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DCC99 PowerPal for use with DCC90/91/94/95

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Harness length 25mm.

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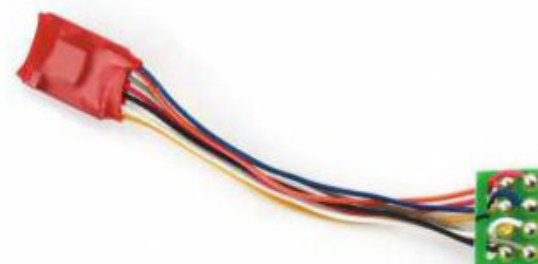


DCC91 2fn Standard Decoder 21 Pin

A 2 function, 1.5A – 2.0A max direct plug 21 pin decoder.

21mm (L) x 16mm (W) x 4mm (D).

£21.00 each



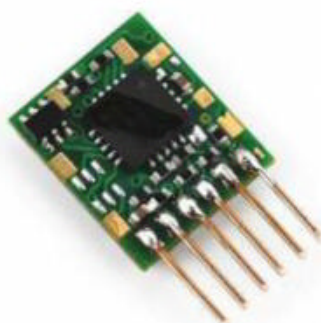
DCC92 2fn Small Decoder 8 Pin

A 2 function, 1.0A – 1.5A max decoder with 8 pin harness.

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Harness length 45mm.

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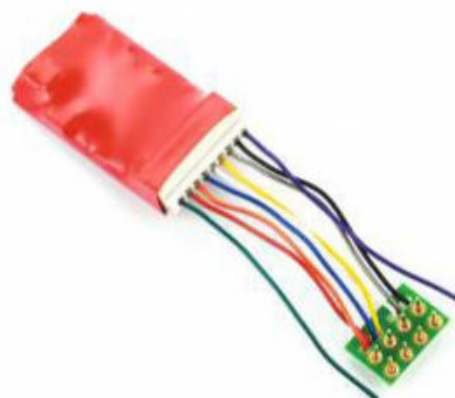


DCC93 2fn Small Decoder 6 Pin

A 2 function, 1.0A – 1.5A max direct plug 6 pin decoder.

10mm (L) x 11mm (W) x 3mm (D).

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DCC94 6fn Pro Decoder 8 Pin

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Richard Foster

What do my pond liner and Brunel's atmospheric system have in common? They've both been eaten by rats...



George Dent

Regaining access to my workshop has been great - but I hadn't realised how messy I'd left it back in March!



Chris Leigh

Wondered how to get a look at a pub I want to model without breaking lockdown. Answer: Google Earth.



Chris Gadsby

After a long wait, sport is back! Time for me to say goodbye to my weekends, whatever they are.



Chris Nevard

Our ace snapper is building a name for himself on the folk music circuit. Is there no end to his talents?



Peter Marriott

Peter is our jet-setting scenic guru. Knows what products are available and how to get the very best from them.



Dave Lowery

Professional model-maker Dave works on top secret projects for train builders and model manufacturers.



Paul A. Lunn

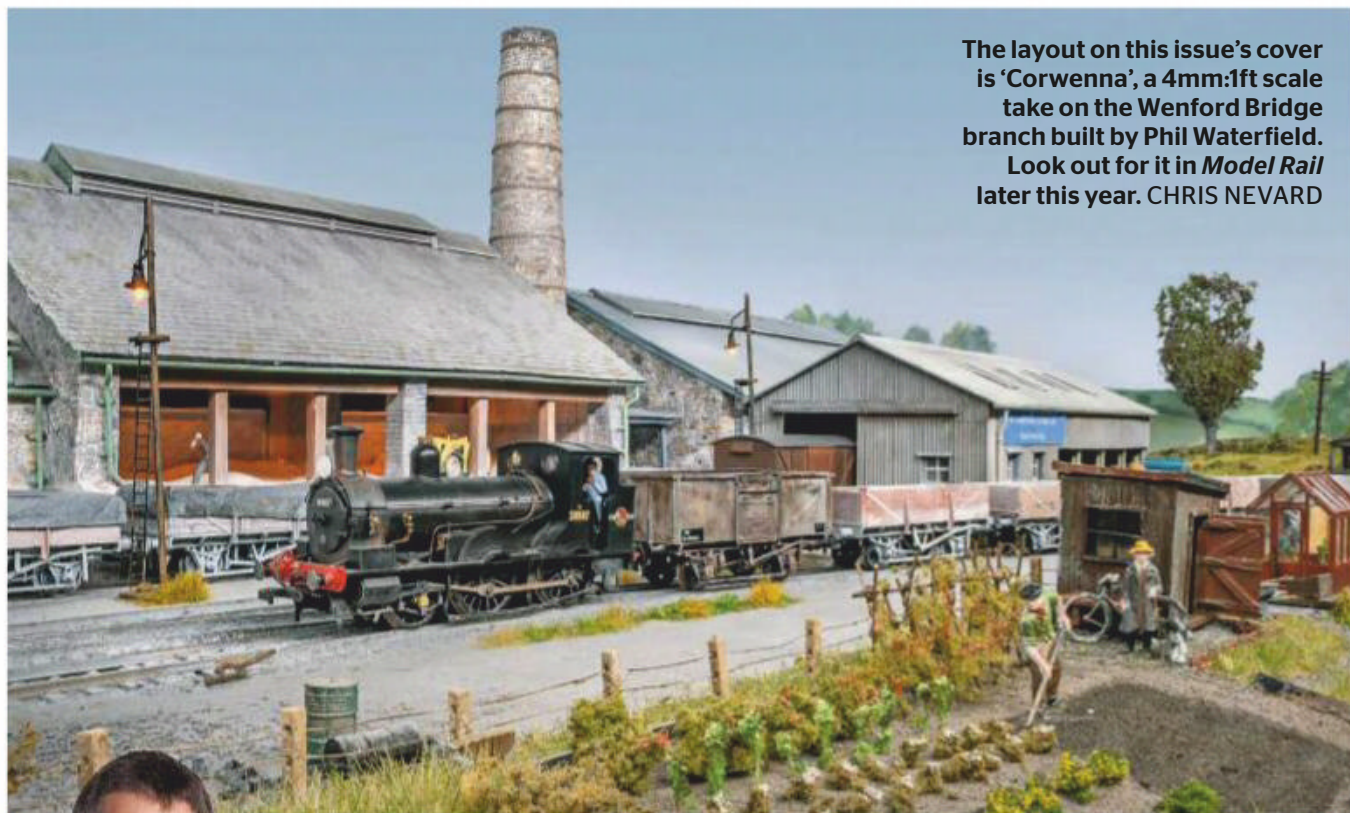
Paul is full of ideas for innovative and exciting layout designs with almost endless possibilities.



Ben Ando

Ben is a seriously talented modeller and 'N' gauge expert. He's also started making his own RTR models.

Get in touch: E-mail the magazine at modelrail@bauermedia.co.uk or call 01733 468000



The layout on this issue's cover is 'Corwenna', a 4mm:1ft scale take on the Wenford Bridge branch built by Phil Waterfield. Look out for it in *Model Rail* later this year. CHRIS NEVARD



Welcome to a slightly unorthodox issue of *Model Rail*. Yes, it's a 'first world' problem but deciding what content we could - or would be able to - produce during the lockdown was challenging. Would we be able to buy modelling products? Would we

receive new models to review?

Everyone likes a 'top ten' list - mainly to disagree with! So, inspired by a recent issue of sister title *Country Walking*, we devised a series of 'top tens' designed to entertain, spark debate and, ultimately, prompt some ideas for layouts.

At the time of writing, lockdown restrictions were being eased but there's still so much affecting our hobby - and *Model Rail* - that's still in doubt. For example, it seems as though it'll be a while before Chris Nevard will be able to undertake any new layout shoots. What restrictions will still be in place when the exhibition season kicks off? Given that Warley is not happening this year (see News), will there even be an 'exhibition season'?

The good news is that production in China seems to be in full swing again and UK factories, particularly that of Peco, is up and running again. Development work, judging by the huge raft of new models arriving for review, is continuing.

Britain's economy has taken a pounding during the pandemic. Difficult though it might be for some at this time, we need to keep supporting our manufacturers, suppliers and retailers, to play our - albeit small - part in getting the country moving again.

Richard Foster Editor

Subscribe now and get two years of *Model Rail* for the price of one!
SEE PAGE 6.

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MODEL RAIL
Skills
STATION

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48 Real places you just have to model



76 Freight flows to add to your layout

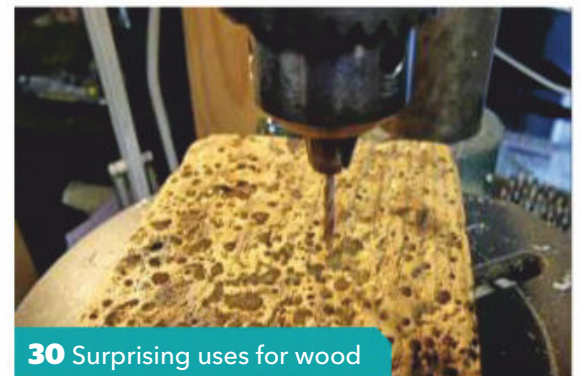
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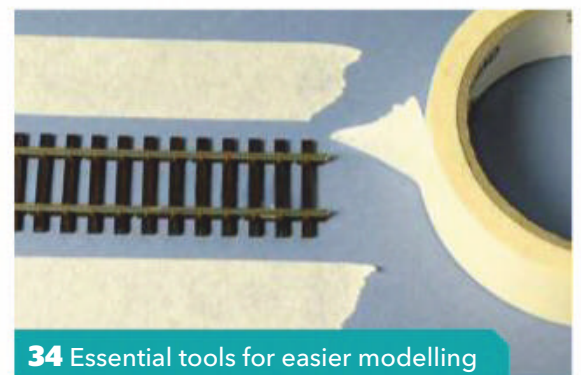
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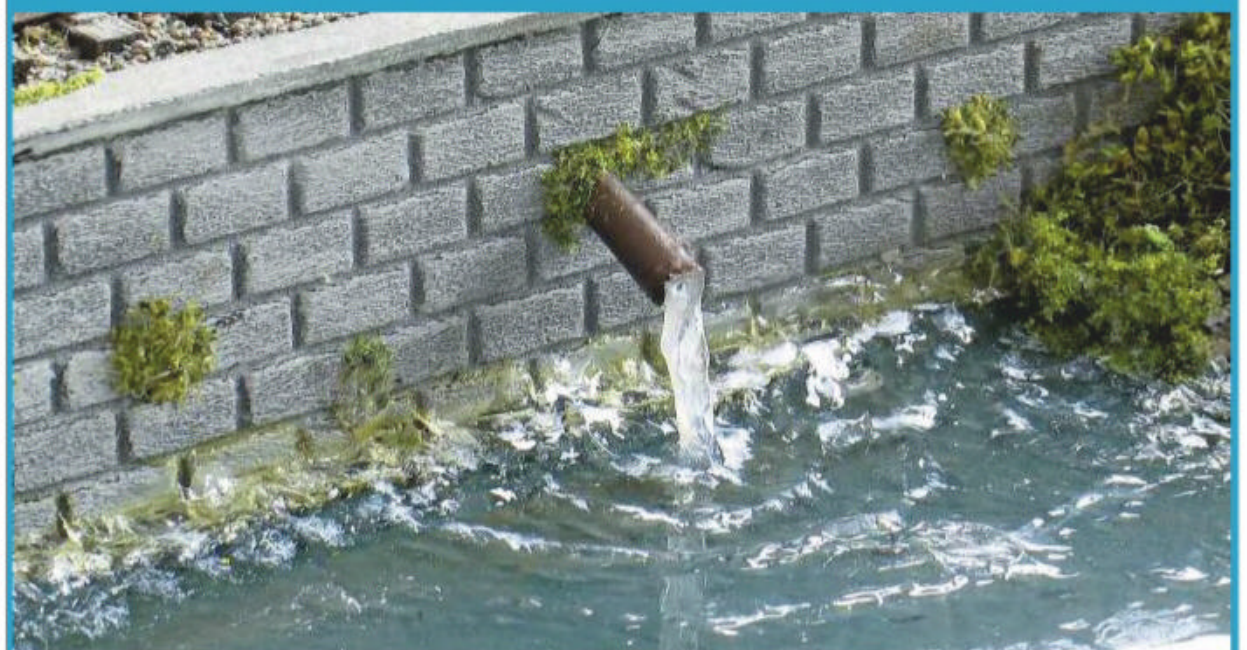
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Opening the box

The latest happenings from the world of model railways



'16XXs' - NOW IN COLOUR!

Model Rail's exclusive WR '16XX' has reached another milestone: here are decorated samples! Rapido Trains' factory supplied five samples - No. 1664 with early emblem (MR-301E), No. 1655 with late emblem (MR-304B), GWR green No. 1638 (MR-306), No. 1661 with Busby chimney and unofficial 'Vinegar Castle' name (MR-308) and NCB green No. 1607 (MR-309B). These samples have been assessed and work to correct

minor issues was under way as this issue closed for press.

These samples have also been thoroughly tested and you can see a video of one in action at https://www.youtube.com/watch?v=XCx6mqW_CrY&feature=youtu.be George Dent has weathered No. 1661 (below) and this finish is to be matched by Rapido's factory.

Production was to have started by the time this issue hits the newsstands.

♦ Order your '16XX' today - turn to page 102 to find out how.



**STOP
PRESS!**

'PWM' SAMPLE COMPLETE

Heljan has shared this image of the first engineering prototypes of the exclusive *Model Rail/Kernow MRC* Ruston 'PWM' 0-6-0DE. These two samples were due to have arrived in the UK just as this issue closed for press. More images and videos to come next issue.



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

009 GAUGE HELJAN L&B 2-4-2T LYN

What's planned? Six versions planned including as-delivered, Lynton & Barnstaple and Southern liveries, plus freelance black.

Price? £239.95

What stage is it at?

Decorated samples

When's it due?

Late 2020 **When**

was it first

announced?

January 2019



00 GAUGE IRISH RAILWAY MODELS CIÉ 'A' Co-Co

What's planned? Eight liveries available from original silver to CIÉ 'Supertrain' orange/black.

Price? From €189.95 (£171.00)

What stage is it at? Decorated sample

When's it due? October 2020 **When was it first announced?** December 2018



00 GAUGE ACCURASCALE CLASS 92 Co-Co

What's planned? To be produced in liveries from BR grey to Caledonian Sleeper teal. **Price?** From £160.00 **What stage is it at?** Engineering prototype

When's it due? Q1 2021

When was it first announced? March 2019



00 GAUGE IRISH RAILWAY MODELS CIÉ 42ft KEG CARRIER

What's planned? Three twin-packs available with different running numbers; all in CIÉ bauxite livery with silver beer kegs.

Price? From €100.00 (£90.05)

What stage is it at? In production

When's it due? Imminently!

When was it first announced?

March 2018



0 GAUGE MINERVA CLASS 14 0-6-0DH

What's planned?

To be offered in BR two-tone green plus running numbers (waterslide decals) and shed/works plates (etched).

Price? From £290.00

What stage is it at? Engineering prototype

When's it due? Late 2020

When was it first announced?

July 2019



NEW CORRIDORS OF POWER FROM HELJAN

Heljan has added the First Corridor to its range of 'O' gauge Mk 2 coaches (MR269). The new FK will be offered in BR blue/grey, Southern Region green, Network SouthEast, Provincial Trans-Pennine and ScotRail liveries and in Railway Technical Centre red/

blue as Test Car 6. The Mk 2s are due in stock next year, priced £279.00.

The Mk 2s are to come with removable roofs (secured with magnets) to enable an LED lighting bar to be installed. Powered by coin batteries, these light bars have been designed to be easy to install and retail for just £29.99 per pack.



SWANKY SWITCH

Train-Tech has developed a nifty device that can easily switch lineside accessories on and off. The RL1 Relay Controller can work with analogue or DCC layouts and can control accessories such as lighting, turntables and even Dapol's new motorised water tower. It can also be used as simple form of block detection; when used with Train-Tech's Sensor Signals and isolating rail joiners, it can hold trains at red signals. As well as the Sensor Signals, the RL1 can be controlled digitally using DCC accessory commands or physically, using Train-Tech's Mimic Switches or automatically, using its Track Sensors.

Price: £40.00

Availability: Train-Tech stockists or www.train-tech.com

WARLEY EXHIBITION POSTPONED

The Covid-19 pandemic has affected the highest profile event in the model railway calendar: the Warley National Model Railway Exhibition. The show's organising team took the decision in mid-June to postpone the show until 2021. A statement from Marketing Manager David Moorhouse and Exhibition Manager Nigel Smith said,

"Running an event with the current Covid-19 relation restrictions, such as adhering to social distancing... would have impacted negatively on the experience of those attending and therefore the very essence of the show."

Warley National Model Railway Exhibition is planned to take place on November 27/28 2021.

Rolling stock releases

Locomotives and rolling stock arriving soon



'GWR150' CLASS 117 DMU...

Kernow Model Rail Centre has commissioned a limited run of Bachmann's new 'OO' gauge Class 117 DMU (see next issue for a full review) as set B430 in GWR-style chocolate/cream livery as applied for the GW150 celebrations in 1985.

Product code: 35-500Z **Price:** £329.95

Availability: Kernow Model Rail Centre **Tel:** 01209 714099

Web: www.kernowmodelrailcentre.com



...AND CLASS 121 'BUBBLE CAR'

To complement its chocolate/cream '117', Kernow has also commissioned W55020 from Bachmann. This Class 121 also received pseudo-GWR livery in 1985. **Product code:** 35-525Z **Price:** £329.95 **Availability:** Kernow Model Rail Centre **Tel:** 01209 714099 **Web:** www.kernowmodelrailcentre.com

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7D-009-005 - Class 121 W55020 GWR 150 Chocolate and Cream

7D-015-001 - Class 122 55002 BR Blue Grey
7D-015-002 - Class 122 55000 BR Green SYP
7D-015-003 - Class 122 55012 Regional Railways
7D-015-004 - Class 122 55006 BR Blue
7D-015-005 - Class 122 55004 BR Green Speed Whiskers

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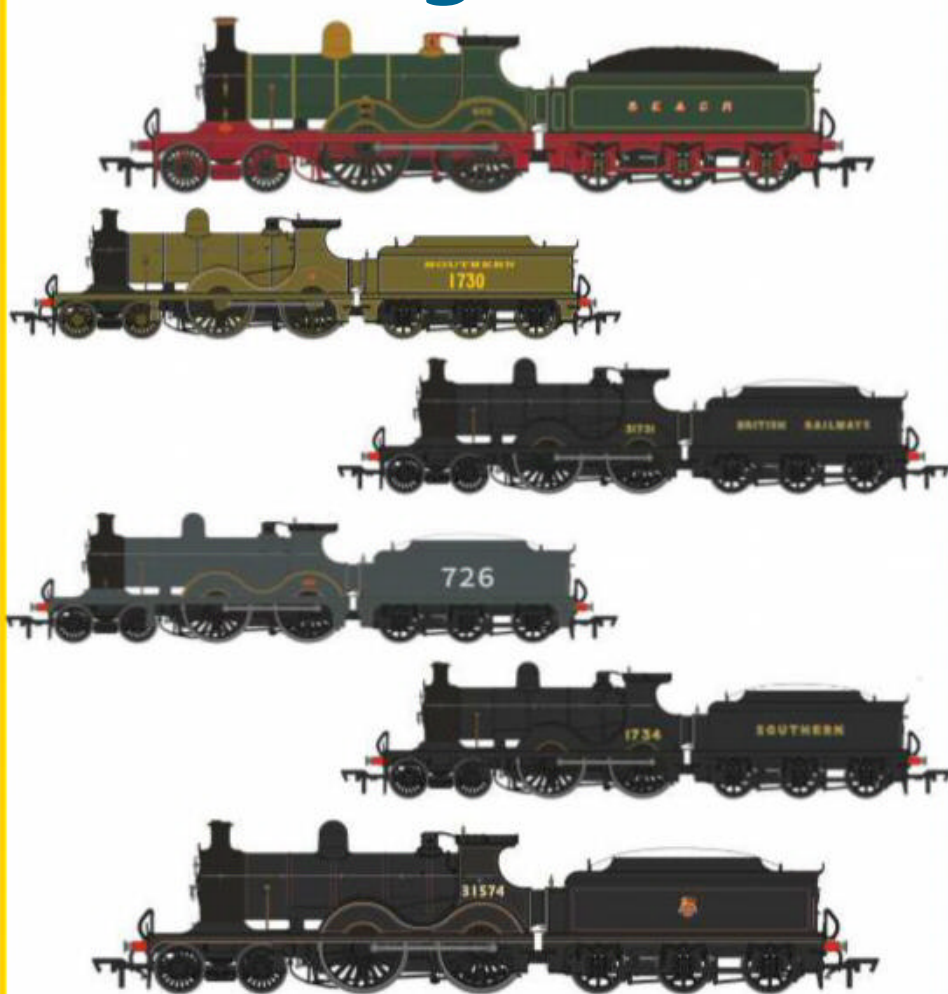
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Class 43 HST



2D-019-010 Class 43 HST Intercity 125 Blue/Grey W43015 & W43190
2D-019-011 Class 43 HST FGW 'Fag Packet' 43005 43009
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According to Chris...

...it's all too easy to be distracted from railway modelling by movie stars, and being inspired to build cameos from favourite movies.

Music and model railways have always seemed to go well together. I suspect, however, that a love of music is universal and that whatever one's hobby, music can usually be enjoyed along with it. I've always had an eclectic musical taste. I grew up in a household where my aunt had a massive 1930s gramophone and Elgar's *Chanson du Matin* introduced me to classical music. This was replaced, as soon as she was old enough, by my sister's Dansette portable record player. On that, I learned the delights of traditional jazz through Humphrey Lyttelton and Chris Barber, but these were soon displaced by Bill Haley and rock 'n' roll. By the time I was old enough to buy my own

records, Elvis and the Beatles had arrived though, in the *Model Rail* office, I'm better known as a fan of Bob Dylan, the Eagles and ELO.

It's popular in social media to reveal what you're listening to at the time, and MR editor Richard has

made known through his editorials that he listens to the radio station Planet Rock. Like many in our office, he uses headphones to listen while he's working. I can't do that. I can't write with distractions, so I do much of

my writing at home, without any music on.

If your work is your hobby and you're writing about something as all-consuming as model railways, you do need some distraction, however. It's something to do when you take a break from the cutting mat or the soldering iron. For me, that distraction has long been movies. Here, my taste is much less broad, however. Action movies with hulky heroes who are indestructible, despite the most appalling injuries, leave me cold. I just keep wishing Bruce Willis would put on a clean vest!

I like storylines with happy endings and I'm a sucker for a movie with a strong female lead. The 'collecting bug', which is such a major part of the model railway hobby for many modellers, has long

Yvonne's coffee shop, from *It Could Happen to You*, was built for a New York subway layout that had great promise but has never been finished.

My little cameo based on *Lady Driver*. A still from the movie with a great quote as a speech bubble makes up the billboard. The car used a few Land Rover parts.



Johnny and 'Baby' dance to Bruce Channel's Hey, Baby! from *Dirty Dancing*.

afflicted me. I have lost count of how many Class 121/122 railcars I've got or how many four-wheel railbuses, but I also collect autographed photographs of female film stars. Here in my study, the walls are lined with around 50. I blame Hayley Mills and Jenny Seagrove! I bought an autographed poster for the stage play *Dead Guilty* in which they were the stars. The play was put on by the Theatre Royal, Windsor, and the Thorndike Theatre in Leatherhead, both of which had been customers when I was in newspaper advertising, so it seemed particularly appropriate. From that, the photograph collecting began until I eventually ran out of wall space.

I did, though, find a way of combining my model railway hobby with my movie interest, and that is by modelling cameos, scenes or structures from favourite movies. I began with the 'dancing on a log' scene from *Dirty Dancing* when Patrick Swayze taught Jennifer Grey about balance by dancing on a fallen tree trunk. It was easy to model, and so recognizable that the company manager of the stage show *Dirty Dancing on Tour*, who was a *Model Rail* reader, saw it and invited me to come and see the show at Bristol Hippodrome.

I followed that with Yvonne's café from *It Could Happen to You*, for which the movie makers built a mock-up café on a New York street corner. It was such a pretty building I couldn't resist modelling it. More recently, I've built the standing stones and Lallybroch, the Scottish castle, from the *Outlander* TV series and having binge-watched Netflix during the lockdown, I'm turning Wills' modern industrial building kit into Lansing Autobody's workshop from the dirt track racing movie *Lady Driver*. I also spotted my favourite station, pretending to be Waterloo, in a truly awful British movie called *Where the Bullets Fly*, but I already have a model of Staines West!

Modelling Diary: Chris Leigh

I have a *Model Rail* 'How to Build' bookazine to work on but I'm busy building a pub from the movie *Love's Kitchen*.

“I just keep wishing Bruce Willis would put on a clean vest!”





TOP 10

Trainspotting locations

Let *Model Rail* take you on a whistlestop tour of the country's best trainspotting locations... and the innovative solutions that have been employed to model them.

Words: **Richard Foster**
Photography: **Chris Nevard**



Liverpool Lime Street

Builder: John Holden and friends

Gauge & scale: 4mm:1ft scale, 18mm gauge 'EM'

Size: 45ft by 8ft

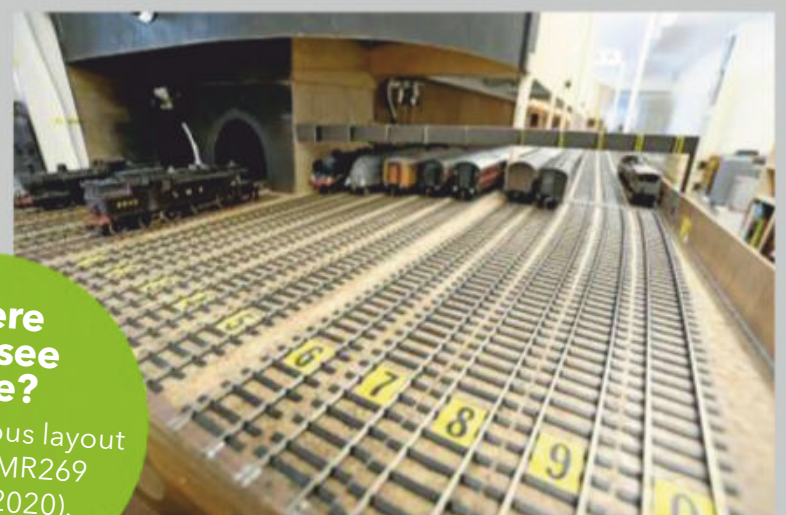
Let's start our train spotting adventure where all good adventures start: at a main line terminus. It's 1947 and the LMS is trying to put some gloss back on to its war-torn system. Under Liverpool Lime Street's cavernous trainshed on the day of our visit is '2MT' No. 6404, still only a few months old and carrying the LMS' modern lettering style. It's in sharp contrast to 'Jubilee' No. 5563 *Australia* and 'Crab' No. 2944, which look desperately in need of some attention. Maybe one day we'll take a trip to London on the 'Manxman'...

WHAT MAKES IT SPECIAL?

'Liverpool Lime Street' is one of the most ambitious layouts on the exhibition circuit, both in terms of the subject that it's portraying and the technology that's involved in its construction. At 45ft long, it is a big layout - but it's not as big as you think it ought to be in order to recreate a station of this size. What's particularly clever is that the fiddleyard is hidden behind the long, narrow scenic section. Trains enter and leave the scene via this complex and beautifully



engineered transfer table, which also includes its own turntable. Watching this in action is almost as fascinating as the rest of the layout!



Where can I see more?

John's fabulous layout starred in MR269 (January 2020).



DID YOU KNOW?

Allen's 'Ribblehead' was destroyed when a tree fell onto his railway room. He's since replaced the layout with a 2mm scale version of Chirk (MR259)

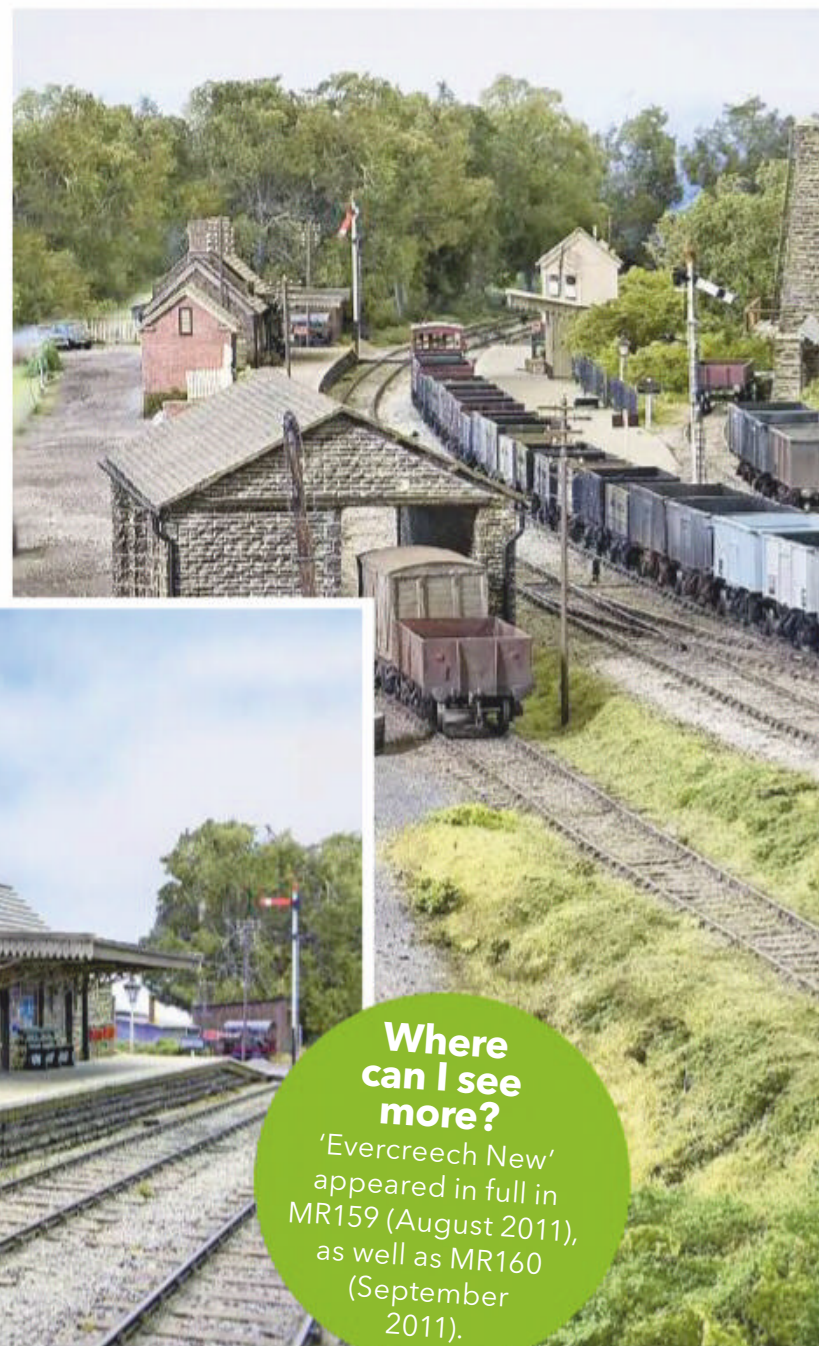
Evercreech New

Builder: Julian Birley

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

Size: 40ft by 20ft

Is there a better place to trainspot than the Somerset & Dorset Joint Railway? What could be more enticing than a near endless procession of heavy, banked freight trains and double-headed holiday specials through some of the prettiest scenery in England? It's been immortalised by the likes of Ivo Peters and Dick Riley, but why not head somewhere away from the classic spots such as Midford or Chilcompton, made famous by this eminent photograph, and try for some more unusual shots? Evercreech New, a delightful little wayside station between Shepton Mallet and Evercreech Junction, seems like just the place. Cameras at the ready as '7F' No. 53807 clanks south with a train of coal empties...



Where can I see more?

'Evercreech New' appeared in full in MR159 (August 2011), as well as MR160 (September 2011).

WHAT MAKES IT INNOVATIVE?

Obsessive S&D fanatic Julian Birley set out to create as perfect a replica of this famous joint line as possible. He chose Evercreech New as it would allow him to run full-length trains at speed on the double-track sections. It was fairly simple yet, with the adjacent lime kilns, it had a lot of interest. The only compromise was to turn the track plan into a loop, but he managed to incorporate a prototypical gradient into the baseboards. By carefully commissioning other modelers, including Allan Downes, where he felt his own skills were lacking and, by constantly comparing the model to prototype photographs, Julian produced a model that was correct down to the brick courses in the walls or the position of the telegraph posts.



Ribblehead

Builder: Allen Pearson

Gauge & scale: 2mm:1ft scale, 9mm gauge 'N'

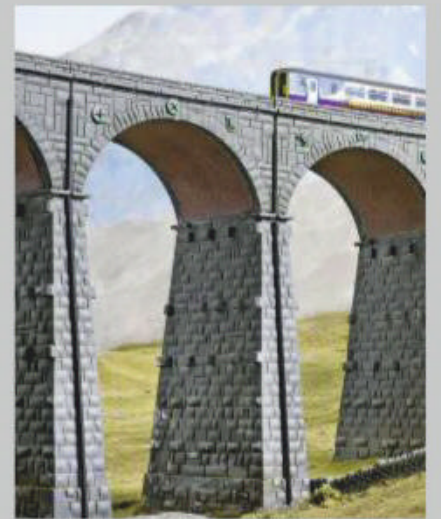
Size: 3m by 2.3m

Whether you intend to ride on it or just watch trains, a visit to the Settle & Carlisle is a must for any enthusiast and the highlight is crossing Bridge 66, more correctly known as Batty Moss Viaduct, but more famously called Ribbleshead Viaduct. It's not the highest nor the longest railway viaduct in Britain, but it's probably the most impressive, sitting as it does in the shadow of Ingleborough and Wharfedale. There's no artistry in its construction as those huge blocks of masonry, hewn from the landscape, are purely functional and match the bleak beauty of the location.

WHAT MAKES IT SPECIAL?

How on earth do you turn a structure as solid and imposing as Ribbleshead Viaduct into a model with all the necessary relief? Card wouldn't do and scribing clay would take an eternity, while embossed plastic would take too much time and money. Or, you could do as Allen

Pearson has done, and harness 21st-century technology. He designed and 3D-printed one arch, which he used as a master to vacuum-cast the remainder in polyurethane. Vacuum



casting is just that: a vacuum literally sucks the liquid material into the mould.

The result really captures the shape and character of this iconic railway structure.

Where can I see more?

Allen's 'Ribbleshead' layout appeared in MR207 (April 2015), although he describes how he built the viaduct in MR198 (August 2014).

DID YOU KNOW?

'Evercreech New' is now owned by Yeovil Model Railway Group, which has extended the layout by adding Prestleigh Viaduct to one end and Pecking Mill Viaduct at the other.



Leamington Spa

Builder: Pete Waterman and friends

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

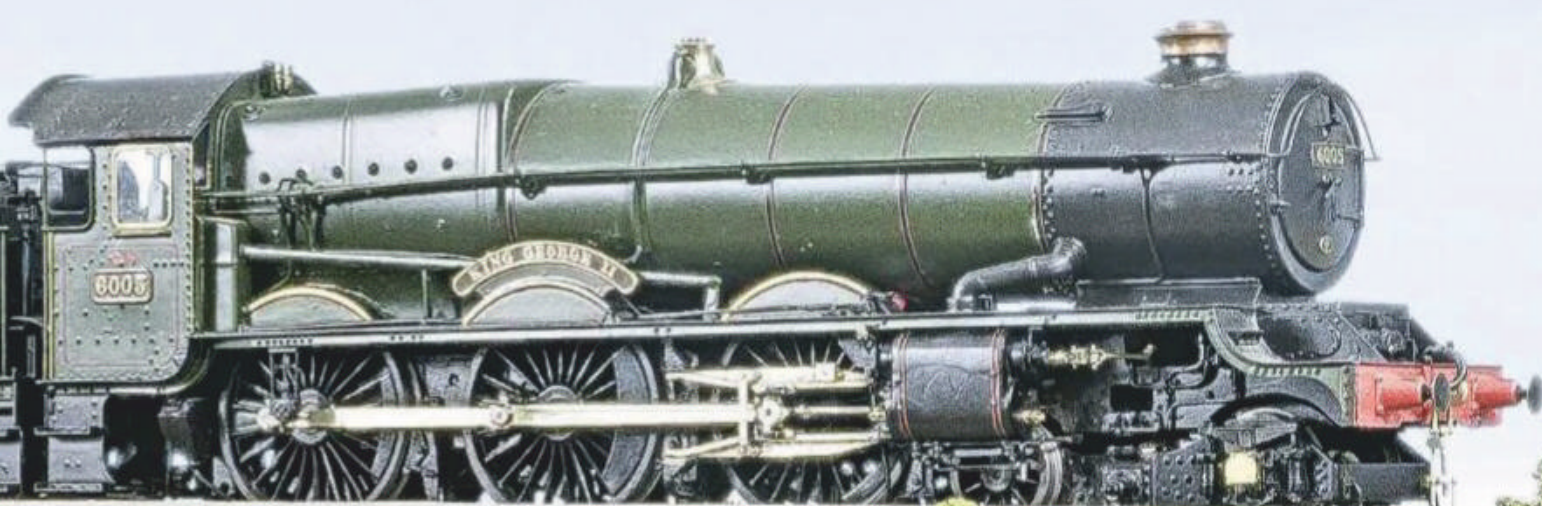
Size: 120ft by 35ft-40ft

Any station on a main line is good place to watch trains, but a station where there's a good chance to see locomotives from all four BR regions is a gem of a location. Leamington Spa, with its classic Art Deco building, might be on the GWR's main line to Wolverhampton but its close proximity to the West Coast Main Line often brought LMR traction through its platforms, and it was not uncommon to see ER and Southern machines too. Get the Ian Allan ABCs at the ready...



**Where
can I see
more?**

'Leamington' has appeared in numerous model rails over the years, the most recent being MR226 (September 2016).



WHAT MAKES IT INNOVATIVE?

Pete Waterman's 'O' gauge take on Leamington, with associated scenes depicting nearby Hatton Bank and Brinklow, is one of the most ambitious in the country. Not only does it push DCC and constructional technology to its limit but Pete's ambition is to make it more realistic to look at than

Pendon, and the key to that is perspective. The trains and buildings close to the railway are 100% scale. But those further away reduce to 96% or 94% scale. Pete and his team built rough mock-ups first to ensure the perspective is right before commencing on a proper build.

Kyle of Lochalsh

Builder: Pete Matcham

Gauge & scale: 2mm:1ft scale, 9.42mm gauge '2FS'

Size: 600mm by 132mm

Of all the classic railway locations to visit in Scotland, Kyle of Lochalsh is probably at the top of the list. You can get an almost panoramic view of the station, bisected by its long central platform, from the road overbridge, which also offers stunning views over to the Isle of Skye. The distant mountains combined with the smell of the sea and rumbling of a Sulzer 6DLA engine creates an intoxicating atmosphere. Who cares that the timetable is so sparse? You can either sit back and enjoy watching 26038 shunt fish vans, or maybe you could find a pub and nurse a dram of Talisker...

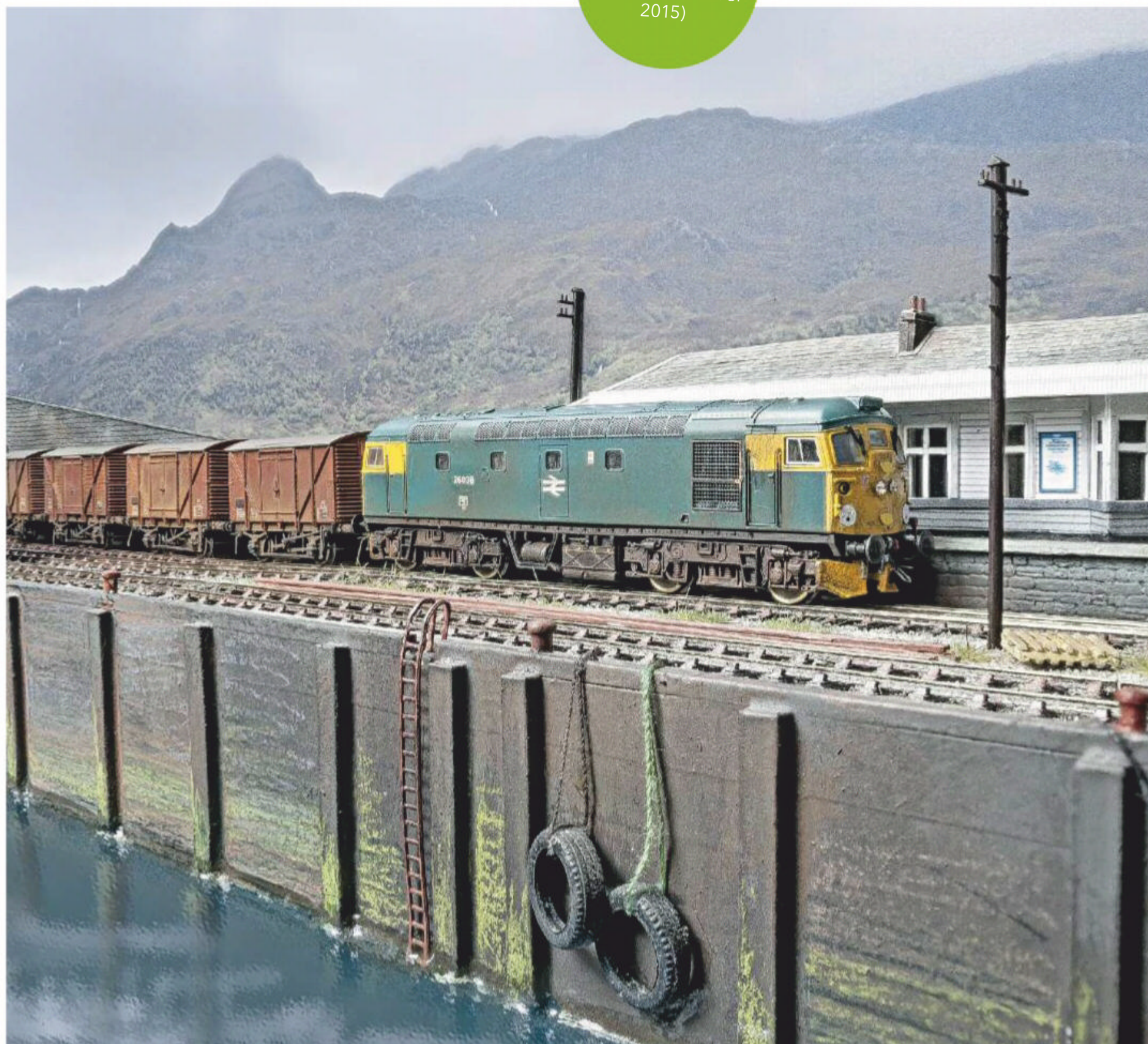
WHAT MAKES IT INNOVATIVE?

Pete conceived this layout while living in Spain and it was cleverly designed to fit into the overhead storage bins on a plane! It's built in a box file and very light as the base for the track is made from foamboard and card. The track plan is clever too, for Pete has only

modelled one side of the station. However, use of 2mm Association track and a photographic backscene means that, when viewed from the right angle, you'd never know that the rest of the station isn't there.



**Where
can I see
more?**
MR216 (December
2015)





Cardiff Canton

Builder: Steve Fay

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

Size: 6ft by 2ft

Every good trainspotting trip has to involve a shed visit, whether you go on an organised tour or decide to bunk it and risk the wrath of the shed foreman. The bigger the shed the greater is the potential to see those named glamour machines at close quarters, when you can't normally get near them at the platform end. Who can wait to find out what 'Castle' and 'King' are parked behind 'Britannia' No. 70019 *Lightning* outside Cardiff Canton shed?

WHAT MAKES IT INNOVATIVE?

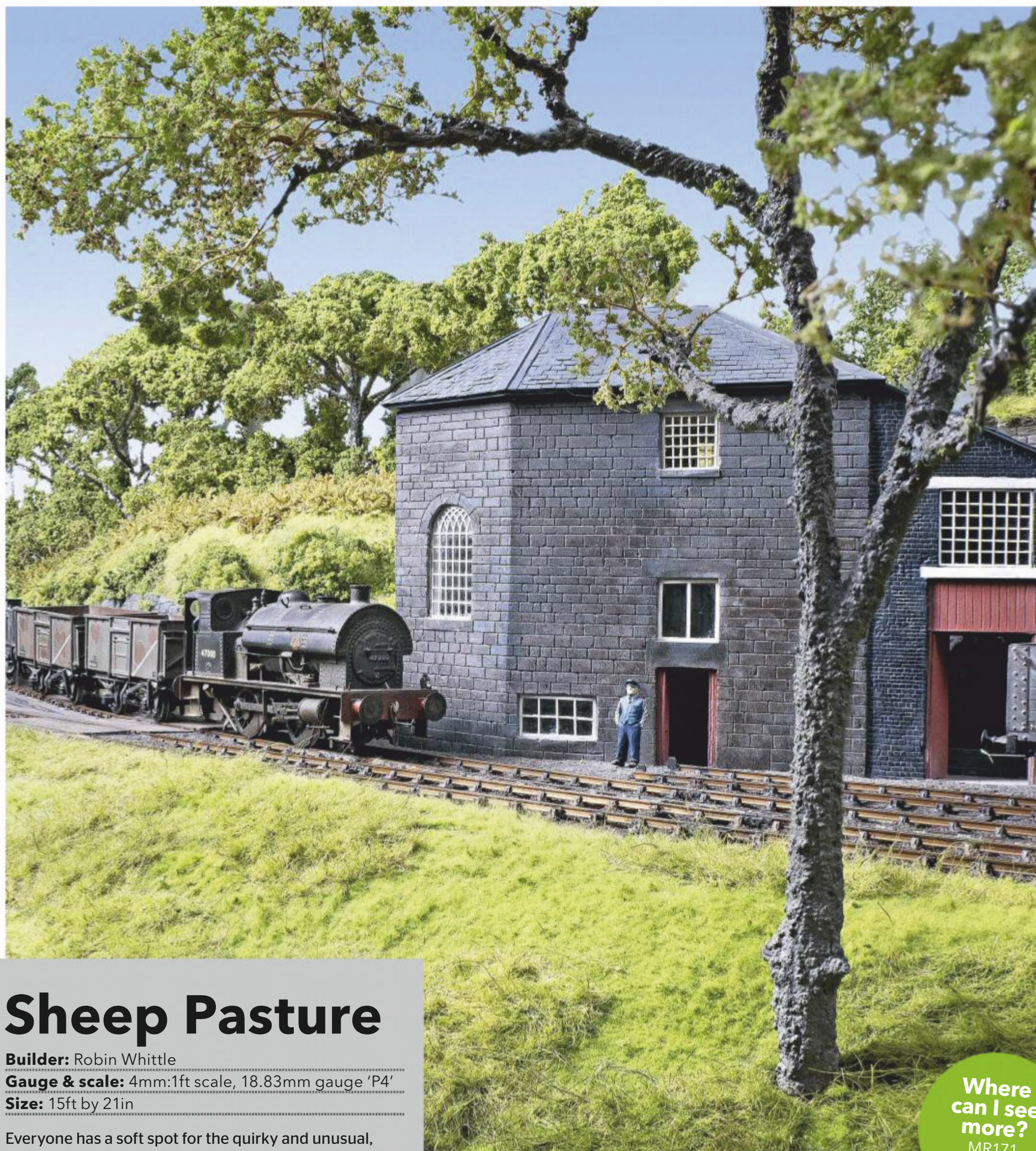
You need a lot of space for 'O', right? Steve Fay, however, has proven time and time again that you can create a realistic impression of main line trains at work in 'O' in an 8ft long space. This image of his diorama based on the Dawlish sea wall (see below and in MR261) shows just what some lateral thinking can produce. One of his favourite dioramas among the MR team was his take on Cardiff Canton shed, which featured items that you don't always see on shed layouts.

To form that typical compacted ash ballast seen in locomotive sheds, he spread kiln-dried sand over the base, soaked it in the usual diluted PVA solution and then added talcum powder, packing it down with the back of a spoon. When dry, he sprayed it matt black and then weathered it with black smoke weathering powders.

**Where
can I see
more?**

MR200 (Summer
2014)





Sheep Pasture

Builder: Robin Whittle

Gauge & scale: 4mm:1ft scale, 18.83mm gauge 'P4'

Size: 15ft by 21in

Everyone has a soft spot for the quirky and unusual, and that's why our whistlestop tour through time and space has made a visit to the Cromford & High Peak. You want history? It was built in 1831. You want unusual? How about cable-operated inclines on dramatic 1-in-8/1-in-9 gradients? You want quirky? What could be better than a motley fleet of locomotives, including ex-North London railway 0-6-0Ts that are extinct elsewhere, or the Kitson 'OF' 0-4-OSTs that BR was still building in the 1950s?

1932-built Kitson 'OF' No. 47000 drags another load of wagons over the Sheep Pasture incline's kip and past the winding engine house. Included in the train are two ex-LNWR tenders, now converted to carry water for those who live on the wilder, more remote stretches of the line.

WHAT MAKES IT INNOVATIVE?

Robin has really nailed that Cromford & High Peak character and, as he says, a hillside setting that falls from the horizon to the foreground is just perfect for a model railway and the top of Sheep Pasture incline is just right. He's got the buildings and the train right, but it's the working incline that's most impressive. It's an important feature and he could have got away with making a dummy



version... but he didn't. The cable is thin, nylon-coated, braided steel cable fishing line and the pulleys at each end are made from pieces of Lego!

Where can I see more?
MR171
(July 2012)

Standedge Tunnel

Builder: Phil Porter

Gauge & scale: 2mm:1ft scale, 9mm gauge 'N'

Size: 6ft by 3½ ft

The Pennines have always offered the perfect backdrop for watching and photographing trains but, during the 1970s, already thin pickings were about to get thinner. The spectacular Stainmore Route went in the early 1960s, Matlock-Buxton followed in 1968 and now the Woodhead Route appears to be under threat. However, one line - Stalybridge to Huddersfield - seems to be safe, including the wonderful vantage point at Standedge Tunnel. The remains of the canal still flow in and around the tracks and, despite recent track rationalisation, the tunnels and valley form a spectacular setting as a two-car DMU rumbles east.

WHAT MAKES IT INNOVATIVE?

Phil has always liked this corner of the Pennines and the inclusion of a river and canal to complement the railway made it an enticing modelling challenge. Phil carefully scratchbuilt the aqueduct, paying particular attention to its history, but made life even harder for himself by using real water. An electric pump underneath the layout draws the water up to the aqueduct, it flows down and then through



a pipe into the water container below. Meanwhile, Phil used resin to model the River Colne, using a toothbrush to create the ripples on the surface.

Where can I see more?

MR262
(July 2019)



Shap Wells

Builder: Graham Nicholas and friends
Gauge & scale: 4mm:1ft scale, 16.5mm gauge 'OO'
Size: 20ft long

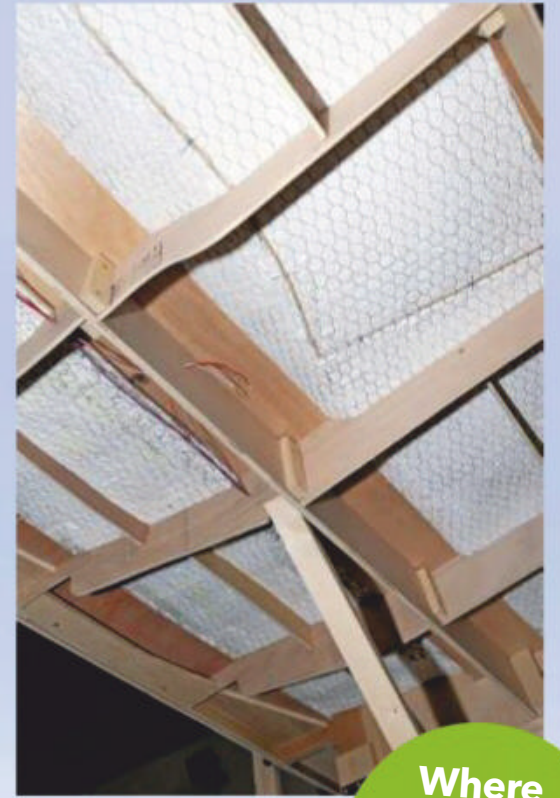
It's 1967 and a Ford Zephyr crammed to the gunnels with young railway photographers bounces down the road to Shap Wells. There's no time to lose. Other photographers are there already. One enterprising young chap with a camera has claimed prime position on the roof of a permanent way hut. The men from the Zephyr, all members of an unofficial club called the Master Neverers Association, run up the embankment.

There's a parcels train due, headed by a 'Black Five' and a 'Britannia', and you can tell both locomotives are struggling with the gruelling gradients on this stretch of the West Coast Main Line.
Closer it gets... and then click! The MNA can relax for the master shot is in the can. But their pause is fleeting. There are more locomotives out there, more photographs to take.



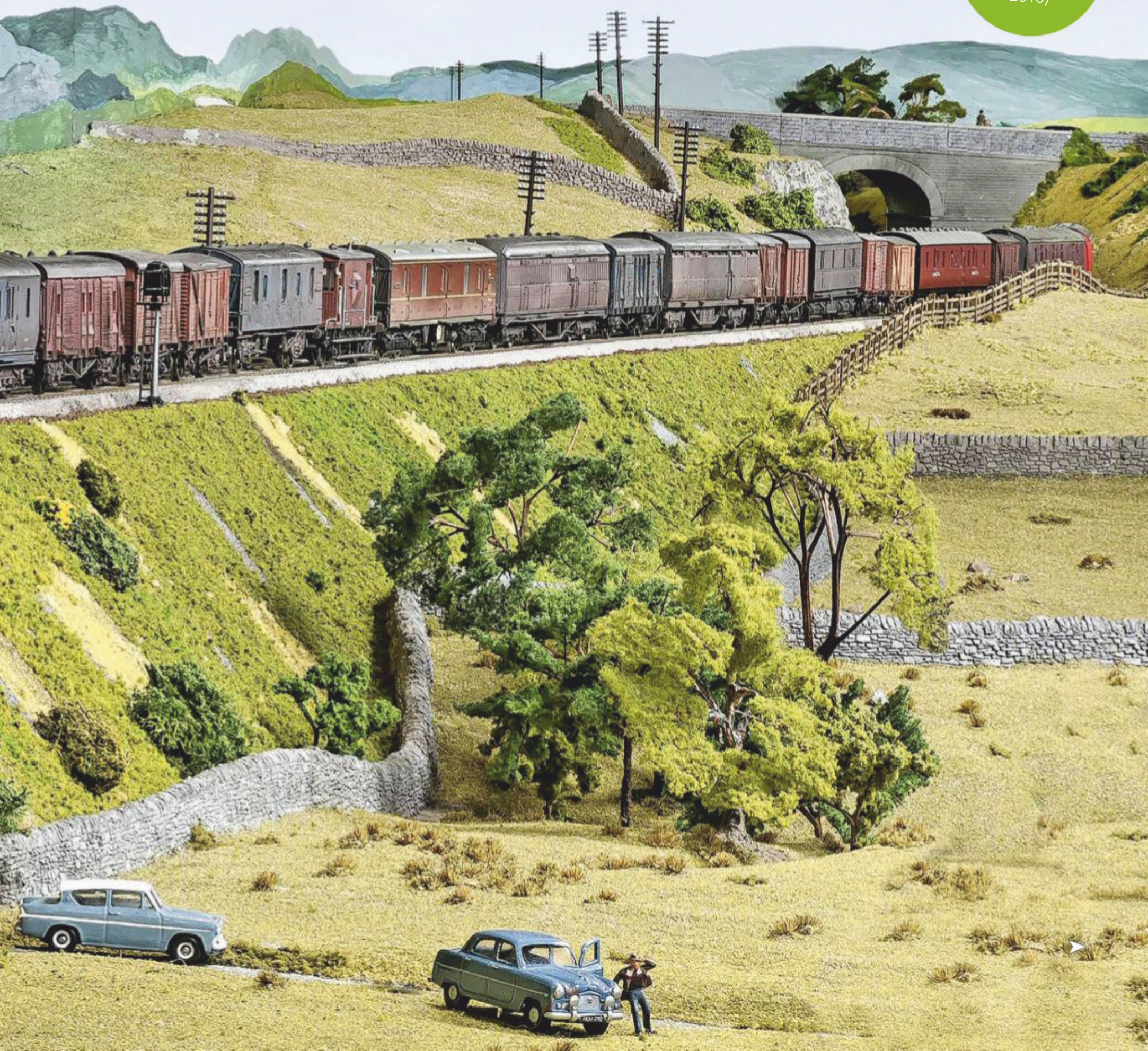
WHAT MAKES IT INNOVATIVE?

Graham's 'OO' gauge take on Shap will eventually be built into a larger layout that will fill his 42ft long railway room. What enables Graham to build such realistic re-creations of the northern fells is his innovative approach to baseboards. He cuts the base for the track from strips of 9mm plywood, 120mm wide. Each strip is 5ft long and he glues and screws a further strip of 100mm wide 9mm ply to the underside to form a 'T'-shaped beam. This becomes the backbone of a section of baseboard. Each board has a pair of legs that are 17mm longer at one end to give an overall gradient of 1-in-90 (a touch more practical than the real 1-in-75). Scenery supports are cantilevered off the main beam.



**Where
can I see
more?**

MR251 (Summer
2018)





Dduallt

Builder: Rob and David Waller

Gauge & scale: 4mm:1ft scale, 9mm gauge 'OO9'

Size: 10ft by 10ft

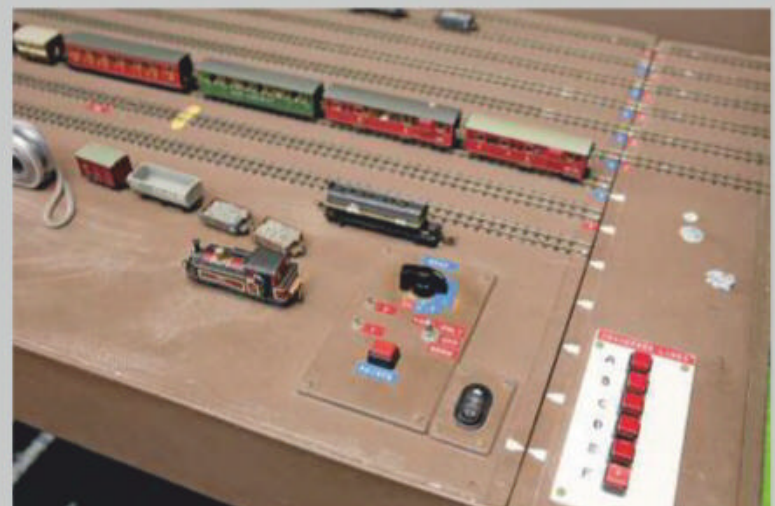
A station completely enveloped by a railway must surely be pretty high on the list of great places to watch trains. There are only two ways to get to Dduallt: by Ffestiniog train or by foot. But it's worth the effort: from the little waiting shelter you get to hear narrow gauge trains pounding up the 1-in-80 spiral, a unique feature on a 2ft gauge line in Britain, and getting occasional glimpses of them through the trees as they head to Blaenau Ffestiniog. On this occasion, the passing loop has been pressed into service as replica 'Single Fairlie' 0-4-4T *Taliesin* climbs the spiral with a vintage train of four-wheelers, while the two ex-Penrhyn 'Ladies', *Blanche* and *Linda*, depart for Porthmadog.

**Where
can I see
more?**

MR176 (December
2012).

WHAT MAKES IT INNOVATIVE?

This is one of those layout where you instantly know where it is. Obviously, the distinctive spiral plays an important part but it's the attention to getting key Ffestiniog detail correct that makes this layout special. Rob and David worked hard to recreate key landscape colours and textures, but it's the trains that really catch the eye. At the time of construction, ready-to-run 'OO9' was just a pipe dream, yet they've managed to model all the FR's famous locomotives and coaches, through a combination of kit and scratchbuilding. And as the FR has introduced new stock, so David and Rob have kept pace, building 4mm replicas of Lynton & Barnstaple 2-6-2T *Lyd*, not to mention all the stock used on the FR's sister railway, the Welsh Highland.

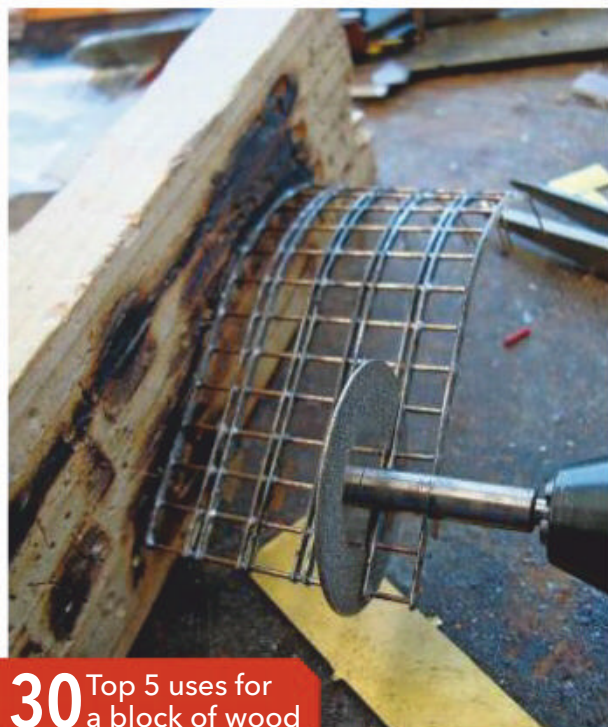


HARDER & STEENBECK

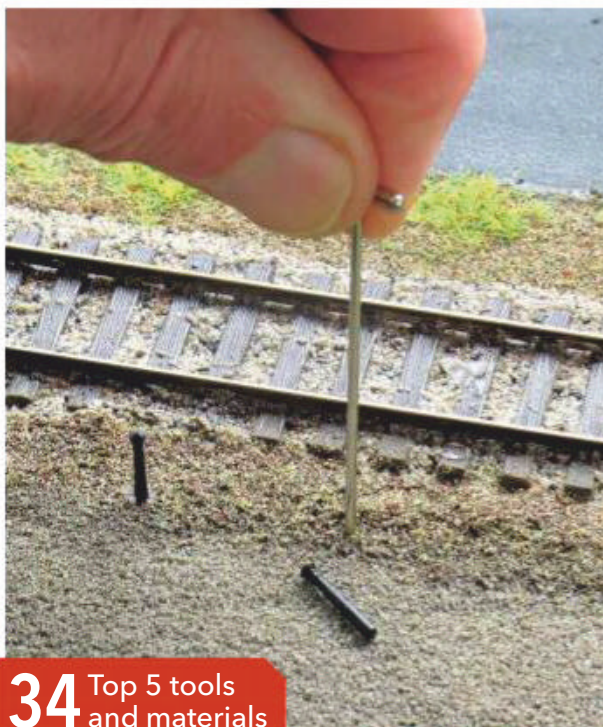


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Scenic guru! Knows what's available and how to use it.



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



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

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

TOP 5

...USES FOR A BLOCK OF WOOD

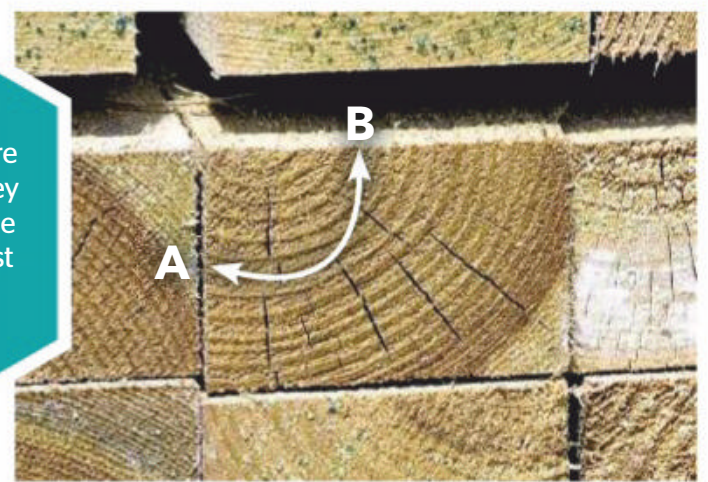
One block of wood; five uses. **Dave Lowery** suggests why timber off-cuts can be a modeller's best friend.

You can equip your workshop or workbench with all manner of tools and equipment designed to make your modelling better or easier. Some items might cost pennies, others might set you back a couple of hundred pounds.

But who would have thought that an offcut of 2in by 1in planed timber could prove to be so useful? In fact, it would be hard to do many jobs without this old friend.

TOP TIP

If you use a planed piece of wood, the sides are cut square (A and B) so they give you a good right angle against which to build. Just double-check with a set square before you start building.



TOP TIP

If you taper the tops of brass rods, it will make sliding components over the top much easier.

TOP TIP

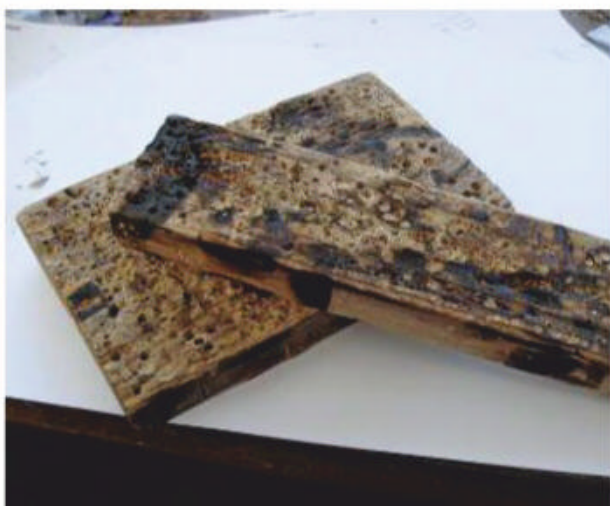
If you use a drill to make holes in an etch, make sure it is slightly larger than the diameter of the brass rod you are using. The reason is simple - the solder needs to have a space to flow around the rod.



1 DRILLING

The most obvious use is as a base for drilling into. If you have a pillar drill with a metal base, you can drill into the wood to extend the life of your bits. The adjustable base on the pillar drill has slots in it, so to prevent your block of wood flying off, I have inserted a short No. 8 screw, which catches in the slots. For hand-drilling with a small bit in a power drill, clamp a piece of wood onto your work surface to make it secure.

While you can hold the work piece while it is being drilled, it's better to secure it to a block of wood using clamps, screws and even drawing pins. This will also help reduce the burning sensation in your fingers if you are using them to hold a metal workpiece while drilling.



I use two types of wood: the 2in by 1in is used on my desk for everyday working while the 4in by 1in piece is used on my pillar drill.



To stop the 4in by 1in piece moving around the drill base, I added a couple of screws that sit in the base slots.



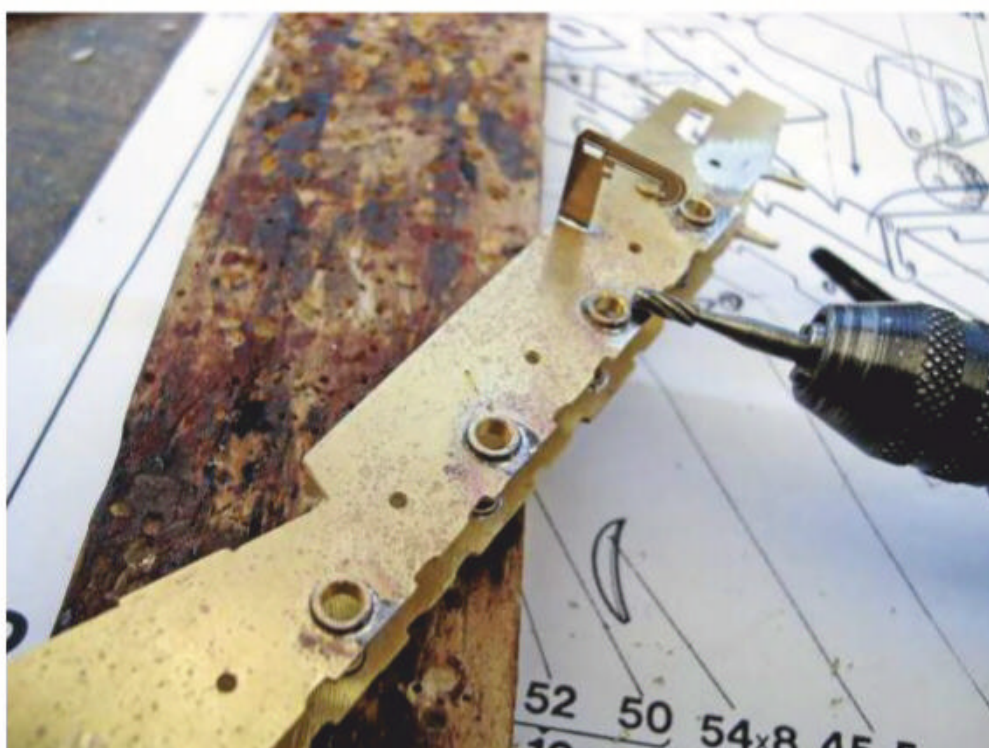
To help with stability, I clamp the 2in by 1in piece of wood to the work desk with a simple G-clamp. You can then hold down work pieces to the wood with drawing pins or more clamps.

2 SOLDERING/HEAT

Wood doesn't conduct heat very well, so it's perfect for holding parts that will need a large amount of heat applied, either from a high wattage soldering iron or even a gas blowtorch. It is far better to burn an old offcut piece of wood than to damage your workbench or

even worse, the kitchen table if that is your temporary workstation.

Again, when soldering components together, use clamps to hold the main piece in place while you hold the piece to be soldered to in the exact position before applying the heat.



These 'OO' gauge main frames have been drilled on a piece of wood with a small electric drill. The wood then held the frames as the wheel bearings were soldered in place with a small blowtorch.

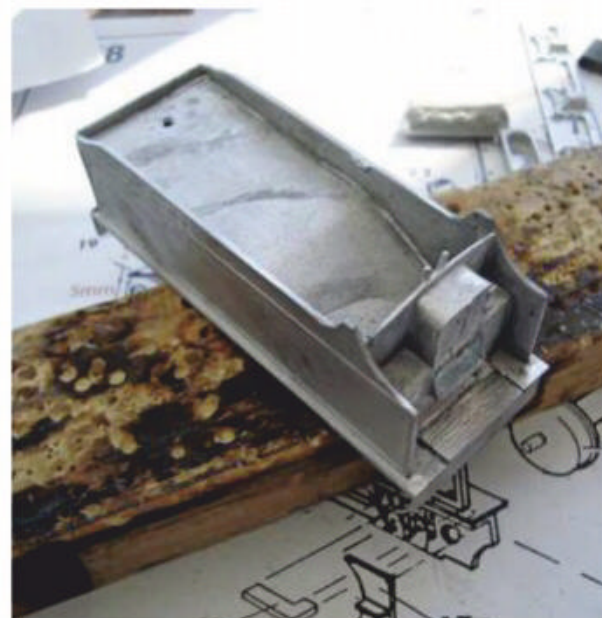
3 ALIGNMENT AND RESTING

Blocks of wood can make ideal construction aids. I recently built a DJH 'Big Bertha' 0-10-0 (MR275) and wood proved invaluable, particularly during construction of the tender end and sides.

You can hold one component in place securely, allowing you to make adjustments and ensure the joint line is perfect before you make the soldered joint. It is good because if a final bit of filing is needed on the parts to get the exact square fit, one of them is already held in place so the second piece just needs to be positioned then soldered in place.



The block can be used to help when soldering large components together; these whitemetal castings come together to form the end and side of a 'OO' gauge tender.



Having a block of wood on the bench gives you something on which to rest the work piece during construction, especially when flimsy steps have been added - this reduces the chance of bending them.

4 ASSEMBLY JIG

A recent project I undertook for a friend couldn't have been achieved so easily without using a piece of wood. At one end of PRMRP's 'O' gauge TEA tanker kit is a pair of curved ladders that allow access to the hatches on top.

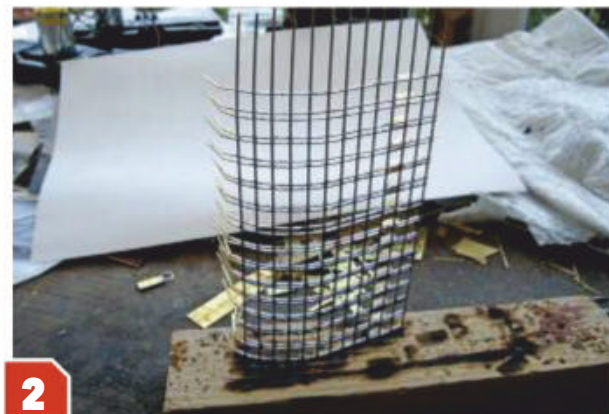
The kit has two curved side etches with holes in them for the rungs. That's right - each rung needed to be soldered in place on both sides in order to create a ladder. I turned this piece of batten wood into a jig



MASS-PRODUCE TEA TANKER LADDERS



1 With the side piece secured, I enlarged the etched holes. I cut some lengths of brass rod - enough for 14 ladders - and pushed them through the etch and into the wood. When they are in place, solder them to the etched side.



2 Allow to cool. Slide on the other side etch and solder. You can use a jig like this for just one ladder - but I wanted to make 14, so I added a spacer and then the next side etch and repeated the process.



3 With all the rungs and side etches for 14 ladders soldered together, I turned the wood onto its side and, using a slitting disc in a mini-drill, I cut through the brass rods to separate the individual ladders.



4 Then I used the disc to grind away the surplus brass and solder on the sides to leave the sides of the ladder smooth.



5 A fully finished ladder on a scratchbuilt 'Gauge 1' VTG TEA tank wagon that used the same technique as those for the PRMRP kit. Neither would have been possible to make without a block of wood.

5 STRESS RELIEF

Every modeller has one of those days when nothing seems to go right and you just want to hurl whatever it is you're building across the room. You shouldn't feel bad about having

that reaction - we're only human.

But rather than destroying whatever it is you're building, why not throw your block of wood instead? You get to relieve your frustrations and stress and you don't

destroy what you've already built (thus saving time and money). Once you've thrown it, take a break - then cut yourself a fresh piece of wood and start again in a much calmer frame of mind!

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Rd-Gn	Vi-Rd	Gn-Rd	Yw-Rd	Gn-Yw			
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www.hobbytrax.co.uk 0345 065 4472

Woodland Scenics Foam Nails were used a lot in the construction of this scene: holding the foam landscape pieces in place while the glue dried, making holes for the fence posts and holding the alligator clip of my electrostatic grass planting tool.



TOP 5

TOOLS AND MATERIALS

PHOTOGRAPHY: PETER MARRIOTT

Model Rail's scenic expert **Peter Marriott** outlines the top five tools and materials he prefers to use when modelling.

Having the right tools and materials to hand makes modelling tasks so much easier and quicker. We often become so familiar with the tools and materials we use that we don't even think about them - using them becomes instinct, just like

using your hands! That's why, when being asked to supply my top five tools and materials, I had to think very hard about how I build layouts in order to compile the list. Here are the results, which can be used in any scale. They're not expensive and should be in any modeller's arsenal.



1 PRECISION GRASS APPLICATOR

This static grass applicator from WW Scenics is specifically designed for planting 2mm and 4mm grasses in tight spaces. The Pro Grass Precision Applicator runs on a 9V battery and supplies a 15kV DC charge. It's ideal for working in confined areas that need to be grassed and enables a thin line of weeds to be planted easily around buildings - a useful tool for adding some finishing touches to a layout.

PRODUCT FACTFILE

Product: WW Scenics Pro Grass Precision Applicator **Price:** £57.99

Availability: WW Scenics, 30 Lonlas Village Workshop, Skewen, Neath SA10 6RP **Tel:** 01792 815841

Web: www.war-world.co.uk



STEP BY STEP



1

The WW Scenics Pro Grass Precision Applicator comes with a small pot of static grass glue, plus two sample bags of different shades of short green grass fibres.



2

The alligator clip needs to be attached to a steel pin pushed into the landscape near to the area to be grassed. Woodland Scenics' Foam Nails are perfect for this job.



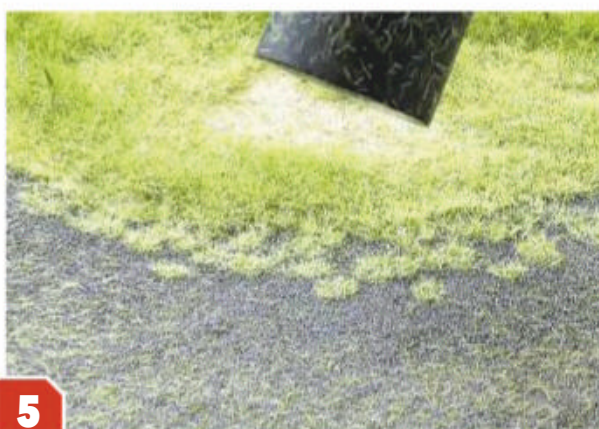
3

This diorama features a hard line between the weeds and the asphalt. The Precision Applicator is ideal for making this look more natural...



4

Using a small paintbrush, dab odd spots of Gaugemaster Grass Glue onto the scene. Even one dot of glue attracts a lot of static grass fibres so use the adhesive sparingly.



5

I loaded the Precision Applicator with 2mm light green Woodland Scenics static grass fibres. Switch it on and, holding it about 8cm-10cm over the wet glue, shake it gently from side to side.



6

After vacuuming up the excess grass fibres, the Precision Applicator has made this scene look much more realistic. It took just five minutes to add this small patch of weeds.



Remember that all tools can be potentially dangerous, so store them wisely and keep them out of the way of children and pets. Wear eye protection and other appropriate clothing if recommended and always work in a well-ventilated space when working with adhesives or paint.

2 FOAM NAILS

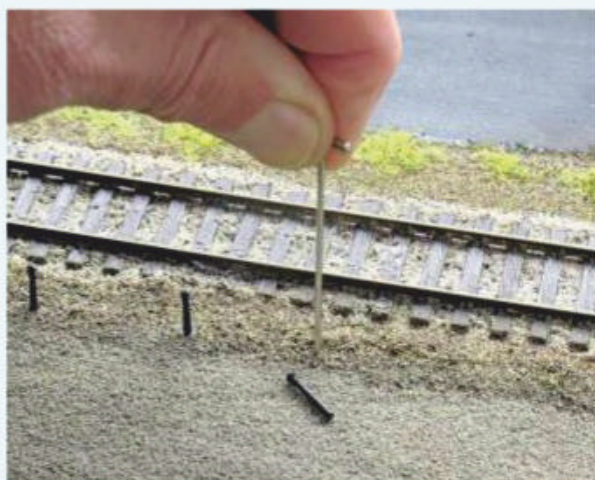
Ever feel that you need an extra pair of hands to hold things together while glue dries? That's where these 'T'-shaped pins from Woodland Scenics come in handy. They can hold sections of hard foam landscaping materials together, or hold buildings, trees or other accessories *in situ* as the adhesive sets. You can even push one into the scenery near to where you wish to plant static grass and attach the alligator clip to complete the electrical circuit.

PRODUCT FACTFILE

Product: Woodland Scenics ST1432 Foam Nails
Price: £6.95 for a pack of 75
Availability: Bachmann stockists

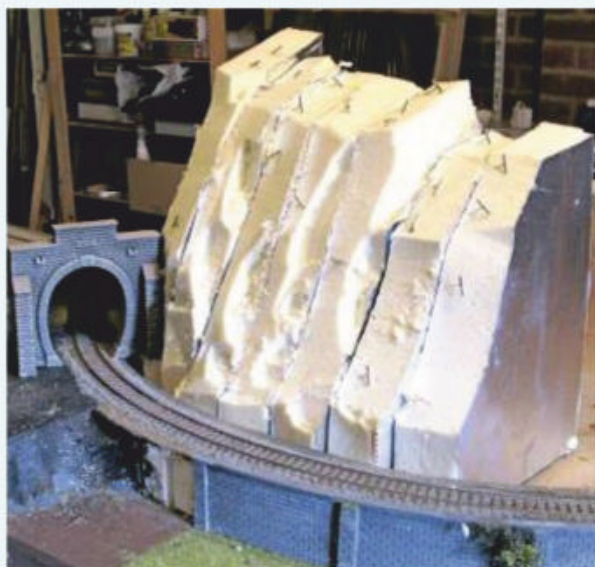


Woodland Scenics' Foam Nails are around 5cm long and can be used and reused many times. If you find one covered in dried glue, simply pour near-boiling water over them (taking great care!) - for a few seconds and the glue will melt away.



Above: If the top surface of your layout is soft, such as a piece of foam or cork, you can use a Foam Nail to push a hole in the surface to take a fence post, bollard, lamppost or tree.

Below: Foam Nails hold together home insulation pieces of hard foam as the glue dries between them. The pins can be easily removed once the glue has dried and can then be reused on other projects.



Above: Foam Nails can hold a wiggly piece of Woodland Scenics Riser in position as the adhesive dries...

Below: ...and can then be reused to hold a section of retaining wall to the riser. As their name suggests, they slide into any foam very easily.



3 POLY FIBER

This is a flexible synthetic material produced by Woodland Scenics (hence its US spelling). It's one of the most versatile products for making scenery. I always use it as one of the base layers, but it can be used as foliage on trees, as creeping plants on buildings or just to patch up any gaps in your vegetation.

PRODUCT FACTFILE

Product: Woodland Scenics FP178 Poly Fiber
Price: £3.85
Availability: Bachmann stockists

STEP BY STEP



1 Woodland Scenics Poly Fiber comes as a ball of tight green fibres that need to be teased apart before use. One packet goes a long way!



2 This is the effect that you are looking for: a light, airy substance that can be used for hedges, tree foliage and creeping plants.



3 To use Poly Fiber as ground cover, paint the landscape with white glue and then press it into place. This is instant scenery construction at its best.



4 Covering Poly Fiber is easy - simply spray on some extra-hold hair spray, holding the can at a distance of 10cm-20cm. Ensure you leave tiny globules of adhesive on the Fiber.



5 While the hair spray is still wet, sprinkle on fine scatter material through your fingers (not too much) to fill the light and airy Poly Fiber - just enough to add some leaf effect.



4 TWEEZERS

Railway modelling often involves dealing with tiny and fiddly items that even the nimblest fingers will struggle to manipulate. Tweezers are useful for anything from working with decals to holding track pins in place or fitting locomotive details, making scenery and installing figures. I've used this pack from Bachmann for illustrative purposes but there is a huge range of tweezers to choose from, made by different manufacturers and with different heads, as well as slide-locking or self-gripping types.

PRODUCT FACTFILE

Product: Bachmann ModelMaker MM005WW Tweezers

Price: £7.95 for a set of four

Availability: Bachmann stockists



These spade-ended tweezers are designed for working with very fine items, such as these grass tuft fibres.



You can buy tweezers with different heads, such as fine points, curved points and flat spade ends.



This pair of tweezers with angled tips is ideal for helping to fit all those extra bits you get with a ready-to-run locomotive.

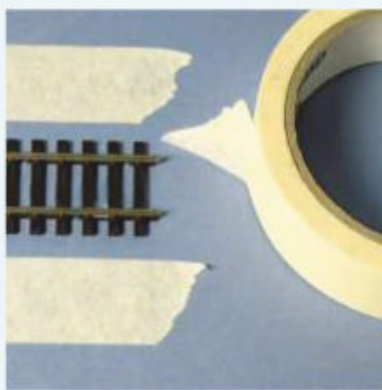


Tweezers with very fine points are perfect for manipulating tiny scenic details.

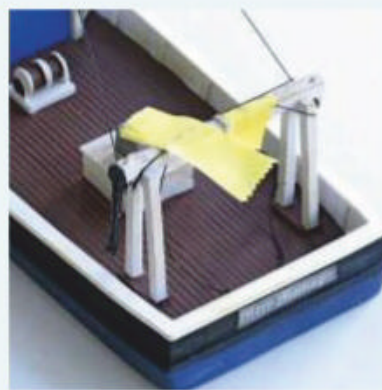
5 MASKING TAPE

There are many painting jobs where masking tape can be useful, even essential. Protecting parts of a locomotives or item of rolling stock while painting is an obvious one, but you can use tape for scenic painting too, protecting delicate items during layout construction or simply as an extra pair of hands while glue is curing.

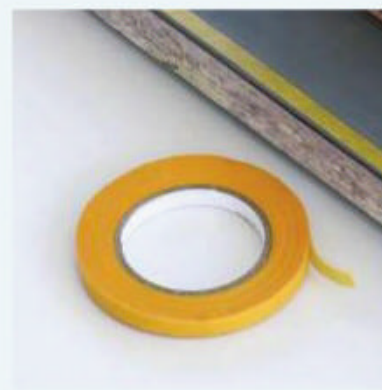
Household DIY masking tape does have its place, but Tamiya's range of low-tack tape is recommended. The ordinary 'yellow' tape comes in different widths from 6mm to 40mm and it also offers fine, white tape designed for curves that comes in thicknesses between 2mm and 12mm. The dispensers are particularly useful!



Masking tape is a cheap way of achieving a neat edge to ballast. Remove it within 30 minutes of adding the glue, or it will damage the ballast when you lift it.



Masking tape is also useful for holding pieces of a kit or model together overnight while glue dries. In this case it's securing the elastic thread.



It's also handy when painting scenic items, as well as when painting trains. Here, I've used it to mask the edge of a platform so I can paint the edge.

PRODUCT FACTFILE

Product: Tamiya Masking Tape 6mm

Price: £4.35

Availability: Wonderland Models, 97 & 101 Lothian Road, Edinburgh EH3 9AN

Web: www.wonderlandmodels.com

Masking tape is perfect for keeping paint off the parts of a point that require good electrical contact.

TOP 5

TIPS FOR PREPPIN WEATHERING

George Dent shares a selection of his tips for successful painting, weathering and applying decals.



1 CHOOSE THE RIGHT PRIMER

To achieve a good quality paint finish, it's essential to prime bare plastic, metal, resin and 3D-printed components. Having tried countless primers over the years, I've come to the conclusion that the Mr Surfacer range, from the renowned Japanese Mr Hobby brand, is the best.

A variety of grades is available, with the 500 grade being the thickest and 1,600 the finest. It's offered in aerosol form and in jars for application by hand or airbrushing,

although it must be thinned with cellulose thinners. The 500 grade doesn't leave the smoothest of finishes, but it's effective at levelling out uneven surfaces and curing small blemishes. When dry, it can be wet-sanded smooth with 2,400 grit wet/dry paper. The 1,000, 1,200 and 1,500 grades produce an incrementally smoother finish, although the gap-filling properties inevitably dwindle.

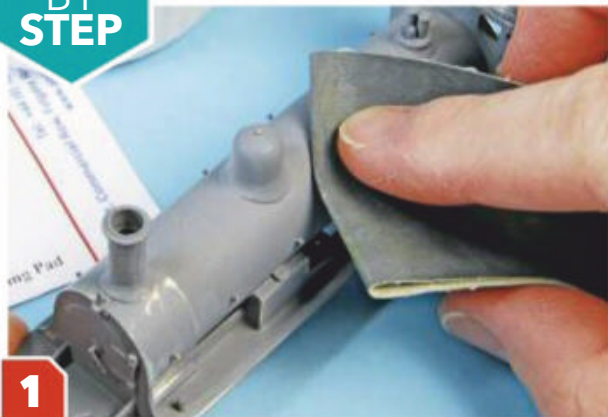
The neutral shade of grey provides

a suitable backing for most colours. For brighter or white topcoats, Mr White Surfacer is recommended. This is best applied over a coat of the grey primer, which is much more effective for identifying surface imperfections. For darker colours or as a base for metallic paints, Mr Finishing Surfacer 1,500 Black is ideal.

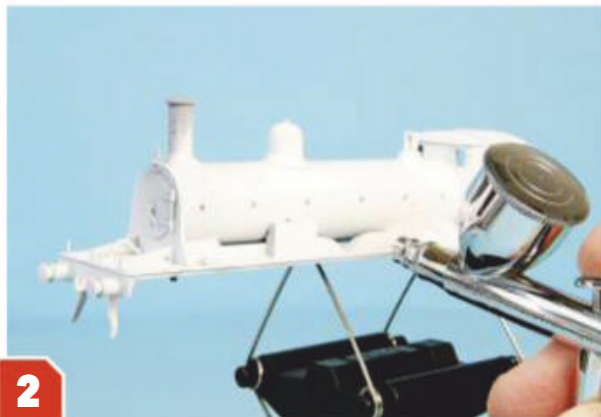
Always wear a facemask and work in a well-ventilated room or outdoors when using aerosol-based paints.

**STEP
BY
STEP**

HOW TO APPLY PRIMER

**1**

A coating of grey primer will reveal any blemishes in the model's surface, which can be remedied with abrasives such as Micromesh, lubricated with water. A further coat will prove if the surface is ready for the topcoats.

**2**

Once happy that the surface looks perfect, painting can begin. If a light colour is to follow, it's often worth adding an undercoat of matt white, again using an aerosol. Alternatively, it can be applied by hand brush or an airbrush.

**3**

The white undercoat allows the bright topcoat to achieve its correct lustre. Many railway livery colours are matched by the manufacturer on white backgrounds, so it will help with authenticity.



G &



The choice of primer can influence the appearance of a finished model. For example, many metallic paints look more effective when applied over a black background, such as these 'steel' wagon loads, created from plastic section.

PRODUCT FACTFILE

Product:

Mr Surfacer aerosol primers

Price: £6.60-£10.20

Availability:

Scale Model Shop

Tel: 01422 405040

Web: www.scalemodelshop.co.uk



4

Most metallic paints benefit from application over a satin or gloss undercoat. The surface should be as smooth as possible, as metallics have a nasty habit of showing-up every imperfection.

2 MASKING

Masking up models is one of those necessary jobs that I find tedious at the best of times. But it's something that should never be rushed and choosing the right materials does make life so much easier. I'm sure we're all familiar with masking tapes and there are now plenty of great quality products on the market aimed at modellers, from the likes of Tamiya, Revell, Mr Hobby and Tri-Star. Tapes aimed at DIY or decorating use should be avoided as the adhesive is often too harsh for use on delicate surfaces.

General-purpose, cloth-backed hobby masking tapes are great for most tasks, but they may struggle to cope with uneven surfaces, especially locomotive bodysheells that bristle with surface relief. Vinyl-backed tapes tend to be more flexible: Tamiya's Masking Tape for Curves is more effective, while the red vinyl tape offered by Phoenix Precision Paints is also highly effective.

As well as tapes, it's worth investing in a jar of masking fluid (Humbrol, Vallejo, or Wilder are recommended), which can be used to seal awkward areas and joints in the tape where paint may seep through, especially when spraying paint from an aerosol or airbrush.

PRODUCT FACTFILE

Product: Tamiya masking tapes, masking fluids (various)

Price: From £1.50

Availability: Scale Model Shop

Tel: 01422 405040

Web: www.scalemodelshop.co.uk



STEP BY STEP

HOW TO USE MASKING TAPE



1

Flexible, vinyl-backed tapes produce a much cleaner separation between colours. The rest of the model can then be covered with cheaper cloth-backed tape and all tape seams sealed with masking fluid to prevent seepage.



2

It's important to try and avoid building up a deep layer of paint against the edge of the masking tape as that can lead to seepage. To avoid this, build up the colour gradually with multiple coats.



3

Allow the paint to dry completely before gently removing the masking. Here, the black is the most recently applied layer, so the tape is being pulled downwards to avoid damaging the edge of the paint.

3 WORKING WITH WATERSLIDE DECALS

Decals, or transfers, are the icing on the cake when it comes to a locomotive or rolling stock painting job. The sense of satisfaction to be gained as the logos and numbers are applied is significant. However, it can also be a make-or-break stage, as water-slide decals require careful application if they're to look their best.

A gloss background is essential to ensure adhesion and to disguise the inevitable clear carrier film that forms the foundation of each decal. There-

fore, a clear gloss coat is required prior to decal application, preferably applied from an aerosol or airbrush for a finish free of brush strokes.

Decal setting solutions, such as Micro Set and Micro Sol, help transfers to adhere and settle over undulating surfaces and it's important to allow plenty of time for the decals to dry naturally (usually overnight). A further clear gloss coat seals the decals and should render any traces of carrier film invisible. When this is fully

PRODUCT FACTFILE

Product: Micro Set & Micro Sol

Price: £3.99 each

Availability: Scale Model Shop

Tel: 01422 405040

Web: www.scalemodelshop.co.uk

dry, the final sheen can be tailored to your own tastes, by applying a matt or satin clear coat. Fast-tracking to a matt clear coat risks making the carrier film stand out, which will detract from the overall finish.

STEP BY STEP

APPLY WATERSLIDE DECALS



1

After painting, this wagon received a high gloss clear coat via airbrush. This was allowed to cure for a few days. While the transfer soaked in a bowl of tepid water, Micro Set solution was brushed onto the model.



2

When the decal begins to work loose from the paper, it can be slid gently into position using a cocktail stick. Soak up the excess water with cotton swabs and make any adjustments, brushing on more water if necessary.



3

When in position, soak up the water and gently press the decal onto the surface. Use a dry, soft brush to disperse bubbles. After a few moments, brush a little more Micro Set over the decal and allow to dry naturally.

4 WASHES

Enamel washes offer one of the quickest and simplest means of weathering locomotives, rolling stock and buildings. Available in all manner of shades, the MIG range is one of my favourites. Simply shake the jar thoroughly and apply to the surface with a brush. Depending on how grubby you wish to make something appear, the washes can be built up in layers with a fine brush to introduce streaking and staining effects.

Washes are great for bringing out the

surface relief on locomotives, carriages and wagons without necessarily making them appear dirty. Rather, they can suggest ingrained dirt trapped in recesses or those areas where the cleaners can't reach. Having a mix of black, grey and brown washes on hand will allow shades to be tailored to suit specific tasks. Most washes dry to a matt finish, but oil effect versions create a suitably greasy sheen that's perfect for coupling rods, axleboxes, fuel tanks and buffers.



PRODUCT FACTFILE

Product: MIG enamel washes

Price: £5.75 each **Availability:** Scale

Model Shop **Tel:** 01422 405040

Web: www.scalemodelshop.co.uk

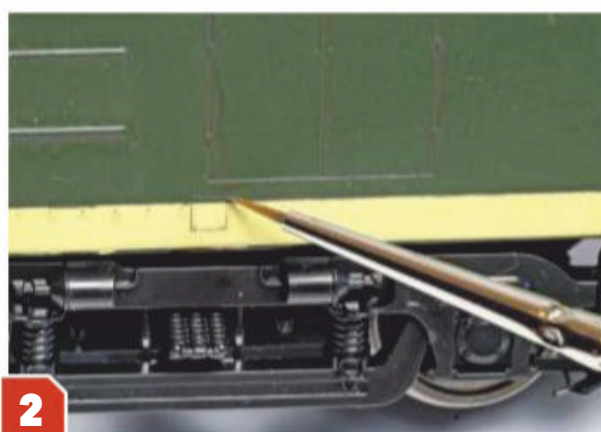
STEP BY STEP

HOW TO WEATHER WITH A WASH



1

A dark enamel wash, applied with a fine brush, will find its way around raised details by capillary action. When dry, it will help bring definition to a surface without it appearing too mucky. Remove excess with a cotton swab.



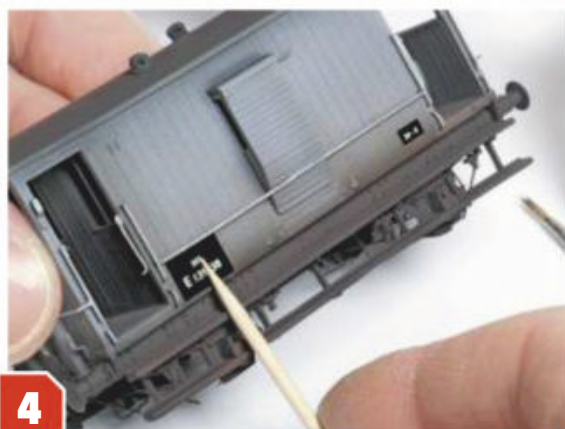
2

Washes are also great for running into recessed seams, grilles and louvres, bringing the bodywork of locomotives and wagons to life. Washes may struggle against darker paintwork, so tailor the shades to suit the paintwork.



3

Any excess wash can be wiped away with a swab dipped in the appropriate thinner. With care, realistic, subtle streaking effects can be achieved. The difference between the treated and untreated areas is stark.



4

On uneven surfaces, Micro Sol can be applied to soften the film. After a few minutes, the decal can be pressed into the plank seams. If it resists, apply a little more. Allow to dry then seal with a clear varnish.

The washes are slow drying, allowing plenty of time for manipulation and they're safe for use on factory finishes and acrylic paints or varnishes, provided they're completely dry. If working over an enamel finish, an intermediate coat of acrylic varnish is recommended. The washes can be manipulated or removed completely with a swab dipped in a jar of complementary thinners (to suit your range of washes) or white spirit. Do not use enamel thinners designed for thinning paint for spraying, as these are too harsh and may damage the model's surface.



4

An Oil and Grease effect wash is ideal for adding a realistic patina to bufferheads, as well as staining around fuel and oil filler caps. Be sure to shake the washes well before use to mix the pigment with the fluid.

5 RUST FX

Want an easy way of creating a heavily corroded finish for steel-bodied mineral wagons? This process always proves popular when I'm teaching courses on weathering. It's quick and effective and doesn't require fancy tools or materials, although an airbrush can add a little finesse. It can be tailored to create as much or as little corrosion as you want. The best part is that the rust appears from below the paint, as it would in real life. While I'd recommend the use of acrylic paints throughout this process, it will also work with enamels, albeit with greatly extended drying times.

STEP
BY
STEP

CREATE A RUST EFFECT



1

Mix rust-coloured paints with dry pigments to create a textured coating. The more dry pigment is added, the coarser the texture will be, so the mix can be tailored according to how decrepit you want your wagon to appear.



3

Allow the 'rust' layer to dry. With a scrap of coarse natural sponge dipped in masking fluid, dab the surface lightly to deposit the liquid in random patterns. The more fluid is applied, the more rust will be revealed later.



5

...allow the paint to dry before scrubbing the surface with a stiff brush to loosen the masking fluid and reveal the corrosion beneath. This lets you accentuate the peeling appearance of the paintwork.

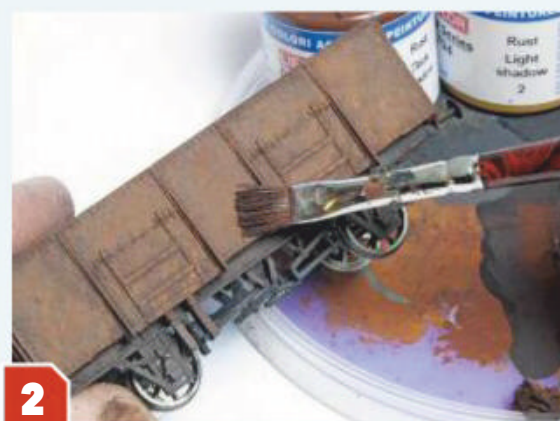
PRODUCT FACTFILE

Product: LifeColor Rusty Pigment & Paint combo set **Price:** £20.95

Availability: The Airbrush Company

Tel: 01903 767800

Web: www.airbrushes.com



2

Brush the textured paint mix onto the entire wagon body. When this initial layer is dry, other rust paint shades (without the dry pigment added) can be stippled on with a flat brush to increase the tonal variation.



4

When the masking is dry, paint the wagon's livery colour, by hand or airbrush. I modulated the BR livery colour with light and dark grey, applying with a flat brush to create a vertical streaking effect. It looks crude now, but...



6

New wagon markings can be added at this stage, over black panels. The finish can be finessed with a misted layer of 'dirt' applied with an airbrush or dry pigments over the bodywork and chassis.

TOP 10

INSPIRATIONAL BUILDINGS

Chris Leigh lists the buildings he considers to be of particular interest from both historical and modelling perspectives.

Most *Model Rail* readers will know that my particular modelling interest is buildings. I became interested in railway buildings when, as a teenager, I stumbled on the derelict remains of Fairford station. That was followed by other discoveries, including Tetbury and the very unusual terminus in my home town of Staines.

I was soon intoxicated by the smells of these old places, musty mixtures of ancient paint, damp, mildew and dry rot, sometimes with the sickly aroma of oil lamps and old cigarette smoke. What attracted me to non-railway buildings is less certain, although it was undoubtedly enhanced by the purchase of my first home in 1973.

That house, in Windsor, was described on the documents as an 'artisan's dwelling'. It was a two-bedroomed cottage in the middle of a row of nine, called Bryn Terrace, built in 1883 or thereabouts. I had to put two new windows in the back, but otherwise I could not afford any further modernisation. It had previously been occupied by a coachman from the castle and I found various relics, including an enormous horseshoe, which I still have. It was the history of the house that interested me.

I had become acutely aware during the post-Beeching era of how quickly bulldozers alter a site. I have, therefore, long been drawn to buildings that faced demolition or substantial alteration. I suppose one might call it 'Roye England Syndrome'. Roye was the Australian who came to England in the 1920s and saw thatched roofs being replaced with tiles. It prompted him to photograph and model these places... and thus began Pendon Museum.

Here is a list of ten of my favourite buildings, some I've modelled and others that I'd love to model one day. They're not in any particular order, save that 'Lallybroch' is currently on my workbench and makes an imposing model in 4mm:1ft scale. What alarms me is that only two of my ten are safe from demolition, dereliction or alteration, and one of those is no bigger than a platelayers' hut.



PHOTOGRAPHY: CHRIS LEIGH



1 MIDHOPE CASTLE

Better known as Lallybroch or Broch Tuarach

The tower house seems to have been Scotland's equivalent of the English manor house, the centre of an estate with numerous tenant farmers. In the *Outlander* books, Lallybroch (or Broch Tuarach) is the 18th-century home of leading character James Fraser. The TV series uses the exterior of Midhope Castle as Lallybroch, but Midhope is a derelict shell in an active farmyard and required a fair amount of dressing up for the brief scenes shot on location.

Previously, my layouts have featured cameos based on movie scenes, and Midhope is not the first building in a TV series to catch my attention. Long-time readers may recall Fitzgerald's, the Irish bar from *Ballykissangel*, which was a printed freebie in an early issue of *Model Rail*.

However, Lallybroch is big. The building

itself is some 13in by 4in in 'OO' and it really needs the courtyard area and gatehouse, too, which brings the overall footprint to 14in by 12in. It is also, at four storeys, 10in high so it could easily dominate a small layout.

Nevertheless, I wanted the challenge of building it and as I did so I developed the idea of depicting it during a location shoot for a movie. This would enable me to limit the number of figures in period costume, as these are hard to find. The majority of the figures would be 'behind the camera' and could be in modern clothing. I thought it might be fun to make lights, cameras and other movie-making paraphernalia, but I hadn't realized quite what a challenge that might be!

Midhope Castle on the Hopetoun Estate near Edinburgh is only the shell of a 15th-century tower house. It was re-roofed and fitted with contemporary windows in 1988 to prevent further deterioration. ALAMY



ALAMY

BUILDING LALLYBROCH

I had made a small stone castle keep for my Cornish harbour layout using foamboard coated with DAS clay, on which I scribed the stonework.

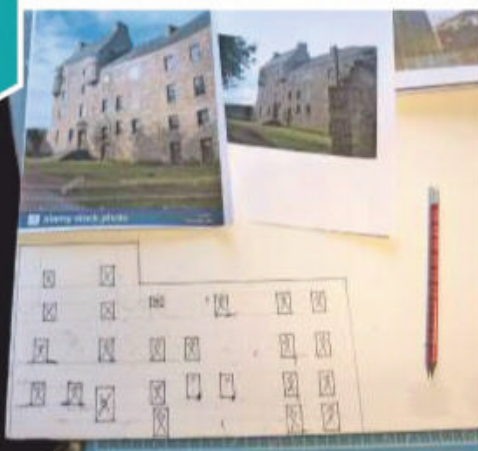
Lallybroch is about four times as big and, though the size would present its own problems, I'm not a big fan of making windows. Compared to my

original castle's six, Lallybroch has 38!

It was, in fact, slightly daunting but the beginning of construction coincided with the start of the lockdown and a long, slow building project seemed like a good idea. Here's how I tackled the main shell of the building.

STEP BY STEP

1



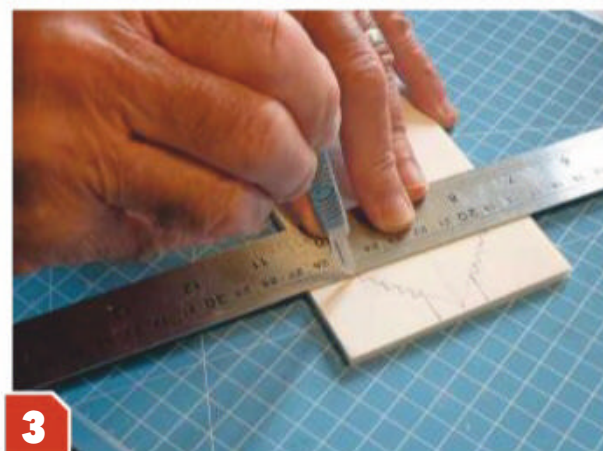
Do your research. There are lots of images available on the internet. I printed off a selection and began by drawing out a front wall using a standard 12mm by 20mm window size where possible.

2



The standard window size would allow use of a sash window from York Modelmaking. Non-standard size windows would need to be made up. I used 5mm foamboard and cut with a sharp knife and steel rule.

3



The end walls have step gables which stand above the roof line and required some careful cutting out with a fresh, very sharp blade. The real things are in poor shape, so a little 'damage' really does not matter.

4



The end walls have a 5mm rebate to accommodate the thickness of the front and back walls. Using Deluxe Materials Speedbond I assembled two halves - front and side and back and the other side.

5

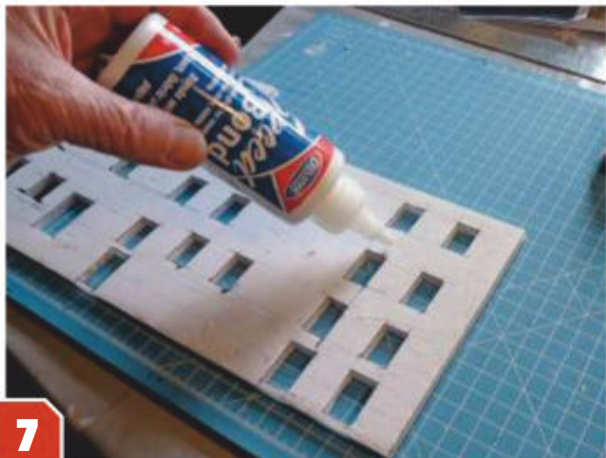


The front wall is set into the end wall rebate and, where necessary, foam nails were used to hold it while the glue set. Worried about possible warping, I installed floors of foamboard at this stage.

6



The inner end wall for the tower was built the same way. Care was needed to ensure that floors were fitted at the right level and not across any windows. A dry run ensured that the two halves fitted together.



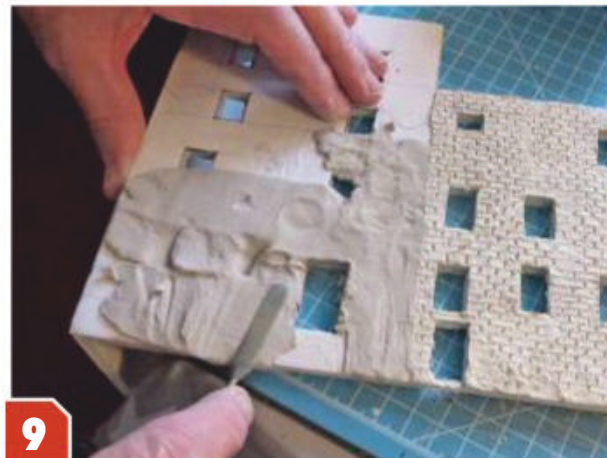
7

It is important to give the clay a key to hold it on the foamboard, so I carefully spread on Deluxe Materials Speedbond. The clay can be applied to wet or dried glue; the former is, perhaps, more effective but more messy.



8

A golf ball-sized piece of clay was rolled flat, like pastry, and pressed into place. I use my fingers initially, then a small spatula-shaped tool from an Expo Tools sculpting set, followed by the roller again.



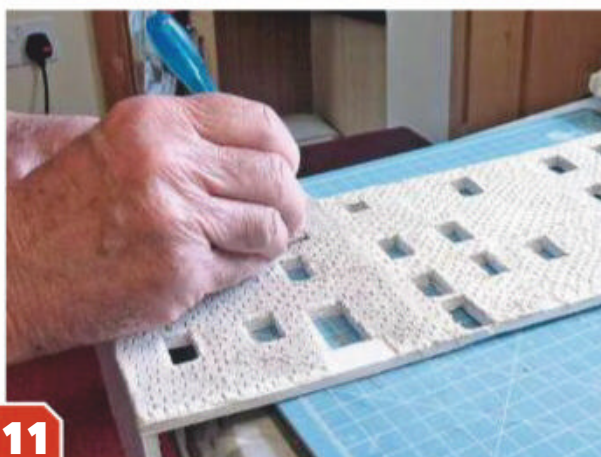
9

Here, the spatula-shaped tool is being used to spread and press the clay into place. A small knife-shaped tool from the same Expo set was used to cut the clay out of window openings while it was still wet.



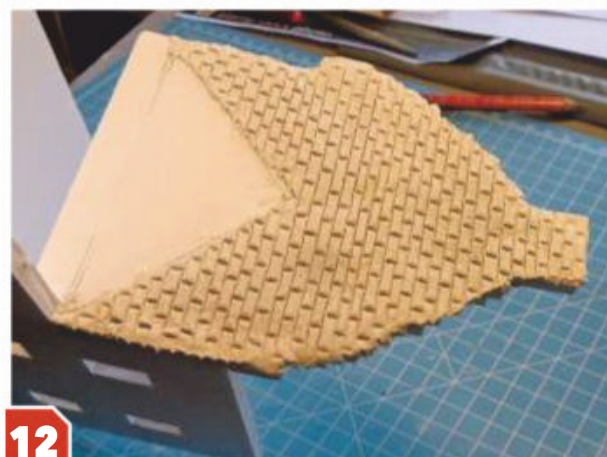
10

I used the knife-shaped carving tool to score the horizontal courses onto the clay, making sure they aligned with the previous work. Innovation was needed to support the work at this stage - there were already signs of warping.



11

Having scribed the horizontal courses, the verticals were embossed with the blade of a small screwdriver, staggering them like brickwork. The screwdriver blade needs to be kept free of dried clay.



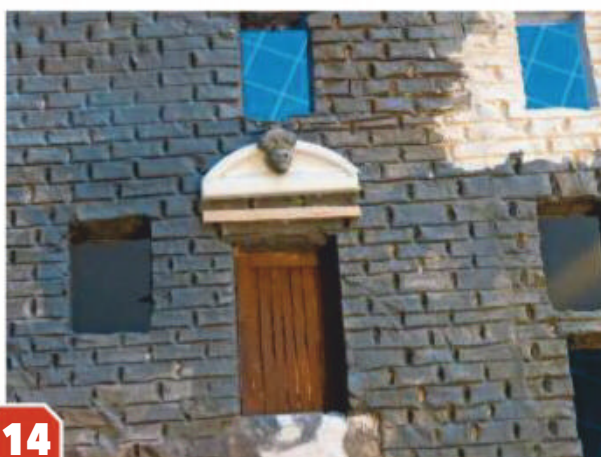
12

The inner end wall of the tower was embossed in the same way but only after the position of the lower roof had been marked. There's no point in wasting clay and time on an area that will not be seen.



13

Next, I used Revell acrylics to paint the walls. I mixed matt white, black, beige, and brown but I was unhappy with the shade as it is too dark and not brown enough. More white and some yellow would have helped.



14

The detailing comes next. I used a variety of materials, including balsawood for doors because I like the visible grain and it is easy to score planking. Styrene sheet was used to create the decorative door-head.



15

The steps were assembled from eight layers of $\frac{1}{16}$ in thick balsawood glued together and to the wall, where a gap had been left in the stonework. A coat of thinned Woodland Scenics Smooth-it was added.



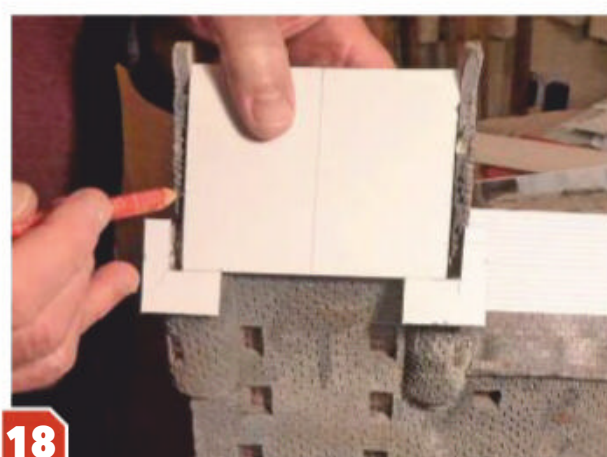
16

Smooth-it can be sanded or filed once it has dried and this made the steps look more like stone. Use a fairly coarse small file to smooth the surface and slightly round the edges.



17

Despite the warping of the walls being limited by the use of weights, assembly became a wrestling match. A sash-cramp and some strong rubber bands held the job overnight while the Foam Tack glue cured.



18

The roof is 2mm mount card surfaced with Scalescenes TX18 slates. The section on the tower was a cut, fit, and trim job in order to get the best possible shape above the curved bartizans.



2 THE RAILWAY/RIVERSIDE

Derelict for over 30 years

The Riverside came to my attention in 1992 when I moved to Oundle, in Northamptonshire. It was derelict then and it is still derelict. Designed by John Livock for the Northampton & Peterborough Railway, it was originally the Railway Hotel, one of those railway refreshment stops that were essential in the days before restaurant cars, for the N&PR was the main line link from London (Euston) to Peterborough in the years before the

Great Northern opened its direct line through Hertfordshire.

Livock was the architect for the N&PR and had been for the London & Birmingham, his Curzon Street station in Birmingham being a rare survivor of his work and scheduled to be built into part of the new HS2 station. More importantly for me, Livock also designed my home, as well as other stations at Oundle and Wansford, but these and the Riverside are the only examples of his work left standing.



3 THE OLD MILL, THORPE

Demolished to make way for the M3 motorway

When I knew it, the Old Mill at Thorpe in Surrey was a restaurant, but there was no doubt as to its origin as a watermill. Part red brick, part tile-hung and part black ship-lapped timber, it was built using those small bricks which, my mother had taught me, were Tudor in origin. None of that prevented its demolition in the early 1970s as it lay directly in the path of the M3 motorway. I was working in nearby Chertsey at the time. The threat of demolition caught my attention. I took a couple of photographs and built my model. Many years later I refurbished it, replacing faded building papers with Redutex embossed sheets from DCC Supplies. I renamed it the Moonacre Valley Inn (another movie link) and it remains on my layout to this day.



4 THE END HOUSE

Beside the railway, it was my home for some 20 years

The End House (that was its name) in a cul-de-sac beside the Southern Region line from Waterloo to Reading was where I grew up. It was built for my grandmother and Aunt Alberta some time in the 1920s. It was sold out of my family in the 1980s and has since been extended to four bedrooms by filling in the 'L'-shaped plan to make a rectangle.

I could easily model it from memory but for the fact that it was built from a strange material, which I've only ever seen on it and the house next door, both of which were built for my ancestors. The building material was concrete-faced blocks, intended to look like stone, which is not surprising as my great grandfather was a stonemason.





5 25/27 CLARENCE STREET

Their future hangs in the balance

I described this pair of Georgian properties in Staines and showed how I built my model in *Model Rail 270*. Grade II-listed but derelict, it was once a pair of fine Regency houses. And, in my opinion, it is a building that has real charm and character. Built of the light yellow bricks made from clay which is peculiar to

that area of the Thames valley, the four storeys with three external fire escapes just had to be modelled. Again, it was the fact that it is derelict and that I could restore its glory in model form that led to my interest in modelling this pair of houses, which had been turned into commercial properties. I'm still considering how I might incorporate them into my layout.



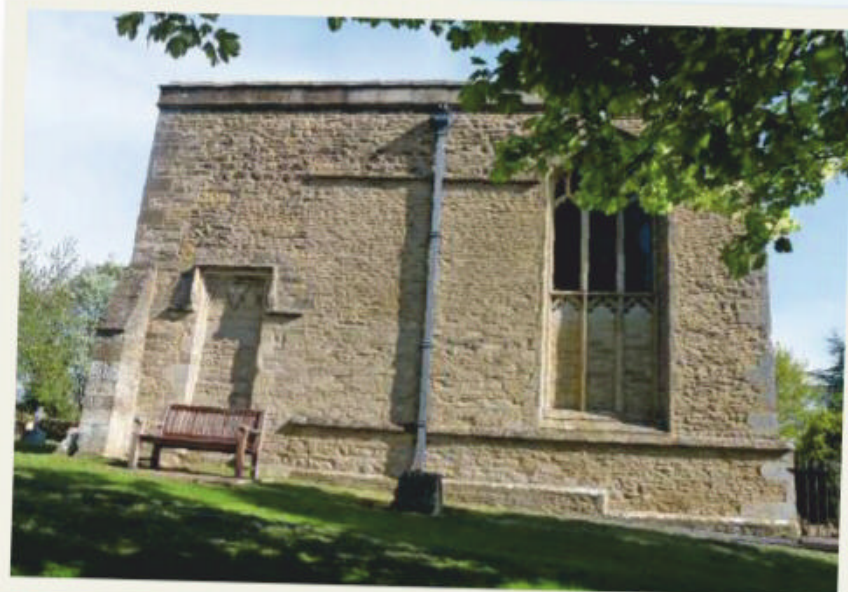
EDWARD BLORE/CJL COLLECTION

6 BARNWELL ALL SAINTS

Consigned to history nearly 200 years ago

As a village churchwarden, I have two 13th-century churches in my care. All that remains of All Saints is the chancel (the eastern end where the altar is), the rest having been demolished in 1825 due to its poor condition. The chancel survives because it contains various monuments to members of the Montagu family – the Earls of Sandwich. Through that family there are connections to Samuel Pepys and Lord Nelson, but for most visitors the most striking feature and the thing they come to see is the monument to three-year-old Henry Montagu who drowned in the moat of the long-gone manor house when he dropped an orange and it rolled into the water.

There are sketches of the church, but if I could trace an original floor plan I would model it as it was. A tree now blocks the same viewpoint as the engraving.



7 SEAFLAME BARRAGE PUMP HOUSE

A building doesn't need to be big to be interesting

I could not resist putting this tiny building onto my list because it would take no more than a few minutes to build. I 'discovered' it while on a job for *Rail* magazine, when I decided to visit the handsome Southern Railway Art Deco station at Bishopstone. This tiny brick structure near the station is all that remains of one of those novel Second World War weapons that you might expect

to find mentioned in *Dad's Army*, the Seaflame Barrage.

Intended for use in the event of invasion, the plan was to pump oil out into the sea through underwater pipes and ignite it, thus producing an impenetrable wall of fire that would engulf the invaders before they reached the beach. Its sensitive location overlooking the entrance to Newhaven harbour had already led to the recently built station at Bishopstone having two pillboxes on its roof.





8 RAF WATCH OFFICE

Poorly built, most have already been lost

My move to the East Midlands in 1992 placed me close to the western edge of the massive development of military airfields which took place in the early years of the Second World War. I was within a few minutes' drive of Polebrook, King's Cliffe and Deenethorpe airfield sites, as well as the very-much active RAF Wittering, then known as the 'Home of the Harrier'.

The latter dates from the First World War period, and the other three were all wartime 'expansion' airfields built for the RAF but handed over almost immediately to the United States Army Air Force. B-17 Flying Fortress bombers flew

from Polebrook and Deenethorpe and P-38 Lightnings from King's Cliffe. Little remained at any of these sites, though King's Cliffe and Deenethorpe still had their watch office (control tower) and Polebrook one of its hangars. Both watch offices are now gone, but not before I had

managed to take a look round the one at Deenethorpe, which was splendidly and somewhat unusually adorned with 'FLYING CONTROL' across its front. I built my model soon afterwards.

R. FLETCHER/CJIL COLLECTION



9 BIDEFORD QUAY

The front of Charles Kingsley's 'little white town'.

Bideford is my favourite North Devon town. It once had railways on both sides of the tidal River Torridge. Linked by a wonderful and ancient stone bridge with arches of varied sizes, East-the-Water was served by the LSWR and later the Southern Railway from Barnstaple through to Torrington and then linked through to Halwill Junction by the last of Colonel Stephens' light railways, the North Devon &

Cornwall Junction Railway.

On the other side of the river, for little more than 15 years, there was the Bideford, Westward Ho! and Appledore Railway, a steam-operated tramway which began on the quay, right beside the water and all the bustle of a busy harbour. I love to imagine a fictional BWHAR link across the river to the rest of the rail network. The buildings would be low-relief models of the wonderful assortment of Regency and earlier buildings, some of which would simply need back-dating.



10 ST KENELMS CHURCH, ROMSLEY

A gem that should be more famous

A story of intrigue and murder to match any in *Game of Thrones* lies behind the origin of this ancient red and grey sandstone church in the Clent Hills of Worcestershire. Not only is the building exquisite, but its setting overlooking the city of Birmingham in the distance is breathtaking.

Said to be built over the spring which appeared when Kenelm, boy king of Mercia, was beheaded by his sister in the 9th century, it dates from Norman times. I first modelled it in the 1960s using card and brickpaper. I started to build it again using styrene sheet and Wills stone sheets but that model has stood unfinished for many years, simply overtaken by other projects.



NIK TAYLOR/ALAMY



TOP 10 ignored inspirational locations

Struggling for inspiration? **Richard Foster** describes ten much-overlooked locations that are simply begging to be recreated in miniature.

Why is it that some locations and their railways seem to inspire seemingly endless models and layouts while others rarely get a look in? It would be understandable if the scenery wasn't up to much or the railway operations were dull. But there are loads of stunning and interesting places just crying out to be modelled that modellers tend to overlook. In an attempt to redress the balance, we've found ten parts of the country and parts of their railway systems crying out to be modelled.

Obviously, with the current travel restrictions, visiting such locations is out of the question. But why not add them to your holiday destination wishlist so that when you are free to travel, you can go and be inspired! **MR**

1 North East

The world's first steam locomotive may have made its first moves in South Wales, but it's the North East that deserves the title 'Cradle of the Railways'. The success of the Stockton & Darlington Railway would cement the concept of the steam-worked public railway and enshrine the names of William Hedley, George Stephenson and Timothy Hackworth in history.



If you want to try your hand at modelling different textures, then the North East in the 1960s is the perfect subject. Just look at this picture of 'J27' No. 65804 as it hauls another heavily loaded train out of the exchange sidings at Seghill, on the Blyth & Tyne line on August 4 1965. Only the road vehicles - and one wagon in the train - are brightly coloured. The peeling paint on the signal box, the appalling external condition of the locomotive and the coal dust that covers buildings and trackwork alike - such atmosphere! And is there a more evocative backdrop than the ever-present slag heaps and colliery winding gear? GEOFF PLUMB



How about this for 'different'? We're used to turning industrial systems into micro layouts, but why not go for a room filler with an industrial theme? One of the biggest private railway systems in the North East was the Lambton Railway, which connected collieries in the greater Durham area with the sea at Sunderland and Gateshead. It was double-tracked in places, fully signalled and even ran its own passenger trains. Its steam fleet wasn't small either and it included tender locomotives as well as big tank locomotives, such as Kitson O-6-2T No. 31 (No. 4533/1907), which was photographed hard at work on the double-track section in 1966. RAIL ONLINE



2 Speyside

When you think of the railways of Scotland, it's the drama and remoteness of the lines to Fort William or the Kyle of Lochalsh that spring to mind first. But the copious quantity of whisky that Scotland produces led to some particularly fascinating railway operation, particularly in the vicinity of the River Spey, where there are some 50 distilleries producing the 'water of life'...

Balmenach distillery at Cromdale, just north of Grantown-on-Spey, is an unusual distillery. It was dragged out of mothballs in the late 1990s yet not modernised. It prides itself on making whisky the traditional way. Sadly, that hasn't included the restoration of the mile-long Balmenach Railway. This line climbed at 1-in-45 and its Andrew Barclay 0-4-OST No. 2020/1936 was employed to deliver barley to the granaries, as well as coal and casks. The handsome little 'Puggie', in charge of a typical load in this photograph, would also help transfer casks around the rail-served warehouses. COLOUR RAIL

Above: Does anything sell the delights of modelling a whisky distillery more than this photograph? All but the smallest distilleries required rail access, for shipment of casks and, later, malt. Some distilleries had a simple rail connection to the nearest main line company's metals, but larger ones, particularly those on Speyside, had their own private railways. This is the delightful locomotive shed at Dailuaine Distillery, which employed the same distinctive pagoda roof as the malting house. Andrew Barclay 0-4-OST No. 1 *Dailuaine* (No. 2073/1939) was employed not only on its own private branch from the ex-Great North of Scotland Railway's Boat of Garten-Craigellachie line but also was given permission to work over the GNSR line to Carron station, where it shunted Imperial Distillery's sidings. With a Hattons Barclay, what a micro layout this would make! COLOUR RAIL



3 Forest of Dean

The Forest of Dean has a character. It's been a Royal hunting ground since before the Norman Conquest and is Britain's second largest crown forest. Scratch beneath the green-covered surface and there's a whole industrial past to be discovered: the Forest of Dean is full of disused coal mines and they were all linked by the snaking tentacles of the Great Western and Severn & Wye Railways.

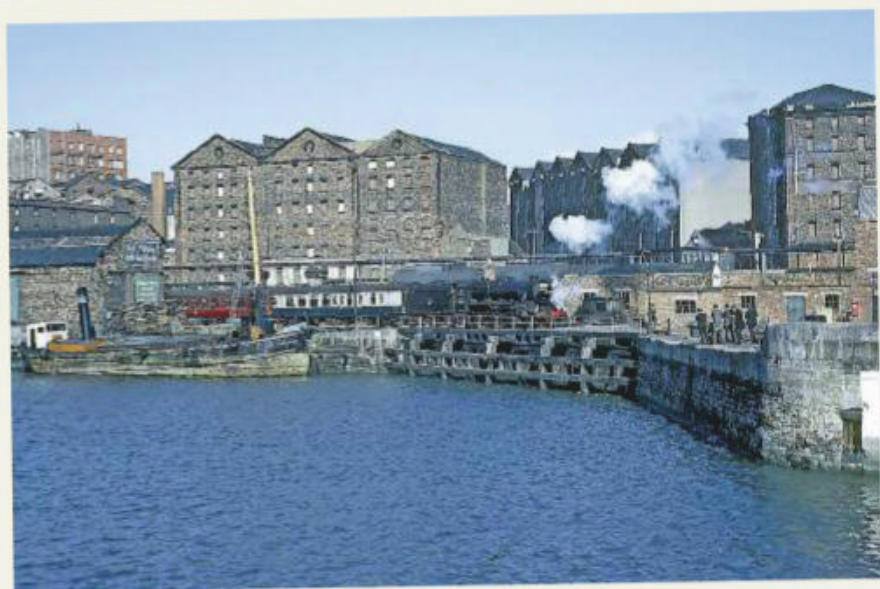
Below: Who would ever have thought that this delightful wooded glade was once a railway junction where three routes diverged? This is Tufts Junction, between Norchard and Whitehead, where a short branch left the main Severn & Wye route (then double-tracked!) for a colliery, whereas a short distance further on, the mineral loop to Drybook Road headed south. Whether you model Tufts Junction with the sea of tracks it had in its heyday or as a charming spot that's occasionally disturbed by a passing Dean Forest Railway train, there's no denying its modelling potential. PHIL METCALFE/ALAMY



Above: Today, a pair of rails curving away from the Dean Forest Railway's Parkend station and across the B4234 road are the only remains of the Marsh Sidings branch, a short stub that connected a loading bank to the railway. It survived until 1976, as stone and coal were delivered there from nearby quarries and mines. This photograph shows exactly why this stretch of railway would make a perfect model. The line between terraced houses and the Fountains Inn public house shared its space with a road, and the sight of Class 22 B-Bs and Class 14 O-6-ODHs - and later Class 25s and 37s - squeezing their way between the buildings is what makes the Forest of Dean such a fabulous source of modelling inspiration. ALEC POPE/IAN POPE COLLECTION

4 Mersey Docks

Ports and harbours on the south and east seem to inspire countless layouts, but one area that's often overlooked is the sprawling Mersey Docks & Harbour Board system that covered both the Liverpool side of the River Mersey and Birkenhead on the other.



Above: Prestigious boat trains and expresses from London had to access Liverpool Riverside by almost three miles of tunnels and then the dockside tramway at walking pace, passing along cobbled streets, beneath the Liverpool Overhead Railway, threading between dockside wharves and warehouses, before crossing a swing bridge to reach it. Located only a stone's throw from Liverpool's 'Three Graces' - the Royal Liver, Cunard and MD&HB buildings - any layout of Riverside would be immediately recognisable and would also be a fabulous opportunity to dabble in serious maritime modelling too. DAVID C. RODGERS

Right: Birkenhead docks, on the Mersey's south bank, may not have had the tunnels that Liverpool's dockland railway boasted, but its 4½ miles of railway from Rock Ferry to Bidston was packed with modelling potential. Some of the tracks ran through cobbled streets and there was a branch line across West Float that used the rolling bascule bridge on Duke Street. Whether it was '9Fs' hauling ore to Bidston, big blue diesels bringing in grain or coal or '03' or '08' shunters pottering about, a Birkenhead docks layout would certainly stand out from the crowd. RAIL PHOTOPRINTS



5 Isle of Wight

The Isle of Wight may only be a half-hour ferry ride from the mainland but you almost feel like you've travelled to some parallel universe. It seems to exist outside the rest of the country: peaceful and friendly, it is bursting with quaint villages, and a picturesque landscape that gets under the skin and is hard to leave behind. The island has a rich railway past and this too has a bewitching power.

Below: There are loads of modellable locations on the island but one that really lends itself to a layout is Ventnor station. Those steep chalk walls make a perfect backscene and you can imagine hundreds of navvies blasting away at the rock to provide a home for the Isle of Wight Railway's southern terminus, sometime in the mid-1860s. However, Ventnor's classic look occurred by accident, for the railway simply adapted an old quarry that had created a hollow in the cliffs of St Boniface Down which overlooked the town of Ventnor itself. Whether you model the whole site or just a portion of it, you'll certainly be able to recreate all of its trains in 'OO', using your choice of 'Terrier', Kernow's 'O2' 0-4-4T and our forthcoming 'E1'.
DAVID MITCHELL/HOLNE PUBLISHING



Above: The end of steam didn't bring an end to the island's railway individuality - if anything, it added to it. Like other parts of the Southern Region lines, the Ryde Pier-Shanklin line was electrified, but the only suitable electric multiple units available were ex-London Underground trains. The 1938 Tube Stock - or Class 483 - are the oldest trains in regular use anywhere on the national network but they're due to be replaced by Class 484 EMUs. However, these new trains are actually heavily rebuilt D-Stock EMUs so you'll still be able to travel on former Underground trains over the sea! PATRICK EDEN/ALAMY



6 Isle of Purbeck

It may not be an actual island, but this section of Dorset that juts out into the English Channel is a super place to spend some time. The scenery is lovely with some cracking local nature reserves. There's military history that spans the centuries from nearby Bovington Garrison to Corfe Castle and, while the wonderful branch to Swanage brings to mind trips to the seaside, it's often forgotten that this was a hugely industrialised area too...



The Isle of Purbeck is not usually high on the list of locations associated with mining and quarrying, but its last mine closed in 1999 and there are still quarries active in this pretty part of Dorset. What's being extracted is ball clay, a very rare substance much favoured for tableware and ceramics manufacturing. With the quarries and mines came a network of narrow gauge railways, which hauled the clay either down to the sea or to the Swanage branch at Norden, just to the north of Corfe Castle. These lines were still used in the 1960s/1970s and their weathered, neglected look would make a very different narrow gauge layout. KEITH JAGGERS



Slighting: to deliberately damage a high-status building to reduce its value as a military, administrative or social structure.

'Timeless' is a description used far too often. One place where it certainly fits, however, is Corfe Castle on the Swanage Railway. Beautifully restored, even without trains, the place just oozes atmosphere. Traffic thunders through the quaint Dorset village, but move away from the station environs and you could be forgiven for thinking that you'd stepped back in time. Narrow twisting streets perfectly complement the delightful buildings which have been overshadowed by the ruined bulk of William the Conqueror's castle that was **slighted** by Parliamentary forces during the Wars of the Three Kingdoms. After returning to the station, there's nothing left to do but enjoy the wait for the next train. It's almost as though you were back in the 1950s. Timeless? Definitely! CHRISTOPHER NICHOLSON/ALAMY

7 Tanat Valley

North Wales has so much modelling potential that it's easy to overlook the inspirational locations and railways on the periphery. One such area is the Tanat Valley. It starts in the rolling hills of the English border country yet, just 15 miles further on you're in Llangynog, a wonderfully Welsh village surrounded by bare summits scarred by slate quarrying - and just over the hill is the Snowdonia National Park...



Left: The Tanat Valley line might have closed to Llangynog in 1957 but the stub from Llynclys to Blodwell Junction remained busy with limestone traffic from the quarries at Nantmawr until the 1980s. Therefore, this rural branch line became a regular haunt for Class 25s and Class 31s. Operating was fun too, as trains had to reverse on a loop at Blodwell Junction for a trip up the Nantmawr quarry branch. Heavy stone trains in rural locations crossing ungated level crossings - what's not to like? PHILIP HINDLEY

Below: Llangynog was one of those branch line termini that lends itself perfectly to a layout: single platform with loop, two goods sidings and a short spur to a locomotive shed. But unlike other chocolate box GWR branch lines, Llangynog sits in the shadow of rugged mountains and slate quarries, the slate traffic being complemented by granite. A short freight-only spur continued beyond the station to reach the stone loading dock, which even had a tarmacadam plant on the site. Couple such operating potential with a classic Welsh village high street and you have all the ingredients for a GWR branch layout with a difference. MR COLLECTION



8 Isle of Man

It's easy to forget that there's a state-owned railway in the British Isles that's narrow gauge, that's never properly closed (though it has been mothballed a few times) and that's never been dieselised... oh, and it runs through some pretty spectacular scenery. That railway is, of course, the Isle of Man Railway and coupled with its sister line, the Manx Electric Railway, it's the only railway the island has ever had. A visit to the Isle of Man has to be on every railway enthusiast's bucket list.

Sun, sea and narrow gauge steam! This fabulous panorama shows everything that makes the Isle of Man Railway such a modellable system: beautiful scenery, interesting infrastructure and unique trains. Sadly, Glen Wyllin Viaduct on the Manx Northern Railway from St John's to Ramsey is just a memory - it closed in 1968 and was demolished in mid-1970s. But the photographic record of this, along with the closed Douglas-Peel line, will not only inspire but provide enough research material to enable you to build a really accurate model. COLOUR RAIL



Left: A wonderful 1957 photograph of Castletown station, on the Douglas-Port Erin line. Could you imagine a Nevardesque diorama based on this scene? The Morris lorry, the buried rails and lack of platforms suggest that closure may be imminent. Happily, aside from a few unstable years in the 1960s/1970s, Castletown remained open and is now one of the key stations on today's railway. Peco makes suitable 12mm gauge track (for 3ft gauge in 4mm:1ft scale) but the only ready-to-run offerings of the famous Beyer Peacock 2-4-0Ts is Oxford's static die-cast model. Hopefully, one manufacturer will pick up the Isle of Man mantle in due course... COLOUR RAIL

9 Ireland

There's much to tempt the railway enthusiast to Ireland. One only has to mention the Tralee & Dingle or the County Donegal to get the modelling juices flowing. But one shouldn't overlook the 5ft 3in system in either Northern Ireland or the Republic. With Belfast and Dublin just over 100 miles and a fun train ride apart, it makes sense to focus our attention on both cities, albeit in different eras...



Above: August 11 1968 is a date burned in the memory of most enthusiasts. But far from being the end of UK steam, it marked only the retirement of BR's last tired survivors. How many people after this last sad day knew that, within the British Isles, LMS 2-6-4Ts, designed by LMS chief mechanical engineer H.G. Ivatt and built at Derby Works, were still hard at work on Northern Ireland's network. Seven ex-LMS (Northern Counties Committee) 'WT' 2-6-4Ts, nicknamed 'Jeeps', were still in action in early 1970 and No. 4 was not withdrawn by NIR until June 1971. Happily, it is still in working order. GEOFF PLUMB



Left: Long freight trains running down the street is a scene reminiscent of North America or Australia. Any sort of street-running captures the imagination and makes you want to model it, but since the demise of the Weymouth Tramway or the East Anglian docks, for example, there's nowhere you can see this any more. While that might be true for Britain, a quick hop across the Irish Sea to Dublin will reveal freight trains and street running is a regular occurrence. Liner trains and ore trains from Tara Mines leave East Wall yard and run down the middle of Alexandra Road towards the docks, being flanked by cars and lorries. With suitable models available from Murphy Models and Irish Railway Models, there's much potential for a micro layout, or even a room filler! TONY MIROLO



Left: Who would have ever expected such scenes in the middle of North Norfolk? The arrival of what would become the Midland & Great Northern Joint Railway turned the small village of Melton Constable into what became dubbed 'the Crewe of Norfolk'. Here was the hub of the M&GN system, a four-way crossroad, with routes to King's Lynn, Great Yarmouth, Cromer and Norwich. The works was capable of building and heavily rebuilding locomotives. Under LNER ownership, it became a wagon repair facility and the buildings still survive. 32G was home to an impressive allocation including, as this 1958 photograph shows, 'D16s', 'J69s', 'J17s' and many, many Ivatt '4MTs'! BRUCE CHAPMAN COLLECTION/ COLOUR RAIL

10 Norfolk

Norfolk is a county full of surprises. From its rugged, heather-clad cliff tops to its gentle rolling hills and peaceful broads and wetlands, it's certainly not the flat, featureless landscape many would have you believe. Its railway network is a shadow of its former self when the Great Eastern and M&GN vied for supremacy, building an intricate network of lines, not to mention a main works capable of constructing its own locomotives. How's that for surprising?

Below: This seemingly innocuous curve was, at the time, one of Britain's newest stretches of railway. The Wroxham & Reepham Light Railway (Extension) Order was made on March 9 1960 to link the disused GER line from Reepham to County School to the freight-only, former M&GN branch from Melton Constable to Norwich. When the M&GN shut in 1959, the only way to get coal from Norwich City to Norwich Thorpe yards was on an 80-mile journey via Cromer. To shave 20 miles off the journey, 518 yards of new railway, dubbed the Themelthorpe Curve, was built to enable freight trains to run via Wroxham instead. For those who feel that train set curves aren't prototypical, Themelthorpe proves that there's a prototype for everything as it was apparently the tightest curve on BR and had a 10mph speed restriction. Why not dig out some second radius curves to show off Class 15s, 31s and 37s? RAIL ONLINE



YOUR TOP TEN BIG locomotives

We asked you to vote for your favourite locomotive and now we count down your top ten big locomotives.

Words: **Richard Foster**

Western? 'Deltic'? 'A4'? 'Duchess'? Everyone has their favourite classes of locomotives and will defend them against criticism with all the passion of the football supporter. But what are your favourite locomotives? We asked you in the June issue of *Model Rail* (MR274) and on our social media channels for your favourite prototype class of all time. The votes are in – and here are the results! We've divided them into 'big' and 'small' locomotives, counting down the top ten in each category. Over the next four pages, and on pages 66-69, we'll reveal the favourites you voted for – and the ready-to-run manufacturers who offer them in the three popular scales so you can add them to your collection. **MR**

10 'DELTAIC' Co-Co

Year introduced: 1961

Tractive effort: 50,000lb

Number built: 22

Survivors: 6 (plus prototype *Deltic*)

'N' gauge? Graham Farish

'OO' gauge? Accurascale*, Bachmann, Hornby

'O' gauge? Yes (Heljan)

Factfile: The noise from the 'Deltic's' distinctive Napier engines is something you feel rather than hear. The 22 EE Co-Cos were BR's first 3,000hp diesel and brought 100mph running to the East Coast Main Line. They were every bit a thoroughbred, in the mould of the 'A3s' and 'A4s'. Indeed, if Sir Nigel Gresley were to have designed a diesel, he'd have designed the 'Deltic'. Their homes of Finsbury Park, Gateshead and Haymarket became hallowed ground for enthusiasts. It was only the introduction of the faster HSTs that forced the withdrawal of the 'Deltics' in the early 1980s.



MR COLLECTION

9 'MANOR' 4-6-0

Year introduced: 1938

Tractive effort: 27,340lb

Number built: 30

Survivors: 9

'N' gauge: Dapol

'OO' gauge: Bachmann, Dapol*

'O' gauge: Finescalebrass, Masterpiece Models

Factfile: The popularity of Charles Collett's 'Manor' is a bit surprising, given that the performance of this lightweight member of the 'Hall/Grange' family was originally somewhat mediocre. Could it be the routes that they operated on that makes them special? Their draughting issues didn't prevent BR from building ten more in 1950. But once they'd been breathed on by Swindon's boffins, the 'Manors' were transformed and helped fly the flag for GWR steam until the last full year of Western Region steam in 1965.



THOMAS BRIGHT/SR

8 CLASS 43 HST

Year introduced: 1976

Tractive effort: 17,980lb

Number built: 197

Survivors: 194

'N' gauge: Dapol

'OO' gauge: Hornby

'O' gauge: N/A

Factfile: What more can we say about what is the fastest diesel locomotive in the world? The HST's record speed of 148mph – set in 1987 – still stands today but its comfortable cruising speed of 125mph rapidly decreased journey times between major cities around the UK – and thus helped save BR InterCity. That angled nose is as timeless a shape as the Spitfire's wing and the HST has been so successful that it's taken 44 years to find a replacement. But even then, you can't keep the HST down for they're still in service with some operators, including ScotRail and GWR.



JACK BOSKETT

7 'WESTERN' C-C

Year introduced: 1961

Tractive effort: 72,600lb

Number built: 74

Survivors: 7

'N' gauge: Dapol

'OO' gauge: Dapol, Heljan

'O' gauge: Heljan

Factfile: If the 'Deltic' has a rival for an express diesel with that 'X' factor, it has to be the 'Westerns', the pinnacle of Western Region diesel hydraulic development. The roar of those twin Maybach engines combined with Sir Misha Black's striking blend of angles and curves results in a locomotive that could be considered iconic. Though capable of 100mph running, they fell victim to BR's standardisation policy and the last were retired with great fanfare in 1977. But they've left one legacy – the cab roof on the Class 66 is directly inspired by that on the 'Westerns'.



JACK BOSKETT

6 CLASS 50 Co-Co

Year introduced: 1967

Tractive effort: 48,500lb

Number built: 50

Survivors: 18

'N' gauge: Dapol

'OO' gauge: Hornby

'O' gauge: Heljan

Factfile: Another diesel with another fanatical fanbase! The Class 50, or 'Hoovers' as they were nicknamed owing to the noise of the clean air plant, made a striking impact speeding between Crewe and Scotland on the yet-to-be-electrified section of the West Coast Main Line. But it was the move to the Western and West of England main lines - and gaining evocative warship names - that cemented the class in enthusiast's hearts. Such is the affinity for this class that some 18 survive - 36% of the entire fleet - and two are still in service with a main line freight operator.



ANDREW PLUMMER/ALAMY

5 CLASS 47 Co-Co

Year introduced: 1962

Tractive effort: 55,000lb

Number built: 512

Survivors: 84

'N' gauge: Graham Farish

'OO' gauge: Bachmann, Heljan*, Hornby

'O' gauge: Heljan*

Factfile: If there was ever a Marmite - a love-it-or-hate-it - locomotive, it has to be the Brush Type 4 or Class 47. Brush certainly hit upon a recipe for success, with its Sulzer engine and handsome looks. The Class 47s were the ultimate go-anywhere machine and helped BR remove steam locomotives from the network by 1968. There were few areas of the country where you couldn't see a '47' - and it's that ubiquity that makes them unpopular with some! '47s' are still a common sight on the network and inspiring modellers with lots of liveries and scenarios to choose from.



GEORGE DENT/MR

4 '9F' 2-10-0

Year introduced: 1954

Tractive effort: 39,670lb

Number built: 251

Survivors: 8

'N' gauge: Dapol

'OO' gauge: Bachmann, Hornby

'O' gauge: L.H. Loveless, Lee Marsh, Masterpiece*

Factfile: The merits of British Railways' range of Standard steam locomotives still causes debate nearly 70 years after the first were introduced... but the one design that unites opinion is the outstanding '9F' 2-10-0. The wheel arrangement gave the '9F' the ability to pull over 900 tons but they could also run with the fleetness of an express locomotive. It was perhaps somewhat fitting that the last steam locomotive BR built was a '9F' - what a perfect end to the story started by the likes of Stephenson's Rocket.



STEAM RAILWAY COLLECTION

3 CLASS 37 Co-Co

Year introduced: 1960

Tractive effort: 55,500lb

Number built: 101

Survivors:

'N' gauge: Graham Farish

'OO' gauge: Accurascale*, Bachmann, Hornby

'O' gauge: Heljan

Factfile: English Electric's diesels have a strong following and the Type 3 - later Class 37 - is one of the most popular, so it's no surprise to see it reach No. 3 in our list. Known as 'Tractors' due to their engine sound, they're a common sight across the network over 60 years after they were first introduced. With six sub-classes created - depending on train heating, gearing, generators and such like, there are so many possibilities and options for modelling these popular machines - in fact, there's an excuse for one on almost any post-1960 layout.



GEORGE DENT/MR

2 'A4' 4-6-2

Year introduced: 1935

Tractive effort: 35,455lb

Number built: 35

Survivors: 6

'N' gauge: Dapol

'OO' gauge: Dapol, Hornby

'O' gauge: Hattons/Heljan, LH Loveless, Golden Age

Factfile: If you were to go to up anybody in the street and ask them to name a locomotive, they would most likely say *Flying Scotsman*. Behind that though, it will be *Mallard*, which still holds the world speed record for steam traction that it set in 1938. It is no surprise then that Sir Nigel Gresley's famous streamlined 'A4s' come in at number two on our list of your favourite locomotives. After all, 140,000 people descended on the National Railway Museum in July 2013 to see all six survivors reunited for the first time. Says it all really!



THOMAS BRIGHT/SR

1 'WC/BB' 4-6-2

Year introduced: 1945

Tractive effort: 31,000lb

Number built: 110

Survivors: 20

'N' gauge: Dapol*

'OO' gauge: Hornby

'O' gauge: Masterpiece Models

Factfile: A surprise winner but Oliver Bulleid's 'Light Pacific' is the most popular 'Big Locomotive'. It's easy to see why. Designed as a lighter version of the air-smoothed 'Merchant Navy', these striking, slab-sided machines sported all the modern features of their larger cousins but were designed for lines for which the 'MNs' were too heavy - such as the famous 'Withered Arm' in Devon and Cornwall. Evocative names helped too: West Country towns and villages for the 'WCs' and famous Battle of Britain squadrons, personalities and aircraft for the 'BBs'.



THOMAS BRIGHT/SR



2nd Production Run

Following the success and overwhelming response to our first release of the **English Electric GT3**, we are pleased to announce that we intend to do a 2nd production run.

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MODEL RAIL

Skills Station

Welcome to the fourth 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 4: PLASTIC LINESIDE KITS

From the humble lineside hut to a grand viaduct, plastic kits offer an easy route to creating lifelike structures. **George Dent** provides an easy-to-follow guide to kit assembly, along with a few scratchbuilding tips.

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

Skills Station

BUILDING WITH PLASTIC

Injection-moulded plastic kits have many benefits for modellers. They're freely available, relatively

cheap and require minimal skill to assemble. The moulding process allows plenty of detail relief to be rendered, giving masonry and timber-clad structures a convincing appearance.

Plastic is also lightweight and can be cut or shaped easily, meaning that kits can be adapted to suit your layout. Converting a full structure to a low-relief building is possible, while several similar kits may be combined to create larger structures, such as viaducts or factories.

All manner of structures are available in 'N', 'OO' and 'O'. Continental ranges are also worth exploring, particularly for post-war subjects. Indeed, the homogenisation of architectural styles since the 1950s allows some European and American-outline structures to look at home on a UK layout.

In the most part, assembling plastic kits is a straightforward task, following similar processes to those outlined in last month's Skills Station. Careful study of the instructions and prepara-



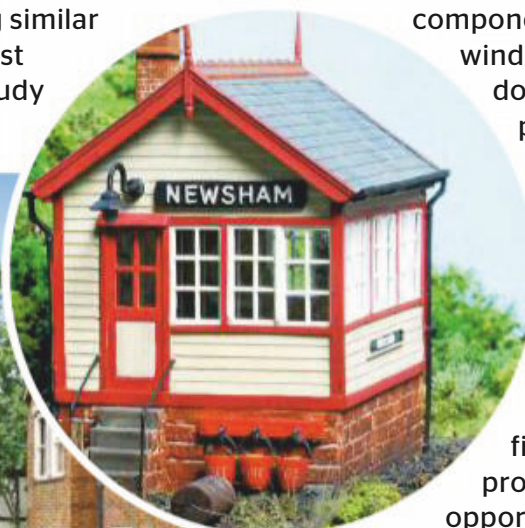
There's a vast range of plastic building and lineside kits available for most scales.

tion of the components prior to assembly is key, while accurate alignment of the wall and roof sections is vital.

To demonstrate a broader range of techniques, I decided to showcase the building of a slightly more complex kit, from the Wills Craftsman range. These have been around for decades and are, perhaps, kits in the loosest sense of the word. An 'aid to scratchbuilding' is, perhaps, a more accurate description.

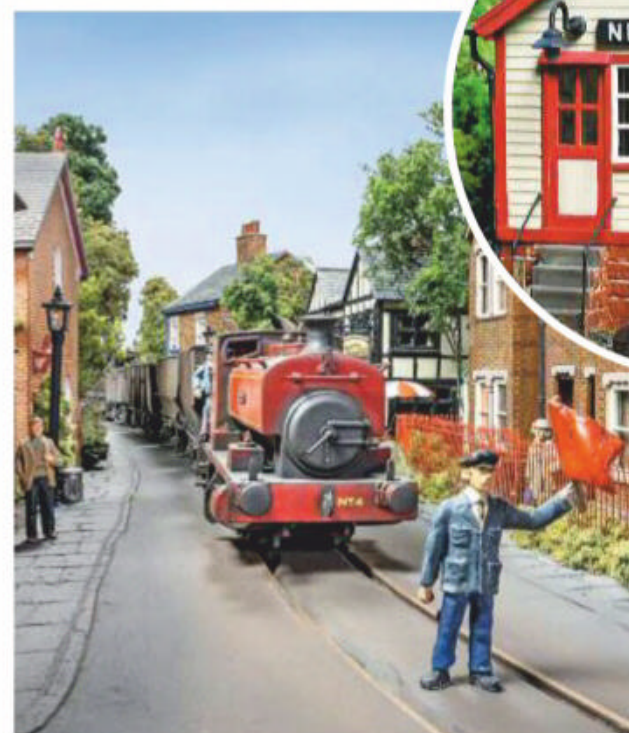
Consisting of sheets of embossed plastic sheet and various detailing components (including window frames, gutters, doors and chimney pots), full-size paper plans are provided, and the modeller is expected to cut many of the parts to the required shape and size. It might appear onerous work at first, but the kits do provide a great opportunity to hone a different set of skills.

Furthermore, they provide ample opportunity for customisation, with plenty of spare materials being available separately.



Inset: Injection moulded plastic kits allow for lots of fine detail to be replicated, including ornate finials, gutters and other small fittings.

Left: Plastic kits offer plenty of surface relief, especially in terms of brick or stonework.



What you will need

TOOLS

- ◆ Knife and fresh blades
- ◆ Files
- ◆ Straightedge
- ◆ Setsquare
- ◆ Cutting mat
- ◆ Tweezers
- ◆ Drill & bits
- ◆ Abrasives
- ◆ Razor saw
- ◆ Vice
- ◆ Marker pen



If building a Wills' Craftsman kit, customising kits or scratchbuilding, a jeweller's piercing saw – and a few spare blades – is a valuable asset.



GLUES & FILLERS

Liquid poly cements, such as Plastic Magic, are best for the main structural work, while thicker cements are handy for joining parts that require more adjustment. Cyanoacrylate glues are good for smaller parts or sections that need to be bonded after painting. Clear glazing can be fixed with PVA-based glues, while filler is needed to tidy up any gaps.

STEP BY STEP

HOW TO ASSEMBLE PLASTIC BUILDINGS



1

As well as pre-formed components, such as window frames, doors and detail fittings, Wills' Craftsman Kits mostly consist of sheets of embossed plastic that must be cut and shaped following the full-size plans supplied.



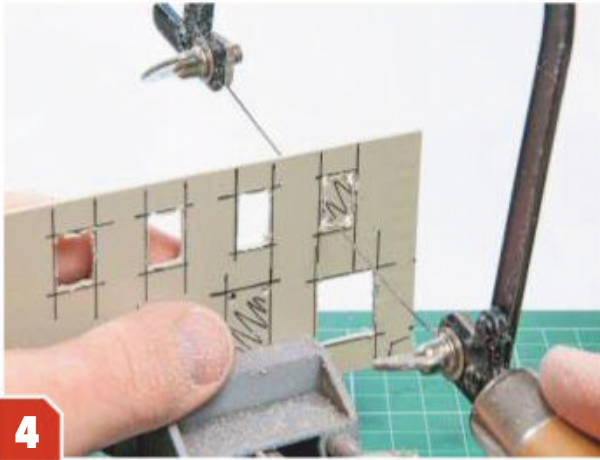
2

The plans provide all of the necessary dimensions and these can be transferred to the back of the embossed sheets with a fine marker pen. Remember to note the identity of each section, to help during assembly.



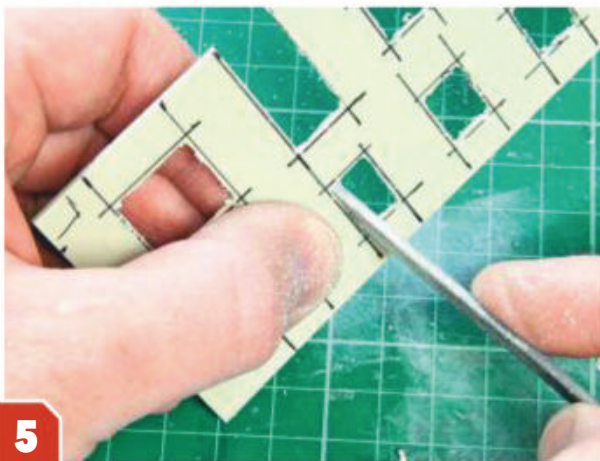
3

When cutting, use a fresh blade and make several light passes, allowing the knife to work through in its own time. All outer faces must be straight and true. Tidy the edges with a broad, flat file and check with a set square.



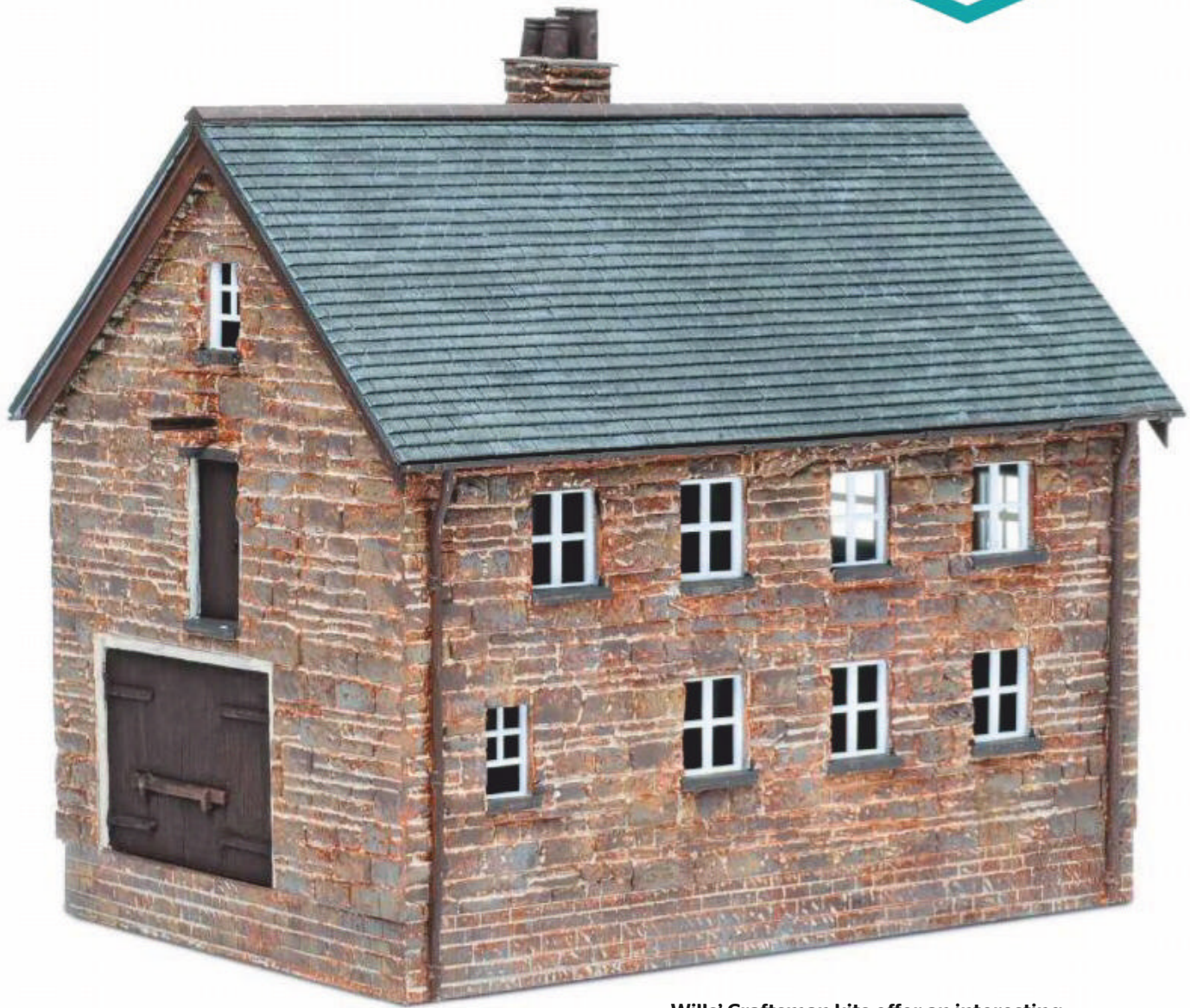
4

Having marked out the window and door apertures, drill holes near each corner, well within the waste material. Thread the blade of a piercing saw through one hole and cut away most of the waste.

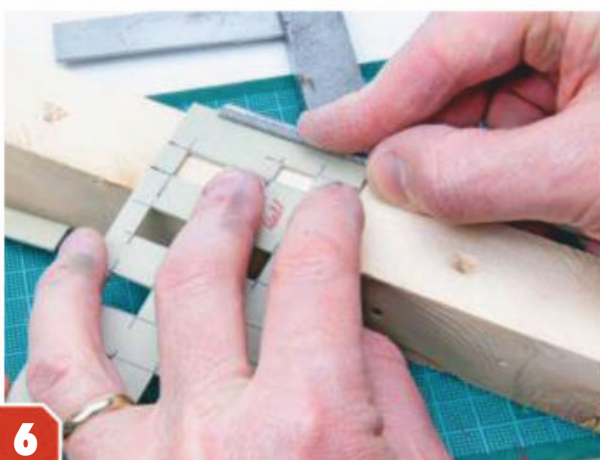


5

Repeat the work with the drill and piercing saw and then use a file to refine each aperture to the exact dimensions, checking the fit of the window and door frames. Use sanding sticks to remove any file marks and tidy the edges.

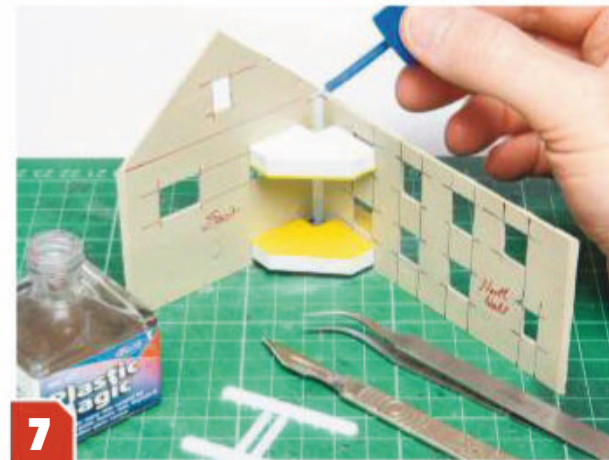


Wills' Craftsman kits offer an interesting challenge, providing the raw materials for a realistic model.



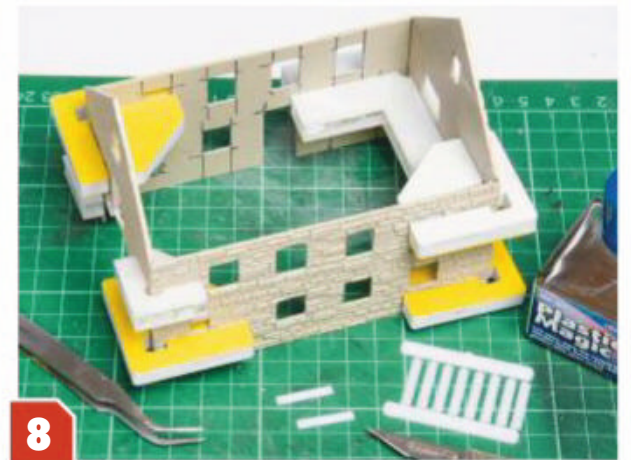
6

To achieve neat corner joints and continuity in the stone courses, the mating faces need to be chamfered to 45°. With the wall held over the edge of a scrap of wood, gently form the chamfer with a file, aiming for an even profile.



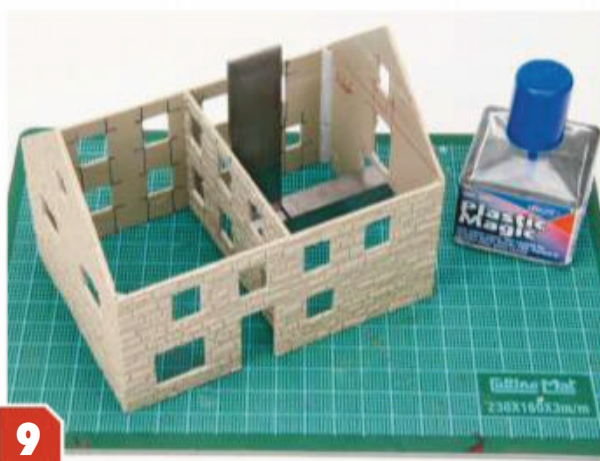
7

A set of magnetic corner clamps makes alignment so much easier. Set one side and end wall together and apply liquid poly cement to the inside of the joint. Fit the internal corner fillets to strengthen the joints.



8

Repeat with the other side and end wall. When each has dried, bring the two halves together and clamp the corners while making the glue bonds and add the fillets. Double-check angles before setting aside to dry overnight.



9

Depending on the size of the structure, internal reinforcing walls may be worth installing. I used an offcut of the embossed stone sheet, cut it to the required size and aligned it squarely. Again, the corner fillets were added for strength.



10

The roof sections can be cut to size and the upper mating faces must also be chamfered, so that they meet neatly at the apex. Ensure that there's an equal overhang of each wall when fixing in place.



11

Allow the roof to cure before filing the apex flat in order to accept the ridge tile moulding. The chimney is formed from four walls, in the same manner as the main structure. When fixed, fill gaps around the base with putty.



12

Any gaps in the wall corners can also be addressed with putty. When dry, a mini steel brush will clear the mortar courses of debris. Applying more liquid poly cement into the courses will also help tidy up the stonework.



13

With the main shell complete, smaller detail fittings can be added, such as gutters, window ledges and doors. The Wills Craftsman kits provide all of the necessary materials, which simply need cutting to size.



14

After painting, the window frames can be secured to the inside. Clear acetate sheet was employed for the glazing, cut to size with scissors and secured to the inside of the frames with Glue 'n' Glaze, a PVA-based glue.

STEP BY STEP

BUILDING BRIDGES & VIADUCTS



1

There are some great kits for other structures, particularly bridges and viaducts, such as this Wills kit. The thinner embossed brick sheets can be shaped to form the arch liners. Elastic bands make handy clamps while glueing.



2

The various sections can be combined to create multi-arch bridges or viaducts. A thicker, slower setting adhesive, such as Deluxe Materials' Plastic Kit Glue, is ideal for fixing larger plastic components together.



3

Neat joints are essential for structural as well as cosmetic reasons, but small gaps are inevitable. Acrylic-based putties can be manipulated before curing with damp brushes or swabs, minimising the need for sanding later.



WHAT NEXT?

Part Five of this Skills Station module looks at resin kits.

Show us what you've learnt on our Facebook group - <https://bit.ly/2TEmHKA>

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YOUR TOP TEN SMALL locomotives

We asked you to vote for your favourite locomotive of all time, and now we count down your top ten small locomotives.

Words: **Richard Foster**

In the June issue of *Model Rail* (MR274) and on our social media channels we asked you to tell us your favourite prototype class of all time, and we have divided them into 'big' and 'small' locomotives, counting down the top ten in each category. On page 56, we revealed your favourite 'big' locomotive. Now it's the turn of the smaller machines. Over the next four pages we'll reveal the favourites you voted for – and the ready-to-run manufacturers who offer them in the three popular scales so you can add them to your collection. **MR**

10 GNR 'SINGLE' 4-2-2

Year introduced: 1870

Tractive effort: 11,129lb

Number built: 53

Survivors: 1

'N' gauge: N/A

'OO' gauge: Rapido/Locomotion Models

'O' gauge: N/A

Factfile: Does Patrick Stirling's 'Single' qualify as a small locomotive? When new, it was the pinnacle of express locomotives and yet it develops less tractive effort than an LYN 'Pug'. But when a locomotive looks this beautiful does it matter? Looking at the sparse cab and open footplate, the mind boggles at the thought of the footplatemen charging up the East Coast Main Line, its giant wheels pushing it along at 85mph during the 1895 'Race to the North'. Replaced by H.A. Ivatt's 'Atlantics', pioneer 'Single' No. 1 is one of the star attractions at the National Railway Museum.



TONY FRENCH/ALAMY

9 PECKETT LOCOMOTIVES

Year introduced: 1880-1958

Tractive effort: N/A

Number built: N/A

Survivors: 95

'N' gauge: N/A

'OO' gauge: Hornby

'O' gauge: Minerva

Factfile: Of all the locomotive builders in Britain, it appears that the products of Peckett & Sons of Bristol have proved the most popular with *Model Rail* readers. The Peckett family took over Fox Walkers' Atlas Works in 1880 and a couple of family members were still involved when the business was taken over in 1961. Hundreds of locomotives were built for both the UK and the rest of the world and their family look makes them instantly recognisable. Many Pecketts are still working today around the world, with the last, built in 1958, preserved in South Africa.



PHIL METCALFE/ALAMY

8 RUSTON & HORNSBY '48DS'

Year introduced: 1937

Tractive effort: N/A

Number built: 204

'N' gauge: N/A

'OO' gauge: Hornby

'O' gauge: N/A

Factfile: If you're going to have a list of small locomotives, then the Ruston & Hornsby '48DS' has to be included somewhere! This was one of the smallest standard gauge locomotives ever built, weighing in at 7½ tons. Small it may have been but the '48DS' was perfect for small yards and depots – which is why it's a popular subject for modellers! Ruston built 204 from 1937, 189 of them to standard gauge. Originally designated '44/48HP Type', they became '48DS' in 1941, when a revised cab style was introduced, along with 2ft 6in diameter wheels and Ruston's 4VRO engine.



COLOUR RAIL

7 STEPHENSON'S ROCKET

Year introduced: 1829

Tractive effort: N/A

Number built: 1

Survivors: 1 (plus at least four replicas)

'N' gauge: N/A

'OO' gauge: Hornby*

'O' gauge: N/A

Factfile: It may not have been the first steam locomotive to be built but Robert Stephenson's famous 0-2-2 set the standard for every steam locomotive that followed. Separate firebox, water tube boiler, cylinders mounted roughly in line with the wheels rather than above – the origins of *Flying Scotsman*, *Mallard et al* were first seen at the Rainhill Trials in 1829. How much the real *Rocket* looked just like the bright yellow replicas with which we're so familiar is still not entirely clear. But there's no denying that this is a true railway icon.



DUKAS PRESSEAGENTUR GMBH/ALAMY

6 LMS '3F' 0-6-0T

Year introduced: 1924

Tractive effort: 20,835lb

Number built: 422

Survivors: 10

'N' gauge: Graham Farish

'OO' gauge: Bachmann, Hornby

'O' gauge: Dapol

Factfile: No one is entirely certain where the 'Jinty' nickname came from but it suits the plain yet attractive lines of Henry Fowler's rugged little 0-6-0T. It's no surprise to see the 'Jinty' in our Top 10 given that over 400 were built and they could be found throughout the LMS' system, from the Somerset & Dorset Joint Railway and even on its 5ft 3in gauge lines in Ireland. The 'Jinty' story is even more remarkable when you consider that eight were sent to France during the Second World War and No. 47564 was not withdrawn by BR until 1972.



STEVE COOPER/ALAMY

5 LBSCR 'E4' 0-6-2T

Year introduced: 1897

Tractive effort: 19,090lb

Number built: 75

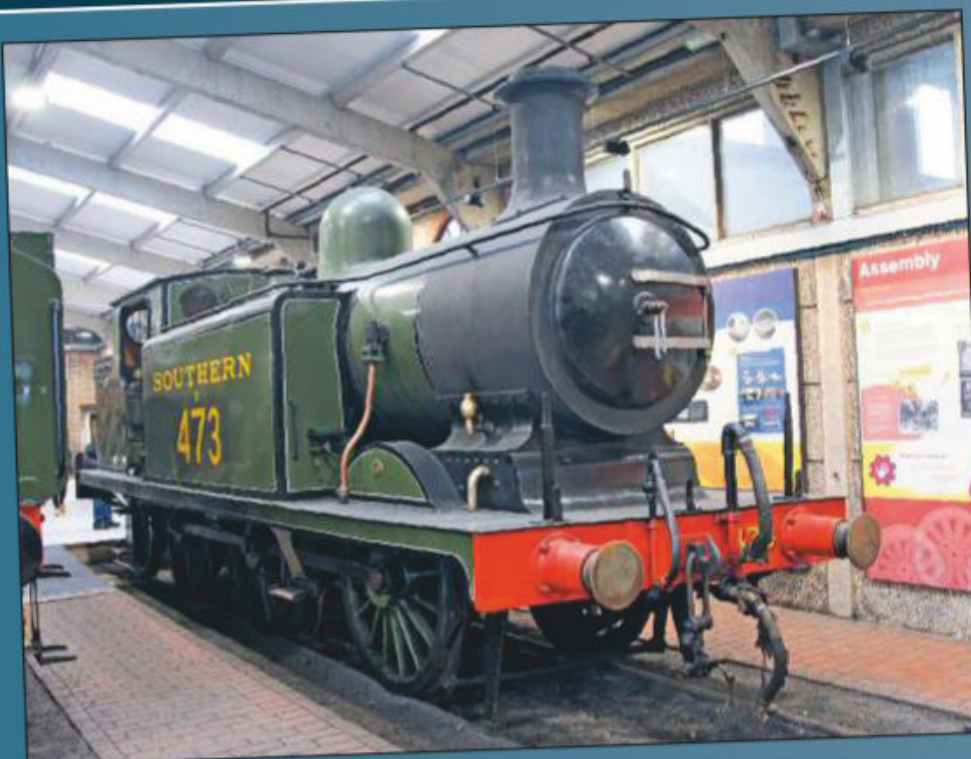
Survivors: 1

'N' gauge: N/A

'OO' gauge: Bachmann

'O' gauge: N/A

Factfile: A somewhat surprise inclusion, given that there's no room for the Adams 'Radials' or Beattie 'Well Tanks'... The 'E4' was the mixed traffic member of R.J. Billinton's family of 0-6-2Ts built for the London, Brighton & South Coast Railway. It's a measure of the class' success that all passed into Southern hands in 1923 and all but one were transferred to British Railways ownership in 1948. The arrival of diesel multiple units gradually resulted in the 'E4s' being surplus to requirements. Happily, No. 32473 was saved and has been a Bluebell resident for the last 57 years.



NICK BRODRICK/SR

4 CLASS 03

Year introduced: 1957

Tractive effort: 15,300lb

Number built: 230

Survivors: 56

'N' gauge: Graham Farish

'OO' gauge: Bachmann

'O' gauge: Heljan

Factfile: As with most small locomotives, BR's standard 204hp shunter, the '03', is a cheeky looking machine. But under its tall cab and comical chimney-like exhaust stack lies a true shunting master, perfectly suited to station pilot work, hauling coal trains on the Burry Port & Gwendraeth or working infrastructure trains on the Isle of Wight. Although withdrawals started in the 1960s, 03179 was retained at Hornsey depot until 2008. '03s' have also served the Ministry of Defence and industry - at home and abroad - just as faithfully - and fully justifies its position in our list.



SIMON POCKLINGTON/ALAMY

3 CLASS 08

Year introduced: 1952

Tractive effort: 35,000lb

Number built: 996

Survivors: 251 (including '09s')

'N' gauge: Graham Farish

'OO' gauge: Bachmann, Hornby

'O' gauge: Dapol

Factfile: When Wisconsin Central boss Ed Burkhardt went through his newly acquired fleet of British locomotives, the only one about which he had anything positive to say was the humble '08'. Rugged and reliable, if you needed something moving, the '08' was up to job. With almost 1,000 built, they were a familiar sight up and down the country – and, despite huge changes in the way shunting is carried out, there are still about 100 on the main line. Few preserved railways can do without them too. It's no surprise that they made it to No. 3 on our list.



JACK BOSKETT

2 GWR PANNIER TANKS

Year introduced: 1929

Tractive effort: 16,960lb ('1366')-22,510 ('15XX')

Number built: 1,274

Survivors: 24

'N' gauge: Dapol ('57XX'), Graham Farish ('64XX')

'OO' gauge: Bachmann ('57XX', '64XX'), Heljan ('1366'),

Model Rail/Rapido* ('16XX')

'O' gauge: Dapol ('57XX', '64XX'), Minerva ('57XX')

Factfile: The GWR built over 1,200 pannier tanks from 1929 – and that's not including rebuilds of earlier 0-6-0STs – so they deserve second place on this list. From the dainty '1366s' to the rugged Hawksworth '15XXs', going through the list of places where panniers worked is a veritable who's who of some of the country's best loved branch lines. From Wenford Bridge to Dornoch, they worked everywhere – even East London – and, via London Transport and the NCB, kept the GWR flag flying into the 1970s.



J. M. WILTSHIRE/COLOUR RAIL

1 LBSCR 'TERRIER' 0-6-0T

Year introduced: 1872

Tractive effort: 10,410lb

Number built: 50

Survivors: 10

'N' gauge: Dapol

'OO' gauge: Hornby, Rails of Sheffield/Dapol

'O' gauge: Dapol

Factfile: Could there be any other choice for the No. 1 slot on our Top 10 Small Locomotive list? William Stroudley's first 'A1s' entered service in 1872 and they served the railway for over 90 years. Their history is like no other: they were bought and sold, rebuilt and were then responsible for keeping some of our favourite branch lines running, sometimes well into the 1960s. It's also easy to see why they're so popular with modellers – what other class could be seen in LBSCR, LSWR, SECR and GWR liveries with so many different detail combinations? A very worthy winner!



RICHARD FOSTER/MR

Lift your layout

Master modeller **Chris Nevard** lists ten aspects of modelling that influence and inspire his work, and describes how you can apply these concepts to your layout.

Words and photography: **Chris Nevard**

I've seen many layouts over the years, both as *Model Rail*'s photographer and as an exhibitor, and there are **some** fabulous pieces of work out there, both **on the** exhibition circuit and in people's garages and lofts.

But when you go to an **exhibition** or flick through a magazine, there's usually one layout that stands out from the rest. What is it that makes this layout special? It's very

often a collection of things, rather than one specific item.

You might even look at a layout and think "I wish I had that skill" or "I'll never be that good". Don't worry if you feel this way. Following these ten pointers, based on my years of experience photographing and building layouts, will help make your layout stand out above the rest without being too tricky or requiring any great skill. **MR**





Chris Morris' backscene on his 'Little Aller Junction' breaks the rules for the colours are very bold. The reason it works so well is that the colours and tones have been perfectly matched to the foreground modelling so that it's very difficult to see where the transition is from 3D to 2D.

1 BACKSCENE

A good backscene can really help to give a layout depth, whereas a bad one might do the opposite. The trick is for it not to dominate the layout because that's what you want people to look at – unless you're an amazing painter and want to show off your skills.

When painting backscenes, don't use colours that are too dark or rich. They will draw the eye towards them. Muted, hazy colours are the key.

Even off-the-shelf photographic backscenes are very saturated and heavily detailed, drawing the eye towards them. For these, mist over Halfords white aerosol primer from a distance to produce a hazy effect and thus make the landscape look further away.



Above: A simple way to produce a professional-looking backscene is to shoot a panoramic photograph on a smart phone and then get your local printer to output it onto matt sticky-backed plastic or 3mm Foamex. I lightened the image in photo-editing software to create a hazy look (and made sure the printers were briefed not to correct it!).

Below: A Foamex print can give you nice rounded corners – always a good move if space allows, as in the example below.



Above: The backscene on Farnham & District MRC's layout 'Wickwar' (MR248) is one long piece of Foamex. When not in use, it can be rolled up and stored safely. Another bonus is lack of joins – gaps in the sky will always detract from the overall look.

Right: Jerry Clifford painted this excellent backscene for his 'Highbury Colliery' layout (MR175). The detail is only modest and the muted colour complements the great modelling without dominating it.



2 BE TIDY

Being a tidy modeller pays dividends. I'm not talking about the state of your workbench but about being neat as you build. Spending a little extra time making sure there are no gaps under buildings, bits of ballast stuck to the sides of rails or dollops of paint or glue everywhere will make a difference to the overall look.

Right: A lovely crisp and tidy cameo on Mike Carter's 'Cheffley' (coming soon to *Model Rail*). The camera can be very unforgiving, so I'd recommend photographing everything you make - the lens exposes stuff the eye just doesn't see.

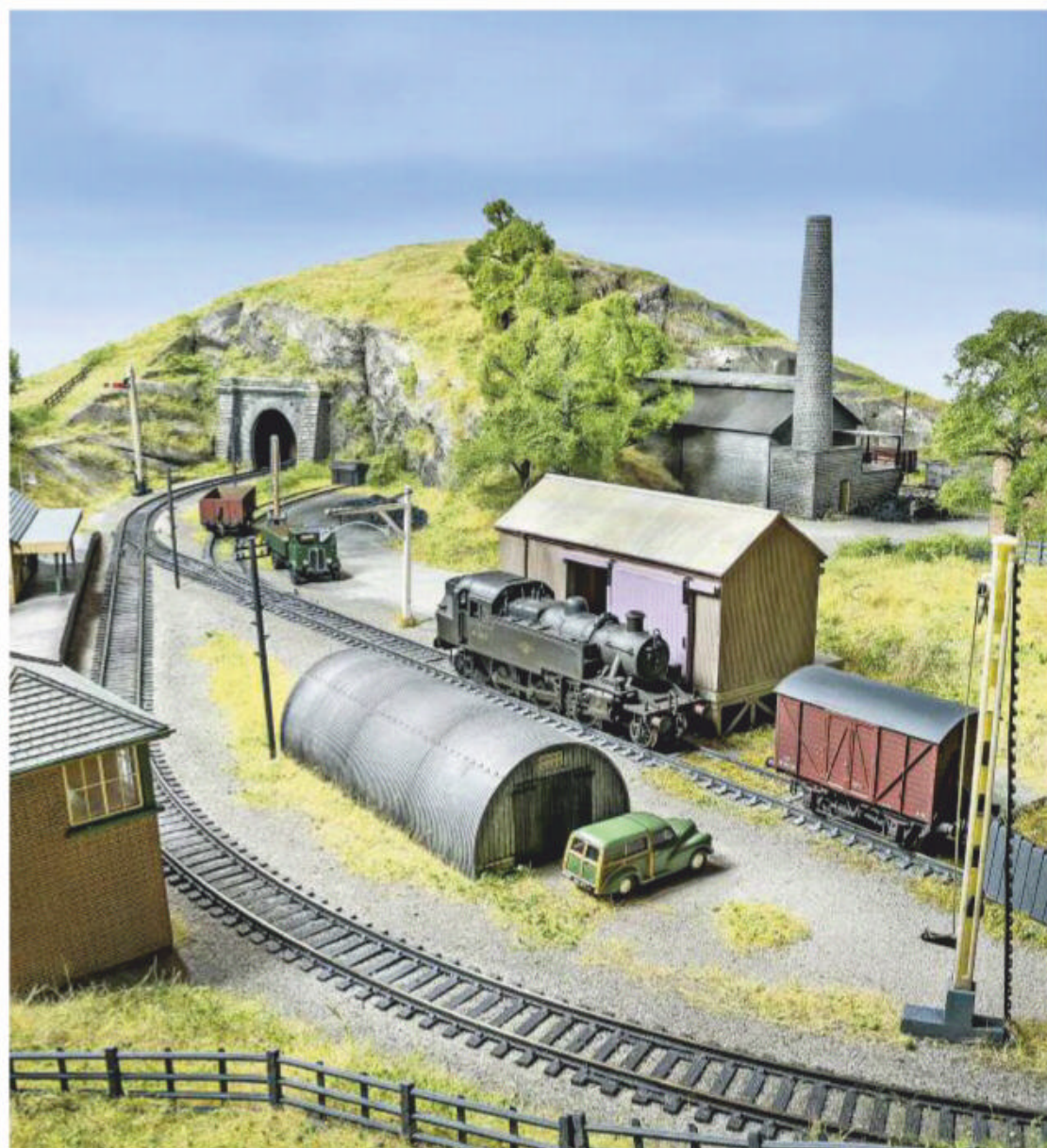
Inset: This length of track on Mike Baker's 'Newton Heath Works' layout (also coming soon to *Model Rail*) has to be the benchmark for tidiness. Absolutely nothing is out of place - Mike is quite a wizard! If ever I feel like I'm getting sloppy, I just look at his work.



3 COMPOSITION & THEATRE

What do we mean by composition? Think of some of those classical landscape paintings, or maybe a theatre set. Good composition will stop the eye wandering away from the layout or your miniature railway-themed stage.

It may not always be possible to position buildings where you'd want if you're modelling a prototypical location, but it's easy if you're modelling something you've imagined yourself - within reason you can place things to maximise the composition. Keeping highly detailed areas away from the edges of the layout will help to prevent attention from wandering off to the flying ducks on the living room wall, or that kebab stain on your shirt (I've done this!).



When designing 'Porth Emmet' (MR260), I was keen to mask the fact that the layout is circular. Placing a high ridge down the middle of the layout with trees helps hide the other side of the layout.



When I built 'Arne Wharf' back in 2003, I wanted an attractively composed scene in which to run trains. I'm no design expert, but I think that having the large building centre stage has helped.



Phil Waterfield's 'Corwenna' (another to look forward to) is a great bit of theatre, with the allotments towards the front of the layout where the fine detail can be fully enjoyed.



I make no apologies for featuring Mike Baker's 'Newton Heath Works' again. What a wonderful cameo, everything is just right. This layout was a joy to photograph, it was full of perfectly composed cameos, making my job as photographer an easy ride.

4 COLOUR

Over the years, I've found that the most convincing layouts tend to have muted, pale colours. Using muted colours will make a layout look bigger too – and who doesn't want a bigger layout?



Left: An occasional splash of colour can contrast well, if not overdone. Here we have some Rosebay willowherb (*Chamerion augustifolium*) on Mike Baker's 'Newton Heath Works' layout.

Above: My 'Catcott Burtle' layout is only 15in deep but I think it looks deeper. I used 'autumn' and 'winter' coloured static grasses while keeping the ground cover light – it's often very easy to go too dark. The backscene is intentionally pale and misty.



Left: Roads and lanes shouldn't be black – look how light asphalt looks on a summer's day, especially if it's very dry or if it has a high sand or chalk content.



5 LIGHTING

If you go to an exhibition, well-lit layouts tend to attract the bigger crowds... it's a bit like how a lamppost attracts moths on a summer evening! Good light makes for a less tiring operating experience and helps the viewers to enjoy the splendid model making.

But good lighting is about more than just pointing a lamp at the layout. It needs to be even and lit in such a way that everything isn't in shadow. Think how many layouts have a spot light on a pole pointing in to the viewer's face, while leaving everything in shadow.



Dan Evason's 'Tunnel Lane' has nice, bright and even lighting to create a natural feel. Dan uses LED strip lights, which are inexpensive and easy to source. They are placed immediately behind the pelmet to ensure nothing is in shadow.

Top: I use photographic, low-energy, compact fluorescent bulbs because they give out a very well balanced quality of light, as well as being bright. This is considered old technology now though, so they can be tricky to source.

6 PRESENTATION

It's disappointing when an otherwise great layout is spoiled with tatty baseboard edges, or messy backscene joins. A beautiful layout deserves presentation to match.



Martin Finney's stunning portrayal of 'Semley', on the former LSWR main line is beautifully presented – this is what I call 'international trade show standard'!

Ray Norwood's 'Feltham Road MPD' is a classy layout with lighting hidden behind an arch. That arch is finished with neat lettering, shed plates and a BR cycling wheel emblem. The finishing touch is a satin black finish. Satin is always preferable to matt because it doesn't mark as easily.



7 PROTOTYPE INSPIRATION

The most convincing model railways tend to be inspired by the real world rather than copying other model railways. You don't have to slavishly copy a real location, but taking cameos and inspiration from the real world will create a more convincing scene, even if you only model a little of it. I'm usually inspired by a photograph and want to recreate it in miniature.

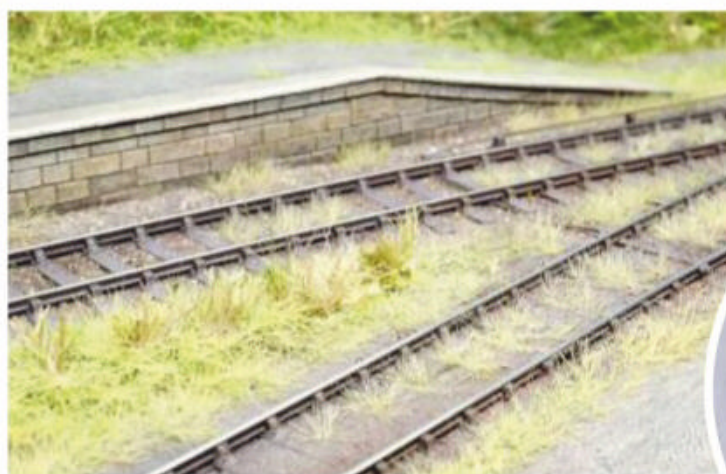


Above: John Holden's 'Liverpool Lime Street' is a strict copy of the real station and utterly convincing. Few have the space or time to build a model such as this but we can, nevertheless be in awe - and take inspiration from it to improve our much smaller layouts!

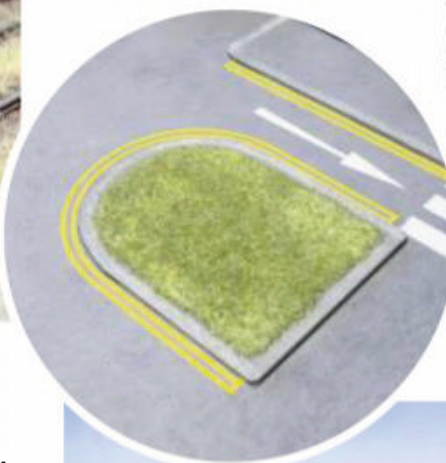
Left: 'Furnace 5' by Kyle Humphries is freelance, but a knowledge of how a real steelworks... works has enabled him to create a wonderful and totally convincing scene.

8 TEXTURES

It's often too easy to overdo textures on model railways. If in doubt, a smoother finish is more likely to be convincing...



Below: Sometimes, painted card will create just enough texture. I painted this mount board with pale grey interior matt emulsion and then stippled on matt black poster paint to create slight variation.



...for example, when ballasting track, the rule of thumb is always to use a grade of ballast the next scale down, so you'd use 'N' gauge ballast on a 'OO' layout for example. This scene used fine, sieved sand and the treatment with a wash of DAS clay creates that really dusty ballast look you often see in sidings.



I'm a fan of DAS modelling clay as it has many uses. It's great for country roads where you want a smooth - but not quite even - finish. It requires paint, but remember - don't go too dark.



Above: Concrete shouldn't be plain grey: I misted on Halfords grey, white and red primers from several feet away to create this realistic texture. Use coloured pencils for some subtle highlighting.

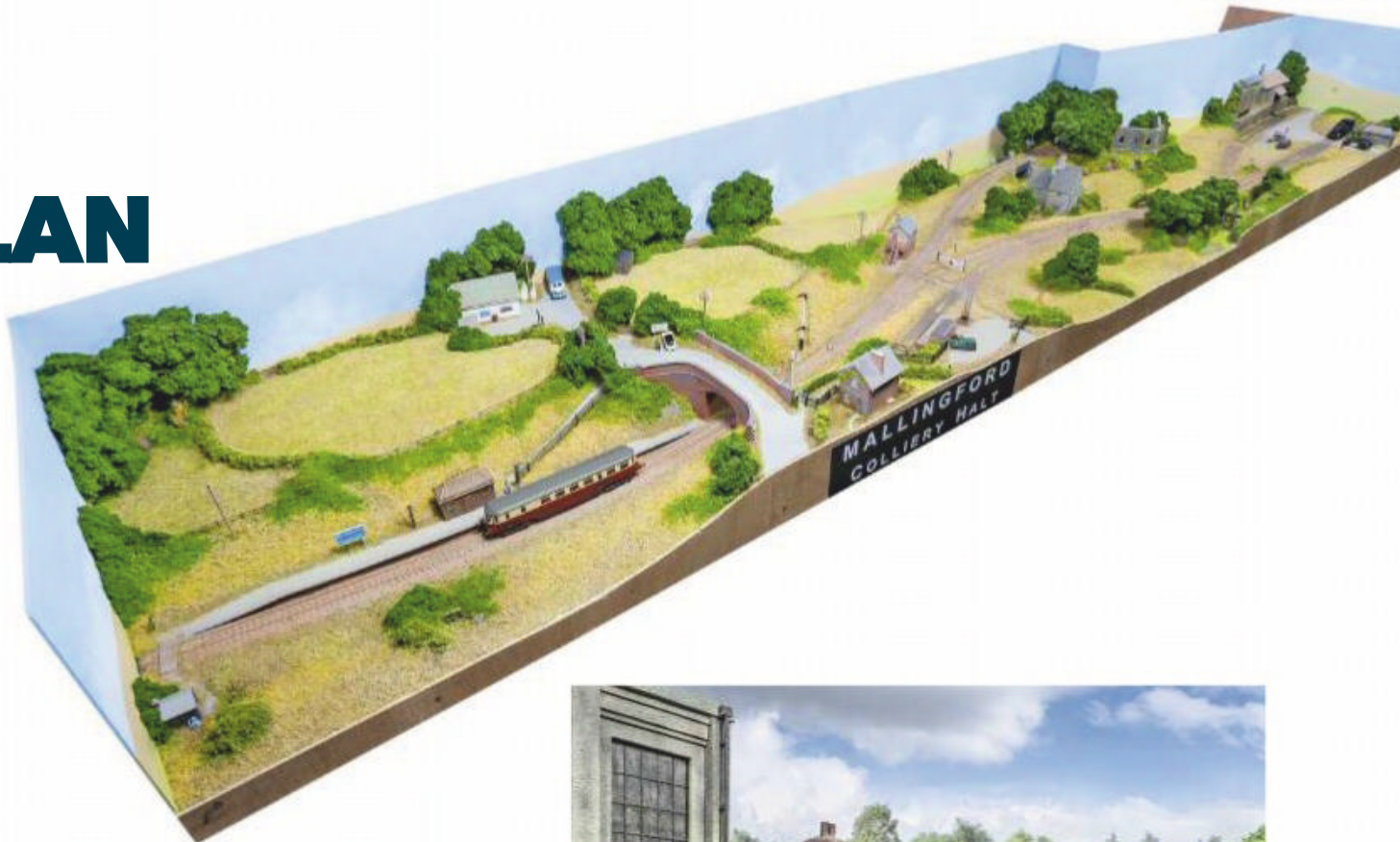
Below: To create subtle rippling water in this scene, I applied PVA over mucky brown paints and topped it off with gloss enamel varnish. The grasses and reeds are a mixture of WWS grass tufts, plumbers' hemp and static grass.



9 TRACKPLAN

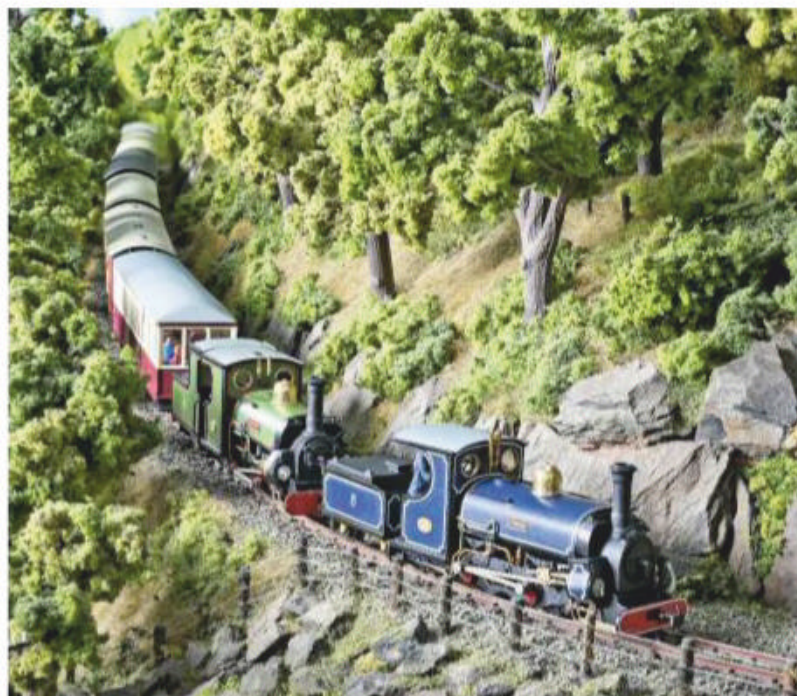
It's always so easy to try to squeeze in too much track, resulting in a confused tangle of lines with little feeling of distance. Often a simpler approach can be more convincing. Remember that old adage: 'less is more'.

'Mallingford Colliery Halt' by Kev Mitchell is a great example of 'less is more'. Kev avoided the temptation to squeeze more track in, and this has made the layout look far bigger than it is. Avoiding straight lengths of track but opting for sweeping curves has helped to make a convincing scene, suggesting the landscape came way before the railway was built. Avoiding track too close to the edge of the baseboard is another winner.



10 VANISHING POINT

Even those of us blessed with huge amounts of space are never going to be able to model the whole railway system, so we have to represent the rest of the world backstage with staging areas or fiddleyards. Exiting to the non-scenic section needs a convincing vanishing point.



Right: Ray Norwood opted for something different to the usual road overbridge scenic break - he's gone for another railway crossing over the top.

Left: David and Rob Waller have very cleverly used a dense, tree-lined cutting scene on their 'Ddualt' (MR176) to hide the exit to the fiddleyard.

Right: Tunnels offer the best - and most common way - to mask the exit to off-stage really well. Chris Morris' layout has not only one, but two very effectively modelled tunnels.



Buildings can make great view-blockers. Phil Waterfield's 'Corwenna' takes inspiration from the Wenford Bridge line for its view-blocking.

TOP 10

Delivering the goods: **freight traffic**

Want to bring some different trains to your layout? **Chris Leigh** argues that you can't go far wrong with a milk train while **Richard Foster** offers some alternative suggestions.

1 MILK TRAINS

Milk trains have fascinated me from the earliest days of my interest in railways and my time trainspotting at Weybridge. The cleanest of white products, an important food source, was carried in the most filthy of tank wagons, whose three equally spaced wheelsets made an unmistakable rhythmic noise as they hit the rail joints. If that wasn't enough, the train that I became familiar with, the 3.54pm Clapham Gate-Exeter Central empties, was pulled by a top link Bulleid 'Pacific'!

However, that wasn't my only experience of milk trains. Once my interest in touring round branch lines really took off, I would encounter parked milk tanks at the rural end of their journey, at St Erth in Cornwall and Hemyock.

At the Grouping in 1923, over 280 million gallons of milk was being moved annually by rail. It was carried in churns loaded into ventilated wagons. The Great Western was the largest transporter of milk as it served the rich farmlands of the West of England, and it conveyed the churns in purpose-built vans code-named 'Siphons'. In 1927, however, jointly with



the LMS, they introduced glass-lined tank wagons to accelerate the transport process.


The first milk tank wagons were on four-wheel chassis, but such was the weight of the loaded tank that a six-wheeled 3,000gal tank wagon was soon adopted as standard. The six-wheel chassis distributed the load better, kept the contents more stable under movement and allowed the dedicated milk tank trains to run at express train speeds. This also meant that top link power had to be rostered for milk trains. The longest runs were from Fishguard and Penzance to the dairy at Kensington Olympia, with tanks picked up at various points *en route*, some having been brought from branch termini coupled to the rear of the branch passenger train.

Initially, the GWR and LMS were joined by the LNER in using the tank wagons but the Southern took a different tack, using two and three-axle Dyson road tank trailers conveyed on special wagons. A later GWR-built example survives at Didcot but is in a poor state.

Looking equally grubby, '14XX' O-4-2T No. 1466 propels milk tank wagons into the dairy at Hemyock, on the other side of the station approach road, in August 1962. CHRIS LEIGH COLLECTION



The wagons were loaded at quite modest-sized creameries strategically located to serve the farms, from which the milk was still collected in churns left on roadside platforms. The tanks belonged to the dairy companies but the underframes remained owned by the railways. Thus, in their early years, the tanks carried liveries such as Express Dairy in white on dark blue but with the chassis carrying the railway's number and data. The creation of the Milk Marketing Board in 1933 brought all the tank wagons under central control and their colourful liveries disappeared after the Second World War.

As with much of its traffic, BR started losing milk traffic to road transport in the 1960s and one by one the milk trains were withdrawn. 1981 was the last year in which milk moved by rail. A short-lived working was introduced between Chard Junction and Stowmarket using newly manufactured tanks on refurbished chassis. When it ended, the tanks were scrapped. 

'West Country' 4-6-2 No. 34002 Salisbury hustles the 3.54pm Clapham Gate-Exeter Central milk empties past an Alton-bound stopping EMU at Weybridge on August 1 1964. KEITH JAGGERS

Left: Rebuilt 'Battle of Britain' No. 34109 Sir Trafford Leigh-Mallory heads an unusually short 3.54pm Clapham Gate-Exeter Central milk empties through Weybridge. My first ever published picture, in *Meccano Magazine*. CHRIS LEIGH

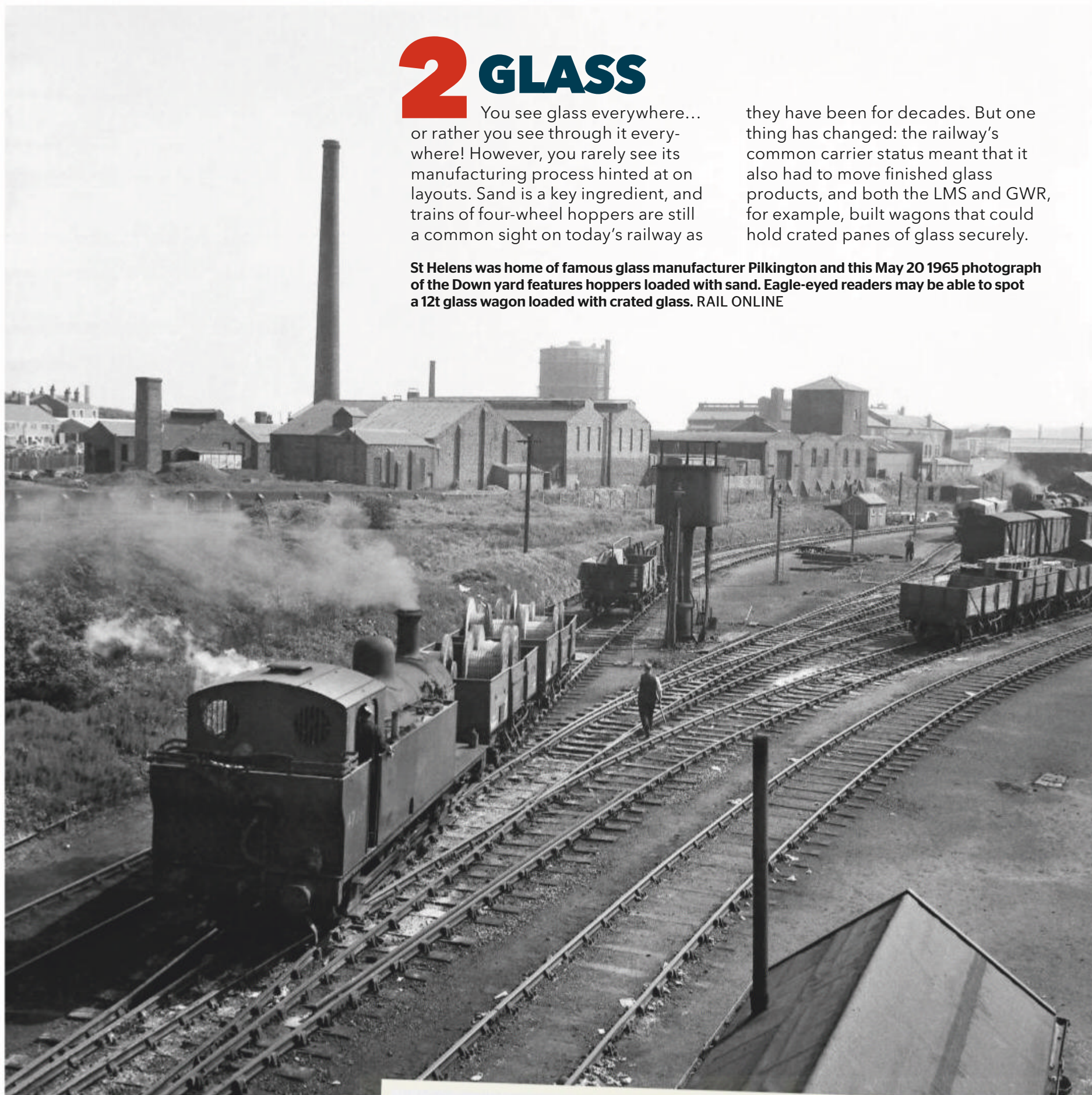
Below: A fine view of the famous dairy at Hemyock, which ensured that the Culm Valley Light Railway remained in use long after passenger service ended. The distinctive three-axle milks are in typically filthy condition: they would be steam-cleaned internally after every trip, the exteriors received little attention, and they could get very grimy indeed. KEITH JAGGERS

2 GLASS

You see glass everywhere... or rather you see through it everywhere! However, you rarely see its manufacturing process hinted at on layouts. Sand is a key ingredient, and trains of four-wheel hoppers are still a common sight on today's railway as

they have been for decades. But one thing has changed: the railway's common carrier status meant that it also had to move finished glass products, and both the LMS and GWR, for example, built wagons that could hold crated panes of glass securely.

St Helens was home of famous glass manufacturer Pilkington and this May 20 1965 photograph of the Down yard features hoppers loaded with sand. Eagle-eyed readers may be able to spot a 12t glass wagon loaded with crated glass. RAIL ONLINE



3 FORD

The Ford Motor Company's famous 'blue oval' badge should, arguably, be as common on layouts as it is on the road. Aside from its own fleet of internal user locomotives at Dagenham, it made good use of BR's 'Cartic 4' car transporters or, as this photograph shows, tractors in steel-bodied 'Lowfits'. Ford also had a regular parts service that ran from its Halewood plant on Merseyside to Dagenham, that initially used 'Palvans' before it was containerised.

Rowsley shed's BR Caprotti '5MT' No. 73138 passes Elstree with a trainload of new Ford tractors, from its Basildon tractor plant. BRIAN STEPHENSON



4 PERMANENT WAY TRAINS

The railway needs constant attention, yet you rarely see permanent way trains on layouts, which is strange given the options for interesting formations and operations. Before the highly mechanised operations of today, ballast was delivered in four-wheeled hoppers, spread by a ballast plough, while bogie bolsters loaded with track panels or, later, continuous welded rail, would be required for heavier repairs.

Standard '4MT' No. 75037 propels its short ballast train along the West Coast Main Line near Shap in September 1967. The train comprises two 'Mackerel' ballast hoppers, either a 'Catfish' or 'Dogfish' hopper and an ex-GWR 'Toad' brake van. RAIL ONLINE



5 OVERSIZED LOADS

The railway was deemed a 'common carrier', which meant it had to move whatever it was requested to move. Consequently, the 'Big Four' and BR had to build all manner of interesting wagons to move anything from ships' propellers to bridge girders and naval gun barrels. The development of larger power stations meant that the railway also had to move electricity transformers. The LMS and LNER both built transformer carriers and BR ordered a pair in 1953, dubbed 'Transformer MC'. A viewing of the 1962 BTF Film *Measured for Transport* is heartily recommended for inspiration...



BR's mighty 'Transformer MC' No. B901800 stands in Bows Goods yard on December 29 1979. It was built by Head Wrightson to Diagram 2/470, Lot 2419, in 1953. PAUL BARTLETT

6 SUGAR BEET

Sugar beet was cultivated as a cheaper way for the UK to supply sugar to the nation without expensive imports of cane, and factories sprang up throughout the country. Rail became an essential part in the annual 'campaign', with most factories having some sort of internal user system and locomotive fleet. Beet arrived in open wagons, latterly steel-bodied minerals, and bagged processed sugar and beet pulp was taken away in 12t vent vans.

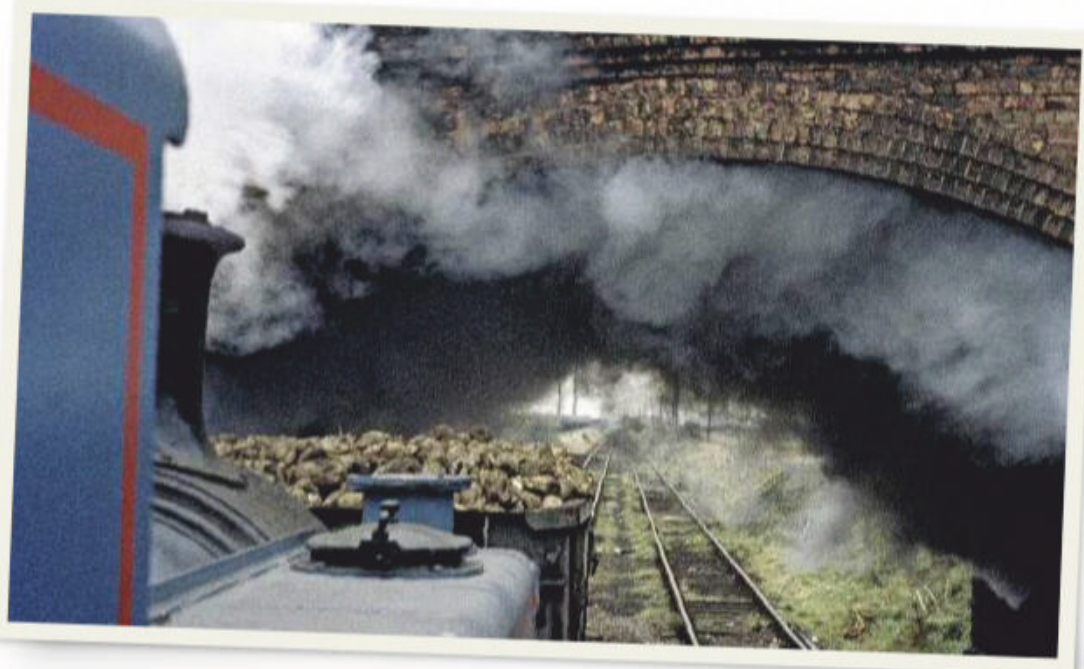
Below: British Sugar Corporation's Hudswell Clark O-6-OT No. 1800/1947, now *Thomas* at the Nene Valley Railway, shunts a steel-bodied mineral train laden with sugar beet at Peterborough. COLIN GARRATT/ALAMY



7 LOCO COAL

The wooden bodied or 16t mineral wagon loaded with coal for wayside stations is a common enough sight on our layouts but something we don't often see are coal trains for the railway itself. The steam-era railway consumed thousands of tons of coal and it often moved the black stuff to its depots in dedicated wagons, branded Loco, to differentiate it from consumer coal. For the GWR, LMS and LNER, in particular, built steel-bodied wagons for its Loco Coal.

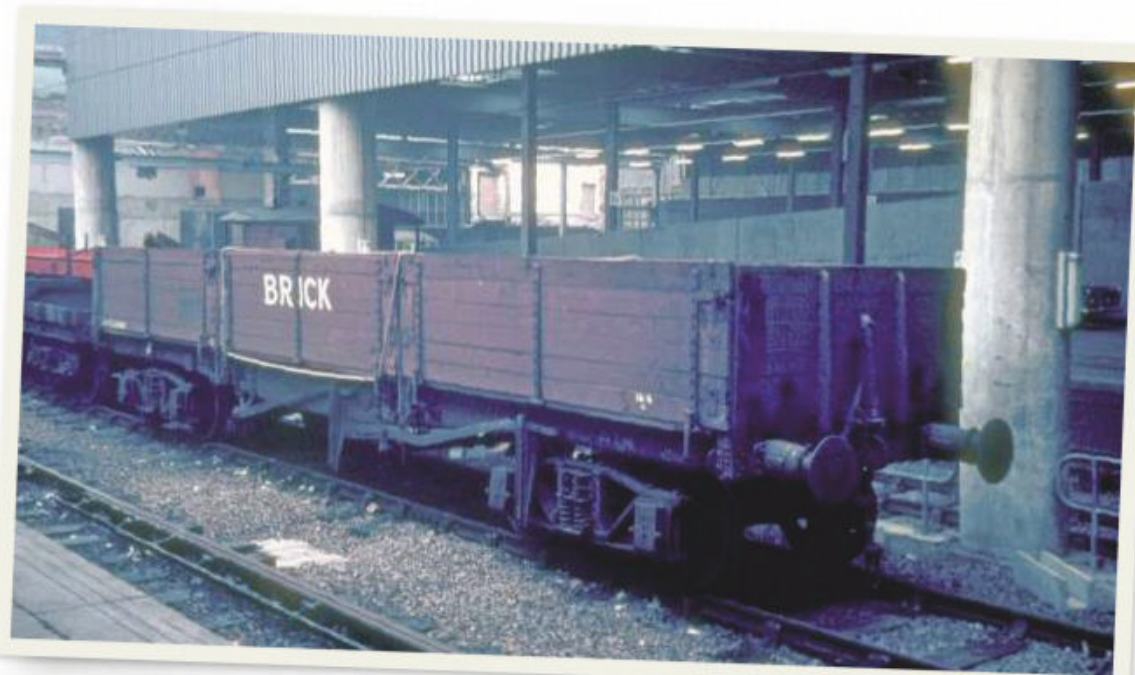
Above: BR inherited 21t double-door eight-plank Loco Coal wagon E184928. It was built by the LNER to its Diagram 077. Because it was for internal use, the railway companies could select collieries from which to buy coal which had the facilities to load bigger wagons like this. PAUL BARTLETT



8 GRAIN

The movement of grain is another overlooked freight traffic, whether it's malted barley being moved from English maltings to Scottish distilleries or grain being moved to or from ports. Grain was traditionally moved in Hessian sacks but the railways started to experiment with dedicated wagons in the early 20th Century before the recognisable grain hopper appeared on the GWR and LMS before the Second World War. Development culminated in the handsome 'Polybulk' bogie wagons that were introduced in the 1980s, with their distinctive green and yellow livery.

Brush Type 2 5800 nears Sleaford North Junction with a rake of whisky hoppers on the Great Northern/Great Eastern Joint on April 13 1973. It appears that the grain hoppers carry Haig whisky logos. RAIL ONLINE



9 BUILDING INDUSTRY

There are now so many excellent ready-to-run wagons on the market for moving the raw materials of building construction – cement, sand, stone and suchlike. But how often do you see a house made just from cement? Why not depict the missing piece of the puzzle instead? Some of the LNER's distinctive bogie brick wagons or a long train of pre-cast concrete beams would make a distinctive addition to a layout.

Top: Former LNER brick wagon E163538 stands at Euston in August 1966. The huge rebuilding of the former LNWR terminus was not completed until 1968. E163538 was built in 1930 to Diagram 070. PAUL BARTLETT



10 MILITARY TRAFFIC

Let's face it, whether you pass an Army lorry on the motorway or have a fast jet roar overhead, it's always exciting seeing military equipment. So why not capture that excitement on your layout? There's an excellent range of

suitable wagons, either on the market or coming soon, that would look good loaded with anything from a Land Rover to a tank, so why not start browsing the catalogue of military kit makers for some inspiration?

Defence Equipment & Support depots at Ashchurch and Bicester still generate a lot of rail-borne military traffic, often to the military port at Marchwood, near Southampton. 66230 heads a rake of 'Warwells' loaded with Iveco Panther armoured vehicles from Ashchurch to Didcot through Haresfield on October 12 2009. MATTHEW CLARKE/ALAMY

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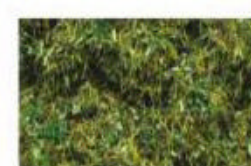
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Forest Floor Static
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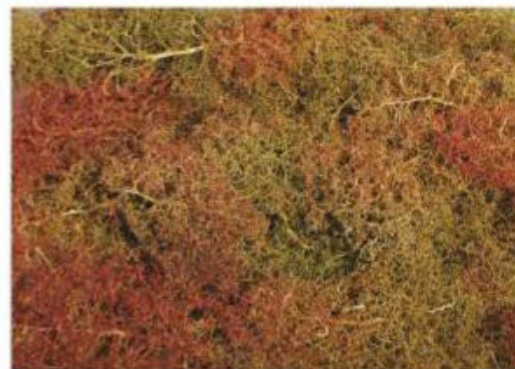
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GM195
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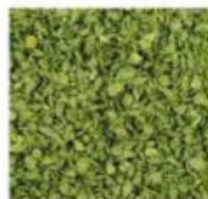
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Light Green Hedgerow (2x500mm)
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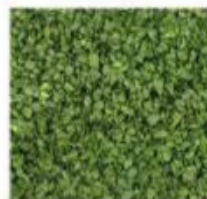
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RAILWAYS under fire

Had it not been for the resilience of our railways and the bravery of their staff, the Second World War might have had a radically different outcome, writes **Richard Foster**.

Photography: **Getty Images**



It really is impossible to overstate the importance of Britain's railways to the Allied victory in Europe during the Second World War. D-Day could not have happened without the railways. But the success of June 6 1944 had taken years of careful planning.

The events of 1940, however, were not carefully planned but the railway's Herculean efforts to react and cope with the rapidly changing events of 80 years ago has been overshadowed by what happened later in the war.

The whole nature and perception of the war changed in 1940. For the British public, it was no longer being fought overseas; it was now fought in their own towns, their own streets and even their own backyards. As the year dawned, the biggest concern for the 'Big Four' was how much money would they receive from the Government for services rendered; by the end of the year they'd have helped rescue an army, were taking a pounding from German bombers and were even playing a role in defending the country from invasion.

Talks between railway management and the Ministry of Transport about what would happen if war broke out in Europe again began in 1937. The resulting Railway Executive Committee was formed in September 1938 initially as an advisory body, liaising between the 'Big Four's' general managers and the MoT.

Former LNER general manager Sir Ralph Wedgwood became REC chairman in March 1939. Outwardly, life on the railways continued as normal but, behind the scenes, the REC became more involved until it finally took complete control of Britain's railways on September 1 1939 under the Emergency (Railway Control) Order.

Wedgwood remained chairman, with GWR general manager Sir James Milne as his deputy. The remaining committee members comprised Sir William Wood (LMS GM), Gilbert Szlumper (Southern) and Frank Pick (London Transport Passenger Board), along with G. Cole Deacon (Railway Companies Association) as secretary.

The railways had been asked to do their bit in 1939. It was anticipated that as soon as war was declared, enemy bombers would fill the skies above London. Therefore, on

August 31 1939, Operation Pied Piper was put into action. The Ministry of Health announced:

"Evacuation of the schoolchildren and other priority classes... tomorrow, Friday September 1."

London Transport operated special trains and buses to move thousands of children from the Central London to embarkation points such as Barnett, Enfield or Ealing Broadway, in order to

keep main termini clear. The numbers of children moved were huge.

For example, GWR trains were timed to depart Ealing Broadway every nine minutes between 8.30am and 5.30pm.

However, aside from minor skirmishes either side of the Maginot/Siegfried line and bombing raids on 'military' targets, Western Europe settled down to what became known as the 'Phoney War'.

FREIGHT AND FREEZE

Freight traffic on the 'Big Four' increased considerably, supplying the British Expeditionary Force. The GWR, for example, recorded a 47% increase in freight traffic over the same period in 1938. This increase in freight traffic was dealt with at the same time as dealing with an exceptionally hard winter. Freezing conditions started in December

“ The biggest concern for the 'Big Four' was how much money would they receive from the Government for services rendered ”

1939 and the bad weather continued until February 1940. Parts of Wales recorded temperatures as low as -23°C.

Another threat for Britain was night time aerial bombardment. The easiest way to counter this threat was to extinguish all lights. The Air Raid Precautions (ARP) was established as early as 1924 to advise the public on defence during air raids. Blackout restrictions were also enforced on the railways. Marshalling yards went unlit while stations had their lights considerably reduced. Colour light signals were fitted with protective hoods or were dimmed.

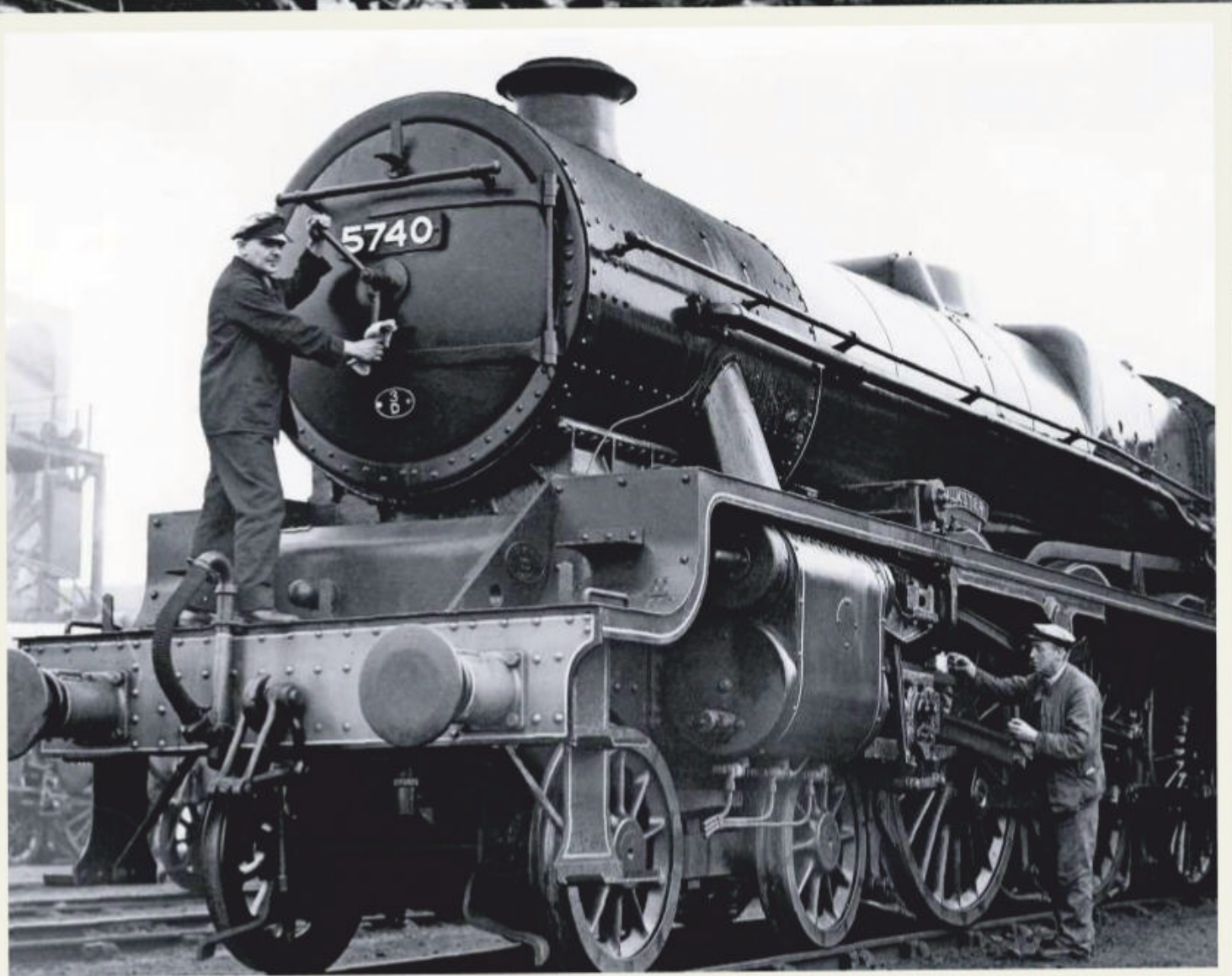
Tender locomotives were fitted with canvas covers to prevent the glare from the firebox from being visible. The GWR went a stage further and plated over cab windows.

The REC also issued instructions about what to do in air raids. Passenger trains were ➤



Above: Despite the near constant bombardment that levelled many parts of London, the city's many trainsheds managed to escape relatively unscathed. Barlow's mighty single-span structure at St Pancras survived a direct hit during a raid on the night of October 15/16. Despite the apparent carnage in this photograph, the station was reopened five days later. Eyewitnesses of attacks on stations reported years of accumulated soot falling "like black snow".

Right: It's April 2 1940 and the crew of Aston shed's 'Jubilee' No. 5740 *Munster*, then only four years old, prepare their charge for yet another overnight turn run. Little did they know that German forces were preparing to invade Norway just three days later, marking the beginning of the end of the 'Phoney War'.



LMS staff turn an embankment at Harrow on the West Coast Main Line into an allotment on March 4 1940 as 'Black Five' No. 5300 passes with a goods train. Only a few weeks earlier the country had been gripped by the freezing temperatures of the worst winter since 1895.



Weary Allied servicemen arrive in London after being rescued from the Dunkirk beaches. Mr F.J. Vokes from the Royal Hampshire Regiment and writing in *Steam Railway*, said "When we got off the boat, we were told by Military Police to make our way to the first train we saw at the station. There were people with cigarettes, matches, tea and coffee - whatever you wanted. I got on the first train I saw and settled down with relief and gratitude for all the help we were given."

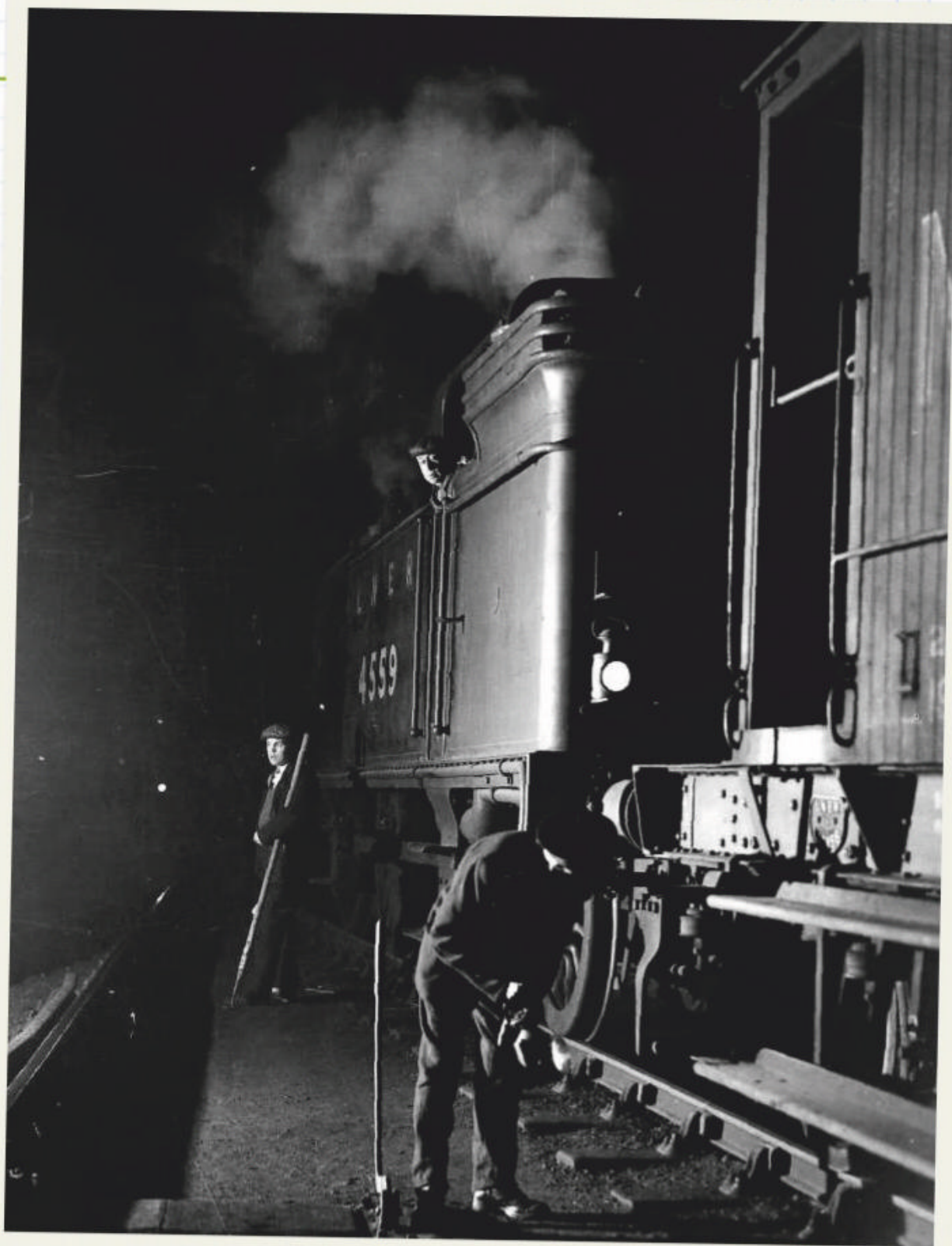
stopped at the first available station where passengers could either shelter in the station or remain on board. The train would then proceed at a cautionary speed of 15mph. Freight trains would follow a similar practice, although they would be held at a signal and allowed to proceed at 10mph.

Meanwhile, it was anticipated that railways would play a similar role on the battlefield as they had during the First World War. The first units of the British Expeditionary Force had left for France on September 4 1939, the day after war had been declared. 8 Railway Company, along with several volunteers, was in France by September 16 1939. The first of 100 GWR 'Dean Goods' 0-6-0s, requisitioned by the military, had arrived on the Continent in October 1939.



Further batches of 'Dean Goods' were sent to France during 1940, which would bring the total number to 57. Shipped along with the Victorian 0-6-0s in 1940 were LMS Hawthorn Leslie diesels 7069-7073, 7075 and 7077/78 and eight 'Jinty' 0-6-0Ts, Nos. 7589, 7607/11/13/17/59/60/63. Meanwhile, the Ministry of Supply had settled on William Stanier's '8F' 2-8-0 as its standard war locomotive and had placed an order with the Locomotive Manufacturers Association for 240. Staff and engineers at North British, Beyer Peacock and Vulcan Foundry were hard at work on WD300-539, and the first was unveiled on May 24.

May 9 1940 was the day when everything changed. The codeword 'Eisfrei' was passed from German high command, meaning that



An LNER publicity shot showing the difficulties of operating in the black-out. Categories of lighting were introduced by the Air Raid Precaution Committee. 'Category B' allowed the absolute minimum of light to be shown. The idea was that these lights could be shown during an air raid. After trials in January 1939, it was decided that larger levels of light could be shown at depots, yards and large stations for safety reasons. However, 'Category C' lighting had to be switched off in the event of an air raid warning. Light switches in these areas were wired to a central point so that, in essence, they could all be turned off with one master switch.

at dawn on the following morning troops would start a race to the North Sea. With their superior tactics and fuelled by copious quantities of amphetamine, it took just 14 days for German troops to take control of northern France, Belgium and the Netherlands. British plans were left in tatters, the Allied armies were stranded at the Channel ports. The British Admiralty had no choice but to launch 'Operation Dynamo', the codename for the operation to evacuate troops from Dunkirk.

RESCUE FORCE

The Admiralty arranged for a fleet of passenger ferries – 20 from Dover and 15 from Southampton – plus cargo ships, coasters, trawlers and 40 Dutch barges supported by Royal Navy warships to sail to France in a bid to rescue the stranded troops. The Southern, LNER and Great Western provided vessels for 'Dynamo' too. At 6.57am on May 26, the signal was given to start the rescue.

It took nine days to bring 338,000 Allied

troops back to England. But it was all very well landing men on British shores; they had to be moved off the quaysides quickly as more incoming ships were just in their wake. Injured men needed moving to hospitals.

It was the railway's toughest logistical test of the war so far, but the REC's planners, safe in their new headquarters in the old London Underground station at Down Street, responded superbly. The GWR, LNER and LMS swiftly dispatched 131 trains to the Southern to join the 55 that it was providing. The problem was that no one was exactly certain at which ports troops would arrive and trains had to be dispatched at short notice to meet incoming ships.

Control centres were set up at Redhill, Reading, Banbury and Salisbury. Both the Southern and Great Western handled much of the traffic for the South of England. For the North, the Dunkirk specials ran via the former Great Western/Great Central Joint Line to Leicester.

The Fall of France left Britain defenceless. Most of the Army's armour had been ➤



abandoned in France and, with Hitler's forces now just separated by the 20 miles of the Strait of Dover, invasion looked inevitable.

Improvised defences were required. The LNER relinquished Holden 'F4' 2-4-2Ts Nos. 7172, 7072, 7214, 7178, 7244, 7077, 7189, 7071 7180, 7573, 7173 and 'F5' 2-4-2T No. 7784. They were fitted with armoured cabs and tanks and were formed into armoured trains. Coal wagons were coupled each end of the locomotive with two armoured wagons at each end. In each gun truck were infantry armed with anti-tank rifles, light machine guns and a 6lb Hotchkiss gun. Gun truck conversions and fitting the armour plating – not to mention camouflaged paint – was carried out at Derby and Stratford works. The armoured trains, numbered A-N, were officially stationed at Hitchin, Canterbury (x2), Mistley, Ashford, Tilbury, Canterbury, Stirling, Longiddry, Aberdeen and Spalding. WD A would later appear around Heathfield and Torquay and even made it as far as Wadebridge.

The military took over the remains of a contractor's railway from Martin Mill, on the Dover-Deal main line, that stretched out on to the foreland above the White Cliffs. Construction started on the Martin Mill Military Railway in June 1940. Its purpose was to serve cross-Channel guns. The first gun, a 14in static gun named *Winnie* had been installed by August 1940 and, by November, two rail-mounted 13½in guns, HMG *Scene Shifter* and HMG *Piece Maker*, were based there. Due to the weight of the guns and the steep gradients on the 3½mile line, the MMR was unsuitable for steam traction and LMS 'jack shaft' 0-6-0DEs were sent south (later supplemented by Southern Railway diesels). Further guns were installed in nearby Guston tunnel and servicing facilities constructed nearby.

Towards the end of 1940, the military also commandeered the Canterbury-Lymington section of the double-track Elham Valley Railway. The 18½in howitzer HMG *Boche Buster* was installed on the line and, eventually, the WD took over the whole thing.

The railway map also changed during 1940. It was expected that London would bear the brunt of aerial bombardment and so plans were implemented to create a series of

1939's Operation Pied Piper evacuation was carefully planned. However, evacuation trains had to be hastily organised in 1940 as German bombing intensified. Evacuees described it as "frightening, bewildering and incomprehensible" and a five-hour train journey seemed like one "to the other side of the world."

bypasses so that north-south freight wouldn't need to go through the capital. The former LNWR Cambridge-Oxford line became the backbone of this new scheme and connections were installed between it and the GWR at Oxford, with the Great Central's London Extension at Calvert and the East Coast Main Line to the north of Sandy. A second set of connections was made closer to London; the London Tilbury & Southend and LNER were connected at Romford, the North London Line and the ECML were connected between Gospel Oak and Haringay and a physical link was made between GWR's Staines West branch and the Southern's line to Windsor.

Initially, the air war was fought in a 'gentlemanly' manner as both Germany and Britain targeted military and strategic installations. This immediately put the railways under threat from aerial bombardment. The Germans concentrated on docks such as Weymouth, Southampton and Swansea. Southampton suffered its first air raid on June 19 1940. Weymouth was bombed on August 11. Liverpool and Birmingham were attacked in late August 1940 but raids on British cities were still relatively rare.

That changed on September 7 1940 when the Blitz started. London was bombed by 950 Luftwaffe aircraft in a massive daylight air raid. The raids soon switched to the hours of darkness time and for 57 consecutive nights, London was pounded. Other towns and cities, including Coventry, Birmingham and Bristol were targeted, too.



British soldiers enjoy tea and refreshments at Addison Road (now Kensington Olympia) on May 31 1940. Southern staff on the ground kept things moving and Redhill became the centre of operations. The majority of locomotives used on 'Dynamo' trains were serviced there; shed labourers had to be transferred there to cope and some 300 tons of ash accumulated in just a few weeks.

Some parts of the railways, such as marshalling yards, were attacked for their strategic importance. However, much of the bomb damage was collateral – bombing was not accurate and railways were hit just as much as nearby churches, pubs and private homes.

London was the principal target of Luftwaffe bombers and its railways suffered more than most. The 2¼ miles of line between Waterloo and the Queens Road in Battersea was the most heavily attacked in the country. Between September 1940 and May 1941, ➤



An Observer Corps spotter at what is believed to be Camden shed on November 29 1940. As well as the Observer Corps, armed sentries were placed close to places of particular strategic importance, such as the Severn Tunnel and the Royal Albert Bridge. Signal boxes and control centres were also seen as key strategic points, but due to the sheer number of 'boxes, only main power 'boxes were defended.

The result of an air raid near Folkestone on August 26 1940. Mr M.D. Morgan, from Banbury, recalls how the Southern reacted to an attack on Charing Cross: "Hungerford Bridge, at the entrance of Charing Cross, received a direct hit which severed the local lines into Platforms 1 to 3. For many weeks, the hitherto unknown headcode 'J' was brought into use for the suburban electric trains which then terminated at Waterloo Junction."



Britain's locomotive soldiers



Holden 'F4' No. 67162 at Stratford on August 28 1955. As LNER No. 7412, it was requisitioned by the War Department and used as motive power for Armoured Train C. COLOUR RAIL



No. 2533 became the first of 79 GWR 'Dean Goods' shipped to France in late 1939/early 1940. It remained in use on occupied SNCF metals until after the war when it returned to Britain and was scrapped. Others were used by the Germans as far away as Austria and Belarus. RAIL ONLINE



Who could have guessed that 'Jinty' No. 47660 had been in use in France under German occupation? Shipped to France in 1940, it returned to Britain as No. 030TW043 in 1948. D. FORSYTH/COLOUR RAIL



LMS diesel shunter 7069 was thought lost after being abandoned in France in 1940, but it was rediscovered in the 1970s and repatriated. Now under restoration at Sharpness docks, close examination reveals that it survived an attack by RAF planes while in German hands... JACK BOSKETT/RAIL

Masterclass

it was bombed no fewer than 92 times. Waterloo was one of the first casualties, but both Euston and St Pancras were struck too.

In October, high concentrations of incendiary bombs and parachute mines fell on Whitehall and caused severe damage to 10 Downing Street. Prime Minister Winston Churchill, who'd only been in office for a few months, declared that his war cabinet's own shelter (codename Paddock) was "unsuitable for its intended use" and work to strengthen the cabinet war rooms was not yet complete. Churchill needed a bomb-proof home and REC's chairman Sir Ralph Wedgwood and his brother Josiah, then in the war cabinet, persuaded him to join the REC at Down Street.

CHURCHILL IN LOCKDOWN

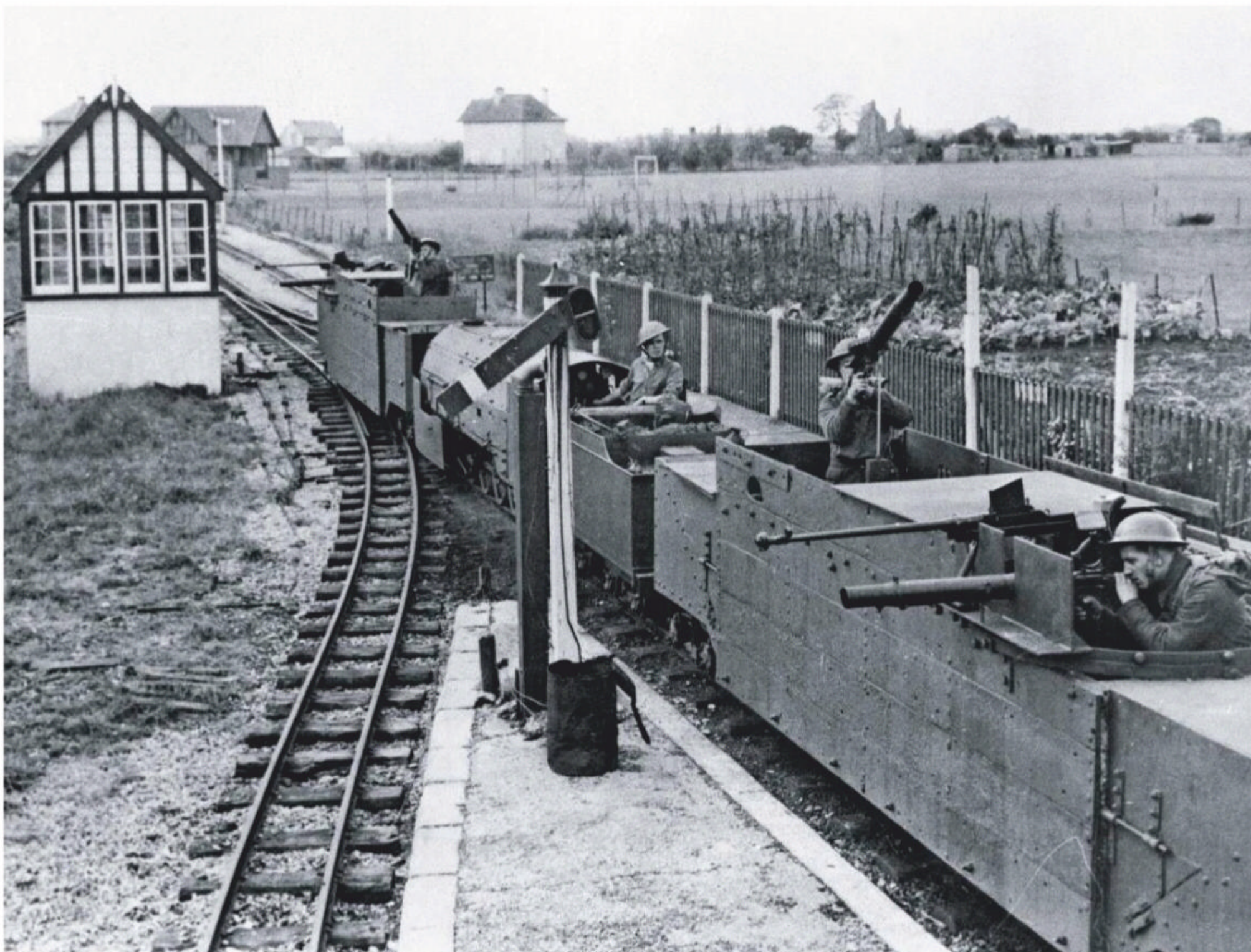
Churchill and his assistant 'Jock' Colville spent 40 days living at Down Street during the height of the Blitz. They camped in REC secretary Gerald Cole Deacon's office for the simple reason that, as he had the most to do, his office was the biggest. Churchill's stay was top secret and even some staff at Down Street are unaware of their Prime Minister's presence.

Unlike later Allied attacks on the lines in



One of the most memorable images from the London Blitz is of London Underground stations being turned into makeshift air raid shelters, although the Ministries of Home Security and Transport appealed to people not to do so. Despite the numbers of people taking refuge underground, trains continued to run.

With the Army's guns and tanks abandoned in France, the railway was called upon to help provide defence against the threat of invasion. Even the Romney Hythe & Dymchurch Railway created its own armoured train using 4-8-2 *Hercules*, which was manned in 1940 by soldiers from the Somerset Light Infantry. Turn to p90 to see how you can create a budget version of the standard gauge armoured trains.



occupied Europe, German raids on Britain's railways failed to cripple them. Bomb damage was repaired with relative ease, with railway staff being aided by Army units trained at the Longmoor Military Railway.

One of the key assets for the railways was the sheer number of route miles. In many cases, an attack on a line in Europe would result in a complete halt in services until repairs were complete. In Britain, trains could be diverted at a moment's notice on to another line. Railway control offices were particularly skilled in diversion, as period newsreels boasted.

Figures published by the REC show that from June 1940 to June 1941 there were 6,173 war-related incidents on Britain's railways: 214 were attacks which took more than a week to rectify; 1,216 took less than 24 hours to sort out; and 862 only disrupted services for up to six hours. The remaining incidents included false alarms, while 1,969 affected passengers and goods services rather than the actual infrastructure and rolling stock.

DILIGENCE UNDER FIRE

Considering that the London Blitz alone resulted in 30,000 dead and 50,000 injured, railway workers and associated staff performed magnificently to ensure the trains kept moving.

Part of the reason was that railwaymen were instructed to remain at work until the very last moment. The Great Western instructed its 'Essential Railway Services' staff to "remain at their posts until enemy aircraft approach, when they should take shelter until the raiders have passed".

The prolonged German Blitz put Britain under immense pressure. It marked the start of the second wave of evacuations. This time around, things were not so well organised as Operation Pied Piper. Railway author Michael Baker recalls making the journey to Bournemouth in an empty fish van.

Evacuation trains to the South and West often passed trains bringing in further civilian and military refugees as the situation in Europe deteriorated. These included citizens from the Channel Islands (which were invaded on June 28 1940) and the civilian population of Gibraltar.

The bombs took their toll on the country but Britain's resilience resulted in a victory of sorts. Hitler had imagined that the country would buckle and morale would crumble, but Britain stood strong.

Historians will continue to debate just how serious Hitler's plans were to invade Britain but they were all too real to the British public during 1940. Left frustrated, Hitler turned his attention to his ultimate goal - the invasion of Russia in June 1941. Britain breathed a huge sigh of relief.

Britain's railways would be battered by a further four and bit years of war but they would be asked to do a different job. Rather than be on the defensive - moving evacuated soldiers from quaysides or the widescale movement of children from inner



cities - the railways would be on the offensive. Further connections between competing companies would be installed to aid the flow of men and materiel for the Allied invasion of Europe; as the threat of invasion receded, the armoured trains were stood down, the LNER 2-4-2Ts being transferred to other war work.

Military railways grew in number as Britain became a huge ammunition and stores dump for the British, Canadian and US armies that would go on to liberate Europe - and that would throw different

London Liverpool Street had been bombed several times during the First World War and it was one of the first to be hit during the Blitz. One air raid threw an LMS wagon on to the roof from Broad Street Viaduct.

challenges the railway's way, subsequently overshadowing the events of 1940.

The pilots of Fighter Command, the famous Few, will always - and rightly so - be honoured as the saviours of Britain in 1940. But it's worth remembering Britain's wartime railwaymen and women - for this was, arguably, their finest hour.

Recommended reading

History of the Great Western Railway Vol. 3 by O.S. Nock (Ian Allan, 1989 edition)
Allied Military Locomotives of the Second World War by R. Tourret (Tourret Publishing, 1995 edition)
The Longmoor Military Railway - A New History by Colonel David Ronald & Mike Christensen (Lightmoor Press, 2013)
War On the Line by Bernard Darwin (Middleton Press, 1998 edition)
Dunkirk - Fight to the Last Man by Hugh

Sebag-Montefiore (Penguin, 2006)
WD - Supporting the British Expeditionary Force by William Aves (Shaun Tyas, 2012)
Railways At War by Richard Foster (Steam Railway magazine (SR309/310/311/312, 2005).
Down Street station's finest hour by Stefanie Browne (RAIL magazine, R801, 2016)
London's Termini by Alan A. Jackson (David & Charles, 1985 edition)

HOW TO

MAKE A WAGON FIT FOR WAR

Inspired by the armoured defence trains that patrolled the coast during the Second World War, **Alan Rowlands** built his own armoured wagon. Here's how he did it.

TOP TIP

Don't worry if you can only find a Lima wagon that's missing buffers. You can use a paper hole punch to make suitable discs from the same aluminium can you've used to make the gun shields.

00 GAUGE

8 hrs



I had no intention of including any military models on my layout until I saw Oxford Rail's superb rail howitzer in my local model shop. I had to have one... and that has led me to delve into the fascinating world of military railways and operations during the Second World War.

Another train that took my eye was the armoured defence trains designed to help protect coastal areas from invasion. These trains comprised open wagons hastily turned into gun carriages with an ex-GER 2-4-2T marshalled in between. Initially manned by the Home Guard, they seemed wonderfully *Dad's Army*. You couldn't imagine one of these trains doing much to stop an invading German battalion!

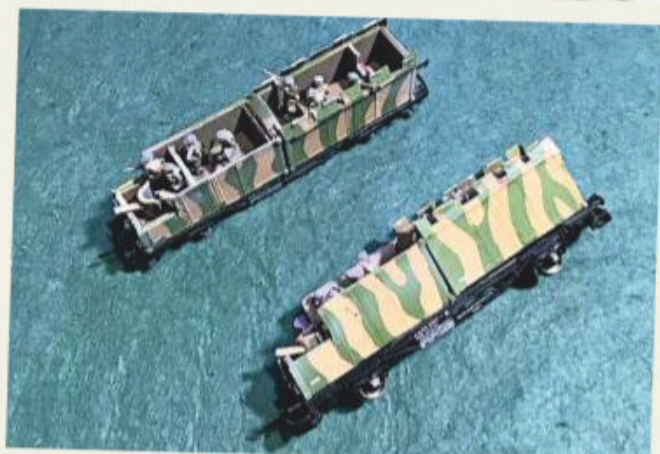
I like my projects to be as economical as possible and so I decided that old Lima 'HO' wagons, which you can find for under £10 online, offered the perfect basis for the two gun carriers at each end of the train. I used Lima's four-wheel container wagon (with two containers) and its freelance long-wheelbase four-wheel van, which Norman Wisenden has for sale for just £5 (www.normanwisenden.co.uk). I also decided to see what materials I had laying around at home and decided that an old aluminium drinks can could be recycled to make the moving shields that protected the gunners. The can was easy to cut with a stout pair of scissors, although some snips would arguably be better.

I also used some old window lead, not only to add weight to the vehicles but to make the gun mount too. Lead strip is very flexible and will give your models a good bit of extra heft but I do need to remind you that it's a hazardous material. Wear gloves and wash your hands after handling it.

You can, of course, use 'U'-shaped plastic section and plastic card instead of aluminium but I was on a mission to recycle as much as possible, in order to produce my wagons.

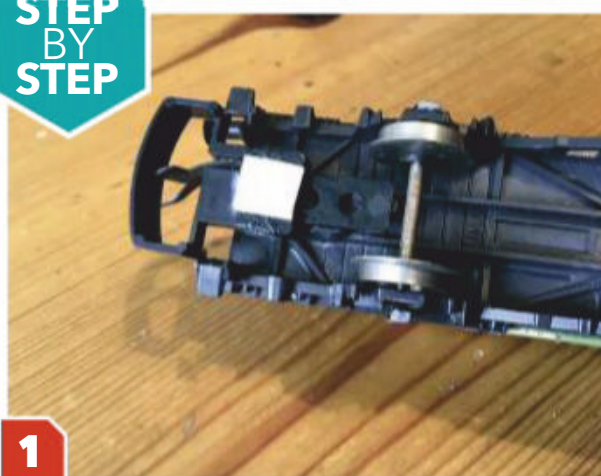


Above: One of the armoured coastal defence trains with my economical take on the subject. The two gun cars are made from Lima 'HO' wagons, the four-wheel open wagon is a repainted Lima model and the locomotive is a repainted Hornby-Dublo 'R1' 0-6-0T.



Left: All ready to defend the coast! Don't forget to paint your model soldiers. I prime them first, apply the khaki green uniform and then highlight the flesh and other details.

STEP BY STEP



1

If you choose to start with the container wagon, first cut a segment from the tension lock coupler to shorten it.

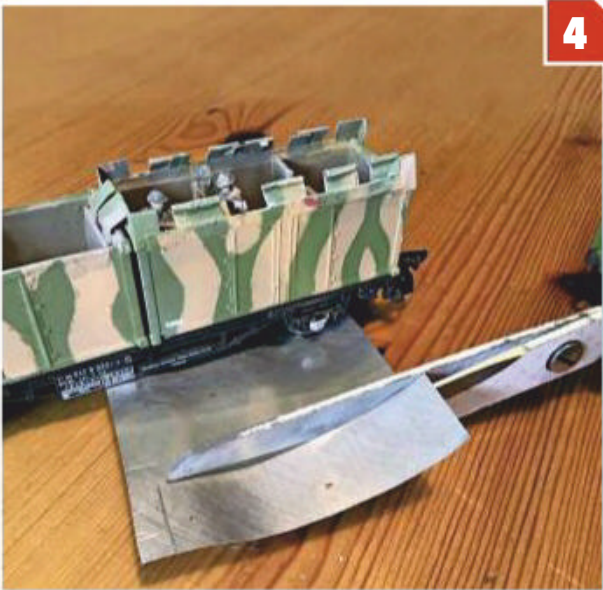


2

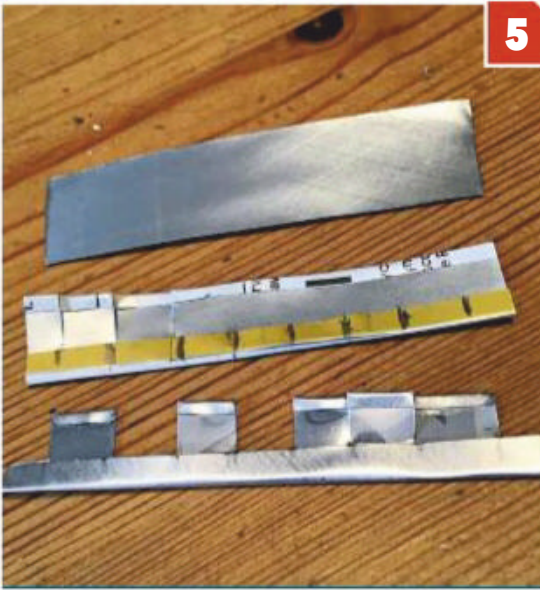
Using either the long-wheelbase van or container wagon, remove the van's roof or the top of the container and then, with a razor saw, remove a corner segment approximately 3cm by 1cm deep.



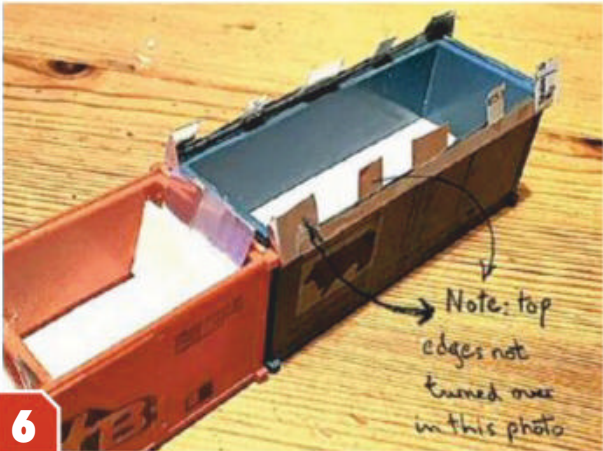
3 Use the end section from the piece of van you've just removed to make a bulkhead 7mm in from the end. Use plastic sheet to form a second bulkhead. Use a 1:72 scale or 1:76 scale soldier to gauge how high to place the new floor, made from plastic sheet. I installed some lead strip under mine to add weight to the model.



4 To make the bullet shields, cut a strip of aluminium 6mm wide. Use your van or container to gauge the length - it needs to be 4mm short in each corner. Fold down the length of this strip with the back of a 1mm thick knife or steel rule. You should be left with a 'U'-shaped channel. Glue to the van or container using cyano. To make the shields, cut more strips of aluminium 6mm and 8mm wide. Cut the wider strip into rectangles 8mm long and the shorter into squares.



5 Using your knife blade or steel rule, fold all top edges over. Then place rectangles into the grooves, leaving space for soldiers to fire through. Trim four more squares to form the corner pieces. Add and glue to each container corner, sliding into the metal groove and trimming to shape.



6 Now glue the square sliders on, overlapping the rectangular shields. All should be positioned so that sliding would apparently close off the apertures.

What you will need

TOOLS

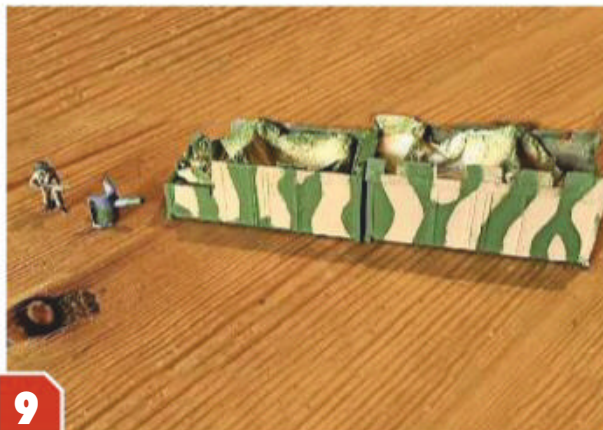
- ◆ Razor saw
- ◆ Tweezers
- ◆ Knife and fresh blades
- ◆ Steel rule
- ◆ Tin snips or stout scissors
- ◆ Pin vice and drill bits



7 To make larger axleboxes, cut a 50mm long strip of aluminium 6mm wide. Mark it with alternating 2mm and 4mm long sections. Then mark 2mm from the top edge. Cut 'V' shapes as shown. Separate the axleboxes and fold into three-side boxes. Use cyano to fix them over the model's axleboxes.



8 I bent the gun shield from a piece of lead strip. I drilled a small hole through the lead to accept the red tube you get with a can of WD40. Cut a length of this to form the barrel, taking a slice taken off the inner end to represent the shell slider.



9 I painted the interior grey and used Humbrol 63 Sand and 80 Grass Green for the camouflaged paint. I used low-tack masking tape to mask the camouflaged pattern. Varnish with Tamiya TS-80 flat clear varnish.

Build a WD 'Pillbox'

While I realise that Bachmann produces a lovely 'OO' gauge 'Pillbox' brake van, I decided to stick to my budget philosophy and built my own, using Lima's old 20t BR van. Again, you can find them for a few pounds on eBay. The biggest job is to cut the body into sections in order to reposition the ducket from the middle of the body to the ends. There are other tweaks, such as moving the handrails and adding tool boxes from Plastikard. Finished

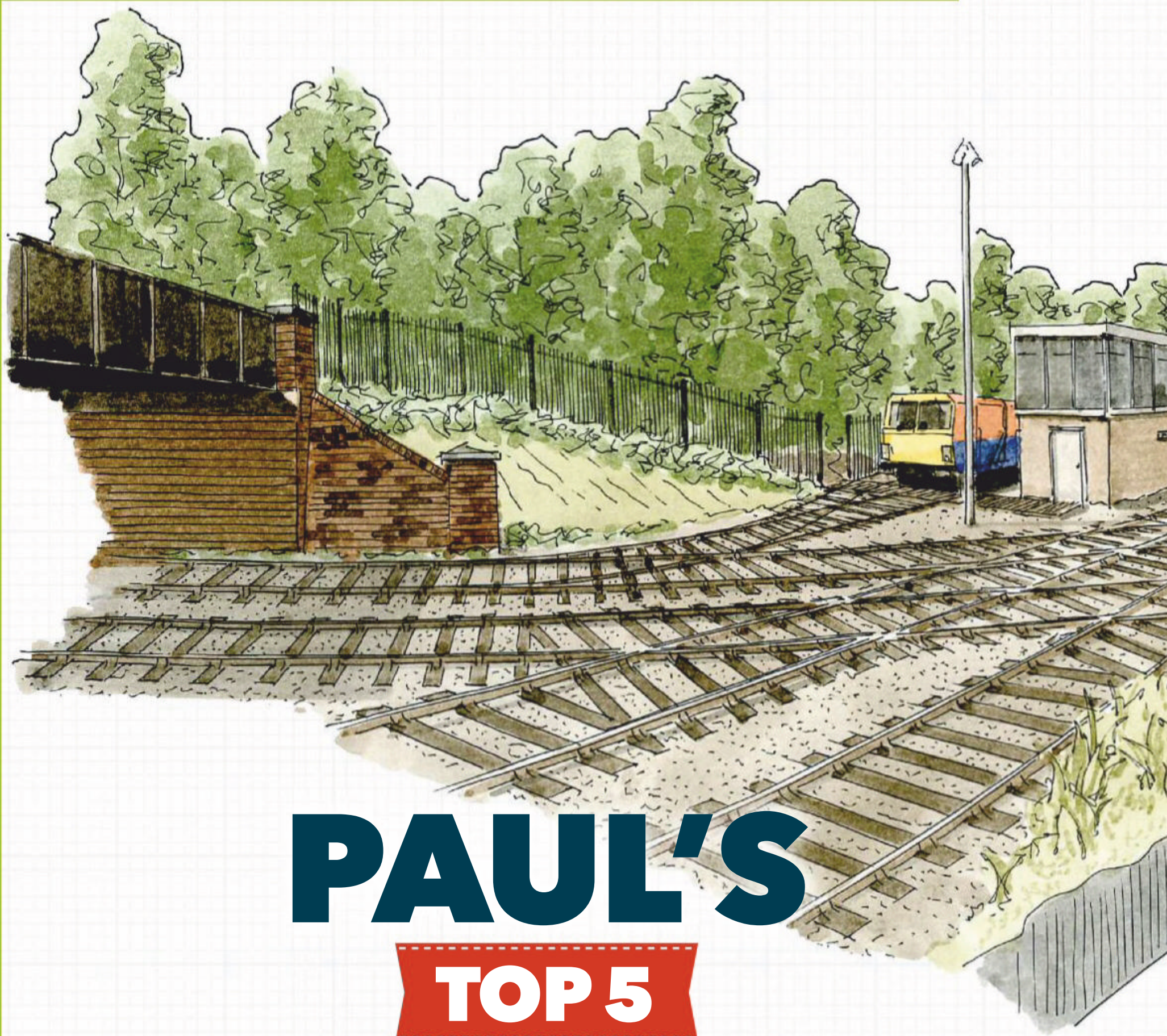


in WD livery, it perfectly complements my Oxford HMG Boche Buster.



Masterplan Top 5 layout designs

Track plans to get you thinking in three dimensions



PAUL'S

TOP 5

Our resident master of layout composition **Paul A. Lunn** chooses his favourite trackplans.

Artwork: **Paul A. Lunn**

When I was asked to pick five of my all-time favourite layout designs, I thought 'this will be easy'. Then I started to trawl through past subjects and, within minutes, I was into double figures. And the figure just kept growing...

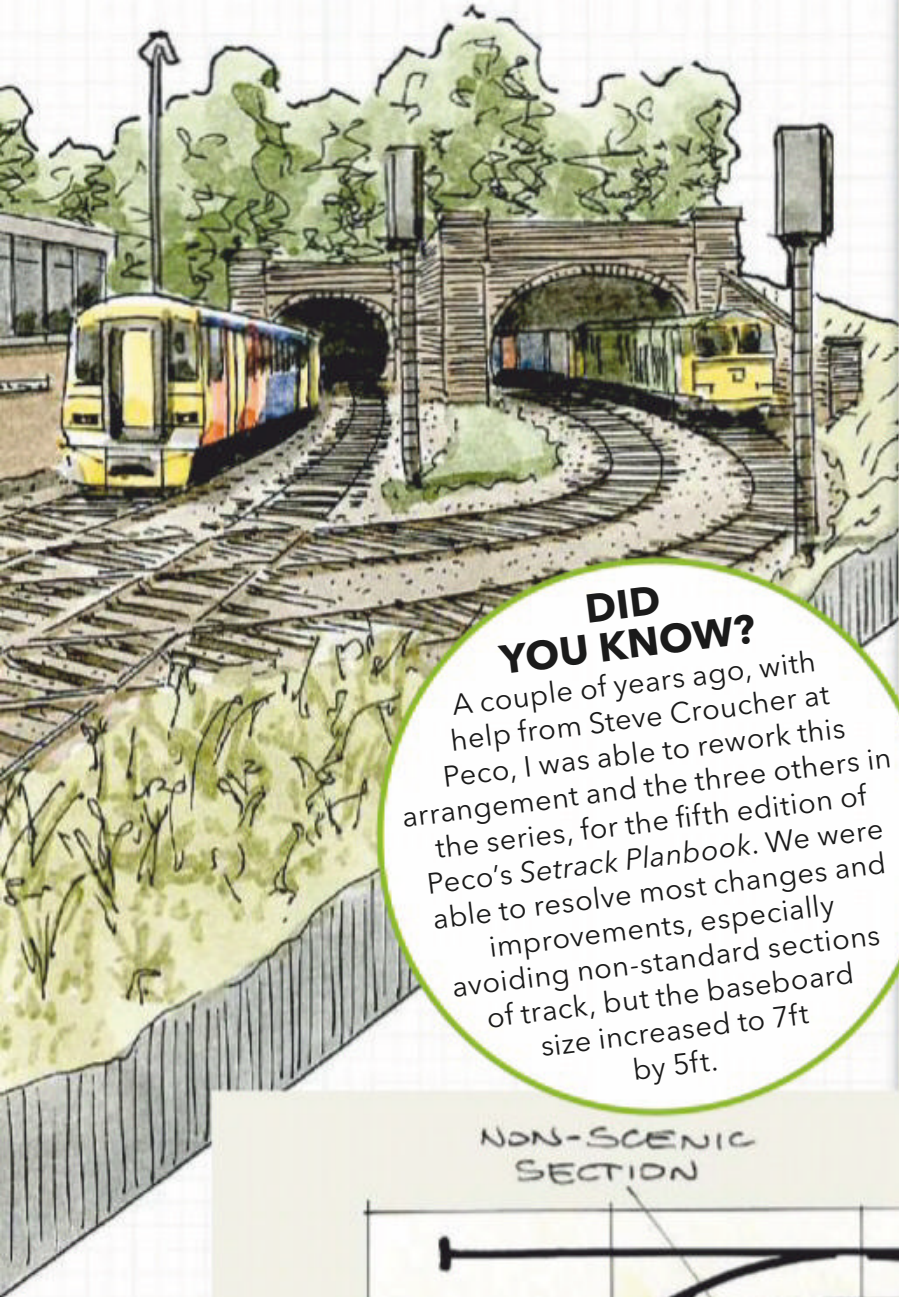
The reason was simple: almost every layout idea that I've designed was, at some time, a favourite! My solution was to put together a list of five categories in which the designs fall and then pick a design that falls within each category. After careful consideration, the five categories are: 6ft by 4ft, micro, a micro circuit, large and unusual.

Despite the layouts featured here, there are still a number of favourites that I wasn't able to include. There was 'North West Frontier' (MR218), which was the most intensively researched layout I've undertaken to date, and 'York' and 'Healey Mills Marshalling Yard', both in 'N', which were the most intensive track plans I've ever put together.

My wish is that my favourite plans have inspired you to have a go at layout building in these troubled times and that the enjoyment gained will be uplifting for you and your friends and family when the time comes to be able to show off your work!

DID YOU KNOW?

Model Rail Rewards Club members will receive additional Paul Lunn layout designs for FREE! Turn to page 15 to find out how to join and to start receiving the benefits today!



DID YOU KNOW?

A couple of years ago, with help from Steve Croucher at Peco, I was able to rework this arrangement and the three others in the series, for the fifth edition of Peco's *Setrack Planbook*. We were able to resolve most changes and improvements, especially avoiding non-standard sections of track, but the baseboard size increased to 7ft by 5ft.

1 6ft by 4ft

I always consider 6ft by 4ft to be the standard size for a typical train set. But back in 2012 I devised a series of concepts that would break with that convention. Rather than an oval of track with a few scenic goods sidings or a station in the centre, I tried to include some different and prototypical track formations but within the same space.

These four layouts are near the top of my all-time favourites, not only for their use of space but also for

artistic interpretation, showing that it's relatively easy to make a train set look like a railway. Most satisfyingly, judging by demand for further information, it's been a popular series over the years and one I've always wanted to revisit, so here's how I've developed it.

We had a triangular junction, an end-to-end design, a 'U'-shaped layout and the one at the foot of the page, based on the flat crossing at Newark.

THINGS I LOVE ABOUT THIS DESIGN

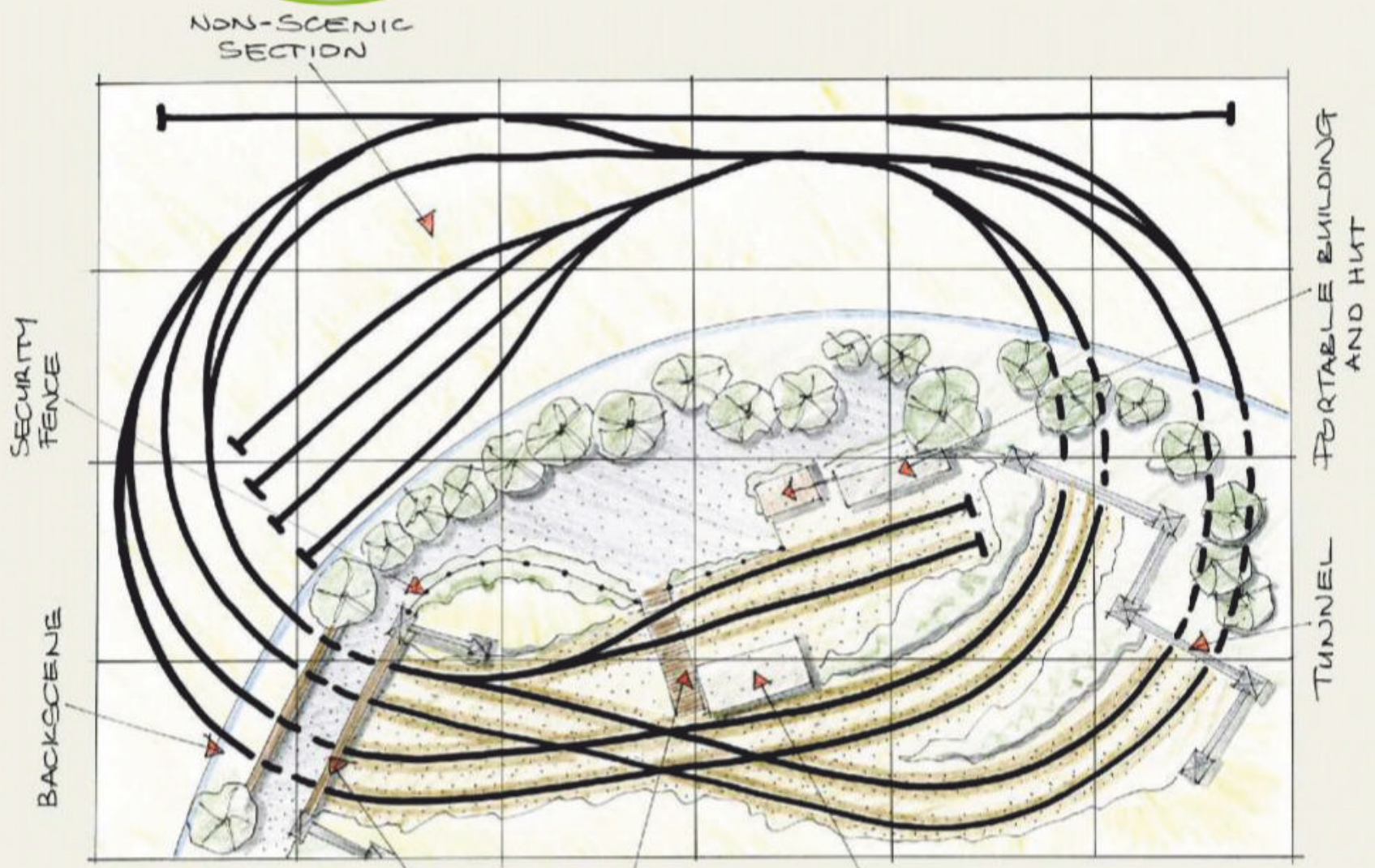
- Quadruple diamond crossings and surrounding infrastructure forms a significant focal point.
- Has minimum structures with mainly organic scenery.
- Colour light signalling and lighting yard and building lighting would make it ideal for night-time operation.
- Avoids outdated tail-chasing figure of eight operation.

THINGS I'D IMPROVE

- I'd really like to increase the space available for off-scene train storage.
- I would have preferred the plan to comprise 100% sectional track pieces without resorting to cutting some custom-made lengths of flexible track.

WANT TO SEE MORE?

This plan appeared in Vol. 4 of *Model Rail's Ideas for Layouts* publication, which you can order by calling 01733 840111 or visiting www.greatmagazines.co.uk

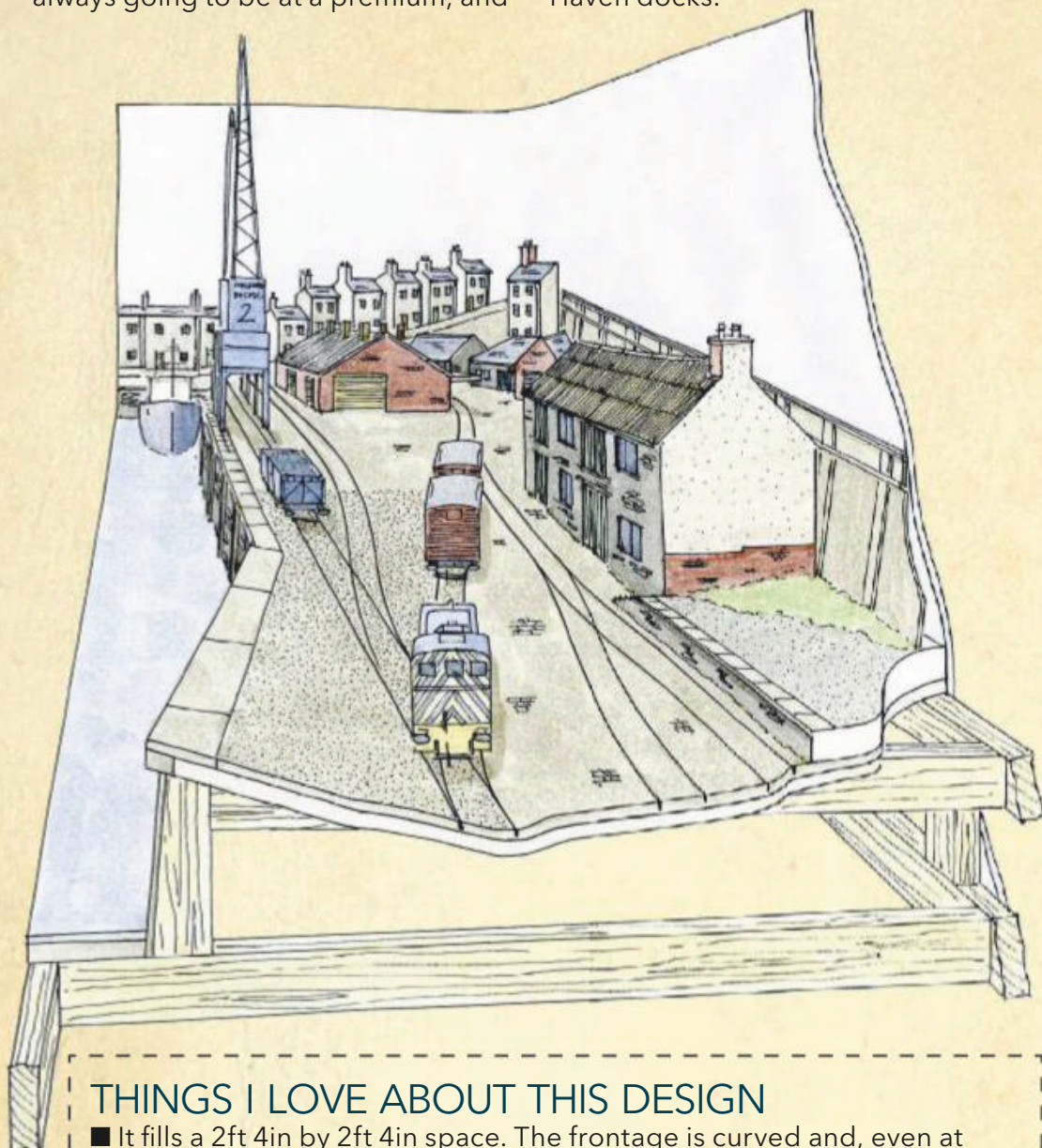


2 Micro

Small layouts have always been my greatest passion. If I had a large modelling room, I'd much rather fill it with lots of small layouts than one that used all the space.

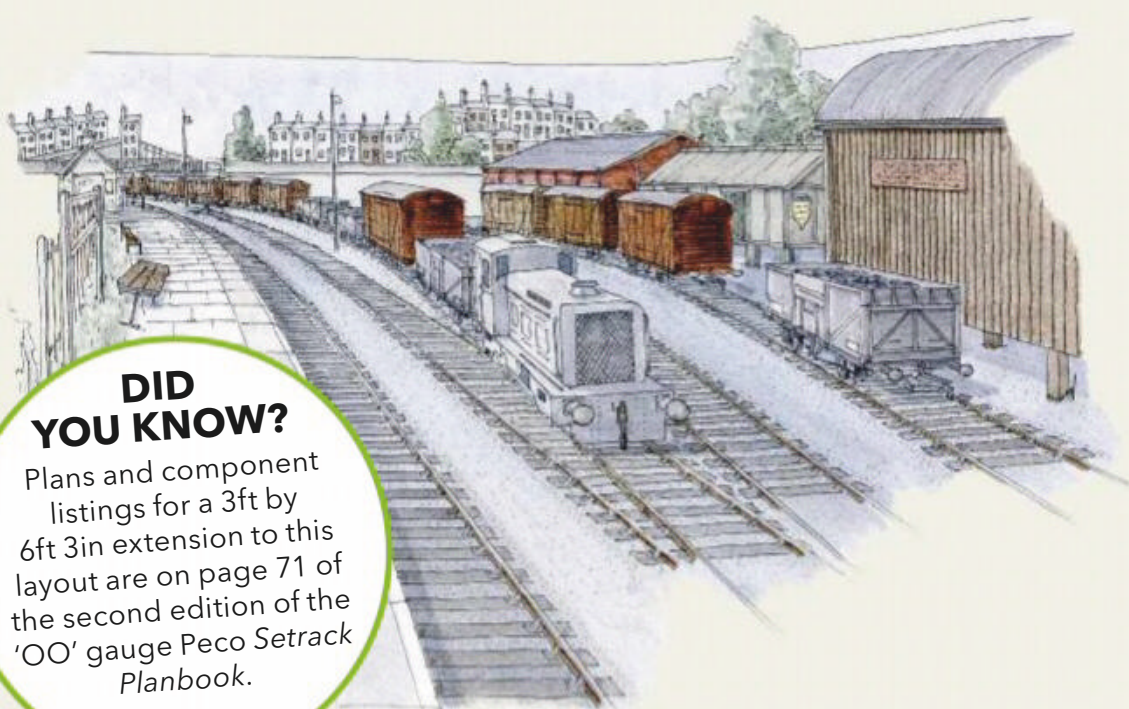
Space for a layout in the home is always going to be at a premium, and

even a 6ft by 4ft baseboard can be much too large. As a result, I've spent much of my time trying to find ways of creating as much as possible in the smallest of space. This one is based on the Hakin side of Milford Haven docks.



THINGS I LOVE ABOUT THIS DESIGN

- It fills a 2ft 4in by 2ft 4in space. The frontage is curved and, even at this very small size, there's much operational and scenic potential.
- Although highly compressed in length, it looks like the prototype location.
- Unusual locomotive shed built under road overbridge.
- Potential for future expansion in an 'L-shaped layout.

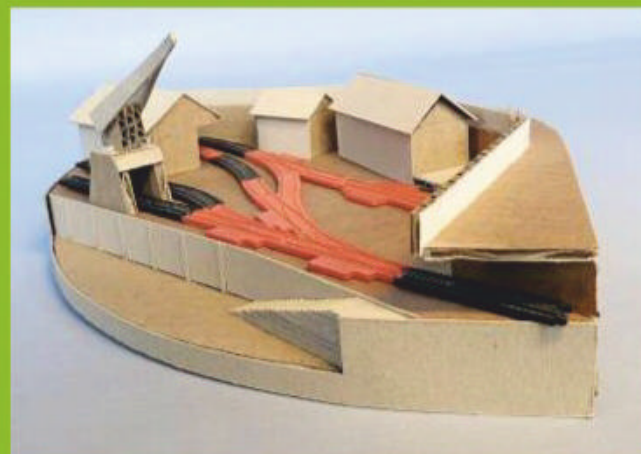


DID YOU KNOW?

Plans and component listings for a 3ft by 6ft 3in extension to this layout are on page 71 of the second edition of the 'OO' gauge Peco Setrack Planbook.

TOP TIP

Mock-ups are a great way of checking out every possible viewing angle so that a layout looks good from more than just the front.

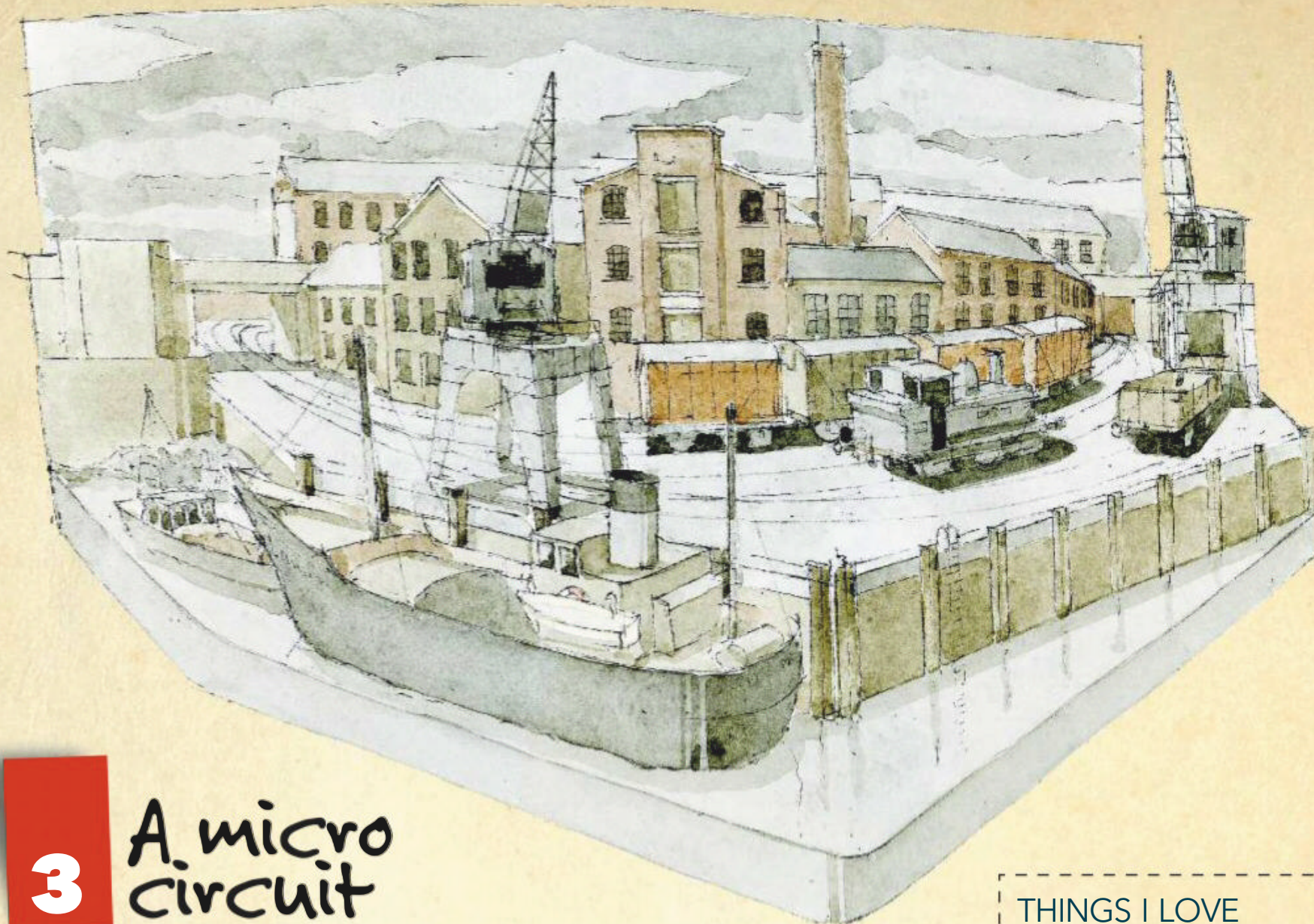


THINGS I'D IMPROVE

- Extend the single straight headshunt, front right-hand side, where you can only fit a solitary wagon or very short locomotive at the moment.
- Increase overall length for improved stock capacity.
- Increase width in order to include a small ship.

WANT TO SEE MORE?

A 6ft by 2ft version of this plan is on page 70 of the fifth edition of the 'OO' gauge Peco Setrack Planbook (STP-OO). Priced £3.50, it's available from all good Peco stockists.



3

A micro circuit

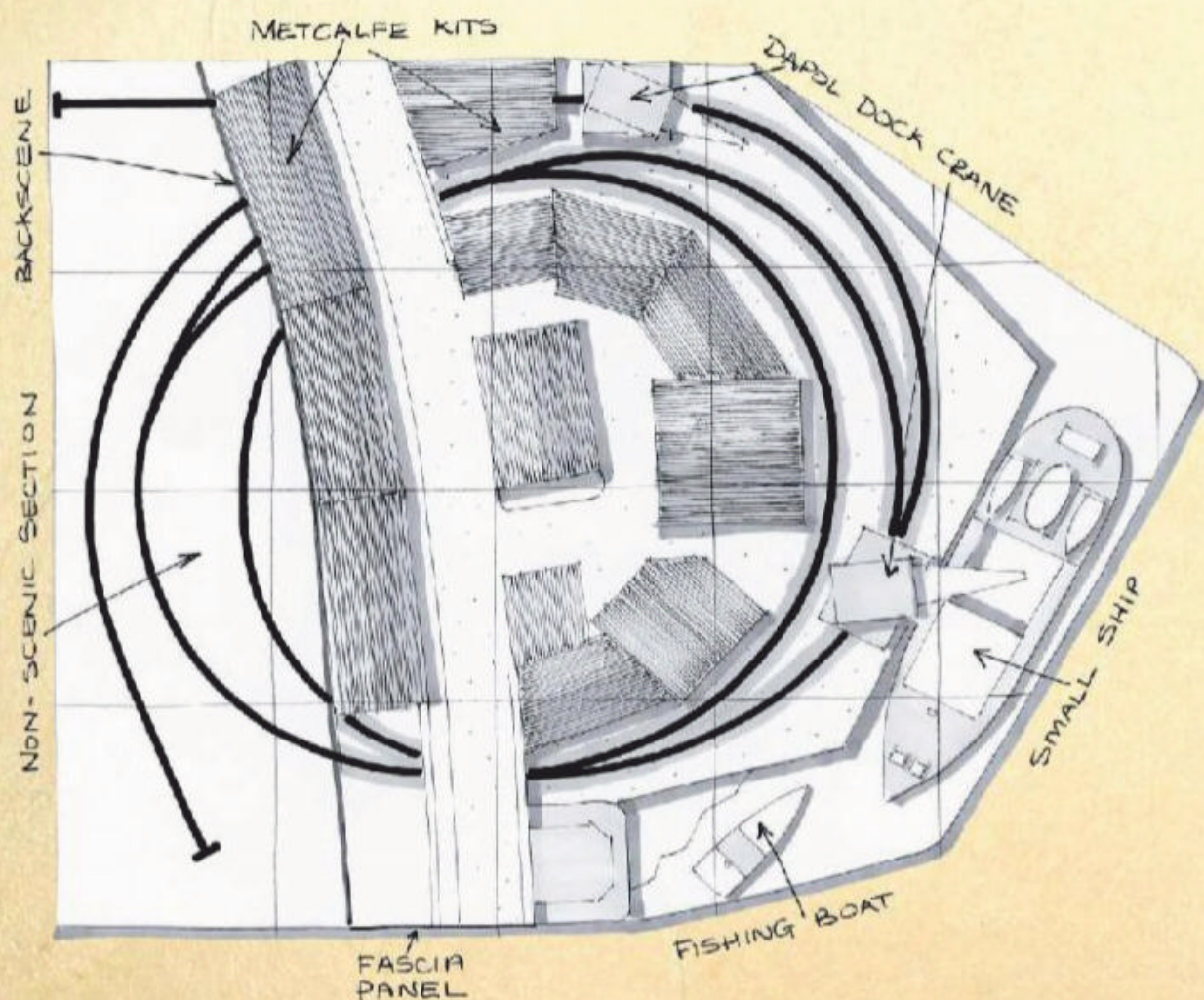
I've often asked this question: what size constitutes a micro layout in 'OO'?

Should 6ft by 6ft be considered, in terms of volume, the same as 3ft by 1ft and, therefore, a micro? Is the smallest circuit of rigid geometry track, at around 2ft 8in square, including a couple of inches on the outer edges, not the micro of ovals?

I suppose the best way is not to get too

hung up on the name and just accept that small is a relative term.

Here's my favourite of small circuit designs, it captures the essence of part of Weymouth's quayside branch in a scenic space of approximately 4ft by 3ft, with a non-scenic section beyond. The 3D diagram will show that it has a micro feel about it.



THINGS I LOVE ABOUT THIS DESIGN

- As a circuit, trains can be longer than on an end-to-end baseboard of the same length.
- Captures the feel of the prototype, despite its non-prototypical track plan.
- Makes use of Metcalfe and Scalescenes kits.
- Wagon loads can be added or removed off-stage.
- The 5ft 3in by 4ft baseboard is irregularly shaped.

THINGS I'D IMPROVE

- Increase baseboard area on the extreme right in order to include a second ship

WANT TO SEE MORE?

This layout design appeared in the very first edition of *Model Rail's Ideas for Layouts*, published in 2015. *Model Rail* Rewards Club members will receive this feature for free!

4 Large layout

It was way back in 2005 when I was invited to rework Peco's Setrack Planbooks. The then current versions were very dated, mostly classic ovals with sidings, figure of eight tail chasers and a few Great Western branch lines, which had been in publication for about 14 years.

Even in my early days as a modeller, I'd been playing with rigid geometry track and exploring just how versatile it could be. The seed of this plan was probably sown in the early 1960s and only came to fruition in more recent times with some creative use of Hornby products.

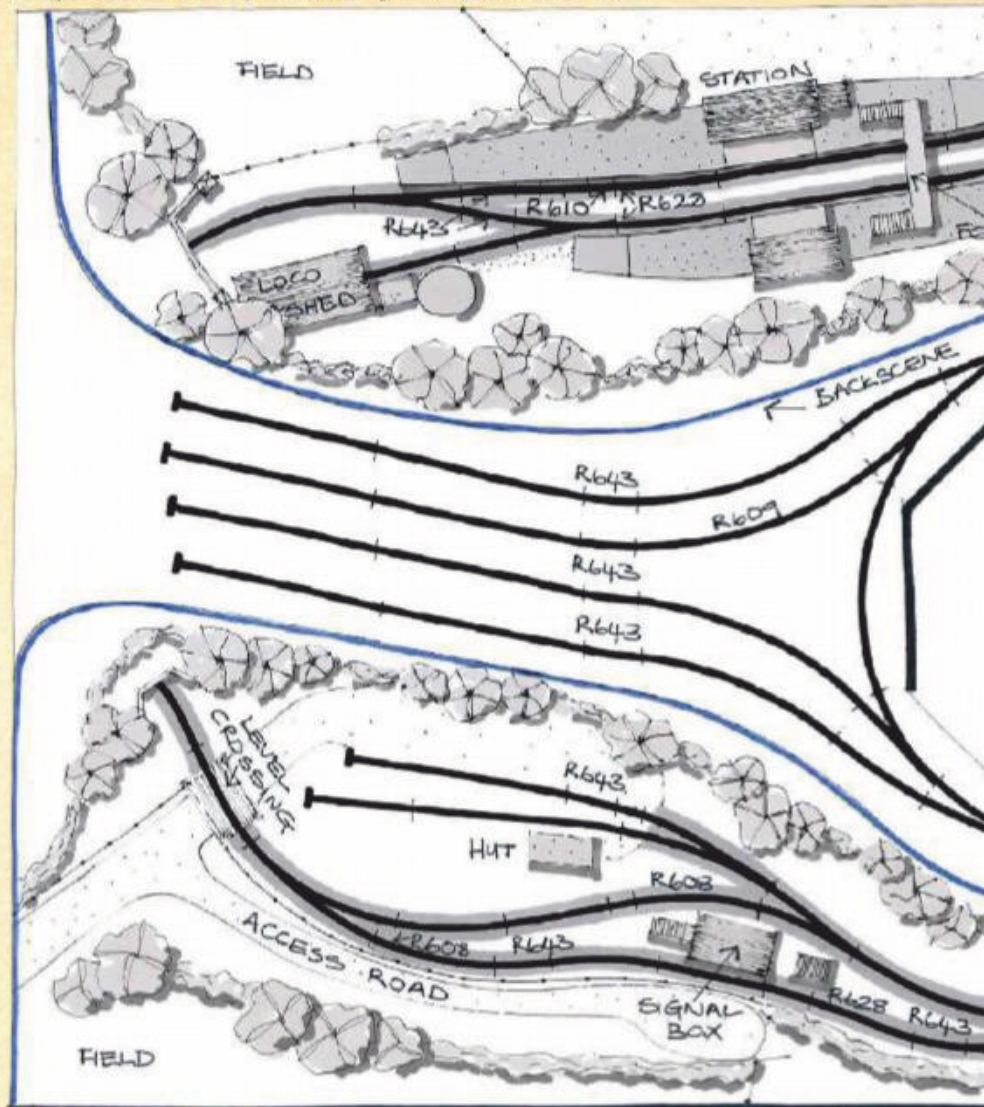
THINGS I LOVE ABOUT THIS DESIGN

- It's an organic route that pushes rigid track geometry to its limit.
- It has a prototypical feel, though it's not based on any particular location.
- Realistic spacing between station tracks.
- Combines roundy and roundy and end-to-end elements for operational interest.

THINGS I'D IMPROVE

- Very little!

RIGID GEOMETRY TRACK 8' x 6' BASEBOARD



5 Unusual designs

I always look to push boundaries with my designs and, over the years, I have introduced fresh subjects - North American, Spanish, Indian and even the Channel Islands - to *Model Rail*'s readers, as well as offering designs that include other

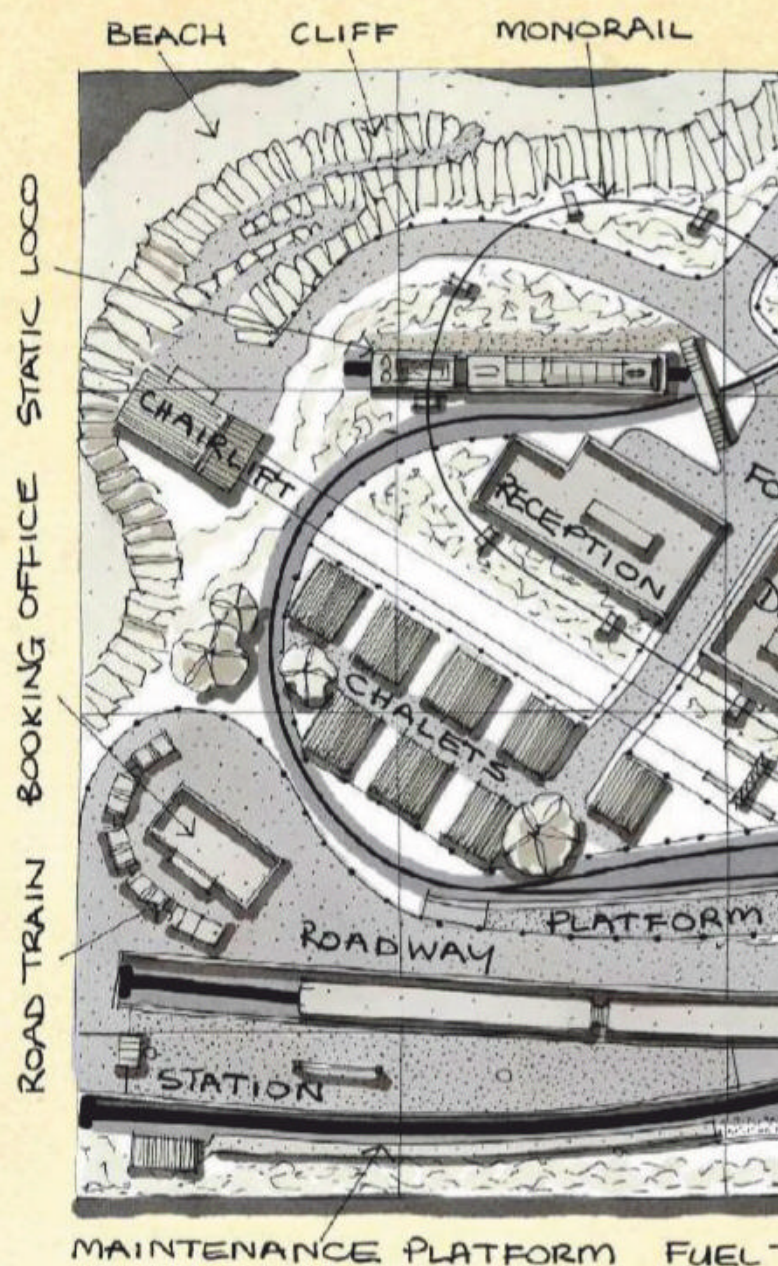
interests, such as gardening, cars, ships and even films, as well as the trains. But the designs inspired by childhood visits to Butlin's holiday camp at Penychain, with part of the Cambrian Coast line to Pwllheli, are still some of my favourites!

THINGS I LOVE ABOUT THIS PLAN

- All those memories contained within a 4ft by 3ft 6in space!
- Comprises 'OO' and 'N' gauge running lines, plus a static locomotive, chair lift, monorail and road train.
- Has a complex mix of scenic features; beach and cliff face, key camp buildings, chalets, vegetation, lake and internal roadway system.

THINGS I'D LIKE TO IMPROVE

- Increase baseboard size to 6ft by 4ft to include a larger beach scene, track length, Faller Road System for the road train, increase capacity of standard gauge hidden sidings and add a locomotive shed to the miniature railway.



WANT TO SEE MORE?

This design appeared with two other Butlin's-themed plans in MR228 (November 2016).

6

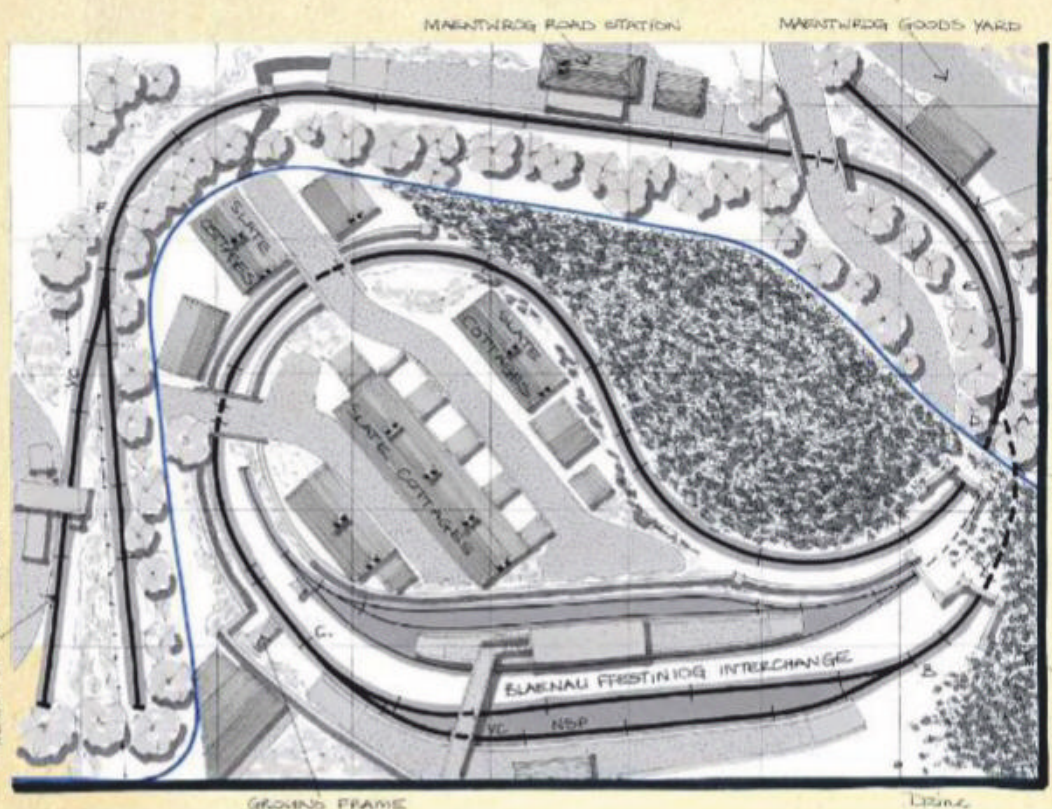
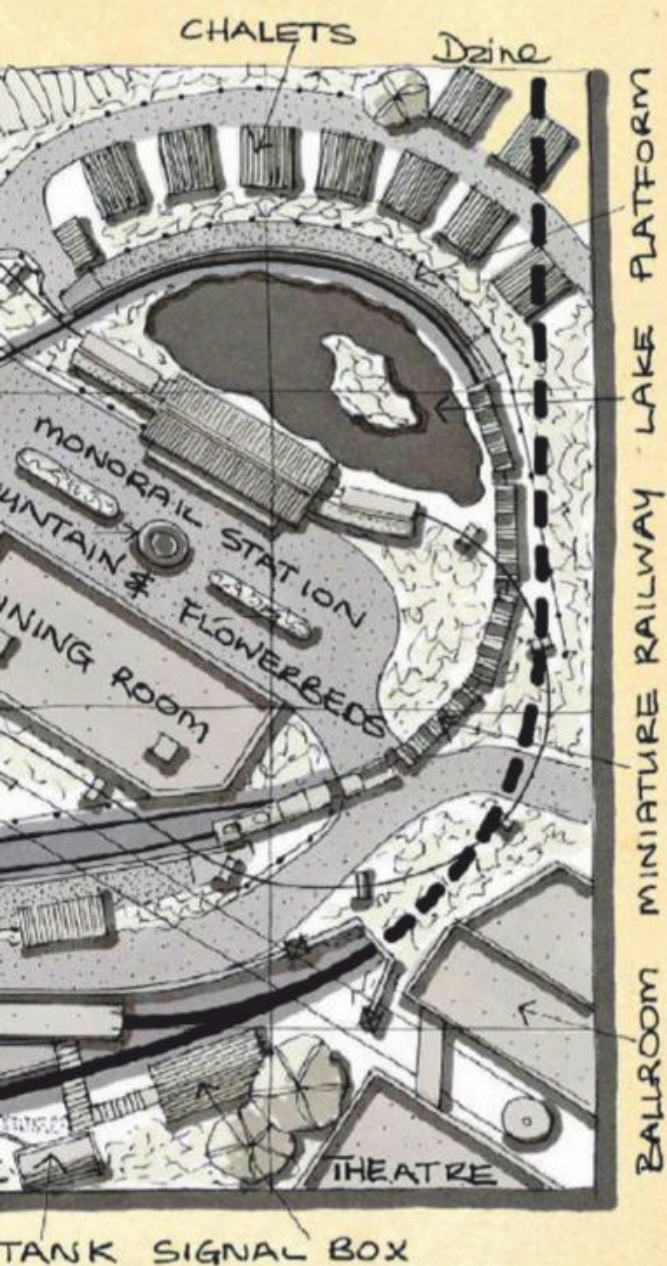
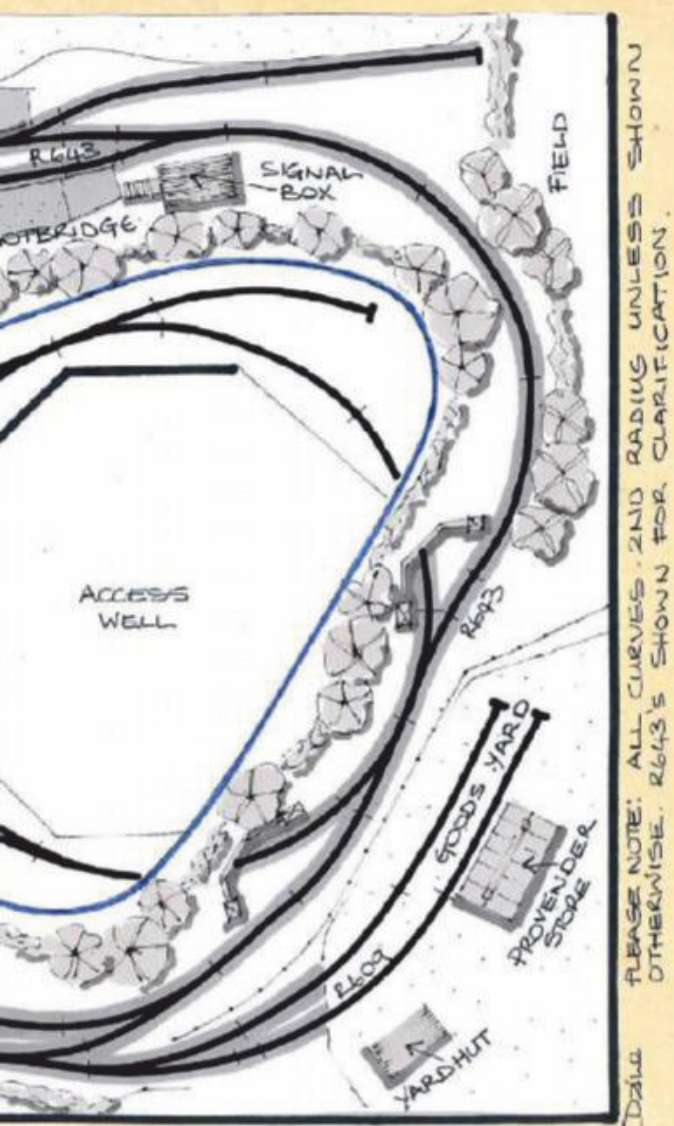
...and a cheeky sixth!

Here's a bonus sixth favourite offering: whatever track plan I'm working on, I always see it in my mind's eye in three dimensions and can change the viewpoint or angle almost at will. For those who watched the Benedict Cumberbatch version of *Sherlock Holmes*, you'll know how his 'mind palace' works and that's spookily close to what happens in my head.

There's never enough time to design and illustrate every track plan that appears in *Model Rail* with a piece of 3D artwork and the realist in me is fine with that. However, occasionally, a track plan goes into

print and I think that I would have really liked to have done a 3D illustration to complement it. One such occasion was this design inspired by the narrow gauge/standard gauge interchange at Blaenau Ffestiniog and the former branch to Trawsfynydd nuclear terminal. It appeared in plan form in MR244 (February 2018) as part of the 'Dramatic Lines' series.

It's not a full 3D rendition, but a doodle to give an idea of what I had in mind. Please note: for clarity I've not shown fascia boards or the Maentwrog Road scene on the illustration.

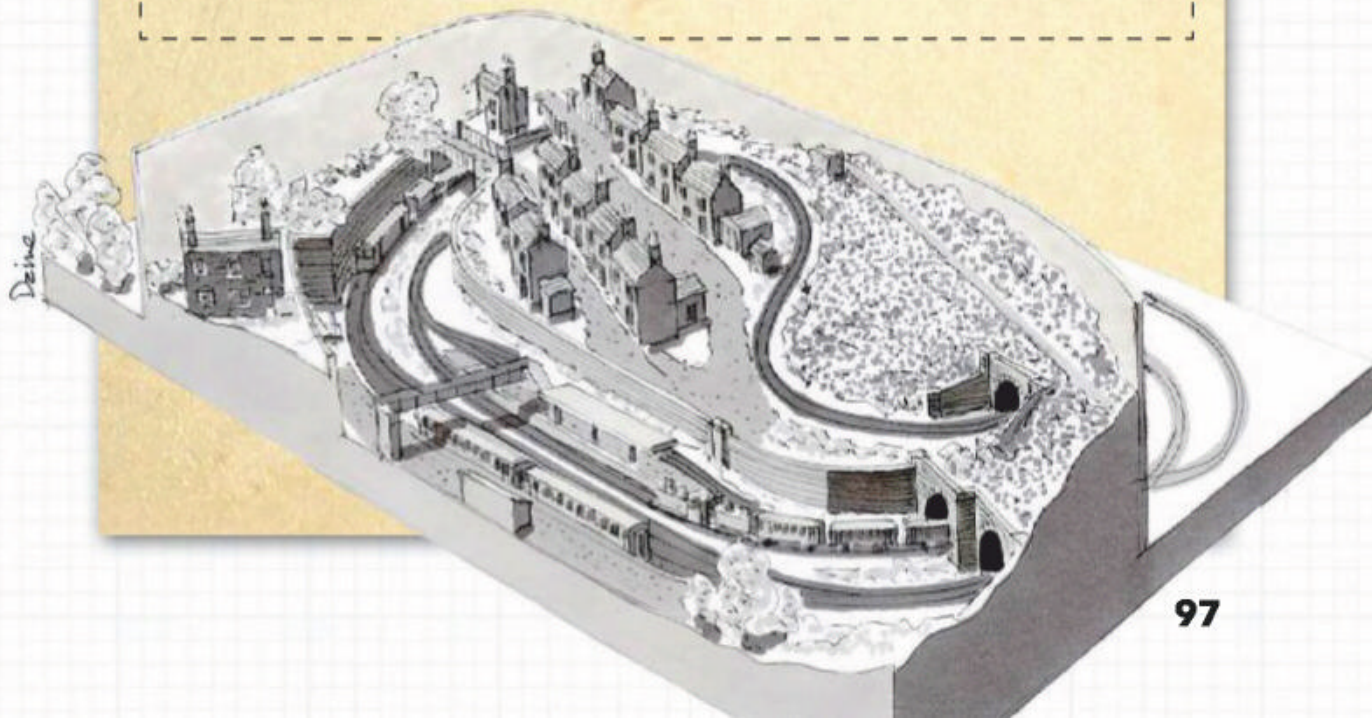


THINGS I LOVE ABOUT THIS DESIGN

- Comprises three main scenes - Blaenau Ffestiniog station, Maentwrog Road station and the nuclear waste sidings - plus a small fiddleyard - in a space of 7ft 6in by 5ft 6in space.
- Includes a substantial gradient from Ffestiniog to Maentwrog Road in order to clear fiddleyard below.
- Features the large slate tips, one of Blaenau's most iconic features.

THINGS I'D LIKE TO IMPROVE

- Increase baseboard length to ease the gradient and capacity at Blaenau Ffestiniog and fiddleyard.
- Add a disused narrow gauge incline (which I have included on the 3D) for extra scenic interest.



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Next Issue

ON SALE
AUG
6

Water, water everywhere

From fountains to swimming pools, we bring you inspirational ideas for miniature water features with a difference - and show you how to breathe new life into a tired water scene.

Reviews special

It's a bumper reviews section next month including Hattons/Heljan's 'A4', the Rails/Dapol 'Terrier' and Bachmann's Class 117.



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Favourite Five

Five products to get the best from your layout

Water texturing

Peter Marriott reviews five products designed to make water look more realistic.

Last issue I examined five products which would give your water a more realistic look, particularly around waterfalls. This test covers products which make rough water, waves, waterfalls, ripples and effects rather than simply still water. These all need to be added on top of dried water fluid and it is very important that the first layer of water has fully dried before

these products are added, so bear that in mind before purchasing and applying.

I've used these products and they all do the job well. Some are easier to buy than others, but you'll get satisfactory results from whichever product you use. To help you decide between them, I've assessed them on three criteria: ease of use, results and value for money, to help you decide which one is right for you.

1 Woodland Scenics water effects

PROS Reliable and easy to work with

CONS None

Product Woodland Scenics Water Effects C1212 (237ml)

Price £17.50 rrp

Availability Woodland Scenics stockists

This is useful for adding waves and rough water on top of already dried water fluid by using an old paintbrush or a wooden stick to swirl in the effects that you want. The viscous fluid is milky when first applied but dries clear and solid in a few hours. It can also be used to model fast-moving water features, such as waterfalls, rapids or churning water.

Ease of use	★★★★★
Good results	★★★★★
Value for money	★★★★★



2 Deluxe Materials Making Waves

PROS Good material that's easy to work with

CONS Nothing of note

Product Deluxe Materials Making Waves BD 39 (100ml). Also available in 200ml pack

Price £9.50 rrp **Availability** UK stockists and Gaugemaster

Deluxe Materials Making Waves is a ready-mixed, low odour resin that can be used to form waves, white water, texture ripples and waterfalls. It's clear-setting and water-based, so can be coloured using acrylic paints. The thick milky fluid can be applied straight out of the pot on top of dried water with a paintbrush, a cocktail stick or a wooden coffee stirrer.

Ease of use	★★★★★
Good results	★★★★★
Value for money	★★★★★



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BEST FOR WATER TEXTURING

3 Noch Waves and Billows

PROS Has a usefully long working time

CONS Nothing of note

Product Noch Waves and Billows 60861

Price £12.25 for 150ml

Availability Noch dealers and Gaugemaster

Waves & Billows is applied on top of a dried water surface using a small spatula or wooden coffee stirrer. Shape it roughly into the texture that you need, let it set for 30 minutes then work the final finish with a toothpick or a coarse brush. Foam and froth on top of waves and rapids can be made using Noch Foam & Spume directly from the nozzle on the bottle then work it to your desired texture with a fine brush.



Ease of use	★★★★★
Good results	★★★★★
Value for money	★★★★★





4 Woodland Scenics Water Waves

PROS A clear gel that gives good results

CONS Lots of similar products give similar results

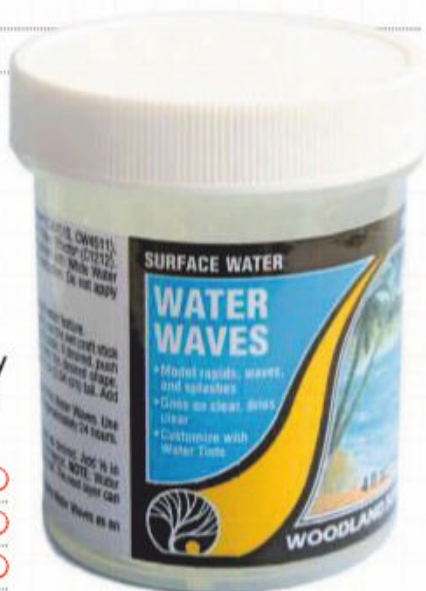
Product Woodland Scenics Water Waves 4516 (118ml)

Price £16.50 rrp

Availability Woodland Scenics stockists

Water Waves is a transparent gel which is clear straight from the tub and dries clear to create splashes, waves, and rapids. It can be customised by adding Woodland Scenics Water Tints mentioned in the last issue. To create peaks on waves and frothy water use White Water Highlight.

Ease of use	★★★★○
Good results	★★★★○
Value for money	★★○○○



5 Vallejo Transparent Water Texture

PROS Good results from a gel that is easy to work with

CONS Not readily available in all model railway shops

Product Vallejo Transparent Water Texture 26.201 (200ml)

Price £9.99 rrp

Availability www.creativemodels.co.uk

A transparent gel for reproducing moving shallow waters or shaping waves and peaks. The Transparent Water dries to a clear and glossy finish in about 24 hours, depending on the thickness of the application and the surrounding temperature.

Ease of use	★★★★○
Good results	★★★★○
Value for money	★★★★★



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'16XX' 0-6-0PT

00
GAUGE

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22 VERSIONS TO CHOOSE FROM

Specification list

Made by: Rapido Trains

Motor: Five-pole

DCC socket: Next18

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

**DUE
Q4**

£149.00

£134.10 price for
subscribers



BR BLACK, EARLY EMBLEM (PRISTINE)

- ◆ MR-301A: No. 1609
- ◆ MR-301B: No. 1623
- ◆ MR-301C: No. 1640
- ◆ MR-301D: No. 1657
- ◆ MR-301E: No. 1664
- ◆ MR-301F: No. 1658
- ◆ MR-301G: No. 1668
- ◆ MR-302A: No. 1646

BR BLACK, EARLY EMBLEM (WEATHERED)

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

BR BLACK, LATE EMBLEM (PRISTINE)

- ◆ MR-304A: No. 1636
- ◆ MR-304B: No. 1655

BR BLACK, LATE EMBLEM (WEATHERED)

- ◆ MR-305A: No. 1627
- ◆ MR-305B: No. 1628

GWR GREEN

- ◆ MR-306: GWR green No. 1638

'BUSBY' CHIMNEY

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

NCB GREEN

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

PRESERVED GREEN

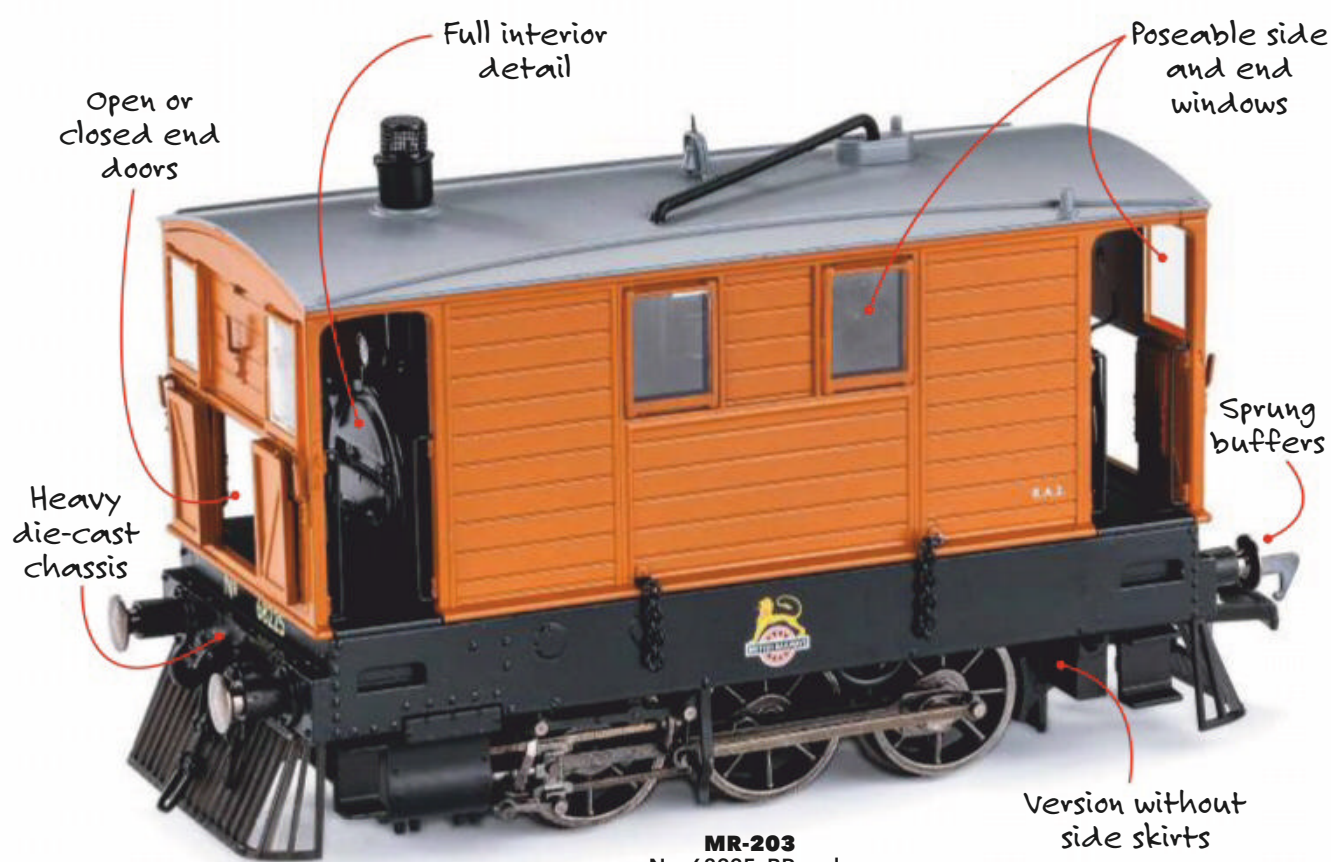
- ◆ MR-310A: Green early BR emblem, No. 1638
- ◆ MR-310B: Green 'Dart Valley' lettering, No. 1638



Please note: These are pre-production evaluation samples. They do not represent the factory finished models.

Please note: Guises may change without notice.

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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, posable windows and end doors, etched worksplates.

£127.50

£114.75 price for subscribers

00
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LNER 'J70s'

NINE TO CHOOSE FROM

For immediate delivery!



MR-201 No. 68219, BR early emblem



MR-202 No. 68222, BR early emblem, full skirts



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



MR-204
No. 68226, British Railways lettering, no skirts



MR-205 No. 68223, British Railways lettering, full skirts



MR-206 No. 7128, LNER wartime livery, full skirts



MR-207 No. 8223, LNER post-war livery, full skirts



MR-208 No. 7126, LNER lined livery, no skirts



MR-209 No. 7137, LNER unlined livery, full skirts



MR-210 No. 7139, LNER lined livery

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'USA' 0-6-0Ts

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GAUGE

Roof
ventilator

SR bunker

Later style
tank-top grab
stanchions



MR-104A

'USA' 0-6-0T

No. 30064, in BR lined green

Specification list

Made by: Bachmann/Kader

Motor: Three-pole

DCC socket: Six-pin

Features: NEM coupler pockets, two types of cab, different smokeboxes, different footsteps, separately fitted hinged platform.

MR-111 and MR-104A

£129.95

£116.95 price for subscribers

SR cab
windows

DCC ready

Original clack
valves

Original
grab
handles

Front platform
(supplied
separately)

NEM coupler
pocket

MR-111

'USA' 0-6-0T No. s73

British Railways unlined black,
'Sunshine lettering'

Six-pin decoder
socket

SR bufferbeam
footsteps

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these models**

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beginning to sell out
- order yours today!

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MR-101 No. 1968, USATC black



MR-107 No. 36, National Coal Board black



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



MR-110 No. DS237 Maunsell, BR Departmental green

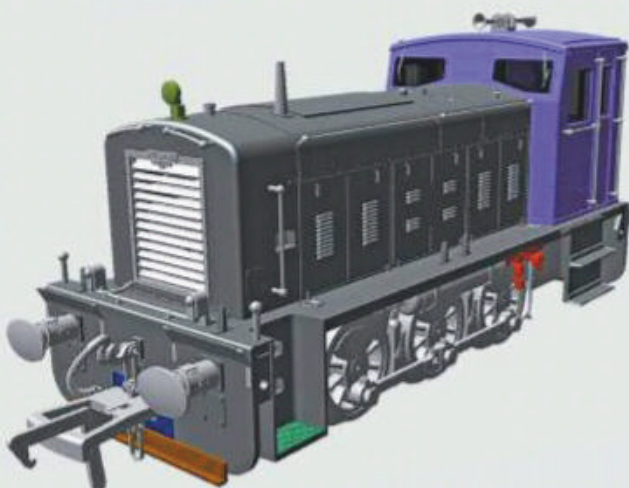
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for subscribers)

COMING SOON FROM MODEL RAIL



00 GAUGE BR Class 11 0-6-0DE

Produced by Heljan



00 GAUGE Ruston 'PWM' 0-6-0DE

Produced by Heljan in partnership with Kernow MRC



THOMAS BRIGHT/SR

009 GAUGE Vale of Rheidol 2-6-2T

● Order book for these new models not yet open. Keep an eye out in *Model Rail* for updates.



NEW LOWER PRICE!

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£211.50 price for subscribers

00 GAUGE BACHMANN CLASS 66/032-725WDS: 66062, EURO CARGO RAIL LIVERY, SOUND-FITTED

SOUND FITTED

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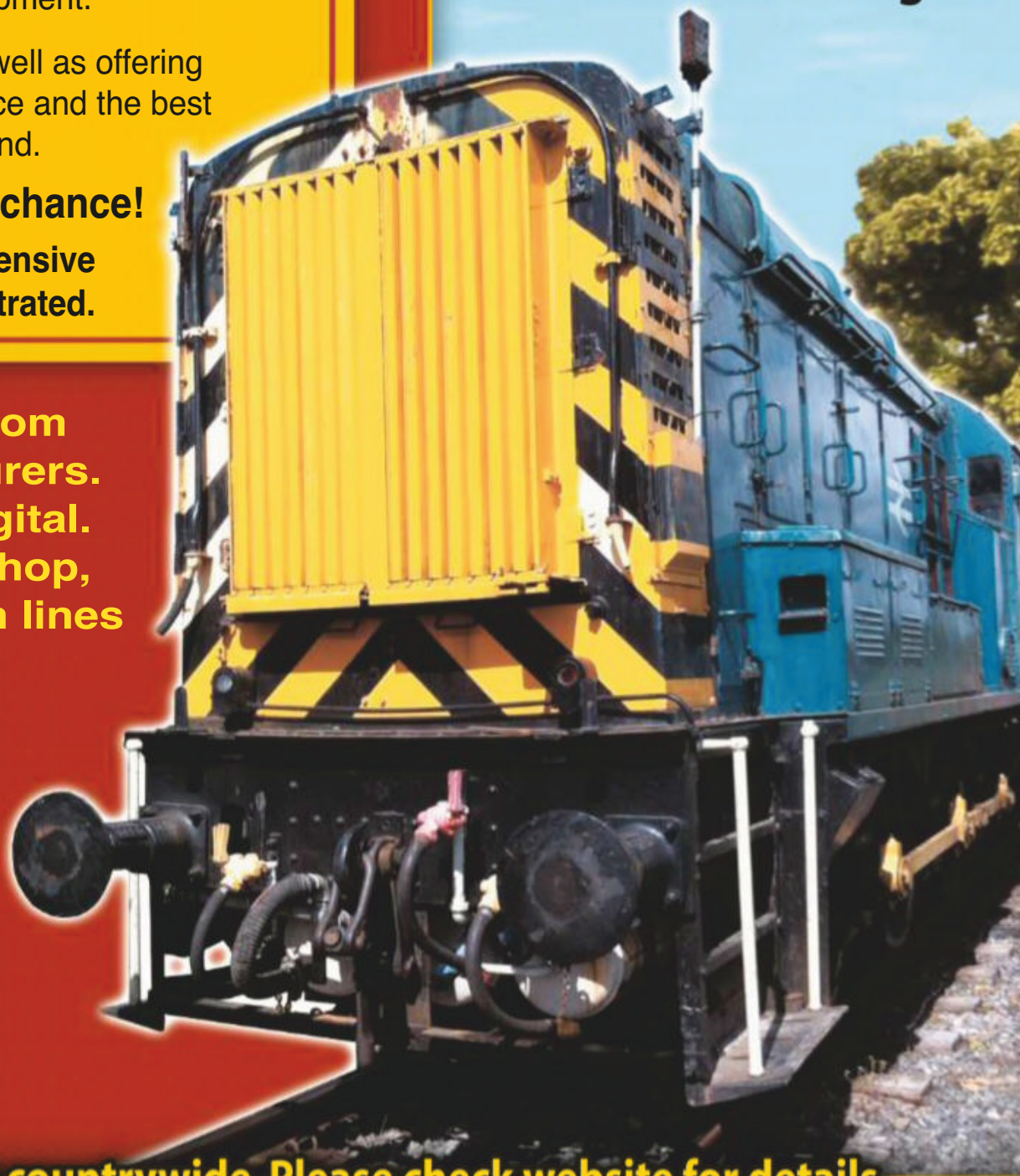
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N GAUGE



NEW LIVERIES AND NUMBERS ADDED TO SONIC 56xx LINE-UP

N-gauge newcomer Sonic Models is offering additional liveries and new numbers to the forthcoming **56xx (GWR/BR9W) 0-6-2 tank locomotive**.

See website for full details. Expected Q3

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12 VERSIONS AVAILABLE

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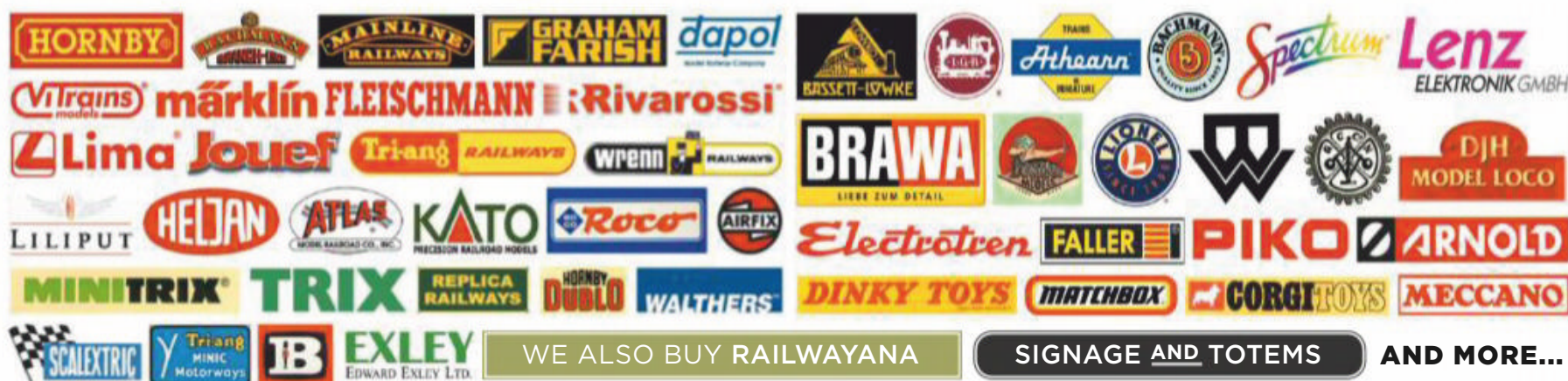
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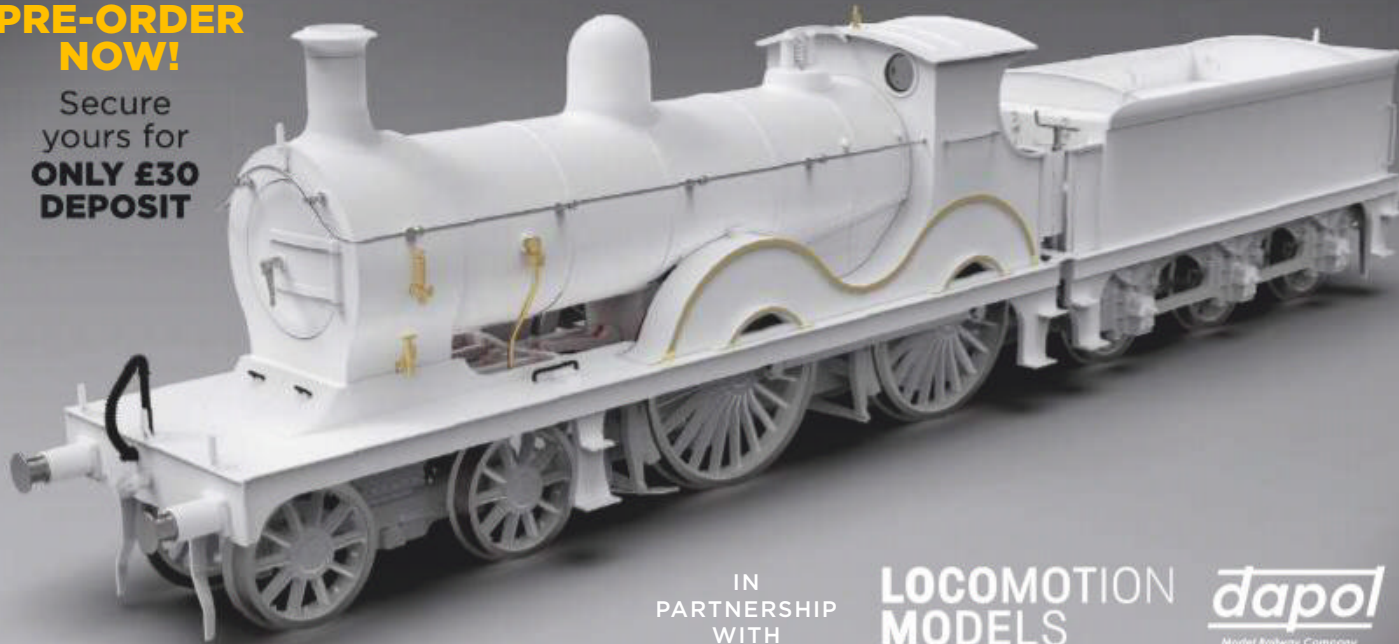
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AVAILABLE**

SECR Green No.488 (Pre Grouping Silk Finish)
Southern Lined Maunsell Olive Green No.1730
BR Sunshine Black No.31731
BR Lined Black Early Crest No.31574
SECR Grey (Scraped Beading) No.726
Southern Sunshine No.1734

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MODEL FEATURES INCLUDE:

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BLA BOGIE STEEL WAGONS RAILFREIGHT

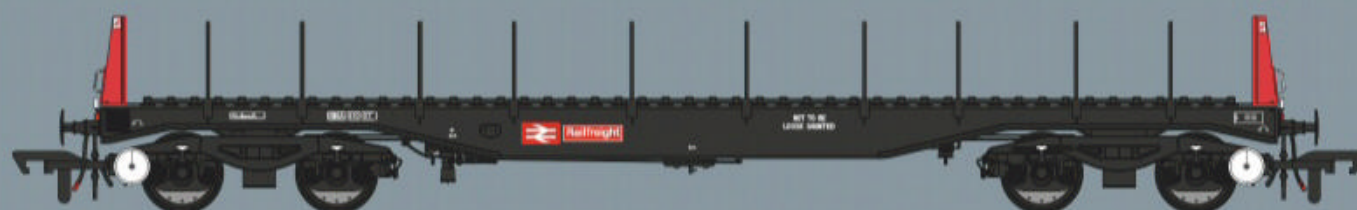
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variations and other livery elements



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THIS MONTH AT

Compiled between 18th May & 18th June 2020

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Latest News



Gaugemaster Track Cleaners

Gaugemaster have announced a new batch of their popular OO track cleaner, including a re-run in Network Rail and a new BR bauxite liveried model.

www.hattons.co.uk/tmah89



Dapol LSWR B4 New Batch

Dapol's new batch of B4 0-4-0T locos are expected to arrive in stock during May. Included are popular re-run liveries & exciting new industrial colour schemes.

www.hattons.co.uk/tmah87



Heljan L&B 2-4-2T Painted Samples

Heljan's have shown painted samples for their entire range of new Lynton & Barnstaple Baldwin 2-4-2T locomotives in OO9! Due in stock by Q3 2020.

www.hattons.co.uk/tmah90



Heljan O Mk2 Coaches Update

Heljan have announced that they will also produce FK coaches. They have also confirmed the RRP as well as other details for this new range.

www.hattons.co.uk/tmah88



Hornby GWR Large Prairie 2-6-2T

The first of Hornby's highly anticipated newly tooled Large Prairie locomotives are set to arrive in stock during June 2020 covering GWR & BR liveries.

www.hattons.co.uk/tmah91



Dapol Class 142 New Batch

Dapol have announced a new batch of their N gauge Pacer, with new liveries covering the 142 in earlier guises and a few modern liveries too.

www.hattons.co.uk/tmah92

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Atlas Editions
4664103 - £5



Key Publishing
KeyLiveriesVol3 - £7.99



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R4624 - £12

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GWR Class 78xx Manor 4-6-0

Stage: Newly Announced

Due: TBC

Price: from £135.96

hattons.co.uk/dapolmanor



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British Rail Class 59

Stage: Painted Samples

Due: Summer 2020

Price: from £131.71

hattons.co.uk/dapol59



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GWR Class 43xx Mogul 2-6-0

Stage: Painted Samples

Due: Summer 2020

Price: from £135.96

hattons.co.uk/dapol43xx

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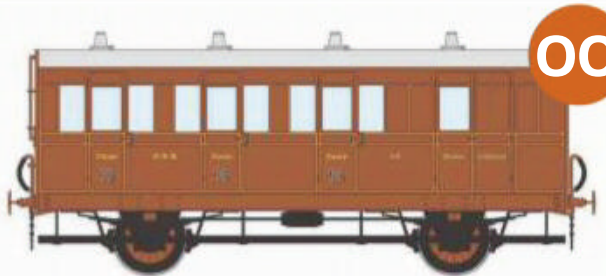
Plasser GPC 12t Crane

Stage: CADs Shown

Due: Q1 2021

Price: £69

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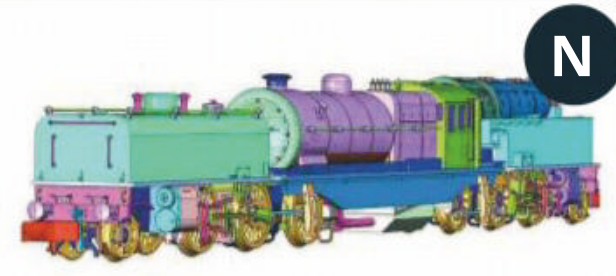
Genesis 4 & 6 Wheel Coaches

Stage: Artwork Shown

Due: from Q1 2021

Price: from £36

hattons.co.uk/genesis



N

LMS Beyer Garratt

Stage: CADs Shown

Due: TBC

Price: £199

hattons.co.uk/ngarratt

HELJAN

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



009

Lynton & Barnstaple 2-4-2T

Stage: Painted Samples

Due: Q3 2020

Price: £203.96

hattons.co.uk/landb242t



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British Rail Class 25

Stage: Prototypes Shown

Due: Q3 2020

Price: from £152.96

hattons.co.uk/253



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British Rail Class 47

Stage: Hand Painted Samples

Due: Q4 2020

Price: £594.15

hattons.co.uk/helo47

HORNBY

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



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Standard 2MT 2-6-0

Stage: Prototype Shown

Due: Jan 2021

Price: £162

hattons.co.uk/hornby2mt



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British Rail Class 91

Stage: Renders Shown

Due: December 2020

Price: £153

hattons.co.uk/hornby91



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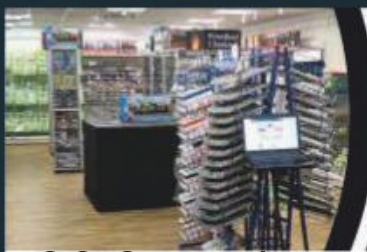
LNER Thompson A2/2 & A2/3

Stage: CADs Shown

Due: Late 2020 to Early 2021

Price: £171

hattons.co.uk/thompsona2



17 Montague Road, Widnes, WA8 8FZ
T: 0151 733 3655 E: info@hattons.co.uk

OO Gauge (1:76 Scale)

Steam locos

H4-AB14-002 Andrew Barclay 0-4-OST 14" 2047 '705' in GWR green shirtbutton roundel (Hat) £99



H4-AB16-003 Andrew Barclay 0-4-OST 16" 2226 "Katie" in lined maroon (Hat) (RRP £99) **BARGAIN** £89



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



266220 Beyer Garratt 2-6-0 0-6-2 47993 in BR black early emblem and revolving coal bunker - heavily weathered (Hel) £221



266215 Beyer Garratt 2-6-0 0-6-2 4982 in LMS black revolving coal bunker (Hel) £212

266214 Beyer Garratt 2-6-0 0-6-2 4984 in LMS black original coal bunker - lightly weathered (Hel) £221

266213 Beyer Garratt 2-6-0 0-6-2 4993 LMS black original coal bunker (Hel) £212

OR76DG006 Class 2301 'Dean Goods' 101 War Department black (Oxf) £102

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



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

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



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



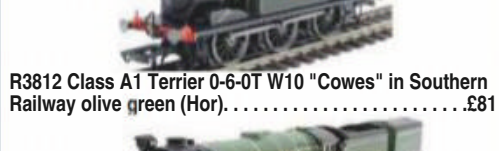
R3677 Class 8P 'Streamlined Coronation' 4-6-2 6229 "Duchess of Hamilton" in LMS crimson lake - as preserved (Hor) (RRP £189.99) **BARGAIN** £139.50

R3639 Class 8P 'Streamlined Coronation' 4-6-2 6244 "King George VI" in LMS crimson lake (Hor) (RRP £189.99) **BARGAIN** £139.50



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

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



R3812 Class A1 Terrier 0-6-OT W10 "Cowses" in Southern Railway olive green (Hor) £81



R3738 Class A3 4-6-2 4472 "Flying Scotsman" in LNER green - 1969 USA tour condition two tenders - Gold plated (Hor) £234



R3447 Class B17 4-6-0 2842 "Kilverstone Hall" in LNER green (Hor) (RRP £160.99) **BARGAIN** £114

31-460A Class C Wainwright 0-6-0 583 in South Eastern and Chatham Railway lined green full lining detail (Bac) £207



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

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

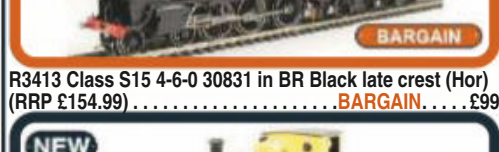


R3417 Class K1 2-6-0 62065 in BR black late crest (Hor) (RRP £155.99) **BARGAIN** £99

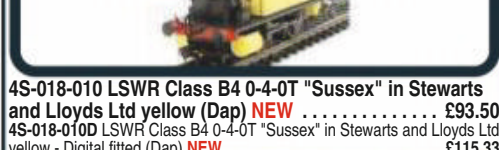


R3635 Class LN 'Lord Nelson' 4-6-0 30863 "Lord Rodney" in BR green early emblem (Hor) (RRP £169.99) **BARGAIN** £124

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



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



4S-018-010 LSWR Class B4 0-4-OT "Sussex" in Stewarts and Lloyds Ltd yellow (Dap) **NEW** £93.50

4S-018-010D LSWR Class B4 0-4-OT "Sussex" in Stewarts and Lloyds Ltd yellow - Digital fitted (Dap) **NEW** £115.33

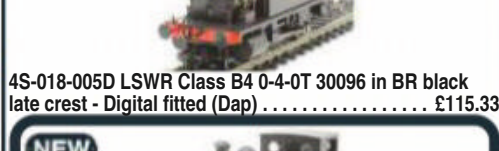


4S-018-008D LSWR Class B4 0-4-OT 100 in SR lined black - Digital fitted (Dap) **NEW** £119



4S-018-011 LSWR Class B4 0-4-OT 30084 in BR black early emblem (Dap) **NEW** £93.50

4S-018-011D LSWR Class B4 0-4-OT 30084 in BR black early emblem - Digital fitted (Dap) **NEW** £119



4S-018-005D LSWR Class B4 0-4-OT 30096 in BR black late crest - Digital fitted (Dap) £115.33



4S-018-009 LSWR Class B4 0-4-OT 87 in SR wartime black (Dap) **NEW** £93.50

4S-018-009D LSWR Class B4 0-4-OT 87 SR wartime black - Digital fitted (Dap) **NEW** £119



H4-P-001 SE&CR P Class 0-6-OT 178 in SE&CR full lined green (with brass) (Hat) £99

H4-P-015 SE&CR P Class 0-6-OT 27 SE&CR full lined green (with polished brass) (Hat) £99



R3500 The Sir Nigel Gresley Collection (Hor) £474



R3398 Lyme Regis Branch Line Train Pack - Ltd Ed (Hor) (RRP £225.99) **BARGAIN** £149

1722 Class 17 'Clayton' 8546 in BR green full yellow ends (Hel) £118.96

1723 Class 17 'Clayton' D8534 in BR blue (Hel) £118.96

4D-025-004S Class 21 D6111 in BR green small yellow panels - DCC sound fitted (Dap) **NEW** £249.84



4D-025-003S Class 21 D6116 in BR green small yellow panels - DCC sound fitted (Dap) **NEW** £249.84



4D-025-002S Class 21 D6120 in BR green - DCC sound fitted (Dap) **NEW** £249.84



4D-025-001S Class 21 D6121 in BR green - DCC sound fitted (Dap) **NEW** £249.84

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

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



4D-003-018S Class 52 'Western' D1041 "Western Prince" in BR blue - DCC sound fitted (Dap) **NEW** £248.66

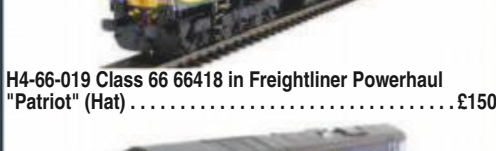


H4-66-001 Class 66 66005 in EWS (Hat) £150

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



H4-66-019 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 Freightliner "Basford Hall Centenary 2001" (Hat) £150

H4-66-015 Class 66 66513 in Freightliner (Hat) £150



H4-66-027 Class 66 66756 in GBRF Europorte "Royal Corps of Signals" (Hat) £150



H4-66-031 Class 66 66789 in BR Large Logo blue GBRF branding "British Rail 1948 - 1997" (Hat) £150

H4-66-018 Class 66 66957 in Freightliner "Stephenson Locomotive Society 1909 - 2009" (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



4D-022-013 Class 68 68004 "Rapid" in Direct Rail Services blue (Dap) £131.71

1096 Class 33 trainpack Class 33/0 D6535 in BR green and four 'A' tank wagons in Esso silver (Hel) £194.65



R3697 Northern Belle train pack Class 57/6 57601 "Windsor Castle" and three Mk2D coaches in Northern Belle (Hor) £135

HSTs



R3698 Pair of Class 43 HST Power Cars 43033 and 43183 in Scotrail "7 Cities" (Hor) £261

Electric locos



0071-004HAT Class 71 E5013 in BR Blue full Golden Arrow headboards, arrows and flags pre-fitted - Exclusive to Hatton's (DJ) (RRP £139.95) **BARGAIN** £96



R3582 Class 87 87010 "King Arthur" in Intercity Swallow (Hor) £144

DMUs

4D-009-HAT01 Class 121 single car DMU 'Bubblecar' 120 in 'GWR 150' chocolate and cream - Hatton's limited edition (Dap) (RRP £129.95) **BARGAIN** £99



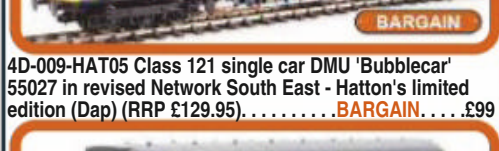
4D-009-005 Class 121 single car DMU 'Bubblecar' 121027 "Bletchley TMD" in Silverlink purple and green (Dap) (RRP £145) **BARGAIN** £79



4D-009-006 Class 121 single car DMU 'Bubblecar' 55026 in BR blue and grey Highland Rail station (Dap) (RRP £145) **BARGAIN** £79



4D-009-HAT05 Class 121 single car DMU 'Bubblecar' 55027 in revised Network South East - Hatton's limited edition (Dap) (RRP £129.95) **BARGAIN** £99



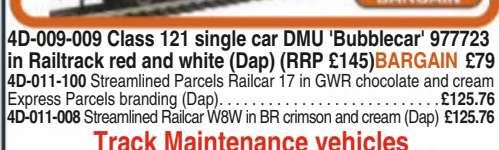
4D-009-007 Class 121 single car DMU 'Bubblecar' 55032 in BR blue and grey Welsh Dragon emblem (Dap) (RRP £145) **BARGAIN** £79



4D-009-009 Class 121 single car DMU 'Bubblecar' 977723 in Railtrack red and white (Dap) (RRP £145) **BARGAIN** £79

4D-011-100 Streamlined Parcels Railcar 17 in GWR chocolate and cream Express Parcels branding (Dap) £125.76

4D-011-008 Streamlined Railcar W8W in BR crimson and cream (Dap) £125.76



38-803 45 ton Ransomes and Rapier crane in BR red (Bac) £230



B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap) £64

R1269 "Stay at Home" - Hornby trainset hamper (Hor) £180



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

Coaches



R4941A Mk3 'Sliding door' TCC trailer catering composite in Cross Country Trains (Hor) **NEW** £31.50

R4938A Mk3 'Sliding door' TGS trailer guard second in Cross Country Trains (Hor) **NEW** £31.50

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

OR76WW006C Warwell wagon 501 wartime green Sherman tank 95537 (Oxf) £38

Wagons



UK P&P £4 per order

(free for orders over £175)

£2.75 per single diecast item

£7 guaranteed Next Day delivery

(Orders before 2pm)

Analogue controllers



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

Digital controllers



R8213 DCC Select unit (boxed) (Hor)£98



R8312 e-LINK Module, Railmaster Software & 1 Amp Transformer (PC/Laptop Required) (Hor)£85

Digital control accessories

R8232 DCC Electro point clips (20 in a pack - 2 used per point) (Hor) (RRP £7.35)BARGAIN £3

Signals

4L-001-006 Signal - motorised, GWR left hand junction bracket signal - two arms (Dap)£55.50
4L-002-001 Signal - Motorised, LMS home (OOSIGN3) (Dap)£26
4L-003-003 Signal - motorised, SR ladder home (Dap)£26

Bridges, Tunnels & Walls

A2980 Barbed wire fence - 67cm (Woo) NEW£11
A2983 Chain link fence gates - 67cm (Woo) NEW£11

People - civil



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

Track - Code 100 Setrack

R605 1st radius double curve (8 make a circle) (Hor)£2.60
R605 Circle of 8 (Hor)£20
R606 2nd radius curve (Hor)£1.80
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

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

R8073 Right Hand Standard Point (Hor)£9.50
R600 Standard Straight (Hor)£1.80
R600 Box of 24 (Hor)£40

Track - Code 100 Streamline

SL-96 Left hand medium point - insulfrog (Pec)£11

Publications - model and prototypical railways

R8158 The Hornby Book of Trains - The Centenary Edition by Pat Hammond (Hor)£24.99

Buses



UK0063 ADL Enviro400 MMC - "Ensignbus" (Nor) NEW . . .£51

Cars



76SET71 3 Piece Land Rover Discovery Set 3/4/5 (Oxf) NEW £20

76CPR002 Ford Capri Mk2 Sahara Beige (Oxf) NEW . . .£5.50

76JCX75003 Jaguar C-X75 Caesium Blue (Oxf) NEW . . .£5



76RREC003 Range Rover Evoque Convertible Fuji White (Oxf) NEW . . .£5.50

NEW



76VP004 Volvo P1800 Teal Blue (Oxf) NEW£5.50

Commercial vehicles

76VWS008CC VW T1 Bus And Surfboards Coca Cola (Oxf) NEW . . .£6

N Gauge

Diesel locos

2D-028-003 Class 26 26024 in BR blue scottie dog emblem (Dap) . . .£112.76
2D-028-004 Class 26 26037 in Railfreight grey red stripe (Dap) . .£112.76

2D-001-006 Class 33/0 33008 "Eastleigh" in BR green small yellow panels (Dap)£112.76

Bridges, Tunnels & Walls

Track - Code 55 Finescale

A2993 Chain link fence gates - 36cm (Woo) NEW . . .£10

SL-302F 1 Yard of Nickel Silver Flexible Track Concrete Sleepers (Pec) . .£3.50
SL-302F Pack of 30 (Pec)£99

Commercial vehicles

NMB007 Mercedes Actros Curtainside McGawn Bros (Oxf) NEW . .£13

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-006-021S Class 14xx 0-4-2T 1405 in BR black early emblem - DCC Sound Fitted (Dap) NEW . . .£340

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

NEW



7S-006-020S Class 14xx 0-4-2T 1432 in GWR unlined green G W R lettering - DCC Sound Fitted (Dap) NEW £340

NEW



7S-006-022S Class 14xx 0-4-2T 1444 in BR lined green early emblem - DCC Sound Fitted (Dap) NEW . . .£340

7S-006-022U Class 14xx 0-4-2T BR lined green early emblem - unnumbered (Dap)£191.25

NEW



7S-006-001S Class 48xx 0-4-2T 4800 in GWR green Great Western lettering - DCC Sound Fitted (Dap) NEW . . .£340

7S-006-002S Class 48xx 0-4-2T 4871 in GWR unlined green shirtbutton logo - DCC Sound Fitted (Dap) NEW . . .£340

7S-007-006 Class 57xx 0-6-0PT pannier L92 London Transport maroon (Dap) . .£205

7S-006-050 Class 58xx 0-4-2T 5811 GWR green Great Western lettering (Dap) . . .£191.25

7S-006-050S Class 58xx 0-4-2T 5811 in GWR green Great Western lettering - DCC Sound Fitted (Dap) NEW . . .£340

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



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



H7-A3-004 Class A3 4-6-2 60072 "Sunstar" in BR Express blue unstreamlined non-corridor tender (Hel) . . .£750

H7-A3-006 Class A3 4-6-2 60077 "The White Knight" in BR green late crest and unstreamlined non-corridor tender (Hel) . . .£750



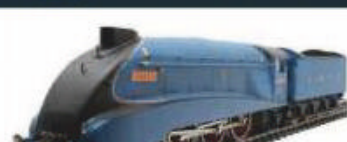
H7-A3-007 Class A3 4-6-2 60103 "Flying Scotsman" in BR green late crest and unstreamlined corridor tender (Hel)£750

H7-A3-006B Class A3 4-6-2 unnumbered double chimney, banjo dome and unstreamlined non-corridor tender in BR green late crest (Hel) .£750

H7-A3-002B Class A3 4-6-2 unnumbered single chimney, banjo dome and unstreamlined non-corridor tender in LNER Grass Green 1934-1948 (Hel) .£750



H7-A4-001 Class A4 4-6-2 2509 "Silver Link" in LNER silver streamlined corridor tender (Hel) . . .£750



H7-A4-005 Class A4 4-6-2 4464 "Bittern" in LNER Garter blue streamlined corridor tender - "Record Breaker" (Hel) . .£750

H7-A4-004 Class A4 4-6-2 4489 "Dominion of Canada" in LNER Garter blue steel numbers/letters and unstreamlined corridor tender (Hel) . .£750



H7-A4-006 Class A4 4-6-2 60007 "Sir Nigel Gresley" in BR express blue unstreamlined corridor tender - "Record Breaker" (Hel) .£750

H7-A4-009 Class A4 4-6-2 60008 "Dwight D Eisenhower" in BR green late crest and streamlined non-corridor tender (Hel) . . .£750



H7-A4-008 Class A4 4-6-2 60009 "Union of South Africa" in BR green late crest and unstreamlined corridor tender (Hel) .£750

H7-A4-007 Class A4 4-6-2 60012 "Commonwealth of Australia" in BR green early emblem and streamlined corridor tender (Hel) . .£750

H7-A4-008B Class A4 4-6-2 unnumbered double chimney and streamlined non-corridor tender in BR green late crest 1958-1966 (Hel) .£750

H7-A4-008A Class A4 4-6-2 unnumbered double chimney and unstreamlined corridor tender in BR green late crest 1958-1966 (Hel) £750

H7-A4-007A Class A4 4-6-2 unnumbered single chimney and streamlined corridor tender in BR green early emblem 1952-1958 (Hel) .£750

H7-A4-001A Class A4 4-6-2 unnumbered single chimney and streamlined corridor tender in LNER silver 1935-1938 (Hel) . . .£750

H7-A4-007B Class A4 4-6-2 unnumbered single chimney and streamlined non-corridor tender in BR green early emblem 1952-1958 (Hel) .£750

Diesel locos



2055 Class 03 shunter D2033 in BR green wasp stripes and "flowerpot" exhaust (Hel) . . .£335.75

7D-008-013D Class 08 shunter 08717 BR blue - Digital sound fitted (Dap) .£340

7D-008-015D Class 08 shunter 08740 Railfreight Triple grey - DCC sound fitted (Dap) . . .£340

7D-008-016 Class 08 shunter 08891 in Freightliner green (Dap) .£191.25

7D-008-010 Class 08 shunter D3316 in BR blue (without ladder) (Dap) .£191.25



2007 Class 20 in BR Railfreight grey full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hatton's (Hel) (RRP £599) BARGAIN. .£395



2557 Class 25/3 in BR blue cabside arrows - unnumbered (Hel) .£446.25



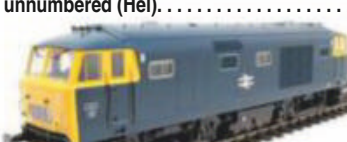
3400 Class 33/0 33012 in BR blue - weathered (Hel) . .£466.65



3394 Class 33/0 in BR green small yellow panels - unnumbered (Hel) . . .£466.65



3401 Class 33/0 in Civil Engineers 'Dutch' grey and yellow - unnumbered (Hel) . . .£466.65



3588 Class 35 'Hymek' in BR blue - unnumbered (Hel) .£421



4203 Class 42 Warship D815 "Druid" in BR maroon full yellow ends (Hel) (RRP £699) . . .BARGAIN. .£495

4026 Class 50 50008 "Thunderer" in BR Laira blue (1990s Railtour condition) - Exclusive to Hatton's (Hel) . . .£594.15



5287 Class 52 D1039 "Western King" in BR maroon full yellow ends (Hel) . . .£509.15



5289 Class 52 D1067 "Western Druid" in BR blue - weathered (Hel) . . .£509.15

Train sets - analogue

GM7000102 "The Didcot Survivor" - premium O gauge starter train set (Gau) £595

Coaches



7P-004-006 GWR Diagram 'N' 59' Autocoach 40 in GWR chocolate and cream (Dap) . . .£170



7P-004-008 GWR Diagram 'N' 59' Autocoach W37W in BR crimson and cream (Dap) . . .£170

4913 Mk1 TSO second open in BR chocolate and cream - unnumbered (Hel) .£169.50

Any or Multiple Scales

Analogue controllers



D Double/Twin track power controller (Gau) . . .£86

Digital decoders

DCR-21Pin-Direct-V2 21-pin 6-function 1.1Amp direct plug decoder back EMF (Hat) . . .£16.50

DCR-6PIN-Direct 6-pin 2-function 1.1Amp direct plug decoder back EMF (Hat) . . .£17

DCR-8PIN-HarnessMini 8-pin (harness) 2-function 1.1Amp small & thin (mini) decoder back EMF (Hat) . . .£16

DCR-8PIN-HarnessMini Box of 5 (Hat) . . .£72

DCR-8PIN-HarnessMini Box of 10 (Hat) . . .£128



DCR-8PIN-Harness Box of 10 8-pin (harness) 4-function 1.1Amp decoder back EMF (Hat) . . .£120

DCR-8PIN-Harness Single (Hat) . . .£15

DCR-8PIN-Harness Box of 5 (Hat) . . .£68



R8249 Box of 6 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) . . .£92

R8249 Single (Hor) . . .£16

DCR-8PIN-Direct 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) £17

DCR-8PIN-Direct Box of 5 (Hat) . . .£77

DCR-8PIN-Direct Box of 10 (Hat) . . .£136

DCR-SND-66 Class 66 digital Sure Sound chip Rail Rumble speaker 65mm x 29mm x 14mm - Sold out on pre-order (Hat) .£130

R7150 Standard 6 pin Decoder (Hor) . . .£23.50



R8121 TTS DCC Sound Decoder 8 pin plug - Class 66 diesel (Hor) .£38

DCD-ZNSSA-3 ZEN Super high power stay alive capacitor - pack of 3 (DCC) . . .£42.50

Digital control accessory decoders

DCD-ADS-4SX 4-way accessory decoder for solenoid point motors (DCC) £42.50

DCD-ADS-8SX 8-way accessory decoder for solenoid point motors (DCC) .£77

Digital controllers



524-042 NCE Power Cab 2 Amp Digital DCC controller (NCE)£159.50

DCC14 Prodigy Advance 2 Backlit Walkaround controller (Gau) . .£124



DCC06 Prodigy Express 1.6 Amp Digital controller WiFi capability - complete starter pack (Gau) . . .£224

Digital control accessories

DCD-PWRAUX Alpha power upgrade bundle - 5 amp booster and Alpha control box (DCC) . . .£129

Point motors

PM-2 Seep point motor (Gau) . . .£3.50

PM-2 Pack of 6 (Gau) . . .£20

PM-1 Seep point motor accessory switch (Gau) . . .£5

PL-10 Solenoid point motor / switch machine (Pec) . . .£6.50

PL-10 Bag of 6 (Pec) . . .£38



HAT-PM-01 Solenoid point motor including pin extension and 2-way arm for use points and signals. Exclusive to Hatton's (Hat) .£5.50

HAT-PM-01 Pack of 6 (Hat) . . .£35

Glues

AD-78 "Fix and flex" flexible adhesive (Del) NEW . . .£8

AD-90 Roket CA gel - 3g (Del) NEW . . .£3

Knives, Blades & Saws

GM578 Retractable hobby knife (Gau) NEW . . .£4.50

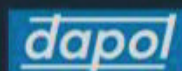
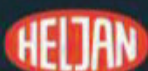
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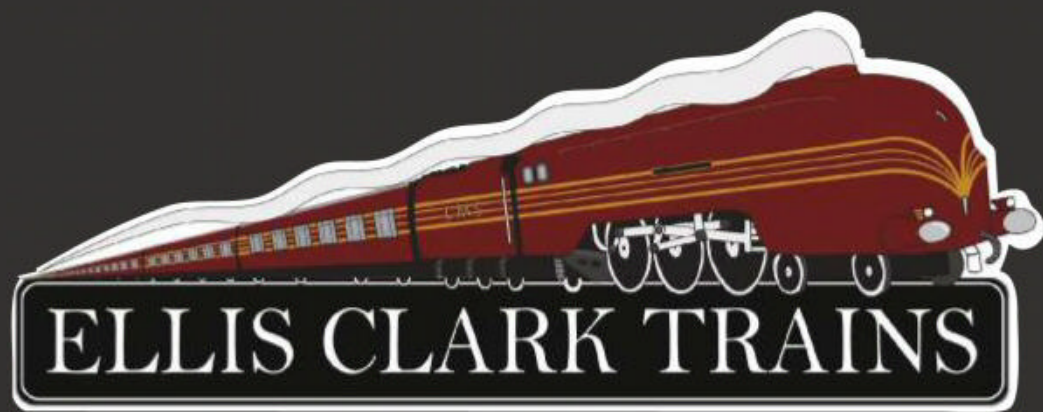
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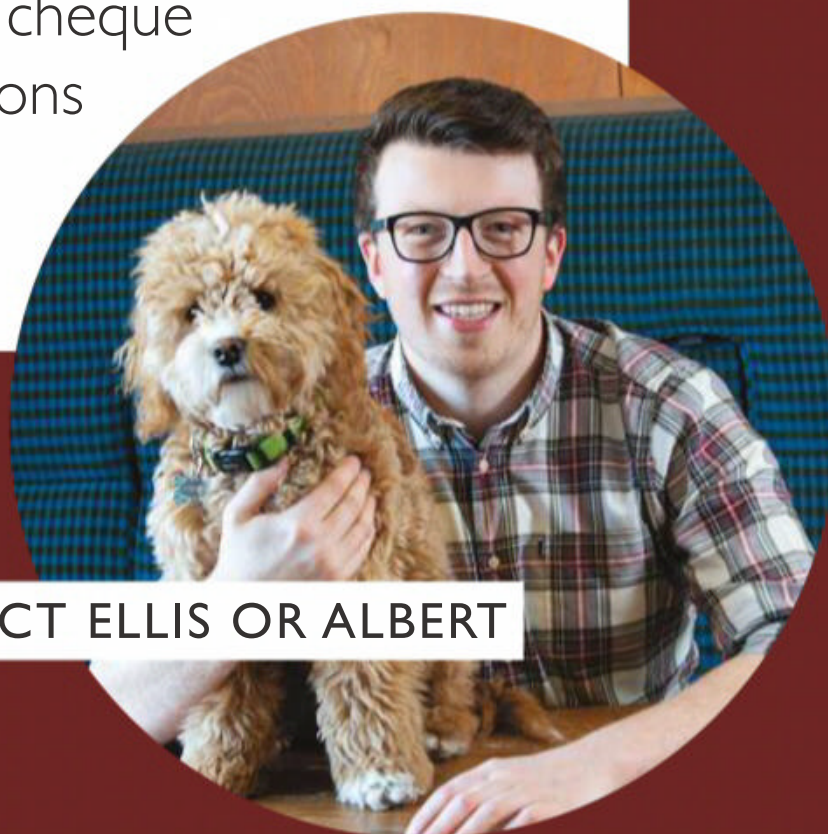
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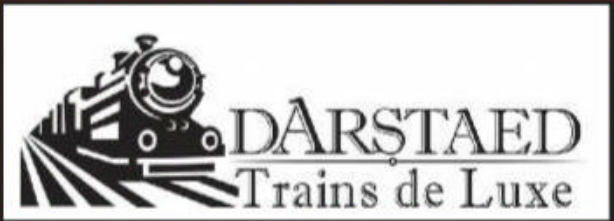
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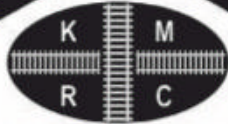
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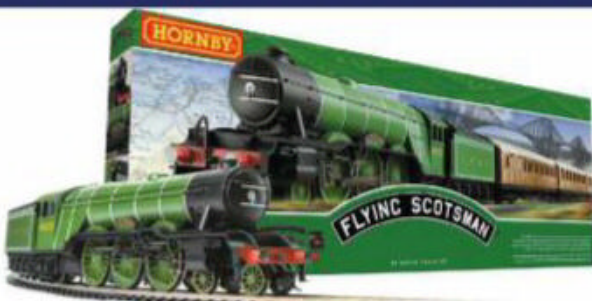


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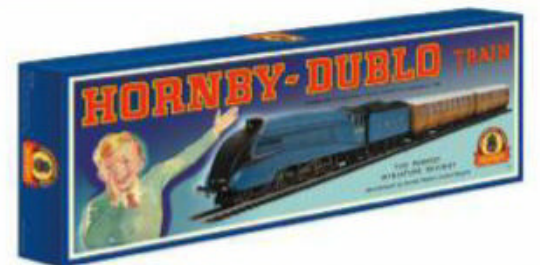


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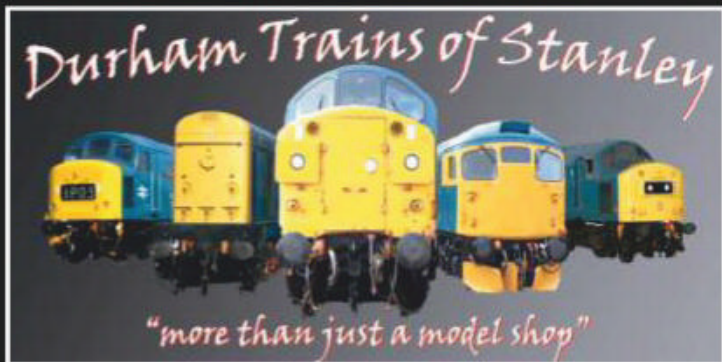
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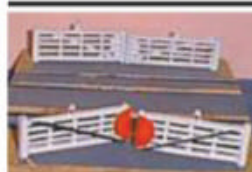
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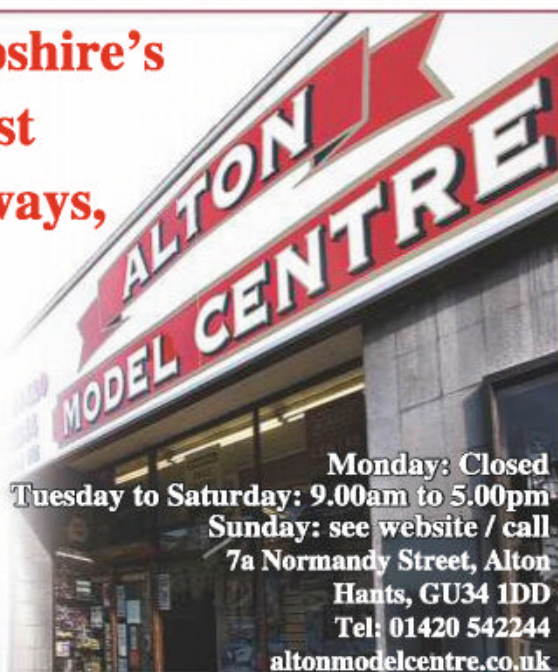
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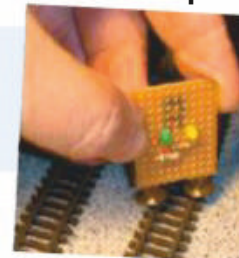
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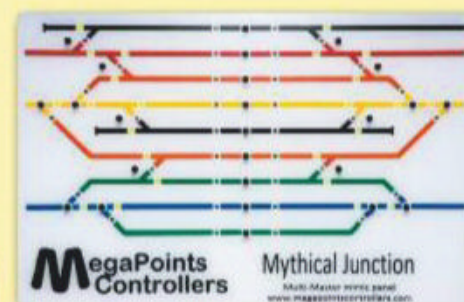
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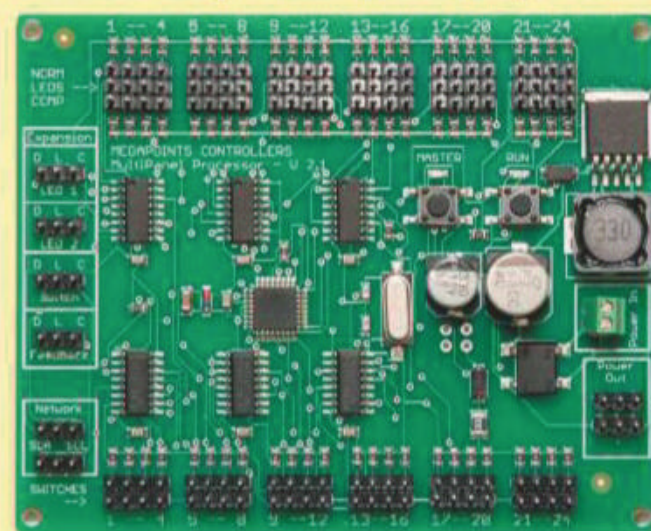
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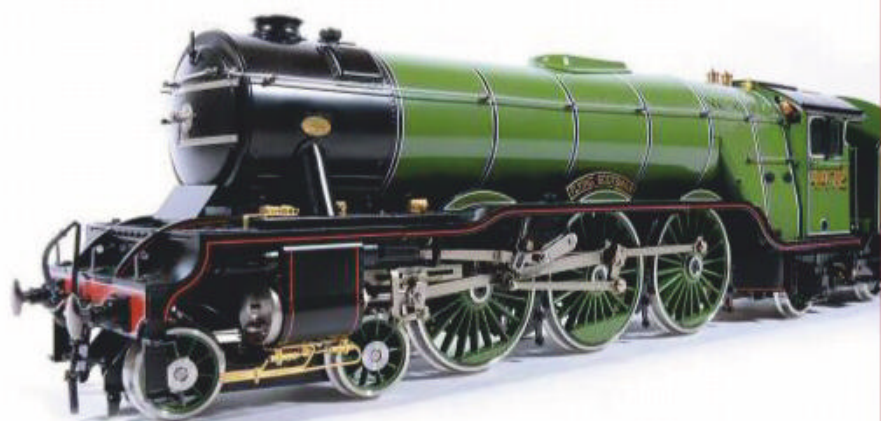
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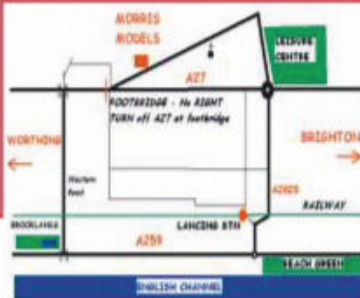
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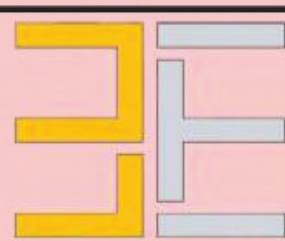
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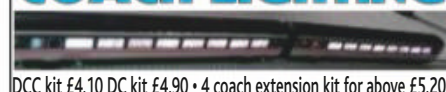
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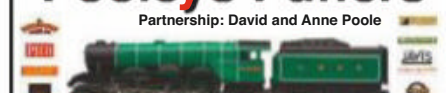
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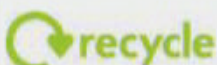
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COLOUR RAIL

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: North London Railway '75' 0-6-0T

Gauge: '00'

Proposed by: R.V. Comber, by e-mail

What is it?

The North London Railway's Bow Works was
one of the smallest railway works in the
country, but one of its finest products was
the 0-6-0T, of which 30 were built between
1879 and 1905 to the design of J.C. Park.

These handsome little powerhouses,
called the '75' class, were built to cover a wide
range of duties, from local passenger turns
between Woolwich North and Fenchurch
Street to shunting and goods work in the
East India Docks.

All 30 were taken over by the London &
North Western Railway in 1922 and again by
the LMS the following year. BR eventually
inherited 14, and the last were not withdrawn
until 1960.

What would make it viable?

There aren't many '00' gauge 0-6-0Ts with
outside cylinders and at the very least this
model would be interesting to look at! It would
suit all manner of small layouts, particularly
those depicting docksides and shunting.

Another bonus is that, despite their
longevity, the '75s' were subject to very few
changes over the years. There would be
very few tooling changes - maybe different
chimneys - which would make it a very
economical model to produce.

There are numerous livery options too.
In North London days, numbers were
carried on tank side numberplates, whereas
the LNWR painted its numbers on the tank
side. There were different LMS liveries, not
to mention two BR styles.

Of course, the biggest 'X factor' with these
locomotives is that they were employed on
the Cromford & High Peak Railway. Two
were transferred in 1931 and their power and
short wheelbase made them an attractive
locomotive to the operating authorities.
Rowsley shed received four and the last,
No. 58850, was not withdrawn until 1960.
BR's other ten were withdrawn from Devons
Road (Bow) and Birkenhead Mollington
Street in the 1950s.

Can I see a real one?

Yes. No. 58850 was overhauled at Derby
after withdrawal as it had been acquired
by the Bluebell Railway. It's still at the
Bluebell and though it's been out of action for
many years, it's now undergoing
cosmetic restoration.



Have your say

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Comber's argument? Go to www.model-rail.co.uk

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NICK BRODRICK/SR



Behind the Backscene

Model Rail fires the questions at former semi-pro handball player and Heljan head honcho Kim Nannestad.

Kim Nannestad is the owner and Managing Director of Heljan A/S

“I’d go back and visit my grandparents”

1 What was your first train set/model?

It was a ROCO ‘HO’ starter set. Shortly after that I got a Bachmann train set and I’m pretty sure it was a gift from my father, who got it from Graham Hubbard [former Bachmann Europe MD], but this must be more than 35 years ago.

2 Are you working on a layout now?

No. I have never actually worked on a layout before.

3 What model have you’ve always longed for?

As I’m not a modeller myself, I have to listen to what other people want.

4 Favourite trainspotting location?

Odense Banegaard, Odense’s main station.

5 Favourite locomotive?

I have many, but my top three are the DSB ‘MX’ A1A-A1A (which we’ve produced in ‘HO’), the ‘Hymek’ and the Class 47 (both of which we’ve made in ‘OO’ and ‘O’).

6 When did you start working in the model railway industry?

September 1997.

7 What did you do beforehand?

From 1995-1997 I lived in Germany and was working for the plastic kits division of Revell GmbH. I could have stayed for longer, but was homesick, so went back and started to work in the family business – Heljan!

8 What modeller has influenced you the most?

There are a few, but it must be Martyn Sanders and Brian Daniels.

9 What is one of the things you would put on your ‘bucket’ list?

To scuba dive with my son.

10 Strangest thing you’ve ever eaten?

Frogs, snake and chicken feet.

11 What is one of your weird quirks?

I’m not sure this translates into Danish very well...

12 What book are you reading at the moment?

A book written by the Danish National Coach of Handball.

13 What is your favourite song?

Anything by AC/DC... but I listen to all kinds of music.



CHRIS NEVARD

14 If you were stranded on a tropical island, what two things would you want with you?

Just my family.

15 What are you most proud of?

My children – my 21-year-old daughter and my 18-year-old-son. I’m very proud of them both.

16 First record you bought?

An LP by Europe.

17 What is the best advice you ever had?

From my father – always tell the truth.

18 What is one food you wouldn’t want to give up?

Meat. I love meat.

19 If you had access to a time machine, where and when would you go?

I’d go back and visit my grandparents.

20 What was your favourite cartoon show growing up?

Bugs Bunny.

21 Favourite film?

The Green Mile.

22 Temptation you wish you could resist?

Ice cream.

23 What is your favourite childhood memory?

I have so many good childhood memories – there isn’t one that stands out.

24 The hidden talent that would surprise people?

Semi-professional handball player. I played in Germany for a few years and, of course, in Denmark. But I haven’t played for 15 years as I suffered an injury and needed a knee operation.

25 If you could pass any new law, what would it be?

Good question... I honestly don’t know.

26 What do you drive?

A Toyota.

27 Perfect Sunday?

Playing golf and spending time with my family.

28 What character would you like to play in a film?

Either a police officer or a firefighter.

29 How would you like to be remembered?

As a good/great dad/husband/friend.



MARKA/ALAMY

Next month: Master of the three-point layout, Ian Futers.

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