportunity to test both GWR and BR versions.

The moulded plastic body captures well the smooth, rounded shape that earned these railcars the 'flying banana' epithet. Each side features the broad, centrally placed guard's door and two pairs of loading doors. On the real thing all were sliding doors and on the model they are really crisply defined and look almost as if they should slide open but, of course, they don't. The guard's door has separately applied handrails and there's a separately fitted conduit on the roof, but otherwise the smooth body shape does not really demand separate fittings. Glazing is flush and largely avoids the prismatic effect around the edges.

DETAIL ALTERATIONS

Like the passenger car, Dapol has catered for detail alterations which were made during the life of the cars. On later versions of the model the skirting panels over the bogies were removed, and there's final drive detail on the bogie sideframes. Where appropriate, there's a detail pack containing the plug and lamp for the central tail lamp which was a later fitting and, on the model, is the only non-working light. On the fully skirted car the final drive detail is omitted to allow more space for the bogies to turn. The later versions also have steps above the buffers and a centrally placed lamp or bracket. These are supplied separately for fitting by the modeller.

The body is simply attached to the chassis with just two clips, one either side below the saloon doors. A substantial sealed motor, with a brass flywheel, is mounted within the chassis block and drives one bogie through a universal shaft and bogie-mounted gearbox. Lighting is provided by LEDs in the ceiling, and the small nose-end lights are also illuminated by LEDs, three white lights forward, one red light to the rear.

Access to the 21-pin decoder socket and the space for a digital speaker is gained by removing the interior moulding which is a one-piece moulding in 'caramel' brown plastic. The cabs are provided with seats, rather more substantial-looking than those on the real thing, but there is no other cab interior detail. There is, however, detail of the slatted parcels shelves inside the main body of the car with one side depicted open and the other folded. As on the passenger car there's a large bulge in the floor area where the motor and drive system are mounted on the chassis below. It makes little difference in this car, as the interior is scarcely visible.

“The moulded plastic body captures well the smooth, rounded shape that earned these railcars the ‘flying banana’ epithet”

The bogies are plastic mouldings. The external drive-shafts and axlebox-mounted final drives have been omitted from both bogies on the fully skirted model in order to provide clearance for the bogies to turn. Detail and relief on the bogies is a little flat, doubtless due to the need to allow for bogie swing on the fully-skirted car. Metal disc wheels are fitted with pick-ups on all eight wheels, those on the trailing bogie being simple phosphor-bronze wipers.

For those wishing to fit digital sound, a speaker location is provided in the underside just inboard of one bogie. Two screws hold the interior and the ceiling circuit board in place and these must be removed to allow access to the speaker location.

SMOOTH OPERATOR

On test, the railcar ran smoothly and quietly throughout the speed range, in both directions, and was controllable down to a crawl. Its quietness is impressive, with both samples virtually silent and just the noise of wheels on rails. The lights, though correctly quite small in size, show up well and the cab light does make the lack of a driver rather obvious. I did not carry out haulage tests as these cars never ran in multiple or hauled a tail-load.

The quality of finishing on both cars is to a high standard. The chocolate and cream is particularly pleasing, set off by a white roof. The GWR roundel and other small lettering is neat and legible in gold colour printing, and the ‘Express Parcels’ wording is gold-coloured and shaded with black.

For those who model the steam era but are tempted by the odd early diesel, this is the perfect addition to your fleet. ***(CJL)***

3 things we like

1 Internal slatted shelves.

2 Era-related detail changes.

3 Accurate body end shape.

REVIEW VERDICT

PROS. Accurate body shape, smooth & quiet chassis.

CONS. Rather flat bogie sideframe detail, otherwise nothing of note.

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

89%

Hornby 'B12/3' 4-6-0

◆ **GAUGE** 'OO' ◆ **MODEL** Hornby R3545 Gresley/Holden 'B12/3' 4-6-0 No. 61556, British Railways lined black ◆ **PRICE** £160.99 ◆ **AVAILABILITY** Hornby stockists or *www.hornby.com*

There was a story circulating that when Hornby was moving its manufacturing to China, it sent an old Tri-ang 'B12' 4-6-0 to the new factory and asked the Chinese engineers to copy it. They did... including the 'sandpaper' sound function.

Having what was essentially a piece of sandpaper rubbing against a cam to make a 'chuffing' noise may have been innovative in the 1960s but was laughable in the early 21st century. It got even more ridiculous as the years passed when you consider the development in electronic sound functions.

Hornby delighted modellers of the Great Eastern with the 'J15' 0-6-0 and then the 'D16/3' 4-4-0. It was only a matter of time before the old Tri-ang 'B12', with its sandpaper sound, was replaced with an all-new model to contemporary standards that would finally do justice to the GER's premier express design.

The 'B12/3' is a bit of a favourite of mine thanks to the work the class did on the former Midland & Great Northern Joint Railway. GER purists will probably disagree, but I really like the combination of Stephen Holden's original inside-cylinder design with the big, bold Gresley boiler and modernised cab. I also think that it's a design which really suits BR lined black better than LNER green.

It was a tad disappointing, therefore, that the new 'B12/3' was released at a period when Hornby had stopped sending us review samples. Pre-production samples suggested that Hornby's design team had done another sterling job and it remained on my wishlist until funds allowed me to finally get my hands on one.

Happily, that day finally came in mid-March, three years after the model's initial release, when a parcel from Hornby arrived containing 'B12/3' No. 61556 in lined black with British Railways emblazoned on the tender.

“The ‘B12/3’ is every inch the top-notch Hornby model”

I must admit to being a little disappointed with the first impression, thanks to the silver paint on the smokebox. This is based on how the real thing looked circa 1949, but it proved a little distracting to the eye in model form.

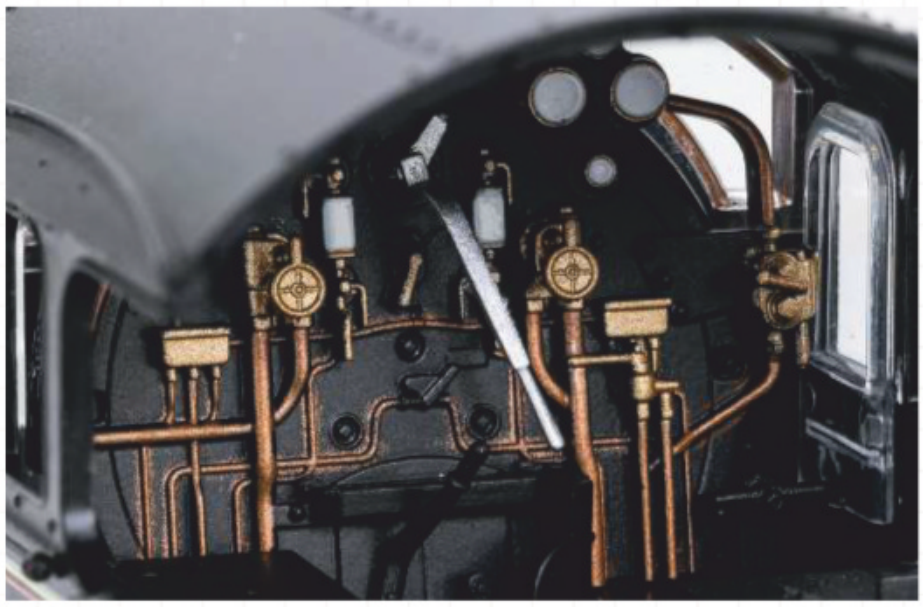
But the disappointment didn’t last long...

FACE VALUE

Look beyond that silver paint and you can see what a super job Hornby has done. The face, with the distinctive dished smokebox door and flattened ‘chin’, is spot on. The lack of outside cylinders makes the ‘B12/3’ look longer than it really is and Hornby has captured this distinctive appearance with aplomb.

There really is little to criticise about the ‘B12/3’s’ appearance. It matches published photographs and drawings. It looks right from every angle and features a fabulous amount of fine detail – in fact, the ‘B12/3’ is every inch the top-notch Hornby model.

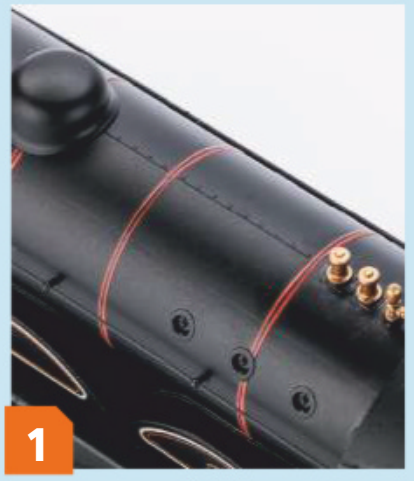
Some personal highlights are the distinctive chimney with snifting valve behind, the long, slender coupling rods, the sight screen glasses and that wonderful footplate with all the backplate fixtures and fittings. Correctly, there’s a tiny reversing wheel tucked away in front of the splasher.



The tender is the same tooling as appears behind the ‘Claud Hamilton’ and it’s an excellent take on the short wheelbase design that characterised these GER express locomotives. Unlike the ‘D16/3’, the guard irons on the ‘B12’s’ tender are a customer-fit job.

The fit and finish is up to Hornby’s usual high standard.

3 things we like



1 The seam lines along the boiler’s shoulders are virtually invisible.

2 Moveable cab roof ventilator.

3 The driving wheels capture the character of the prototype.

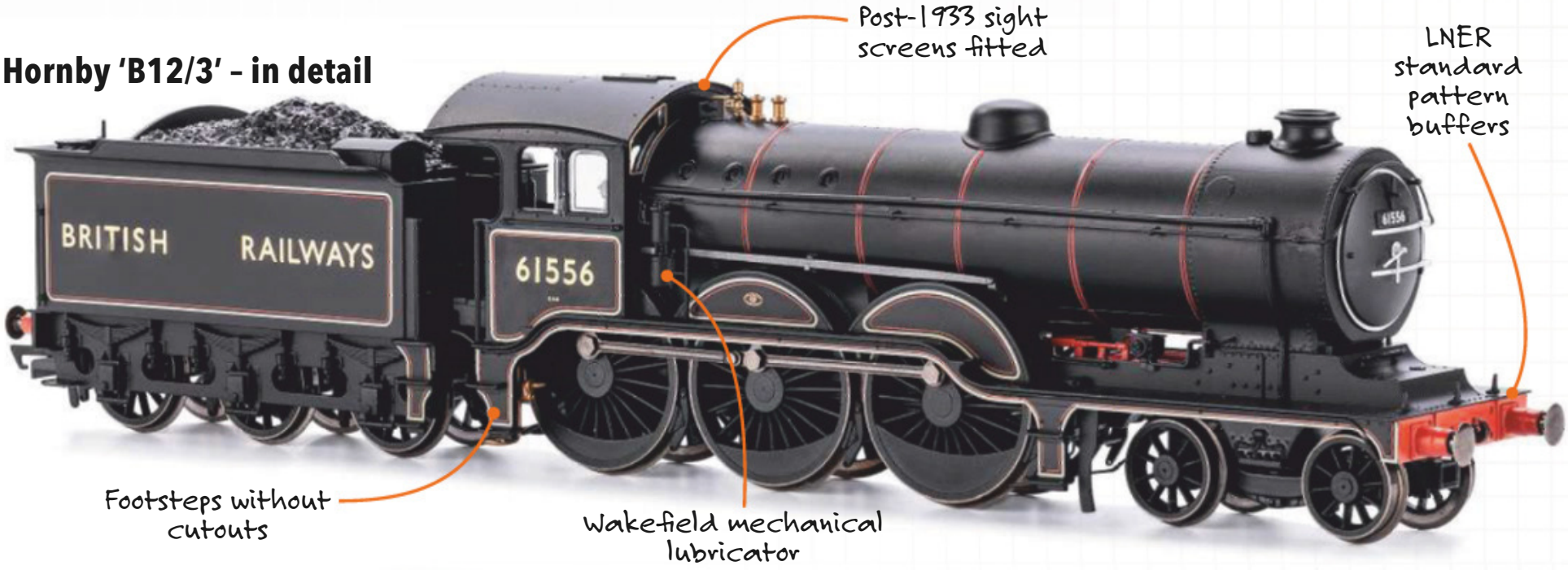
Performance

As East Anglia became an important destination during the Second World War, the ‘B12s’ were taxed to the limit on trains weighing up to 490 tons. This prodigious pulling power is clearly in the model’s DNA, for No. 61556 performed beautifully on our test track.

As with most new models, No. 61556 was smooth and silent straight from the box, the biggest noise being the wheels on the railheads. Now it was time to see what No. 61556 could pull.

The 4-6-0 handled our entire fleet of 14 Bachmann and Hornby bogie coaches around the level part of our test track. It coped well with the section of tight points and crossovers and then romped over the 1-in-30 gradient with six coaches in tow. Impressive stuff.

Hornby 'B12/3' – in detail



Factfile: LNER 'B12/3' 4-6-0

The Great Eastern Railway's 'S69' 4-6-0 was Stephen Holden's development of his father James' 'Claud Hamilton' 4-4-0s. They may have looked like a stretched 'Claud' but the new locomotives, five of which were built in 1911-12, had smaller driving wheels, larger cylinders and a larger boiler, not to mention a larger cab. The locomotives looked big but they still fitted within the tight length and width restrictions imposed by the GER. Stratford works built a further 46 up to 1920.

They became 'B12' under the LNER's classification system. The class also spread their wings under new ownership, with several transferred to Scotland in the 1930s. The LNER also added a further ten to the fleet in 1928, this batch being built by Beyer Peacock.

'B12s' would also appear on former North Eastern, Great Central metals in LNER days, as well as the Midland & Great Northern and East coast Main Line post nationalization.

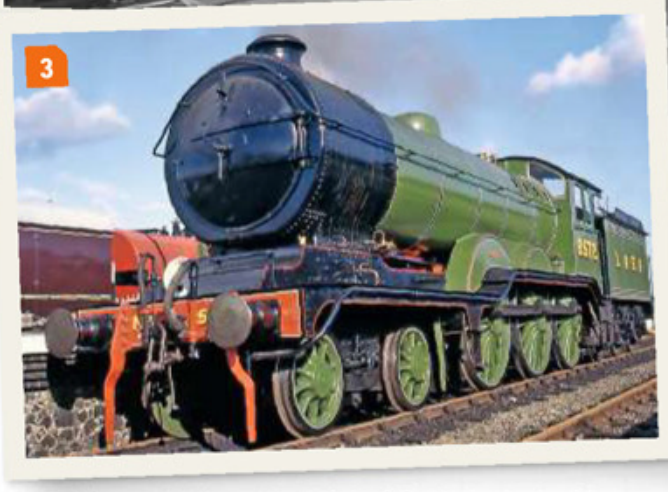
No. 61556 was built as GER No. 1556 in February 1921 as one of a batch of ten built by Scottish industrial giant William Beardmore for the GER. It had three numbers under LNER ownership: No. 8556 in 1924, 7470 in 1942 and 1556 in 1946. It was one of the 53 'B12s' fitted with ACFI water heater (MR270), which it carried between January 1932 and May 1935.

The locomotive became No. 61556 after nationalisation. It spent most of its BR career at Stratford, going to Colchester in November 1956 before moving to Norwich Thorpe in January 1957. It was withdrawn from 32A in December 1957.

No. 61572 was the only 'B12' to survive. It's in full working order at the North Norfolk Railway.

RECOMMENDED READING

- *Locomotives of the LNER Part 2B* (RCTS, 1975)



1: This is roughly how the 'B12s' originally looked, with Belpaire fireboxes, GER-style smokeboxes and the cab sidesheets blended with the splasher. No. 8572, however, was part of the 1928 batch, built new with Lentz valve gear, that became 'B12/2' as opposed to the original 'B12' class. There was also a 'B12/4' subclass, which were Scottish 'B12s' rebuilt with boilers to the original size but fitted with round-top fireboxes. RAIL ARCHIVE STEPHENSON

2: The 'B12/3' was the most famous 'B12' sub-class. Rebuilding was masterminded by Edward Thompson and included fitting a larger, Gresley-designed boiler, round-topped firebox, new smokedoor, long-travel valves and new cabs with steel, rather than wooden, roofs, along with other minor tweaks. Some 54 'B12/3s' were created between 1931 and 1944. No. 61556 was rebuilt in October 1935. RAIL ONLINE

3: No. 8572 is the North Norfolk Railway's flagship. Built in 1928, it was condemned in late 1959. However, Norwich shed-master and 'B12' enthusiast Bill Harvey discovered that the locomotive was still serviceable and adopted it as a shed pet. It was finally withdrawn in October 1961 and held aside until the M&GNJR Society raised enough money to buy it. It's now in action in full LNER lined green. MEL HOLLEY/*SR*

System builder

Other items to complement this model…

ACCESSORIES

Although they'll need a little modification, Phoenix Precision's SR headcode discs will give your 'B12/3' a little extra finesse. **Product code:** JES161 **Price:** £3.00 **Availability:** Phoenix Precision **Tel:** 01268 730549 **Web:** *www.phoenix-paints.co.uk*

WATER CRANE

Top up the tank of your 'B12/3' with this M&GN water crane and tank from Bachmann Scenecraft. **Product code:** 44-0073 **Price:** £37.95 **Availability:** Bachmann Scenecraft stockists

LOCOMOTIVE

Hornby's 'Britannia', 'B1' and 'J15' are all great shedmates but Hornby's 'D16/3' 4-4-0 is a must. **Product code:** R3521 **Price:** £140.99 **Availability:** Hornby stockists or *www.hornby.com*

The black paint has a pleasing lustre and the mixed traffic lining is crisp and accurate throughout.

The 'B12/3' is another example of what happens when Hornby is at the top of its game. If the only room for improvement would be bogie wheels with a slightly chunkier centre, you know you've got a very good model indeed.

Every new model seems to beg the question 'is it Hornby's best?'. The 'B12/3' certainly should be considered as a very strong contender. For me, I might just have to raid the piggy bank in order to see one speeding through 'Gedney' with the Up 'Leicester'! ***(RF)***

REVIEW VERDICT

PROS. Super looks, impressive performance and packed with features. What else could you want?

CONS. Nothing of note.

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

93%

HORNBY 'B12/3' 4-6-0

OVERVIEW
Manufacturer: Hornby
Ref. No. R3545 **Unit No.** 61556
Scale/gauge: 1:76 scale, 16.5mm gauge 'OO'
Body: Metal/plastic
Chassis: Metal with plastic parts
Weight: 350g
Min. curve radius: R2 438mm
Wheel back-to-back: 14.5mm

ELECTRICS
Electrical system: 12V DC two-rail
Motor type: Five-pole skew-wound
Lights: N/A
DCC ready: 8-pin socket
Current consumption
Max. speed: 0.5A **Stalled:** 0.9A

MECHANISM
Drive system: Gear train to centre axle
Flywheel(s): Yes
Traction tyres: No

DIMENSIONS	PROTOTYPE	1:76 SCALE	MODEL
Length (over buffers)	57ft 9in	232mm	234mm
Height (over chimney)	N/A	N/A	54mm
Width (over steps)	8ft 8in	35mm	35.4mm
Wheel diameter (driving)	6ft 6in	26mm	25.8mm
Wheel diameter (bogie)	3ft 3in	13mm	13.01mm
Wheel diameter (tender)	4ft 1in	16mm	16.1mm

SERVICING
How to dismantle: See instructions
Where to oil: Factory lubricated; instructions suggest further lubrication after running-in.

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Specification list

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Motor: Five-pole
DCC socket: Next18
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Engineering prototype

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- MR-301B: No. 1623
- MR-301C: No. 1640
- MR-301D: No. 1657
- MR-301E: No. 1664
- MR-301F: No. 1658
- 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)

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BEN BOGGIS

GWR GREEN

- MR-306: GWR green No. 1638

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‘BUSBY’ CHIMNEY

- MR-307A: BR black early emblem pristine, No. 1616
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- 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
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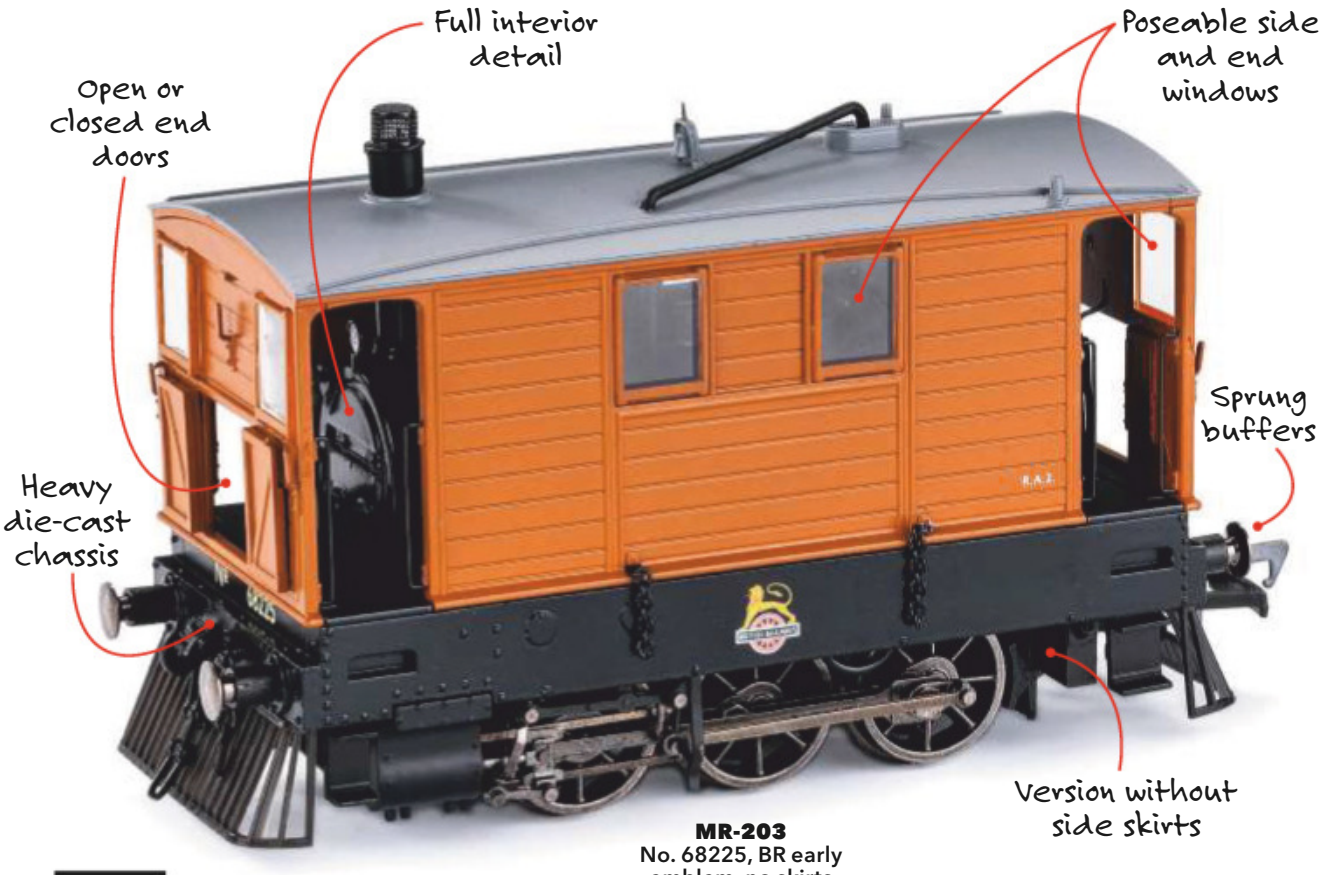

MR-203
No. 68225, BR early emblem, no skirts

Specification list

Made by: Rapido Trains

Motor: Coreless

DCC socket: Six-pin

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

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MR-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

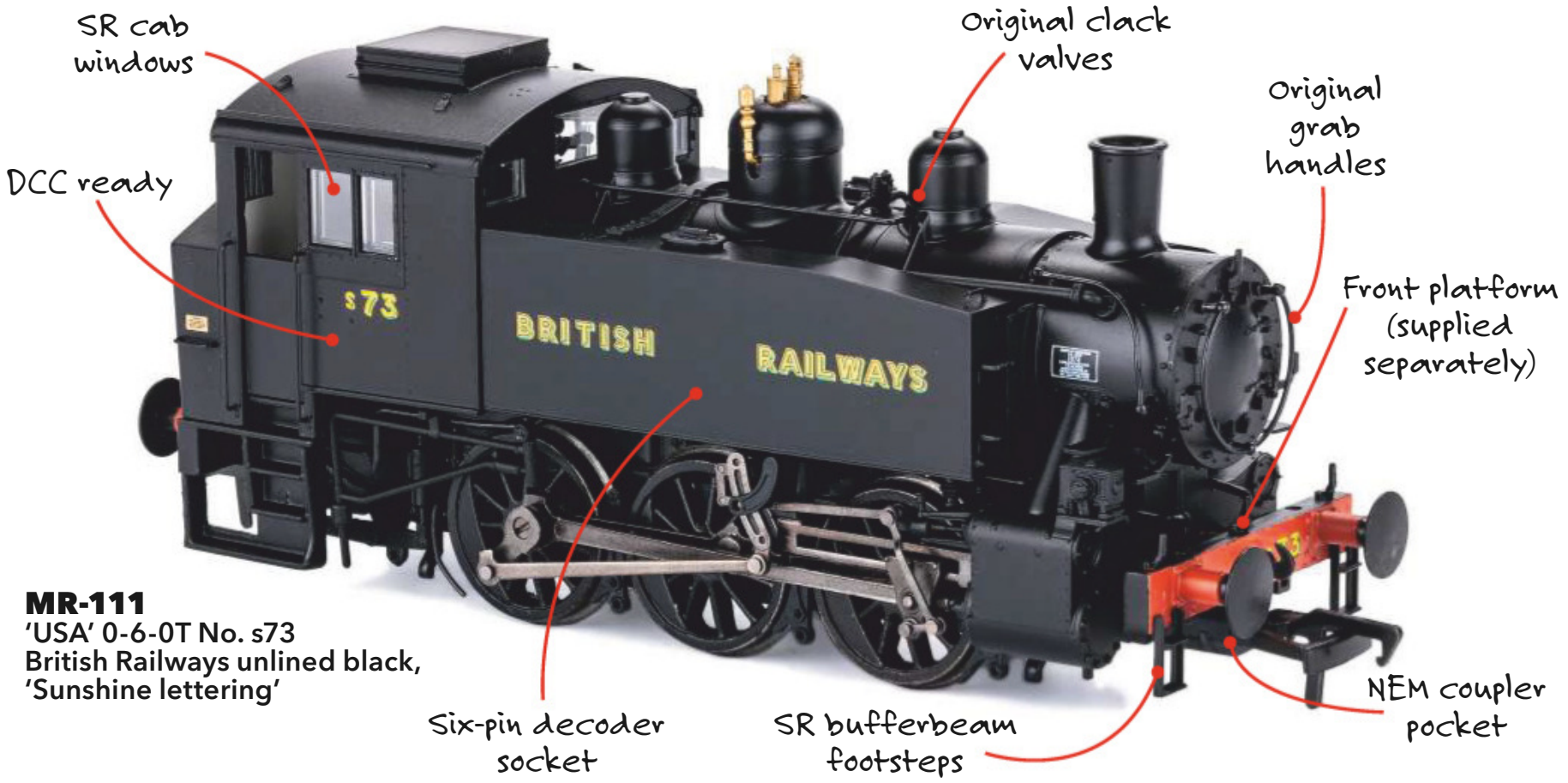
00 GAUGE

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



MR-111
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British Railways unlined black, 'Sunshine lettering'

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MR-101 No. 1968, USATC black

MR-107 No. 36, National Coal Board black

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

MR-110 No. DS237 *Maunsell*, BR Departmental green

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2594	HUNSLET CLASS 05 CEGB YELLOW WITH WASP STRIPES LOCOMOTIVE	£175.00

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6101	CLASS 61XX 'LARGE PRAIRIE' 2-6-2T 6106 IN GWR GREEN WITH GWR LETTERING	£395
6103	CLASS 61XX 'LARGE PRAIRIE' 2-6-2T 6111 IN BR UNLINED GREEN WITH LATE CREST	£395

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An updated and improved version of Heljan's popular OO Gauge Class 33/0 diesel, featuring later locomotives fitted with high intensity headlights.

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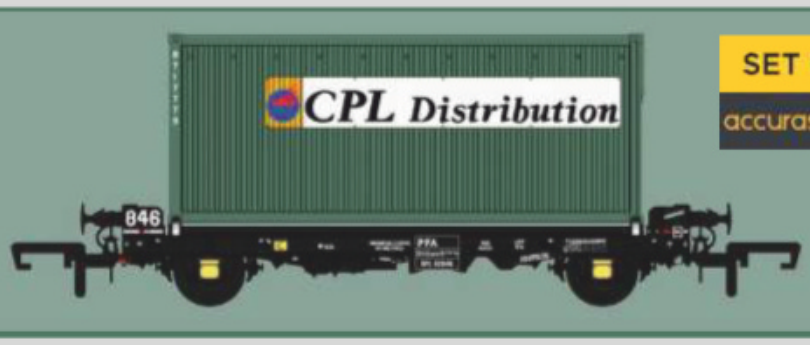

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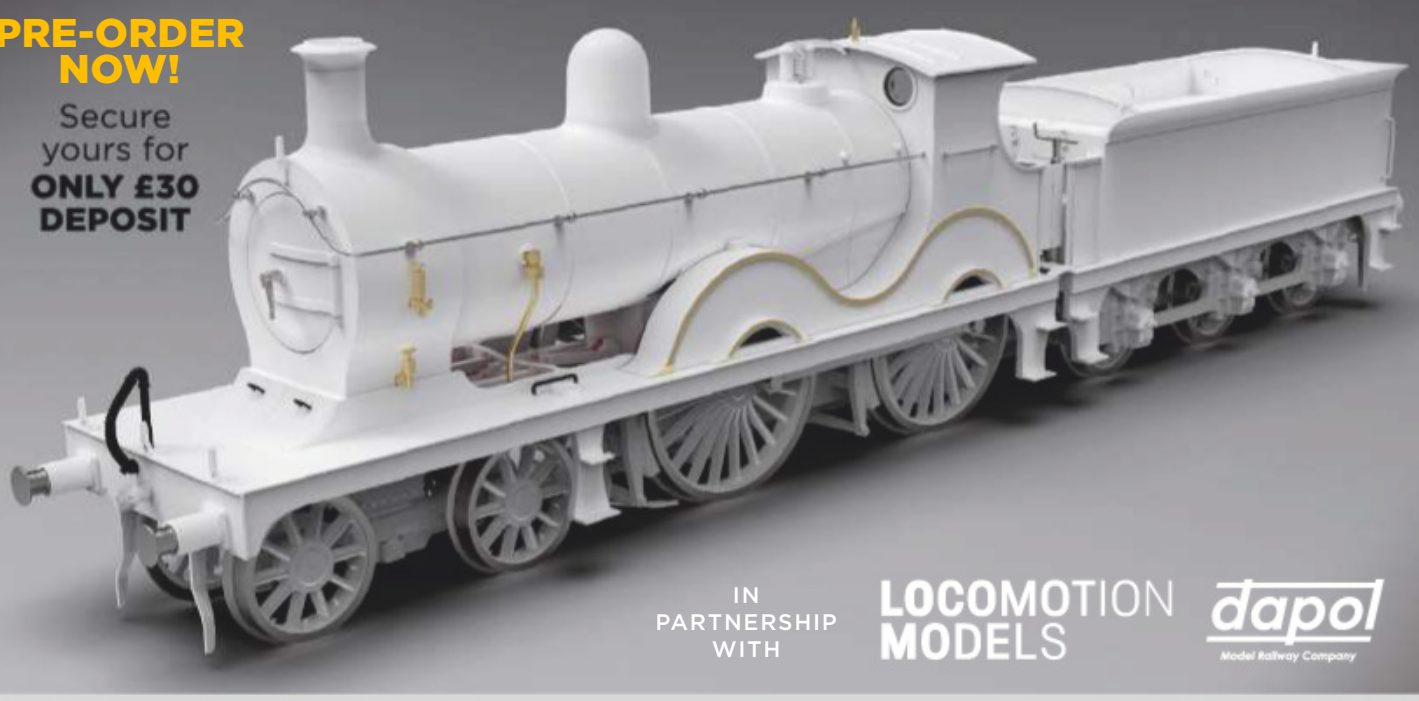

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MODEL FEATURES INCLUDE:

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SNCF Grey Electric Locomotive
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DCC Ready **£159.99**
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OO GAUGE MODEL

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DB Schenker Electric Locomotive
"The Silk Road Train"

STROUDLEY A1 / A1X

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LBSC Improved Engine Green Brighton Gold

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THIS MONTH AT Hattons

Compiled between 24th February and 24th March 2020

Hattons · MODEL RAILWAYS ·

Latest News

New GWR Manor in OO Gauge

Dapol are to produce an all new OO Gauge Manor locomotive. Due to be released in 2021 with seven versions available. Pre-order yours today

www.hattons.co.uk/tmah73

New Batch of O Gauge Mk1 GUVs

Heljan have announced a new batch of Mk1 GUVs which are due later in 2020. Includes several liveries, including: NSE, Intercity Motorail & BR blue and grey.

www.hattons.co.uk/tmah74

More Heljan O Gauge Class 37/4s

Heljan have announced a new batch of Class 37/4 locomotives in a selection of striking new liveries and a further run in popular BR large logo livery.

www.hattons.co.uk/tmah75

Spring 2020 Bargains

A huge range of locomotives and train packs are now available at bargain prices, with models available from Hornby, Heljan and Oxford Rail.

www.hattons.co.uk/tmah76

Peco 'Bug Boxes' In Stock

The first batch of Peco's highly anticipated Ffestiniog Railway 'Bug Box' coaches are available now in this distinctive green and red livery.

www.hattons.co.uk/tmah77

Heljan OO Class 33 In Stock

The latest batch of Heljan Class 33 locomotives are now in stock, with a selection of new locomotives, train packs and double packs available to buy now.

www.hattons.co.uk/tmah78

Top 5 Best Sellers

1

Pocketbond OO
EM76509 - £3

2

Peco 009
GR-551 - £24

3

Hornby OO
R4666B - £14

4

Hornby OO
R3709 - £171

5

Oxford Rail OO
OR76BOOM02 - £51

Forthcoming Releases
from Hornby & Dapol

All available to pre-order now at: www.hattons.co.uk

HORNBY 2020 Range Announcement - see details at www.hattons.co.uk/hornby2020

LNER Thompson Class A2/2 & A2/3
Pre-order for £171
Due in Stock December 2020

Class A2/2
R3830 60501 'Cock o' the North' in BR green with early emblem
R3831 60505 'Thane of Fife' in BR green with late crest

Class A2/3
R3832 500 'Edward Thompson' in LNER apple green
R3833 514 'Chamossaire' in LNER apple green
R3834 60512 'Steady Aim' in BR green with early emblem
R3835 60523 'Sun Castle' in BR green with late crest

Standard Class 2MT 2-6-0 78xxx
Pre-order for £162
Due in Stock January 2021

R3836 78047 in BR black with late crest
R3838 78010 in BR black with early emblem
R3839 78000 in BR unlined green with late crest

Class 91
Pre-order for £153
Due in Stock December 2020

R3890 91002 'Durham Cathedral' in Intercity Swallow livery
R3891 91118 'The Fusiliers' in LNER livery
R3892 91111 'For the Fallen' in Virgin Trains East Coast livery
R3893 91117 'Cancer Research UK' in GNER livery

Class W4 Peckett
Pre-order from £99
Due in Stock throughout 2020

R3640 "Niclausse" in Peckett works leaf green
R3702 "Daphne" in Tytherington Stone Co. purple
R3703 No.8 "Bear" in light blue
R3761 'Lady Edith' in Earl of Dudley's works livery
R3825 614 in grey - Centenary Year Limited Edition (£109.99)
R3868 490 in Crawshay Brothers green

British Rail Mk1 RB
Pre-order for £31.50
Due in Stock November 2020

R4971 W1739 in BR maroon
R4971A W1743 in BR maroon
R4972 S1720 in BR green
R4972A S1757 in BR green
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

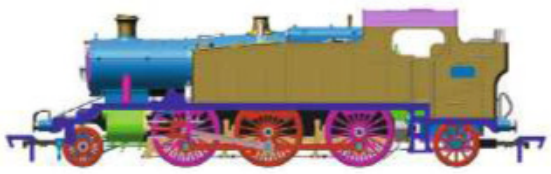
See the full range of forthcoming items from Dapol at www.hattons.co.uk/dapolpreorders

OO Gauge

GWR Class 78xx Manor 4-6-0
Pre-order from £135.96
Due in Stock: TBC

4S-001-001 7800 "Torquay Manor" in GWR green shirtbutton emblem
4S-001-002 7814 "Fringford Manor" in GWR green with GWR lettering
4S-001-003 7807 "Compton Manor" in GWR green post-war G W lettering
4S-001-004 7823 "Hook Norton Manor" in BR lined black early emblem
4S-001-005 7819 "Hinton Manor" in BR black with early emblem
4S-001-006 7810 "Draycott Manor" in BR lined green with early emblem
4S-001-007 7827 "Lydham Manor" in BR lined 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

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

BR Mark 1 coaches
Pre-order for £169.15
Due in Stock: February to March 2020

BSK, SO, SK and CK coaches available in multiple liveries, including: BR crimson and cream, BR green, BR chocolate and cream, BR maroon and BR blue & grey.

All codes start 7P-001-XXX

Tel: 0151 733 3655

Pre-orders accepted via credit or debit card only
Pre-order prices subject to manufacturer RRP.

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Welcome to our project update feature, with the latest status of forthcoming releases from all major manufacturers. Use it to see the progress of projects you are interested in. The web address in the "link" column can be used to view products online, and to place your preorders.

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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.

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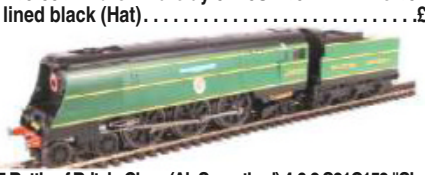
OO Gauge (1:76 Scale)

Steam locos

H4-AB14-004 Andrew Barclay 0-4-0ST 14" 1863 in Caledonian Railway lined blue (Hat).....£99
H4-AB16-003 Andrew Barclay 0-4-0ST 16" 2226 "Katie" in lined maroon (Hat) (RRP £99) ..... BARGAIN.....£89

H4-AB16-001 Andrew Barclay 0-4-0ST 16" 2244 'No.10' in NCB lined black (Hat).....£99



R3525 Battle of Britain Class (Air Smoothed) 4-6-2 S21C159 "Sir Archibald Sinclair" in British Railways malachite green (Hor)..£149

266218 Beyer Garratt 2-6-0 0-6-2 47978 in BR black early emblem 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

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

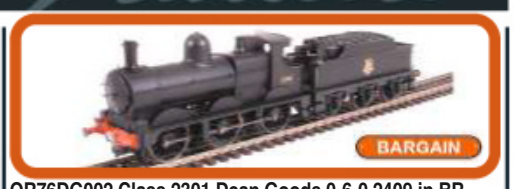
1301 Class 1361 0-6-0ST 1363 in GWR green shirtbutton emblem (Hel) (RRP £159.95) .....BARGAIN.....£99

1320 Class 1366 0-6-0PT 1366 in GWR green shirtbutton (Hel) (RRP £159.95).....BARGAIN.....£99

1322 Class 1366 0-6-0PT 1370 in GWR green (Hel) (RRP £159.95).....BARGAIN.....£99
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

OR76DG005 Class 2301 'Dean Goods' 0-6-0 2534 in Great Western green snow plough (Oxf) (RRP £119.95)BARGAIN £79



OR76DG002 Class 2301 Dean Goods 0-6-0 2409 in BR Black early emblem (Oxf) (RRP £119.95)BARGAIN....£79

OR76DG003 Class 2301 Dean Goods 0-6-0 2475 in Great Western green (Oxf) (RRP £119.95) ...BARGAIN.....£79

R3759 Class 3031 'Dean Single' 4-2-2 3031 "Achilles" in GWR green - Railroad range (Hor) NEW.....£81

R3455 Class 4000 'Star' 4-6-0 4013 "Knight of St Patrick" in GWR Green (Hor) (RRP £169.99)....BARGAIN....£114

R3423 Class 415 Adams Radial 4-4-2T 30583 in BR black late crest (Hor) (RRP £140.99).....BARGAIN.....£79

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

R3463 Class 52xx 2-8-0 5231 in BR Black early emblem (Hor) (RRP £139.99)..... BARGAIN..... £99

R3805 Class 5MT 'Black Five' 4-6-0 45379 in BR black late crest - as preserved - Ltd Ed of 1000 (Hor) £157.50

R3616 Class 5MT 'Black Five' 4-6-0 5089 in LMS black (Hor)£153

R3409 Class 6000 King 4-6-0 6002 "King William IV" in BR Green late crest (Hor) (RRP £182.99)..BARGAIN....£129

R3408 Class 6000 King 4-6-0 6016 "King Edward V" in GWR Green shirtbutton emblem (Hor) (RRP £182.99)BARGAIN ..£129

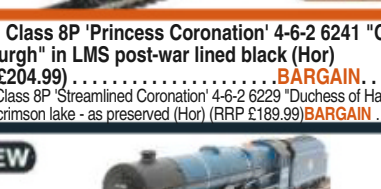
R3552 Class 6800 'Grange' 4-6-0 6860 "Aberporth Grange" in GWR green shirtbutton emblem (Hor) ...£132

R3643 Class 7MT 'Britannia' 4-6-2 70046 "Anzac" in BR green late crest (Hor).....£162

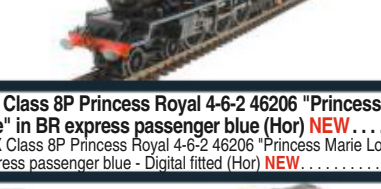
R3638 Class 7P6F Streamlined West Country 4-6-2 34019 "Bideford" in BR green late crest (Hor) £166.50

R3682 Class 8P 'Princess Coronation' 4-6-2 46225 "Duchess of Gloucester" in BR express passenger blue (Hor) (RRP £204.99)..... BARGAIN.... £144

R3681 Class 8P 'Princess Coronation' 4-6-2 6241 "City of Edinburgh" in LMS post-war lined black (Hor) (RRP £204.99) .....BARGAIN....£144
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



R3711 Class 8P Princess Royal 4-6-2 46206 "Princess Marie Louise" in BR express passenger blue (Hor) NEW..... £171
R3711X Class 8P Princess Royal 4-6-2 46206 "Princess Marie Louise" in BR express passenger blue - Digital fitted (Hor) NEW..... £184.50



R3713 Class 8P Princess Royal 4-6-2 46207 "Princess Arthur of Connaught" in BR maroon (Hor) NEW.....£171

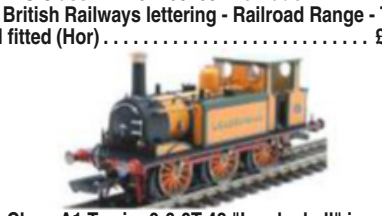
R3709 Class 8P Princess Royal 4-6-2 6201 "Princess Elizabeth" in LMS crimson lake (Hor).....£171
R3709X Class 8P Princess Royal 4-6-2 6201 "Princess Elizabeth" in LMS crimson lake - Digital fitted (Hor) £184.50

R3617 Class 8P Rebuilt Merchant Navy 4-6-2 35030 "Elder Dempster Lines" in BR green late crest (Hor).....£144

R3756 Class 9F Crosti 92028 in BR black early emblem - heavily weathered - Railroad range (Hor)..... £112.50

R3284TTS Class A1 4-6-2 4472 "Flying Scotsman" in LNER green - TTS sound fitted - Railroad range (Hor)£114

R3663TTS Class A1 4-6-2 60163 "Tornado" in LNER apple green British Railways lettering - Railroad Range - TTS sound fitted (Hor)..... £122.50



R3811 Class A1 Terrier 0-6-0T 48 "Leadenhall" in LB&SCR improved engine green (Hor) £81

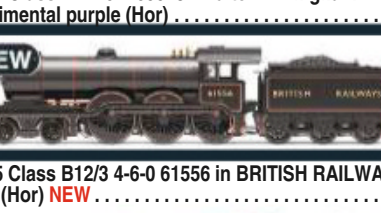
R3812 Class A1 Terrier 0-6-0T W10 "Cowes" in Southern Railway olive green (Hor).....£81

R3627 Class A3 4-6-2 60103 "Flying Scotsman" in BR express passenger blue (Hor).....£162

R3395TTS Class A4 4-6-2 4468 "Mallard" in LNER Garter Blue - TTS sound fitted - Railroad Range (Hor).....£116

R3737 Class A4 4-6-2 60022 "Mallard" in BR blue early emblem (Hor) £162

R3701 Class A4 4-6-2 60028 "Walter K Whigham" in BR experimental purple (Hor) £153



R3545 Class B12/3 4-6-0 61556 in BRITISH RAILWAYS black (Hor) NEW £145

R3588 Class B17 4-6-0 2864 "Liverpool" in LNER green - Railroad Range (Hor) £81

R3448 Class B17 4-6-0 61619 "Welbeck Abbey" in BR green early emblem (Hor) (RRP £160.99)BARGAIN ..£114

R3414 Class J15 0-6-0 5444 in LNER black (Hor) (RRP £127.99) .....BARGAIN.....£79

R3416 Class J15 0-6-0 65464 in BR Black late crest (Hor) (RRP £127.99) .....BARGAIN.....£79

R3415 Class J15 0-6-0 65477 in BR black early emblem (Hor) (RRP £127.99)..... BARGAIN.....£79

R3621 Class J36 0-6-0 722 in LNER black (Hor) (RRP £139.99) .....BARGAIN.....£99

R3405 Class J50 0-6-0T 585 in LNER black (Hor) (RRP £93.99) .....BARGAIN.....£69

R3407 Class J50 0-6-0T 68959 in BR Black early emblem (Hor) (RRP £93.99)..... BARGAIN.....£69

R3406 Class J50 0-6-0T Departmental No.14 in BR Black late crest (Hor) (RRP £93.99).....BARGAIN.. £69

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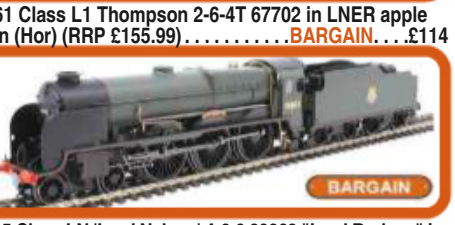
R3417 Class K1 2-6-0 62065 in BR black late crest (Hor) (RRP £155.99) . . . . . BARGAIN **£99**

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**

R3456 Class N15 King Arthur 4-6-0 30792 "Sir Hervis de Revel" in BR Lined Green early emblem (Hor) (RRP £160.99) . . . . . BARGAIN. **£119.50**
OR76N7001XS Class N7 0-6-2T 1002 in Great Eastern Railway wartime grey - DCC Sound fitted (Oxf) **£187**

OR76N7003 Class N7 0-6-2T 69612 in BR black early emblem (Oxf) **£98**

OR76N7002 Class N7 0-6-2T 8011 in LNER black (Oxf) £98

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**

R3586 Class V Schools 4-4-0 30935 "Sevenoaks" in BR green early emblem - Railroad Range (Hor) **£81**

R3679 Class W4 Peckett 0-4-0ST 74 in Port of London Authority lined blue (Hor) **£90**

R3631 SECR H Class 0-4-4T 31265 in BR black early emblem (Hor) **£117**

H4-P-015 SECR P Class 0-6-0T 27 in SE&CR full lined green (with polished brass) (Hat) **£99**
R3547 Standard Class 4MT 4-6-0 75008 in BR green late crest (Hor) **£144**

R3548 Standard Class 4MT 4-6-0 75053 in BR black early emblem (Hor) **£144**

Steam train packs

H4-B-AB-001 "Wartime Workhorse" bundle Andrew Barclay 0-4-0ST 705 in GWR green, GWR shunters truck and pair of Warwell wagons in WD (Hat) (RRP £182.95) BARGAIN . **£140**

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) **£129.15**
4D-025-004D Class 21 D6111 BR green small yellow panels - DCC fitted (Dap) **£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**

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**

2719 Class 27 5380 in BR two tone green full yellow ends - weathered (Hel) **£127.46**
2731 Class 27 D5369 in BR green small yellow panels (Hel) **£118.96**

2712 Class 27 D5403 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) **£129.15**
4D-014-003D Class 29 D6107 in BR blue - DCC Fitted (Dap) **NEW** . . . **£154.66**

4D-014-002 Class 29 D6129 in BR blue (Dap) **£129.15**
4D-014-002D Class 29 D6129 in BR blue - DCC Fitted (Dap) **£154.66**

R3661 Class 31 D5509 in BR green (Hor) **£153**

3440 Class 33/0 twin pack 33050 "Isle of Grain" and 33051 "Shakespeare Cliff" in Railfreight Construction Sector triple grey (Hel) NEW **£253.30**

3361Hel Class 33/1 33110 in BR blue orange cantrail stripe (Hel) NEW **£126.65**

3360Hel Class 33/1 33119 in BR blue white cab surrounds (Hel) NEW **£126.65**

4D-003-015 Class 52 'Western' D1034 "Western Dragoon" in BR maroon small yellow panels (Dap) **£129.15**

R3473 Class 56 56108 in Railfreight red stripe (Hor) (RRP £170.99) . . . . . BARGAIN **£121**

R3605TTS Class 60 60044 "Dowlow" in DB Schenker red - TTS sound fitted (Hor) **£184.50**

R3919 Class 66 66109 'Teesport Express' in 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-022-016 Class 68 68034 in Direct Rail Services blue (Dap) **£131.71**
4D-006-005 Class 73/1 electro-diesel E6039 in BR blue small yellow panels (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**

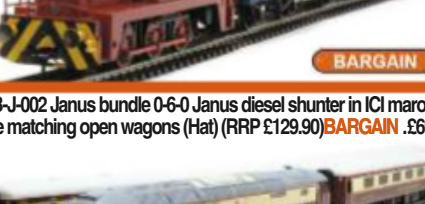
1095 Class 33 trainpack Class 33/0 33010 in BR blue and four A tank wagons in grey fuel oil - weathered (Hel) NEW **£203.15**

1096 Class 33 trainpack Class 33/0 D6535 in BR green and four 'A' tank wagons in Esso silver (Hel) NEW **£194.65**

1097 Class 33 trainpack Class 33/0 D6560 in BR green full yellow ends and four 'B' tank wagons in Esso - weathered (Hel) NEW **£203.15**

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**



R3697 Northern Belle train pack Class 57/6 57601 "Windsor Castle" and three Mk2D coaches in Northern Belle (Hor) . . **£135**

HSTs

R3698 Pair of Class 43 HST Power Cars 43033 and 43183 in Scotrail "7 Cities" (Hor) **£261**

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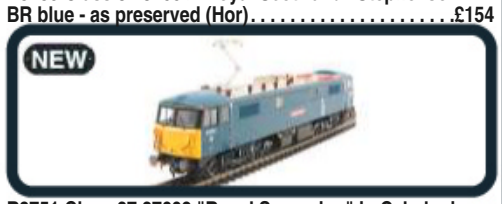
R3685 Pair of Class 43 HST Power Cars 43041 "Meningitis Trust Support for Life" and 43005 in GWR green (Hor) (RRP £289.99) ..... BARGAIN £229

R3802 Pair of Class 43 HST Power Cars 43315 and 43309 in LNER white and red (Hor) £261

Electric locos

R3374 Class 71 71012 in BR Blue (Hor) (RRP £170.99) BARGAIN . £109

R3739 Class 87 87001 "Royal Scot" and "Stephenson" in BR blue - as preserved (Hor) £154



R3751 Class 87 87002 "Royal Sovereign" in Caledonian Sleeper (Hor) NEW £153

R3582 Class 87 87010 "King Arthur" in Intercity Swallow (Hor) £144

R3580 Class 87 87035 'Robert Burns' in BR Blue (Hor) . £144

DMUs

4D-009-005 Class 121 single car DMU 'Bubblecar' 121027 "Bletchley TMD" in Silverlink purple and green (Dap) (RRP £145) ..... BARGAIN £79

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-015-008 Class 122 single car DMU 'Bubblecar' W55018 in BR green speed whiskers (Dap) £123.25

4D-011-100 Streamlined Parcels Railcar 17 in GWR chocolate and cream Express Parcels branding (Dap) £125.76

4D-011-101 Streamlined Parcels Railcar W17W in BR crimson Express Parcels branding (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) £144

Track Maintenance vehicles

B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap) £64

Train sets - analogue

R1202 Mallard Pullman Train Set Class A4 4468 'Mallard' in LNER blue and pair of Pullman coaches (Hor) £144

Train sets - digital

R1236 Starter Digital train set - "Mixed Traffic" (Hor) £189

Coaches

R4899 Clerestory composite corridor 3229 in GWR chocolate and cream (Hor) £33.50

R4355 Mk1 BSK brake second corridor W34888 in BR chocolate & cream - Railroad Range (Hor) (RRP £21.99) ..... BARGAIN £12

R4815B Mk3 TFD trailer first 41160 Coach L in GWR green (Hor) NEW £31.50

R4780B Mk3 TGS trailer guard second 44005 in GWR green (Hor) NEW £31.50
R4781H Mk3 TSO trailer second open 42005 Coach D GWR green (Hor) NEW £31.50
R4781L Mk3 TSO trailer second open 42016 Coach F GWR green (Hor) NEW. £31.50
R4781G Mk3 TSO trailer second open 42361 Coach B GWR green (Hor) NEW £31.50
R4781J Mk3 TSO trailer second open 42554 Coach E GWR green (Hor) NEW. £31.50

R4999 Pack of two centre coaches for Class 395 Javelin in Southeastern (Hor) NEW £72

Wagons

OR76BOOM02 BL 13.5 inch howitzer railgun "Gladiator" (Oxf) .. £51

OR76BOOM03 BL 14 inch howitzer railgun "Boche Buster" (Oxf) . £51

4F-014-021 GWR 'Fruit D' van 2872 in GWR brown (Dap) NEW .. £16.50
4F-014-022 GWR 'Fruit D' van 2872 GWR brown - weathered (Dap) NEW . £17.50
4F-020-023 Pair of 8 ton cattle wagons 13821 and 13826 GWR grey (Dap) NEW.. £19.50
4F-020-024 Pair of 8 ton cattle wagons 13821 and 13826 in GWR grey - weathered (Dap) NEW £21
R6881 Railroad Breakdown Crane (Hor) NEW £28

4F-027-014 Silver Bullet bogie tank wagon in NACCO/ ECC - 3387 789 8 053-6 (Dap) £27.16

4F-027-013 Silver Bullet bogie tank wagon NACCO/ECC - 3387 789 8 077-5 (Dap) £27.16

R6928 Triple pack of MHA 'Coalfish' Ballast wagons in EWS (Hor) £54.89

OR76WW006C Warwell wagon 50t wartime green Sherman tank 95537 (Oxf) £38

Containers and loads

4F-028-017 Pack of two 45' hi-cube containers "Russell" (Dap) NEW. .£13
4F-028-018 Pack of two 45' hi-cube containers "Russell" - 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

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-111 Finescale insulated rail joiners/fishplates (Code 70, 75 & 83) for OO & HO gauge - Pack of 12 (Pec) £2
SL-110 Finescale rail joiners/fishplates (for code 70, 75 & 83) for OO & HO gauge - Pack of 24 (Pec) £2
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

OS76R001 GWR brick-built station building (Oxf) £39

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 Stops (Hor) £10

R083 Single (Hor) £2
LK-62 Platform Edging. Concrete Type (Height 20mm) (Pec) £4.50
SL-40 Rail built buffer stop (Pec) £1.60

Signals

4L-001-006 Signal - motorised, GWR left hand junction bracket signal - two arms (Dap) £55.50
4L-001-001 Signal - Motorised, Square post GWR home lower quadrant (OOSIGN1) (Dap) £26

Bridges, Tunnels & Walls

GM438 Dockside walling - plastic kit - "Fordhampton" range (Gau) NEW ... £13
GM448 Industrial gas / liquid pipeline - plastic kit - "Fordhampton" range (Gau) NEW £21

PO244 Retaining wall in red brick - 4 sections per pack - card kit (Met) £12

PO245 Retaining wall in stone - 4 sections per pack - card kit (Met) £12

Trees

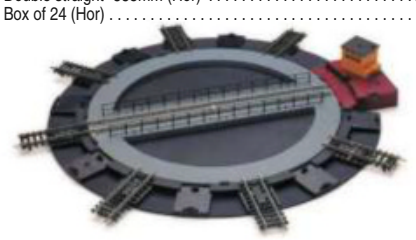
CST108 Large chestnut trees - pack of 3 (Jav) NEW £3.70
CST104 Large oak trees - pack of 3 (Jav) NEW £3.70
CST109 Maple trees - pack of 3 (Jav) NEW £3.70
CST107 Poplar trees - pack of 3 (Jav) NEW £3.70
CST112 Spring pine trees - pack of 3 (Jav) NEW £3.30

People - civil

36-407 1950s train crew - pack of six (Bac) £8.50

Track - Code 100 Setrack

R8090 1 single yard length of Semi-Flexible Track (Hor) £4
R8090 Pack of 24 (Hor) £92
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
ST-2035 4th radius Standard Curve Track (ST-235 x 8) (Pec) £18
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
R8077 Left hand Express point (Hor) £14.50
R8072 Left Hand Standard Point (Hor) £9.50
R8073 Right Hand Standard Point (Hor) £9.50
ST-245 Setrack curved double radius left handed point insulfrog (Pec) .. £14.50
ST-244 Setrack curved double radius right handed point insulfrog (Pec) . £14.50
ST-201 Setrack double straight (Pec) £2
ST-241 Setrack No.2 radius left handed point insulfrog (Pec) £9.50
ST-100 Setrack Starter Track Set - Second Radius (Pec) £58
R621 Single 970mm length of flexible track (Hor) £3
R621 Pack of 24 (Hor) £66
R600 Standard Straight (Hor) £1.50
R600 Box of 24 (Hor) £34
R8076 Y Point (Hor) £11

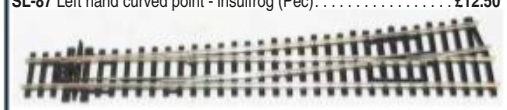
Track - Code 100 Streamline

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

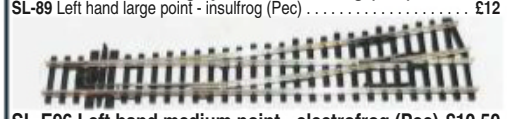
SL-E87 Left hand curved point - electrofrog (Pec) . £12.50

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

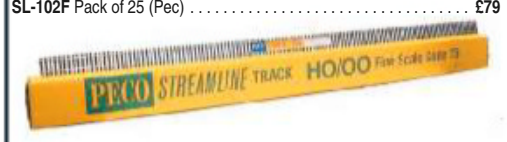
SL-E86 Right hand curved point - electrofrog (Pec) £12.50

SL-E88 Right hand large point - electrofrog (Pec) £12

SL-88 Right hand large point - insulfrog (Pec) £12

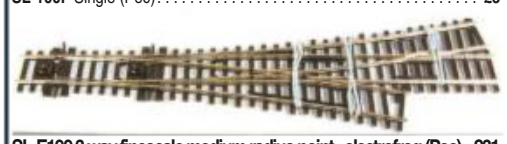
Track - Code 75 Finescale

SL-102F 1 yard (91.5cm) length of finescale Nickel Silver concrete-sleeper flexible track. (Pec) £3.30
SL-102F Pack of 25 (Pec) £79



SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) £72

SL-100F Single (Pec) £3



SL-E199 3 way finescale medium radius point - electrofrog (Pec). £31

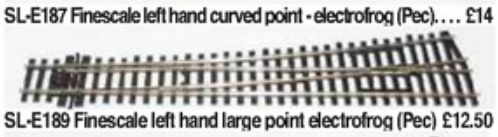
SL-E198 Finescale large Y point - electrofrog (Pec) £13

Hattons MODEL RAILWAYS

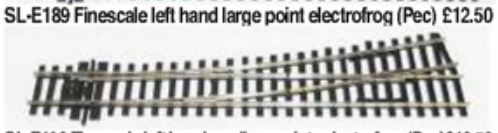
Prices valid until 13/05/20

All prices correct when going to press. Errors excepted.

SL-E187 Finescale left hand curved point - electrofrog (Pec).... £14



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-E191 Finescale right hand small point - electrofrog (Pec). £10.50
SL-U1189 Left hand large radius bullhead rail point - unifrog (Pec) .. £26

Track underlay

SL-50 Roll of foam track underlay sleeper indentation. Suitable for Setrack and Streamline 5m long (16' 4") (Pec) £10

Publications - model and prototypical railways

R8159 Hornby 2020 range Catalogue - 66th Edition - 100th anniversary limited edition (Hor) £9.50

Buses

UK6514 ADL Enviro400 MMC - "First in Glasgow" (Nor) . £51

UK6513 ADL Enviro400 MMC - "Stagecoach South" (Nor)...£51
OM46316A AEC Type RM, ALM 50B, Heritage Route 15 Tower Hill, 'Mamma Mia!' (Cor) NEW..... £35.50
OM46316B AEC Type RM, ALM 50B, Heritage Route 15 Trafalgar Square, 'Mamma Mia!' (Cor) NEW..... £35.50

Tools

SL-43 Loco Lift and storage unit (Pec)..... £13

N Gauge

Steam locos

2S-007-011 Class 57xx pannier 0-6-0T 6746 in GWR green shirtbutton emblem (Dap) £74

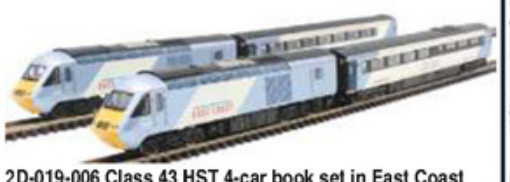
Diesel locos

2D-028-004 Class 26 26037 in Railfreight grey red stripe (Dap)..... £112.76

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-015-002 Class 122 diesel railcar W55006 in BR green small yellow panels (Dap) £114

EMUs

HN3006 5-BEL Pullman Brighton Belle EMU end vehicles in Pullman umber and cream small yellow warning panels (Arn)..... £179.50

HN3502 Pack of three centre coaches for 5-BEL Brighton Belle in Pullman umber and cream (Arn)..... £107.50

Wagons

NR-P427 7 plank open wagon "Gardner, Norwich" (Pec) NEW..... £9.50

NEW

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

Cables & Wires

PL-82 Power feed joiners - Code 55/80 (x4 pairs) (Pec) £6

Model railway spares

SL-311 Insulated Rail Joiners/Fishplates for N & 009 gauge (12 per pack) (Pec).. £1.70
2A-000-011 Magnetic couplings - short arm - 5 pairs (Dap) £21.50
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

Trees

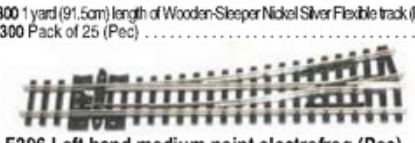
CST102 Chestnut trees - pack of 3 (Jav) NEW £2.70
CST103 Oak trees - pack of 3 (Jav) NEW £2.70
CST101 Spring orchard trees - pack of 3 (Jav) NEW..... £2.70

Track - Code 80 Setrack

ST-11 Double straight track (Pec) £1.60
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

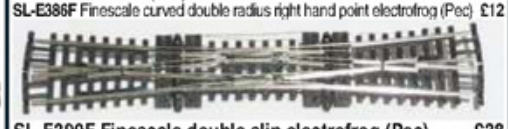


SL-E396 Left hand medium point electrofrog (Pec) . £9.50
SL-396 Left hand medium point insulfrog (Pec)..... £9.50

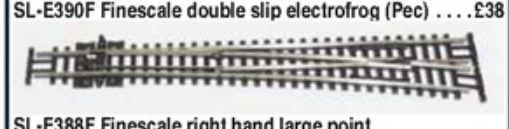
SL-E395 Right hand medium point electrofrog (Pec) £9.50
SL-395 Right hand medium point insulfrog (Pec)..... £9.50

Track - Code 55 Finescale

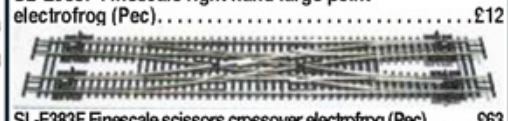
SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec) £93
SL-300F Single (Pec)..... £3.20
SL-302F 1 Yard of Nickel Silver Flexible Track Concrete Sleepers (Pec).. £3.50
SL-302F Pack of 30 (Pec) £91
SL-E386F Finescale curved double radius right hand point electrofrog (Pec) £12



SL-E390F Finescale double slip electrofrog (Pec) £38



SL-E388F Finescale right hand large point electrofrog (Pec)..... £12



SL-E383F Finescale scissors crossover electrofrog (Pec)..... £63

Commercial vehicles

NTRAIL010 Mobile Trailer AA (Oxf) NEW..... £4.50
NTCAB008 Scania T Cab Curtainside "J H Yates & Sons" (Oxf) NEW £13

OO9 Narrow Gauge

Steam locos

9953 Lynton & Barnstaple 2-6-2T E760 "Exe" in intermediate Southern Railway (1927-29) (Hel) (RRP £209.95) .....BARGAIN. ...£154

Coaches

NEW

GR-551 4-wheel Ffestiniog 'Bug Box' first class coach No.2 in 1950s 'early preservation' green and white (Pec) NEW £24

NEW

GR-561 4-wheel Ffestiniog 'Bug Box' observation coach No.1 in 1950s 'early preservation' green and white (Pec) NEW £24

Track - Code 80 Setrack

ST-400 Setrack narrow gauge starter track pack - first radius (Pec)....£68

Track - Code 80 Streamline

SL-400 1 yard length of 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

SL-E496 Mainline left hand turnout 18" radius electrofrog (Pec)..£11
SL-E495 Mainline Right Hand point 18" radius electrofrog (Pec)... £10.50

SL-E491 Right hand point electrofrog (Pec) £9.50

O Gauge (1:43 Scale)

Steam locos

NEW

7S-006-021 Class 14xx 0-4-2T 1405 in BR black early emblem (Dap) NEW £191.25
7S-006-021D Class 14xx 0-4-2T 1405 in BR black early emblem - DCC Fitted (Dap) NEW..... £216.75

NEW

7S-006-023 Class 14xx 0-4-2T 1426 in BR lined green late crest (Dap) NEW..... £191.25
7S-006-023D Class 14xx 0-4-2T 1426 in BR lined green late crest - DCC Fitted (Dap) NEW..... £216.75

NEW

7S-006-020 Class 14xx 0-4-2T 1432 in GWR unlined green G W R lettering (Dap) NEW £191.25
7S-006-020D Class 14xx 0-4-2T 1432 in GWR unlined green G W R lettering - DCC Fitted (Dap) NEW £216.75

NEW

7S-006-022 Class 14xx 0-4-2T 1444 in BR lined green early emblem (Dap) NEW..... £191.25
7S-006-022D Class 14xx 0-4-2T 1444 in BR lined green early emblem - DCC Fitted (Dap) NEW £216.75
7S-006-022U Class 14xx 0-4-2T in BR lined green early emblem - unnumbered (Dap) NEW £191.25
7S-006-023U Class 14xx 0-4-2T BR lined green late crest - unnumbered (Dap) NEW £191.25
7S-006-020U Class 14xx 0-4-2T in GWR unlined green G W R lettering - unnumbered (Dap) NEW £191.25

4300 Class 43xx Mogul 2-6-0 4339 in GWR green Great Western lettering (Hel)..... £662.15

NEW

7S-006-001 Class 48xx 0-4-2T 4800 in GWR green Great Western lettering (Dap) NEW..... £191.25

7S-006-001D Class 48xx 0-4-2T 4800 in GWR green Great Western lettering - DCC Fitted (Dap) NEW £216.75

NEW

7S-006-002 Class 48xx 0-4-2T 4871 in GWR unlined green shirtbutton logo (Dap) NEW £191.25
7S-006-002D Class 48xx 0-4-2T 4871 in GWR unlined green shirtbutton logo - DCC Fitted (Dap) NEW £216.75
7S-006-001U Class 48xx 0-4-2T in GWR green Great Western lettering - unnumbered (Dap) NEW £191.25
7S-006-002U Class 48xx 0-4-2T in GWR unlined green shirtbutton logo - unnumbered (Dap) NEW £191.25
7S-006-051 Class 58xx 0-4-2T 5809 GWR green shirtbutton logo (Dap) NEW .£191.25
7S-006-051D Class 58xx 0-4-2T 5809 in GWR green shirtbutton logo - DCC Fitted (Dap) NEW £216.75

NEW

7S-006-050 Class 58xx 0-4-2T 5811 in GWR green Great Western lettering (Dap) NEW..... £191.25
7S-006-050D Class 58xx 0-4-2T 5811 in GWR green Great Western lettering - DCC Fitted (Dap) NEW £216.75

NEW

7S-006-052 Class 58xx 0-4-2T 5819 in BR black early emblem (Dap) NEW £191.25
7S-006-052D Class 58xx 0-4-2T 5819 in BR black early emblem - DCC Fitted (Dap) NEW..... £216.75
7S-006-052U Class 58xx 0-4-2T BR black early emblem - unnumbered (Dap) NEW £191.25
7S-006-050U Class 58xx 0-4-2T in GWR green Great Western lettering - unnumbered (Dap) NEW £191.25
7S-006-051U Class 58xx 0-4-2T in GWR green shirtbutton logo - unnumbered (Dap) NEW £191.25

6104 Class 61xx 'Large Prairie' 2-6-2T 6132 in BR lined green late crest (Hel) £594.15

H7-A3-002 Class A3 4-6-2 4472 "Flying Scotsman" in LNER Grass green unstreamlined corridor tender - "Record Breaker" (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-005-005 Class Y3 Sentinel 4wVB 68164 BR black early emblem (Dap) £148.75

Diesel locos

2071 Class 03 shunter 03107 in BR blue 'flowerpot' exhaust (Hel)..... £335.75

2051 Class 03 shunter D2011 in BR green no yellow ends and conical exhaust (Hel) £335.75

2055 Class 03 shunter D2033 in BR green wasp stripes and 'flowerpot' exhaust (Hel)..... £335.75
7D-008-017D Class 08 shunter 08709 EWS red and gold - DCC sound fitted (Dap) NEW £340

Sign up to our weekly newsletter at hattons.co.uk/mailinglist

Visit

www.hattons.co.uk/preorder

for all forthcoming releases

7D-008-013 Class 08 shunter 08717 in BR blue (Dap) £191.25
7D-008-014D Class 08 shunter 08795 Intercity - DCC sound fitted (Dap) NEW... £340

BARGAIN

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

2558 Class 25/3 in BR blue - unnumbered (Hel) . . £446.25
2557 Class 25/3 in BR blue pre-TOPs - unnumbered (Hel) £446.25

2555 Class 25/3 in BR green small yellow panels - unnumbered (Hel).....£446.25

3400 Class 33/0 33012 in BR blue - weathered (Hel) . £466.65

3403 Class 33/0 33035 "Spitfire" in Network SouthEast blue (Hel).....£466.65

3396 Class 33/0 in BR blue - 1970s condition - unnumbered (Hel).....£466.65

3394 Class 33/0 in BR green small yellow panels - unnumbered (Hel).....£466.65
3587 Class 35 'Hymek' in BR green full yellow ends - unnumbered (Hel). . .£421

3743 Class 37/4 in EWS maroon and gold - unnumbered (Hel)£509.15

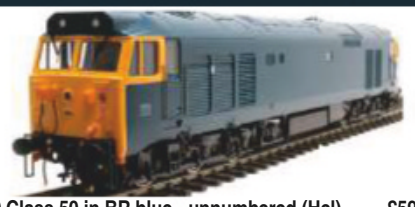
3744 Class 37/4 in Regional Railways - unnumbered (Hel).. £509.15

BARGAIN

4204 Class 42 Warship D866 "Zebra" in BR blue (Hel) (RRP £699).....BARGAIN....£510

4024 Class 50 50007 "Sir Edward Elgar" in GWR green (Hel)£594.15

4026 Class 50 50008 "Thunderer" in BR 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

5285 Class 52 D1035 "Western Yeoman" in BR green small yellow panels (Hel)..... £509.15

5287 Class 52 D1039 "Western King" in BR maroon full yellow ends (Hel) £509.15

5286 Class 52 D1061 "Western Envoy" in BR maroon small yellow panels (Hel)..... £509.15

5289 Class 52 D1067 "Western Druid" in BR blue - weathered (Hel)..... £509.15

5506 Class 55 'Deltic' D9001 "St Paddy" in BR green full yellow ends - weathered (Hel)..... £509.15

5505 Class 55 'Deltic' in BR green no yellow ends - unnumbered (Hel)..... £509.15

5503 Class 55 'Deltic' in BR green small yellow panels - unnumbered (Hel)..... £509.15

Train sets - analogue

GM7000102 "The Didcot Survivor" - premium O gauge starter train set (Gau).....£595

Coaches

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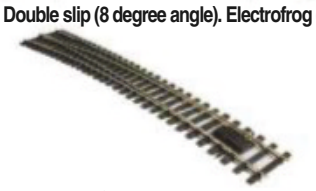

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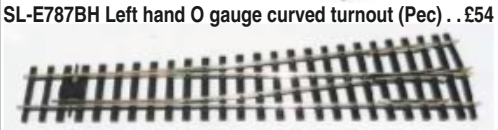

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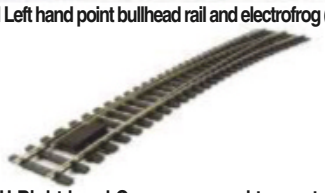

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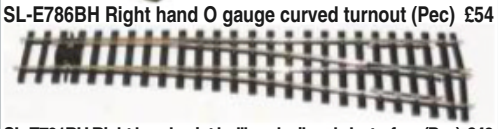

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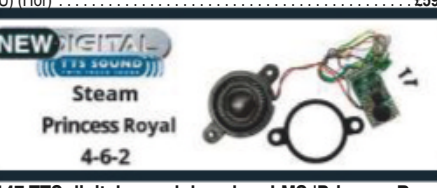

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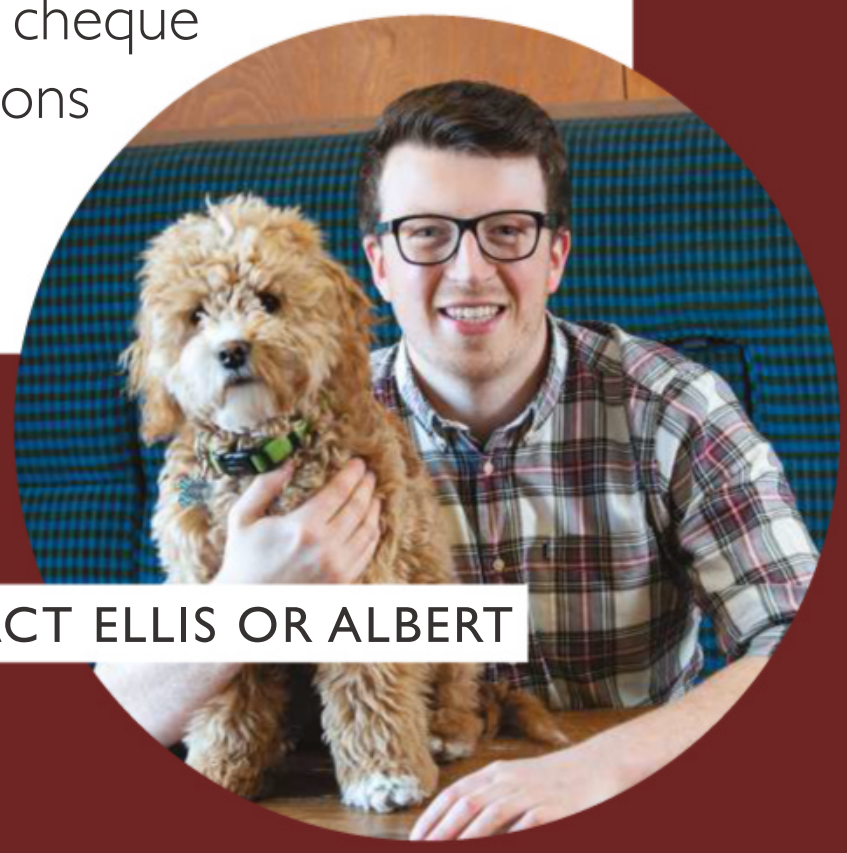

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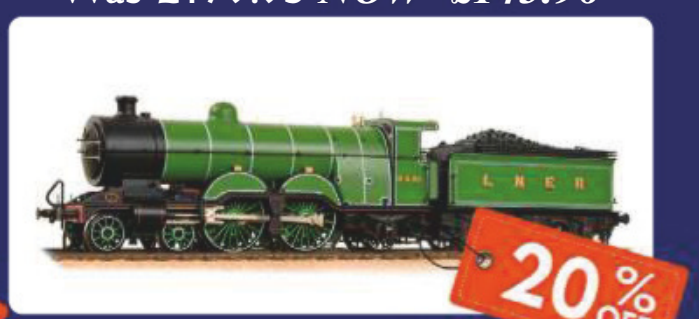

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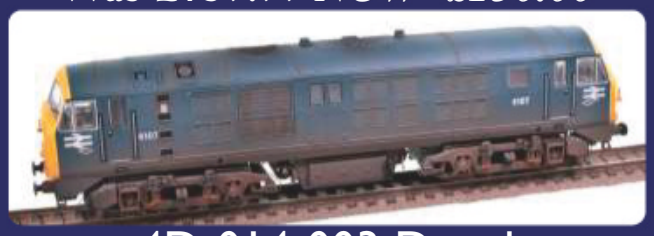

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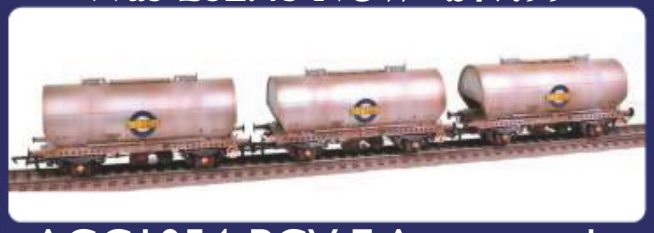

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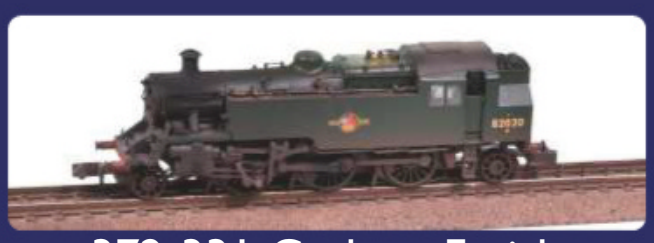

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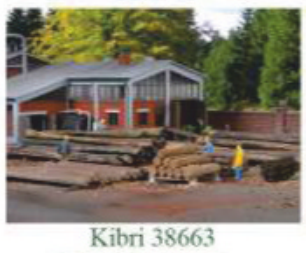
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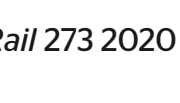

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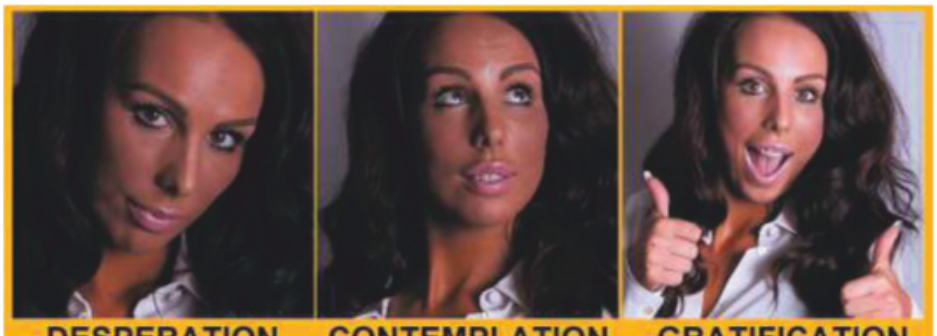

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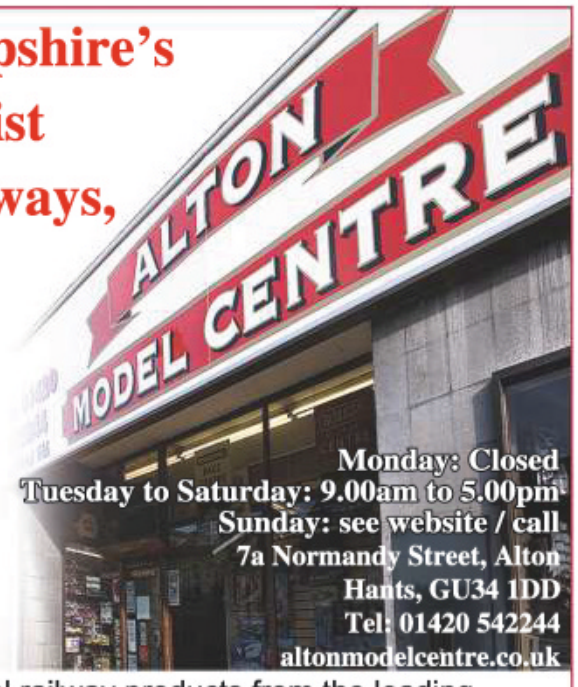

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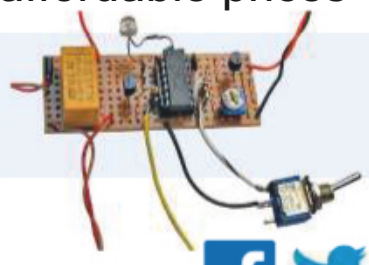

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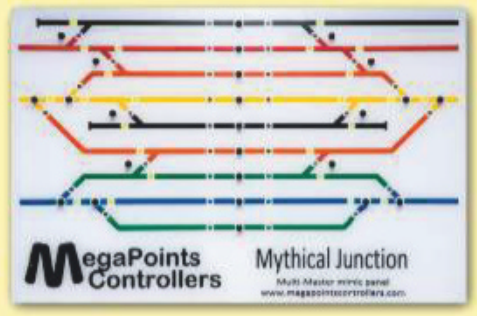

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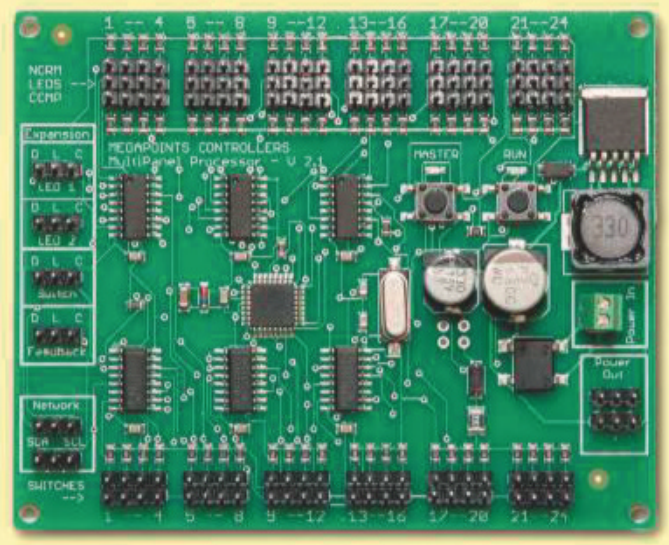

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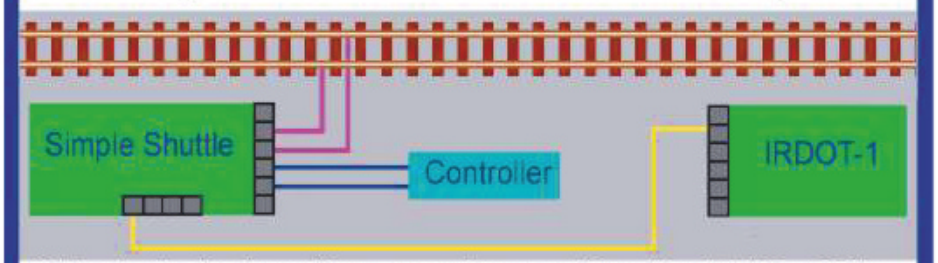

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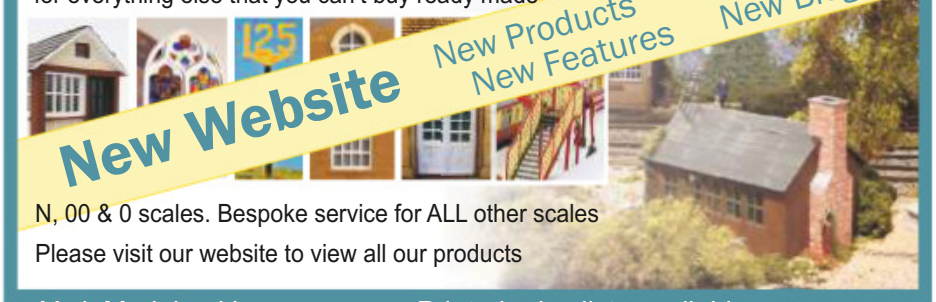

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E6* Georgian house backs
F1* Row of stone cottages
F2* Stone smithy & house
F3 Stone chapel
F4* Stone hotel / inn
F5* Stone school / w'house
F6 Walls, fences, paving etc
G1* Low relief row of shops
G2 Brick houses / shop
G3 "Scats" Warehouse
G4 Goods receiving depot
* NB TEMP OUT-OF-PRINT: 'OO' A1, B2, E6, F1, F2, G1; 'N' A3, B3, B5, D4, F4, F5

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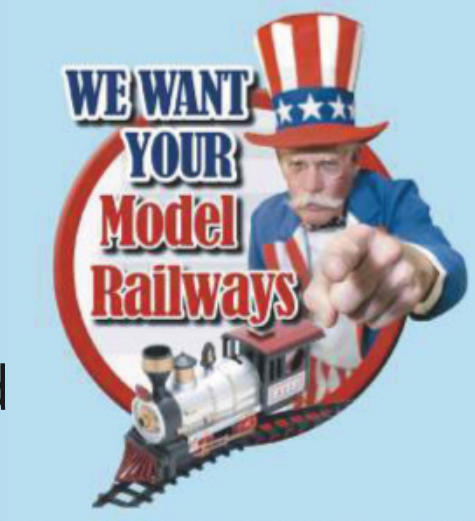

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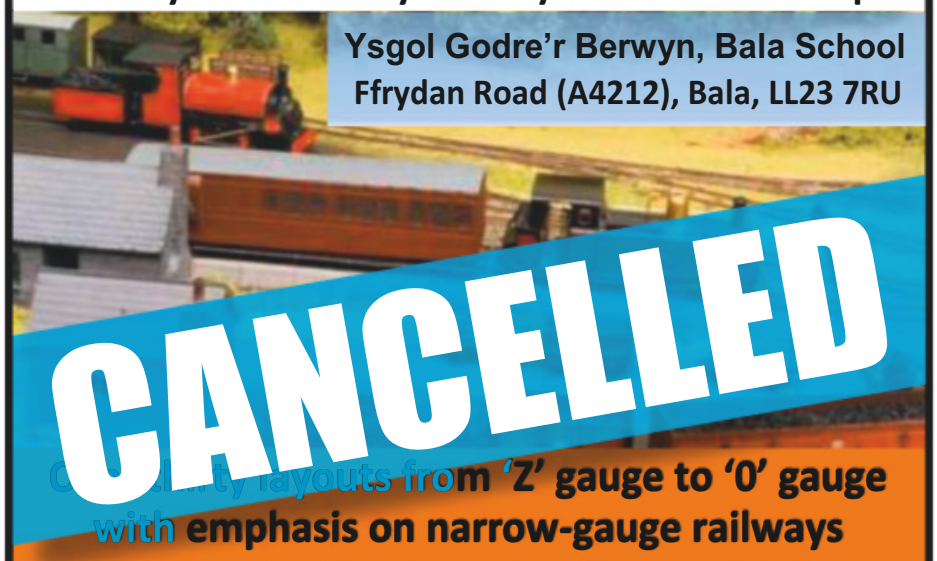

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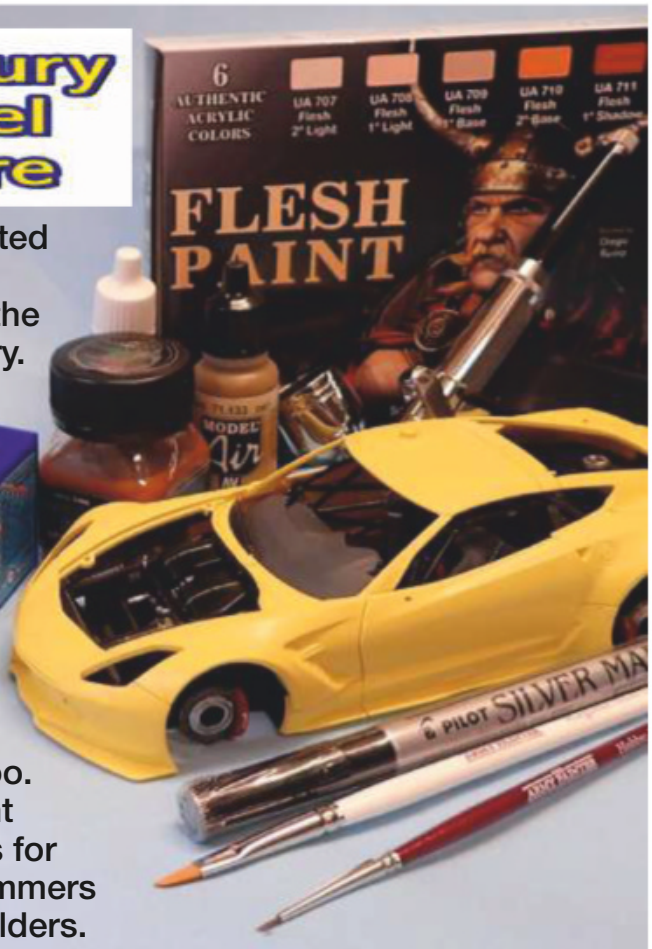

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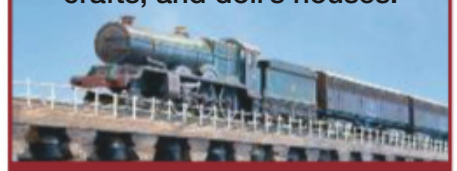

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STEAM RAILWAY COLLECTION

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…

Item: GWR 'Toplight' coaches

Gauge: '00'

Proposed by:
Simon Moppett, Oxfordshire

What is it?
Hornby introduced a range of Collett 57ft coaches a couple of years ago. These 1930s vehicles are wonderful and Hornby even manufactured left and right-handed stock to allow sets to be run with the corridor down one side, as per the prototype.

As with many railway companies, the GWR introduced its newest and best coaches to its most prestigious trains, and older vehicles were cascaded down the pecking order. This is what I'm proposing – the vehicles that the 'bow-ended' stock replaced.

The 'Toplights' were introduced in 1907, with almost ornate panelled bodies. The term 'Toplight' comes from the small 'lights' or windows above the main windows. They were built in various types on 57ft and 70ft underframes.

What would make it viable?
The 1920s livery was brown and cream with lining around the windows and panels, although from this time the bodies were steel without the panels. The lined livery looks gorgeous, and though difficult to reproduce by hand, with modern manufacturing techniques they would look amazing in ready-to-run form. They also received plain chocolate and cream and even BR crimson and cream.

These vehicles took on the role as strengtheners for secondary services, and on branch lines services. They are more useful on model railways than the later designs currently available because many of us don't have the luxury of modelling full-length trains on expansive main lines. A 70ft 'Toplight' would make an interesting and different model and a single brake composite is an ideal single coach for a branch line train later in their working life.

A rake of Toplights in 1920s lined livery would look superb behind a Hornby 'Star' or early 'Castle' and could raise the bar again in model coach construction and decoration. There is a trend for more locomotives from the pre-Grouping period and, who knows, a manufacturer may have plans for older GWR locomotives.

Can I see a real one?
Some 15 GWR 'Toplights' still survive, although only a handful have been restored to full working order (Severn Valley Railway) whereas you can see unrestored or under-restoration examples at the West Somerset and Swindon & Cricklade Railways.

COLOUR RAIL

Have your say
Do you agree with Simon's argument? Go to *www.model-rail.co.uk* and take part in our vote.

How to join in
Want to present your own case? Send us 400 words explaining your choice to *modelrail@bauermedia.co.uk*, putting 'Present Your Case' in the subject line.

From the Files

Images from the RAIL and STEAM archives guaranteed to get the inspiration juices flowing...

Preston station, in the days when the railway station was more than just a place for people to catch trains. The 1967-registered Wessex Electric tug has been busy moving trolleys loaded with parcels on August 4 1968. 'Black Five' No. 45212 had made history by shunting the 11.45pm sleeper from Euston in the early hours of the morning, and had returned to Lostock Hall for servicing. By the middle of the afternoon it was back at Preston, acting as station pilot. This was the very last day of timetabled standard gauge steam on BR. Would the photographer ever have dreamt that No. 45212 would return to the main line in the 21st century? LES WHEELER

In the wider world...

Topping the charts Mony Mony by Tommy James and the Shondells (July 31 1968).

Top of the First Division this summer? Manchester City.

New to TV A new comedy series depicting the antics of the Home Guard starring Arthur Lowe and John Le Mesurier... called *Dad's Army*.

Unveiled at the London Motor Show? Jaguar's new luxury XJ saloon.

Born this month? Scottish rally champion Colin McRae (died 2007).

Died this spring? Princess Marina, Duchess of Kent (born 1906).

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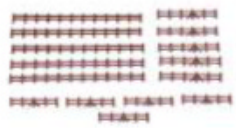

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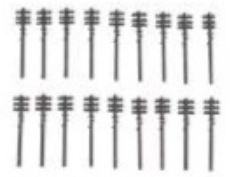

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Join our Facebook group and you can post your pictures and chat to fellow modellers all learning the same skills. We'll offer friendly feedback and tips to make you even better!

Richard Foster Editor

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

THE ESSENTIAL GUIDE TO KIT-BUILDING

Pt 1: Card kits

Building kits offers potential financial savings, compared to ready-made models, as well as providing a welcome challenge. **George Dent** begins this new six-part module by explaining how to get the best from card kits.

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

PLAY YOUR CARD RIGHT

Printed card kits have been around since the early 20th century, offering a relatively cheap and easy means of building a variety of models, including locomotives and rolling stock. The use of card for replicating trains has waned over the past 50 years, but it's still a popular material for model structures and scenic accessories.

In more recent decades, improvements in printing technology have allowed kit manufacturers to create much more lifelike renditions of brick, stone, concrete and timber, meaning that there's no need for painting the assembled models. Indeed, some kits now also come pre-weathered, with optional graffiti in some instances.

Die-cutting and laser-cutting have also greatly speeded up assembly times, with pre-cut kit parts removing the need for tedious work with a knife and steel rule. Pre-cut parts also remove any margin for error, ensuring that the parts are uniform and the various elements slot together as intended.

A well-designed card kit will build into a surprisingly sturdy – yet lightweight – structure and the material is easy to work with, with only a handful of simple tools required. There's very little mess involved and no need for smelly, solvent-based glues. What's more, any waste card can be recycled, so it's an environmentally friendly option too!

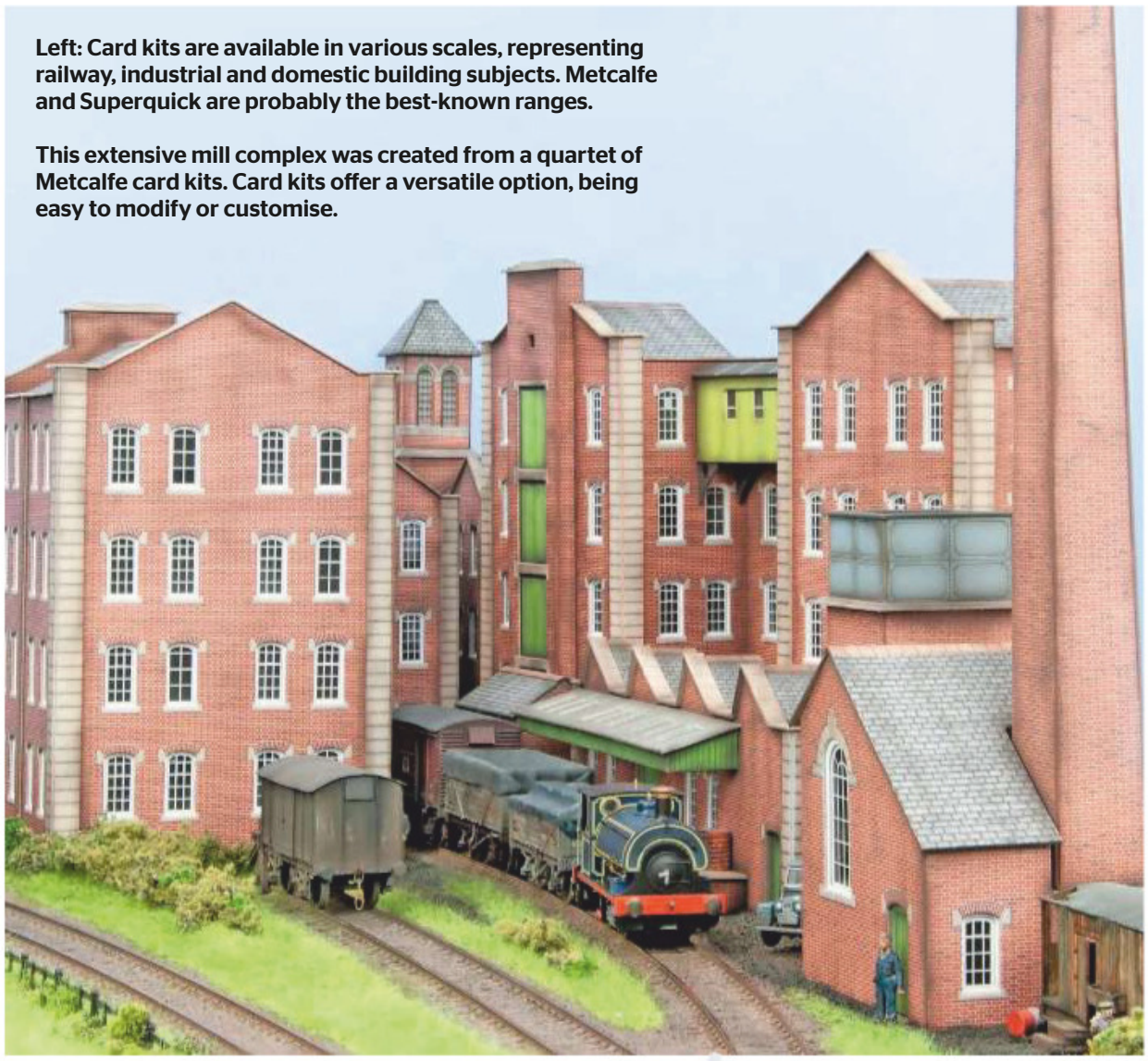
Card is a porous material, so we need to take some precautions when using it. Choice of glue is important (see panel), as anything too watery may cause the card to swell and deform. There's also the risk of the printed surfaces being damaged by excess moisture, so the parts need to be handled carefully and the finished model stored in a relatively dry and stable environment, protected from variations in temperature and humidity.

A modern variation on the traditional card kit is the downloadable version, as offered by Scalescenes, Smart Models and others. The kit components can be printed at home onto paper and laminated onto different grades of card. There's a degree of extra labour involved, as the parts are not pre-cut, but the results can be impressive. An added bonus is the fact that the kits can be printed off as many times as you like.

Card kits are available to suit most scales and they're perfect for modellers of all skill levels.

Left: Card kits are available in various scales, representing railway, industrial and domestic building subjects. Metcalfe and Superquick are probably the best-known ranges.

This extensive mill complex was created from a quartet of Metcalfe card kits. Card kits offer a versatile option, being easy to modify or customise.



GLUES

While many regular PVA-type adhesives are suitable for card kit construction, drying times can be relatively long, leading to lengthy waits between assembly stages. Deluxe Materials offers a trio of alternatives that speed up the job and help achieve neater, stronger bonds.

Roket Card Glue is a thin, all-purpose, fast-setting glue suitable for most of the assembly work. The 'grab' between parts is virtually instant and just a small amount is needed to affect reliable bonds. Glue 'n' Glaze is slightly more viscous and is ideal for fixing glazing sheets or bonding parts that don't quite marry up perfectly. It takes a little longer to dry but, when it does, the glue turns crystal clear.

Fitting a pinpoint applicator tip to the nozzle makes the bonding process easier, helping to regulate the flow and aiding precision. Keep a needle handy to keep the applicator tip from clogging up.

Speed Bond is a thicker adhesive that is best for bonding larger elements together or for fixing completed structures to the baseboard. As the name suggests, drying time is fairly rapid, especially compared to 'standard' PVA.

A humble Pritt Stick is also useful, being perfect for applying thin printed overlays, signs and other smaller details.

Availability: Deluxe Materials glues available are from model shops or Gaugemaster. **Tel:** 01903 884488
Web: *www.gaugemaster.com*

Wooden sprung clothes pegs are ideal for clamping parts together.

Right: Lightweight magnetic clamps are designed to fit on either side of a corner joint, holding parts steady while the glue dries. As well as improving accuracy, they speed up assembly. Various shapes and sizes are available from York Modelmaking and Proses.

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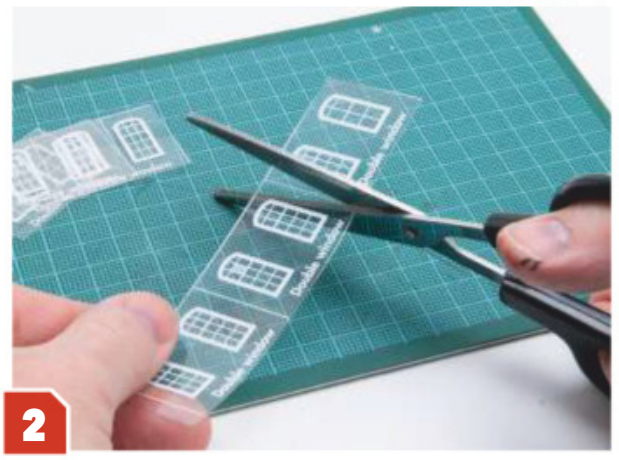
STEP BY STEP

BUILD A CARD KIT

1

Read the kit's instructions. When you've worked out what parts are needed, use a stout knife with a fresh blade to remove them from the main sheet. Work on a cutting mat, using a steel rule to guide the blade if necessary.

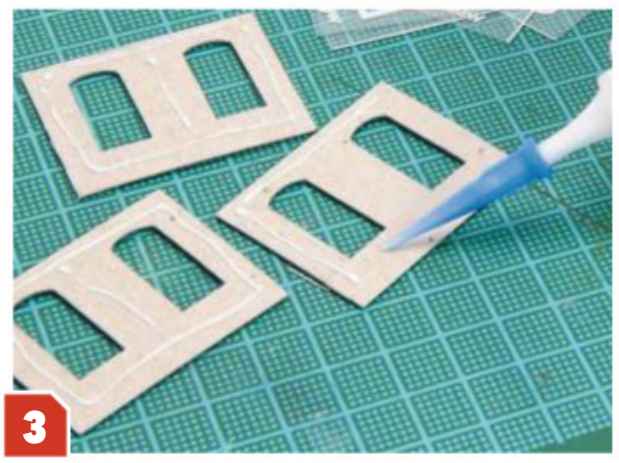


2

Depending on the nature of the kit, glazing may be added at the beginning of the project. Windows are often printed onto clear acetate, which is best cut with a sharp pair of scissors rather than a knife.

Essential tools

- Knives with fresh blades
- Scissors
- Steel rule
- Setsquare
- Cutting mat
- Tweezers
- Cotton swabs and cocktail sticks

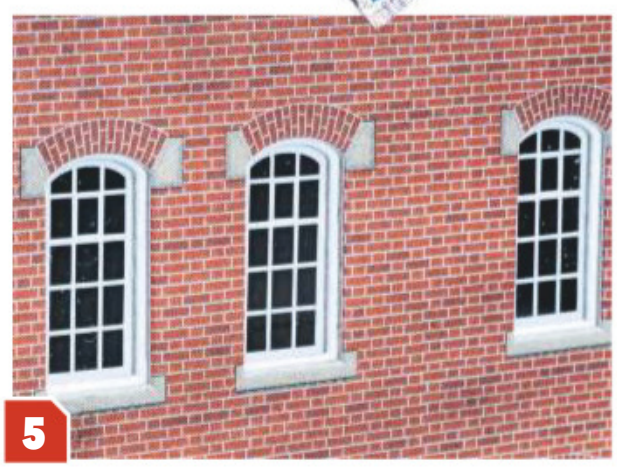


3

To achieve realistic depth, this Metcalfe kit features recessed window frames, with the glazing fitting behind. A thin bead of Glue 'n' Glaze was applied with a pinpoint tip and left to turn tacky before fixing the glazing sheet.

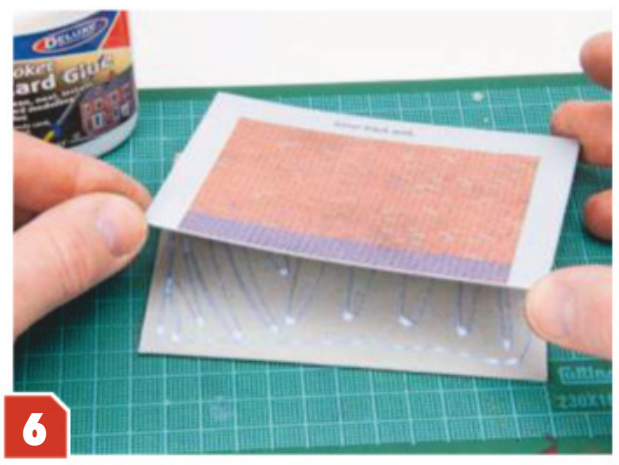
4

Once the glazed window frames are dry, they can be fixed to the inside of the walls. Roket Card Glue, applied via a pinpoint tip, is applied sparingly, well away from the aperture to minimize the risk of glue being squeezed out.



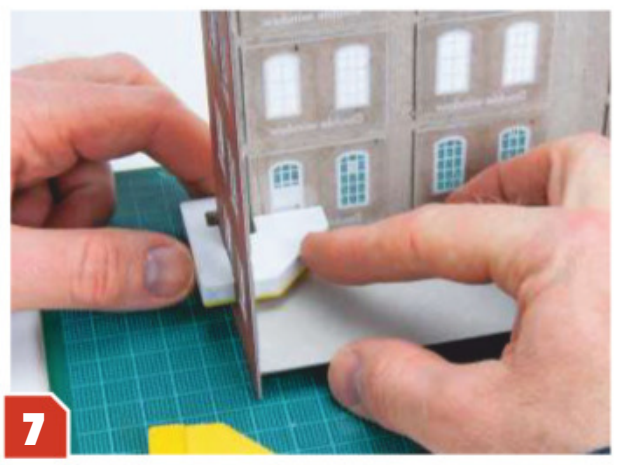
5

Care is needed to line up the frames accurately within the openings, so that an equal amount of frame is visible around the edges. The use of multiple layers is very effective for creating a lifelike sense of depth to the walls.



6

Laminating various layers of card is a common requirement when building card kits. A thin bead of Roket Card Glue is run over one face and, after lining up the layers accurately, they can be pressed together.



7

The walls of this factory are designed to fold up around the inner floors, which also act as strengthening ribs. The lower floor is fitted first and a set of magnetic clamps hold the walls at the correct angles while assembly continues.

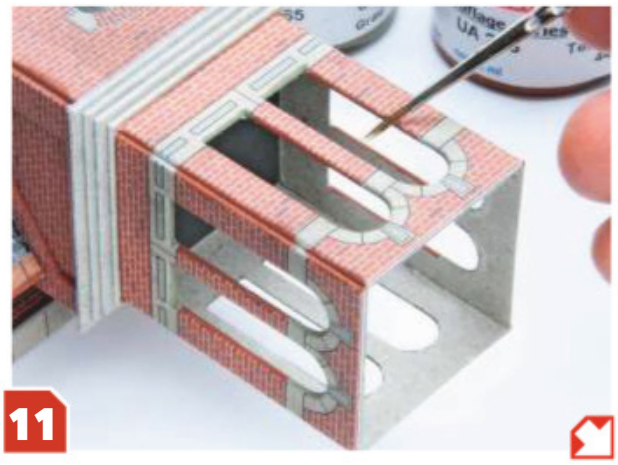
8 With the clamps holding things steady, the remaining floors can be added, along with the spacers. As the glue cures, the structure will become stronger. Double-check with a set square while the parts can still be manipulated.

9

When the glue has set, remove the clamps. If adding all four walls, remember to ensure that the clamps will not be trapped inside! Stone cover strips are being fitted to the corners, tidying up the exposed edges.

10

If any excess glue emerges from a joint while the parts are being pressed together, use a cotton swab dampened with water to wipe it away. Do this straight away to avoid staining or damaging the printed surfaces.



11

Exposed strips of blank card can detract from the overall effect, although most of these areas can be treated with paint or coloured pencils after assembly. However, some parts can be touched in before installation.