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Our existing website has been withdrawn from service, which was a sad moment for us here as it has served us (and you) well over the years.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

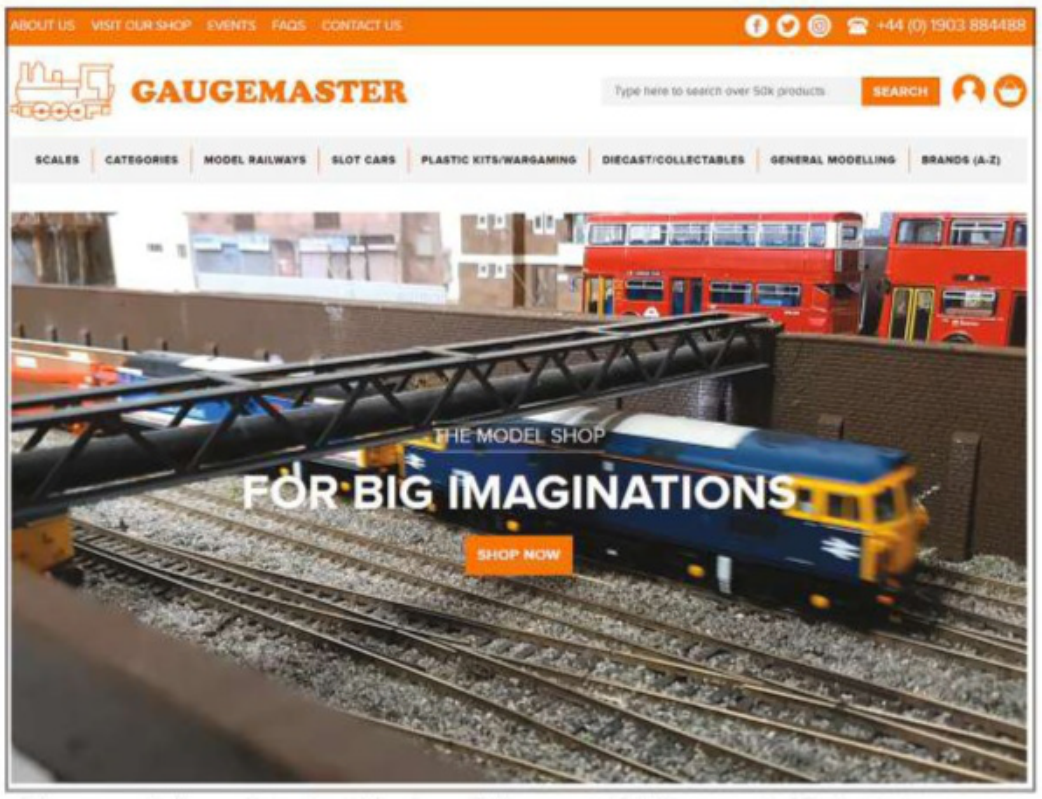
www.gaugemaster.com

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

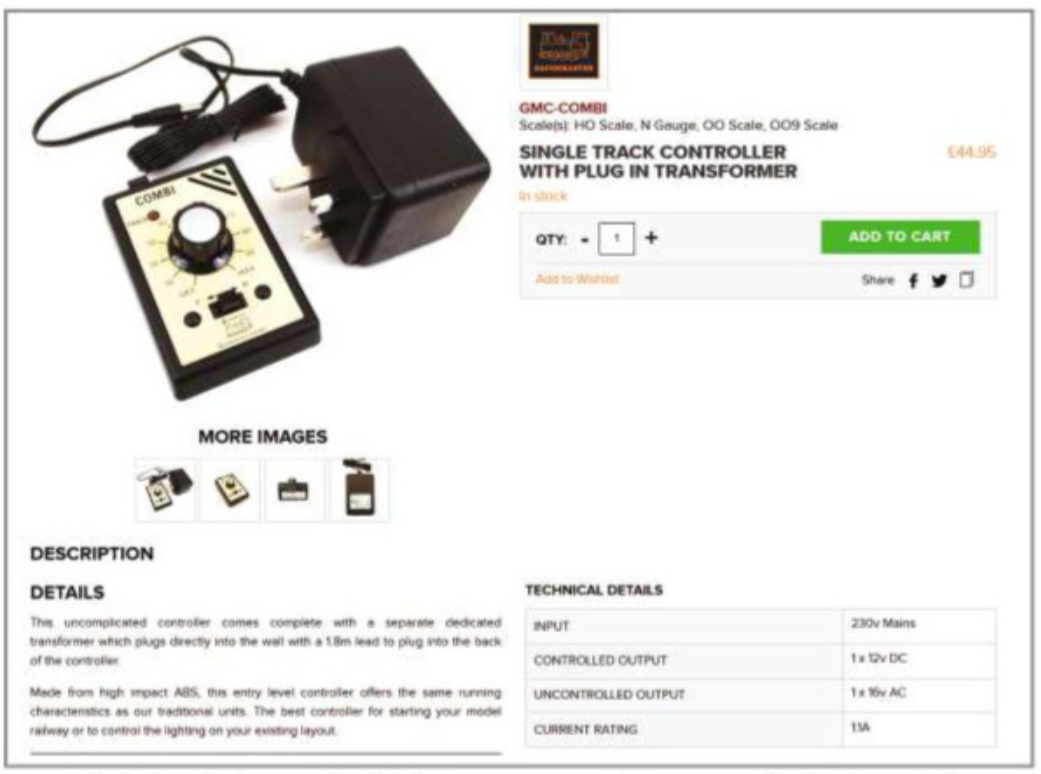
- It's been **built with mobile in mind**.
  Mobile devices have now overtaken desktop devices for internet browsing. We needed to follow this trend.
- It **demonstrates our breadth of products.**
  All of our genres (railways, slot cars, kits etc.) are now under one online roof. We stock products from 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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Maximise your time to make your layout look better than ever

Lockdown beating
SPECIAL ISSUE



Model of the Decade

Did your favourite win? Find out inside

Loco project

Add refinements to Farish's old 'J94'

Layout planning

How to design around household infrastructure

REVIEWED

BACHMANN 'PARROT' WAGON



DAPOL 'O' GAUGE '14XX'



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- Make your own signs
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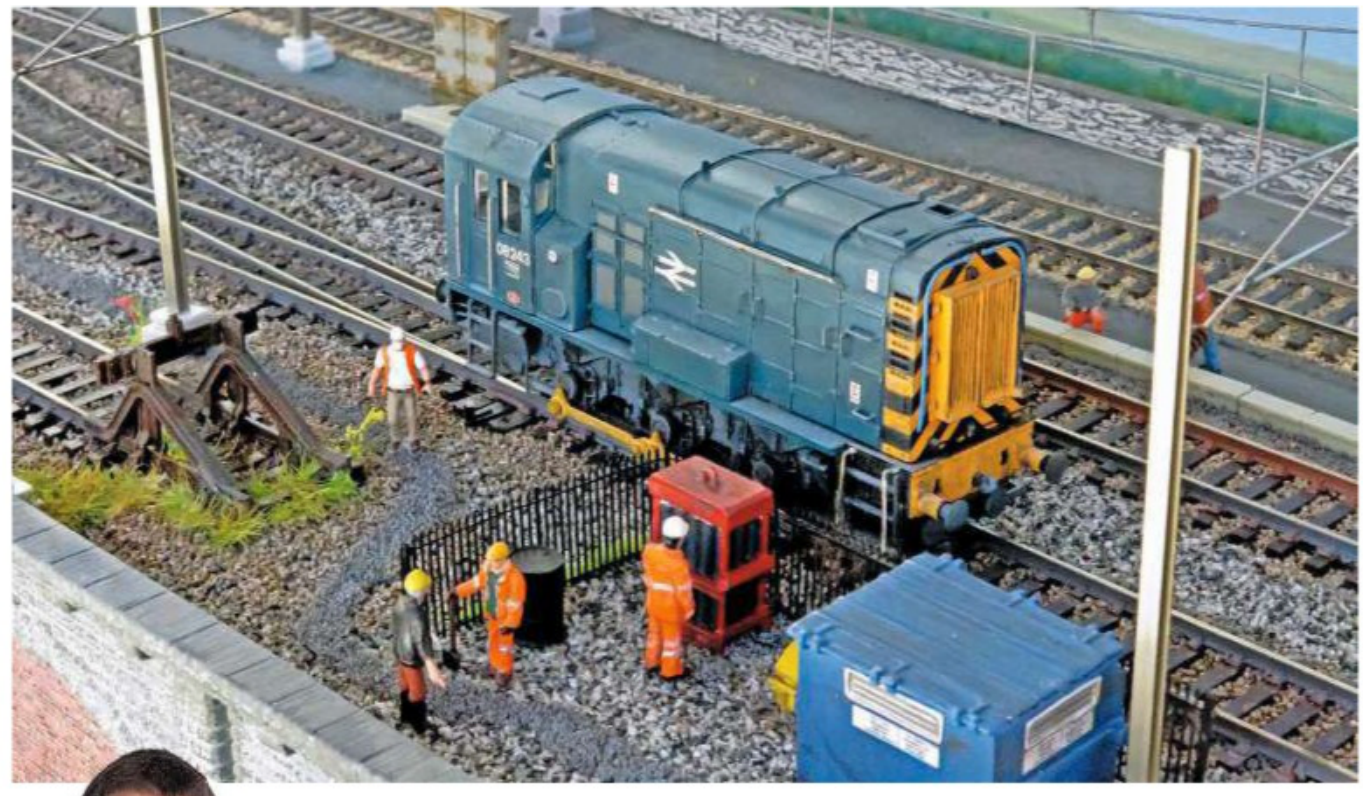

PETER MARRIOTT



Planet Rock radio, also part of the Bauer family, has been a constant companion at home since the lockdown started and it was DJ Darren Redick who said that we've all been given the gift of time.

His point was that, as most of us are now free from the daily grind, we should use the extra time we have to better ourselves. As a bass player, he's using the extra time to take lessons to further improve his playing.

It's a good idea. As difficult as it is not being able to see friends and family, we should use the lockdown constructively. We all know that modelling – railway or otherwise – is therapeutic and getting into the layout room is arguably as good for us as the hour we're 'allowed' to go for exercise.

But let's use that modelling time wisely. We all have modelling jobs that we put off, either because we struggle with them or because they're time-consuming. Well, now is the perfect time to undertake that task. Pluck up the courage to hone that troublesome skill or knuckle down and get that track ballasted or tidy-up completed.

In this issue, you'll find 20 jobs that most modellers will face at one point or another. Tackling even one of them will make you feel better. Your layout will have been improved and you'll be proud to show it off once the lockdown is lifted.

■ Please remember that the *Model Rail* offices are currently closed and team members are working from home.

Richard Foster Editor

MODEL RAIL brought to you by



Richard Foster
Now the railway room's tidy, I need to start on the outbuilding where my layouts will eventually go…



George Dent
I spent Easter following Jools Holland's piano lessons on Instagram and building a few 1:24 scale trucks.



Chris Leigh
Laird Leigh of Lallybroch has nearly finished building his baronial hall for a forthcoming issue.



Chris Gadsby
I used the Easter weekend to finish the wiring. Now I'm running trains before starting platform building.



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.

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MODEL RAIL
Skills STATION

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In the second part of his kit-building tutorial, master modeller George Dent shows you how to get the best out of laser-cut wood kits.



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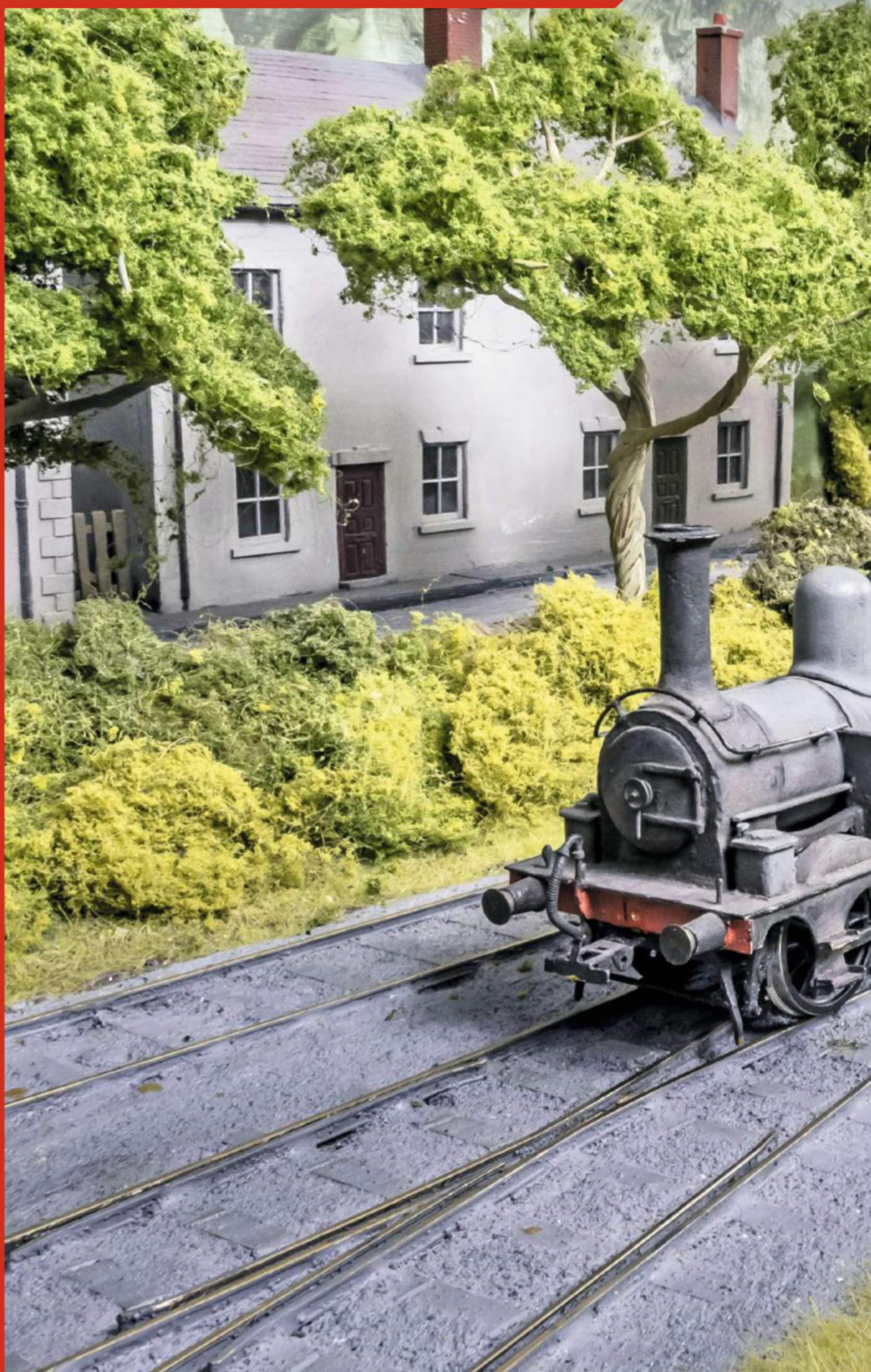
Opening the box

The latest happenings from the world of model railways

The Big Picture

Some modellers choose to build their own track, but for some, it's a necessity. When Andy Cundick chose Courtmacsherry as the basis for his next Irish model railway he was tasked with not only handbuilding the track, but working meticulously to get a perfect scale model, from the goods yard to the harbour. Read about how he did it in the next issue of *Model Rail*. Photography: CHRIS NEVARD

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MODEL RAIL MODEL OF THE DECADE 2010-2019

THE RESULTS

In the April edition of *Model Rail* (MR272) we pitted the winners of our Model of the Year competition against each other in a champion of champions scenario and asked you to vote for your favourite, crowning the winner the undisputed Model of the Decade. You have been voting in your hundreds and one of the categories was separated by just a single vote, which was made just before voting closed. Without further ado, here are your models of the decade.

'OO' GAUGE



'OO' gauge diesel and electric locomotive of the decade

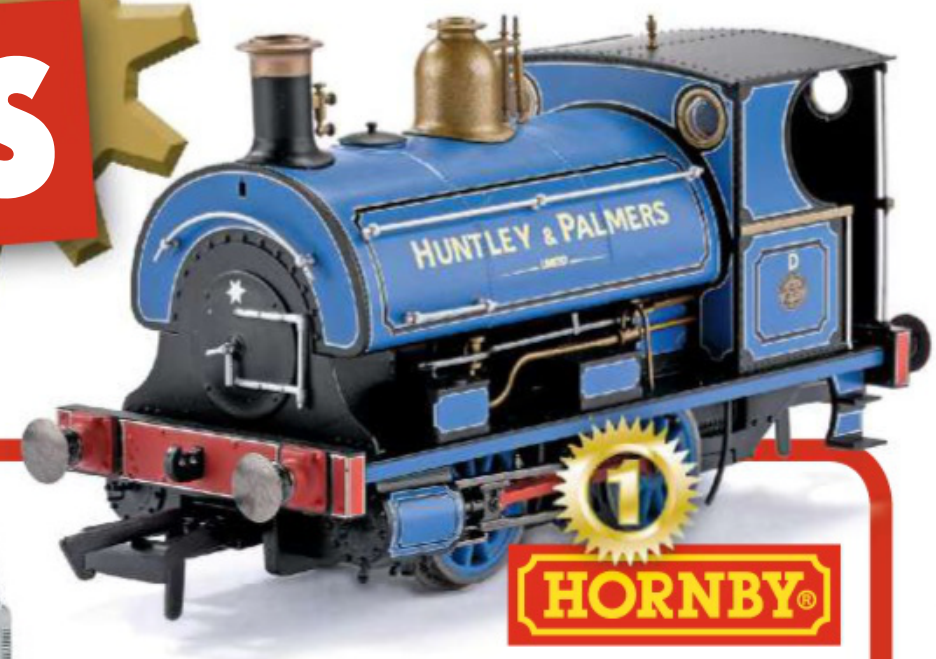
WINNER **1st:** Kernow Model Rail Centre 'Warship' (2019) – 25.3%
2nd: Rapido Trains/Locomotion Models APT-E (2016) – 19.8%
3rd: Dapol Class 68 (2017) – 13.6%
Others: 41.3%



'OO' gauge multiple unit of the decade

WINNER **1st:** Bachmann 'Midland Pullman' DEMU (2012) – 43.9%
2nd: Bachmann/Kernow '4-TC' (2017) – 18.6%
3rd: Bachmann BR 'Derby Lightweight' DMU (2011) – 12.8%
Others: 24.7%





'OO' gauge steam locomotive of the decade

WINNER **1st:** Hornby Peckett 0-4-0ST (2017) – 23%
2nd: Kernow/Dapol SR Beattie 2-4-0WT (2011) – 20.2%
3rd: Heljan/Hattons LMS Beyer-Garratt 2-6-0+0-6-2T (2014) – 15.3%
Others: 41.5%



'OO' gauge coach of the decade

WINNER **1st:** Rails of Sheffield/Rapido Trains LNER Dynamometer car (2018) – 28.5%
2nd: Kernow LSWR 'Gate stock' twin pack (2017) – 23.4%
3rd: Hornby BR(S) Maunsell push-pull set (2012) – 11.2%
Others: 36.9%

'OO' gauge rolling stock of the decade

WINNER **1st:** Oxford Rail railway gun (2019) – 23.9%
2nd: Bachmann/ModelZone Mk 1 TPO coach (2010) – 9.7%
3rd: Bachmann Railtrack JJA 'Autoballaster' hopper (2010) – 8.9%
Others: 57.5%

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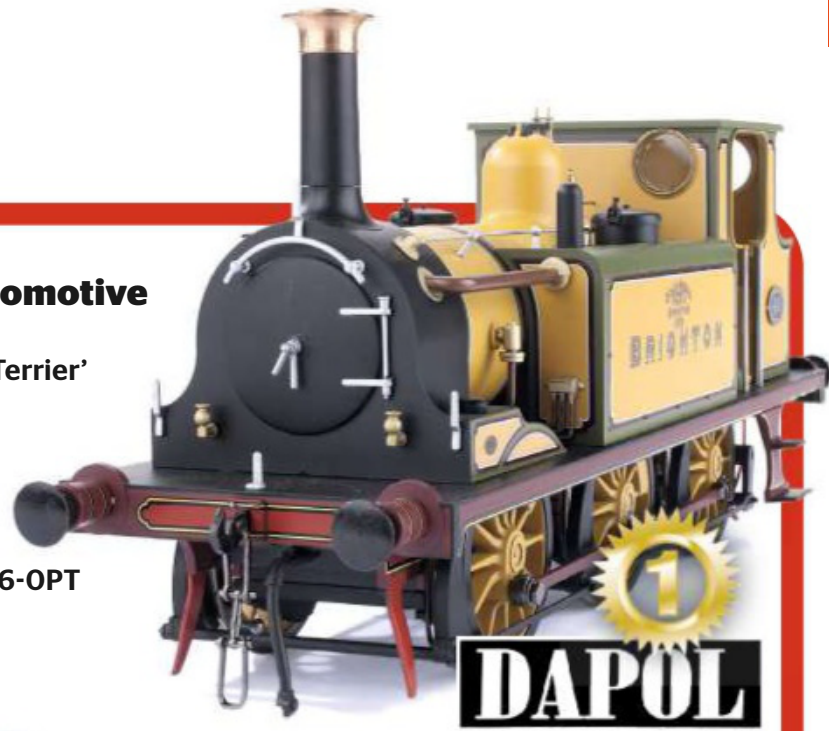
'O' GAUGE



'O' gauge steam locomotive of the decade

WINNER **1st:** Dapol LBSCR 'Terrier' 0-6-0T (2015) – 25.5%
2nd: Golden Age Models BR rebuilt 'Merchant Navy' 4-6-2 (2013) – 20.6%
3rd: Dapol GWR '57XX' 0-6-0PT (2018) – 17.4%
Others: 36.5%



'O' gauge diesel and electric locomotive of the decade

WINNER **1st:** Dapol Class 08 (2017) – 48.3%
2nd: Heljan Class 52 'Western' (2013) – 14.9%
3rd: Heljan Class 37/4 (2019) – 13.8%
Others: 23%

'O' gauge rolling stock of the decade

WINNER **1st:** Accurascale 24t coal hopper (2019) – 26.4%
2nd: Lionheart Trains GWR Autocoach (2011) – 18.2%
3rd: Dapol six-wheel milk tank (2014) – 13.6%
Others: 41.8%



'N' GAUGE



'N' gauge steam locomotive of the decade

WINNER **1st:** Graham Farish SR unrebuilt 'Merchant Navy' 4-6-2 (2015) – 22.9%
2nd: Graham Farish LMS 'Duchess' 4-6-2 (2014) – 20.3%
=3rd: Dapol BR 'Britannia' 4-6-2 (2010) – 14%
=3rd: Graham Farish 'Castle' 4-6-0 (2017) – 14%
Others: 28.8%



'N' gauge diesel locomotive/ electric locomotive/multiple unit of the decade

WINNER **1st:** Revolution Trains/Rapido Trains Class 390 'Pendolino' (2018) – 23.9%
2nd: Arnold 'Brighton Belle' EMU (2014) – 21.8%
3rd: Graham Farish 'Midland Pullman' (2012) – 15.4%
Others: 38.9%



'N' gauge coach of the decade

WINNER **1st:** Graham Farish SECR 'Birdcage' coaches (2019) – 35%
2nd: Graham Farish/N Gauge Society LMS inspection saloon (2012) – 16.9%
3rd: Graham Farish Hawksworth Autocoach (2017) – 15.2%
Others: 32.9%



'N' gauge rolling stock of the decade

WINNER **1st:** Graham Farish/ Kernow Model Rail Centre china clay open wagon (2014) – 23.3%
2nd: Rapido Trains/Revolution Trains Greenbrier TEA bogie tank (2016) – 22.9%
3rd: Dapol ICA 'Silver Bullet' bogie tank (2010) – 17.6%
Others: 36.2%

'OO9' GAUGE



'OO9' gauge model of the decade

WINNER **1st:** Bachmann Narrow Gauge Baldwin '10-12-D' 4-6-0PT (2018) – 66.9%
2nd: Heljan Manning Wardle 2-6-2T (2019) – 33.1%

Join our Modelling Monday community...

Has the lockdown left you feeling isolated from the railway modelling community? Then you need to take part in Modelling Mondays! Every Monday, we ask you to show us pictures of the projects you have been working on over the past seven days and you can share you work, engage with other modellers or simply be inspired by others. You can get involved on our Facebook page, *Model Rail* magazine or our Twitter account *@ModelRailUK*

Take pictures of your work and upload them with a brief description and a selection will feature each month in the magazine!



I've built this row of timbered shops from Arch Laser in 'N' gauge... next I need to work on the interiors! **Matthew Taylor**



Not quite running trains yet, but the boards are complete and track laying is under way at 'Carlettbrook'. **Rob York**



I've been kit-bashing Metcalfe kits to make this structure. **Tony Weber**

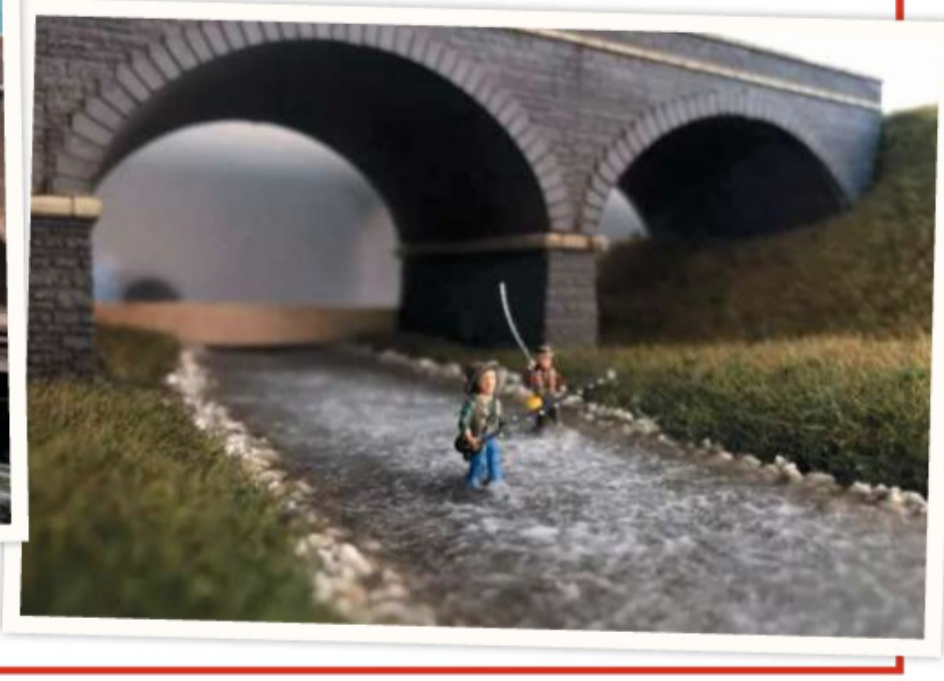
Left: It's taking a while but I've been working on a curved diamond crossing to be buried within setts in the dockyard section of my layout. **Matthew Randall**

Right: The chair and desk I built over the weekend. The chair has four parts, the desk and draws 11! They're built from the Scale Model Scenery kits. **Luke Stevens**



My time has been spent detailing an old wagon that sits in the scrapyard by adding a weathered tarpaulin. **Mark Patrick**

I've been waiting for some resin to dry – it's still not there yet, as you can see from this picture! **Andrew Curran**



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Model Rail News online.

... and don't forget Show & Tell

This is the place to share your projects with the *Model Rail* community every month.

On the march

I'm currently building a layout called 'March West Junction TMD'. It's a 'OO' gauge double-sided layout comprising of a depot on one side and a station on the other, with a backscene splitting the two. Everything has been built from off-the-shelf items that can be purchased from your local model shop.

Andrew Macdonald





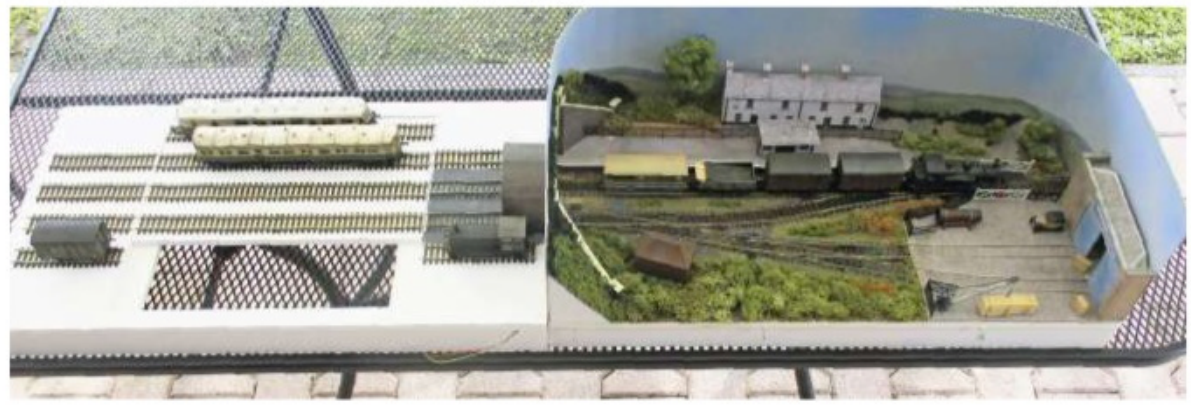
Micro modules

I have constructed a micro layout as an exercise to see how much action could be squeezed into such a layout with minimum cost. It has provided many hours of entertainment and there is still scope for added detail.

It was designed to accommodate up to 0-6-0-sized tank locomotives, diesel shunters and/or single railcars. I operate it with an ancient 0-4-2 tank with auto trailer, a railcar, an 0-6-0 shunter and four or five wagons.

There are two modules 65cm by 35cm (approximately. 2ft 1½in by 1ft 1¾in), each made from a sheet of 65cm by 50cm, 10mm thick foamboard and cut to provide the necessary 10cm supports at the edges. Joints are sealed by means of a hot-glue gun and the modules are joined using two bolts, large washers and wing nuts.

On the scenic module the backscene is made from a single piece of 120cm by 18cm card curved at the corners, lightly sprayed blue, and glued to the surface.



The buildings are made from the downloadable Scalescenes products, suitably modified to suit the space available, and the cottages are made low-relief at 75% of normal size to force the perspective.

The scenic module uses three points and approximately one yard of track, the points being operated by the wire-in-tube method.

The traverser module is made from the other 65 by 50cm sheet of foamboard and uses three yards of track. The traverser table relies on friction for stability and alignment.

David Butler

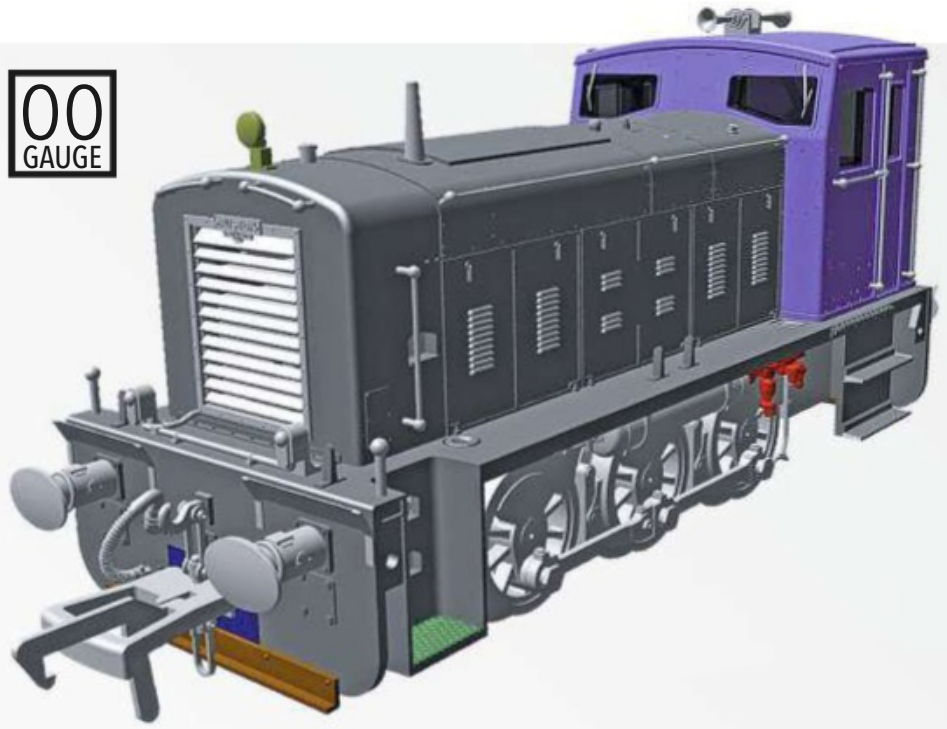
Modeller returns

My layout is quite different to how it was designed, as originally it was going to fit on a mantelpiece measuring 6ft by 6in, and depicts a coal mine in 'N' gauge. I have recently got back into modelling after a chance meeting with a member of Eastbourne MRS – a club of which I was a member about 30 years ago. They are still using a model of an undertakers – Rigor & Mortis – which I built about 30 years ago.

I was not sure if I still had the ability to build models, but must admit I am pleased with the outcome. I realise that the play value is somewhat limited, but I hope that one day it may be incorporated into a club layout.

Mick Hymans







EXCLUSIVE: 'PWM' AND CLASS 11 BREAK COVER

We are pleased to unveil the first CAD images of our exclusive 'OO' gauge Class 11 0-6-0DE and Ruston & Hornsby 'PWM' 0-6-0DM, which is being developed in partnership with Kernow Model Rail Centre. Both models are being produced for us by Heljan.

Heljan's design team has completed work on both projects and the artwork is being assessed and checked before tooling can start. This was due to be completed shortly after this issue closed for press.

It is hoped that both models will be delivered during 2021, with the 'PWM' ahead of the Class 11 in the production process. Final liveries, guises and prices will be confirmed when the order book opens; keep an eye out in *Model Rail* or at *www.kernowmodelrailcentre.com* for further updates as these exciting projects continue to make progress.





The *Model Rail*/Rapido '16XX' gets closer to production. Decorated samples were being assembled as this issue closed for press and it's hoped that production will commence during the summer. Research for our 'OO9' Vale of Rheidol 2-6-2T is complete and the factory should have started on CAD design work by the time this issue hits the newsstands. Development work on our 'E1' 0-6-0T will commence in earnest once the '16XX' has been delivered.

LAST CHANCE FOR LIVERIES

N GAUGE

Revolution Trains is offering 'N gaugers' who want either Strathclyde PTE or Silverlink-liveried Class 320/321s to speak now or forever hold their peace. Revolution has confirmed that Network SouthEast, London Midland and ScotRail liveries are being produced and decorated samples were expected shortly after this issue closed for press. Decorated bodies of Strathclyde PTE and Silverlink versions have been delivered – but in an attempt to drum up orders. If orders aren't forthcoming, both liveries will be cancelled, as has the proposed First Capital Connect scheme. The order book for the Class 320/321s is expected to close in June when production will start.



To order your '320/321', go to *www.revolutiontrains.com*

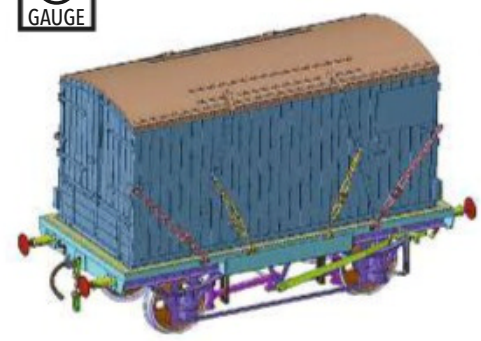
DAPOL'S ON THE 'FLAT

O GAUGE

Dapol's next item of 'O' gauge ready-to-run rolling stock will be a GWR 'Conflat'. It has chosen the Diagram H7 variant that was introduced in 1933, which shared its 10ft underframe, vacuum brakes and buffing gear with the Diagram O32 open wagon. The model will also be offered as the Dia. H9 version, which lacked vacuum brakes and had three-link rather than screw couplings. The Dia. H7 vehicles were later coded 'Conflat A' during the Second World War, whereas the Dia. H9 vehicles were simply 'Conflat'.

Dapol's model promises to have a die-cast, compensated chassis, sprung metal buffers and myriad fine details. It is to be offered in GWR and BR liveries with a choice of GWR planked BK2 and panelled BD2 containers, as well as the BR BD furniture and general purpose containers.

CAD design work is complete and tooling is due to start imminently. The model will be produced in Dapol's Chirk factory. RRP is £44.95 without container and £64.95 with container.



STOP PRESS

N GAUGE

C-Rail Intermodal's 'N' gauge KQA-KTA pocket container wagons arrived just as this issue closed for press. A full, in-depth review will appear in a forthcoming issue of *Model Rail*.



In Brief

NOW AND ZEN

DCCconcepts has unveiled its latest Zen Black decoder – and it's crammed with functions. The Zen Black ZN218.6 includes its own 'Stay Alive' facility, DCCconcepts' simple CV-changing facility, and it can easily be programmed for realistic braking options with an additional module. Price: From £26.95 **Availability:** DCCconcepts stockists or *www.gaugemasterretail.com*

IRISH LSWR '330'

OO Works has added a third Irish guise to its forthcoming LSWR '330' 0-6-0ST. GSR grey Nos. 472 and 475 were announced in MR273 and they will be joined by No. 5 in Cork Bandon & South Coast Railway sage green livery. **Price:** £279.00 **Availability:** OO Works **Tel:** 01580 882185 **Web:** *www.ooworks.co.uk*

REVOLUTION UPDATE

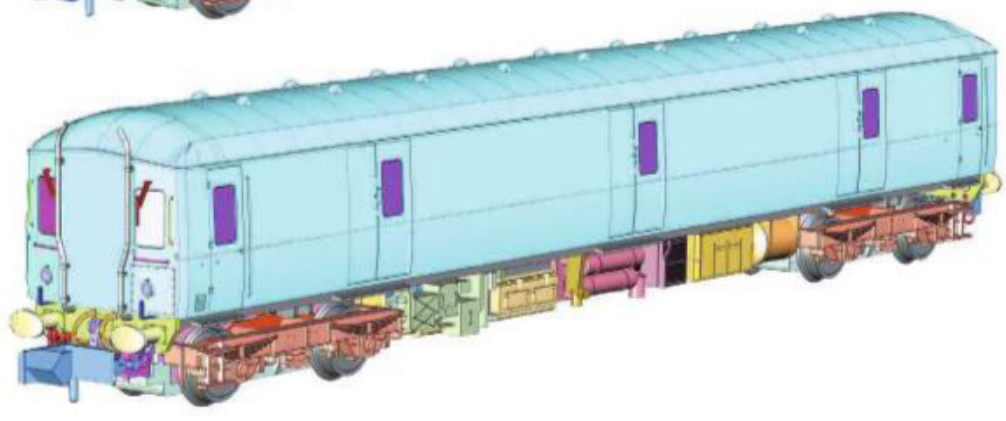
Revolution Trains has published a production update that gives details of where forthcoming models in its range are in the production cycle:

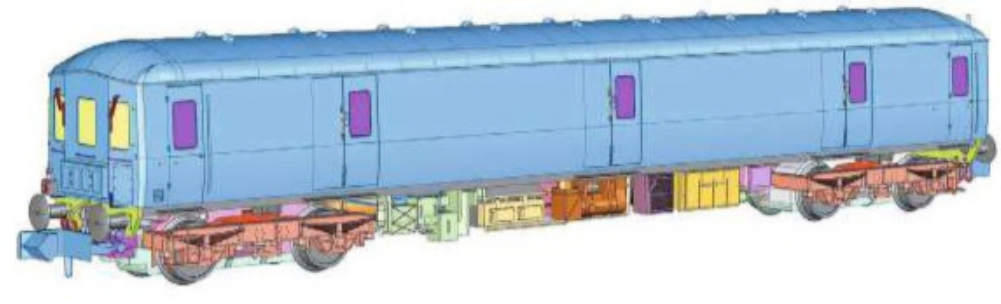
- 'N' gauge Standard Wagon PFA container flats: CAD design has been approved and tooling has commenced.
- 'OO' gauge IWA van/timber carrier: CAD design has been approved and tooling has commenced.
- 'N' gauge IWA van/timber carrier: CAD design has been approved. The order book will open shortly and production will only commence if enough orders are reached.
- 'N' gauge Class 128 DPU: Design work is complete and being approved. Three versions are being produced: original Western Region, Western Region with plated-over headcode boxes and gangways and Midland Region centre headcode boxes.

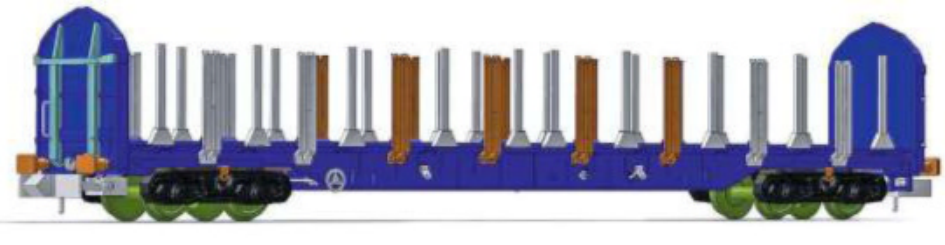












MODEL RAIL NEEDS YOU!

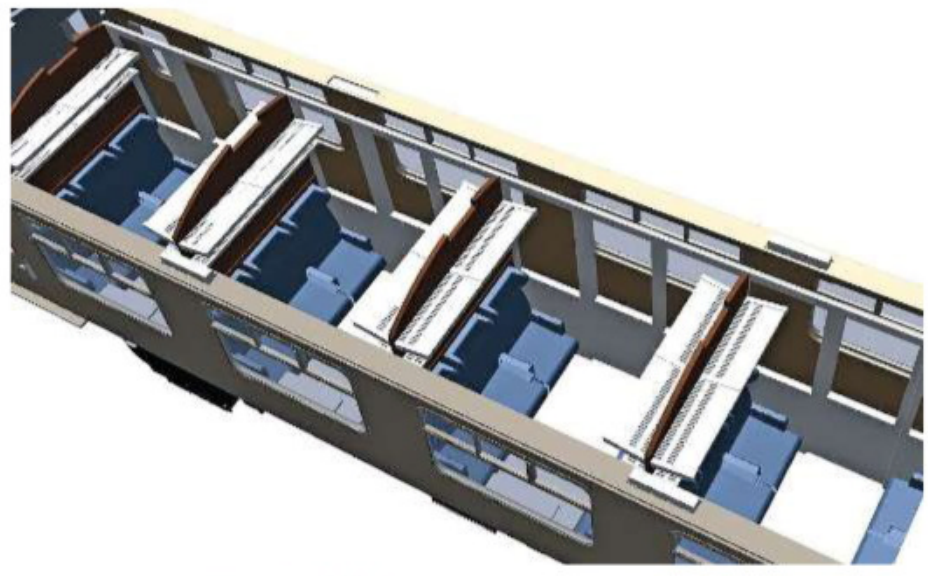
We want to find out what the nation's most favourite locomotives are – and we need you to tell us what your favourite class is. Steam or diesel, standard gauge or narrow, main line or industrial, it doesn't matter - if it's your favourite, please let us know. You can either e-mail *modelrail@bauermedia.co.uk* (put 'Favourite Class' in the subject line) or go to our Facebook page to have your say. Remember that we're after locomotive classes or designs and not individual locomotives.

Closing date for votes is June 1. Results will be published in a forthcoming issue of *Model Rail*.

HELJAN RELEASES Mk 2 DETAILS

Heljan has unveiled the first CAD images of its forthcoming Mk 2 coaches. They reveal the promised fully detailed interior and separate underframe details. The Mk 2 coach range (MR269) includes Tourist Second Open, Brake Second Open and Brake First Corridor of the original design (Mk 2, later Mk 2z) and the revised Mk 2a. Liveries include BR blue/grey, ScotRail, Network SouthEast, Regional Railways, InterCity Executive, West Coast Railway Company, DRS and Network Railway. Prices have yet to be confirmed but they're expected in stock in early 2021.







INTERMODAL TRIO IN 'OO'

C-Rail Intermodal has added three new 'OO' gauge containers to its already extensive range: there are two new 20ft dry-box containers, in Bell and Ocean Network Express liveries as well as a new 40ft High Capacity 'can' in P&O colours.



Price: £7.00 (20ft), £7.50 (40ft)
Availability: C-Rail Intermodal
Tel: 01333 450976
Web: *www.c-rail-intermodal.co.uk*

COAL COMFORT

OO GAUGE

Osborn's Models has commissioned two new limited edition wagons from Peco. The models, based on its five-plank open, come as a pair in the liveries of Ernest Franklin, Coal & Coke Merchant of Abingdon and Dunsdon Bros, Coal Coke & Corn Merchants of Radley.

Price: £18.95
Availability: Osborn's Models, 7 Honestone Street, Bideford, North Devon EX39 2DL
Tel: 01237 423453
Web: *www.osbornsmodels.com*



On the road



CRANE AND VAN

Osborn's Models has added two new items to its range of 1:148 scale 3D-printed road vehicles. The Ransomes & Rapier 6t yard crane is designed to complement Peco's furniture containers. The crane (product code A3D025) comes with a matt grey finish and is fitted with a painted driver.

The other model is the Commer Walk Thru van (A3D059) in green British Road Services Parcels green. It has a dark green matt finish with the headlights picked out in silver and indicators in orange. ***(PM)***
Price: A3D025, £15.95; A3D059, £10.95
Availability: Osborn's Models, 7 Honestone Street, Bideford, North Devon EX39 2DL **Tel:** 01237 423453 **Web:** *www.osbornsmodels.com*



OXFORD IN OVERDRIVE

Oxford Diecast kicked off 2020 in fine style with another extensive release programme. There's a trio of new 1:76 scale Audis – the S3 Cabriolet, TT Coupé and the famous Quattro. Other highlights include Land Rover's new Defender (in 90 and 110 configurations) and the Austin Champ, the AC Invacar and the mighty AEC 690 in both dumper truck and cement mixer form.

WIKING INVASION

German manufacturer Wiking has announced another tranche of new models, some of which will be useful to UK modellers. New in 1:87 scale is an Opel Manta A, VW T3 camper van and John Deere 6820 tractor, while 'N' gauge modellers could, with a little thought, use its new 1:160 scale VW T1 van.
Availability: *www.gaugemasterretail.com*

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BR Blue with white stripe
(early double rivetted roof)



37043 'Loch Lomond'
BR Large Logo
(intermediate single rivetted roof)



37051
Railfreight Metals
(intermediate single rivetted roof)



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

7S-007-010 - Class 57xx Pannier 8784 Great Western Green
7S-007-010D - Class 57xx Pannier 8784 Great Western Green DCC
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7S-007-011 - Class 57xx Pannier 7714 BR Black Late Crest
7S-007-011D - Class 57xx Pannier 7714 BR Black Late Crest DCC
7S-007-011S - Class 57xx Pannier 7714 BR Black Late Crest DCC & Sound
7S-007-012 - Class 57xx Pannier 8763 BR Lined Black Early Crest
7S-007-012D - Class 57xx Pannier 8763 BR Lined Black Early Crest DCC
7S-007-012S - Class 57xx Pannier 8763 BR Lined Black Early Crest DCC & Sound

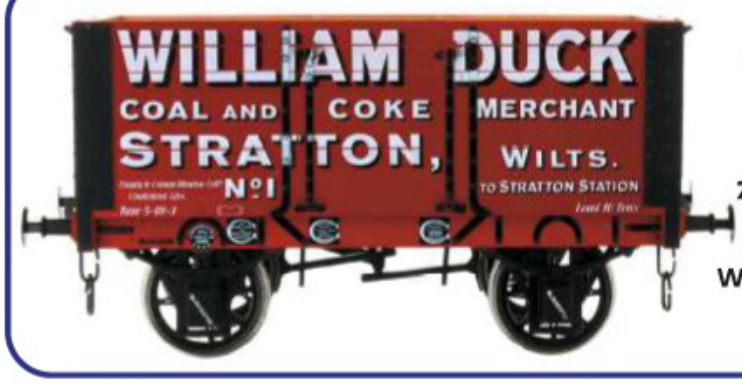


Turbot Bogie Ballast Wagon





7F-043-001 - Turbot Bogie Ballast Wagon EWS Maroon DB978363
7F-043-002 - Turbot Bogie Ballast Wagon EWS Maroon DB978396
7F-043-003 - Turbot Bogie Ballast Wagon EWS Maroon DB978309
7F-043-004 - Turbot Bogie Ballast Wagon Engineers Dutch Livery DB978337
7F-043-005 - Turbot Bogie Ballast Wagon Engineers Dutch Livery DB978407
7F-043-006 - Turbot Bogie Ballast Wagon Engineers Dutch Livery DB978702



7F-072-004 - 7 Plank
9ft W/B 2 Door
William Duck 1
7F-072-004W - 7 Plank
9ft W/B 2 Door
William Duck 1 Weathered

7F-051-051 - 5 Plank - LMS Grey 24372
7F-051-051W - 5 Plank - LMS Grey 24372 Weathered
7F-051-054 - 5 Plank - BR Grey M318235
7F-051-054W - 5 Plank - BR Grey M318235 Wthd
7F-052-004 - 5 Plank 9ft W/B - Chapman & Sons 22
7F-052-004W - 5 Plank 9ft W/B - Chapman & Sons 22 Weathered
7F-052-005 - 5 Plank 9ft W/B - Herbert D Partridge 6 Red
7F-052-005W - 5 Plank 9ft W/B - Herbert D Partridge 6 Red Weathered
7F-073-005 - 7 Plank 9ft W/B Three Door - E D Williams 242
7F-073-005W - 7 Plank 9ft W/B Three Door - E D Williams 242 Weathered

Product Scale Key

O Gauge | OO Gauge | N Gauge

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According to Chris...

...there is such a thing as having too much time on your hands!

Having written, or rather re-written, last month's column at the very beginning of the lockdown, *Model Rail*'s four-weekly publication cycle finds me writing this on the last day of my fourth week 'in solitary'. In those four weeks, I've read proofs of MR273, written the L-Cut review for this issue, done some preparatory work on a *Model Rail* supplement to be published later in the year and learned a good deal about how to communicate with the rest of the *Model Rail* team by online systems that have been set up for us. I even had a video chat with George, who is similarly locked down at the opposite end of the country!



Evening shadows catch the stones of Craigh na Dun. The models are DAS clay, the 'real' ones are Styrofoam!

"While work is only modified by working at home, family life has been curtailed"

I'm not sure that having time on my hands is entirely a good thing, however. I'm sure I'm finding, like lots of you, that while work is only modified by working at home, family life has been curtailed. My granddaughter will pass her 14th birthday without a visit from me, while my daughter (who is herself in the high-risk category) is taking the risk of shopping for me. Saturday morning family chats in a certain branch of Costa while the girls do ballet are just a fond memory. No doubt, you will be able to draw your own parallels.

Having time on my hands at first led to more TV-watching, but as it developed into wall-to-wall 'virus' coverage, it merely became depressing. So I decided to press on with some modelling projects and, quite by chance, chose three in three different scales. With 'The Railway Children' still dominating my workshop pending the day when it might go to the Worth Valley Railway, I have 'O' gauge constantly in front of me.

Some 15 or more years ago I bought two etched brass coach kits which I have never built.

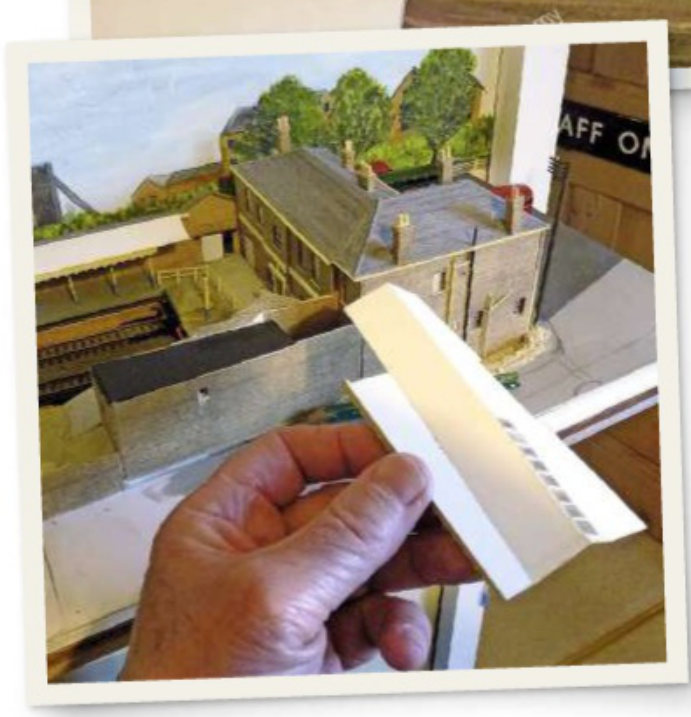
They came from Australia, from a splendid chap named Robert Kosmider who trades as Steam and Things (*www.steamandthings.com).* The kits have been in the cupboard for a long time but I bought them to go with the Selsey Tramway 2-4-2T (MR51, January 2003). Now seemed a good time to get them out and practise my very limited soldering skills.

Then there was the call of TV again, and my binge-watching of the *Outlander* series. I was amused to see that my enjoyment of the time-travel/Jacobite history stories is shared by no less than that scratchbuilder of top-notch GWR locomotives, Malcolm Mitchell! That series led me into modelling, first of all, the stone circle at Craigh na Dun which is the story's equivalent of the Tardis, and then to start on the 16th-century tower house, Midhope Castle, which serves as the ancestral home of the main character. That, I am building in 'OO', but I shall need to remodel my layout to incorporate it.

However, so far, I have made the most progress on my 'N' gauge 'Staines West' where I have at last assembled the box of tiny parts which York Modelmaking produced as the only way they could devise to replicate the canopy columns. My main concern, once I had assembled them, was to install them in a straight line and upright. This was complicated by both the limited space and the small size of the columns (just 26mm – 1in tall). As the rest of the station was already fixed in place on the layout, the canopy had to be built separately and upside down. I'm pleased with it so far. There are discrepancies from the real thing but I'm likely to be the only person who knew the real thing well enough to notice them – and I can live with that.

So, for now, here are some glimpses of my current workplace that you wouldn't normally get. I doubt that normality will have returned by the time this is published but, for me, it can't come soon enough.





Above left: Midhope Castle, a 16th-century tower house, is taking a lot of time and DAS clay.

Left: On the 'N' gauge 'Staines West', the area behind the stop blocks had to be completed before the final section of canopy can be fitted.

Modeller CV: Chris Leigh
Feeling pretty chuffed at having successfully completed my first four-way video chat with members of the *Model Rail* editorial team.

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2071 V2 flowerpot exhaust 03107
2072 V2 flowerpot exhaust, blue
2073 V2 conical exhaust, blue

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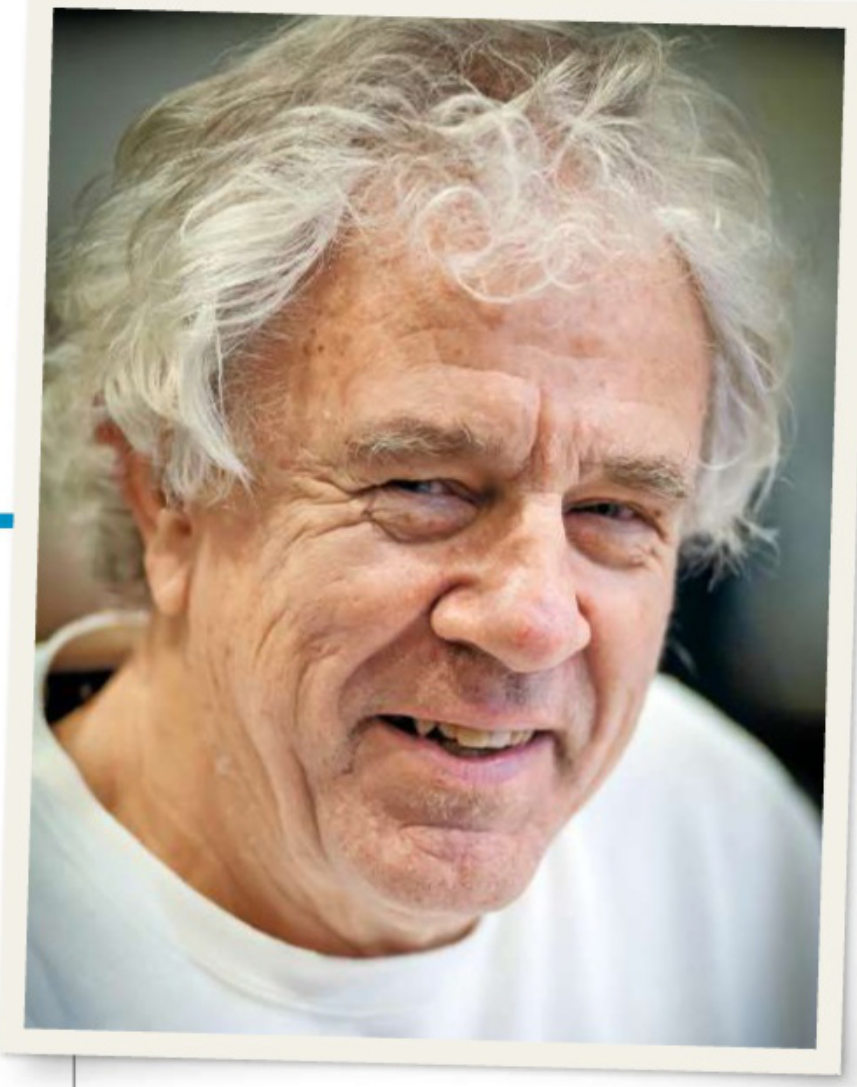
HELJAN

Behind the *Backscene*

Model Rail fires the questions at **JOHN BRISTOW**, Deluxe Materials' scientific genius and rocket engineer.



John Bristow is the founder and managing director of Deluxe Materials.

1 What was your first train set/model?
I don't remember the model but it was a Hornby set with metal track. It was great fun. I remember things like slotting the track together.

2 Are you working on a layout now?
No.

3 What piece of modelling are you most proud of?
A 1949 Ford finished with [Deluxe Materials] Scenic Rust.

4 Have you ever finished a model railway?
No – and that's why I don't start them!

5 What model have you've always longed for?
P-51 Mustang air racer *Dago Red*.

6 Favourite trainspotting location?
I don't trainspot!

7 Favourite locomotive?
The steam locomotive from Casey Jones [Sierra Railway 4-6-0 No. 3].

8 When did you start working in the model railway industry?
The 1980s.

9 What did you do beforehand?
Developed lubricants.

10 What modeller has influenced you the most?
Andrew Argent.

11 What is one of the things you would put on your 'bucket' list?
Sitting by the sea, drinking tea, with the sun and wind in my face and looking up the Solent.

12 Strangest thing you've ever eaten?
Ants on bread sticks in Taiwan.

13 What is one of your weird quirks?
Developing rocket motor propellants.

14 What book are you reading at the moment?
How Things Are Successful.

15 If you were stranded on a tropical island, what two things would you want with you?
A small boat with outboard motor and fuel.

16 What have you done that you are most proud of?
Solve the track cleaning issue with Track Magic.

17 What is your favourite song?
Street Fighting Man by the Rolling Stones (closely followed by The Jimi Hendrix Experience's *Voodoo Chile*)

18 What is the best advice you ever had?
Listen to others.

19 What is one food you wouldn't want to give up?
Sweet chilli beef.

20 If you had access to a time machine, where and when would you go?
Back to my birth time and place to say thanks to my parents.

21 What was your favourite cartoon show growing up?
The Hillbilly Bears, featuring Paw Rugg.

22 Favourite film?
Awakenings with Robert De Niro.

23 Temptation you wish you could resist?
Rum baba.

24 What is your best childhood memory?
Launching my first rocket.

25 The hidden talent which would surprise people?
I enjoy water-skiing.

26 First record you bought?
My Old Man's A Dustman by Lonnie Donegan.

27 If you could pass any new law, what would it be?
Stop Brexit.

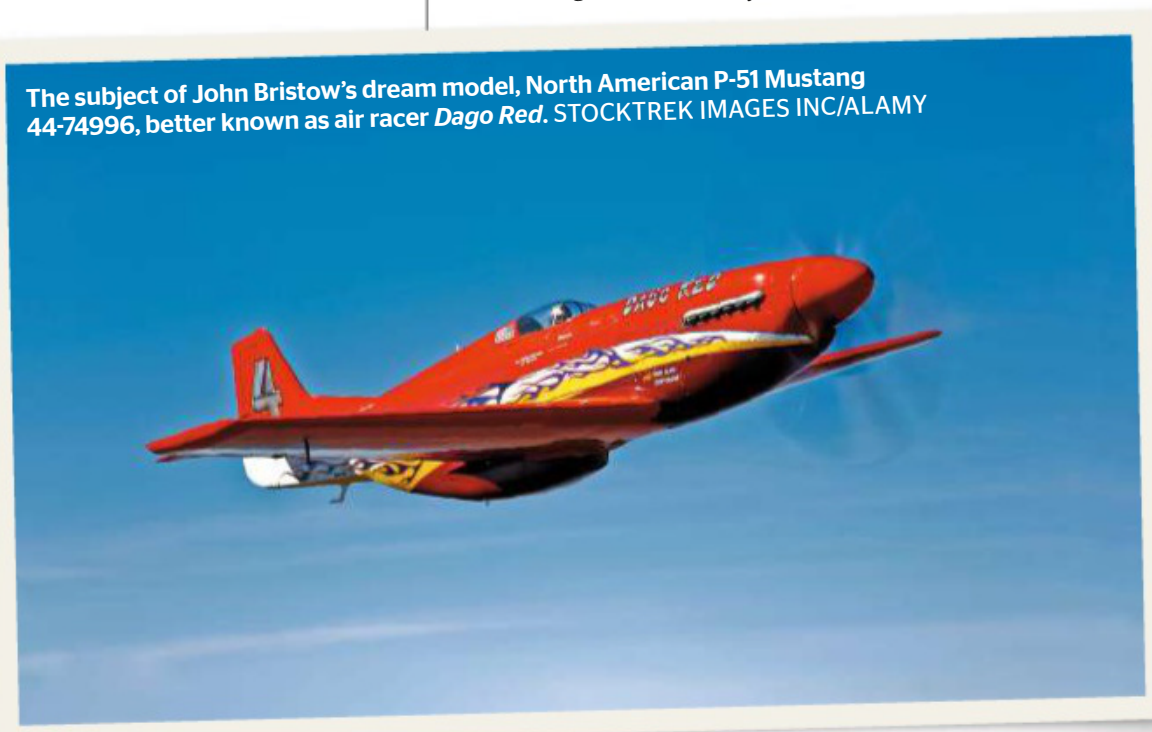
28 What do you drive?
Nissan Patrol.

29 Perfect Sunday?
Flying model airplanes and water-skiing.

30 Who would you like to play you in a film?
No idea.

31 How would you like to be remembered?
Sparky, creative, innovative, full of ideas that help modellers.

> **"I'd go back to my birth time and place to say thanks to my parents"**



The subject of John Bristow's dream model, North American P-51 Mustang 44-74996, better known as air racer *Dago Red*. STOCKTREK IMAGES INC/ALAMY

Next month: Simon Kohler, Hornby's marketing and product development director.

High spec in the **Highlands**

Geoff Endacott and members of Bentley MRG have upgraded and adapted this large West Highlands layout to suit both DCC and DC.

Words: **Geoff Endacott** Photography: **Chris Nevard**



1

‘OO’ GAUGE LAYOUT **KANNOTBURN**

What makes this layout great?

What more can we say? ‘Kannotburn’ might be fictitious but the track plan, the bridge and station, the landscape and the trains all combine harmoniously to create an almost perfect slice of this wonderful Scottish railway.

'Kannotburn' is a 'OO' gauge layout that was originally built by noted modeller Trevor Hale, depicting the famous West Highland Railway. Trevor built it as an 'EM' gauge layout, set in 1970 and, although it was not complete, he sold it to Bentley Model Railway Group. It's now become one of our major 'OO' gauge projects, with as many as ten members working on it at a time.

Naturally, we've made some changes, but the biggest one was to replace the original 'EM' gauge track with 'OO' gauge Peco Code 100. We thought that this would be a relatively straightforward change but it was not as simple as we thought, thanks to the rigid geometry of Peco's points.

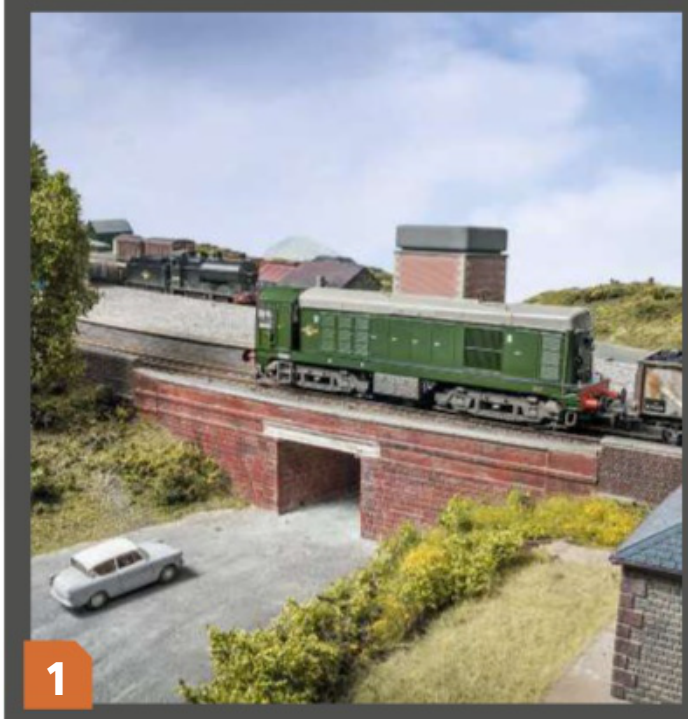
2



"Naturally, we've made some changes, but the biggest one was to replace the original 'EM' gauge track with 'OO' gauge Peco Code 100"



3 things we like



1

The island platform and wide open spaces instantly places the layout.



2

Though a wholly realistic slice of the West Highlands, there are some nice, subtle touches of humour!



3

The signals are North British railway lattice posts, built from Model Signal Engineering kits by Chris White. They're servo operated and controlled by a MERG Servo4 module.


4



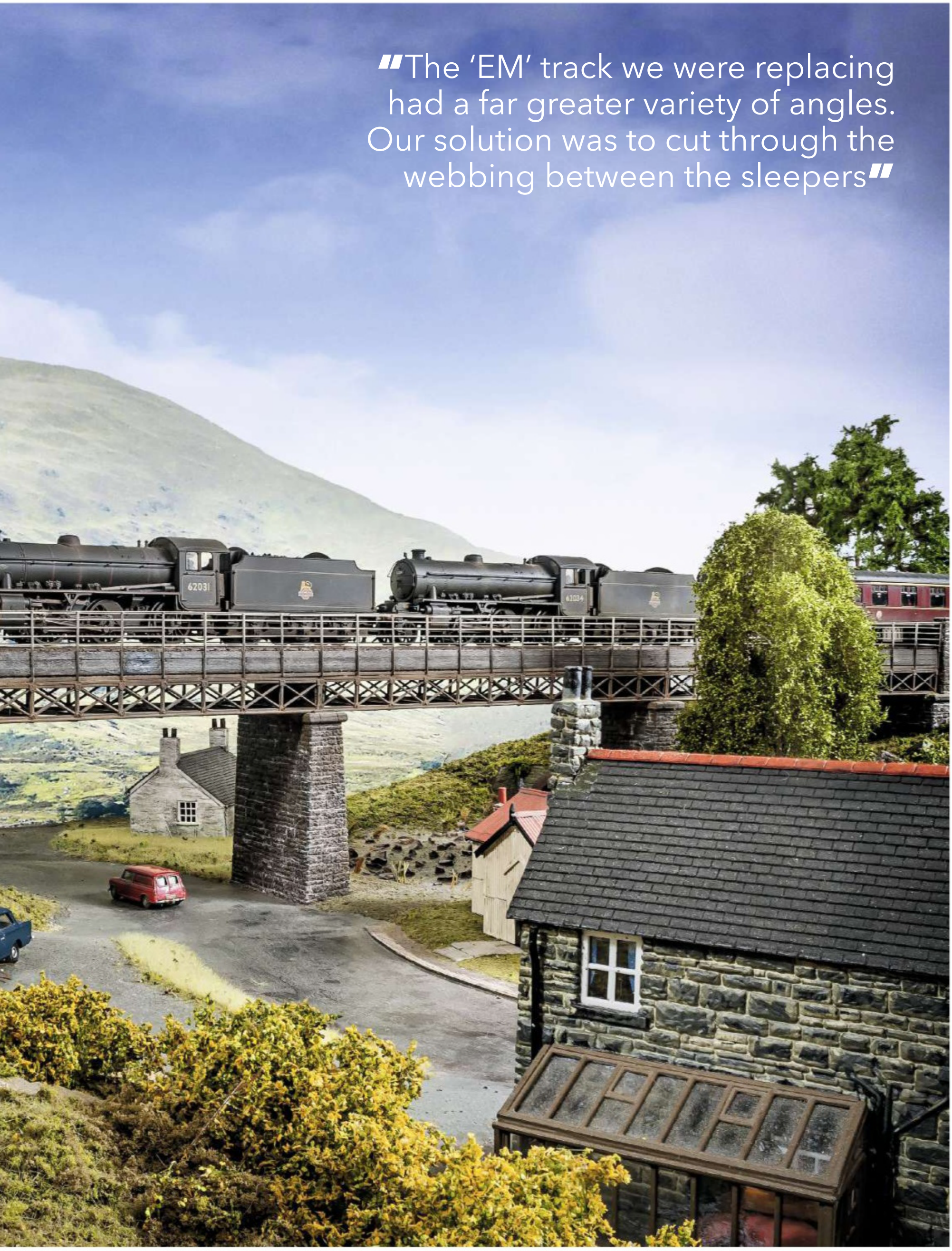
We thought it might be possible to use 'OO' gauge Streamline points in three lengths – Small Radius, Medium Radius and Large Radius – the frog angle is always 12º. The 'EM' track we were replacing had a far greater variety of angles. Our solution was to cut through the webbing between the sleepers. Peco may not manufacture flexible points in the way that it makes flexible track, but removing the webbing allows them to bend, thus increasing the geometry options. It has to be done carefully, and this painstaking task was by far the most difficult part of the build.

The original layout had a 16ft scenic section. We have a 'OO' gauge fiddleyard that gets moved from one layout to another and so we had to add a couple of extra baseboards to 'Kannotburn' to make it fit. The problem was that the fiddleyard was built using metric and the layout imperial, so these new connecting boards have some very strange dimensions indeed, but they do the job.

'Kannotburn' was originally wired for 12V DC cab control, which we've retained to enable club members who haven't gone digital to use their own stock on the layout. However, plug a command station into the control panel and set all the section switches to connect to it and the layout becomes DCC in an instant.

We've decided to take the DCC side to another level, however. By using an old wireless router, a PC laptop, a DCC command station, a USB interface and ➤


6


"The 'EM' track we were replacing had a far greater variety of angles. Our solution was to cut through the webbing between the sleepers"
62031

7 **Chris Nevard recommended the trees from Polish manufacturer MBR and we placed order after order. But we only ordered four types: larch, birch, pine and beech. There is not very much variety in species in natural forests and we have replicated this by planting mostly larch trees in the forests along with the occasional birch, birches alongside the river and a small group of pine trees near the tunnel.**

MBR trees are now available in Britain via A&H Models in Brackley. Tel: 01280 701410 Web: *www.aandhmodels.co.uk*





Right: Plans of Ardlui station building were copied onto card and scored to represent the vertical planking. The walls were assembled into a basic box. To create the angled roof, grey sugar paper strips and card strips were glued onto the lower part of the structure and covered with Superquick paper. No West Highland station is complete without the distinctive bay windows and these were made up as separate assemblies and glued onto the building over pre-cut apertures.



Java Model Railway Interface software, we can drive trains and select roads in the fiddleyard via free apps on our mobile phones and tablets. We're working to modify the Tortoise point motors on the scenic side of the layout so that we can control the whole thing from our phones and tablets.

Digital control also brings with it the benefits of sound and the 'Kannotburn' fleet is largely sound-fitted, using the excellent service of YouChoos.

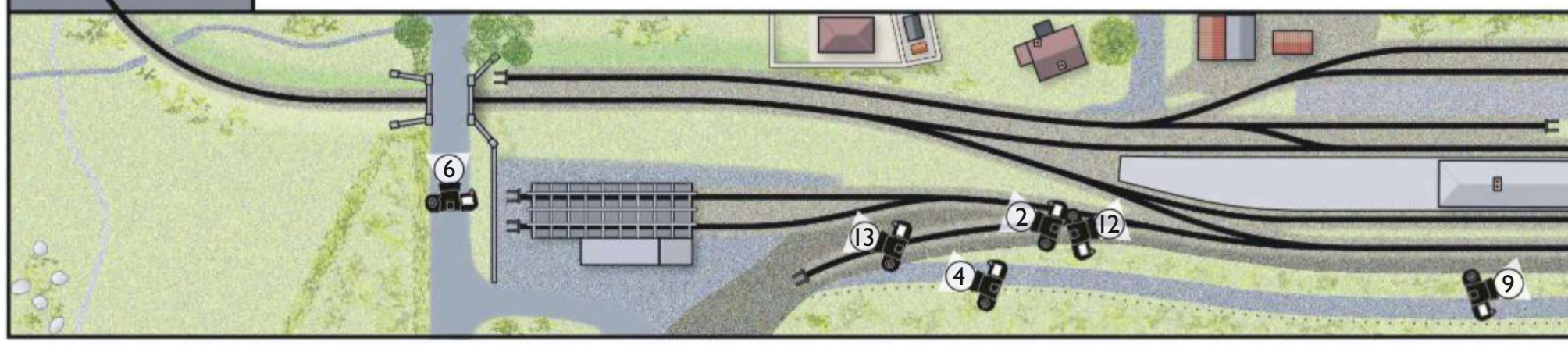
The final change we've made to Trevor's work is to move the layout back a decade or so, to depict the late 1950s/early 1960s. This means that we can run the trains that helped make the West Highland such a favourite with enthusiasts. You can see West Highland stalwarts such as Eastern Region 'K1s' and 'B1s' working alongside LMR interlopers in the form of 'Black Fives' and '4Fs'. These are ready-to-run models, which have been joined by a kit-built 'J36' and 'K2' 2-6-0.

Setting the layout in this era means that we can also include the first diesels, and we were keen to include English Electric Type 1s and BRCW Type 2s, complete with tablet catchers. This equipment was synonymous with the many miles of simply wonderful single-track railway in Scotland. MR

10 That wonderfully evocative Highland backscene isn't actually Scottish. It's an ID Backscenes photographic backscene that uses images from around Llanberis in Snowdonia! If anyone does query why we can see North Wales from the West Highlands, we explain that it must be a very clear day!



Artwork: **Andrew Mackintosh**



23ft 6in





MODELLERS' CV: BENTLEY MRG

Bentley Model Railway Group was formed by a group of sixth form pupils at John Bentley School in Calne, Wiltshire, more than 40 years ago. After we left school we kept in touch and reformed the club. Nowadays the school is no more, but the model railway group owns extensive premises in the town.



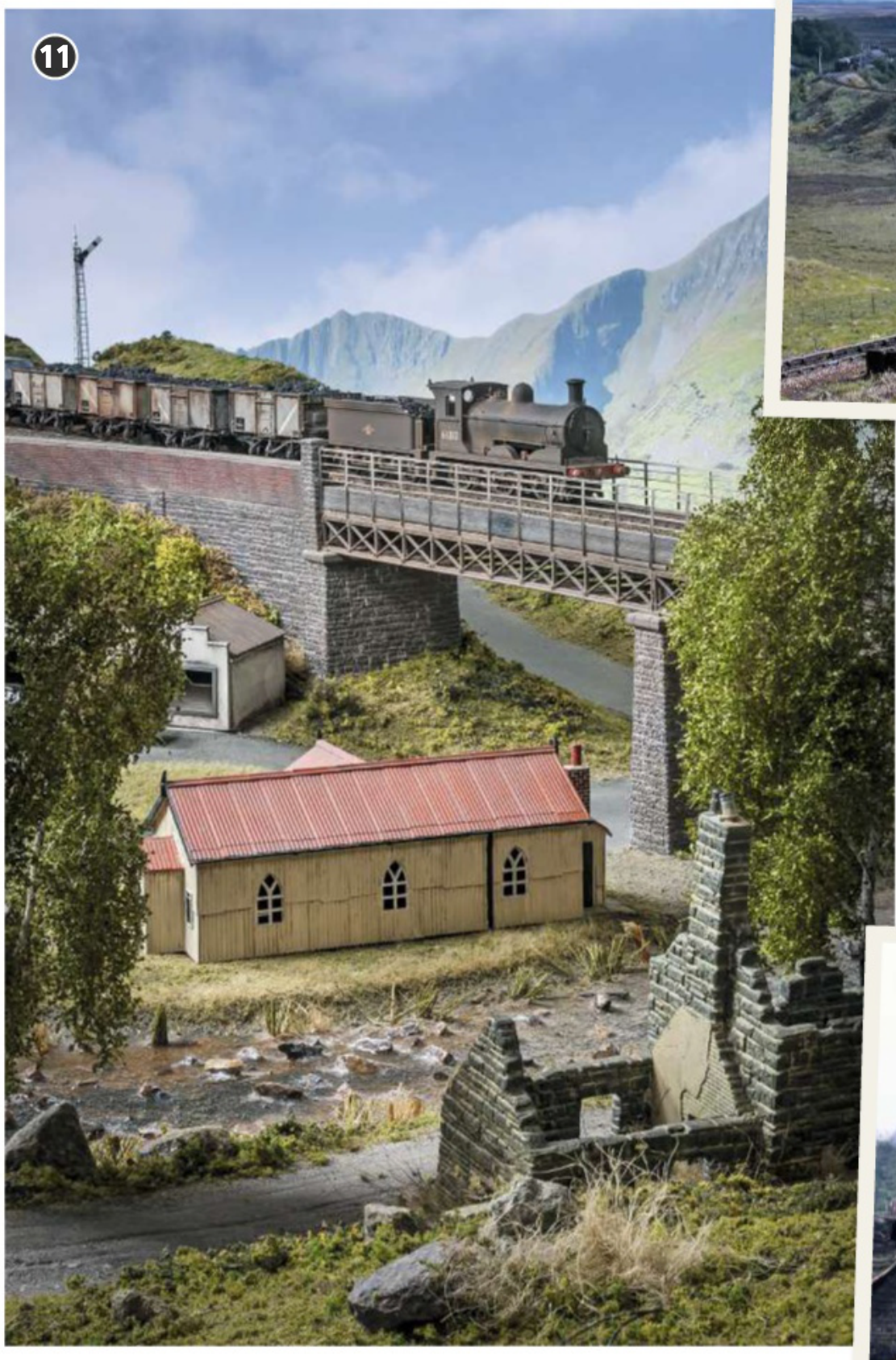
FACTFILE: 'KANNOTBURN'

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

Size: 23ft 6in by 7ft 8in



A JOURNEY THROUGH SCOTLAND…

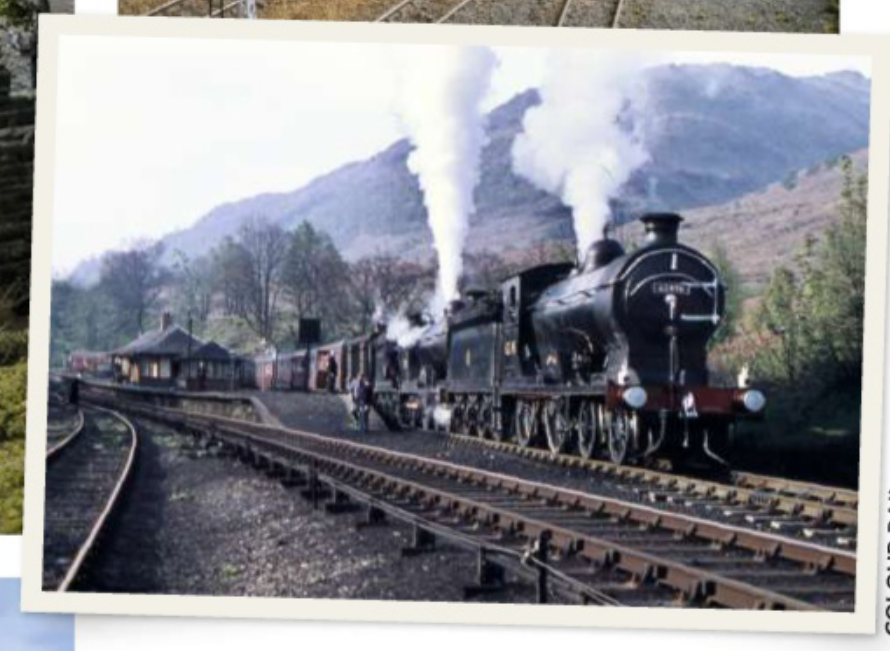




RAIL PHOTOPRINTS

The main focal point on the layout has to be the magnificent steel viaduct which resembles the structure at Rannoch. This was already part of the layout when we bought it…





COLOUR RAIL

…and leads to the classic West Highland station layout of a wide island platform between passing loops. The building was based on the one that stood at Ardlui and was scratchbuilt by Martin Axford.

The final classic west Highland building was based on the locomotive shed at the old Fort William terminus. We've modelled it without its roof, as it was circa 1960.





DAVE COBBE/RAIL PHOTOPRINTS

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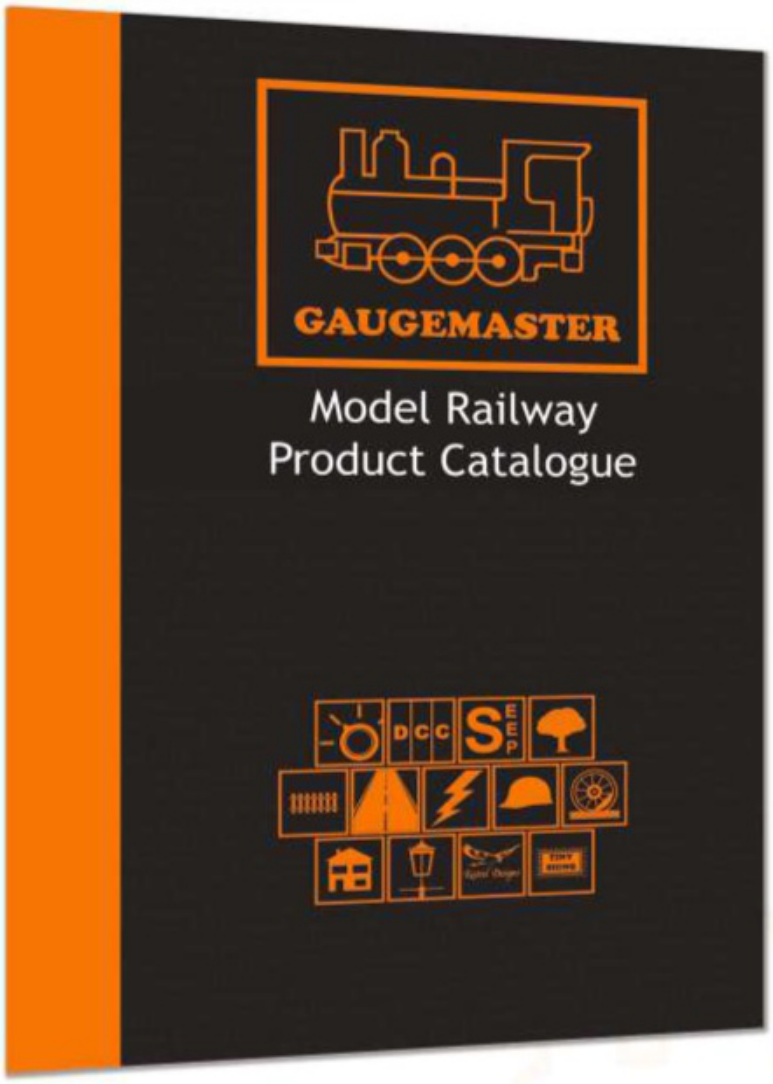

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20 JOBS TO DO WHILE YOU'RE STUCK INDOORS

Model Rail's experts have devised a list of things you can be doing during the lockdown to make your layout better than ever!

Including



36 Build your layout's centrepiece



40 Detail the trackside



44 Paint figures



46 Create realistic coal loads



48 Service locomotives



52 Weather and detail wagons



54 Create cameos



56 Make your own signs



58 Install walls and fences

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1 BUILD YOUR LAYOUT'S CENTREPIECE

An Englishman's home is his castle, and so is the centrepiece for **Peter Marriott**'s layout…

PHOTOGRAPHY: PETER MARRIOTT

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We all know what grand structure we want to form the centrepiece of our layout. It could be something like a big station, an industrial complex or simply a row of terraced houses. But having an idea and then actually building it are two different things – just ask Chris Leigh about his giant timber trestle viaduct!

Centrepieces can be big or complex and require a lot of planning before you can start to build. But with time on your hands, now is the perfect opportunity to build something meaningful that will take your project to another level.

I needed a castle that bore some resemblance to Bodiam Castle as the centrepiece for my layout in MR272, but castles are not the easiest of things to model. Bodiam has that classic castle shape, with towers in each corner and imposing stone walls. I could have used toilet roll centres for the towers but you really need embossed sheet to capture the look of the huge stones from which castles were built, and embossed sheet isn't easy to roll around a toilet roll.

Admitting that this wasn't going to be a scale model would help, since Noch makes a ruined castle diorama out of hard foam. That would give me a tower that looked as though it was made of stone. But the hard foam material is so easy to work with that it's ideal for kit-bashing. Noch also makes other items from the same hard foam, including stone retaining walls. This was perfect for turning Noch's ruined castle into something more like Bodiam.

00 GAUGE **MODEL** Noch Castle Ruin ◆ **Price** £52.00 | **AVAILABILITY** Gaugemaster **Tel:** 01903 884488 **Web:** *www.gaugemasterretail.com* | 5½ hrs

STEP BY STEP



1

This is Noch's Castle Ruin as it comes, fresh from the box. Aside from the tufts of weeds, it's all one uniform colour. But the definition in the stones is good and the tower gives me something to work with.



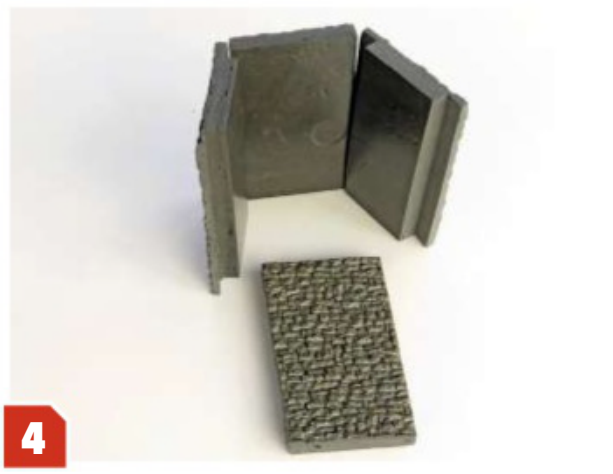
2

To make a long stone wall in the style of Bodiam, I cut two sections of Noch hard foam walling and glued them back to back. I used a couple of G-cramps to hold them together overnight for the glue to cure.



3

I widened the grooves in the top of the hard foam pieces with a craft knife to make crenellations. I also used the blade to shape the inside so there was a walkway along the top of the wall.



4

To make a square tower, I cut four 150mm-long pieces of foam, cutting grooves into the back of two of them so I could assemble them to make the tower. The foam is easy to cut with a steel ruler, blade and cutting mat.

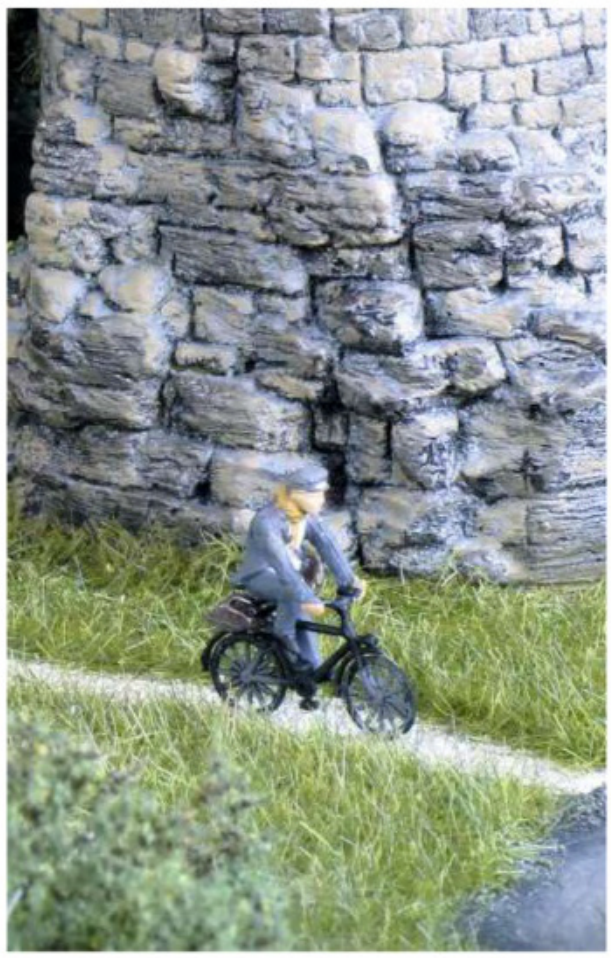
What you will need

SHOPPING LIST

- Noch 58056 Retaining Wall, £16.25; 61159 Landscape Paint Pens, £30.00; Deluxe Materials DLBD-60 Create And Shape, £9.00
  Availability: Gaugemaster
  Tel: 01903 884488
  Web: *www.gaugemasterretail.com*
- Woodland Scenics Scenic Glue S190, £8.50; FP178 Poly Fiber, £4.00; T45 Fine Turf, £4.00; ST1433 Foam Knife, £9.50; ST1432 Foam Nails, £6.50
  Availability: Hattons **Tel:** 01514 591660 **Web:** *www.hattons.co.uk*

TOOLS

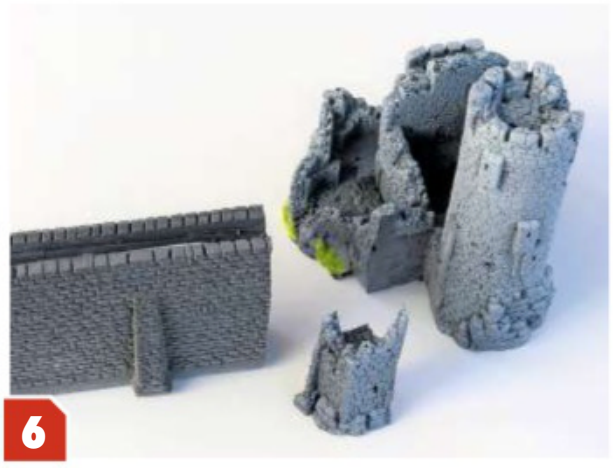
- Cheap grey aerosol
- Scalpel with fresh blades
- Modelling clamps
- Steel ruler
- Self-healing cutting mat





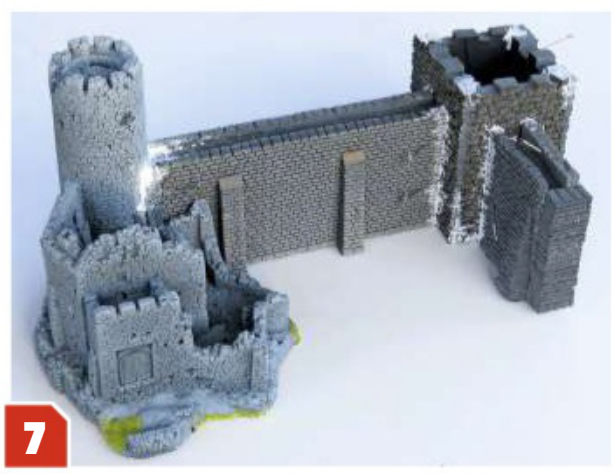
5

Woodland Scenics Foam Nails were perfect for holding the pieces together while the Scenic Glue cured. Once dry, I filled the small gaps with Deluxe Materials Create And Shape, using a coffee stirrer as a spreader.



6

There was nowhere for the new wall to fix directly to the Noch castle, so I had to make somewhere. Luckily, as Noch's castle is made of foam, it was easy to cut away a section with a sharp knife.



7

I also made another short wall using the foam Retaining Wall pack. I assembled the castle in the same way as the tower: Scenic Glue for the join, Foam Nails to temporarily hold things together and Create And Shape to fill gaps.



8

With everything dry, I gave the castle a couple of coats of grey paint using an inexpensive aerosol can from a DIY store. To bring some relief to the walls I then used Noch's new felt-tipped weathering pens.



9

It took a few hours to colour the individual stones, but the result was worth it. I glued the castle to the layout with more Scenic Glue and used a little Poly Fiber and Fine Turf fixed on with hairspray to add further colour.

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RE-NUMBER YOUR FLEET 2

Have you ever bought a locomotive that might be in your favourite livery but not your choice of number and thought, 'I'll re-number that one day'? Years later, is that same locomotive still running with its factory-finished number?

Making any modification to an expensive ready-to-run model requires courage, but with care and patience, renumbering shouldn't be one of them. All you need to remove the old number is some cotton buds and T-Cut automotive polish. It'll take some elbow grease and plenty of buds, but old numbers do come off.

Then, take a little masking tape to keep everything aligned and a suitable varnish for



the new numbers to adhere to, plus all the usual paraphernalia for applying waterslide decals that won't have changed since you put RAF roundels on an Airfix Spitfire. ***(RF)***



PLAN YOUR DREAM LAYOUT 3

It's tough not being allowed to travel anywhere right now, but why not beat the lockdown blues by planning that layout you've always promised yourself? Grab a pencil and paper and start doodling.

Before you begin, dig out any books you have on the subject and any photographs you may have taken on previous visits. Remember that you have to design the layout as a whole, rather than just a trackplan, so if your memory of the location is a little shaky, Google Maps and Street View can take you there in an instant. And if you need to brush up on your history and your library is sadly lacking, there are plenty of online booksellers that can have a volume about your favourite line with you in days. ***(RF)***



DETAIL THE TRACKSIDE

4

Peter Marriott looks at products that add the finishing touches to the periphery of your track, and shows you how to install them.



You've laid the track, ballasted it and got it running. That's all you need to worry about, isn't it?

Well, no. Even from the vantage point of the platform, there is so much either side of the running lines that catches the eye. In some cases, there's plenty of detailing to be done between the running rails, with AWS ramps and TPWS grids and so on.

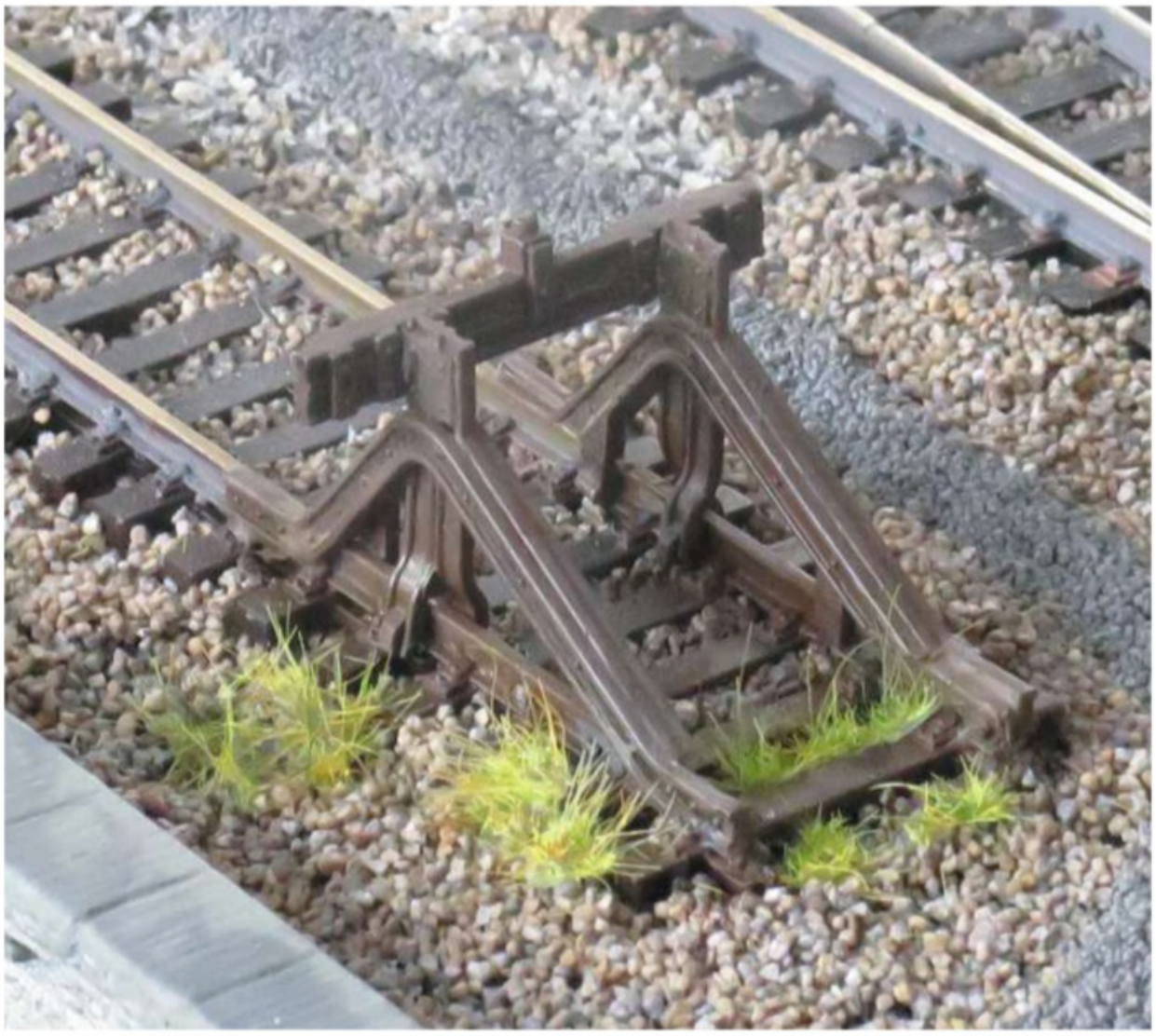
Rather than leaving your trackside with bare ballast, why not take some time to bring it up to the same level of detail as the rest of your layout? Below are just some of the items that I added to my modern image layout 'Stanton' (MR246).

Electric point control, point heating for the winter and colour light signalling systems all require trackside relay boxes (more correctly known as location cabinets) and since the 1960s these have been common throughout the network. These trackside electrical boxes are usually light grey and sometimes stand on short legs to raise them above the ground. Models of these boxes are available commercially. Langley produces a triple pack of whitemetal items, while Wills offers a pair of plastic 'OO' gauge ones (SS88). Other sources in 'OO' include Bachmann Scenecraft, Hornby Skaledale and Knightwing. Ten Commandments produces them in 'N' and 'O' as well as 'OO'. And if you include the location cabinets, don't forget the concrete troughs that carry the cabling, which is available from Wills.

OO GAUGE | 4 hrs

Look along any stretch of main line track and you may see a designated footpath for track personnel. On this layout, I decided to make the path from the end of the platform towards the civil engineer's small yard. The yard was made from a Bachmann Scenecraft metal fence and filled with caged gas bottles, a grit bin and a large skip.

Finally, don't forget to weather your trackside, particularly items such as buffer-stops, which rarely receive any attention.



PHOTOGRAPHY: PETER MARRIOTT

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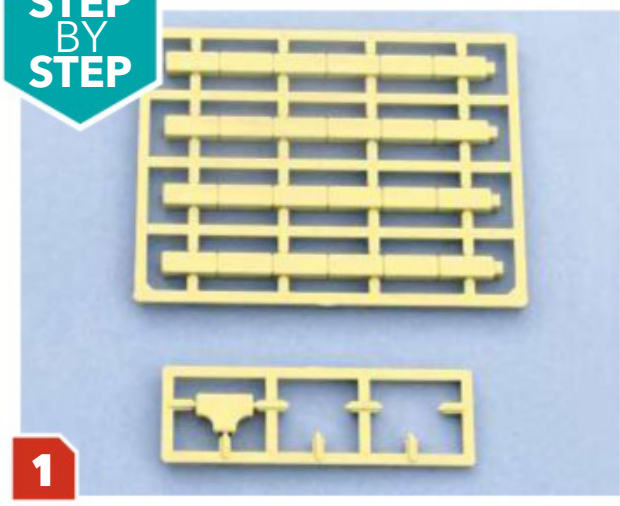
STEP BY STEP



1 Peco's trunking and junction pieces use a plug and hole system to join together. Use a pair of sprue cutters to remove the pieces and remove any flash with files or sanding sticks.



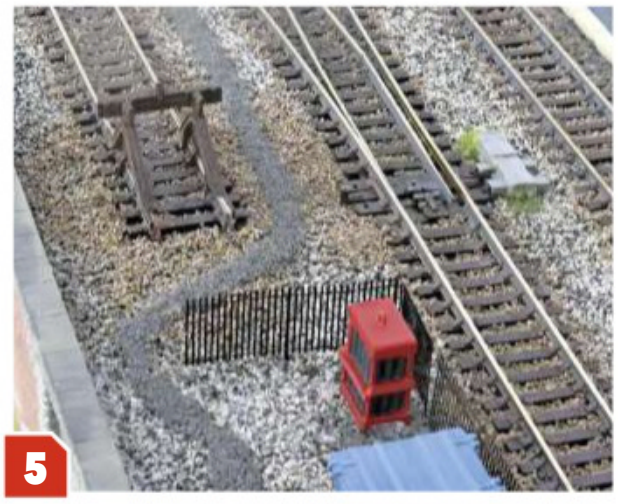
2 The trunking is best weathered with a thin wash of diluted black acrylic paint to tone down the plastic finish. I fixed mine to the baseboard with Scenic Glue.



3 I used a small piece of balsa wood as a mount for the resin relay box and used Scenic Glue to fix everything in place. The relay boxes have a pleasing weathered finish.



4 I ran a bead of Scenic Glue where I wanted to place the safe walking route down to the yard. This adhesive is thick and tacky and perfect for jobs like this.



5 Sprinkle Woodland Scenics Cinders on to the wet glue. The contrast of shades is prototypically correct and the granules are delightfully tiny.



6 To cross the railway line, I made a walking crossing from balsa wood, painted with thinned acrylic brown paint. Balsa is easy to cut with a sharp scalpel and a steel rule.



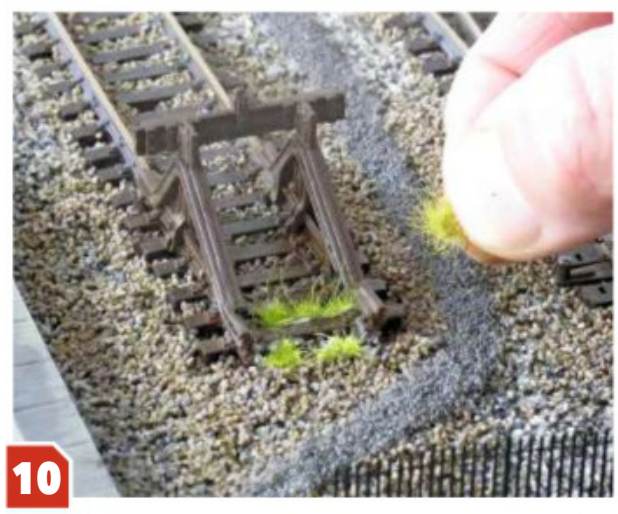
7 Bachmann Scenecraft's metal fencing is especially fine and can look better than some plastic fencing. It's easy to install too with some dabs of PVA.



8 The completed scene following the addition of a grit bin, caged gas bottles and a skip. I ran a dry brush of dark brown acrylic paint over the accessories to remove their sheen.



9 Peco's rail-built bufferstops come in three pieces that fit together easily. They're not easy to paint but I achieved this look with acrylic paints, dry-brushing and weathering chalks.



10 I fixed the bufferstop to the track with cyano and added some weeds around the base of the bufferstop by pushing a few grass clumps into drops of white glue.

What you will need

SHOPPING LIST

- Hornby Skaledale R8591 AWS boxes, £9.99 **Availability:** Norman Wisenden **Tel:** 01614 257909 **Web:** *www.normanwisenden.co.uk*
- Wills SS87 Concrete Trunking Kit, £5.50. Peco SL-40 Buffer stop, £2.10 **Availability:** Gaugemaster **Tel:** 01903 884488 **Web:** *www.gaugemasterretail.com*
- Woodland Scenics S190 Scenic Glue, £7.75; B76 Cinders, £5.75 **Availability:** Footplate **Tel:** 01526 750076 **Web:** *www.footplate.co.uk*
- Bachmann Scenecraft 44-546 Grit Boxes £5.00; 44-537 Caged Gas Bottles, £9.30; 44-562 Metal Fencing, £8.95; 44-501 Commercial Lid Skips, £8.95 **Availability:** Trackshack **Tel:** 01624 845977 **Web:** *www.track-shack.com*

TOOLS

- Sharp craft knife
- Self-healing cutting mat
- Selection of paintbrushes

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5 CORRECT ERRORS



A bit like a snagging list on a new house, all layouts will have a few areas that are maybe not as perfect as you would like. Why not use the time to take a good look at your layout and see what areas might need a little attention?

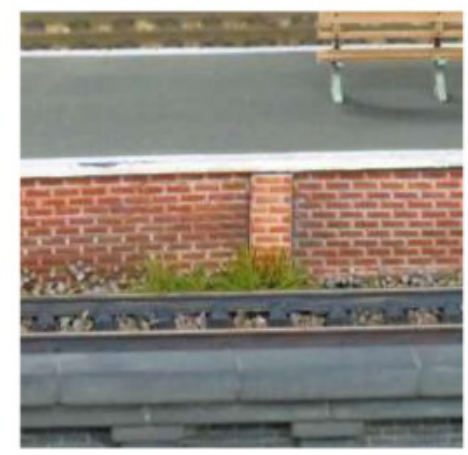
A number of things on my layout certainly fell into the 'needs some attention' category. The retaining wall was made from sections of plastic wall and the gaps between the sections were obvious. I could have filled them, but I decided to disguise them with some plastic downpipes, fixed in place with Deluxe Materials Speed Bond.

I also noticed an area on my platform where the join between two lengths of Redutex textured brick sheet was conspicuous. I cut a thin strip of card from a cereal box and covered it in the same Redutex sheet to form a strengthening pillar, blending in the new brickwork with some grass tufts. ***(PM)***









6 REPAIR YOUR BALLAST



No matter how well you ballast your track, you'll always find patches where the glue didn't penetrate, or didn't dry properly. It's hugely annoying to see bare baseboard through the track.

Now is an ideal time to fill in those gaps, mainly because it's warmer, which is a boon to drying glue. It's really easy to fill them – just drop in some fresh granules using a teaspoon, tamp it into place, spray on some water (with a few drops of washing-up liquid) using a Woodland Scenics Scenic Sprayer and then apply Woodland Scenics Ballast Glue. It's better to apply more glue rather than less, because it will eventually dry, and you will know you've fixed the new ballast down for good. ***(PM)***

ModelU's 'Ragged Victorians' range is available in any scale and includes a wide range of interesting characters.



7 HOW TO PAINT FIGURES

George Dent shares his tips for creating ultra-realistic little people, aided by some great new figures from ModelU.

AVAILABILITY ModelU **Tel** 07887 803737
Web *www.modelu3d.co.uk*
0 GAUGE | 00 GAUGE | 1 hr per figure

The people on our layouts are just as important as the buildings, scenery and trains, helping to place a scene within a certain location and period. With this in mind, choosing the most realistic and characterful figures is beneficial and the recent advances in 3D-printed figures means that there are now plenty of little people to choose from, in virtually every scale.

One of the common failings of painted figures is the lack of shading employed, the uniform colours of flesh and clothing giving a one-dimensional appearance. It really doesn't take long to add a more convincing finish, mixing slightly different tones to accentuate shadows and highlights. Adding eyebrows, facial hair – even different eye colours - is not that difficult.

PHOTOGRAPHY: GEORGE DENT



Our demonstration features a bunch of new 7mm scale figures from the ModelU range, primarily because larger scale people are much easier to photograph. However, the same techniques are applicable to most other scales too, even down to the finer elements, especially if using improvised painting tools, such as pins or cocktail sticks.



The same techniques can be employed on 'OO' gauge figures. These are also from the ModelU range.

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STEP BY STEP



1

Gently cut away the support structure from the 3D-printed figures, leaving those attached to the bottom of the feet for now. Small tools or implements, such as this chap's walking cane, will be fragile once the supports are removed.



2

Fix each figure to a scrap of wood with a small blob of glue. Space them out, a few inches apart, to allow room for the painting stage. When the glue has cured, apply a light, even coat of grey primer, preferably from an aerosol.



3

Leave the primer to dry before starting the painting process. I always begin with the skin tones, applying a general base coat. LifeColor offers a number of flesh shades and, here, I've applied a coat of UA710 Flesh 2nd base.



4

Two lighter shades are applied (UA709 Flesh 1st base and LC21 Matt Flesh), concentrating on areas where highlights would appear, leaving the darker initial shade to accentuate shadows under the chin and around the eyes.



5

Allow the flesh tones to dry before adding smaller details, such as hair, eyebrows and lips. A super-fine brush is required, although I prefer to use a cocktail stick whittled to a fine, flexible point (see panel).



6

A pale cream shade (not white) then forms the whites of the eyes and, when this has dried, the eyes can be finished with a very fine (0.1mm) artists' ink pen. A steady hand is needed, while a magnifier will be useful.



7

Clothing comes next. I work outwards, from shirts/blouses to jackets, trousers, coats and shoes. Avoid 'block' colours like black and white – opt for dark and light greys. The cocktail stick will be useful for picking out smaller elements.



8

Add depth with darker tones within creases and folds to exaggerate shadows. Move to lighter shades and apply with a dry-brushing action, picking out shoulders, thighs and upper arms, as well as the edges of the fabric.

What you will need



MODELU FIGURES

ModelU 3D printed figures are available in virtually any scale. A custom scanning service is also available.

PAINTS

- LifeColor paints **Availability:** The Airbrush Company **Tel:** 01903 767800 **Web:** *www.airbrushes.com*

BRUSHES

- MIG Figure Painting brush set **Availability:** Scale Model Shop **Tel:** 01422 405040 **Web:** *www.scalemodelshop.co.uk*

OTHER TOOLS

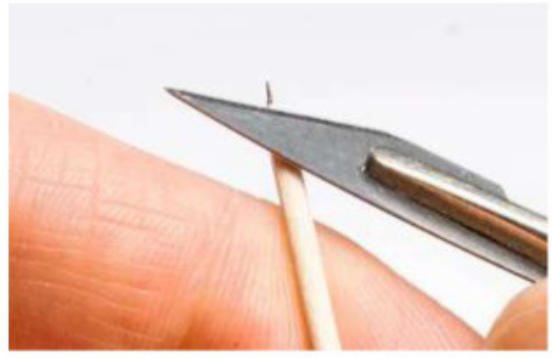
- Knife
- Cocktail sticks
- Cotton swabs



TOP TIP

While high-quality paintbrushes will allow you to add detail to miniature figures, some of the finest elements, such as facial hair, lips and eyes, will require an alternative tool. The point of an embroidery pin, dipped into paint, is an option, but I like to shape the end of a cocktail stick to form a very fine tip.

Using a sharp scalpel blade, whittle the stick to a long, fine point, leaving a flexible 'tail' about 2-3mm long. This will act like a single bristle and the wood will retain the paint more effectively than a metal pin. Simply dip it into well-mixed paint (enamel or acrylic) and 'brush' the tip onto the subject lightly. After a little practice, you'll soon get the hang of it.



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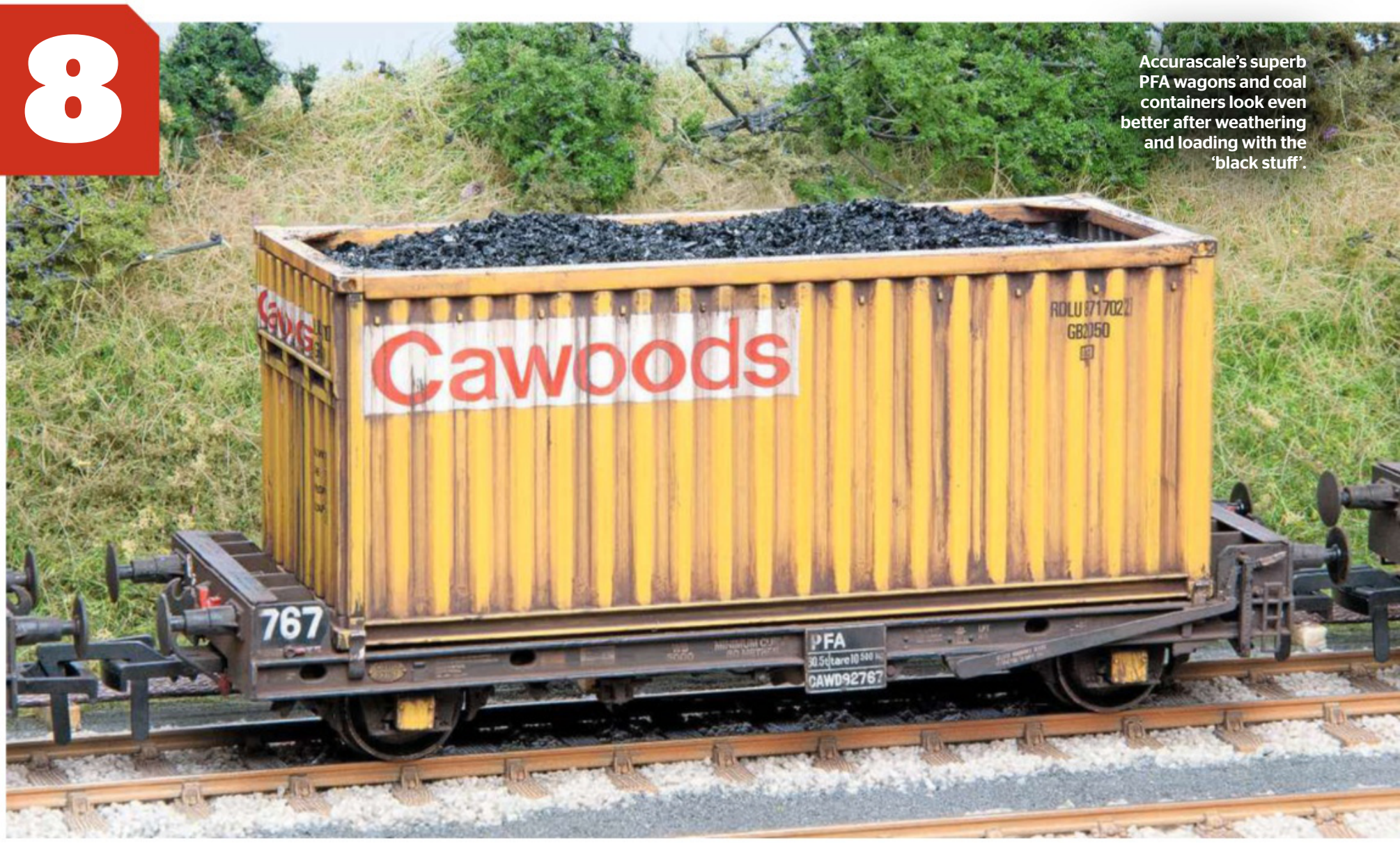

Accurascale's superb PFA wagons and coal containers look even better after weathering and loading with the 'black stuff'.

HOW TO

CREATE REALISTIC COAL LOADS

George Dent reveals an easy way of creating fixed or removable mineral payloads to any open wagon, in any scale.

A realistic load of coal, ballast, limestone, iron ore or other minerals greatly improves the appearance of freight rolling stock, as well as the layout itself. If, like me, you generally run fixed rakes, there's no problem with bonding the loads permanently into some wagons, allowing loaded and empty services to run independently.

However, this approach demands a larger wagon fleet and a more economical – and space-saving – solution is to make the loads removable. By far the simplest and most authentic option is to fill the wagons with loose scatter material, although any derailments will prove to be messy affairs. Furthermore, decanting the loads at journey's end must involve the wagons being removed from the rails by hand. A more convenient option is to create a fixed mineral load that can be removed from the

00 GAUGE | 1 hr per wagon (excluding drying time)

wagon by hand or with the aid of a magnet.

The use of a magnet is not essential, as the wagons can simply be tipped upside down to release the load but, obviously, that will demand that each wagon is removed from the tracks. In theory, making the loads magnetic should permit extraction while the wagons remain on the rails.

A degree of trial and error is required to ascertain how much steel to hide under the load, how deeply it is buried and the overall weight of the load. Each factor will dictate how efficiently the load can be extracted with a magnet. Here, I've employed a handy paint handle from RP Toolz, which features a pair of small, powerful magnets. A couple of steel nuts were fixed just beneath the surface of the coal, spaced to match the distance between the magnets on the paint handle.

It was surprising how much the layer of coal and adhesive diminished the level of magnetic attraction, although the system has proven to be effective. Nonetheless, I'd recommend that whatever metal objects you decide to bury are kept as close to the surface as possible. Furthermore, allow the adhesive bonding the scatter material to cure completely before use.

Other factors to consider include the weight of the wagon. Adding extra metal – in addition to the load itself – can increase the vehicle's gross weight significantly. Also, when placing any steel components under the load, be sure to bond it and cover it with a film of contact adhesive to guard against corrosion. This is especially important when employing water-based glue (such as PVA) to bond the scatter material.

PHOTOGRAPHY: GEORGE DENT

STEP BY STEP CREATE REMOVABLE LOADS



1

Cut the card floor slightly smaller than the wagon's aperture, so it can be removed easily. Fix the spacer legs underneath and, if magnetic extraction is planned, glue on a small piece of steel or a couple of nuts.



2

A mould is required to create the load from loose scatter material. A simple affair can be knocked up from card, to match the size of the inner former. Internal faces can be lined with brown tape to form a non-stick surface.



3

With the former base inserted into the mould, sprinkle on the coal (or other scatter material) and shape to a suitable mound. Try not to bury the steel elements too deeply as the level of magnetic attraction will diminish.



4

The load will need to cure for up to a week before it can be removed, bending the walls of the mould gently to release it. After testing the fit of the load into the wagon and magnetic operation, the load is ready for use.

What you will need

GLUE



- Ballast Bond, from Deluxe Materials, is a ready-to-use penetrating adhesive formulated especially for securing ballast and other scatter materials. It dries to a clear matt finish and boasts a very strong bond, although it can also be removed easily with hot water if required. **Availability:** Gaugemaster **Tel:** 01903 884488 **Web:** *www.gaugemaster.com*

COAL SUPPLIES

- Hattons Constructor coal, medium and fine grades, 200g jars, £5.60 each **Availability:** Hattons **Tel:** 0151 733 3655 **Web:** *www.hattons.co.uk*

TOOLS

- Knife
- Straightedge
- Set square
- Pencil
- Packaging tape
- Steel nuts
- Magnet

STEP BY STEP CREATE FIXED WAGON LOADS



1

Measure the inside of your wagon, noting the internal length and width. Also, make a note of the desired height of the load, judging an appropriate level by studying prototype images to see how the real vehicles were loaded.



2

Using sturdy card, mark out the dimensions of the load's base, plus a pair of support legs. Take into account the thickness of the material and height required. There's no point applying the scatter material too thickly as it will be wasted.



3

Fix the load formers' legs into the wagon first, using PVA or contact adhesive. Ensure that they stand vertically and are evenly spaced. Longer vehicles may need more than two legs to prevent the false floor from sagging.



4

When the legs have cured, run a bead of PVA or contact adhesive over their upper faces and slot the false floor into position. Test-fit it first to check for a nice snug fit – not too tight, but with minimal gap around the edges.



5

When the glue has set, the load can be poured into the wagon with a teaspoon. Shape the load into a suitable mound, with the edge and back of the spoon, again checking prototype images to mimic the real thing.



6

The joy of Deluxe Materials' Ballast Bond is that it's ready to use. Fit the supplied precision applicator tip and apply evenly. It will seep throughout the material. Set aside for several days to allow the glue to harden fully.

9



Most model locomotive motors and drivetrains require servicing at regular intervals.

HOW TO

SERVICE LOCOMOTIVES

To keep your precious models running in tip-top form, regular servicing is required. **George Dent** explains the dos and don'ts of lubrication.

ANY GAUGE | 1hr per loco

Like any machine, a model locomotive must be properly lubricated to avoid unnecessary wear and tear. Although models are well lubricated during assembly, prolonged use may lead to degradation of the oils. Moreover, models retrieved from long-term storage may suffer from lubricants that have dried out completely.

Dirt and other contaminants are readily picked up from dusty layouts or train sets, being captured and retained by the sticky lubricants, so an occasional 'spring clean' of mechanisms is a good idea. This usually takes a few minutes, with a dusting and a few drops of light oil to the axles being all that's required. Higher mileage models, however, may need a little extra TLC.

The design of the locomotive dictates how easily it can be serviced and modern models tend to keep the various gears and drive-shafts protected from dirt ingress. Indeed, fitting protective covers to gear trains also helps to prevent the lubricants from leaking. In contrast, older RTR and most kit-built traction have all or part of the transmission exposed, meaning that regular cleaning and re-lubricating is essential.

FOLLOW THE GUIDANCE

Along with motors and gears, coupling rods and wheel bearings also benefit from a light oiling. Wherever possible, refer to the locomotive's instructions and follow the manufacturer's recommended practice closely. Duplicate instructions are freely available from manufacturers' websites.

Choosing the right kind of oil is important – never use generic household oils – and they should be applied sparingly. There are plenty of options available from RTR brands such as Dapol, Bachmann and Hornby, as well as Peco, Labelle and Woodland Scenics. Along with a light, thin oil, you'll also need a thicker grease for gears. Electrically conductive lubricants are useful for maintaining optimum performance, too.



High quality model oils and greases make servicing your traction fleet easier and more effective.

PHOTOGRAPHY: GEORGE DENT

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Top Tool

A rolling road allows locomotives to be test-run on the workbench or an accessible part of the layout. This makes it easier for us to identify any faults and make adjustments. This set of individual axle cradles is from the DCCconcepts range. They can be adjusted to suit various gauges and take their power direct from the layout's rails.
Availability: DCCconcepts
Tel: 01729 821080
Web: *www.dccconcepts.com*



STEP BY STEP



1

Clean away dust and debris with a soft, dry brush. If dirt is trapped in oil on the chassis, dip a brush in a weak solution of isopropyl alcohol or model-cleaning fluid and work it over the affected areas, then allow it to dry.



2

Give all of the wheels a deep clean with a swab dipped in track cleaning fluid. Treat the treads and the rear faces if power collecting 'wipers' bear onto them. This Trix wheel cleaner is handy for treating powered wheelsets.

What you will need

SHOPPING LIST

- Labelle oils and cleaning fluids
  Availability: Golden Valley Hobbies
  Tel: 01981 241237
  Web: *www.goldenvalleyhobbies.com*

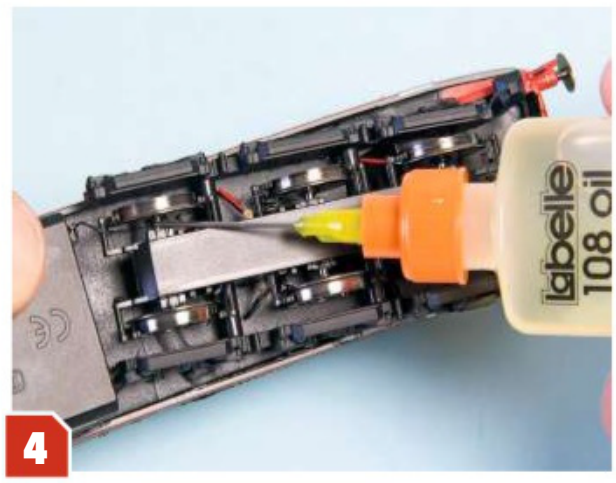
TOOLS

- Model oil or grease
- Mini screwdrivers
- Tweezers
- Swabs



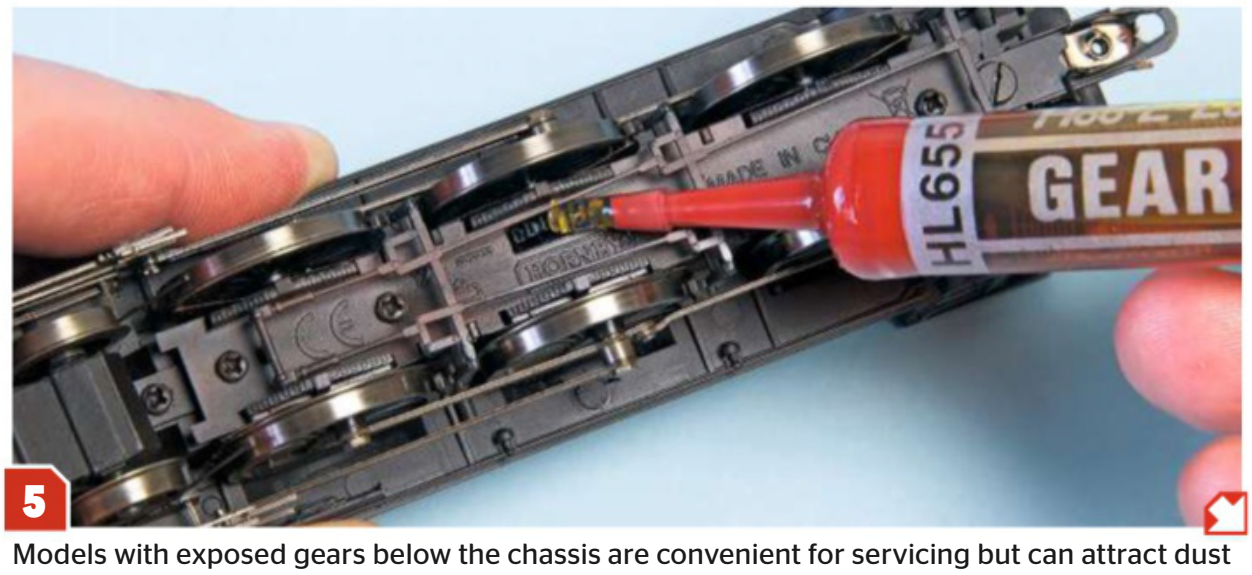
3

It's worth consulting the instructions or service sheet provided with a locomotive. This is likely to recommend where and when to lubricate the moving parts, as well as showing how to remove the bodyshell. Duplicates can be obtained from most manufacturers' websites.



4

One of the easiest oiling points is the axle bearings of each powered axle. A single drop of light oil, such as Labelle 108, onto each side of all axles will suffice. The oil will penetrate into the bearings as the axles turn. Always apply the oil sparingly.



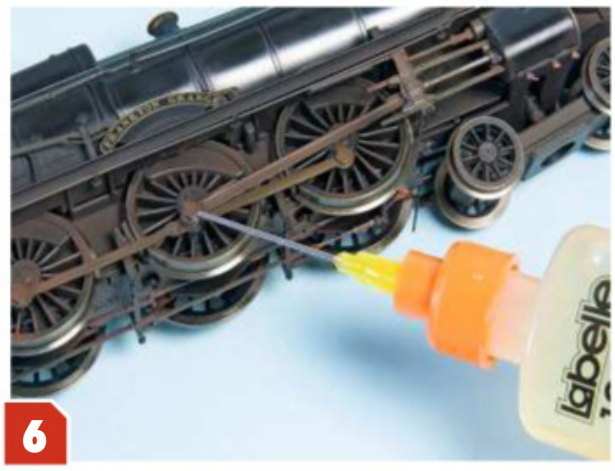
5

Models with exposed gears below the chassis are convenient for servicing but can attract dust and dirt. After cleaning, apply a drop of a thicker lubricant, such as Hob-e-Lube's Gear Lube (available from Bachmann/Woodland Scenics stockists).

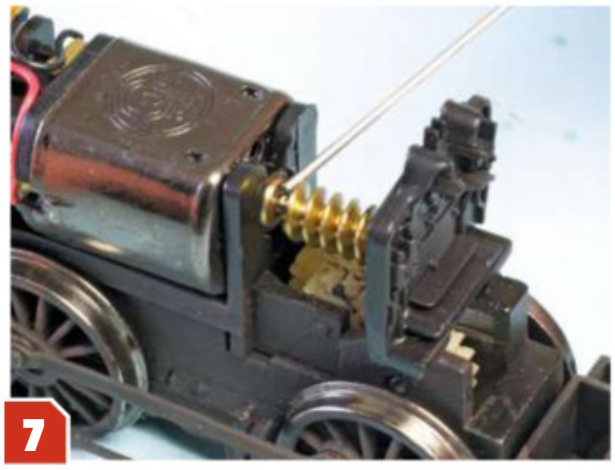
Dry as a bone

Models that have been in store for long periods should be checked carefully before running, as the oil and grease may have dried out. Such was the case with this Bachmann '57XX', and the problem was only revealed after removing the bodyshell. Running models 'dry' will cause the gears to wear and put unnecessary strain on the motor.

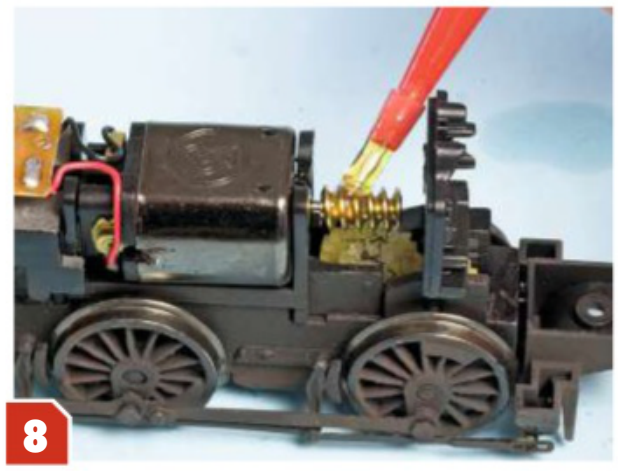




A drop of light oil (such as Labelle 108) on each crank pin and coupling rod joint reduces friction and promotes smooth running. Put a drop on the slide bars and piston rods too. A needlepoint applicator helps here.



A drop of light oil onto the motor armature shaft bearings – at each end of the motor – will keep the motor running freely. Use the oil sparingly to prevent ingress into the motor. The oil will penetrate the bearing naturally.



Check that all gears are free from dirt. A small amount of Gear Lube on the worm drive will be sufficient. As the motor runs, the grease will spread throughout the gearbox, leaving a thin film on the working surfaces.



Where long gear trains are employed, especially in diesel and electric outline models, add a few extra drops of Gear Lube throughout the gears, after removing the access panels. These commonly unclip from the base of the bogie frames.



Any electrical contacts, such as these beneath a Dapol Class 67, can be cleaned and lubricated at the same time with a drop of Peco Power-Lube. Re-clean the wheels before test-running to remove any traces of oil.

ADD DETAILING PARTS



How many of us simply open the box of a new locomotive, put it on the track and start playing? We may glance at the bag of extra bits that come with a new ready-to-run model and think, 'Oh I'll fit that one day'. Well why not today?

You usually get brake pipes, coupling hooks and chains, brake rodding and, with steam locomotives, cylinder draincocks. They're often too fragile to be fitted to the model in transit, or can't be fitted if the proprietary coupling is left in place. They can make a big difference to the overall look of your model and don't take very long to fit with a drop of poly cement and some tweezers, although you might need to enlarge the holes in the bufferbeam in some cases.

Be careful, though: some parts are only designed to be fitted to static models, or are only viable if your layout has generous curves (cylinder draincocks are usually an issue here). Some manufacturers offer advice on this but others don't – the best way to check is to try to move the bogies and see if they get obstructed. If they do, leave the offending parts off. However, in the case of the draincocks, use Deluxe Materials Tacky Wax to fix them in place – if they're a problem, simply pull them away. ***(CG)***



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DETAIL YOUR PLATFORMS 11



Once you've built your platforms, it's easy to think 'that's it, job done'. Actually, that's only half the job – you really need to detail them to make them realistic. It's not a difficult job, but it will enhance your station no end.

Metcalfe Model's laser-cut kits are just the thing. They're easy to build, don't cost the earth and look really effective. I decorated my platform with one of its newspaper kiosks, plus some GWR platform benches. I personalised my benches by painting the red supports grey (ideally, I should have done this before assembly!) and populated them with some Woodland Scenics Scenic Accents figures. ***(PM)***

FITTING FIGURES 12

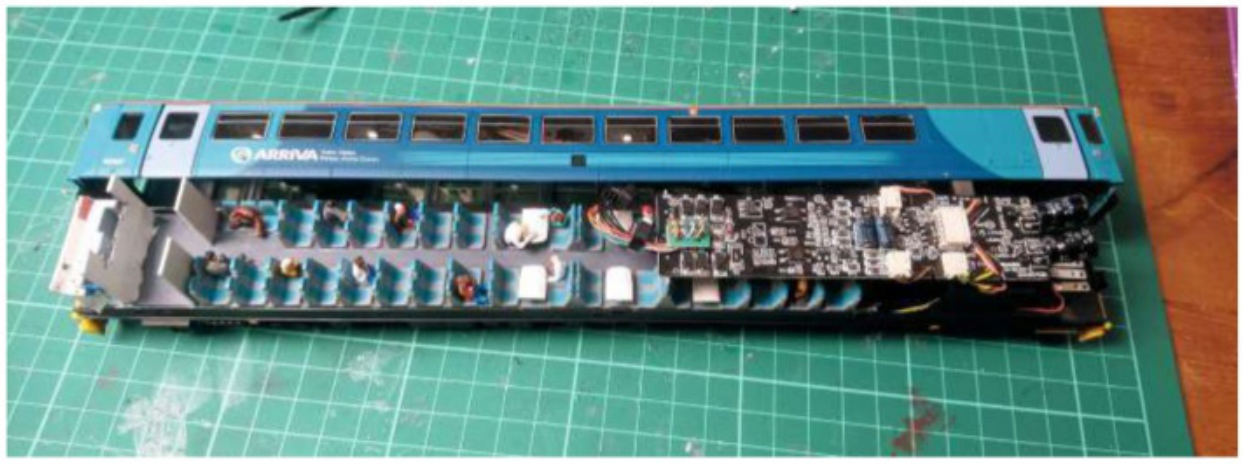
Unless your layout is a depot where coaches and units go for maintenance, you need to populate your trains to make them look realistic. It's easy to do and you can have a coach full of people in under half an hour, provided that you use ready-painted figures and your coach is easy to dismantle.

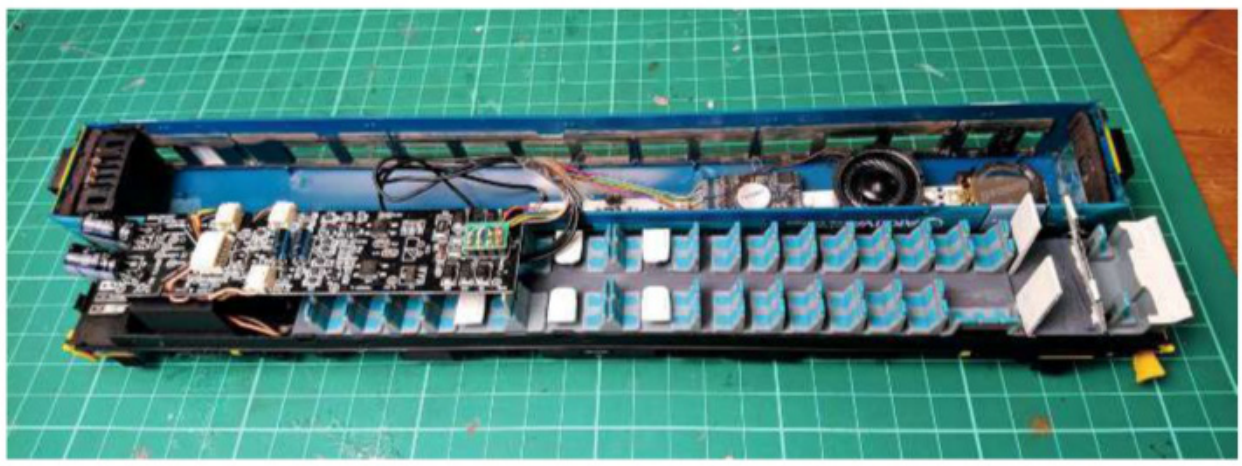
There are a couple of things to bear in mind when placing passengers in coaches.

Firstly, what type of railway is your train serving? If it's going into a major hub at rush hour then you can have every seat filled – and the aisles and gangways too. But if you're modelling a rural branch line, then the fewer figures the better – it's easy to overpopulate the carriage.

Secondly, consider where you are placing the figures. Mix them between the window and aisle seats, and space them out along the length of the carriage to make it look more populated than it is. Don't forget that for a long period it will be travelling around the layout and you won't be able to see the details anyway.

And remember that you might need to trim the legs off some figures to make them fit. Using Deluxe Materials Tacky Wax means that you can remove them at a later date should you want to. ***(CG)***





FIX IRRITATING FAULTS 13

Is there a section on your layout where all your trains stop dead? Or a point where every locomotive derails? Now is the perfect time to track down all those irritating faults that spoil an operating session.

For dead spots, the electrically skilled can turn to a multimeter, but for the average modeller, a simple tester from Train-Tech or Golden Valley Hobbies can tell you if power is getting to a certain spot. If not, it might be a misaligned rail joint or a bad connection in your power bus that might necessitate a new feed wire.

Take time to investigate a troublesome point. Run your locomotives slowly over it and watch to see what happens. Sometimes it might be slightly misaligned track or a failed over-centre spring (Peco supplies replacements for its points).

Oh, and give your wheels and rails a thorough clean while you're at it. ***(RF)***



14



HOW TO

WEATHER AND DETAIL WAGONS

Peter Marriott indulges in a bit of graffiti – but it's all in name of realism.

Graffiti is a sad fact of modern life. It's everywhere, and the railway seems to suffer more than other places. As we who have an interest in railways know, trespassing to add graffiti to rolling stock, buildings, signs, walls and so on is dangerous and can lead to train delays, especially if the culprits cross the tracks.

There are currently fines of up to £1,000 for trespassing on the railway and Network Rail spends more than £3.5m every year removing graffiti – money that would be better spent on improving the railway. Where the graffiti is offensive, train companies endeavour to remove it within 24 hours. I'm sure many readers hate seeing it as much as I do, but it's something that modellers of the modern era need to consider.

1 hr

Weathering will repay the time spent on it, but it takes a certain type of modeller to sit down and weather a whole rake of wagons – and I'm not that patient! But I did decide that adding graffiti to some wagons would be an easy way of weathering a lot in one go.

If you have an artistic flair you can design and paint your own miniature graffiti on wagons, buildings and walls; alternatively a number of companies produce graffiti transfers that are easy to work with. I was pleased with the results but I'd still rather both real and model wagons were kept in pristine condition!



TOP TIP
Larger transfers can be cut in half to give better value for money – use a steel ruler and a sharp craft knife.

PHOTOGRAPHY: PETER MARRIOTT

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Top tips for working with waterslide decals

- Make sure models are dust-free before you start applying decals.
- Decals adhere best to gloss surfaces so it might be worth painting the area where the transfer will go with gloss varnish and leaving it to dry fully first.
- If you are fixing a decal to a matt surface, adding a very thin layer of PVA glue to the area where the transfer is to be applied helps to ensure it will fix down well. The glue dries matt and allows you to move the transfer a little for a few seconds.
- Waterslide decals need around 20 to 30 seconds in lukewarm water to release them from the backing sheet. Larger transfers usually need soaking for a little longer.
- Leave enough of the backing paper behind the decal so that you can hold it using a pair of tweezers. Hold it close to its final position, then use a blunted cocktail stick to slide it into position. Be careful not to tear it.
- After placing the transfer on the model, always double check that it's level and in the right position before pushing it firmly in place.
- If the model's surface contains ridges and details, use a setting fluid like Microscale Micro Sol to give the decal a little more flexibility, enabling it to cling to changes in the surface.
- Once you're happy that the transfer is in the right place, use a small sponge to remove any excess water and a cotton bud or tissue to smooth it down and soak up any last drops of water.
- Leave the transfer to dry overnight, then fix it down finally with a coat of gently applied matt varnish.

What you will need

SHOPPING LIST

I used waterslide graffiti transfers by Ancorton and Railtec for this project. The Ancorton images were good for larger areas, while the Railtec images were smaller and more discreet, so I decided to use a combination of both.

- Ancorton Models, OOMG1a/b, OOMG2a, £3.99 per sheet **Web:** *www.ancortonmodels.com*
- Railtec Models, 9001, 9002, 9008, £4.90 per sheet **Web:** *www.railtec-models.com*

TOOLS

- Self-healing cutting mat
- Scalpel with sharp blade
- Tweezers
- Cocktail stick
- Steel ruler
- Small dish
- Kitchen tissue
- Cotton bud

STEP BY STEP



1 This Bachmann VDA van is in original, pristine condition. I dry-brushed on some light brown paint around the lower bodyside, making it thicker on the running gear to suggest a vehicle that's already beginning to decay.



2 I used a small pair of scissors to carefully cut around the large Ancorton transfers. With a self-healing cutting mat and Swann-Morton knife you can cut closer to the decal than can be achieved using scissors.



3 The cut-out transfers have been roughly positioned on the wagon side with a small dish of water to soak the transfer off and the kitchen tissue and a cotton bud are to hand. Now half-submerge the decal in the water.

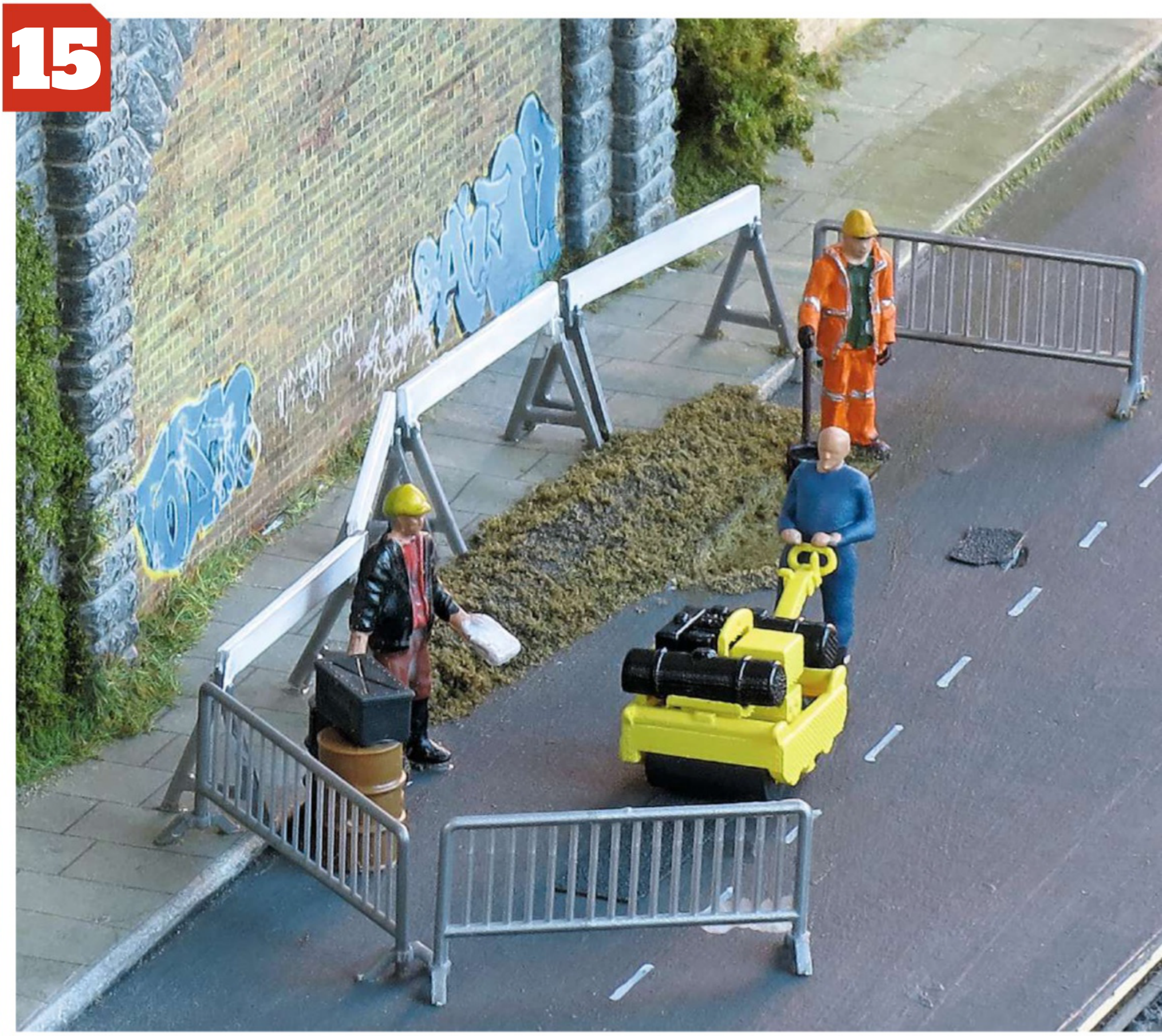


4 Allow the water to penetrate the decal and wait. Once the transfer had come free of the backing sheet I moved it to the wagon side, then gently dabbed off the excess water using kitchen roll.



5 With all the decals in place, I left the vans overnight for them to dry. The following day, I brushed on some Revell Aqua Color matt varnish with a wide paintbrush to seal the transfers in place.

15



HOW TO

CREATE CAMEOS

Adding individuality and realism doesn't have to be a major undertaking and, as **Peter Marriott** demonstrates, it's all in the detail.

PHOTOGRAPHY: PETER MARRIOTT

Cameo scenes, with a small group of figures set around an activity, can really bring a layout to life. They need to be used sparingly to maximise their effectiveness and you may want to avoid some of those that have become clichés, but several well-planned and carefully constructed cameos will make a huge visual impact.

A clever cameo scene can also help fix a problem area. When I dug this station layout out of storage, I was disappointed to find some damage to the pavement and wondered how to remedy it. I recalled that Busch has a good range of detailing parts, including a gang of workers repairing a road. Could these accessories hide the damage that had been done?

00 GAUGE | 2 hrs

These 3D-printed road repair equipment packs come with figures and a selection of barriers, tool boxes and ramps. A complementary set of patches of fresh asphalt is also available.

So spend some time looking at your layout to see where a couple of thoughtfully placed cameo scenes might work best.

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STEP BY STEP



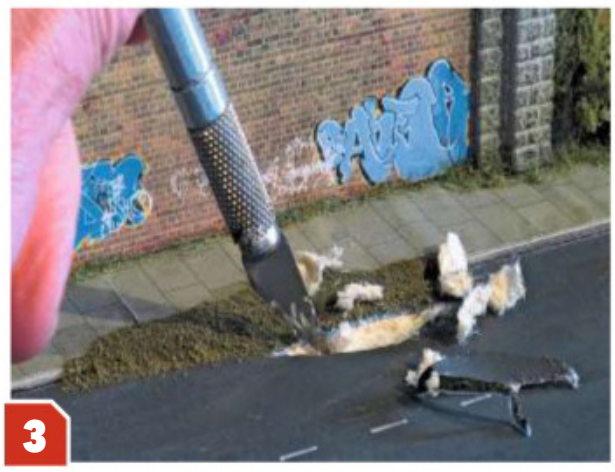
1

Part of the pavement was damaged while the layout was in storage. I considered replacing the entire length of pavement using Superquick paper glued to card, but decided to make it the basis of a cameo scene instead.



2

I painted some PVA adhesive over the damaged sections of pavement. On top of the wet glue I sprinkled on some Earth Blended Turf by Woodland Scenics to represent soil dug out from a hole.



3

I used a craft knife to excavate a trench in the road surface. The road was made from mounting cardboard, so it was easy to cut a hole in the surface. I then painted the white hole with Woodland Scenics Earth Undercoat.



4

Always think where you can inject a little individuality. The barriers in the roadworking kit are supplied in grey self-coloured plastic so I personalised mine by painting Mr Hobby Matt White acrylic paint on the top bar.

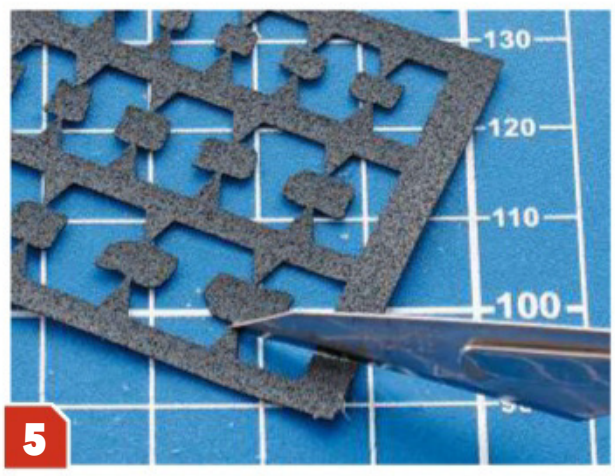
What you will need

SHOPPING LIST

- Woodland Scenics C1229 Earth Undercoat, £9.50; T1350 Blended Turf Earth Blend, £10.50 **Availability:** Hattons **Tel:** 01514 591660 **Web:** *www.hattons.co.uk*
- Mr Hobby Aqueous Colour H11 Flat White, £2.00 **Availability:** Relish Models **Tel:** 08443 510777 **Web:** *www.relishmodels.co.uk*

TOOLS

- Craft knife
- Selection of paintbrushes
- PVA glue



5

Now for Busch's pothole patches. Cut through the tags over a self-healing cutting board. Push the blade under the pothole material and release it from the backing sheet. Lift into position with the tip of the blade.



6

Now arrange the figures and equipment. Study how real people and workers interact. If you don't want to make them permanent, fix figures in place with Deluxe Material Tacky Wax so they can be removed at a later date.

Busch's roadworking packs

Feeling inspired to model a roadworking scene on your layout? Busch produces four kits suitable for 'OO' gauge layouts:

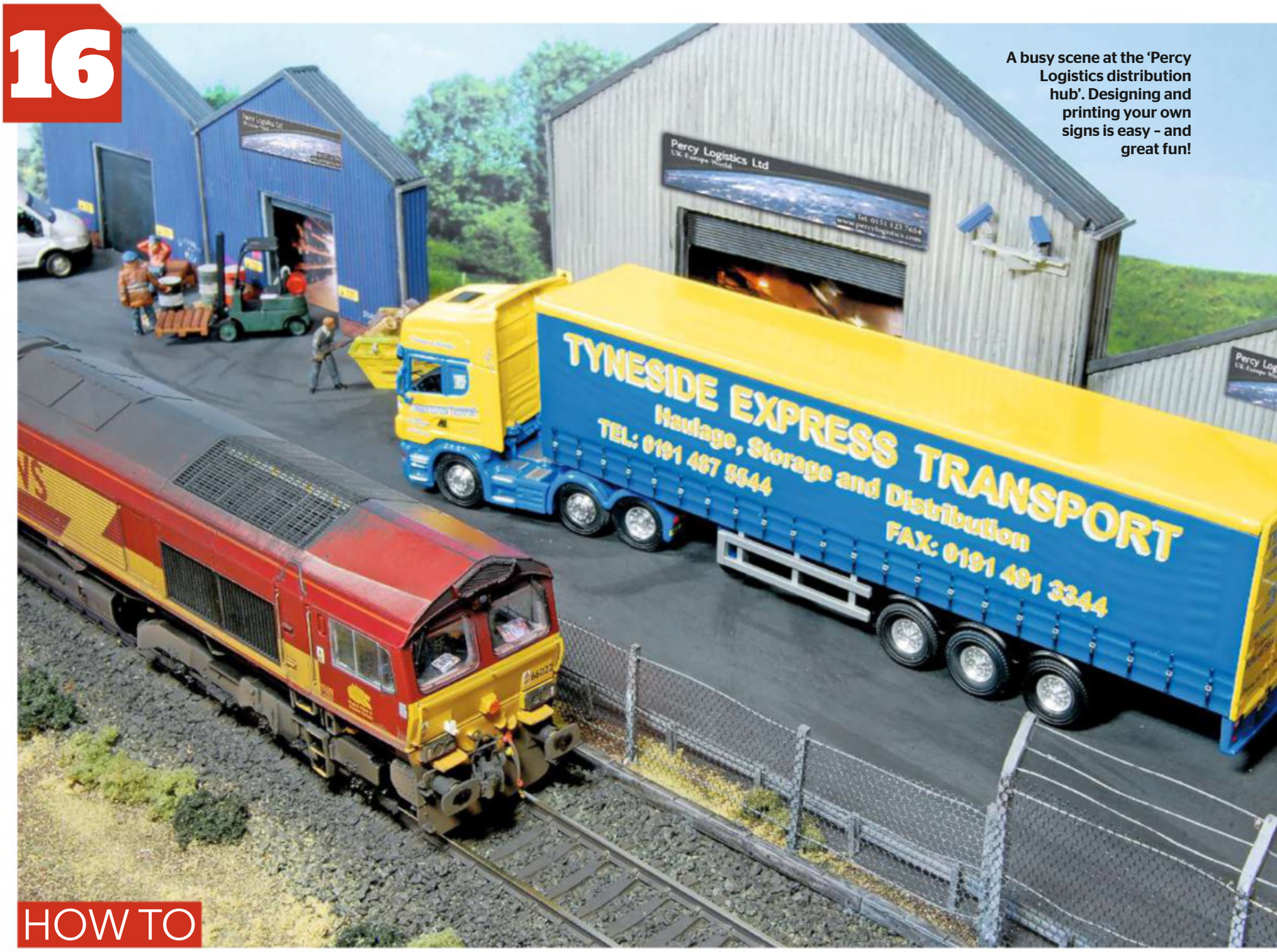
- 7802 Tar Boiler, £22.72
- 7198 Pothole Repairs £7.26
- 7801 Asphalt Saw, £15.44
- 7805 Pedestrian Roller, £21.80

All are available through Busch stockists or direct from Golden Valley Hobbies. **Tel:** 01981 241237 **Web:** *www.goldenvalleyhobbies.com*





16



A busy scene at the 'Percy Logistics distribution hub'. Designing and printing your own signs is easy – and great fun!

HOW TO

MAKE YOUR OWN SIGNS

George Dent employs free online design software to create a range of business and station signs, along with small details for cab interiors.

I've always enjoyed creating my own signage for industrial and commercial premises, naming businesses after pets, friends and family, while also offering the chance to inject a bit of humour.

There are many sources of ready-made and customisable paper signs and posters, but creating your own is very straightforward. All you need is a computer and a printer, while access to the internet opens up some extra potential.

Each of the designs featured here was created using free design software, available online. There are several decent packages to choose from, but I decided to try Vectr (*www.vectr.com),* which proved fairly straightforward and intuitive. By sourcing images and logos from company websites, or even by typing keywords into Google, or other search engines, we can develop convincing, professional-looking designs in no time.

ANY GAUGE | 1hr

Remember though, that images and logos are likely to be subject to copyright. Using and adapting them purely for your own use on a model layout is fine, but they must not be used for commercial purposes under any circumstances, unless written permission is obtained from the copyright owner.



PHOTOGRAPHY: GEORGE DENT

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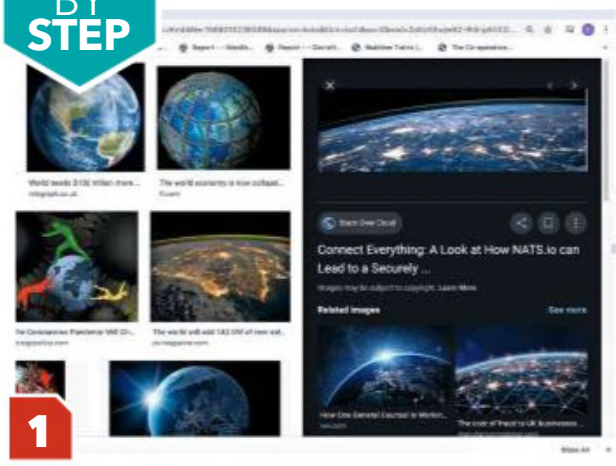
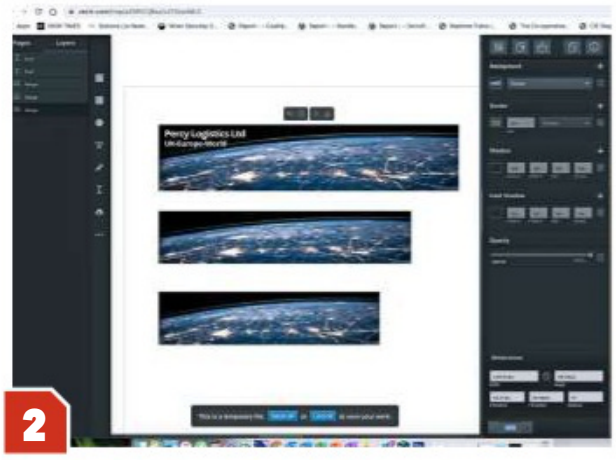
STEP BY STEP

DESIGN AND PRINT YOUR OWN SIGNS



1

For a logistics company's signage, I wanted an image to suggest worldwide reach, so I typed 'world' into Google and selected 'images' in the toolbar. An interesting selection came up, including views of the Earth from space.



2

Using the free Vectr design software, I drew a rectangle of the required size before dropping the image into it. After a few adjustments, the company name and details were added, experimenting with fonts and sizes.



3

When I was happy with the design, the signs were printed out. Three different sizes were printed, for the trio of buildings on my diorama. With a sharp blade and a steel rule, each sign was cut out on a cutting mat.



4

The paper turned out to be a bit flimsy, so I fixed it to some thin plastic card using a fine film of Roket Card Glue. When the glue was dry, a layer of aerosol varnish was applied to prevent the ink from fading.



5

After cutting out the signs again, any exposed areas of white paper on the edges were touched in with a black ink pen. Acrylic paint is an alternative, applied with a fine brush and the colour chosen to match the sign's scheme.



6

A slightly thicker glue was used to fix the signs in position. Regular PVA or Glue 'n' Glaze will do the trick, preferably left to turn tacky for a few moments before the sign is positioned. This allows the glue to 'grab' that bit quicker.



7

Vectr was also used to create station signs. Again, a rectangle was drawn and filled in before adding the text on top. A Northern trains logo was copied from the TOC's website and placed at the bottom corner of each sign.



8

Black plastic sheet was again used to give the printed signs rigidity. If you need to mount signs on a post, paper clips can provide a ready source of stiff steel wire, fixed to the sign with glue before painting.

What you will need

TOOLS

- Computer
- Printer
- Knife
- Straightedge
- Tweezers
- Cutting mat
- Felt tip pens

What the papers say

The same processes can be harnessed to create a range of miniature newspaper and magazine covers or spreads, again by sourcing the necessary images online. Measuring real publications and scaling down the dimensions allows the images to be printed out at the correct size, before cutting out and fixing into locomotive and truck cabs.

They may be tiny, but in 'OO' and 'O' especially, these props can confirm a layout's time and place. Local or national newspapers, with iconic headlines from a specific day or year, will be visible through windscreens, adding an extra dimension to our models.

Furthermore, Chris Leigh tells me that BR's 'Westerns' could often be seen with copies of the *Daily Mirror* employed as makeshift sun visors in the large windscreens!





17



What you will need

TOOLS

- Felt-tipped pen
- Mini drill and drill bits
- Sprue cutters
- Needle files or sanding sticks

TOP TIP

I found I didn't need to use all of the locating pins to give a good fix to the baseboard. I removed every other pin and it was still firmly fixed.

HOW TO

INSTALL WALLS AND FENCES

A man whose modelling knows no boundaries, **Peter Marriott** bites the bullet and tackles the repetitive task of installing fencing.

Let's face it, there are some modelling tasks that are really quite tedious and repetitive, and we look for excuses to put them off. But now it's the perfect time to knuckle down and crack on with some of them.

Boundaries between land are everywhere, from idyllic country hedges and drystone walls to the aesthetically challenging security fences found in urban areas. As our railways always have some form of boundary we need to consider fencing and walls, but installing these definitely comes under the category of tedious, repetitive tasks.

I decided to install some of Wills' new Modern Palisade Fencing. It's always nice to see a new addition to the long-standing Wills range and this product doesn't disappoint. It is nicely moulded in light grey plastic, with very little flash, and it really looks the part too. Having locating pins on the base of the fence makes it easy to install on your layout with the use of a mini-drill.

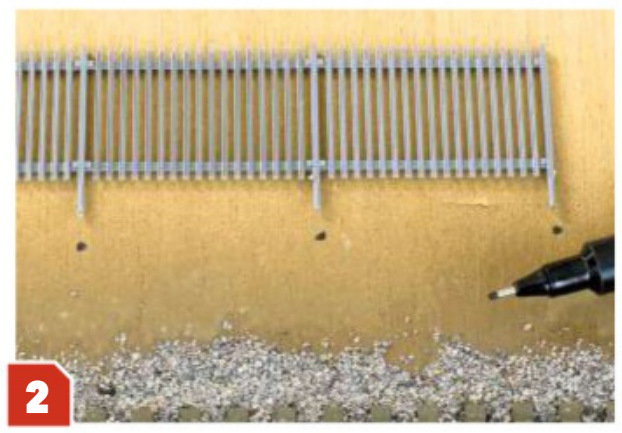
PHOTOGRAPHY: PETER MARRIOTT

00 GAUGE | **MODEL** Wills SSM316 Modern Palisade Fencing & Gates ◆ **Price** £11.30 | **AVAILABILITY** Peco stockists | 30 mins per 70cm section

STEP BY STEP



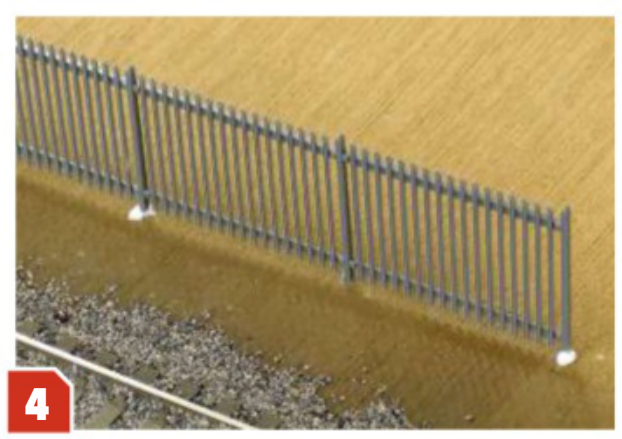
1 Cut each piece from the sprue with a pair of sprue cutters. Remove every other locating pin.



2 Mark the position of the fence posts on the baseboard using a felt-tipped pen.



3 An electric mini drill makes easy work of drilling the holes to take the fence posts.



4 A dot of white glue at the base of each post will be enough to hold the fence in place.

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DETAIL ROAD VEHICLES 18



It's all too easy to take a 1:148 scale or 1:76 scale road vehicle out of its box, put it in position on your layout and forget about it. But an out-of-the-box die-cast vehicle will immediately attract the wrong kind of attention. You need to invest a little time in it to blend it in with the rest of your layout.

One thing you can do is fit a driver. It may sound obvious, but if cars are moving they need drivers. You don't need to worry about parked vehicles, though.

Also, for convertible cars, the interior will need repainting, including the dashboard, dials, gear lever and carpets. It is essential to prime the model first before doing any work, and while spraying them will give a better finish, it can be difficult to mask the small details. You can still get a good finish with brush painting, but it will take several coats for a nice finish without brush marks. Patience is key here. ***(CG)***

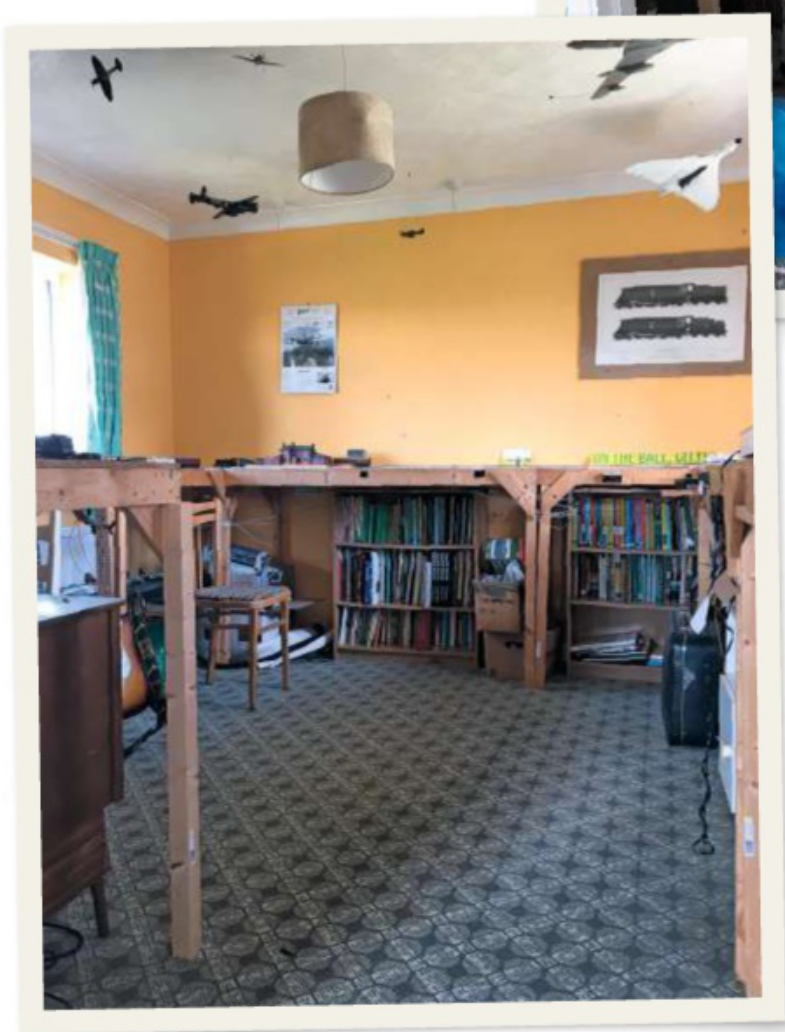


TIDY YOUR RAILWAY ROOM 20



It takes a special kind of person to tidy up as a project progresses. Or, if you have other commitments and your railway room becomes a place to dump stuff, you can soon find it's turned into a complete mess.

The enforced lockdown is the perfect opportunity for a spring clean.



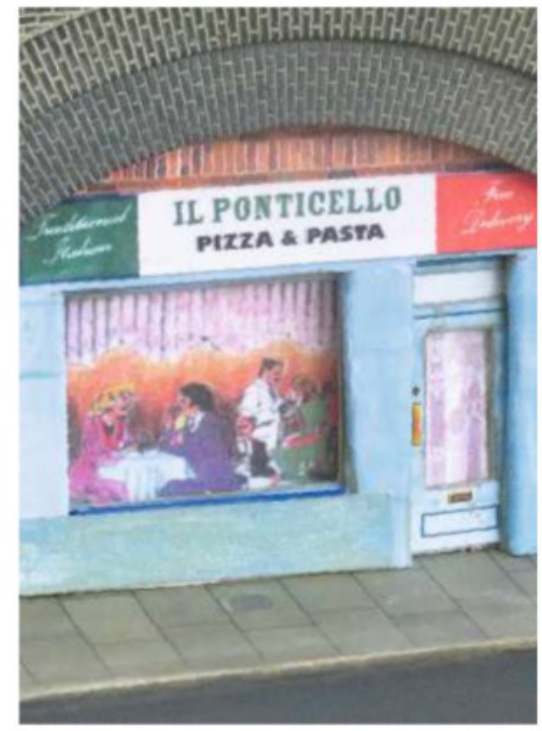
It's a hugely worthwhile process: you may well discover some materials you'd thought you'd run out of, a tool you believed was lost for ever, or simply enjoy the freedom to move around the room without tripping over stuff.

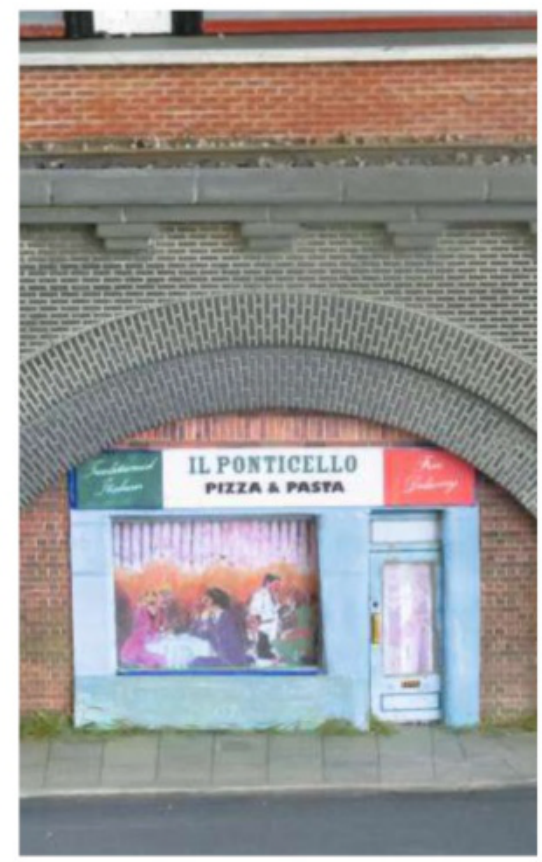
Amazon sells a huge selection of plastic crates, racks for larger items and toolboxes that are perfect for keeping equipment in good condition. Plus a tidy layout room is a welcoming room – you'll no longer avoid going in there! ***(RF)***

HIDE THE GAP 19

One thing that always screams 'model railway' is a gap left under a building. You might not notice it from a distance, but get in close with a camera and it'll haunt you forever. There are two ways to fix it: 1) use a clever Pendon-style sub-base where the building sits below baseboard level, or 2) hide the gap with some weeds.

I prefer the latter, and WWScenics' Pro Grass Precision Applicator is just the tool. It's specifically designed for planting electrostatic grass in tight spaces and It enables a thin line of weeds to be planted easily around buildings. Just apply some PVA and break out the Pro Grass Precision – you can even use three types of grass that come supplied. Enhanced realism for under £50 – what could be better? ***(PM)***





Tipping the **scale**

Ian Harper wanted more just than a small layout depicting a depot or shunting yard. And while space was at a premium, he wanted it in 'O' gauge.

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

1



What makes this layout great?

There's a pleasing simplicity to 'Falcon Road' – no station, no complicated track plan. But simple doesn't mean boring. Ian's extremely clever track enables him to run 'O' gauge trains in a small space and through an ultra-realistic environment.

Inspiration: it can take many forms but usually the seed of an idea for a layout revolves around a photograph or a memory. Rarely does gauge and scale play a part, but this is what happened to Ian Harper.

Ian is best known for his epic 'OO' gauge Eastern Region shed layout 'Haymarket Cross' (MR191) but, as a member of Scarborough & District Railway Modellers, he lent a hand during the construction of its depot layout 'Durham Street' and that's where the 'O' gauge bug bit!

"I saw the beautiful models on display from L.H. Loveless at the York show and I had always wanted an 'O' gauge 'A4', eventually biting the bullet and buying one, explains Ian. "At the same time we were building an 'O' gauge layout in the club room so I decided to have a go building one in the garage."

The space that Ian had available was approximately the same as 'Durham Street', that is 16ft by 2ft. The recent explosion in ready-to-run 'O' gauge has opened a lot of eyes to the potential of the 'senior scale' and the idea of minimum space 'O' is now quite a common one. But minimum space usually means some sort of shunting yard or a depot layout such as 'Durham Street'. But Ian had satisfied his depot urge with 'Haymarket Cross' and wanted a layout on which he could run trains.

Running trains in 'O' requires one of two things – either a lot of space for the generous curves or some clever thinking. Ian opted for the latter.

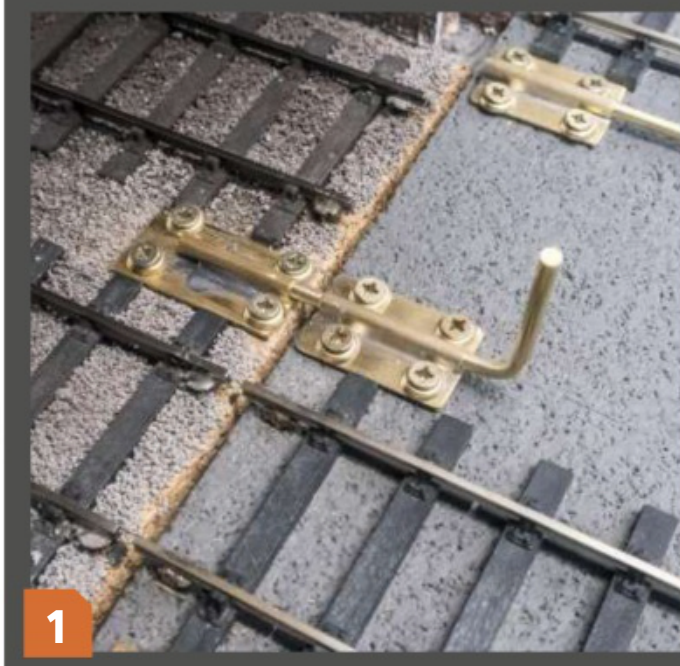
The result is 'Falcon Road', a fictitious urban layout set in the North East in the 1960s. Setting the layout in an urban environment meant that Ian could use the trusty retaining wall as a backdrop, but rather than ➤



2



3 things we like



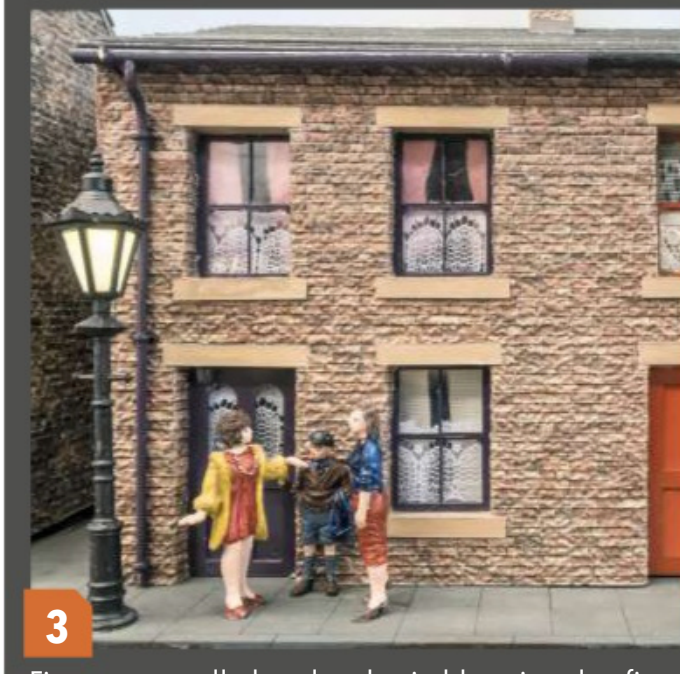
1

The five-road traversers at each end are beautifully made and these quality brass latches keep them securely aligned with the scenic section of the layout.



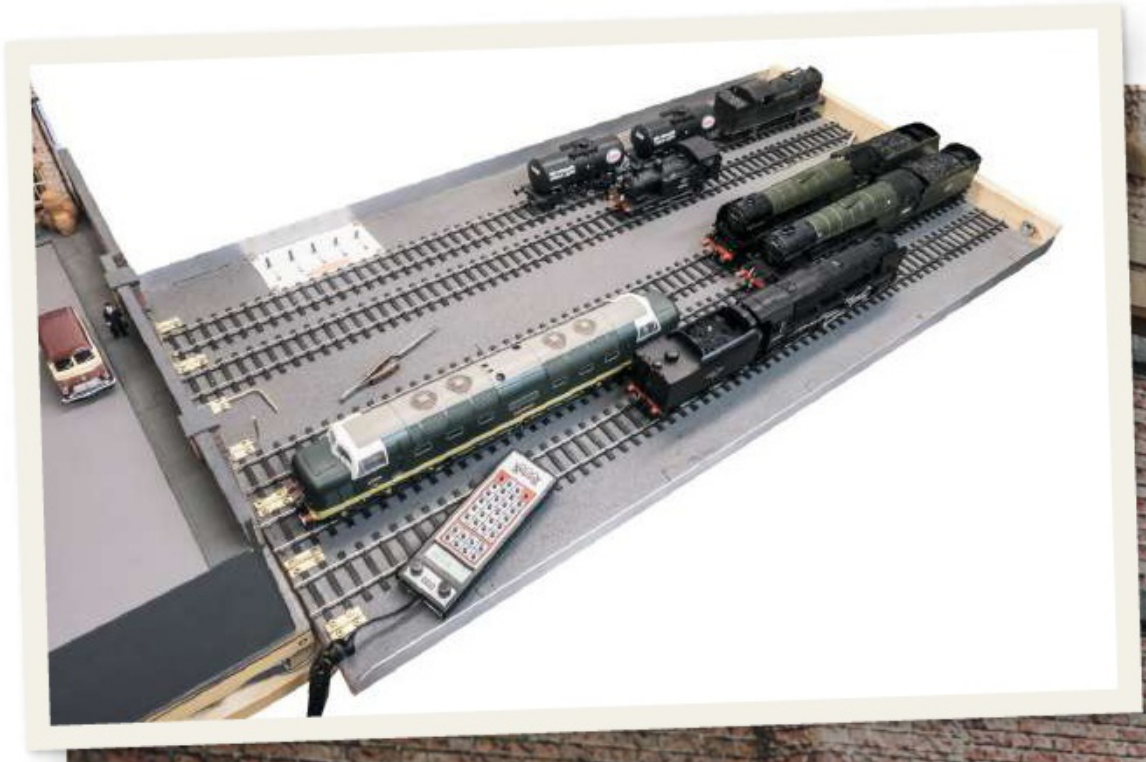
2

The two elegant tubular post signals are made from Model Signal Engineering components and powered using decoders from Signatrax.



3

Figures are well placed and suitably painted to fit the 1960s setting. They're from the Omen Models range, and Ian has painted them with acrylic paint.



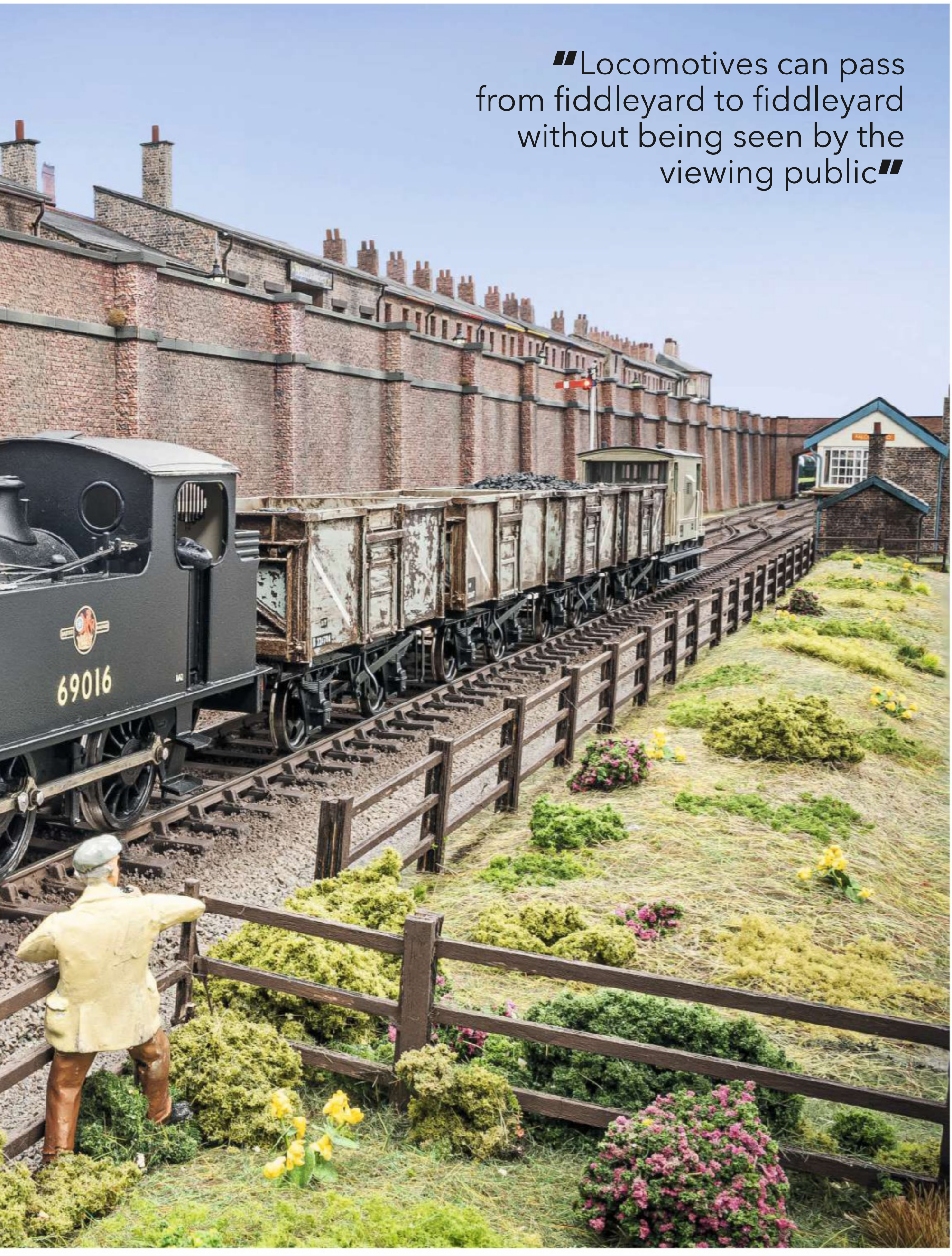
simply being a convenient way of disguising the rear of the layout, it actually hides the secret to how he can run 'O' gauge trains in a comparatively small space.

There are two 4ft, five-road traversers at each end of the layout and a tunnel under the town scene above the retaining wall. Locomotives can pass from fiddleyard to fiddleyard without being seen by the viewing public. It's a rather ingenious use of space and allows Ian to indulge his passion for East Coast express power.

Running trains is key to a layout such as this, so Ian has incorporated as much digital operation technology as possible. Digitrax DCC controllers with LocoNet software not only take care of the trains but the three Tortoise point motors too. The signals are also operational and are controlled by the corresponding operator at each end of 'Falcon Road'.

"With a 24ft layout, having two operators is ➤

4



"Locomotives can pass from fiddleyard to fiddleyard without being seen by the viewing public"

DID YOU KNOW?

All of the electrical components are on a hinged board underneath the layout. If something does go wrong, it can be fixed from behind the curtain that obscures the layout's legs, without viewers ever knowing what was happening.

5



essential, but in a loud exhibition hall it can be difficult to hear what the other person is trying to tell you," Ian says. "We use walkie talkies to speak to each other and to let the other know which model is coming down the line to them. One operator takes the locomotive to the signal and then the other takes control of it, making the signal clear and moving the locomotive off-scene to the fiddleyard."

Ian has made an interesting decoder choice. He uses Zimo sound decoders for 'OO' gauge models rather than what he calls "big, chunky 'O' gauge" items. As the Zimo decoders are smaller than their 'O' gauge cousins, he uses the extra space inside to incorporate a 'Stay Alive' feature, which keeps locomotives moving for around 12 seconds if there is a drop in power.

"That's almost enough for them to reach the other side of the layout," he says.

'Falcon Road' only has three points, which is handy for Ian built them himself from C&L Finescale kits. However, he'd already honed his point-building skills before he started on 'Falcon Road'.

"I enjoyed making the kits. Having built them on ➤

Neat baseboards

The layout is divided into six boards to ease transportation. Rather than go for good, old fashioned 4ft by 2ft sections, Ian opted for a slightly smaller metric equivalent: 1,200mm by 600mm.

Ian explains why. "Since everything is scratchbuilt and I've put a lot of time and effort into the layout, I want to protect it when I'm travelling."

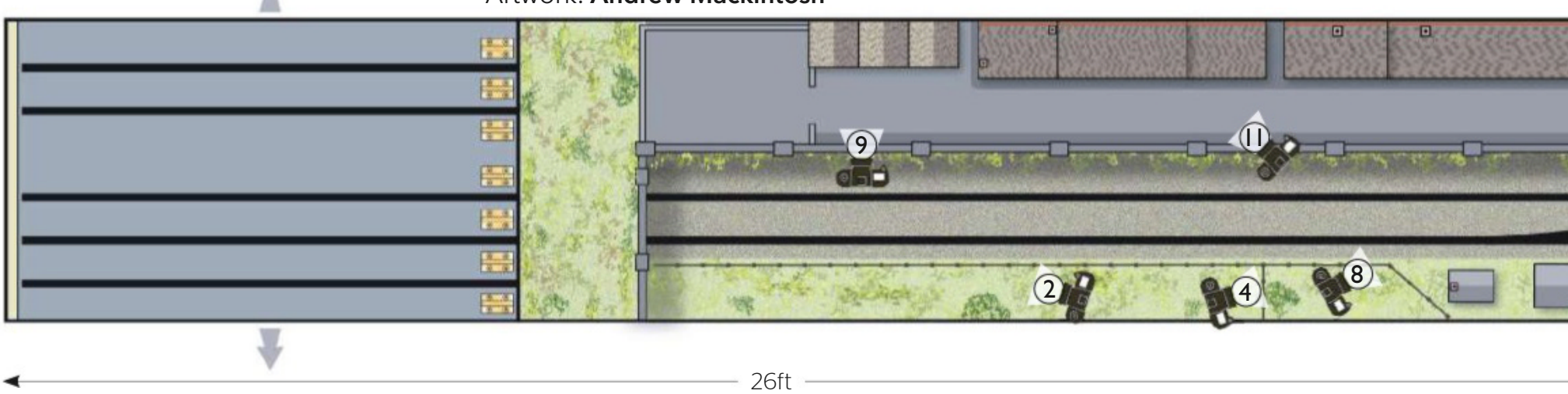
With the boards being just under 4ft by 2ft, Ian could create two protective cases using a single 8ft by 4ft sheet of plywood.

"This way nothing is wasted and it made it far more economical for me," Ian says. "The catches which connect each board have also been recessed so that the cover fits snugly over the top."





Artwork: **Andrew Mackintosh**





'Durham Street' where there are four times as many as on 'Falcon Road', I had had quite a bit of practice by the time I came to do my own," he says. "It takes between five and six hours to make one so I couldn't do it in one go, otherwise I would have driven myself insane, but it does make for a pleasant few afternoons' work."

What took considerably longer than a few afternoons were the low-relief buildings. Rather than build endless Get Carter-esque rows of terraced houses, Ian had incorporated some different shops and industries (see panel) as well as the obligatory local on the corner.

Each building is scratchbuilt using PVC board called Foamex. It comes in 3mm and 5mm thickness and Ian bonded sections together with pipe cement. The Foamex shells were covered in a textured brick paper that undertook a considerable journey before Ian got his hands on it.

"I bought it from somebody in Greece and it's surprisingly cheap at around £1 a sheet, but it's the postage that pushes the cost up considerably," Ian explains. "I always make sure I buy in bulk which



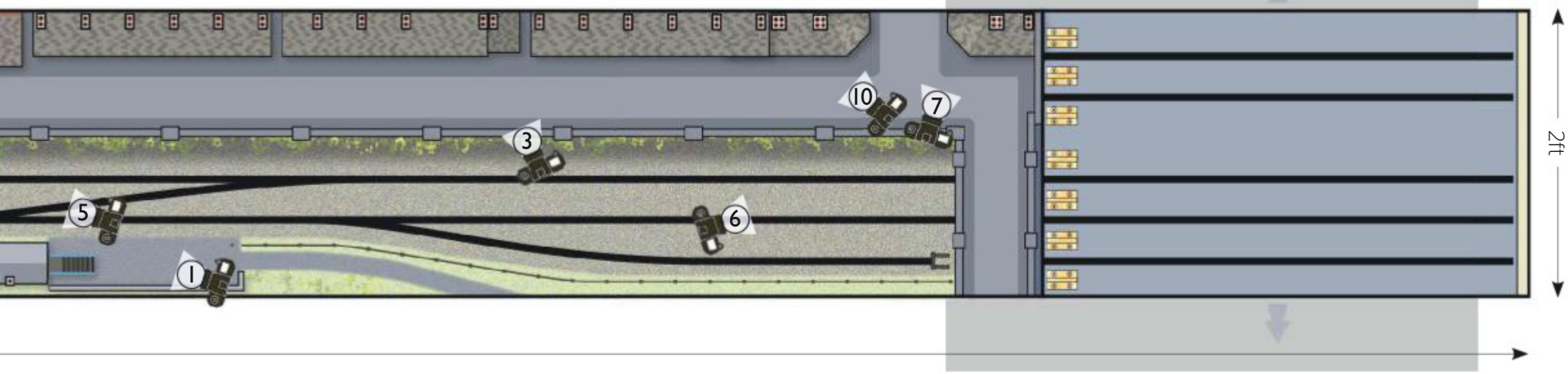
MODELLER CV: IAN HARPER

My other hobby is cars, particularly the Lotus I've had for 47 years. I also run a music club for fans of The Shadows and Cliff Richard, which I've been doing since 1997 when I learned to play the guitar.

FACTFILE: 'FALCON ROAD'

Gauge and scale: 7mm:1ft scale, 32mm gauge 'O'

Size: 26ft by 2ft





9

Why model a garage?

"Easy," says Ian. "I love cars and my late brother used to restore Morgans for a living so it has sentimental value as well as an aesthetic appeal. My brother and I always used to have a bit of a rivalry as I prefer Lotuses so I made a compromise and decided it would be a Lotus and Morgan garage.

"I made the sign using Microsoft Publisher and printed it to the correct size so that I could put my brother's name on the sign and it would be unique to me."

wasn't a problem when I started the layout as I knew I'd need a lot of it, but now the layout is completed there is plenty spare from my last order!

"It was easy to fix the brick paper in place using UHU glue, so long as I made sure not to get any on the windows as it can be messy to apply. The windows themselves were made by York Modelmaking."

Building construction was, up to this point, quite quick. It was the roofs that took the time. The base was plywood and card which Ian covered with thousands of individually applied slates, making sure that there is just the right amount of overlap between rows.

'O' gauge is becoming all the more popular as high-quality, highly detailed models become more affordable. Ian has found the appeal in the same form as many others, the ability to add much more detail to the layout than he would have been able to in 'OO'. Perhaps at the next exhibition you attend you'll be wowed by the 'O' gauge displays and start one of your own? MR





10



11

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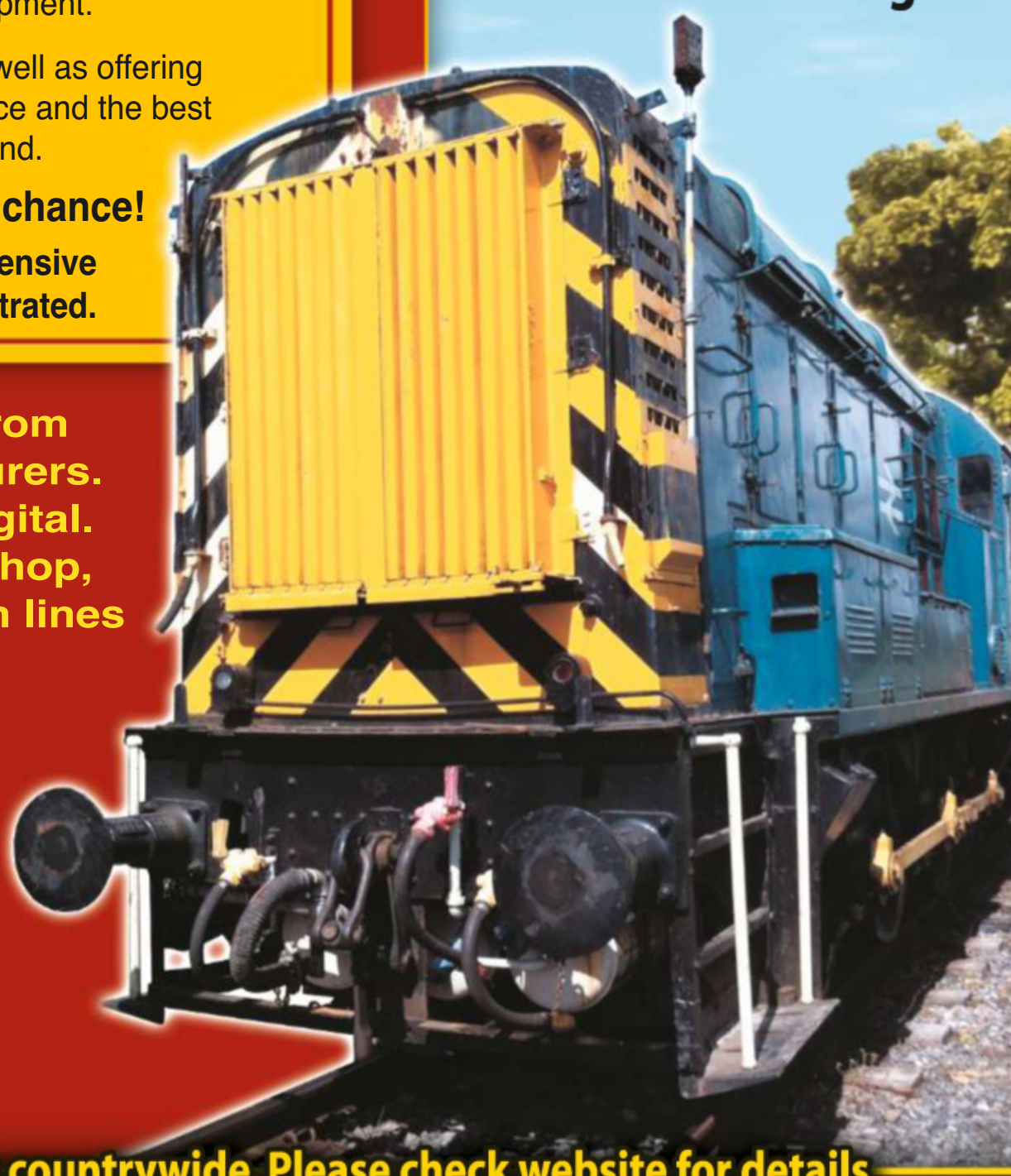

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MODEL RAIL

Skills Station

Welcome to the second part of Skills Station's kit-building module. Whether you're a beginner or an experienced modeller looking to hone your skills, our team of experts will split a modelling task or skill into easy to follow, bite-sized chunks, busting myths along the way.

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



Richard Foster Editor

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



THE ESSENTIAL GUIDE TO KIT-BUILDING

Pt 2: Laser-cut wood kits

Laser -cut wood kits offer an economical and modeller-friendly option. **George Dent** explains the pros and cons and offers tips for getting the best of out of them.

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



Postcard Models' delightful 'N' gauge structure represents a typical Kentish coastal hut, with fine plank and window frame detail. Like most laser-cut kits, the walls interlock, making assembly straightforward.

AT THE CUTTING EDGE

The laser-cutting process dates back to the 1960s, being originally developed for the precision-cutting and drilling of metals.

Adapted during the 1970s for non-metal components (including textiles), the technology gradually became less complex and more affordable, leading to its eventual use in hobbies and craft applications.

Laser-cut wood kits have been around for a couple of decades, but the intricacy of their design has improved dramatically in recent years. Indeed, some kits can be surprisingly comprehensive, with many separate layers allowing for greater depth and realism. For example, ornate building façades can be recreated using various layers for the window and door frames and masonry work.

With the parts pre-formed to exacting standards, assembly can be a straightforward affair, free from the hassle of tidying up mouldings or fettling parts until they fit together, as is the case with plastic, resin and metal kits. Joints typically involve a tab-and-slot arrangement, easing alignment and adding strength. Also, there's no need for any fancy tools, equipment or strong solvent-based glues, and the porous nature of the materials makes painting easy.

Miniature plywood and fibreboard are the usual materials employed, with card or paper elements often included for smaller components or overlays. Clear plastic sheet is likely to be provided for glazing purposes and the addition of the odd plastic, resin or metal casting is not uncommon, usually in the form of chimney pots or other similar fixtures.



The laser-cutting process means that components can be rendered in ultra-fine detail, with kits designed to be assembled via several layers, using materials of varying thickness. Some may even be pre-coloured.

While there are many benefits of working with wood-based materials, there are also limitations. The material can be susceptible to fluctuations in temperature and humidity, leading to warping, so careful storing of kits and assembled models is important.

The inherent texture of the material can be a boon, avoiding an overly flat appearance. However, a discernible grain effect is not always appropriate, so much depends on how the kit has been designed and the choice of materials involved.

Laser-cut wood kits offer an economical option and can be great fun to build, paint and weather. If you haven't tried one yet, why not have a go and see for yourself?

GLUES

Wooden components can be bonded successfully with generic PVA-type adhesives, especially those aimed at woodwork applications. However, these are often fairly gloopy and may take several hours to dry. For finer components and speedier construction, a specialist glue may be a better option.

Aliphatic resin-based glues 'grab' the parts and cure much quicker than PVA and Super 'Phatic, from Deluxe Materials is specially formulated for use on smaller wooden components. So too is Deluxe's new Laser Cut Kit Glue. Both are thin enough to be applied via pinpoint tips for neat joints and the faster drying time allows for speedy progress. They're also versatile enough to bond card, paper and small plastic elements.

For glazing, PVA glue is suitable, as long as it's a clear-setting formula. There are also special glazing adhesives available which set to a crystal-clear film and a contact adhesive will also be handy for bonding other materials, such as plastic or metal.



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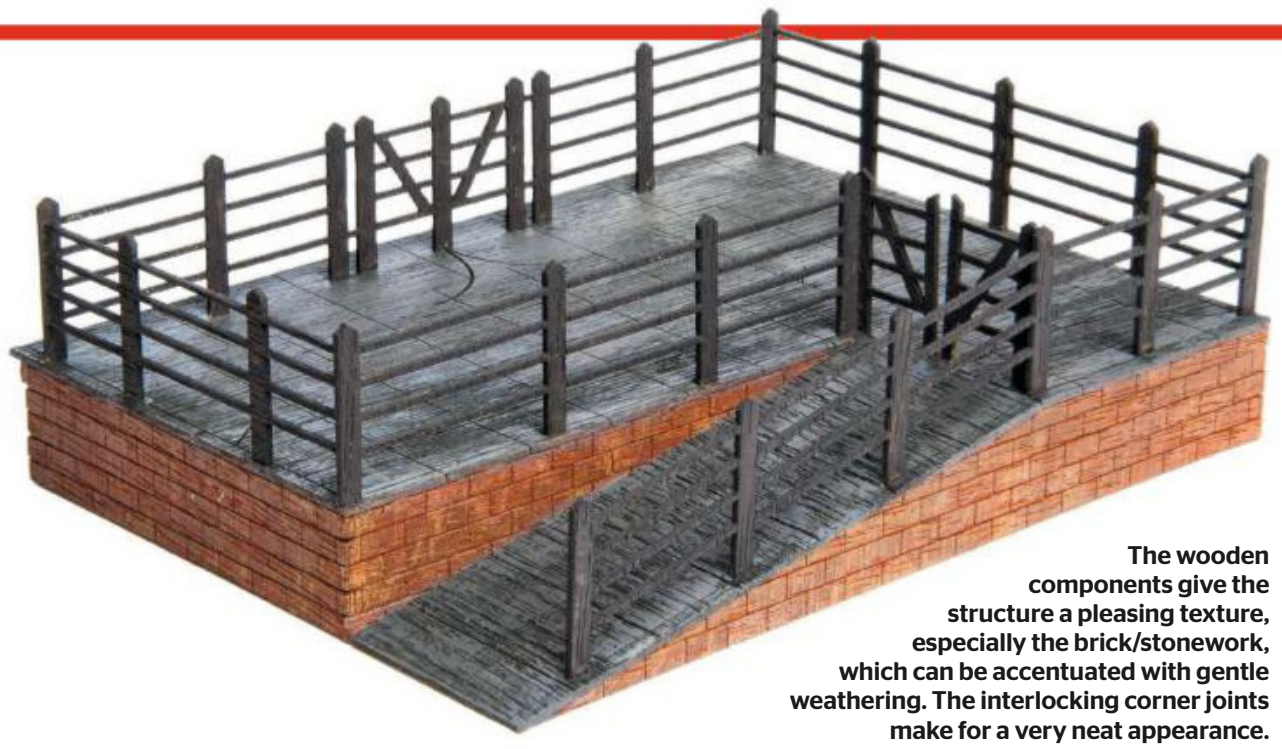


The wooden components give the structure a pleasing texture, especially the brick/stonework, which can be accentuated with gentle weathering. The interlocking corner joints make for a very neat appearance.

Wood kit sources

- 4Ground ('OO')
  Web: *www.4groundpublishing.co.uk*
- Ancorton Models ('N' & 'OO')
  Web: *www.ancortonmodels.com*
- Arch Laser ('N' & 'OO')
  Web: *www.osbornsmodels.com*
- Metcalfe Models ('N' & 'OO')
  Web: *www.metcalfemodels.com*
- Postcard Models ('Z', 'N' & 'OO')
  Web: *www.postcardmodels.co.uk*
- Scale Model Scenery ('N', 'OO' & 'O')
  Web: *www.scalemodelscenery.co.uk*

TOOLS

- Knife and fresh blades
- Files
- Steel rule
- Setsquare
- Cutting mat
- Tweezers
- Cotton swabs and cocktail sticks



Other useful tools include mini sash and spring clamps for holding parts together while the glue sets. Magnetic corner clamps (MR273) are also helpful.

STEP BY STEP

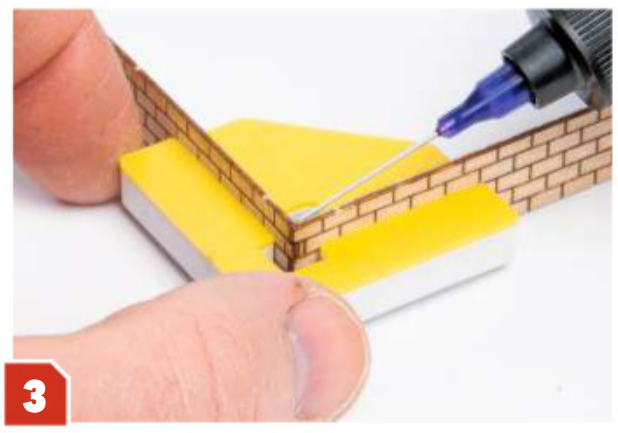
HOW TO DO IT: BUILD A LASER-CUT WOOD KIT



1 Working on a cutting mat, free the parts from the fret with a sharp blade. Use gentle pressure – it may take several passes with the knife to cut through the retaining lugs. Excess pressure may damage the parts or snap the blade.



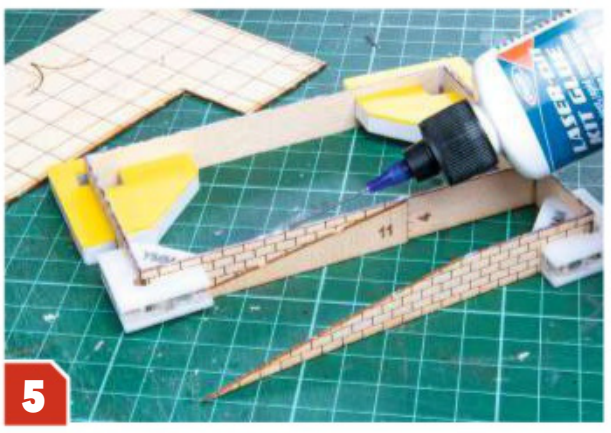
2 Tidy the edges with a flat file, removing any remnants of retaining lugs. Take care to ensure that the edges remain square, especially on any mating faces. Parts may also need cleaning of any carbon deposits left by the laser.



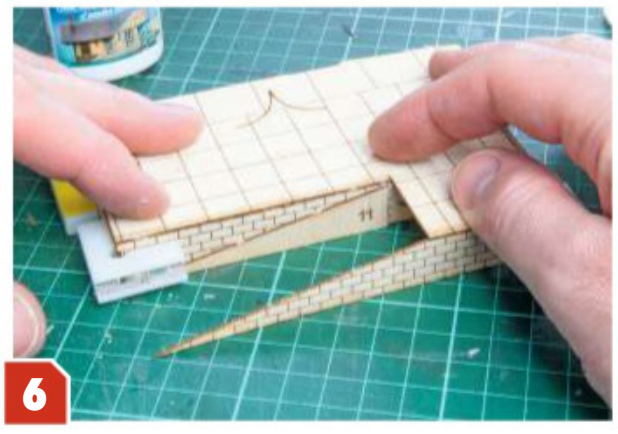
3 Test the fit of the parts before applying any glue. If any interlocking joints feel too stiff, use needle files to clean up any excess material. Magnetic corner clamps help keep the parts aligned while the glue sets.



4 Work your way around each corner joint, allowing each to dry in turn and double-checking the angles with a set square. Work on a flat surface. Once the main framework has been formed, leave overnight to harden.



5 A thin bead of glue can be applied via a pinpoint tip, which can be kept clear with a pin between applications. The corner clamps have been left *in situ* for now, ensuring the delicate framework stays in the correct shape.



6 After fixing the top layer onto the framework, check that everything is aligned correctly before the glue sets. Adding a little weight – but nothing too heavy – will ensure that everything stays still.



7 Once the top has set, the structure becomes more rigid, so the corner clamps can be removed. A variety of clamps are available from York Modelmaking (*www.yorkmodelrail.com)* and Proses (*www.proses.com)*.



8 Smaller, finer details can now be installed. Fine laser-cut parts need to be handled with care, although miniature plywood can be surprisingly resilient, especially when built into a framework, such as this fencing.

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The same assembly principles apply to most types of structure. This 'N' gauge Dungeness hut (Postcard Models) features lots of individual sections, each interlocking at the corners. Small magnetic clamps are a great help.



10

Again, once the main framework was assembled and the roof panels inserted, the structure became rigid. Textured card overlays were provided for the corrugated roofs, along with separate ridge panels and chimney stack.



11

Any gaps that present themselves at the corner joints can be remedied with model filler and sanded smooth when dry. If any of the laser cut surface relief becomes blocked, use a fine blade or pin to re-scribe the detail.



12

Window frames can be delicate, and a sharp blade is needed to cut them from their fret and remove any waste from the apertures. It may be easier to paint them before they're installed into the building.

TOP TIP



Colouring parts with wood dye offers a quick alternative to painting, especially when a natural timber finish is required. A range of shades can be employed, to help produce some tonal variation. It's important that the parts are treated prior to assembly as the glue will seal the grain around the joints, preventing the dye from penetrating and leaving a patchy finish.



Masonry can also be mimicked with wood dye, as this Arch Laser 'OO' kit shows. A variety of shades were employed, including Ebony for the grey concrete elements. Only the white window frames have been treated with paint.

PAINTING

I prefer acrylics when painting wooden components. The porous surface helps the paints to adhere and dry quickly. Indeed, there's no need for a primer coat.

This Ancorton Models barn (right) has been treated with various shades of LifeColor paint. Following basic preliminary coats, successive layers of dry-brushing were applied to achieve a more natural appearance to the walls and roof.



Laser-cut wood kits provide a viable alternative to more traditional materials, such as plastic. Once painted, they can be hugely impressive.

WHAT NEXT?
In part three of this Skills Station module, we'll explore the wonderful world of plastic kits.

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

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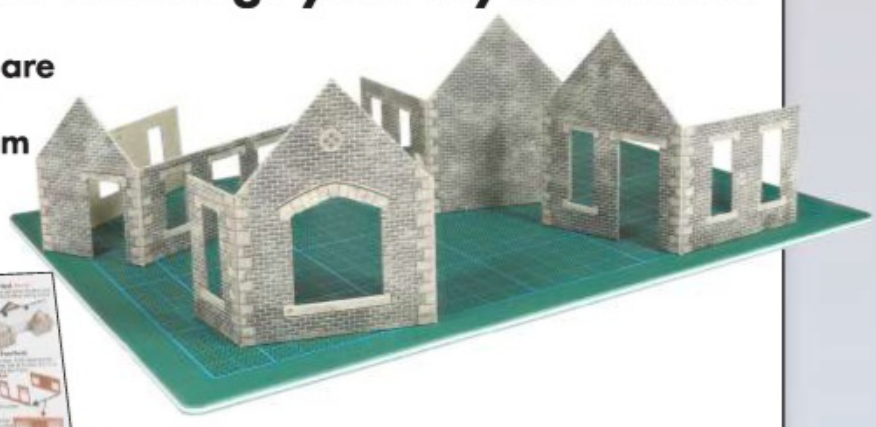

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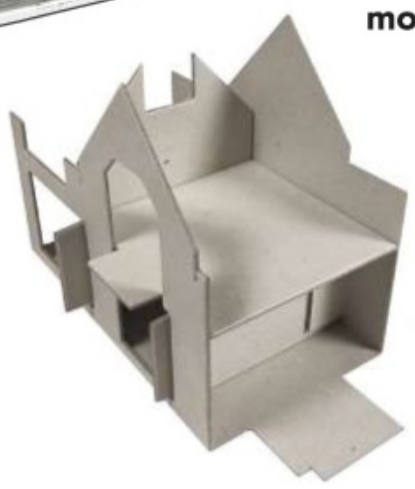

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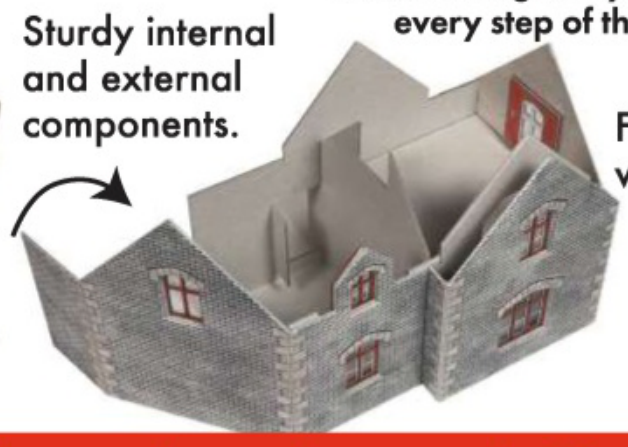

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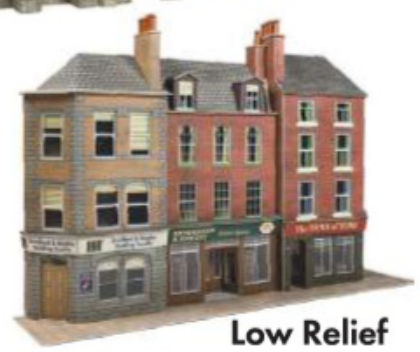

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ROUGH and ready

Conceived in the shadow of conflict, the Hunslet 'Austerity', outlived and outshone all expectations. **Richard Foster** tells the story of a true railway survivor.

We enthusiasts are a fickle bunch. Proposals for a tank locomotive to be rebuilt with a tender would be met with a barrage of angry letters. Dismantling a main line locomotive to provide spares for a replica is considered a hanging offence. And as for the outcry if you dare to paint an '8F' red, well it doesn't bear thinking about…

Yet there is one class where members have been rebuilt with tenders, scrapped for spares and regularly painted in bogus liveries and no one bats an eyelid.

So what has the Hunslet 'Austerity' done to warrant so little respect?

The 'Austerity' story really ought to be one of the great railway tales. It was conceived as the standard wartime shunting locomotive, a culmination of years of industrial locomotive design and development; BR used several on one of its most famous stretches of railway; painted with 'wasp' stripes and hauling HAA hoppers, it would serve the National Coal Board long after steam ended on BR; the Army didn't dispose of its last 'Austerity' until the 1990s.

Let's now take the opportunity to give the 'Austerity' the limelight it truly deserves.

> "It took just 4½ months for Hunslet to get from the drawing board to a completed locomotive"

It was Hunslet Engine Company Chairman Edgar Alcock that persuaded the Ministry of Supply that his company's 18in 0-6-0ST would make a far better military shunting locomotive than the LMS 'Jinty'. Thus, the famous Hunslet 'Austerity' 0-6-0ST was born.

But Hunslet didn't arrive at the design overnight.

South Wales steelmaker Guest, Keen & Baldwins wanted a more powerful version of Hunslet's 16in 0-6-0ST of 1923. Hunslet took the design, fitted a new 170lb/sq in boiler and 18in cylinders. This became the '48150' class and nine were built from 1937.

Hunslet updated this design in the early 1940s for Stewarts & Lloyds. The traditional Hunslet exposed smokebox was gone and the saddletank now covered the smokebox. This was the '50550' class.

Hunslet's chief draughtsman and noted Hunslet historian Don Townsley describes the 'Austerity' as blending the frame of the 0-6-0T built by Hunslet for the Pontop & Jarrow Railway (which took its inspiration from the 90 'Jinties' that Hunslet built for the LMS), the boiler and cylinders from the '48150' and the saddletank from the '50550'.

Only the cab, bunker and wheels were





'J94s' Nos. 68021 and 68051 rest on West Hartlepool shed in the 1950s. No. 68021 sports the original bunker with circular rear spectacle windows while No. 68051 has received the 'L1'-inspired bunker extension that was introduced in 1947, with more rectangular windows. Not all 'J94s'received the extended bunker. RAIL ONLINE

'J94' No. 68043 hauls the sort of load for which the class was designed through Darlington in 1952. It is still in original LNER condition; the LNER fitted its 75 'Austerities' with cab seats, cab doors, LNER pattern lamp irons and, from 1947, started fitted the sloping handrails on the tanks. RAIL ONLINE

Below: BR added a set of footsteps halfway along the running plate to at least 31 'J94s', including No. 68017. From 1948, it began to replace the cast iron slide valves with components made from phosphor bronze. RAIL ONLINE

new. The cab roof was curved, designed to a more universal loading gauge, and the bunker was larger than anything Hunslet had produced to date. Larger, 4ft 3in diameter wheels gave more power and increased the clearance over the lightly laid and damaged track over which it was envisioned that these locomotives would work.

SPARTAN NATURE

It was under the skin that the locomotive's austere nature came to the fore. Gone were heavy steel castings, including the cast steel wheel centres. Lighter cast iron wheels were used and even brass boiler tubes were replaced with steel. Tyres were left in 'as rolled' condition and even cast iron coupling rod bushes. The former gave long life but the latter were deemed an economy ➤



measure too far and were later replaced by the more usual gun-metal, phosphor bronze or brass. Welding was employed in construction, rather than riveting.

It took just 4½ months for Hunslet to get from the drawing board to a completed locomotive. The results were impressive: the quick-steaming boiler and rigid chassis combined perfectly to create a locomotive with enough power to shift 300 tons up a 1-in-50 gradient and that was essentially immune from wheel slip.

The Ministry of Supply placed an order for 50 but soon required more than Hunslet could produce. Therefore, drawings were sent to Robert Stephenson & Hawthorns, Hudswell Clarke and Bagnall – and, later, Andrew Barclay and Vulcan Foundry. Production was controlled by Hunslet and the co-operation of previously competing companies neatly illustrates the control imposed on the whole country during the war. It's said that the only difference between the locomotives produced by the various manufacturers was that those built by Hunslet and Bagnall had profiled handrails, whereas the others used plain bar.

The USA Transportation Corps' own shunting locomotive, the 'S100' 0-6-0T, was much preferred on the Continent so only 90 of the 377 'Austerities' built were sent to Europe after D-Day. Instead, the locomotives were distributed to ordnance depots, factories and docks where their power and rugged construction were put to good use.

The cessation of war in May 1945 is where the 'Austerity' story really gets interesting, for it splits three ways: the Army, British Railways and the Coal Board. If a class made it into 1967, you'd say that it would be one of the last BR classes to survive. But when you consider how long the NCB and the Army kept hold of its 'Austerities', BR's were early casualties. So let's focus our attention here first.

War might have ended but the shortage of raw materials and the red tape to authorise new locomotive construction did not. Faced with a shortage of suitable shunting locomotives, LNER management decided that it was easier to buy surplus WD locomotives than to try to build new ones. It had already become responsible for caring for 25 WD 0-6-0STs in January 1945 and so, that November, No. 71486 was moved to Doncaster for trials.





Top: A classic Cromford & High Peak Railway photograph with Nos. 68012 and 68006 at Middleton Top shed. Both sport oval buffers, which were fitted to prevent buffer locking. They also had rectangular rear windows but no bunker extensions – these were removed at Rowsley shed in order to clear Middleton Top's coaling stage!
RAIL ONLINE

Above: No. 2879/43 has been heavily rebuilt by Hunslet as the strange, conical chimney shows that it now sports the Porta gas producer system. Unlike other rebuilds, it retains its original works number.
GEOFF PLUMB

These were a success and the LNER acquired 75 ex-WD 0-6-0STs, including No. 71486, on May 22 1946.

What the LNER actually bought was a real mixed bag. Some were already in service, six were still being built and 40 were in store at Longmoor. These were described as 'new' but they required considerable attention before they could enter service.

The new locomotives became 'J94' under the LNER's classification system and were numbered 8006-8080. Immingham received 25, with the remainder spread out between Blaydon, Darlington, Gorton, Newport (Teeside), Selby, West Hartlepool and York.

All 75 became BR property on January 1 1948 and they started to spread to other parts of the country, from King's Cross and Hornsey in the south to Boston and Hull Dairycoates in the east and Bidston and Birkenhead in the west, as well as colonising depots in Yorkshire, the North East and Nottinghamshire.

TOUGH JOB

Whereas the pre-Grouping and 'Big Four' often had to build special locomotives to suit specific parts of their network, BR could simply move locomotives as it saw fit. That's why Western Region panniers could be found in Scotland and why 2-6-2Ts designed by the LMS worked to Lyme Regis.

The Cromford & High Peak Railway was one of Britain's oldest railways and, thanks to its inclines, one of the most difficult to

New for old

Bagnall heavily rebuilt No. 2740/44 in 1954 and returned it to traffic with a new works number; this was followed by a second in 1955. Hunslet continued this practice from 1961, taking in redundant 'Austerities', often from the military, and re-building them for re-sale. New Hunslet works numbers were issued (No. 3877/61-3893/65) regardless of the original builder. Many, but not all, were rebuilt with the Porta gas producer system.



operate. Its tight curves, steep gradients and heavy loads from the quarries it served required a powerful locomotive with a short wheelbase. On paper, the 'J94' was the perfect replacement for the elderly ex-North London Railway 0-6-0Ts and so it proved, when Bidston's No. 68030 made the 80-odd mile journey to Rowsley shed for trials.

Again, the simplicity and power of Hunslet's design came to the fore. No. 68030 was later joined by Nos. 68006, 68012, 68013, 68068 and 68079 and the 'J94s' became the mainstay of CHPR services. It was fitting that Nos. 68006 and 68012 would mark the closure of the Middleton Top-Friden section on May 1 1967 with a railtour on April 30.

No. 68006 was withdrawn in May 1967, but No. 68012 would go on to become the last 'J94' in BR service. It was transferred to Westhouses shed in May 1967 for working Williamthorpe Colliery, southeast of Chesterfield. It was finally withdrawn in October 1967 but that didn't mean the extinction of the 'J94s'.

BR had sold six 'J94s' to the NCB in 1962/63 and five outlasted BR steam. No. 68070 was scrapped in 1969, No. 68020 went in 1970 and No. 68072 was condemned at NCB Manvers Main near Wath upon Dearne in 1972. Happily, Nos. 68077 and 68078 both made it into preservation, but neither have been restored to working order.

Britain's industries had to 'make do and mend' during the Second World War, just ➤



Top: The NCB employed 'Austerities' on the Lambton Hetton & Joicey Colliery system and had to alter the cab and bunker profiles to suit the line's loading gauge. No. 59 (Vulcan Foundry No. 5300/45) shows off its somewhat strange appearance at Clockburn Drift in March 1969. Cut-down sister No. 60 is in action at the Aln Valley Railway. GEOFF PLUMB

Above: NCB No. 49 (RSH No. 7098/43) at Backworth Colliery in June 1969. Locomotives built from 1950 onwards (Hunslet No. 3700) received two triangular gusset plates between the main frame and bufferbeam. The distinctive square spokes of the cast iron wheels are visible. Those built by YEC and the 11 that Hunslet built for the steel industry had cast steel centres with profiled spokes. GEOFF PLUMB

like everyone else. That even extended to ordering new locomotives, but Rother Vale Collieries was so desperate that it approached Hunslet in 1943. Hunslet responded by supplying No. 3134 in February 1944. Garswood Hall Collieries urgently demanded a new locomotive in July 1944 so Hunslet dispatched No. 3187, which was part of an order being built for the War Department. On paper, however, this locomotive was No. 3302, which had been tagged on to the WD order. Presumably Hunslet didn't intend to short-change the War Department and the real No. 3302 would have gone to the WD.

However, the WD didn't appreciate Hunslet's creative accountancy; it reclaimed No. 3187, the Garswood Hall order was cancelled and No. 3302 sat around in Leeds until 1945 when it was bought by another colliery.

These early dealings with the coal industry were just a foretaste of things to come. The National Coal Board came into existence on January 1 1947 and it quickly acquired 40 'Austerities' that were stored in France and Belgium.

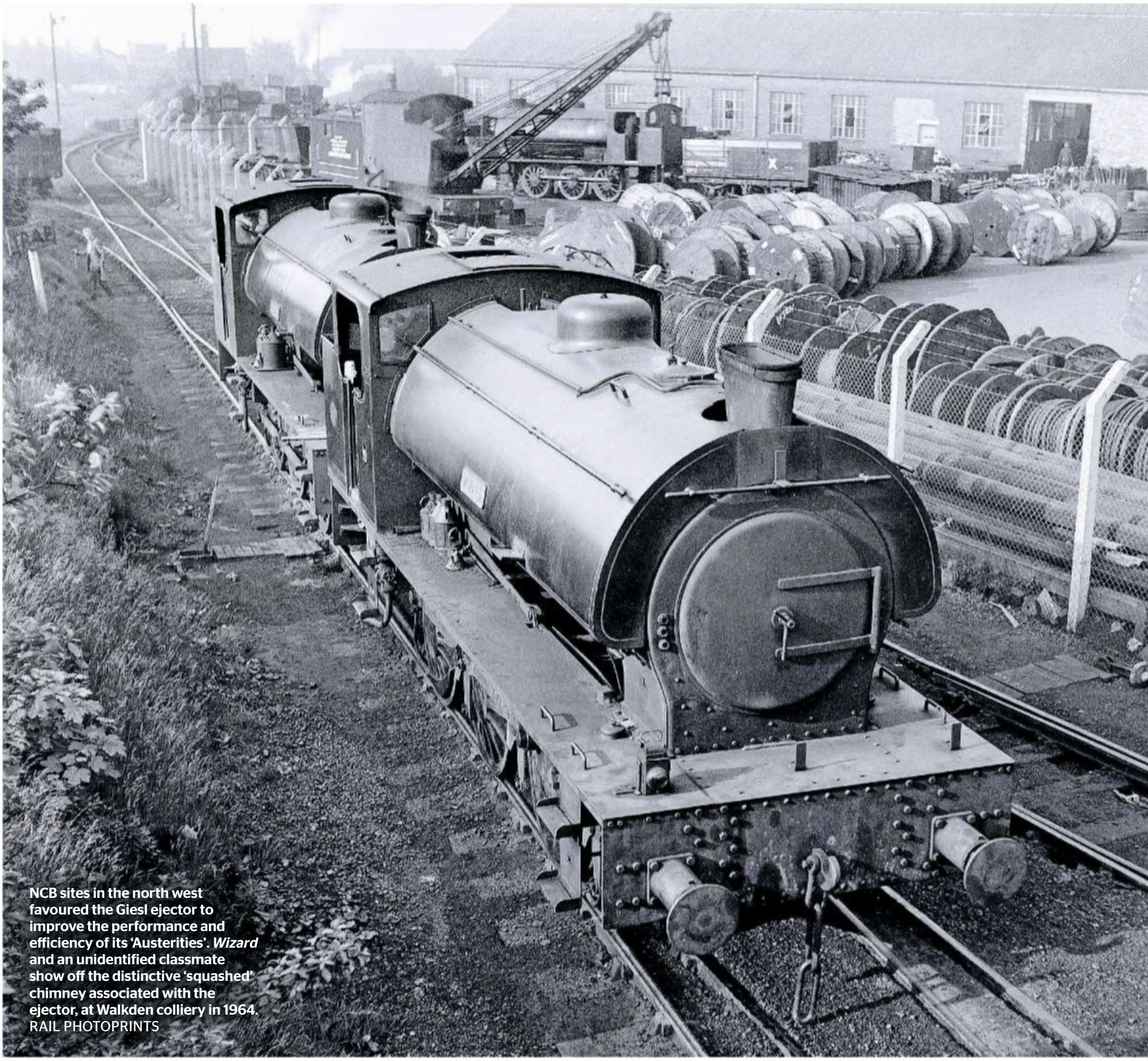
The design was swiftly adopted as its standard shunting locomotive and new construction started again in 1948. Hunslet would build 83 new 'Austerities' between 1948 and 1964, with Robert Stephenson & Hawthorns building two in 1955 and the Yorkshire Engine Company turning out eight in 1954. This batch was sub-contracted to YEC because it was a subsidiary of the customer, United Steel Company. These locomotives had 12-spoke cast steel wheels and heavy-duty buffers.

What's remarkable about the 'Austerity' is that Hunslet didn't allow its wartime design to remain a steam dinosaur.

Greater environmental awareness following the Clean Air Act of 1956 led to Hunslet commissioning Argentinian steam engineer L.D. Porta to design a cleaner, more efficient version of the 'Austerity'. No. 2876/43 was rebuilt to Porta's specification in 1961 – although not, apparently, completely to Porta's specification thanks to mistranslation from Spanish to English.

Porta's system included an underfeed mechanical stoker, modified brick arches and grate and a modified blastpipe. This not only improved thermal efficiency but also reduced the amount of smoke it produced.

No. 2878/43 was also rebuilt with this system and was sent to Swindon Works for



NCB sites in the north west favoured the Giesl ejector to improve the performance and efficiency of its 'Austerities'. *Wizard* and an unidentified classmate show off the distinctive 'squashed' chimney associated with the ejector, at Walkden colliery in 1964. RAIL PHOTOPRINTS



Right: It wasn't just the coal board that employed 'Austerities'. The Port of London Authority received ten 'Austerities' in 1944/1945. Steelmakers Guest, Keen & Baldwin would order ten 'Austerities' in the 1950s and Stewarts & Lloyds ordered one in 1958. COLOUR RAIL

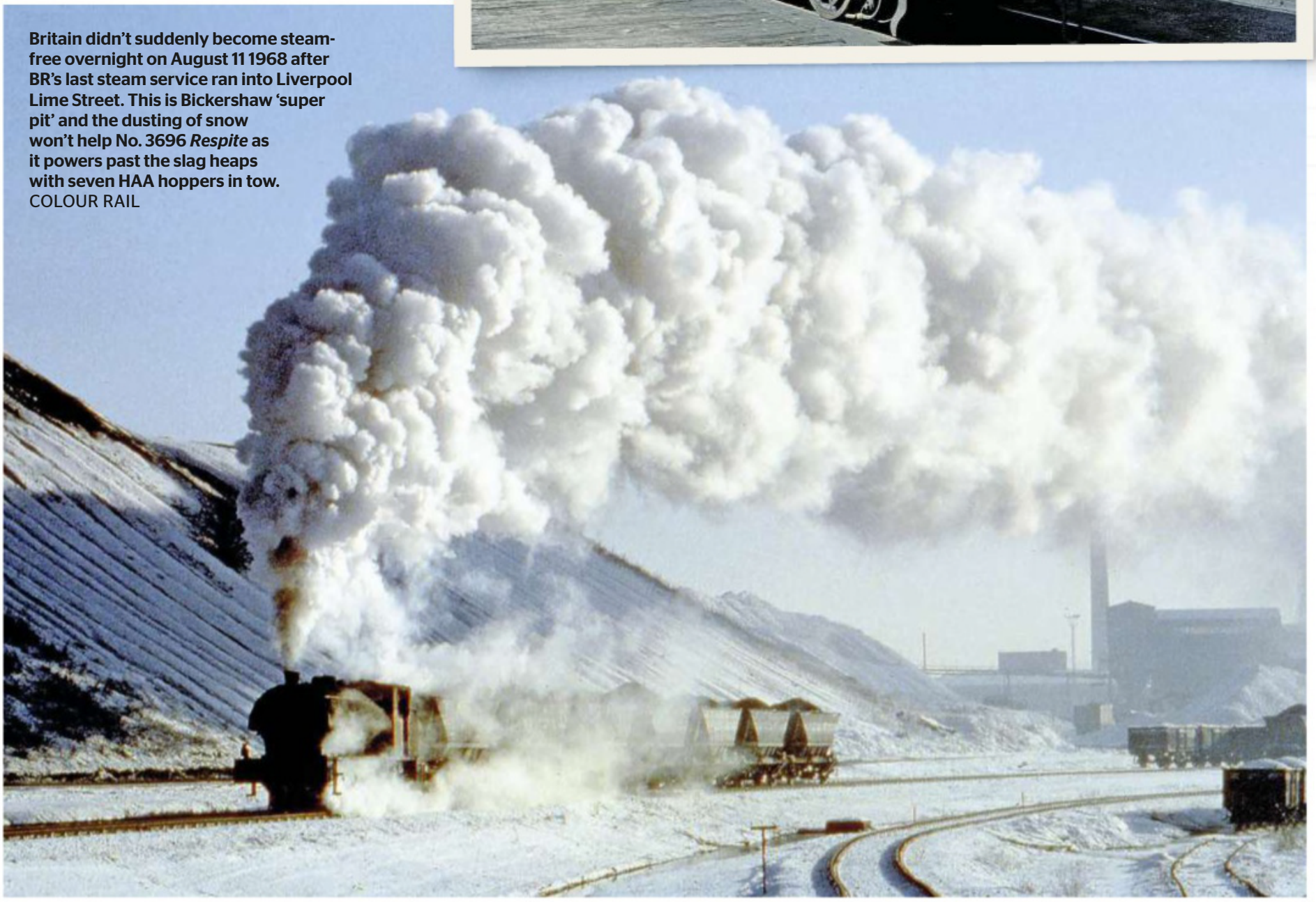


Below right: LMR No. 102 *Caen* rests in the yard at Longmoor in 1966. 'Austerities' were initially built without train brakes. However, Longmoor's Nos. 75028/41/42/79 (later Nos. 100, 107, 108 and 114) received air-braking equipment during overhauls at Brighton Works in 1944. GEOFF PLUMB

trial. It served there between February 9 and February 16 as Swindon shed pilot before being handed over to the BR Research Department (Swindon) for testing. Coupled to Hawksworth dynamometer car W796W, 38 vans and two brake vans, it undertook regular trials on the Oxford-Worcester main line. It recorded a steaming rate of double that of a standard 'Austerity'.

Visitors to coal mines up and down the country during the 1970s would be able to see plenty of 'Austerities' in action, but as the decade wore on the fleet got gradually smaller and smaller, and standards of maintenance and cleanliness decreased too. Various parts of the NCB system became 'Austerity' – and thus steam – free, either as internal rail systems became dieselised or as pits closed.

But still the 'Austerities' soldiered on and were still called on to produce some prodigious feats of haulage. Bickershaw 'super pit' was an ambitious project to link ➤



Britain didn't suddenly become steam-free overnight on August 11 1968 after BR's last steam service ran into Liverpool Lime Street. This is Bickershaw 'super pit' and the dusting of snow won't help No. 3696 *Respite* as it powers past the slag heaps with seven HAA hoppers in tow. COLOUR RAIL

three neighbouring collieries to the south of Wigan. Coal would be brought in underground conveyors to Bickershaw and loading equipment could fill a 45 wagon rake of HAA hoppers (some 1,350 tons of coal) in 1½ hours. 'Austerities' still held sway at Bickershaw and, as one of the last few sites in Britain still using steam, enthusiasts flocked to see them hard at work, hauling air-braked HAAs.

Sadly, the good times couldn't last. By the end of the decade, Britain's coal industry was a shadow of its former self and the writing was on the wall for sites such as Bickershaw. However, by then, all the remaining 'Austerities' had either been scrapped or found new homes on Britain's flourishing preserved railways.

The Army still had 90 Hunslet 'Austerities' on its books when it renumbered its locomotive fleet in 1951/1952. The Longmoor Military Railway was an obvious home, as were the military railways at Bicester, Cairnryan, Marchwood and the former Shropshire & Montgomery Railway. However, 'Austerities', now numbered 100-189) were also employed at the Central Engineer Park at Long Marston, Warwickshire, the Regional Depot & Ordnance Support Unit at Stirling, the Technical Stores Sub Depot at Histon in Cambridgeshire, the General Stores Sub Depot at Thatcham and the Proof & Experimental Establishment at Shoeburyness, as well as three Central Ammunition Depots (Longtown, Kineton and Bramley in Hampshire) and five Central Ordnance Depots (Donnington in Shropshire, Chilwell in Nottinghamshire, Honeybourne in Worcestershire, Hilsea in Hampshire and Lockinge in Berkshire).

The War Office had disposed of surplus 'Austerities' at the end of the Second World War but, as tension with the USSR increased, it realised that it had scaled its fleet back too far. It therefore ordered 14 new 'Austerities' from Hunslet in 1952.

This was the 'War Reserve'. Nos. 190-203 were stored at Longmoor and regularly inspected so that they could be dispatched to key military depots if war broke out. However, as the Cold War settled into a stalemate, the War Office decided to use its new locomotives to replace old ones. The 14 'War Reserve' Hunslets were distributed to Bicester, Long Marston, Histon and Shoeburyness, with four remaining at the Longmoor Military Railway.



Above: All 14 of the 1952 'war reserve' locomotives were fitted with vacuum brakes. Aside from the swan necks on the bufferbeam, a distinguishing feature was the ejector pipe running along the tank. No. 195 (No. 3795/53) is being coupled to an RCTS railtour at Liss station on April 30 1966. GEOFF PLUMB

Below: The WD Locomotives Technical Design Panel selected No. 118 *Brussels* to be fitted with electric lighting, air brakes and larger footsteps for shunters' safety, as well as oil firing. The work was carried out by Hunslet in 1958 and did nothing to enhance the locomotive's looks. No other 'Austerity' was so treated, and *Brussels* still carries most of these modifications at its home at the Keighley & Worth Valley Railway. COLOUR RAIL



FORGOTTEN VETERANS

It goes to show just how railways had fallen from the military's priorities as the 1960s progressed, not to mention its concerted effort to switch from steam to diesel power. When the Army renumbered its locomotive fleet in 1968, it had just nine 'Austerities' on its books plus Nos. 118 and 196 at Longmoor. The bulk of the fleet, Nos. 90-92 and 94-97, were based at Shoeburyness with Nos. 93 and 98 at Long Marston.

This constituted the Army's entire steam fleet. Further inroads were made in the 1970s until just two were left, No. 92 *Waggoner* and No. 98 *Royal Engineer*. *Waggoner* went on display at the Museum of Army Transport in Beverley on June 29 1984, but *Royal Engineer* was retained until February 11 1992.

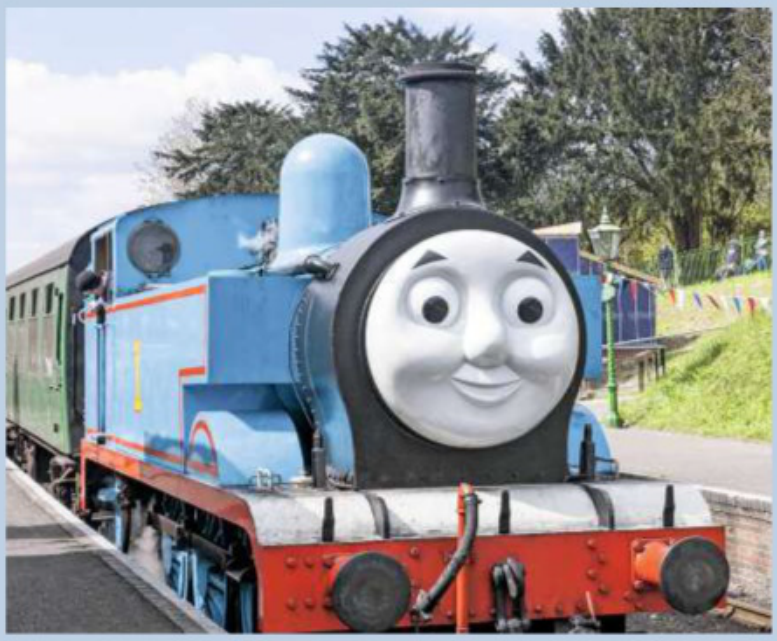
Admittedly, *Royal Engineer* was only steamed for special occasions but it became what is believed to be the last standard gauge steam locomotive in revenue-earning

Recommended reading

- *Allied Locomotives of the Second World War* by R. Tourret (R. Tourret, 1995 edition)
- *Locomotives of the Ministry of Defence* by R.K. Hateley (IRS, 1992)
- *The Longmoor Military Railway A New History Vol. 3* by Colonel David Ronald and Mike Christensen (Lightmoor Press, 2014)
- *With Feathers All Muddy and Brown* by Don Townsley (*Model Rail* 50, 2002)
- *www.martynbane.co.uk/modernsteam/ldp/austerity/portaausterity.htm*

Recycled 'Austerities'

Some 'Austerities' no longer look like they did when they were built:



Above: Hunslet 3781/52 was built for the NCB and spent its life at Maesteg in South Wales. It arrived at the Mid-Hants Railway in 1994 and has been rebuilt as a certain blue 0-6-0T... STEVE VIDLER/ALAMY





Above: *Iron Duke* may look like a Gooch broad gauge 4-2-2, but scratch beneath the surface and you'll find 'Austerity' DNA. RSH No. 7135/44 *Gwyneth* was donated to the National Railway Museum in the early 1980s and its boiler, cylinders and other parts incorporated into the replica *Iron Duke* built by Resco Railways. Hunslet No. 3696/50 *Respite* also lost parts to *Iron Duke* but, happily, it's under restoration at the Ribble Steam Railway. JESSE ALEXANDER/ALAMY

Left: One Thomas-themed conversion went a stage further than the rest... No. 2890 was built in 1943 and went on to become No. 107 *Foggia* at the Longmoor Military Railway. It was later re-sold to Hunslet and rebuilt as No. 3882/64, complete with Porta gas producer system. It was rebuilt with a tender, using a Fowler '4F' tender frame, at the Mid-Hants Railway in the late 1990s to represent Scottish twins *Donald* and *Douglas* in the Thomas books. As No. 2890, it is now based at the Ribble Steam Railway. GEOFF PLUMB

service in Britain. It became part of the Royal Corps of Transport Museum Trust's collection and moved to the Isle of Wight Steam Railway while the trust's proposed museum took shape at Chatham. However, No. 98 has remained on the island and, in 2005, ownership was transferred to the railway. Ownership of *Waggoner*, which moved to the Isle of Wight after the Museum of Army Transport closed in 2003, was also transferred at the same time.

There was a time when if you wanted to disparage a preserved railway, you called it an 'Austerity and Mk 1 railway'. When the South Devon Railway tried to sell No. 196 *Errol Lonsdale* in 2009, it couldn't find a UK buyer. Despite being a former Longmoor celebrity, the fact no one in Britain wanted it seemed to sum up our relationship with the 'Austerity'. Since then, however, it seems that opinion has shifted slightly and some beautifully restored 'Austerities' have returned to traffic, wearing authentic colour schemes.

So the next time you visit a preserved railway, don't feel short-changed if your train is headed by an 'Austerity'. Some 73 of these old soldiers survive today; the oldest is now 77 and they're still going strong.

That's not bad for a design that was only supposed to give two years' service!



KEVIN HOGGETT

Overseas Austerities

Some 90 Hunslet 'Austerities' were shipped to Europe after the Allied invasion on June 6 1944. After the war, many stayed behind, working in France, Belgium and the Netherlands. Six were even shipped to Tunisia in 1946 and at least one still survives there.

Former Longmoor 'Austerity' No. 196 *Errol Lonsdale* is now based in Belgium. On July 8/9 2017, it visited Zuid-Limburgse Stoomtrein Maatschappij in the Netherlands, where it met Dutch classmate NS No. 8811, visiting from Stoom Stichting Nederland and ZLSM's resident Swedish 'E2' 2-8-0 No. 1040.



HOW TO

UPDATE A FARISH 'AUSTERITY'

Ian Cairns adopts the 'make do and mend' mentality to bring an old Graham Farish Hunslet 'Austerity' out of retirement and give it a new lease of life.

N GAUGE **PRODUCT: RT Models 2SLP001 'Austerity/'J94' 0-6-0ST Locomotive detailing kit ◆ Price £3.80** | **AVAILABILITY:** RT Models, 5b Tower Park, Ennerdale Road, Shrewsbury, Shropshire SY1 3TD **Web:** *www.rtmodels.co.uk* | 6 hrs

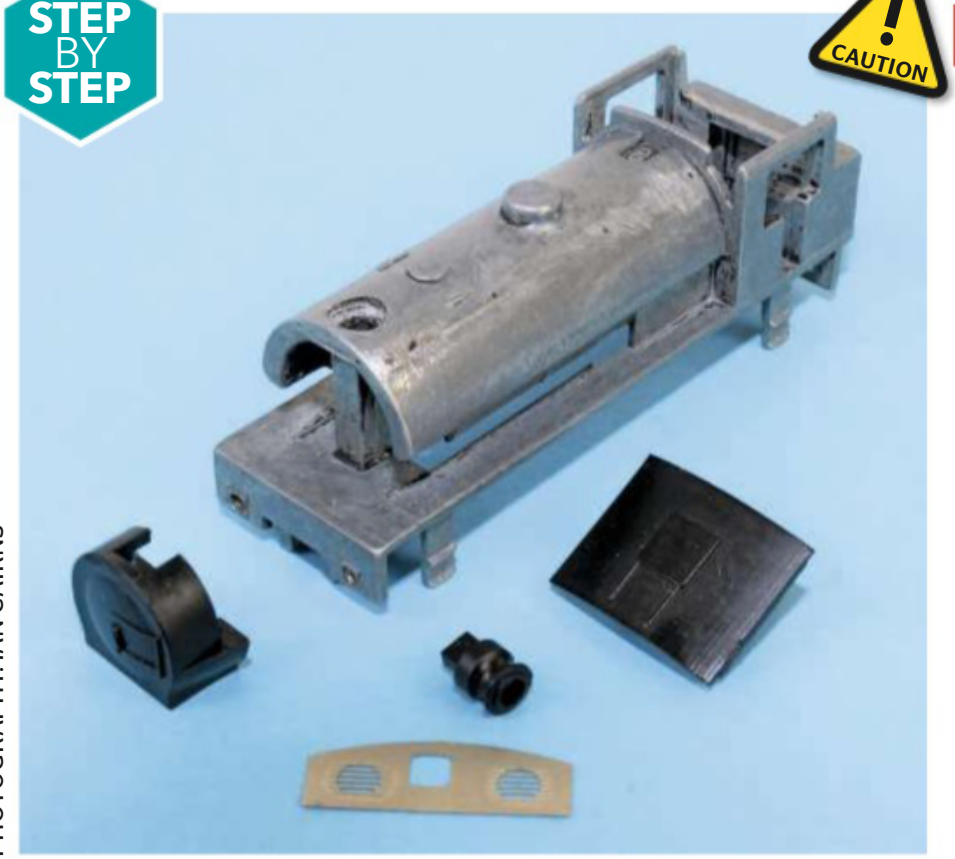
As will most 'N' gauge modellers, I have one of the old Graham Farish Hunslet 'Austerities'. Like most Poole-made Farish models it looks OK, but it's now quite dated and I was pleased when DJModels included a replacement in its initial range of models.

However, with the demise of DJM, so goes hope of an all-new 'Austerity' any time soon. So I decided to take another look at the old model to see if I could bring it up to scratch. It's actually a perfect project for those looking to have a go at their first locomotive detailing project.

Before I started, I gave my old 'J94' a test run. To my pleasant surprise, and after a little light cleaning and lubrication, it was a very good runner. It was smooth and responsive and with no hint of a wobble.

I decided to model 'J94' No. 68024 for several reasons. Firstly, the real thing was a North Eastern locomotive for most of its career, which suits the location of my layout 'Ferryhill'. It also never received the extended bunker, which made the project a little easier and, lastly, my old Modelmaster decal sheet still had the number 68024 intact!

STEP BY STEP



PHOTOGRAPHY: IAN CAIRNS

CAUTION

1 Dismantle your 'J94'. The cab roof and the coal load unclip and the smokebox slides out with a little gentle pressure from inside the body. Ease the chimney out with a small pair of needle-nosed pliers and use these to remove the buffers. I stripped the existing paint and decals from the metal casting by submerging in brake fluid for several days. After 24 hours, gently scrub the body with a wire brush. Repeat this process over several days in order to remove the last traces of paint.



2 Use the moulded handrails as a guide to drill holes for the replacement handrail knobs. Four holes are required on both tanks. Start with a No. 77 drill bit for the pilot holes and then enlarge with a No. 80. Don't forget two holes above the smokebox door. Now remove the moulded handrails using a small file and clean them up with very fine sanding films/papers. Trim the handrail knobs to half their size in order to clear the chassis block and secure with cyano. When dry, thread in the handrail wire.

I gave the body a coat of self-etching primer. This made it easier to see any blemishes and a couple of minor ones were repaired with filler. It's also worth taking a photograph of the model – enlarged digital photographs are very useful in identifying these small imperfections. After looking at my photograph, I added a small amount of filler to both the cab front window frame areas. I then re-installed the plastic smokebox, chimney and cab roof.



3

Cut away the rear spectacle plate with a razor saw and file the casting smooth. Cut the RT Models etched overlay from the fret and tidy any flash with a needle file. Secure the etch in place with cyano. Temporarily position the cab roof in place to ensure that the etch is square. The RT Models etch also includes two window frames for the front spectacle glasses. Carefully remove the parts and gently tidy them with files. I fixed them into position with Deluxe Materials Glue 'n' Glaze.



4

The RT Models etch includes provision for BR's additional steps located approximately halfway down the running plate. I was a bit apprehensive about fitting these as they require bending and the separate top step must be glued to the main part. However, each set of steps went together smoothly. The top step is provided with a 'tongue' that slots into the main part and is then glued in place. Glue the step to the edge of the running plate to ensure that it clears the crankpin.



5

I gave the body two coats of Humbrol acrylic satin black and painted the bufferbeams red. I re-fitted the buffers before adding the BR emblem and numbers. The finishing touches are the single lamp (from Langley) injector pipework and the RT Models reversing lever. The body received a coat of Humbrol matt varnish and, when dry, I glazed the cab windows with Glue 'n' Glaze. Before reassembly, I painted the wheel rims black, along with exposed brass pick-ups.

What you will need

SHOPPING LIST

- Fox FRH2002 BR Lion & Wheel decals, £5.95 **Availability:** Fox Transfers **Tel:** 01163 194950 **Web:** *www.fox-transfers.co.uk*
- Modelmaster 2M201 BR 1948-1968 Steam Loco Numbers, £7.25 **Availability:** Modelmaster Jackson Evans **Tel:** 01292 289770 **Web:** *www.modelmaster.uk*
- Langley A6 12 Loco Lamps, £3.10 **Availability:** Langley Models **Tel:** 01293 516329 **Web:** *www.langleymodels.co.uk*
- Dapol 112477 '9F' Weathered Pipe Work, £2.40 **Availability:** DCC Supplies **Tel:** 01905 621999 **Web:** *www.dccsupplies.com*
- Humbrol AD6049 Matt Varnish, £5.99; AD6033 Black Matt, £5.99; Humbrol RC406 Bufferbeam Red, £1.79 **Availability:** Humbrol stockists or *www.humbrol.com*
- Brass Locos 23280 Handrail Knobs, £4.70; 28281 Handrail Wire, £2.20 **Availability:** N Brass Loco **Tel:** 01384 250478 **Web:** *www.nbrasslocos.co.uk*

TOOLS

- Needle-nose pliers
- Needle files
- Abrasive paper or sanding sticks
- Tweezers
- Wire cutters
- Razor saw

Drilling woes

Drilling in such a small scale will require a good number of micro drill bits. The bits' extremely small size means that you will break lots of them (don't ask how many I broke!). One thing to watch out for: one bit snapped and I couldn't retrieve the broken piece from the locomotive body.

Therefore, I had to re-drill a new hole adjacent to the desired location, and filing and filling the damaged hole. This isn't a problem as long as you drill a matching hole on the other side so that the handrail knobs are symmetrical.

In conclusion

This was a very interesting and worthwhile project. I upgraded a model that had been languishing in my showcase for many years into a useful, working locomotive on my layout. Only simple tools, the RT Models etch, paint, decals, and a little bit of care were required to produce a nice model.



BEN HAWKINS

OBSTACLE course

Space at a premium, and an immovable object in your way? **Paul a. Lunn** offers a workaround.

Artwork: **Paul A. Lunn**

One of my pieces of layout planning advice has almost become a mantra: design the layout first and then fit the baseboard around it; don't build a baseboard and then try to get everything to fit.

I do realise that it's not always possible to do this, especially if space for your layout is at a premium. Ben Hawkins, group editor of *Model Rail*'s sister title *Practical Photography*, found himself in that position.

He's working on a 'OO' gauge take on Saltley depot, as he remembers it in the 1980s/1990s. While the prototype was a typically sprawling depot site, Ben's only available space was along one wall of his garage. He's limited to a maximum overall baseboard width of 44cm as that will allow his car to fit in the garage too. The big issue is that an internal vertical column imposes part-way along the proposed scenic section. Having to build layouts around such structural components is common, but there are potential solutions, as the following schematics show.

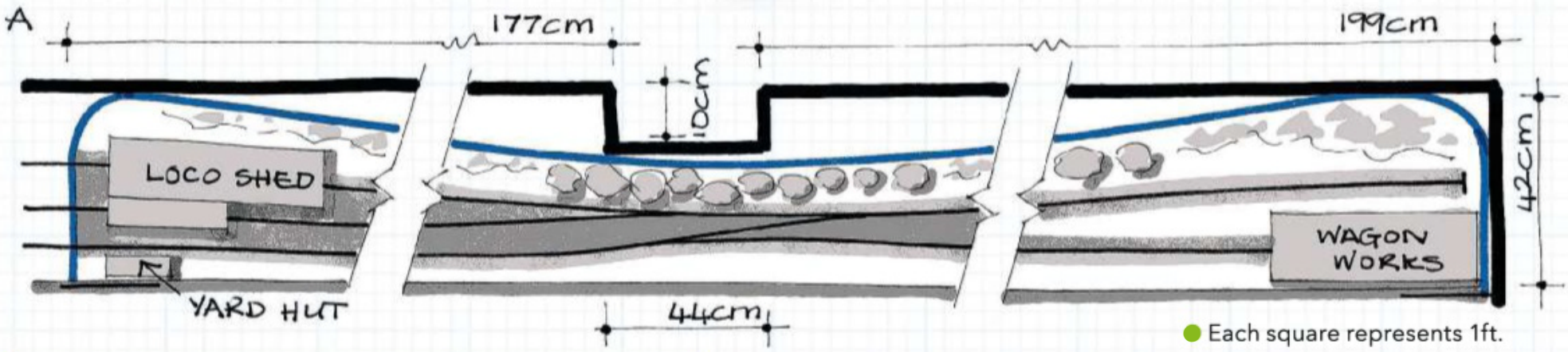
So, without further ado, let's see how we can get around the issue of a problematic pillar…





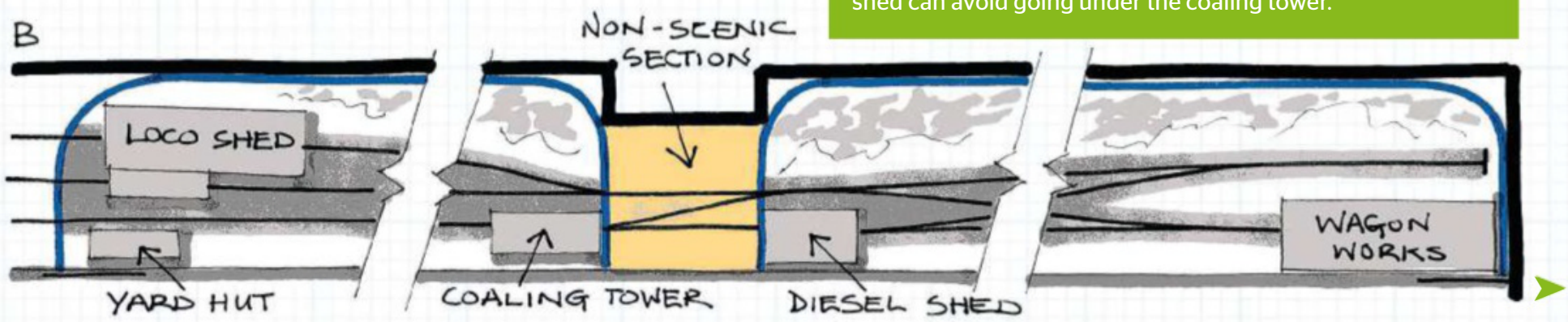
Above: Ben Hawkins wants to recreate his gricing days, when he was peering over Saltley's fences and seeing all manner of diesels... 47285 stands alongside Tinsley celebrity 47145 *Merddin Emrys* and an unidentified classmate on May 22 1992. DAVID LAWRENCE/COLOUR RAIL

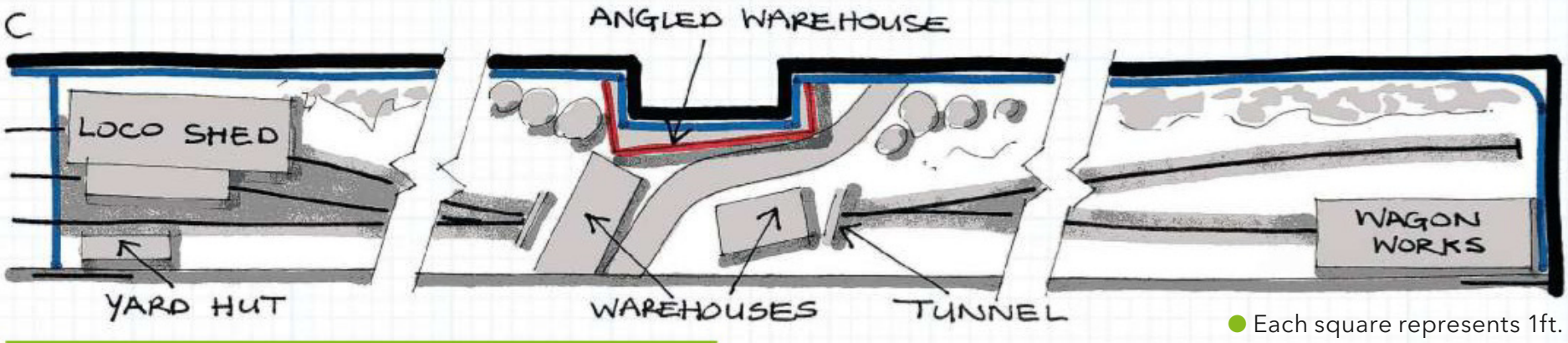
Right: Talk of Saltley depot would not be complete without at least featuring one Class 58! Ben's narrow baseboard will allow him to focus on the dirty, oily track and patches of weeds. COLOUR RAIL



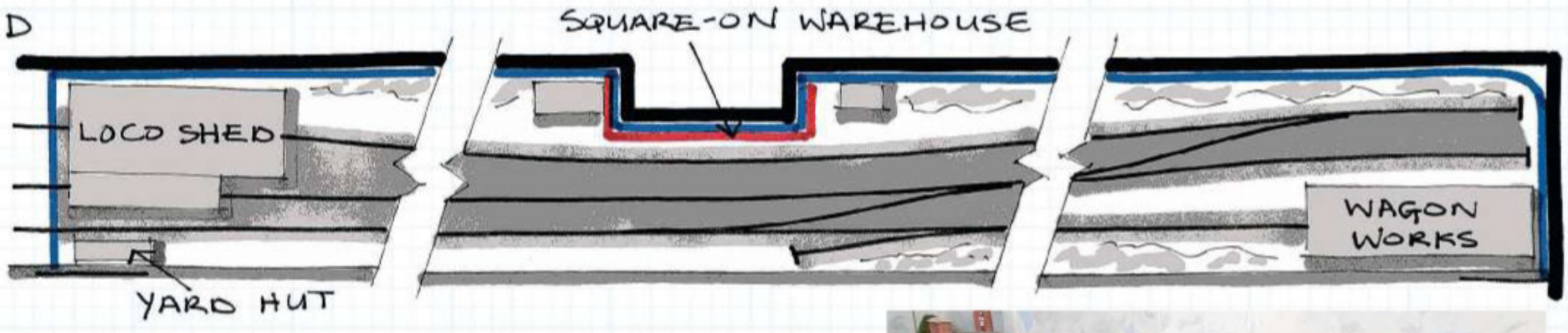
PLAN A: The limiting dimensions become all too clear, particularly as the pillar reduces the width of the baseboard to just 32cm. My first thought was to hide the troublesome pillar with a sweeping, curved backscene, with trees and rough ground to help deceive the eye.

PLAN B: My least favourite solution is to treat the baseboard in front of the column as non-scenic and creating two scenes either side of it. The coaling tower and diesel shed act as view blockers to backscene apertures. With hindsight, I'd probably use a scissors crossover on the non-scenic section so that locomotives heading left from the diesel shed can avoid going under the coaling tower.





PLAN C: The least prototypical of all solutions is to reduce the column's impact with an angled, low-relief, flat-roofed warehouse, shown in red, and then group other industrial buildings and trees to minimise the column's intrusion.

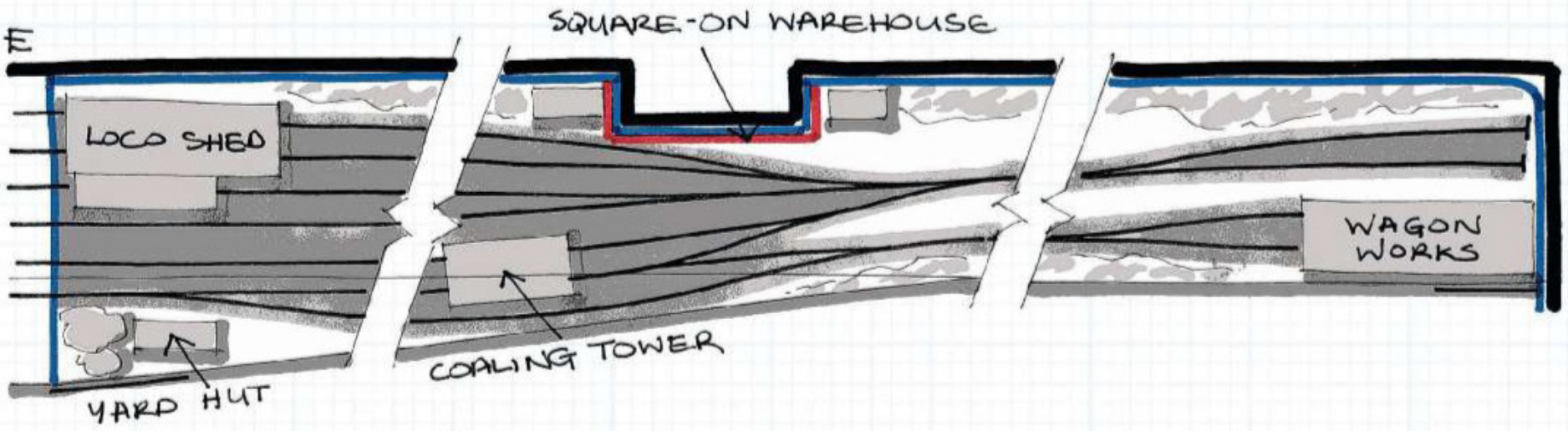


PLAN D: Although there are plastic reinforcing corners and some as yet unfinished building work on the warehouse, the effectiveness of disguising the column with a structure is clearly shown in my friend Peter Salmon's layout. With the column disguised with a squared-on low-relief warehouse, Ben will retain maximum baseboard width at this point.



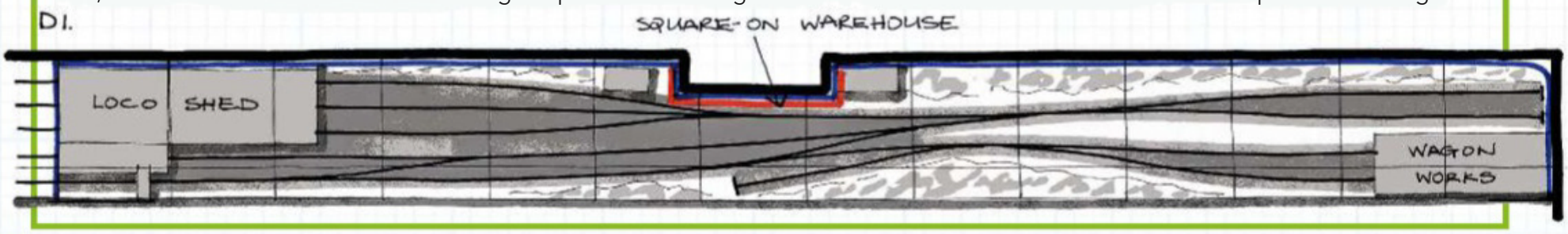
PETER SALMON

PLAN E: In this final idea, I've addressed the lack of depth by adding a long, narrow triangular baseboard section based on the track plan around Saltley's coaling stage. The baseboard could be hinged to lift upwards or designed as a removable section for storage when the layout's not in use. Either way, this will remove any access issues within the garage.



AN ALTERNATIVE ARRANGEMENT...

Assuming Ben might want to avoid building complicated lift-off or folding sections of baseboard, here's a more realistic plan to scale based on schematic D. Having said that, there'll still be choices to make relating to track position and spacing of buildings. For example, he might only be able to have two lines into the shed. Conversely, if spacing is kept tight, he might be able to squeeze the coaling tower onto the front left-hand edge. In all cases such as this, I recommend making a full size mock-up of this end of the layout first, using either track components and or paper templates and cardboard boxes to represent buildings.





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Reviews

In-depth and unbiased reviews of the latest products

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98 **Hornby ‘Princess Royal’ – Take 2**

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100



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Our reviewers

Richard Foster
His forte is steam locomotives.
George Dent
A modern image expert.
Chris Leigh
Wrote his first review in 1964!
Ben Ando
Model Rail’s ‘N’ gauge specialist.
Dave Lowery
7mm and modern image expert.

Our ratings

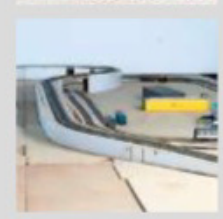
We assess models on the following criteria and rate each of them out of ten: that way, you know precisely how good a model is.

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

How we test

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







Dapol '14XX' 0-4-2T

◆ **GAUGE** 'O' ◆ **MODEL** Dapol 7S-006-002 Collett '14XX' 0-4-2T No. 4871, GWR 'shirtbutton' green ◆ **PRICE** £225.00 ◆ **AVAILABILITY** Dapol stockists **Web** *www.dapol.co.uk*

Apologies to our Celtic readers but there's something quintessentially English about the Great Western Railway's branch line combination of '14XX' 0-4-2T and Autocoach. They're thatched cottages with roses round the door, games of cricket on the village green and cream teas with lashings of jam.

It's easy to forget, therefore, that the GWR's Autotrain combination was just as common in Wales and the industrial outskirts of Birmingham and London as it was in deepest Somerset. The bumptious little '14XX', with its curiously Victorianesque tall chimney and dome and steam-roller wheels, even made it into the final year of Western steam in 1965, covered in enough grime that would put a Lostock Hall 'Black Five' to shame.

Having already produced a superb take on that other classic GWR tank locomotive, the '57XX', the '14XX' was an obvious choice to join Dapol's blossoming 'O' gauge range. It fits perfectly with its 'small engine policy', that is offering locomotives that would suit 'O' gauge micro layouts and is an even more logical choice when you consider that the critically acclaimed former Lionheart Autocoach is part of the Dapol range.

There's clearly something in the water in Chirk for Dapol's models keep getting better and better. The Dapol team quietly get on with turning out quality, thought-provoking models, without much fanfare and the '14XX' is typical of that.

INNOVATIVE

Why thought-provoking? Well, consider the DCC arrangement on this model. Yes, we've seen detachable smokeboxes before that allow access to the socket, but in the case of the '14XX', the whole circuit board pulls out with the 21-pin socket on top. Press a decoder into the socket, replace the circuit board, followed by the smokebox door. Want to fit a sound speaker? No worries, just clip the speaker to the underside of the circuit board. It's innovative stuff and makes you wonder just what might be possible in other scales.

The model really is fabulous and looks right from every angle. The all-important 'face' is impeccable and first impressions suggest that the rest of the model, including the curve to the bunker, the austere cab lines and those short, workmanlike tanks, are also spot on. Even normal problem areas, such as the chimney and safety valve bonnet appear correct. These impressions are confirmed with comparison to drawings and photographs in Brian Haresnape's *Collett & Hawksworth Locomotives* and the Spring 1997 edition of *Great Western Railway Journal*.



Firebox glow

A study of part 4 of the RCTS' *Locomotives of the Great Western Railway* series reveals that all the details one would expect No. 4871 to have are all present and correct. However, the one detail not recorded is the introduction of the cab shutters, which Dapol's model includes. If any reader can enlighten us with a date these were introduced to the '14XXs', it would be greatly appreciated.

As one would expect on an 'O' gauge model, pipework, handrails and lampirons are all separately fitted and very fine. All rivet detail is crisp and the tank lifting eyes look as though they actually work.

Now we must talk about the cab. The backplate is just wonderful and though all the fittings are beautifully moulded, it's the printing that really catches the eye – the gauges have numbers on them and there are even black and white diagonal marks on the gauge glasses. Oh, and the cab doors are posable – a wonderfully neat touch.

There is a way to see the cab interior to full effect. Prise away the handrail and the cab roof is held in place by small magnets, a feature present on Dapol's other 'O' gauge models.





"The model really is fabulous and looks right from every angle"



The good work continues below the running plate. All the detail around the trailing truck is present and correct, as is the push-pull gear for Autotrain working. Even the brake hangers have moulded detail on them.

There are plunger pick-ups on all three axles, although those on the driving wheels are minute and beautifully hidden. The trailing axle has some slightly heavier plungers and a good degree of compensation.

Despite the good work that's been put into this model, there are a few areas that let it down a little. The access hatch to the bunker looks a little crude, as does the roof ventilator (which one might expect to slide, as on Hornby's 'OO' gauge 'Princess' – p100). There are a few other little niggly areas, such as the visible wires under the boiler or the insulators around the rear pick-up plungers, which stand out against the black frames.

FLAT FINISH

The biggest criticism concerns the finish and the rather flat representation of GWR mid-chrome green. As the model only carries the GWR 'shirtbutton' roundel, there's a vast expanse of green and it makes the model look a little lifeless. Photographs of other '14XXs' in the range, particularly the BR lined green version, look much better. It might be that a gloss varnish could lift the colour a bit. That said, the bufferbeam red is convincing and the numbers are well printed.

It seems a little churlish to make such criticism of what is an excellent model. You only have to spend a few moments gazing at this characterful little locomotive before the cogs start turning and you start thinking about the Culm Valley Light Railway or Ashburton branches in 7mm scale.

Now, who wants jam and cream with their scones...? ***(RF)***

■ Our thanks go to Kernow Model Rail Centre for the loan of this model.

3 things we like



1 The footplate toolboxes feature tiny moulded padlocks.



2 There's a superb rendition of inside valve gear between the frames.



3 Neatly etched numberplates stand nicely proud of the cabside.

Performance

Unfortunately, the closure of the Bauer office and the current travel restrictions mean that we are unable to see how the '14XX' performs. However, based on previous experience with other Dapol 'O' gauge locomotives, we assume that the '14XX' will be a superb performer, smooth and powerful. We hope to bring you an assessment of its performance as soon as we can.

Reviews

Dapol '14XX' 0-4-2T – in detail



Factfile: GWR '14XX' 0-4-2T

Charles Collett's team was tasked with designing a modern replacement for the GWR's '517' 0-4-2T of 1868. The result was the '48XX'. It may have shared some visual similarities to the Armstrong design but was all new. Nos. 4800-4829, fitted with equipment for working Autotrains, entered service in 1932/33. A batch of 20 non-auto-fitted versions appeared in 1933 (Nos. 5800-5819). The '48XXs' were more useful and the proposed 1936 batch of '58XXs' was changed to more '48XXs'. The final fleet comprised 75 '48XXs' and 20 '58XXs'.

The GWR fitted several '28XX' 2-8-0s with oil-burning equipment in 1946 and they took numbers in the '48XX' series. Consequently, the '48XX' was reclassified '14XX' and the locomotives renumbered. The '58XX' remained '58XX' until the last was withdrawn in 1961.

Autotrain working remained common on many former GWR branches well into the 1960s, and No. 1450 was the last to be withdrawn, in May 1965. It survived into preservation, along with three others.

RECOMMENDED READING

- *Collett & Hawksworth Locomotives* by Brian Haresnape (Ian Allan 1978)
- *48XX Auto Engines (parts 1 & 2)* by John Copsey (*Great Western Journal*, Spring 1997; Summer 1997)
- *Locomotives of the Great Western Railway Part Six (RCTS, 1959)*







1: The '14XXs' were ideally suited to rural branch lines, such as the Culm Valley Light Railway, from Tiverton to Hemyock. With the rushing waters of the River Culm in the foreground, No. 1471 heads to Tiverton. No. 1471 entered service as 4871 in April 1936, going new to Llantrisant shed in South Wales. It remained there until the summer of 1958 when it moved to Ebbw Junction. It moved to Exeter in October 1958 and was withdrawn in late 1963. TREVOR OWEN/COLOUR RAIL

2: A superb night shot of No. 1471 at Exeter in November 1961. The locomotive sports a bulbous top feed cover. The RCTS says that "most but not all of the class" received it – but doesn't list which ones. A.B. JEFFREY/COLOUR RAIL

3: Four '14XXs' survive: No. 1420 at the South Devon Railway, No. 1466 at Didcot Railway Centre and Mike Little's No. 1450, which is currently based at the Severn Valley Railway. Forgotten survivor is No. 1442, which is on static display in Tiverton Museum of Mid-Devon Life. MEL HOLLEY/*SR*

REVIEW VERDICT

PROS. Shape. Attention to detail. Easy DCC conversion, posable cab doors, price.

CONS. Shade of green, otherwise little of note.

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

92%

System **builder**

Other items to complement this model...



AUTOCOACH

Dapol's 'O' gauge GWR Autocoach is the '14XX's' perfect partner. Designed for easy installation of lighting and sound. **Price:** £200.00-£375.00 **Availability:** Dapol stockists or *www.dapol.co.uk*



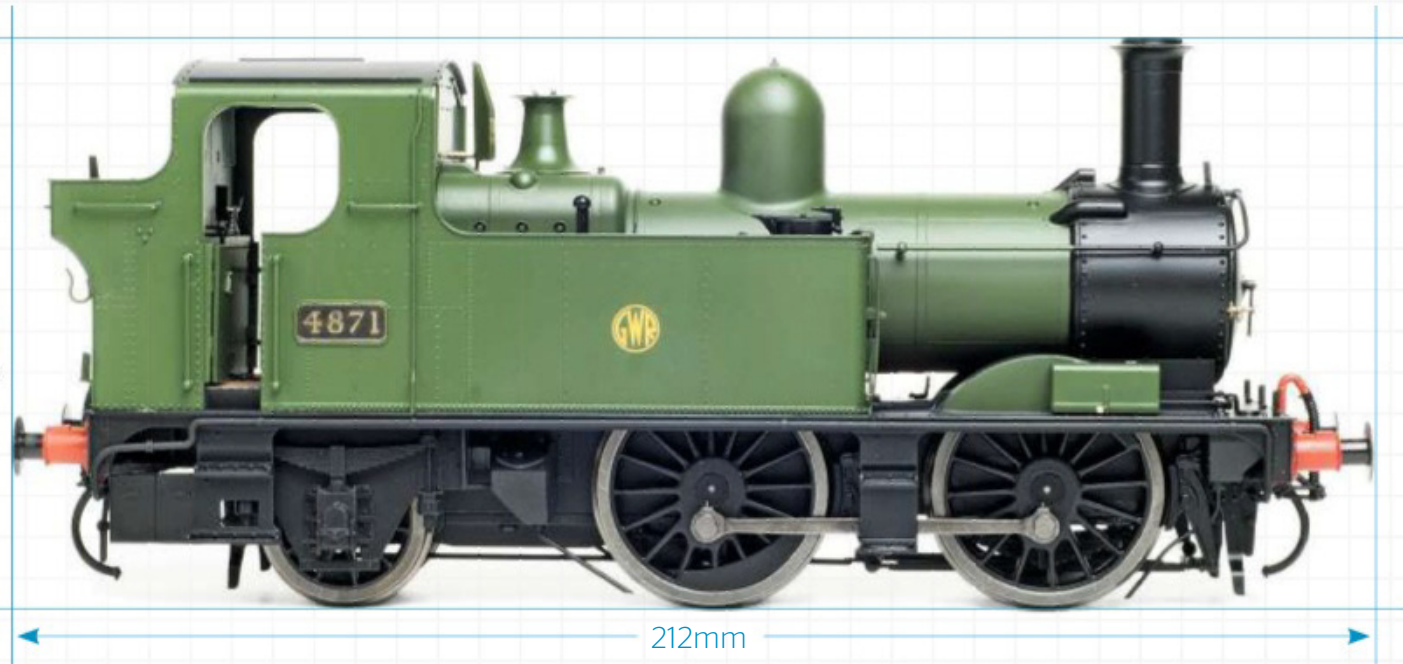
STATION

Give your '14XX' a suitable destination with Timber Tracks' range of laser-cut GWR station building kits. **Price:** From £55.00. **Availability:** Timber Tracks **Tel:** 01275 852027 **Web:** *www.timbertracks.co.uk*

DETAILING

Populate that wonderful cab using some high quality 3D-printed figures. **Product code:** Driver FP_0048L (left); Fireman FP_0006L (leaning left), Crouched Fireman FP_0069L (left). **Price:** From £5.00. **Availability:** Hardy's Hobbies **Web:** *www.hardyshobbies.co.uk*

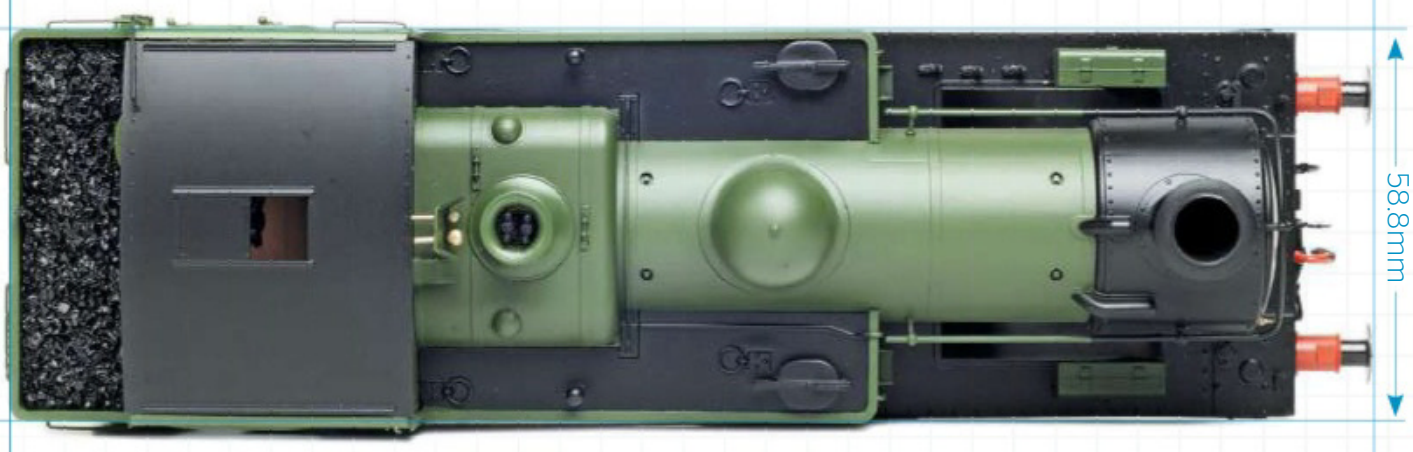




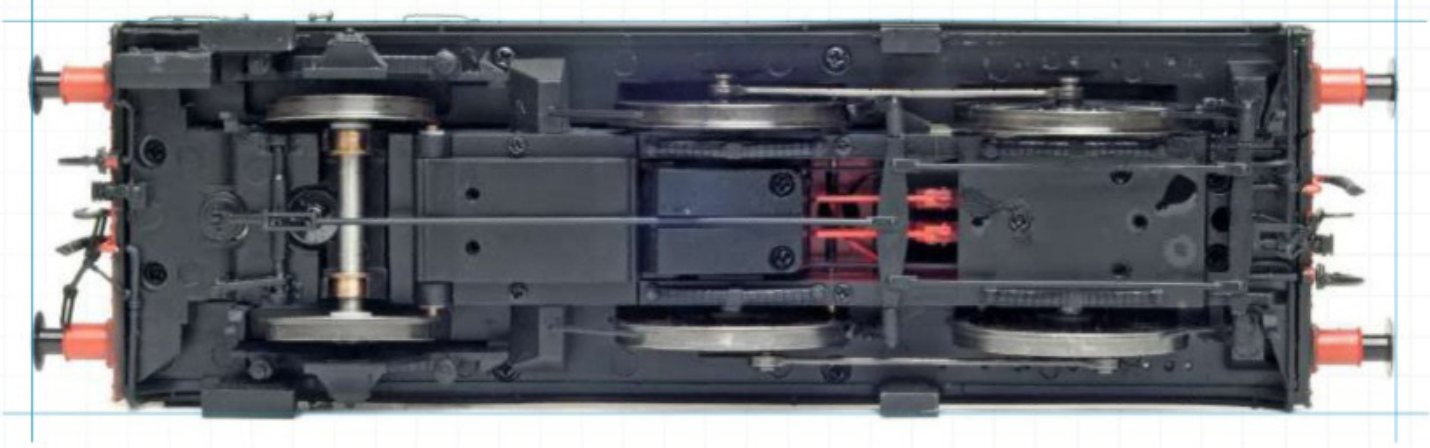
212mm



87.16mm



58.8mm



DAPOL '14XX' 0-4-2T

OVERVIEW
Manufacturer: Dapol
Ref. No. 7S-006-002 **Unit No.** 4871
Scale/gauge: 1:43.5 scale, 32mm gauge 'O'

Body: Plastic with metal parts
Chassis: Metal with plastic parts
Weight: 697g
Min. curve radius: 1,028.7mm
Wheel back-to-back: 14.7mm

ELECTRICS
Electrical system: 12V DC two-rail
Motor type: Can

Lights: Firebox glow
DCC ready: 21-pin socket

MECHANISM
Drive system: Gears to rear driving axle
Flywheel(s): No

Traction tyres: No

DIMENSIONS	PROTOTYPE	1:43 SCALE	MODEL
Length (over buffers)	29ft 11in	212mm	212mm
Height	12ft $6^{3}/_{16}$in	89mm	87.16mm
Width (over steps)	8ft 7in	61mm	58.8mm
Wheel diameter (driving)	5ft 2in	36mm	35.8mm
Wheel diameter (trailing)	3ft 8in	26mm	25.3mm
Wheelbase (coupled)	7ft 4in	52mm	51.02mm

SERVICING
How to dismantle: See instruction sheet.
Where to oil: Factory lubricated; only requires lubrication after 100 hours of running.

“The distinctive Gloucester pedestal suspension units are beautifully depicted”



Realtrack Castle Cement PCA cement wagons

◆ **GAUGE** ‘N’ ◆ **MODEL** RealTrack Models RT-CC2032-M PCA powder hopper triple pack, Castle Cement livery ◆ **PRICE** £78.00 (three wagons)
◆ **AVAILABILITY** RealTrack Models **Tel** 01132 563415 **Web** *www.realtrackmodels.co.uk*

These distinctive and stylish wagons – a cross between a tank wagon and a hopper – were built in France in three batches from 1981-1985. The first batch of 12 entered service with Blue Circle, while the next two batches – of 52 and 15 wagons respectively – were used by wagon lessor STS and Rugby Cement.

In the early 1990s, all the STS and Rugby Cement wagons were refurbished and painted into the attractive pale grey house colours of Castle Cement, for use in trains radiating from its cement works at Ketton in Rutland and Clitheroe in Lancashire to depots and terminals in London, the Midlands and the North of England. Although Castle Cement has acquired a small fleet of JPA bogie tankers in the early 2000s (available in ‘N’ from Graham Farish), the four-wheel PCAs are still in service.

These ‘N’ gauge models have been made for RealTrack by Accurascale, which has produced the same wagon in ‘OO’ and, fresh from the box, it immediately impresses. Your eye immediately goes to the excellent finish and numerous separately fitted photo-etched and plastic parts.

The subtle tanker/hopper bodyshape has been captured well and the distinctive Gloucester pedestal suspension units are beautifully depicted. The man-lids on the top of the wagon are neatly moulded, and the distinctive angled ladders have also been very finely replicated. Our only criticisms are that the vertical weld seams are slightly too prominent, and there is a visible join seam between the sides and ends. However, it is hard to see how this could have been avoided in a mass-produced model.

The chassis details are just superb. There are separately fitted discharge gear, air tank, brake pipes and lashing loops, although it should be noted that the loops should only be present on wagons in the 10600-51 number series; the final 15 (VTG 74030-44) do not have them.

The wagons weigh 13g each, which gives them a pleasing, hefty feel. It was a pleasant surprise to see that the model has brass bearing cups to ensure smooth running – impressive in a mass-market,



'N' gauge model – and that, combined with the weight, ensure excellent running quality.

The wagons feature kinematic NEM coupler pockets, meaning that the standard couplers can be swapped for Dapol Easi-Shunt buckeyes to allow shunting.

The PCAs are supplied in triple packs, with four different sets available in the Castle Cement livery, allowing a train of 12 wagons to be assembled without duplicating any running numbers. Initially, the wagons had the wording 'Building a better environment' in green below the company branding. Following a takeover in the mid-2000s, this was changed to 'A Heidelberg Cement Company' and packs are available with both styles.

SMALL PRINT

The printing and lettering is very fine for the most part. However, you'll notice from the ratings that the 'decoration' category has quite a low mark and that's because, due to a factory mix-up, the TOPS panels, and some other markings, are missing their black backing elements. This makes the numbers almost impossible to read as they are white against pale grey. This situation occurred after RealTrack had approved decorated samples (with the black elements correct) but it responded in exemplary fashion by commissioning decals that have been supplied *gratis* to customers.

Minor livery and detail niggles aside, a long rake of these wagons behind a suitable EWS/DB Class 66 makes for an eye-catching train and they are sure to be popular. ***(BA)***





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

86%

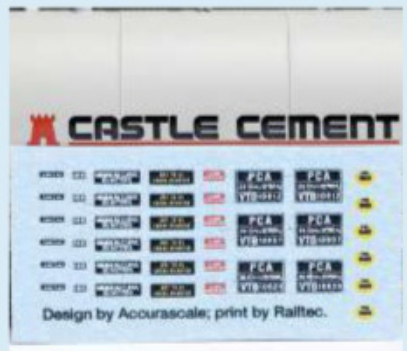
3 things we like



1 The catwalk comprises superb photo-etched 'see-through' panels.



2 Brake and underframe discharge details are very fine and accurate.



3 In order to correct a factory issue, replacement data panels and other decals have been commissioned and supplied.

Hornby 'Princess Royal' – Take 2

◆ **GAUGE** 'OO' ◆ **MODEL** Hornby RR3713 Stanier 'Princess Royal' 4-6-2 No. 46207 *Princess Arthur of Connaught*, BR lined crimson
◆ **PRICE** £189.99 ◆ **AVAILABILITY** Hornby stockists or *www.hornby.com*

Princess *Arthur*? Really? When King Edward VII's granddaughter Princess Alexandra married Prince Arthur, Duke of Connaught and Strathearn, on October 15 1913, she took on her new husband's title – hence the unusual name given to the eighth of William Stanier's 'Princess Royal' 4-6-2s.

It's a name that has appeared on many Hornby 'Princesses' over the years and now adorns the latest generation model.

George Dent reviewed the first all-new 'Princess' in MR272 and praised its superb looks, high specification and performance, as well as its attention to detail. That first model depicted No. 6201 *Princess Elizabeth*.

The real 'Lizzie' was the second of a pair of prototype 4-6-2s that the LMS built in 1933. A further ten locomotives were built in 1935, but the production machines differed from the two prototypes.

The arrival of No. 46207 *Princess Arthur of Connaught* instantly reveals some detail differences. However, armed with a copy of John Jennison's *The Stanier Pacifics* (RCTS, 2017), we can see just how much effort Hornby has put into creating the ultimate 'OO' gauge 'Princess Royal'.

It's immediately apparent that Hornby has tooled two boilers. 'Lizzie' had an original boiler with seven washout plugs on the firebox side. No. 46207, however, had the later boiler and you can see the eight washout plugs and how the firebox starts much further forward. The top feed pipes are also correctly moulded under the boiler cladding.



TOOLING TWEAKS

A look at the accompanying photographs will reveal just how many tweaks Hornby has made to the tooling to differentiate No. 46207 from No. 6201. There's even been what appears to be an attempt to bend the



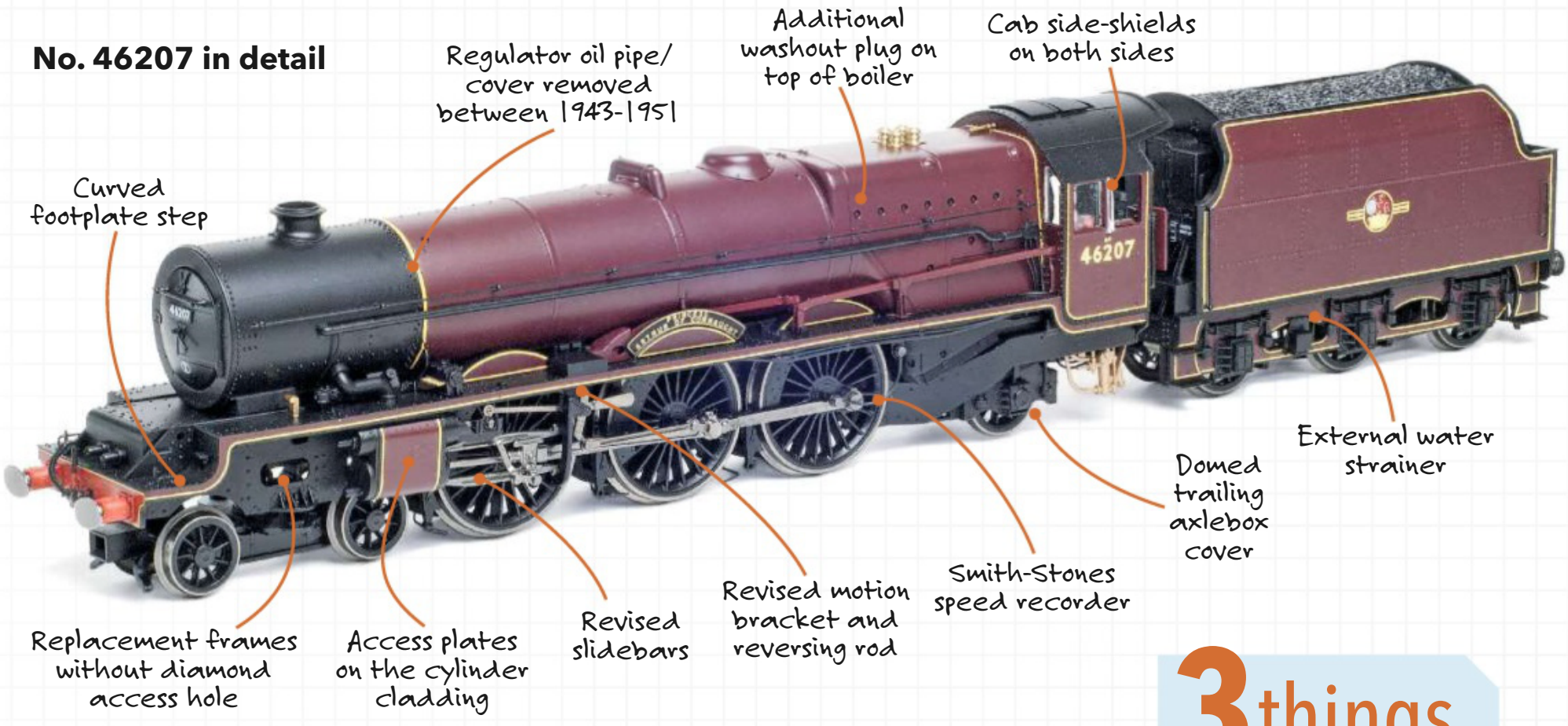
REVIEW VERDICT

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

94%

"The livery application is excellent, with the lining and printing crisp and sharp throughout"

No. 46207 in detail

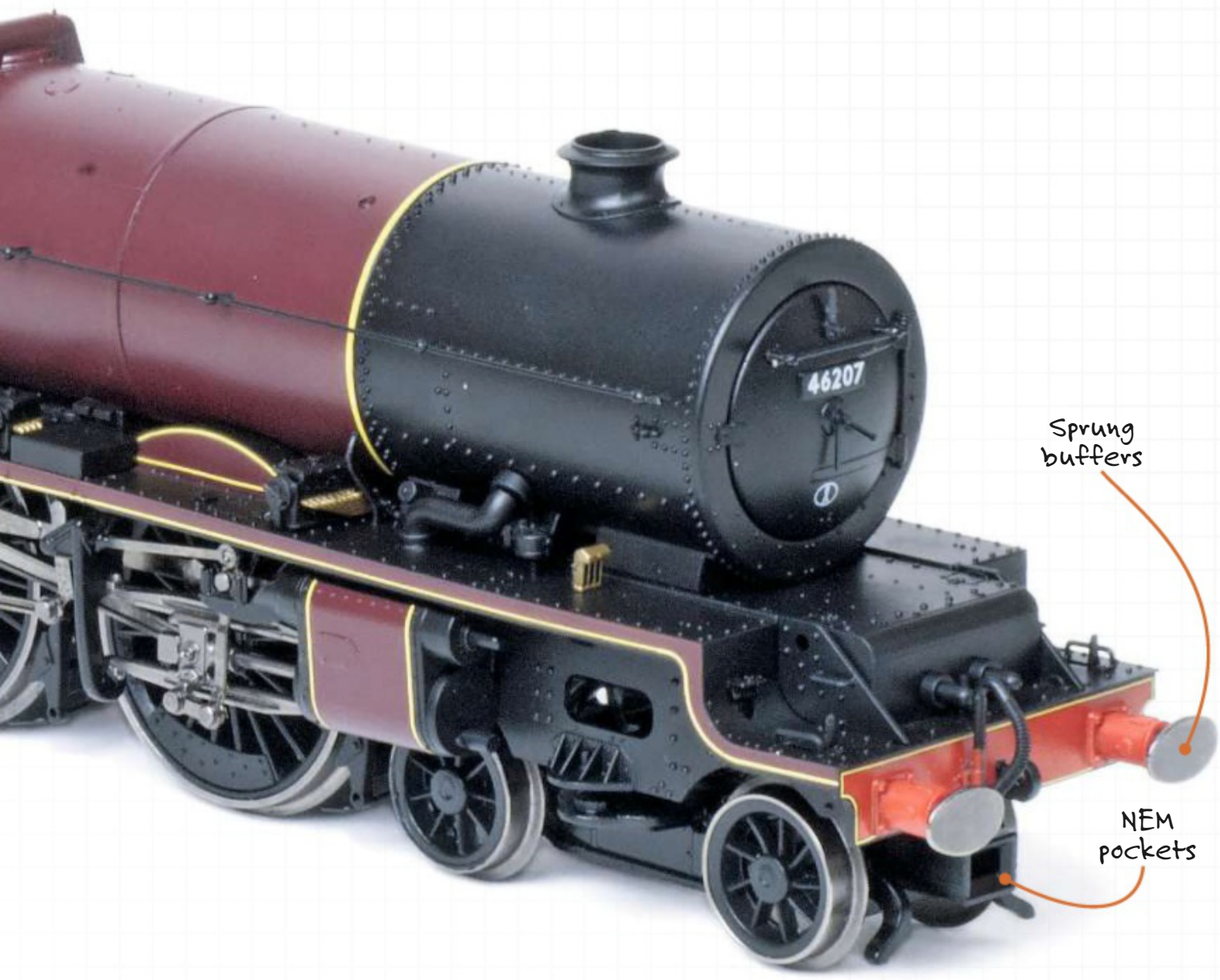


sand pipes to differentiate between the later steam-sanding and earlier gravity-sanding systems, so full credit goes to all involved. Is it churlish to point out that No. 46207 is missing the rain gutter strip just above the cab windows?

Our sample wears the handsome BR Crimson Lake livery applied to four 'Princesses' in 1958. 'Princess Arthur' carries the LMS-style lining that No. 46200 *The Princess Royal* also received (Nos. 46204 and 46208 received crimson with orange-black-orange lining, which was later changed to the LMS style).

The livery application is, as one would expect, excellent, with the lining and printing crisp and sharp throughout. Only the shade of crimson looks a little dark (it's a bit too purply and needs a little more red). The Edge Hill (8A) shedplate and lack of AWS apparatus dates the locomotive to between May 1958 and March 1959.

Despite its slightly odd-sounding name, this 'Princess Royal' is another fabulous addition to the ranks of London Midland Region express power in 'OO' and Hornby deserves top marks for going to such lengths to bring us such attention to detail. ***(RF)***



3 things we like



1 Superb footplate detail is complemented by firebox glow.



2 You get a flanged trailing wheelset, which is only suitable for static display or layouts with generous curves.



3 The turned metal buffers – which are sprung – have a wonderful, natural metallic finish.



Bachmann ‘Parrot’ wagon

◆ **GAUGE** ‘OO’ ◆ **MODEL** Bachmann Branchline 38-740 WD ‘Parrot’ bogie wagon 39302, WD grey ◆ **PRICE** £54.95 ◆ **AVAILABILITY** Bachmann stockists

One of the fun challenges when developing a ready-to-run model is working out just how many variations can you produce from a piece of tooling. Bachmann has become particularly adept at that in recent years and, having announced a ‘OO’ gauge 50t ‘Warflat’, followed this with plans to produce the earlier ‘Parrot’ variant.

The Second World War ‘Warflat’ was a development of an LNWR bogie flat that was adopted as a tank-carrying wagon by the Railway Operating Division during the First World War. Some 250 were built for the War Department, with Leeds Forge Co. turning out a good proportion. After the war, surplus ‘Parrots’ were acquired by the LNWR, the Midland and Caledonian before passing to the LMS. The 40t design formed the basis of the 45t Second World War ‘Warflat’, which was modified again to form the 50t version that we reviewed in MR266.

History lesson over, let’s take a closer look at the ‘Parrot’.

ORIGINS

At first glance you’ll recognise the ‘Warflat’s’ origins. It’s a very basic shape with heavy duty, riveted solebars and headstocks, diamond bogies and a simple timber deck. Bachmann’s model captures the look of the prototype superbly, with lots of very fine rivet detail. The securing rings look as though they’re separately fitted details, but they’re actually part of the moulding.



You can see how Bachmann has managed to produce both ‘Parrot’ and ‘Warflat’ economically. As with the ‘Warflat’, the bulk of the wagon is a heavy metal casting and all that was needed were different solebar and headstock mouldings.

The bogies appear to have been carried over from the ‘Warflat’ – they were modified for larger 2ft 9in diameter wheels – but have been fitted with delightfully produced spoked wheels, rather than three-hole discs.

The WD grey is well applied and the printing is first class. The Leeds Forge maker’s plate is legible, albeit from under



“Bachmann’s model captures the look of the prototype superbly, with lots of very fine rivet detail”



a glass, as is the ‘brake on/’brake off’ label next to the fine plastic handbrake wheel.

One area where the ‘Parrot’ scores more highly than the ‘Warflat’ is the tank load. The ‘Warflat’s’ load was a somewhat crude plastic 1:76 Cromwell tank. Rather than go to the effort of producing a suitable tank for the ‘Parrot’, Bachmann has produced a sheeted tank load.

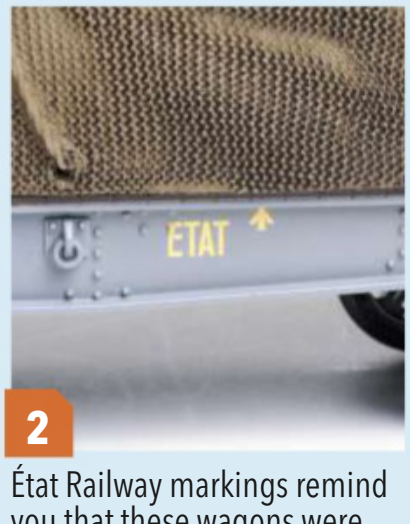
This is nothing more than a lump of resin to the classic profile of a First World War tank. However, the resin has a wonderful finish that feels like some sort of hessian-like material. You’d also be forgiven for thinking that the securing ropes are separately fitted pieces of string, but they’re also part of the resin moulding. It really is very cleverly done.

As with the ‘Warflat’, the ‘Parrot’ is not a cheap wagon but is yet another well-executed product from Barwell. ***(RF)***

3 things we like



1 The ‘tank’ is held to the wagon’s deck by a powerful magnet.



2 État Railway markings remind you that these wagons were also used in France.



3 You get a bag of bits, including end jacks and three-link couplings.

REVIEW VERDICT

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

89%



Hornby LMS 20 ton brake van

◆ **GAUGE** 'OO' ◆ **MODEL** Hornby R6907 LMS Dia. 1919 20t brake van, LMS grey ◆ **PRICE** £22.99 ◆ **AVAILABILITY** Hornby stockists or *www.hornby.com*

Hornby's latest 'OO' gauge goods brake van portrays the LMS Diagram 1919, 20t design. Nearly 700 examples were built at Derby Works between 1935-38 and constituted the final overall style of LMS brake van. Based on numerous previous designs, dating back to Midland Railway days, the cavernous body was clad with timber planks, whereas the verandahs featured steel-plated ends.

All of these wagons were unfitted, with just the guard's handbrake provided. However, 90 examples were fitted with through vacuum pipes and Hornby has included a set of suitably shaped plastic hoses as separate details. Although this particular van wasn't equipped with a 'vac' pipe, I fitted one of the hoses prior to photographing the model, just to see what it would look like. Those receiving vacuum pipes in real life were 730000-89. A number of prototypes continued in BR service well into the 1960s.

The LMS design is attractive, albeit rather simple, and Hornby has captured the overall character perfectly. All vital dimensions appear to be correct and the surface detail of the body and chassis is impressive, with lots of raised bolt and rivet heads.





“All vital dimensions appear to be correct and the surface detail of the body and chassis is impressive”



The glazing is neatly executed and, although virtually invisible from the outside, the interior fittings have been replicated, including the stove and bench seats within the lookouts.

The separate handrails are a welcome feature but, because they're plastic, the longer horizontal side rails are prone to sagging or distortion, so careful handling is essential. The running boards are finely rendered, yet resilient, but it's a shame that all of the lamp brackets are solid plastic mouldings rather than separate fittings. No doubt this would have pushed up costs considerably, so it's an understandable compromise on Hornby's part.

The quality of the paint finish is high, with the printed characters cleanly applied, including the solebar-mounted worksplates. Pivoting NEM sockets are fitted below floor level and the brake shoes line up with the wheels perfectly. There are no yokes or cross shafts, however. Metal buffers, free-running fine-profile wheels and crisply moulded axlebox detail are other highlights.

Additionally, Hornby has also released a similar vacuum-fitted version (LMS Diagram 2968), sporting BR bauxite livery. Both models offer fans of the LMS and BR eras an important prototype and the uplift in realism over older RTR offerings is very welcome. ***(GD)***



REVIEW VERDICT

PROS. Crisply moulded detail. Detailed interior. Useful prototype. Good value.

CONS. Sagging handrails. Minimal underframe detail.

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

86%



LCUT station

◆ **PRODUCT** LCUT Creative JOO-001 OO Gauge Station kit ◆ **PRICE** £9.99 ◆ **AVAILABILITY** LCUT Creative ◆ **Tel** 01746 716384 ◆ **Web** *www.lcut.co.uk*

Once you have laid track and run your first train, the next thing that almost every novice railway modeller needs is a station. When I started in this hobby, as a teenager, the Airfix plastic building kits were pretty new, Superquick printed card kits soon appeared, and the only readily available alternatives were the range of printed building sheets known as Bilteezi, available from Hambling's in London.

Today's modellers have a much wider choice of kits in various media, though some of those early kits are still available. While they aren't difficult to build or hard on the pocket if you spoil one, it has generally been a case of jumping in at the deep end and hoping you can master the techniques to make a decent job of it.

LCUT Creative is one of the more recent entrants to the hobby, offering a range of model building kits in laser-cut conservation-grade fibre board. They have recently launched a 'First layout' series of kits aimed at younger modellers and novices, with two kits, a weigh-

OO GAUGE 3 hrs

One-piece walls and a two-piece roof make for easy construction, while only the door and window fret requires painting.

bridge office and a station building. I have received the station for review.

This is a splendid little kit that compares well with, say, Superquick's printed card Country Station (£7.95). The LCUT station is a straight-forward rectangular block with a footprint of 150mm by 50mm (so scaling to just under 40ft by 13ft). It does not appear to be based on any particular prototype but the design suggests Great Western to me, and though it has no internal walls it would seem to lend itself to a combined booking hall and waiting room and a separate ticket office. The walls and roof are finished in brick red and slate grey respectively to minimise the need for painting.

Assembly is simplicity itself and should take even the newest novice no more than an afternoon if acrylic paints are used on doors and windows to minimise drying time. Assembly is easiest with a quick-setting PVA-type glue such as Javis Velo-Set or Deluxe Materials Speedbond. The lack of an interior is obvious through the large windows, but it would be easy enough to add some internal detail and turn this little building into an eye-catching feature. In some respects it is perhaps more suitable as a secondary building, a waiting room and toilets, with a larger structure as the main station building. Maybe LCUT will develop this embryonic range in that direction in due course, allowing the novice to develop their station facilities as skills develop. ***(CJL)***

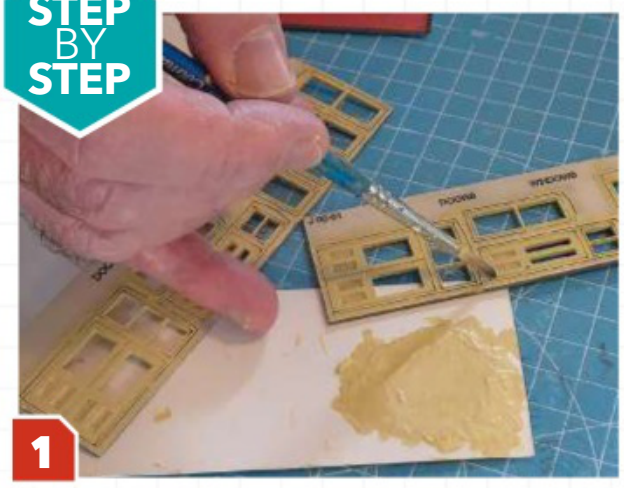


What you will need

TOOLS

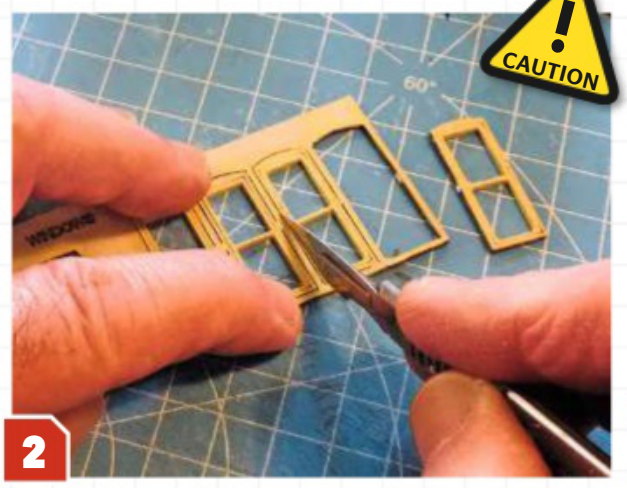
- Selection of paintbrushes
- Scalpel with fresh blade
- Self-healing cutting mat

STEP BY STEP



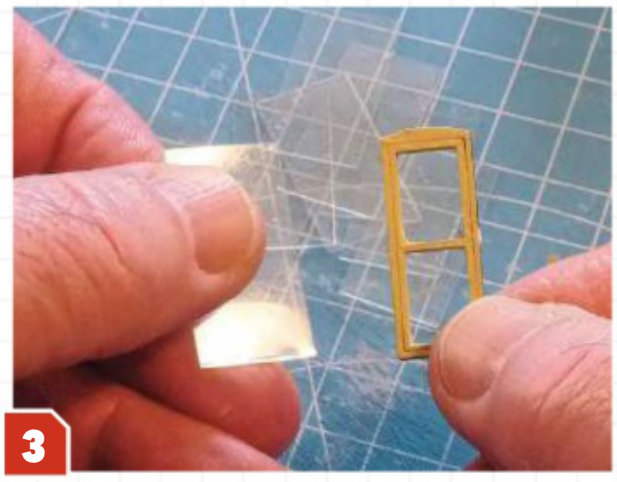
1

Paint the door and window fret using acrylic paint, which dries quickly. For a modern building a spray of white primer could be used, otherwise for the steam area, cream is best. I mixed my own, from matt white and yellow.



2

A craft knife is used to cut the tags which hold the windows and doors in the fret. There are just a couple of tags to be cut for each item. As always, be careful when using sharp tools, and supervise younger modellers.



3

I cut the glazing over-sized so that it gave me an overlap all round the frame to make it easier to attach the frame to the wall. The frames and doors fit within the opening rather than behind it, giving the building a more 'modern' look.



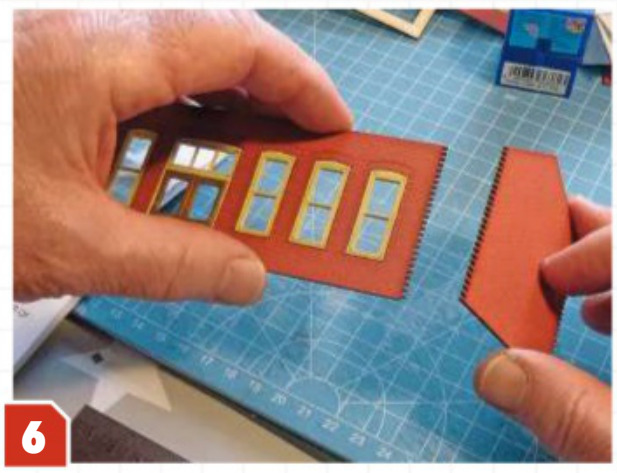
4

Here, I am just emphasising the point about using the oversized pieces of glazing to support the window frame within its aperture. It also minimises the risk of glue oozing from the joint between the frame and the wall.



5

The completed wall with doors needing a second coat of brown. The lintel arches over doors and windows could be carefully picked out in a dark blue/grey to represent engineers' blues and to age the building a little.



6

The corners which, on a card or plastic kit might be difficult to align are a cinch on this kit. The brickwork is designed to interlock and is easy to align, though the unpainted ends of the bricks do show. See step 8 for glueing.



7

It is also easy to ensure a square corner, thanks to the two frame pieces which fit inside the walls at floor and ceiling level. If you intend to add internal walls, do it at this stage, as once the frames are in place it will be more difficult.



8

The best way to ensure neat corners is to apply a bead of glue down the inside of the corner joint. This will ensure that you don't have glue oozing out of the brickwork,and, once dry, the joint will be strong.



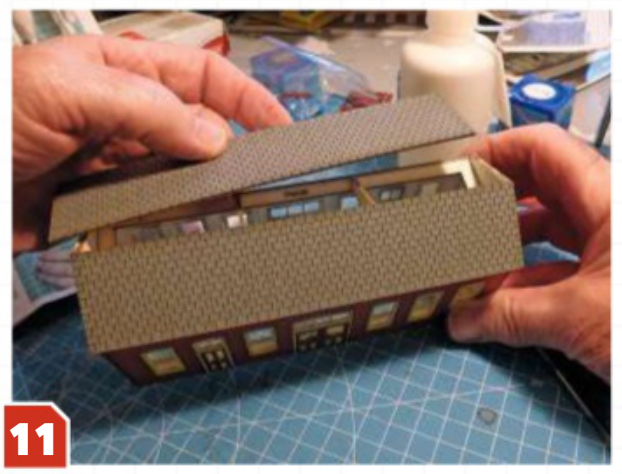
9

With all four walls assembled round the lower frame, glue is applied to the top edge of the front and back walls and the upper frame is installed. It must be flush with the top edge of the walls so that the roof trusses fit correctly.



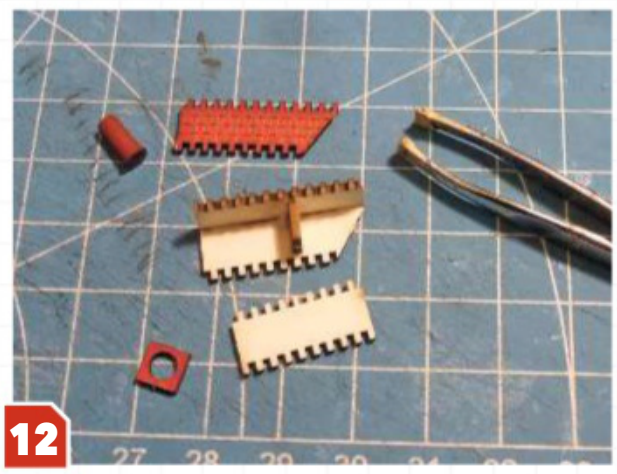
10

The two triangular roof trusses are added next, glued into slots in the upper frame piece. Ensure that the trusses are vertical and located fully into the slots, the points tight to the wall edges.



11

The two roof pieces are best fitted at the same time to ensure that they meet perfectly at the ridge and remain in position while the glue sets. If you use rubber bands to hold it make sure that they are not too tight.



12

The chimney stacks assemble in the same way as the walls but the pieces are tiny so tweezers may be helpful. There are no set positions on the roof, so place them away from windows and above a plain wall area.



Dapol ‘O’ gauge signals

◆ **GAUGE** ‘O’ ◆ **MODEL** Dapol 7L-001-001 GWR Home square post signal ◆ **PRICE** £55.95 ◆ **AVAILABILITY** Dapol stockists **Web** *www.dapol.co.uk*

Two elements that will always add life to a layout are lights and movement, so if you have something that combines the two, you’re onto a winner! The most recent ‘winner’ I’ve seen are Dapol’s working semaphore signals.

I’ve admired Dapol’s ‘OO’ and ‘N’ gauge signals over the years, but I got very excited when Dapol announced that it was making them in ‘O’ gauge. Not only do the arms move but they also have that characteristic bounce and they’re illuminated too – just wonderful!

What you get from Dapol is a fully finished signal that only requires you to make one hole in the baseboard for installation. Then you secure it with a big washer to make it stable once in position.

This GWR square post lower quadrant signal is a work of art and a very welcome product. Building signals is very time-consuming and even a basic layout will need several, so being able to buy them off the shelf will save you loads of time. Adding signalling has never been so easy.

The paint finish is very authentic, with excellent separation between the different colours. Detail on the arms is superb. The red and green lenses in the spectacle plate are lit with a warm white LED that gives off an excellent amount of light. The beautifully fine metal ladder and safety loop are the icing on the cake.

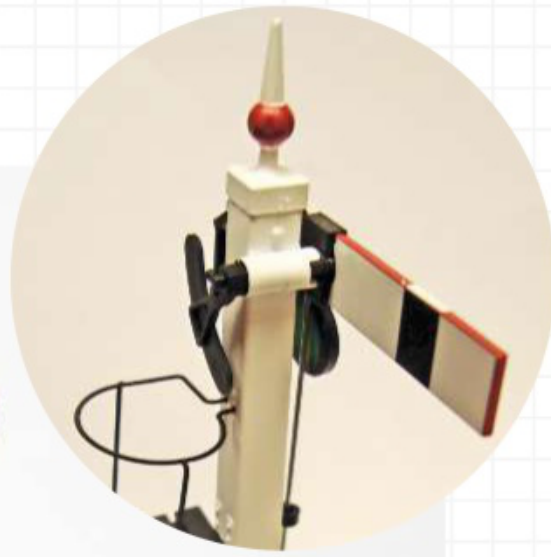
You get a box of tricks that includes the servo and switching electronics, and it’s cleverly designed to be a push-fit. Simply connect a 12V power supply and the signal comes to life. You even get a switch which can be installed close to the signal or, by extending the wires, to your main control panel.

Add power and the LED illuminates. Activate the switch and the signal moves into the ‘off’ position. Flick the switch again and the signal returns to danger and just as it gets the final position, the arm gives that distinctive bounce. Perfect! It gets better – there are adjustment screws in the base of the box for you to adjust the bounce.

Is there anything that could enhance Dapol’s signal? How about Train-Tech’s Signal Controllers?

I absolutely love this company’s products. Every one I have used has worked first



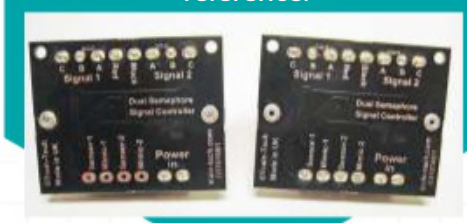


Left: The complete GWR unit removed from its packaging. It's already wired with a switch and only needs a 12V DC supply.

Inset: The detail and crispness of painting is exceptional – just look at the fine ironwork of the ladder and railings.

TOP TIP

Train-Tech has added clear labels to the bottom of its SC4 and SC400 DCC controllers, but it's worth taking a photograph of them on your phone for later reference.



time and continues to work faultlessly. They're also designed in such a way that they're simple to wire and install. It feels as though they've been designed by modellers for modellers.

Train-Tech has produced two different 'black boxes' for the new Dapol servo-powered signals. They're designed for DCC operation and can be sited near the signal so wiring can be kept short and will allow you to operate the Dapol signal from your DCC controller.

For simple DCC operation, the SC4 (RRP £40) is the one for you. Clearly marked terminals make wiring and programming simple. If you're feeling brave and want more from your layout, then use the SC400 (£45), which has two further functions. You'll also need the additional ST10 track sensors, so the signals can be controlled by passing trains. And with the addition of Mimic Switches to both SC400 and track sensors, the signals can be controlled remotely on your control panel.

Each box can control two signal arms – so either the forthcoming 'O' gauge bracket signal or a single Home and single Distant as a pair. Installation is easy and assigning an address is done through a simple one-touch system. Comprehensive instructions are included.

These signals are so good that I'm tempted to remove all my overhead catenary and backdate my layout to the days of semaphores... ***(DL)***

Don't forget

- Train-Tech SC4 Dapol Servo Semaphore Dual Signal DCC controller, £40; Train-Tech SC400 Dapol Servo Signal Controller with Track Sensor Input, £45
  Availability: Train-Tech
  Tel: 01953 457800
  Web: *www.train-tech.com*



Above: The box of tricks underneath features adjustment screws for fine-tuning the signal movement.

Below: They might not look exciting, but these Train-Tech 'black boxes' can control a lot of accessories and functions and will take your layout to a whole new level.



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Motor: Five-pole
DCC socket: Next18
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£149.00

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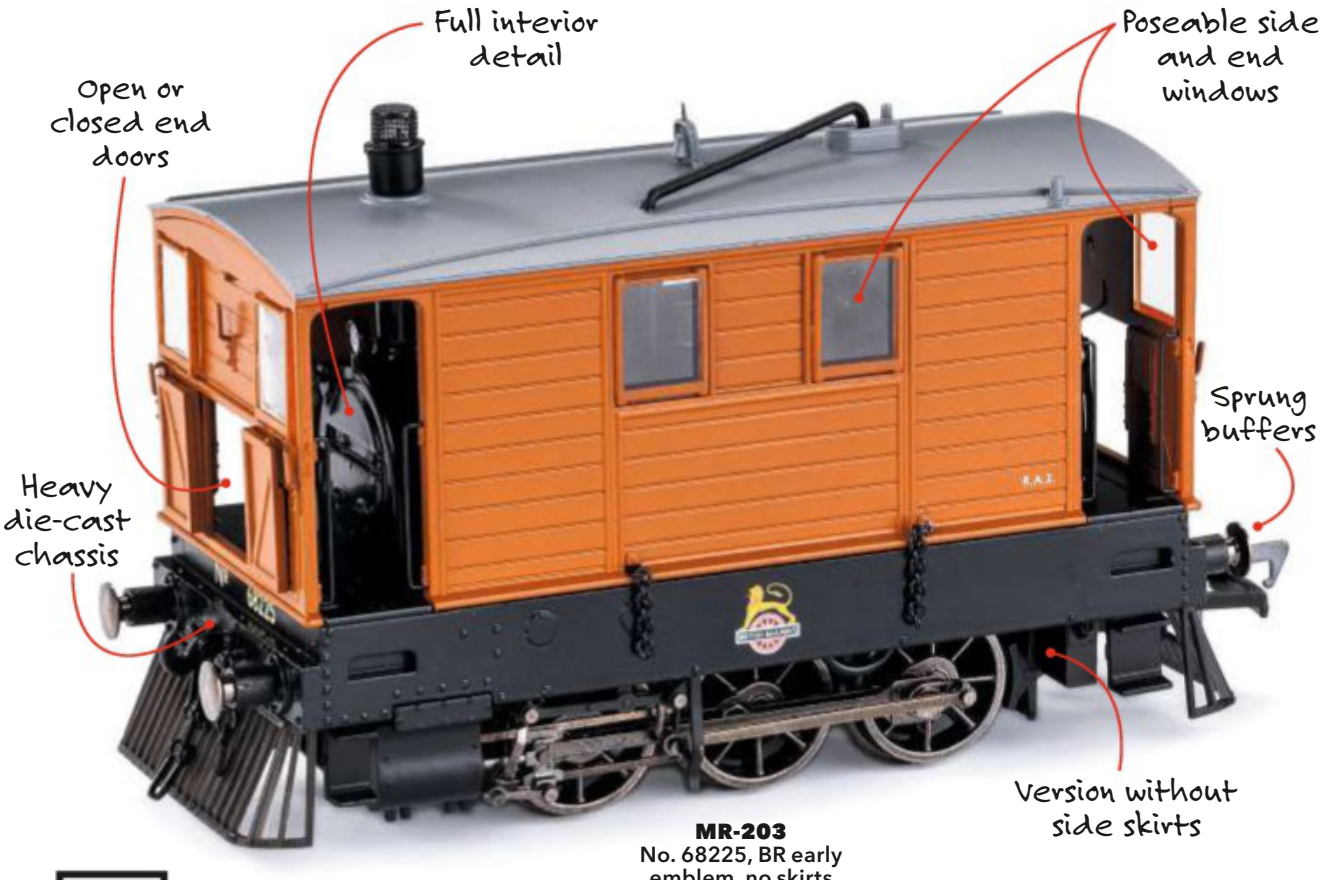

MR-203
No. 68225, BR early emblem, no skirts

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-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



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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.

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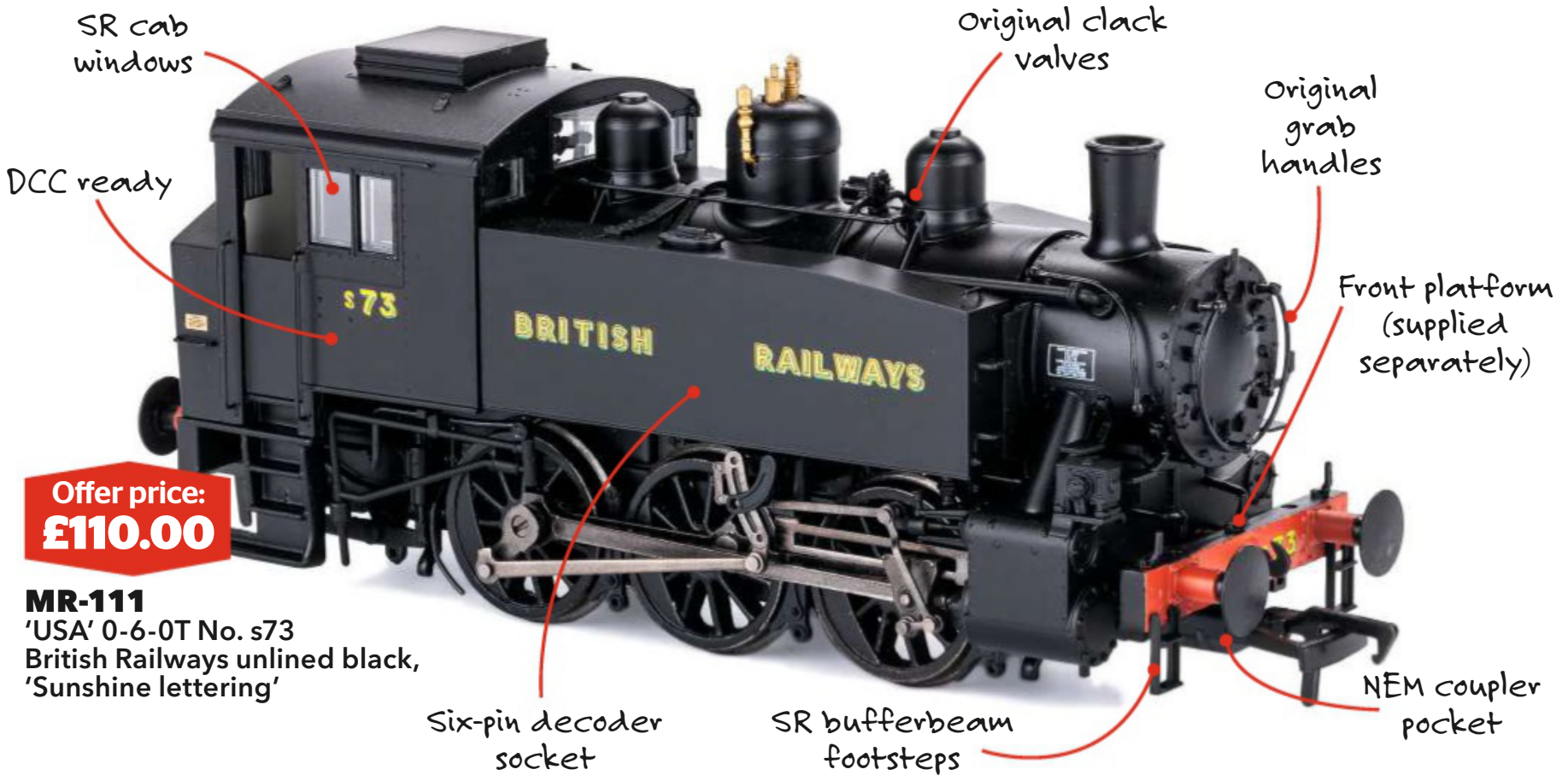

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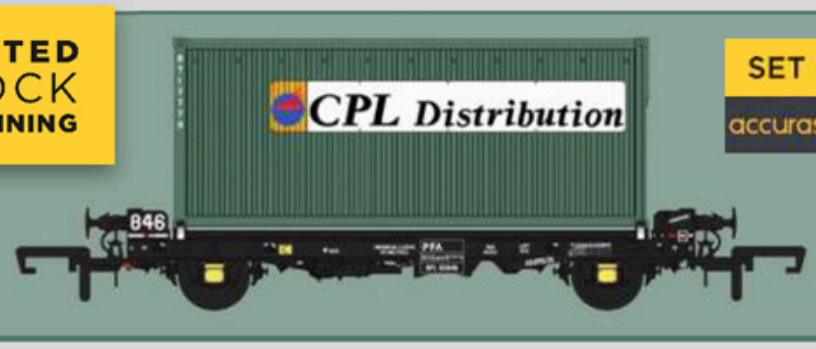

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THIS MONTH AT Hattons

MODEL RAILWAYS

Compiled between 22nd March and 22nd April 2020

Latest News

OO GAUGE

Over 30 Models!
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Spring Bargains

A wide range of locomotives and train packs from Hornby, Oxford Rail and Heljan have been discounted to bargain prices - starting at just £69!

www.hattons.co.uk/tmah76



Hattons Class 66 Out Now!

The first batch of our highly anticipated new Class 66s have now arrived, with 31 variations available covering much of the history of this prolific class.

www.hattons.co.uk/tmah79



Hornby Mk3SD Coaches Due

Hornby have updated us on their all-new Mk3 'Sliding Door' coaches. GWR & Cross Country models are due in April, with Scotrail following in May.

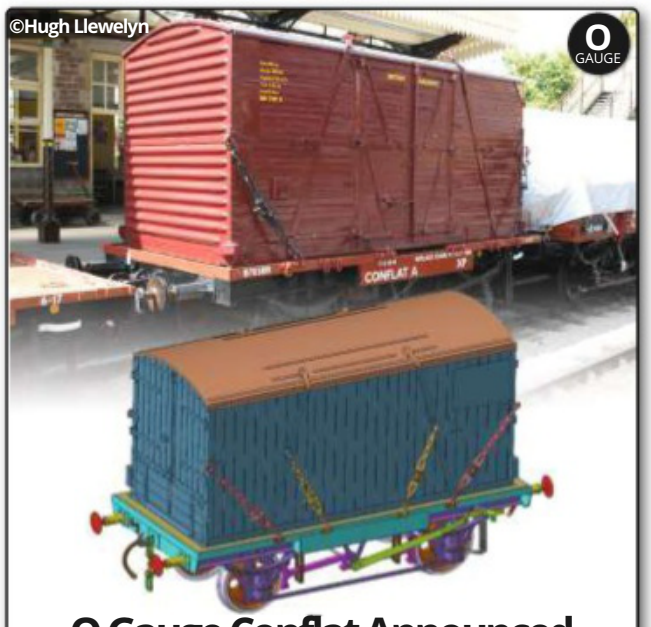
www.hattons.co.uk/tmah80



Pendolino Painted Sample

Hornby have shown new images of the painted sample for their forthcoming Class 390 Pendolino in the contemporary Avanti West Coast livery.

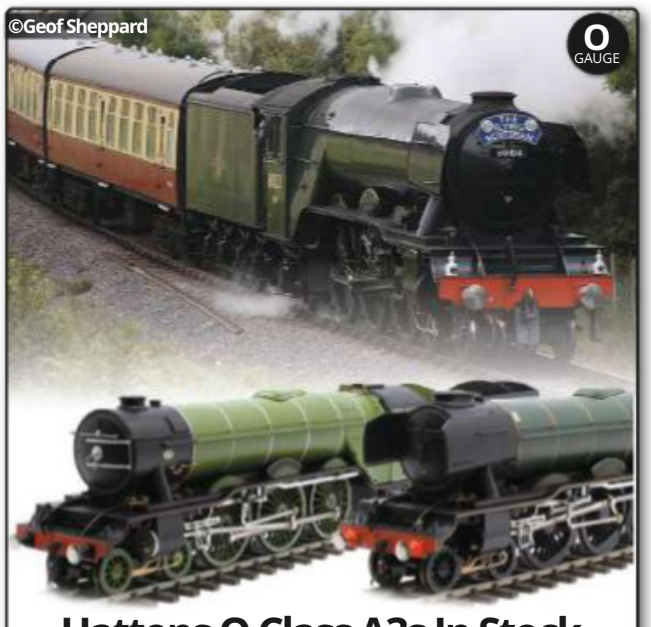
www.hattons.co.uk/tmah81



O Gauge Conflat Announced

Dapol have unveiled their new O gauge Conflat project! Models will cover GWR & BR liveries with prototypical container loads where applicable.

www.hattons.co.uk/tmah83



Hattons O Class A3s In Stock

The majority of our all new O gauge LNER Class A3 locomotives are now in stock, available both pre-named/ numbered or unnumbered!

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Top 5 Best Sellers

1



OO

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H4-66-031 - £150

2



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EM76509 - £3

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Atlas Editions
4642101 - £3.50

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R4525 - £10

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Forthcoming Releases

See more at www.hattons.co.uk and follow us on social media!

dapol

See all forthcoming Dapol items:
hattons.co.uk/dapolpreorders



GWR Class 78xx Manor 4-6-0
Stage: Newly Announced
Due: TBC
Price: from £135.96
hattons.co.uk/dapolmanor



British Rail Class 59
Stage: Painted Samples
Due: Summer 2020
Price: from £131.71
hattons.co.uk/dapol59



GWR Class 43xx Mogul 2-6-0
Stage: Painted Samples
Due: Summer 2020
Price: from £135.96
hattons.co.uk/dapol43xx

Hattons Originals

Explore the full Hattons Originals range:
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Plasser GPC 12t Crane
Stage: CADs Shown
Due: Q1 2021
Price: £69
hattons.co.uk/gpc



Genesis 4 & 6 Wheel Coaches
Stage: Artwork Shown
Due: from Q1 2021
Price: from £36
hattons.co.uk/genesis



LNER Class A4 4-6-2
Stage: In Production
Due: June 2020
Price: £750
hattons.co.uk/ogaugea4

HELJAN

See all forthcoming Heljan items:
hattons.co.uk/heljanpreorders



British Rail Class 45 'Peak'
Stage: Prototypes Shown
Due: Q3 2020
Price: from £143.65
hattons.co.uk/hel45



British Rail Class 25
Stage: Prototypes Shown
Due: Q3 2020
Price: from £152.96
hattons.co.uk/253



British Rail Class 47
Stage: Prototype Shown
Due: Q4 2020
Price: £594.15
hattons.co.uk/helo47

HORNBY

Explore the full Hornby 2020 range:
hattons.co.uk/hornby2020



Mk3 'Sliding Door' Coaches
Stage: On Board Ship
Due: April 2020
Price: £31.50
hattons.co.uk/mk3sd



British Rail Class 91
Stage: Renders Shown
Due: December 2020
Price: £153
hattons.co.uk/hornby91



LNER Thompson A2/2 & A2/3
Stage: CADs Shown
Due: Late 2020 to Early 2021
Price: £171
hattons.co.uk/thompsona2

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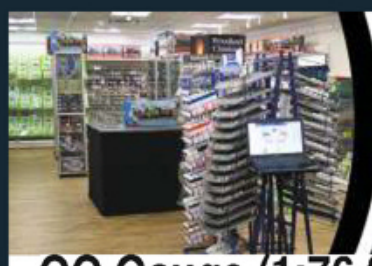

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OO Gauge (1:76 Scale)

Steam locos



BARGAIN

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' NCB lined black (Hat) . £99



266218 Beyer Garratt 2-6-0 0-6-2 47978 in BR black early emblem and revolving coal bunker (Hel).....£212
266215 Beyer Garratt 2-6-0 0-6-2 4982 LMS black revolving coal bunker (Hel) . £212



266222 Beyer Garratt 2-6-0 0-6-2 4986 in LMS workshop photographic grey revolving coal bunker (Hel).....£212
266216 Beyer Garratt 2-6-0 0-6-2 7973 LMS black revolving coal bunker (Hel) . £212
1320 Class 1366 0-6-0PT 1366 GWR green shirtbutton (Hel) (RRP £159.95).....BARGAIN £99
1322 Class 1366 0-6-0PT 1370 GWR green (Hel) (RRP £159.95).....BARGAIN £99
OR76DG002 Class 2301 Dean Goods 0-6-0 2409 in BR Black early emblem (Oxf) (RRP £119.95).....BARGAIN £79



BARGAIN

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) £81



BARGAIN

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



BARGAIN

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



BARGAIN

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



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



BARGAIN

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



R3715 Class 8P 'Streamlined Coronation' 4-6-2 6224 "Princess Alexandra" in LMS coronation blue (Hor) .£171



BARGAIN

R3677 Class 8P 'Streamlined Coronation' 4-6-2 6229 "Duchess of Hamilton" in LMS crimson lake - as preserved (Hor) (RRP £189.99).....BARGAIN. £139.50
R3639 Class 8P 'Streamlined Coronation' 4-6-2 6244 "King George VI" in LMS crimson lake (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) . .£171
R3713 Class 8P Princess Royal 4-6-2 46207 "Princess Arthur of Connaught" in BR maroon (Hor).....£171
R3713X Class 8P Princess Royal 4-6-2 46207 "Princess Arthur of Connaught" in BR maroon - Digital fitted (Hor).....£184.50



R3709 Class 8P Princess Royal 4-6-2 6201 "Princess Elizabeth" in LMS crimson lake (Hor).....£171
R3756 Class 9F Crosti 92028 in BR black early emblem - heavily weathered - Railroad range (Hor).....£112.50
R3086 Class A1 4-6-2 4472 "Flying Scotsman" LNER apple green - Railroad Range (Hor).....£94



R3738 Class A3 4-6-2 4472 "Flying Scotsman" in LNER green - 1969 USA tour condition two tenders - Gold plated (Hor)...£234
R3627 Class A3 4-6-2 60103 "Flying Scotsman" BR express passenger blue (Hor) £162



R3371 Class A4 4-6-2 4468 "Mallard" in LNER garter blue - Railroad range (Hor).....£94



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



BARGAIN

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



BARGAIN

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



BARGAIN

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



BARGAIN

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



BARGAIN

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



BARGAIN

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



BARGAIN

R3635 Class LN 'Lord Nelson' 4-6-0 30863 "Lord Rodney" in BR green early emblem (Hor) (RRP £169.99)BARGAIN . £124



BARGAIN

R3634 Class LN 'Lord Nelson' 4-6-0 851 "Sir Francis Drake" in Southern Railway olive green (Hor) (RRP £169.99)BARGAIN...£124
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



BARGAIN

R3413 Class S15 4-6-0 30831 in BR Black late crest (Hor) (RRP £154.99).....BARGAIN.....£99



BARGAIN

R3412 Class S15 4-6-0 30842 in BR Black early emblem (Hor) (RRP £154.99).....BARGAIN.....£99



R3680 Class W4 Peckett 0-4-0ST 'Forest No.1' in Charity Colliery lined green (Hor).....£90



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

Steam train packs



BARGAIN

R3397 LMS Suburban Passenger Train Pack - Ltd Ed (Hor) (RRP £266.99).....BARGAIN.... £169

Diesel locos

2930 Class 07 shunter 07001 in Harry Needle Railroad Company - Exclusive to Hattons Model Railways (Hel) (RRP £139)BARGAIN....£94



4D-025-004 Class 21 D6111 in BR green small yellow panels (Dap) £129.15
4D-025-003 Class 21 D6116 in BR green small yellow panels (Dap) ...£129.15



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



4D-014-000 Class 29 6112 in BR green full yellow ends (Dap). .£129.15
4D-014-002 Class 29 D6129 in BR blue (Dap) £129.15
R3757 Class 47/7 47798 "Prince William" in EWS Royal Train claret - Railroad range (Hor).....£72
4D-003-014 Class 52 'Western' D1008 "Western Harrier" in BR maroon yellow bufferbeams (Dap).....£129.15
4D-003-016 Class 52 'Western' D1043 "Western Duke" in BR chromatic blue small yellow panels (Dap).....£129.15
R3473 Class 56 56108 Railfreight red stripe (Hor) (RRP £170.99)BARGAIN .£121



H4-66-001 Class 66 66005 in EWS (Hat) £150
H4-66-008 Class 66 66033 in Euro Cargo Rail EWS branding (Hat). .£150



H4-66-002 Class 66 66079 in EWS "James Nightall G.C." (Hat). .£150
H4-66-005 Class 66 66088 in EWS DB branding (Hat) £150



H4-66-006 Class 66 66097 in DB Schenker (Hat) .£150
H4-66-007 Class 66 66118 in DB Schenker (Hat) £150
H4-66-003 Class 66 66125 in EWS (Hat) £150
H4-66-004 Class 66 66207 in EWS (Hat)..... £150
H4-66-009 Class 66 66218 Euro Cargo Rail DB branding (Hat) .. £150
H4-66-009-D Class 66 66218 Euro Cargo Rail DB branding - Digital Fitted (Hat) £165



H4-66-012 Class 66 66301 in DRS plain "Kingmoor TMD" (Hat) £150

H4-66-019 Class 66 66418 in Freightliner Powerhaul "Patriot" (Hat) £150
H4-66-013 Class 66 66429 in DRS plain (Hat) £150

H4-66-011 Class 66 66433 in DRS compass (Hat) . .£150

H4-66-014 Class 66 66502 in Freightliner "Basford Hall Centenary 2001" (Hat) £150

H4-66-020 Class 66 66504 in Freightliner Powerhaul (Hat). £150
H4-66-015 Class 66 66513 in Freightliner (Hat)..... £150
H4-66-021 Class 66 66528 in Freightliner Powerhaul "Madge Elliot MBE - Borders Railway Opening 2015" (Hat) £150
H4-66-016 Class 66 66593 Freightliner "3MG Mersey Multimodal Gateway" (Hat) £150

H4-66-017 Class 66 66621 in Freightliner (Hat).....£150

H4-66-022 Class 66 66704 in GBRf original (Hat). . . .£150

H4-66-023 Class 66 66705 in GBRf original Union Flag "Golden Jubilee" (Hat).....£150

H4-66-026 Class 66 66740 in GBRF Europorte "Sarah" (Hat) .£150
H4-66-027 Class 66 66756 GBRF Europorte "Royal Corps of Signals" (Hat) .£150
H4-66-028 Class 66 66762 in GBRF Europorte (Hat) £150

H4-66-031 Class 66 66789 in BR Large Logo blue GBRf branding "British Rail 1948 - 1997" (Hat).....£150
H4-66-029 Class 66 66847 in Colas Rail Freight (Hat) £150

H4-66-030 Class 66 66848 in Colas Rail Freight (Hat)£150
H4-66-018 Class 66 66957 in Freightliner "Stephenson Locomotive Society 1909 - 2009" (Hat) £150
R3774 Class 67 67024 in Belmond British Pullman umber and cream (Hor)£144

4D-022-013 Class 68 68004 "Rapid" in Direct Rail Services blue (Dap) £131.71
4D-022-016 Class 68 68034 in Direct Rail Services blue (Dap)...£131.71
R3706 Ruston 48DS Army 802 War Department green match wagon (Hor) £72

Diesel train packs

1095 Class 33 trainpack Class 33/0 33010 in BR blue and four A tank wagons in grey fuel oil - weathered (Hel).....£203.15

1097 Class 33 trainpack Class 33/0 D6560 in BR green full yellow ends and four 'B' tank wagons in Esso - weathered (Hel)...£203.15

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H4-B-J-002 Janus bundle 0-6-0 Janus diesel shunter in ICI maroon three matching open wagons (Hat) (RRP £129.90)BARGAIN £69.50

HSTs



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

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-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

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



R1167 'Flying Scotsman' starter train set 4472 "Flying Scotsman" loco in LNER green and three Gresley teak coaches (Hor)...£157

Train sets - digital



R1236 Starter Digital train set - "Mixed Traffic" (Hor) £189

Coaches



R4525 Collett restaurant car 9578 in GWR chocolate & cream - Railroad Range (Hor) (RRP £21.99)BARGAIN .£10
R4999 Pack of two centre coaches for Class 395 Javelin Southeastern (Hor) ... £72

Wagons



OR76BOOM02 BL 13.5 inch howitzer railgun "Gladiator" (Oxf)£51

Analogue controllers

R8012 HM2000 High output power & speed controller, mains supply. (Hor) £94

Digital control accessory decoders



R8247 DCC accessory decoder (for points and motors) (Hor) . £44

Digital controllers



R8214 DCC Elite unit digital controller (Hor).....£215
R8213 DCC Select unit (boxed) (Hor).....£98
R8312 e-LINK Module, Railmaster Software & 1 Amp Transformer (PC/ Laptop Required) (Hor).....£85

Point motors

R8014 Mark 2 Point Motor (Hor).....£8.50
R8243 Surface Mounted point motor (Hor).....£8.50

Switches and levers

R044 Passing contact lever frame switch (for point motors) (Hor).....£9

Model railway spares

18KADEE NEM362 Kadee coupling - Medium (8.63mm) - Pack of four (Kad) £5

Man-made scenic structure - railway-related



R083 Pack of 6 Buffer Stop (Hor).....£11
R083 Single (Hor).....£2

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

People - civil



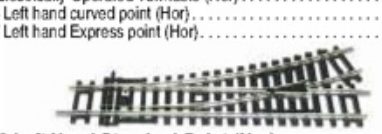
36-407 1950s train crew - pack of six (Bac)..... £8.50

Track - Code 100 Setrack

R8090 1 single yard length of Semi-Flexible Track (Hor).....£4
R8090 Pack of 24 (Hor).....£92
R605 1st radius double curve (8 make a circle) (Hor).....£2.60
R605 Circle of 8 (Hor).....£20
R607 2nd radius double curve track (8 make a circle) (Hor).....£2.60
R607 Circle of 8 (Hor).....£20
R609 3rd radius double curve track (8 make a circle) (Hor).....£2.70
R609 Circle of 8 (Hor).....£20



R601 Box of 24 Double straight -335mm (Hor).....£48
R601 Single (Hor).....£2.20
R070 Electrically Operated Turntable (Hor).....£64
R8074 Left hand curved point (Hor).....£15
R8077 Left hand Express point (Hor).....£15



R8072 Left Hand Standard Point (Hor).....£9.50
R8075 Right hand curved point (Hor).....£15
R8078 Right hand Express point (Hor).....£15
R8073 Right Hand Standard Point (Hor).....£9.50
R521 Single 970mm length of flexible track (Hor).....£4
R621 Pack of 24 (Hor).....£90
R600 Standard Straight (Hor).....£1.80
R600 Box of 24 (Hor).....£40

Track underlay

R638 Roll of track foam underlay Approx: 4880mm (16ft) (Hor) ... £13.50

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

Track - Code 80 Streamline

SL-404 1 yard length of OO9 narrow gauge track 'mainline' wooden sleepers (Pec)..£3.70
SL-404 Pack of 25 (Pec).....£103

N Gauge

Diesel locos



2D-028-004 Class 26 26037 in Railfreight grey red stripe (Dap).....£112.76
2D-002-000S Class 50 D406 BR blue - unrefurbished - DCC sound fitted (Dap) £242.21

O Gauge (1:43 Scale)

Steam locos

7S-006-021 Class 14xx 0-4-2T 1405 in BR black early emblem (Dap) ..£191.25
7S-006-021D Class 14xx 0-4-2T 1405 BR black early emblem - DCC Fitted (Dap).....£216.75



7S-006-023 Class 14xx 0-4-2T 1426 in BR lined green late crest (Dap).....£191.25



7S-006-022 Class 14xx 0-4-2T 1444 in BR lined green early emblem (Dap).....£191.25
7S-006-022D Class 14xx 0-4-2T 1444 in BR lined green early emblem - DCC Fitted (Dap).....£216.75
7S-006-022U Class 14xx 0-4-2T BR lined green early emblem - unnumbered (Dap).....£191.25
4322 Class 43xx Mogul 2-6-0 4377 in BR lined green late crest (Hel)...£662.15
7S-006-002D Class 48xx 0-4-2T 4871 in GWR unlined green shirtbutton logo - DCC Fitted (Dap).....£216.75



H7-A3-001 Class A3 4-6-2 2750 "Papyrus" in LNER Grass green unstreamlined corridor tender - "Record Breaker" (Hel) NEW . £750
H7-A3-002 Class A3 4-6-2 4472 "Flying Scotsman" in LNER Grass green unstreamlined corridor tender - "Record Breaker" (Hel) NEW £750
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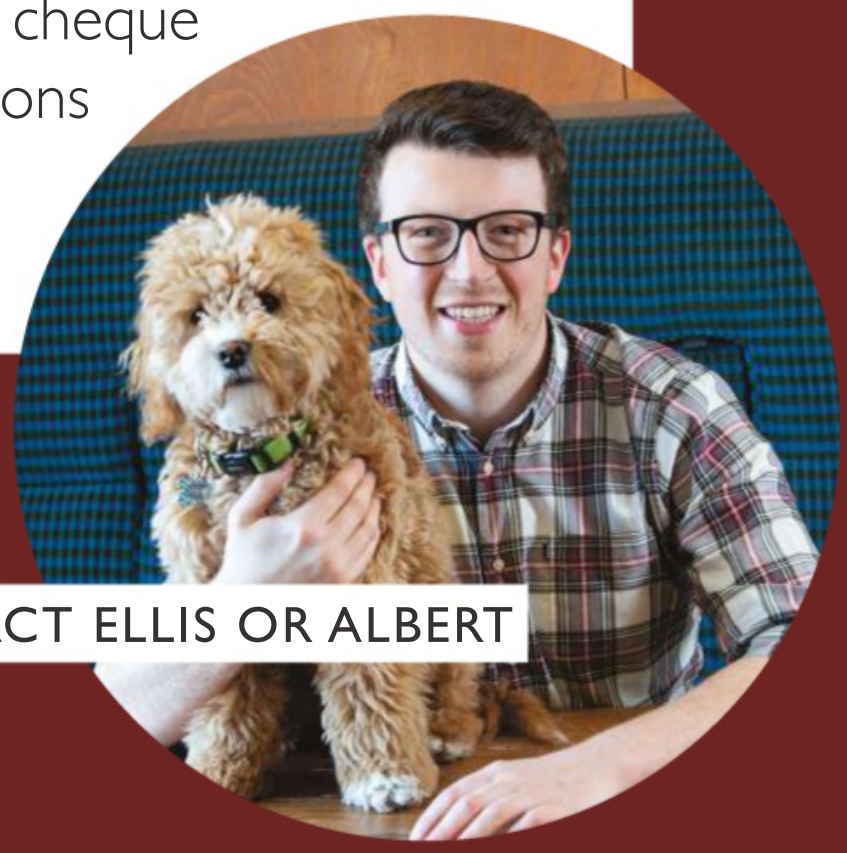

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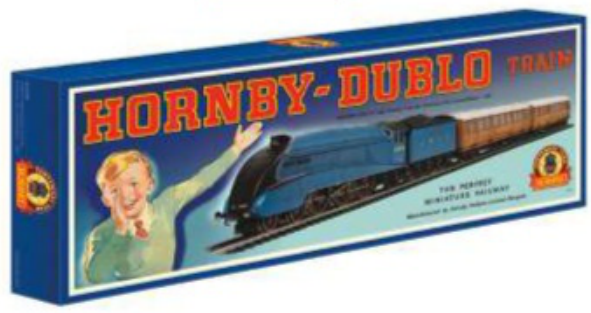

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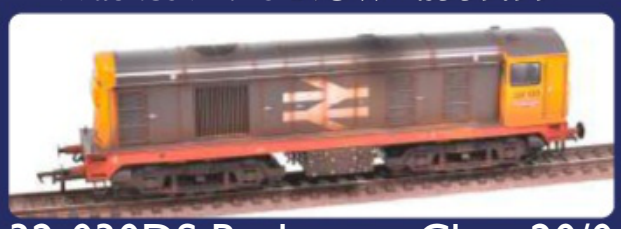

32-030DS Bachmann Class 20/0
Headcode Box 20156 BR Railfreight (Red Stripe) Sound Fitted Deluxe Weathered
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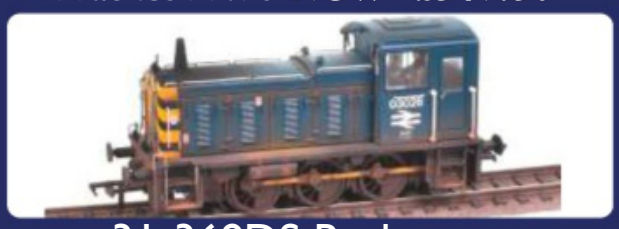

31-368DS Bachmann
OO Gauge Class 03 03026 BR Blue Sound Fitted Deluxe Weathering by TMC
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BR Class 5MT 4-6-0 Black 5 no.45379 Real Coal and Weathered by TMC
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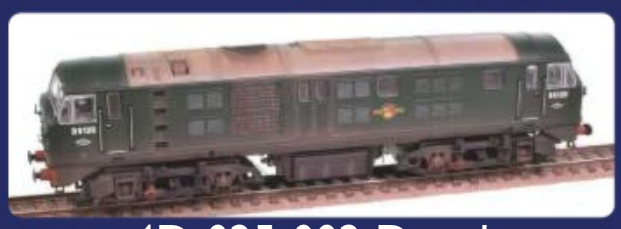

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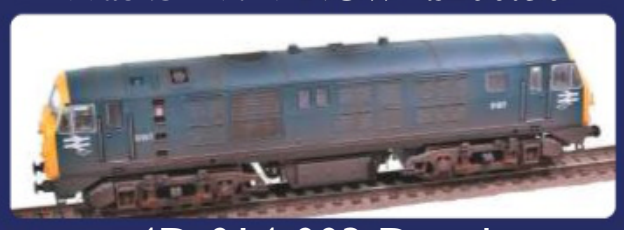

4D-014-003 Dapol
Class 29 BR Blue 6107 SYP with Faded Weathering by TMC
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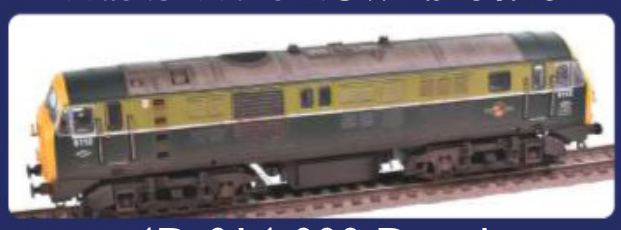

4D-014-000 Dapol
Class 29 BR Green 6112 FYP Weathered by TMC
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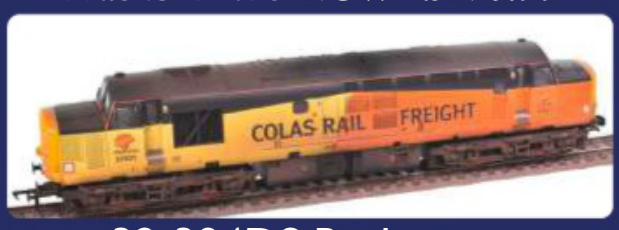

32-394DS Bachmann
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Royal no.6201 Princess Elizabeth Real Coal & Glossy Weathering by TMC
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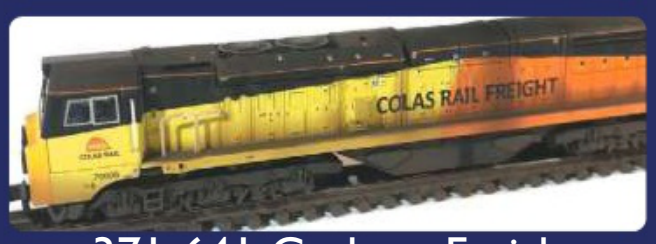

371-641 Graham Farish
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371-085A Graham Farish
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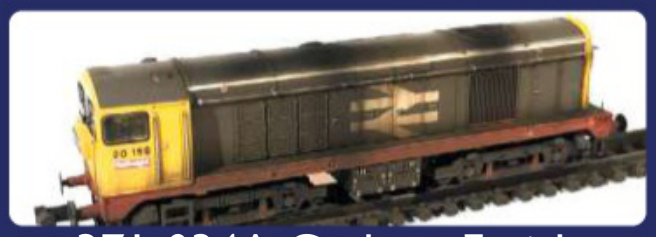
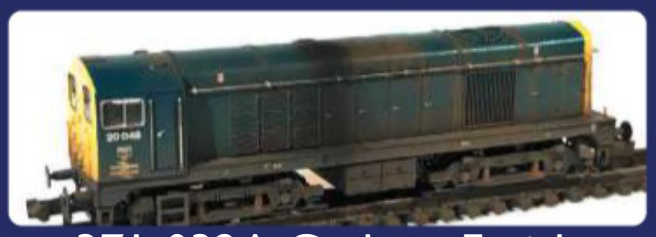


371-034A Graham Farish
Class 20/0 20156 BR Railfreight (Red Stripe) Deluxe Weathering by TMC
Was £162.46 ***NOW £143.75***



371-032A Graham Farish
N Gauge Class 20/0 Disc Headcode 20048 Blue Deluxe Weathering by TMC
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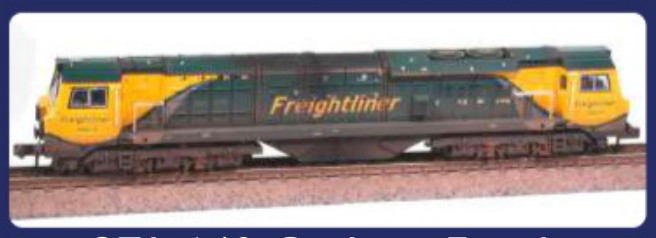

371-640 Graham Farish
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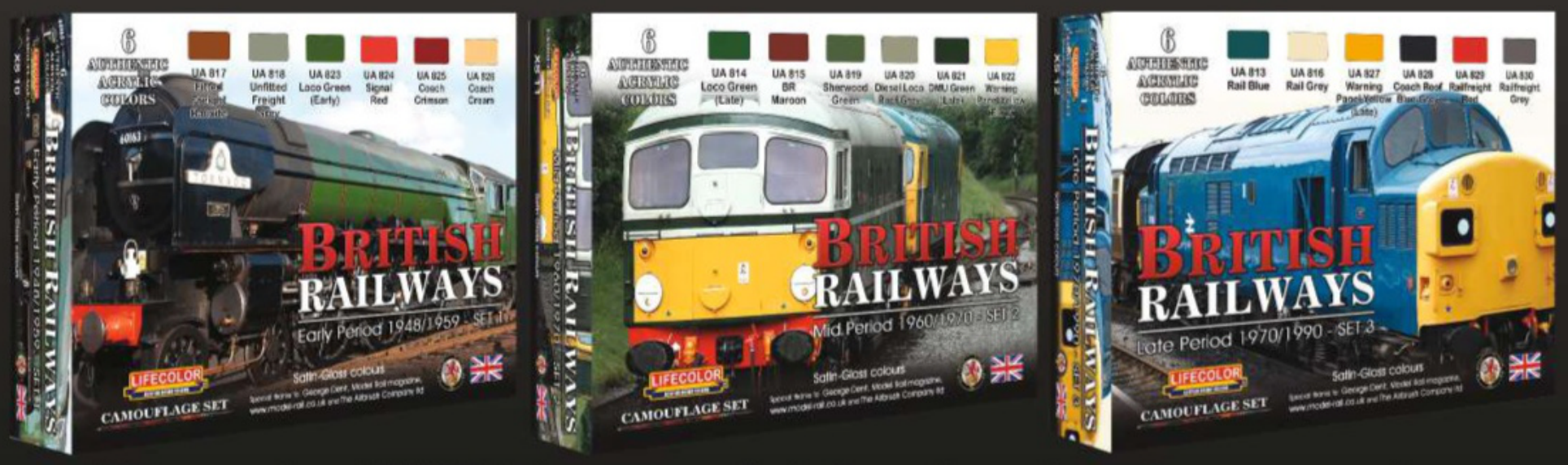

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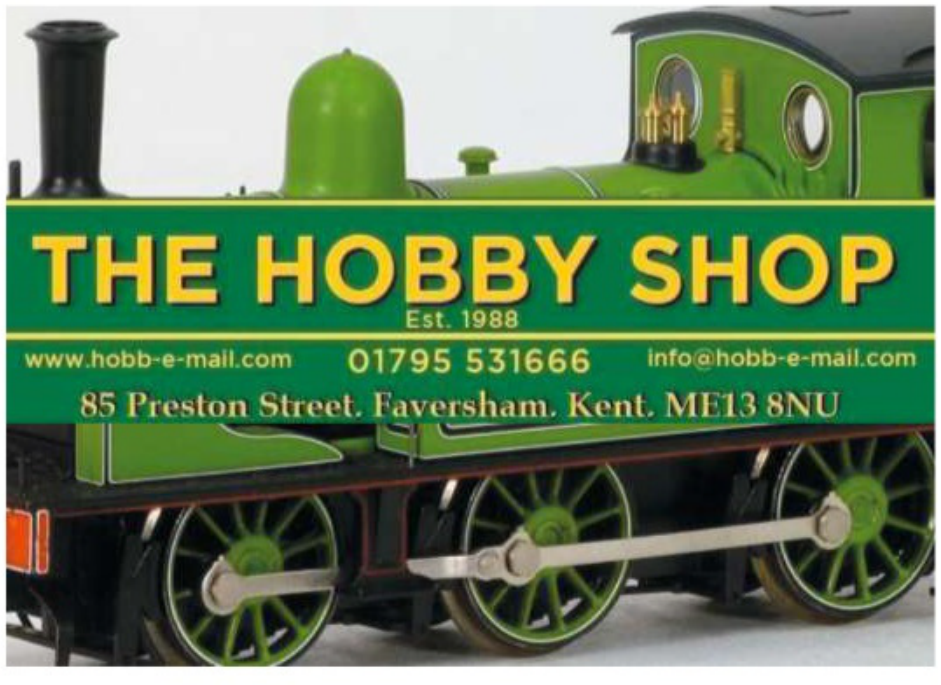

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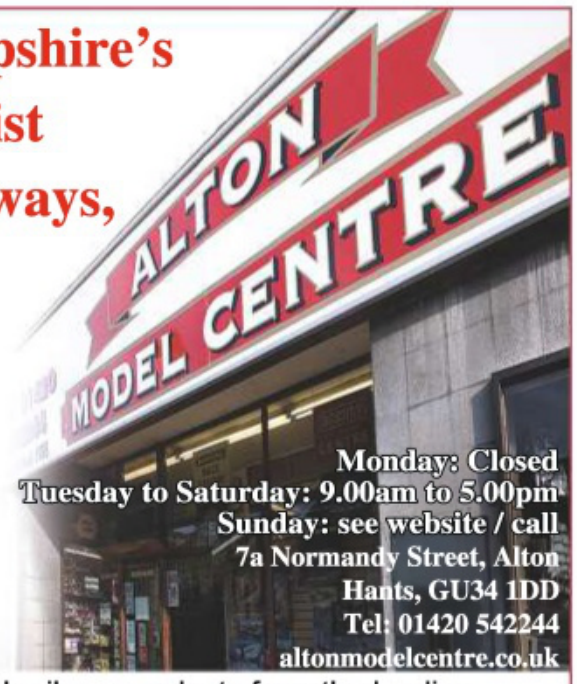

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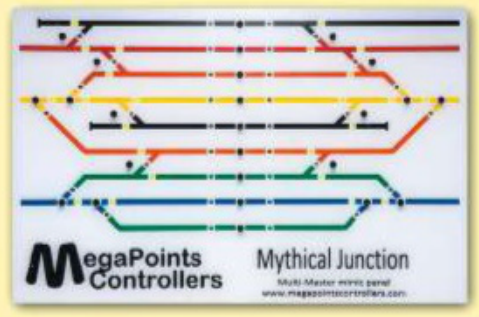

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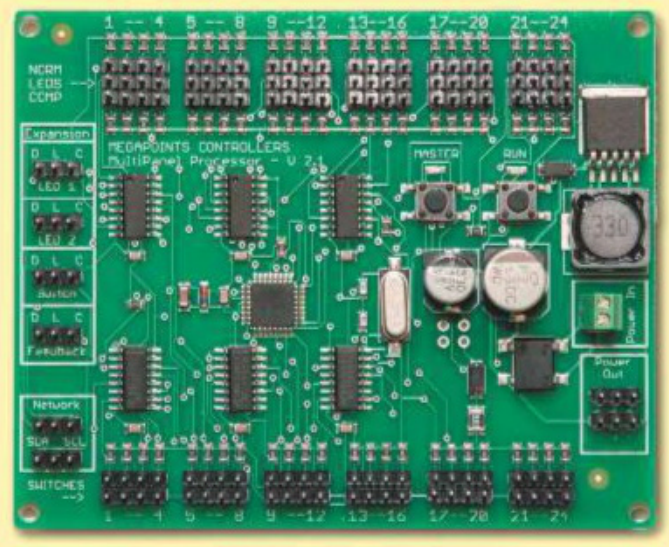

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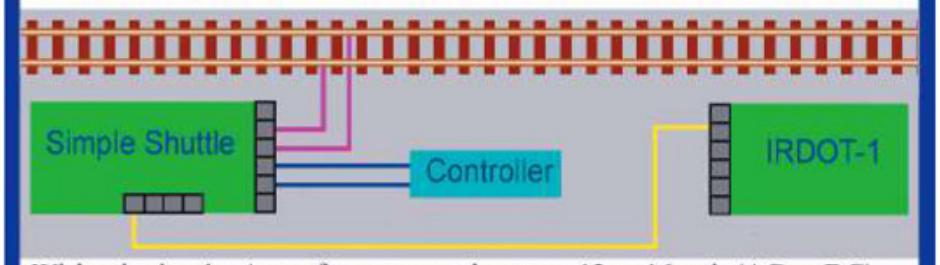

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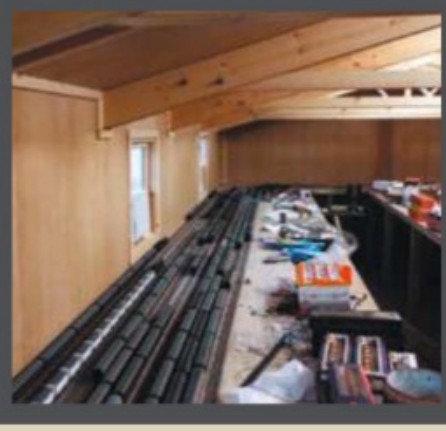



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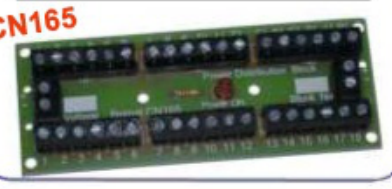

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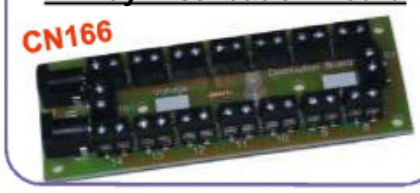

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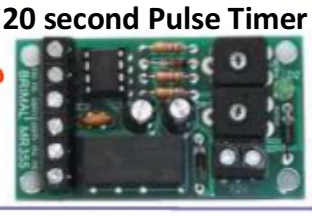

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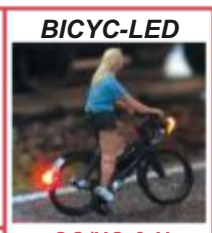

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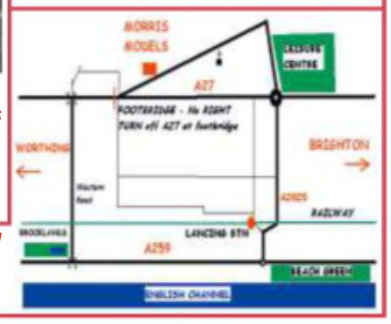

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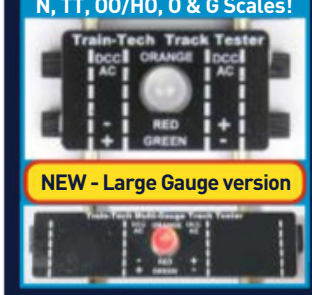

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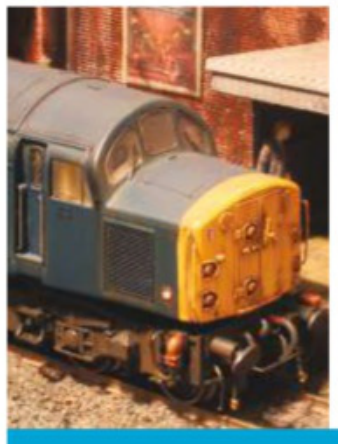

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SANDY SMEATON

Present your case

If there's a locomotive that you think needs to be offered ready-to-run, here's the place to voice your opinion…

Locomotive: Caledonian Railway '439' 0-4-4T
Gauge: '00'
Proposed by: Roy Cashmore, by e-mail
Allan Thompson, by e-mail

What is it?

There are so many classic locomotives associated with Scotland: the North British 'Glens', the Highland Railway's 'Jones Goods' and the Caledonian's 'Dunalastairs' to name but three. However, one handsome locomotive that keeps appearing in photographs of the railways of the Highlands is the Caledonian Railway 0-4-4T.

The '439s' worked some of Scotland's most classic branches: Aberfeldy, Ballachulish and, of course, Killin. They were used mainly on passenger trains but also for the mixed trains that ran frequently on branches and the occasional freight. But they were also used for stopping passenger trains running between major towns too.

Manufacturers have started to dabble in the world of Scottish locomotives and, with the popularity of Scottish branch lines as modelling subjects, there's never been a better time to offer the '439'.



IAN TURNBALL/RAIL PHOTOPRINTS

What would make it viable?

Although focusing on the '439', the ability to make changing to tooling would enable a manufacturer to offer several different variants, thus making this an ideal subject.

The first '439s' were introduced in 1900 to J.F. McIntosh's design. McIntosh's successor, William Pickersgill, built a further ten in 1915, bringing the total up to 78, although these locomotives had slight detail differences. Pickersgill then built a further four in 1922 for banking (a slightly odd choice) and these had larger cylinders and heavy-duty bufferbeams.

The LMS then built a further ten in 1925 to the basic '439' design. They lasted a long time and the final ones were not withdrawn until the end of 1962, the year of a great cull of classic Scottish locomotives.

Consequently, there are versions to suit all the areas that the class covered and in the all the classic liveries: CR blue, LMS crimson and black and, of course, three versions of BR black.

Can I see a real one?

Yes. '439' No. 55189 is in working order at the Bo'ness & Kinneil Railway, restored to full Caledonian Railway blue livery.

Have your say

Do you agree with Roy and Allan'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...

Steam was on its way out when the HAA merry-go-round wagon was introduced in 1966, which is why these stylish coal hoppers are always associated with diesel power. And that's why any image showing these wagons being hauled by a steam locomotive is always intriguing! Hunslet 0-6-0ST No. 3823/1954 *Warrior*, fitted with a Giesl ejector, puts its back into a heavy rake of HAAs (with two 16 tonners) at Bickershaw colliery, near Leigh, on May 26 1978. M.C. BURDGE

In the wider world...

Topping the charts *Rivers of Babylon* by Boney M (May 6).

Top of the First Division this summer? Nottingham Forest.

In the cinema Another big screen outing for Regan and Carter in *Sweeney 2*.

Unveiled at the London Motor Show? Talbot Horizon.

Born this month? TV personality and model Katie Price.

Died this month? Former Liberal politician Selwyn Lloyd (Born 1904).

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