

GIVE YOUR **CHRISTMAS TREE** THE ULTIMATE ACCESSORY!



No. 281 December 2020 £4.60

No. 281 December 2020

MODEL RAIL

BRITAIN'S BEST-VALUE MODELLING MAGAZINE

Build a layout this Christmas

that the whole family can enjoy!

KIT-BASHING

Turn a basic plastic kit into an iconic London structure

SNOW KNOW-HOW

Create the perfect snow scene

REVIEWS



BACHMANN '1P' 0-4-4T

REVOLUTION NUCLEAR FLASK WAGON



BACHMANN HKA HOPPER



10
new models
unveiled
inside!

START RIGHT

Build the perfect baseboard



20

TOP PRODUCTS
to ask for this Christmas!



The first phase of building British Railways' Mk1 catering vehicles followed the traditional pattern of dining that had been catered for since Edwardian times, with large Kitchen Cars preparing multiple course dining for consumption in both First and Third Class Dining Cars.



R4971/A BR(W), Mk1 RB, W1739/W1743 - Era 5



R4972/A BR(S), Mk1 RB, SI765/SI757 - Era 5



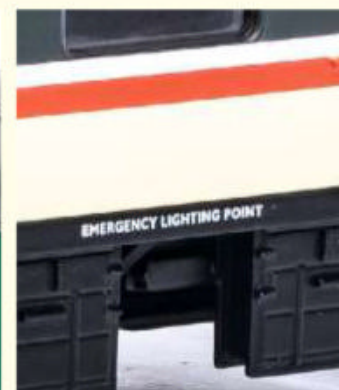
R4973/A BR(M), Mk1 RB(R), MI712/MI657 - Era 7



R4974/A BR Intercity, Mk1 RB(R), ICI667/ICI653 - Era 8

FEATURES INCLUDE

- Multiple eras
- Detailed livery variations
- Two running number variants per livery
- Precision decoration
- Metal wheels for smooth running
- Commonwealth bogies
- NEM couplings
- Interior detail



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MODEL RAIL

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Richard Foster

Hopefully, in 2021, I'll get some scenery down on one of my layouts... or maybe I'll start my GWR shed project!



George Dent

It's been a busy month, as I've been frantically finishing my latest book project. But this one's not about trains!



Chris Leigh

I thought you got more sure as you got older. The only thing I'm sure about now is that I'm uncertain about it all.



Chris Gadsby

I'm hoping to do more layout building in 2021, including finishing the second-level wiring on Chris Leigh's!



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



2020 has certainly been a year of change. And now it's time for a change here at *Model Rail*, for this is my last issue as the magazine's editor. Not only am I handing the *Model Rail* controller over to someone else but I'm also leaving Bauer Media too, my 'home' for the last 16 years.

There are no words to describe what a privilege it's been to not only work on a magazine I've loved since 1997 but to edit it too, shaping the content to meet changing times, refreshing its pages and, most thrillingly, choosing what models to add to our now rather extensive range.

It's also been a privilege to serve you, the *Model Rail* reader and I'd like to thank you all for your thoughtful comments, feedback, support and – in many cases – friendship. It's been an amazing journey since I joined EMAP as *Steam Railway's* junior writer. I'd like to thank then editor Tony Streeter for taking a chance on the fresh-faced twentysomething who thought he knew enough about railways and could, he hoped, string a sentence or two together. It was a revelation to go from planning deliveries of chilled food into supermarkets one week to cleaning *City of Truro* the next!

It was also a shock to the system that my heroes – Nigel Harris, Dave Lowery and, of course, Chris Leigh – were now my colleagues. What's even more unreal is to be able to call them good friends! The 'railway family' is well known; less well-known is the Bauer/EMAP Transport Department family and I'd like to thank all members, past and present, for all the help, advice, encouragement and friendship.

I'd like you to join me in congratulating George Dent on becoming *Model Rail's* next editor. George needs no introduction – in the last 16 years, he's forged a reputation for being one of the country's best modellers and he brings a wealth of experience, knowledge and ideas for shaping and growing *Model Rail's* future. The magazine is in safe hands and ready to face whatever 2021 may bring!

Richard Foster
Editor

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CHRIS NEVARD

Life's better with *Model Rail*

Here's why: Starting as a supplement in *RAIL* magazine, *Model Rail* went 'standalone' in 1997. Each issue we bring you easy-to-follow modelling projects that you can complete without breaking the bank, inspirational photographs of the best model railways and thorough, unbiased reviews so you can make the most informed choices when spending your money. Don't forget our own model ranges – see pages **104-107**.

Model Rail essential information

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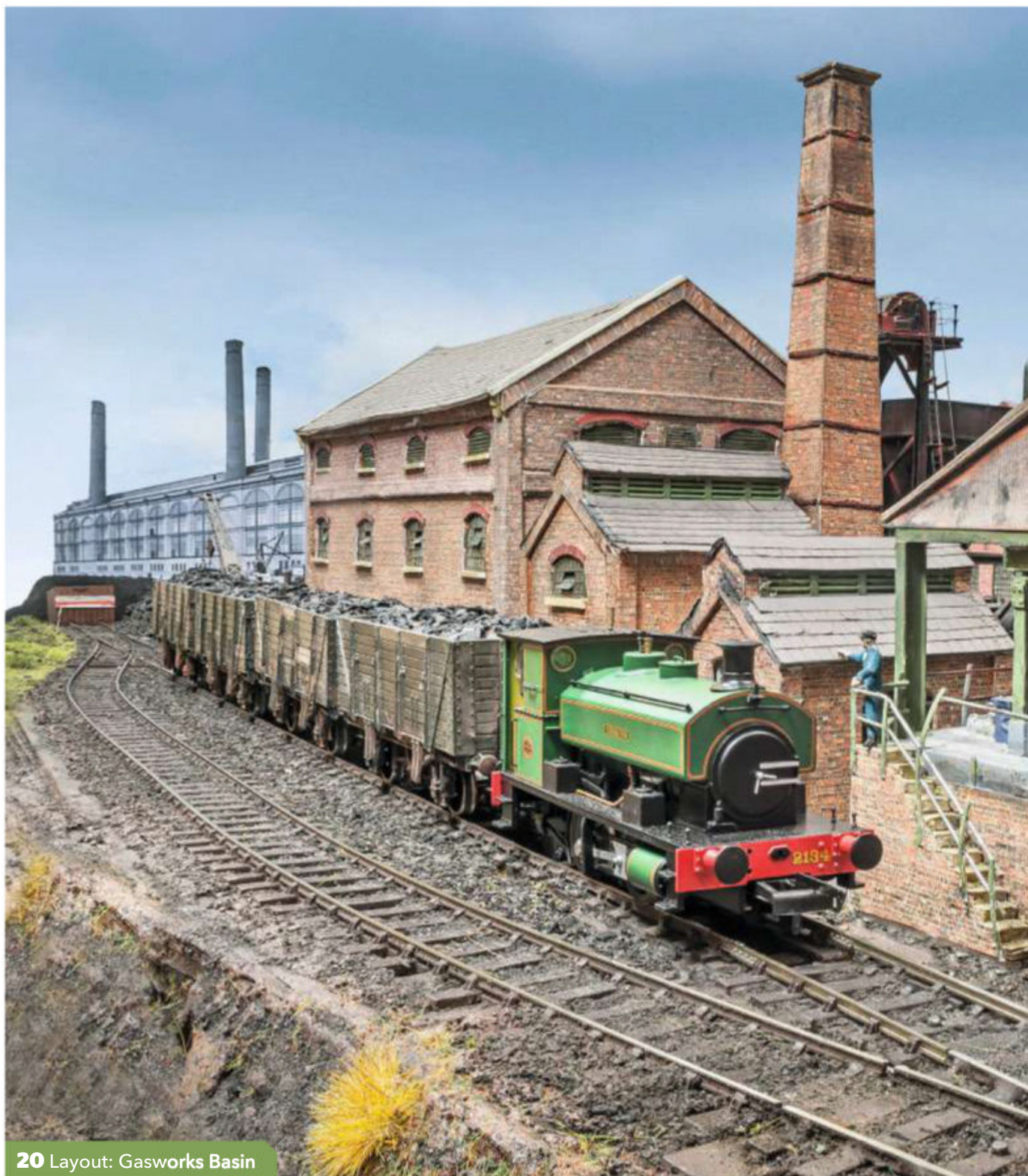
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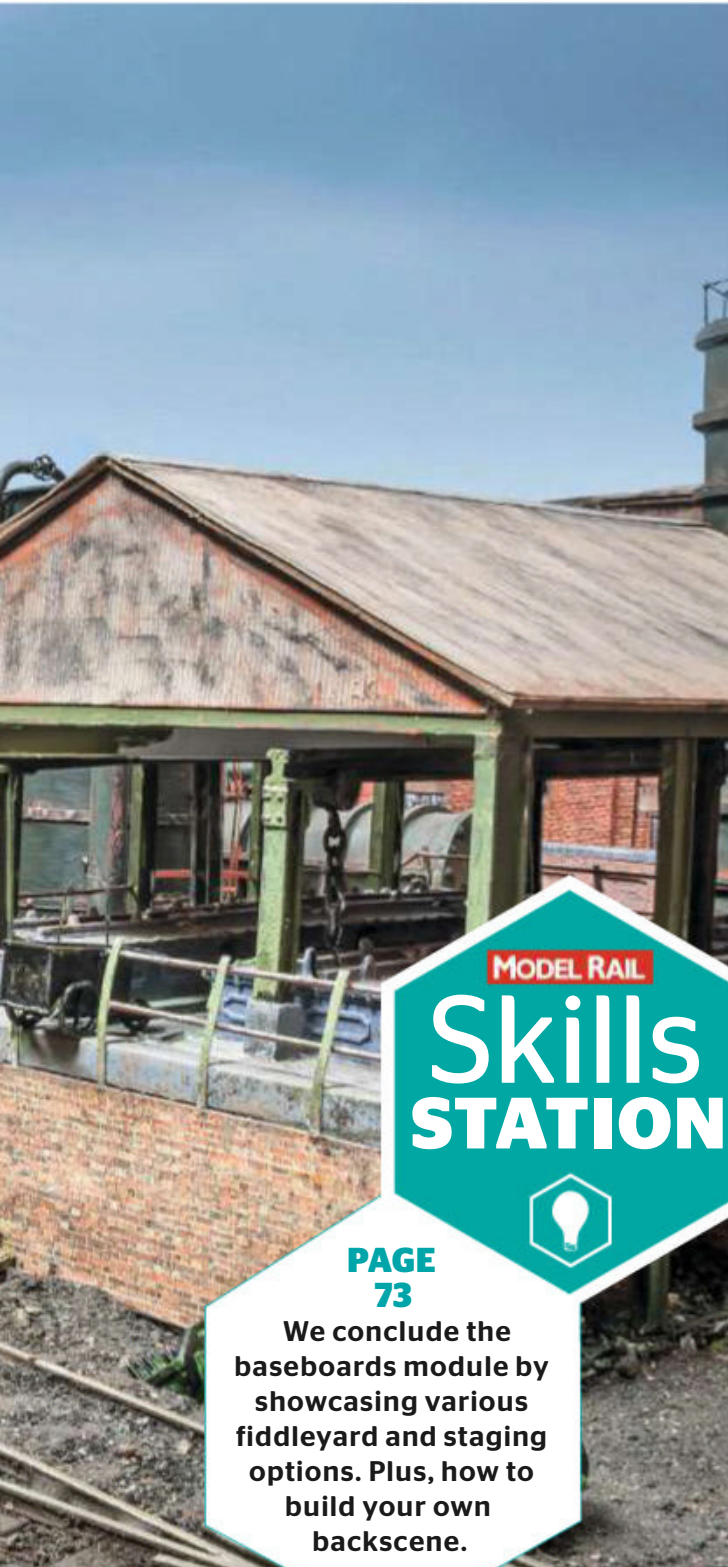
Bachmann's 'OO' gauge Midland Railway '1P' O-4-4T and ex-National Power HKA coal hopper. Plus, Revolution Trains' spectacular 'N' gauge KUA nuclear flask wagons.



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Model Rail exclusive models

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



Opening the box

The latest happenings from the world of model railways

HELJAN UNVEILS NEW 'O' GAUGE LINE-UP FOR 2021

Heljan has announced what it calls its key new 'O' gauge models for 2021.

Revealed at the MIOG Live Virtual 'O' Gauge Show, Heljan declared that it will be offering the BRCW/Sulzer Class 26 and 27 next year, as well as the Class 73/1 in 2022.

Engineering samples have already been received of both the Class 26 and Class 27, and the models are expected to include sprung buffers, wire handrails, etched metal grilles, separately fitted windscreen wipers and detailed bogies and bufferbeams.

The Class 26 was first released by Heljan in 2011, but the single bodyshell option restricted it to the late 1960s/early 1970s eras. This time, three different bodysells have been designed, to cater for key elements such as tablet catcher recesses and refurbished ends without headcode discs. Heljan has also stated that it will offer the first ever ready-to-run model of the Inverness-based Class 26s, complete with twin car-style headlights, as seen in the 1970s and 1980s. In all, nine versions have been planned, covering BR green, blue and sectorisation liveries.

Meanwhile, the Class 27 makes its first appearance in Heljan's 7mm scale range. Boiler-fitted and non-boilered versions of the class are planned, as well as two designs of bogie footsteps, sandbox and sandpipe variations and original or modified battery boxes.

Other detail options should include three-piece snowploughs and appropriate bufferbeam pipes and hoses. Eight versions are expected to be offered, covering the popular BR Type 2's career from 1961 to 1987.

Finally, the Danish manufacturer is working on an 'O' gauge version of the cult favourite electro-diesel Class 73/1. Due in 2022, the 'ED' is expected to feature a range of detail variations suitable for the entire service life of the class. Such details include NRN radio aerials, radio pods, fibreglass arc shields and high-intensity headlights.

Ten versions are expected to be offered, covering BR, sectorisation and privatisation liveries suitable from 1965 until the present day. CAD work is currently in progress and the suggested retail price will be £625.



HELJAN CLASS 26 What's planned?

- ◆ 2675 - unnumbered, BR green with tablet catcher recess
- ◆ 2676 - unnumbered, BR green with small yellow panel and tablet catcher recess
- ◆ 2677 - 5338, BR blue early version
- ◆ 2678 - unnumbered, BR blue with Inverness headlights
- ◆ 2679 - 26027, BR blue (weathered)
- ◆ 2680 - unnumbered, BR blue dual-braked
- ◆ 2681 - unnumbered, Railfreight Red Stripe with white cant rail stripe
- ◆ 2682 - unnumbered, BR Civil Engineers' 'Dutch' grey/yellow
- ◆ 2683 - 26025, Railfreight Red Stripe with orange cant rail stripe and Eastfield dog logo (weathered)

Price? £599

When's it due? Q4 2021

HELJAN CLASS 27 What's planned?

- ◆ 2770 - unnumbered, BR green with small yellow panel
- ◆ 2771 - 5370, BR plain green with full yellow ends (weathered)
- ◆ 2772 - unnumbered, BR green with cream lining and full yellow ends
- ◆ 2773 - unnumbered, BR blue non-boilered
- ◆ 2774 - unnumbered, BR blue boiler fitted
- ◆ 2775 - D5382, BR two-tone green with small yellow panels
- ◆ 2776 - D5389, BR early blue with small yellow panels
- ◆ 2777 - 27032, BR blue with Highland Rail stag emblems (weathered)

Price? £599

When's it due? Q4 2021



ANOTHER RUN FOR CLASS 33, AND A DMU

Heljan has also revealed it will produce a new batch of its 'OO' gauge Class 33/0. Seven versions will be produced with a further one being produced exclusively for Olivia's Trains. The models are expected to include an 8-pin decoder socket, wire handrails, separately fitted windscreen wipers, LED headlights and bogie and bufferbeam details. Suggested retail price will be £149 and the model is expected to be released next year.

Heljan has also revealed that it will be producing the Class 104 DMU. Built by

Birmingham Railway Carriage & Wagon Co. for the London Midland and North Eastern Regions, 302 were built to six different car types, making the Class 104 the largest group of BR diesel units not currently offered in ready-to-run form. The Heljan model is expected to feature a low profile mechanism - powering one car per set - as well as detail variations appropriate to each livery, a detailed interior and separate handrails. Nine versions should be offered with the suggested price and delivery date yet to be determined.

OO GAUGE HELJAN CLASS 33/0

What's planned?

- ◆ 3458 - 33025, Civil Engineers grey/yellow (weathered)
- ◆ 3459 - 33029, DRS blue
- ◆ 3462 - D6508 Eastleigh, BR retro green with small yellow panels
- ◆ 3463 - 33023, BR blue with grey roof and orange cant rail line (weathered)
- ◆ 3464 - 33021 Eastleigh, Fragonset black
- ◆ 3465 - 33025, West Coast Railways red

Price? £149

When's it due? 2021

Availability: Heljan stockists



I. WORLAND/COLOUR RAIL

OO GAUGE HELJAN CLASS 104 DMU

What's planned?

- ◆ 1450 - M50422+M59134+M50426, three-car BR early green with 'Lion and Wheel' emblem
- ◆ 1451 - M50478+M59186+M50530, three-car BR green with speed whiskers and coaching stock roundel.
- ◆ 1452 - E50598+E56189, two-car BR green with small yellow panels
- ◆ 1453 - M50436+M59141+M50488, three-car BR blue with full yellow ends and headcode panel
- ◆ 1454 - M50472+M59180+M50524, three-car BR blue with 'Blackpool' white stripe
- ◆ 1455 - M53421+M53529, two-car BR blue with NSE flash/white cab roof (weathered)
- ◆ 1456 - SC53424+SC53434, two-car ScotRail 'Mexican Bean' red/white
- ◆ 1457 - M53424+M59207+M53434, three-car BR blue/grey 'BX487'
- ◆ 1458 - 53487+53479, Revised Network SouthEast 'L701'

What stage is it at? Design work

OO GAUGE HELJAN CLASS 73

What's planned?

- ◆ 7300 - E6008, BR blue with small yellow panels and grey solebar (weathered)
- ◆ 7301 - E6020, BR blue with small yellow panels
- ◆ 7302 - 73137, BR blue with full yellow ends
- ◆ 7303 - 73114, BR large logo blue
- ◆ 7304 - 73102 *Airtour Suisse*, InterCity Executive livery
- ◆ 7305 - 73108, BR Civil Engineers 'Dutch' grey/yellow
- ◆ 7306 - 73126 Kent and East Sussex Railway, Revised Network SouthEast livery
- ◆ 7308 - 73128, EW&S red/gold
- ◆ 7309 - 73212, Network Rail yellow
- ◆ 7310 - 73107 *Tracy*, GB Railfreight blue/orange

Price? £625 **When's it due?** 2022



COLOUR RAIL

BACHMANN EUROPE WINTER RANGE REVEALED

Bachmann has announced its winter range of products, which will be available within the next three months. The highlights include 'N' and 'OO' models in the EFE catalogue with some new tooling, as well as new liveries in both the Bachmann Branchline and Graham Farish ranges.

The ever-expanding EFE Rail range has continued to unite models produced by other manufacturers and alongside the ex-DJModels 'N' gauge BR

20T ballast plough brake van are 'OO' models of Heljan's attractive Class 58 and Cargowaggon van, plus Kernow Model Rail Centres' LSWR '0298' Beattie Well Tank and 'Gate Stock' carriages. The EFE Rail range is not just about the acquisition of other models though, as a newly-tooled JIA NACCO wagon in 'N' gauge, with a choice of weathering options, has also been announced.

Graham Farish's diesel range has been bolstered by new liveries for the Class 31/1 in both

original and refurbished forms arriving on shelves before Chinese New Year, and the Bachmann Branchline catalogue

now features new liveries of the LBSCR 'H1' and 'H2' 'Atlantics', GWR '94XX', Class 57, Class 108 and Class 117 DMU.

EFE RAIL RANGE

CLASS 58 What's planned?

- ◆ E84005 - 58011, BR Railfreight with red stripe (weathered)
- ◆ E84006 - 58018, *High Marnham Power Station*, BR Railfreight coal sector
- ◆ E84007 - 58021, *Hither Green Depot*, Mainline blue
- ◆ E84008 - 58039, EWS livery (weathered)

Price? £174.95 (£184.95 weathered)



LSWR BEATTIE WELL TANK What's planned?

- ◆ E85010 - No. 30856, BR black late crest with square splashers
 - ◆ E85011 - No. 3298, SR black with sunshine lettering
 - ◆ E85012 - No. 3298, SR green preserved livery
- Price?** £139.95



JIA NACCO WAGON What's planned?

Four wagons in Imerys blue livery, four in Imerys blue with light weathering and four in Imerys blue with heavy weathering. All with unique running numbers.

Price? £43.95 (£46.95 light weathering, £48.95 heavy weathering)

OO Model Shown



BR 20T 'SHARK' BALLAST PLOUGH BRAKE VAN What's planned?

BR bauxite, BR Departmental black, BR Engineers grey and yellow and BR Departmental olive green

Price? £36.95



LSWR 'GATE STOCK' TWO-COACH SET What's planned?

- E86001 - BR crimson
- E86002 - SR Maunsell green





LANDMARK WAGONS ARRIVING FROM ACCURASCALE IN 2021

Fans of BR era freight trains have been spoiled recently, but there's even more joy on the horizon, thanks to Accurascale. 'OO' versions of BR's ubiquitous 21-ton mineral wagons, in vacuum and non-vacuum-braked format, are on their way with delivery expected in Q3 2021.

The Diagram 1/107 wagon first appeared in 1950, with a total of 1,500 examples being built. Later classified as MDO under TOPS, many of these unbraked wagons



remained in use into the mid-1980s. A vacuum-braked version appeared in 1961, to Diagram 1/120 (later MDV). Almost 4,000 were built and battered rakes of MDVs were still soldiering on into the 1990s.

Particularly synonymous with the South Wales Valleys – and Class 37s – the MDO/MDVs played an unsung but crucial role in the UK's energy industry.

The highly-detailed models will be available in grey and bauxite liveries, with pre and post-TOPS lettering, plus plenty of different running numbers. Pre-orders are now being taken, with a triple pack of wagons priced at £74.95.

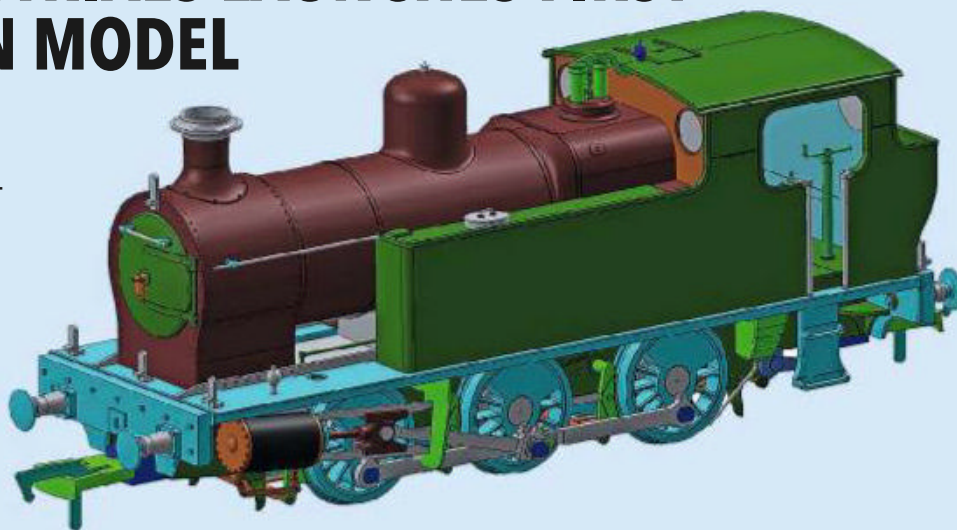
For more information, visit www.accurascale.co.uk

STOP PRESS

Just as this issue of *Model Rail* went to the printers, Rails of Sheffield announced, in partnership with Locomotion Models, that it has commissioned Bachmann to produce the LNWR 'Improved Precedent' Class 2-4-0 in 'OO' gauge. The model is currently at the livery approval stage with delivery expected in summer 2021. More information will appear in the next issue of *Model Rail*.

PLANET INDUSTRIALS LAUNCHES FIRST READY-TO-RUN MODEL

Planet Industrials has chosen the Kerr Stuart Victory in 'OO' gauge as its first ready-to-run model. Four liveries are planned: lined black, plain black, lined green and lined grey, and the model is expected to feature an injection-moulded body, full cab detail, sprung buffers and etched works plates (offering a choice of all ten prototype works numbers). Only available directly from Planet Industrials, a DC model will be priced at £130, although



DCC-fitted and DCC sound-fitted prices are still to be confirmed. An engineering prototype is

expected in early 2021. For more information, visit www.planetindustrials.co.uk

In brief

NEW KERNOW BOX

Kernow Model Rail Centre has released an exclusive commission from Bachmann Scenecraft of the ex-LSWR signal box at Petersfield. The Type 3a Grade II-listed building is located on the Portsmouth direct line between Havant and Guildford. Unique in the UK as it features both LSWR Type 2 and Type 3 designs, the box controlled the junction of the Midhurst branch which was closed in 1955, and still contains a ten-lever frame, circuit diagram and block instruments. Priced at £79.99, the signal box is available from www.kernowmodelrailcentre.com



NEW KITS FROM METCALFE MODELS

Metcalfe Models has announced it is producing a castle kit, including gatehouse, castle hall and watch tower, which will be released in November in 'OO' gauge. Details of the kit are available at www.metcalfemodels.com and an 'N' gauge version will also be released shortly after the 'OO' version.

Additionally, a cottage kit based on the village of Lacock in Wiltshire, which has appeared in many television shows and films, is being produced.

BOXHILL IS READY TO ROLL

Locomotion Models has announced that the A1 'Terrier' is now available to purchase. Produced in partnership with Rails of Sheffield and Dapol, the 'OO' gauge model depicts No. 82 *Boxhill* in its preserved LBSCR Stroudley's 'Improved Engine green' livery. Part of the 'National Collection in Miniature' series, the model includes a die-cast chassis and running plate, a flickering firebox and

a pre-fitted speaker. The models are supplied DCC-ready for £110 plus £7.50 delivery. A limited number are being offered with factory-fitted sound, thanks to a Next18 decoder for £239 plus £7.50 delivery. Both options are available at www.locomotionmodels.com or at Locomotion, Shildon and The Railway Museum in York.



HATTONS SUSPENDS TWO MODELS

Due to lower than expected sales, Hattons has suspended the production of its 'OO' gauge Plasser Crane and 'N' gauge LMS Beyer-Garratt. Any existing pre-orders will still stand should the projects restart, but no further pre-orders will be taken.

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

N GAUGE **REVOLUTION TRAINS Mk 5 CALEDONIAN SLEEPER COACHES**

What's planned?

Accessible Sleeper car, Standard Sleeper, Club Car and Lounge Car in Caledonian Sleeper liveries

Price? From £180 (pack of four)

When's it due? 2021

What stage is it at? CAD design



00 GAUGE **RAILS OF SHEFFIELD 18000 GAS TURBINE**

What's planned?

BR gloss black with silver trim, BR green early crest, BR green late crest

Price? £199.99

When's it due? Q1 2021

What stage is it at? Livery samples



00 GAUGE **RAILS OF SHEFFIELD McINTOSH 812 CLASS**

What's planned?

Caledonian Railway blue as preserved, Caledonian Railway blue as built, LMS black, BR black late crest, BR black early emblem

Price? £199.95 **When's it due?** Q2 2021

What stage is it at? Decorated samples



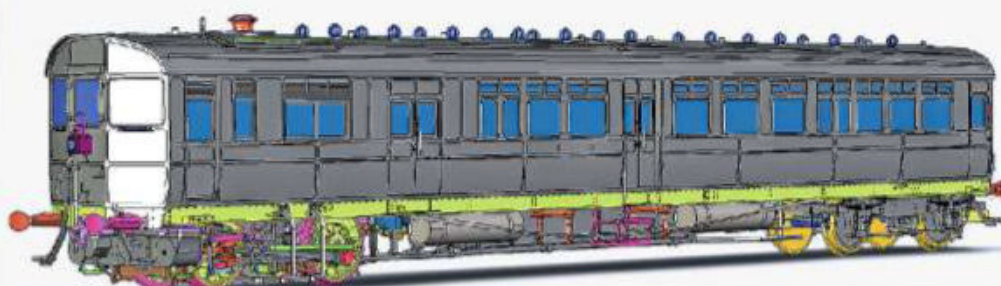
00 GAUGE **KERNOW MODEL RAIL CENTRE GWR STEAM RAILMOTOR**

What's planned?

Diagram 'R' No. 93 in GWR lined Crimson Lake, Diagram 'R' No. 97 in simplified GWR chocolate and cream, Diagram 'R' No. 85 in GWR lined Crimson Lake, Diagram 'O' No. 61 in GWR fully lined chocolate and cream, Diagram 'O' No. 63 in GWR lined brown

Price? £159.99 **When's it due?** TBC

What stage is it at? CAD approved



00 GAUGE **HORNBY CLASS 91**

What's planned?

91002 *Durham Cathedral* in InterCity Executive livery, 91111 *For the Fallen* in VTEC commemorative scheme, 91118 *The Fusiliers* in LNER red and 91117 *Cancer Research UK* in GNER dark blue

Price? £179.99 **When's it due?** Spring 2021

What stage is it at? Running sample



00 GAUGE **HORNBY APT-P**

What's planned?

Class 370 Advanced Passenger Train set 370001 and 370002 seven-car pack, set 370003 and 370004 five-car pack, Non-Driving Motor 49004

Price? £109.99-£484.99 **When's it due?** Spring 2021

What stage is it at? Running sample



00 GAUGE **HORNBY Mk 1 DINING CAR COACHES**

What's planned?

RB S1757 in BR green, RB S1765 in BR green, RB(R) M1657 in BR blue/grey, RB(R) M1712 in BR blue/grey, RB(R) IC1653 in InterCity, RB(R) IC1667 in InterCity, RB W1739 in BR maroon, RB W1743 in BR maroon

Price? £34.99 **When's it due?** Spring 2021

What stage is it at? Livery samples



accurascale

WWW.ACCURASCALE.CO.UK



ANOTHER BIG LOAD FROM ACCURASCALE! HYA/IIA BOGIE HOPPER WAGONS

IN 1:76.2/00 SCALE, ARRIVING Q2 2021

PRE-ORDER DIRECT, OR THROUGH YOUR LOCAL STOCKIST



CHRISTMAS STOCKING FILLERS

Looking for that elusive gift for someone, or do you have a few gaps on your own wishlist? Let the *Model Rail* team provide you with some inspiration!

1 DAPOL WORKING SIGNALS

Working GWR, LMS and Southern signals in 'N' and 'OO' with a new range of 'O' gauge entering the market. Easy to install and fully illuminated. Chris Leigh says, "I love the working GWR lower quadrants, but it would be good to have more varieties (home and distant on the same post and both wood and metal-type posts. I don't think I'd ever tire of playing with them!"

Price: From £33.50 **Availability:** Dapol stockists or www.dapol.co.uk



2 TRAIN-TECH AUTOMATIC SENSOR SIGNALS

An innovative system of easily installed signals that activate with the passing of a train AND can be used for fully automatic block signalling. Chris Gadsby says, "I've wanted to install these on my layout since I reviewed them in MR278. There are so many different products with varying numbers of aspects and features, and with the ability to mount them on a gantry it doesn't matter what sort of layout you have, there's a signal to suit."

Price: From £40.

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



3 PECO 'O' GAUGE ACCESSORIES

A growing and comprehensive range of platform accessories for the senior scale. Chris Leigh says, "Peco seems to have sneaked these out without much publicity and it keeps adding items to its range.

There are milk churns and all sorts of useful small items. The GWR seats and parcels trolley are brilliant!"

Price: From £6.85 **Availability:** Peco stockists or www.peco-uk.com



4

HORNBY 'PRINCESS ROYAL' 4-6-2

Hornby's model of William Stanier's classic 4-6-2 to 21st-century standard. Chris Gadsby says, "This was a locomotive that was well due for an upgrade and Hornby has truly delivered. I'm hoping for one as No. 46203 *Princess Margaret Rose* because it's a family favourite."

Price: £189.99 **Availability:** Hornby stockists or www.hornby.com



5

EBMA HOBBY AND CRAFT WORKSHOP STORAGE

ANY SCALE

These laser-cut MDF storage units are perfect for those with a tidy mind, and can store anything from paint to trains. Chris Gadsby says: "As my collection of paints and tools continues to grow, having a neat storage solution that would enable me to quickly lay hands on a product will save a lot of hassle. Once I have my workshop up and running I will definitely be investing in some of these."

Price: From £13.50 **Availability:** EBMA Hobby & Craft **Web:** www.ebmahobby.co.uk



BARNWELL

7

A CUSTOMISED STATION NAMEBOARD

As buying genuine railwayana can cost an arm and a leg, why not go for a modern replica of your favourite station? Chris Gadsby says, "There are often exhibitors making these for customers at shows and they make a great addition to the wall of your railway room. While they don't add anything to the railway itself, they are lovely things to look at while operating your layout."

Availability

- ◆ JAF Graphics **Tel:** 01206 275127 **Web:** www.jafgraphics.co.uk
- ◆ Off The Rails Online **Tel:** 07947 502297 **Web:** www.offtherailsonline.com
- ◆ Trackside Ltd **Tel:** 01332 691200 **Web:** www.tracksideltd.co.uk
- ◆ Railwaytotems.co.uk **Tel:** 01787 228105 **Web:** www.railwaytotems.co.uk

6

THE MODEL CRAFT COLLECTION HELPING HANDS AND LED MAGNIFIER WORKSTATION

ANY SCALE

Chris Gadsby says, "I bought this earlier this year, primarily to help with figure painting. Holding the sprue between the clips not only means that you don't get paint on your hands from holding it yourself, but also that the painting is more accurate, as a shaky hand doesn't move the figure just as you apply paint."

Price: £29.95 **Availability:** www.amazon.co.uk



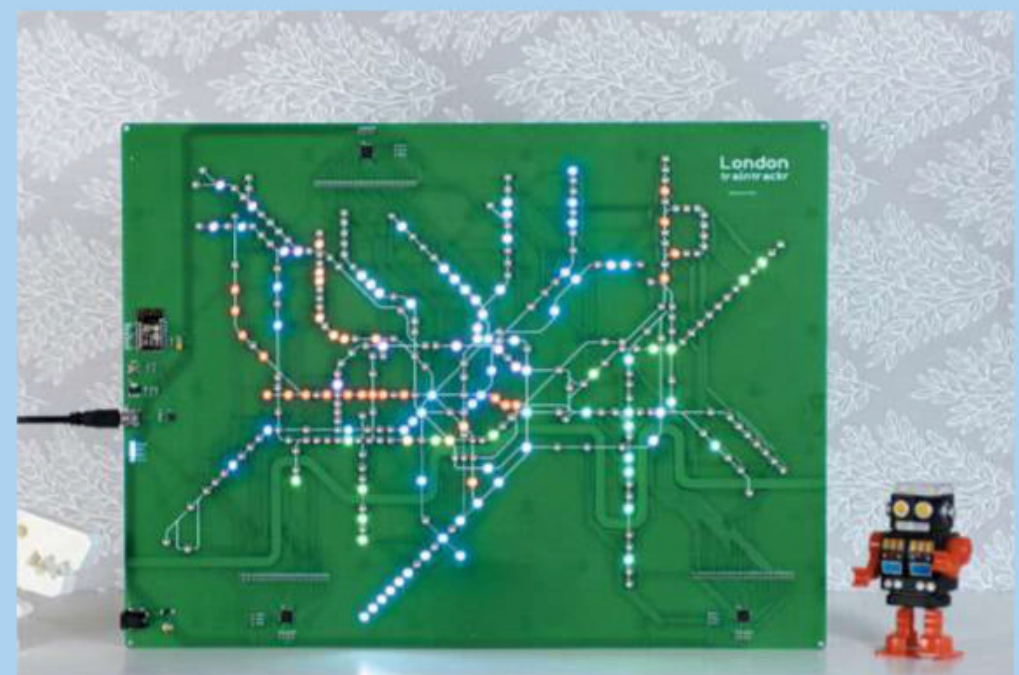
8

LONDON UNDERGROUND TRACKER

ANY SCALE

Want a talking point for any room? This may look like a giant circuit board but it's actually a map of the London Underground with LEDs indicating every station. Two sizes are available, a smaller one with white LEDs and a large version with coloured LEDs that match the colour of the lines on the Tube map. It links to your Wi-Fi and lights up allowing you to track the movement of EVERY London Underground service, LIVE.

Price: £120.00 (Large version £249.00) **Availability:** www.traintrackr.co.uk



9

HELJAN CLASS 25/3

00 GAUGE

George Dent says, "I'm a bit of a Derby/Sulzer Type 2 obsessive, with a large fleet of Bachmann '24s' and '25s', but I've been eagerly awaiting the release of Heljan's take on the '25/3'. I painted up an advance sample earlier this year, which was great fun, but it also gave me an idea of how good this model could be. I'm saving my pennies for the BR blue version of *Tamworth Castle*!"

Price: £152.96 **Availability:** Heljan stockists

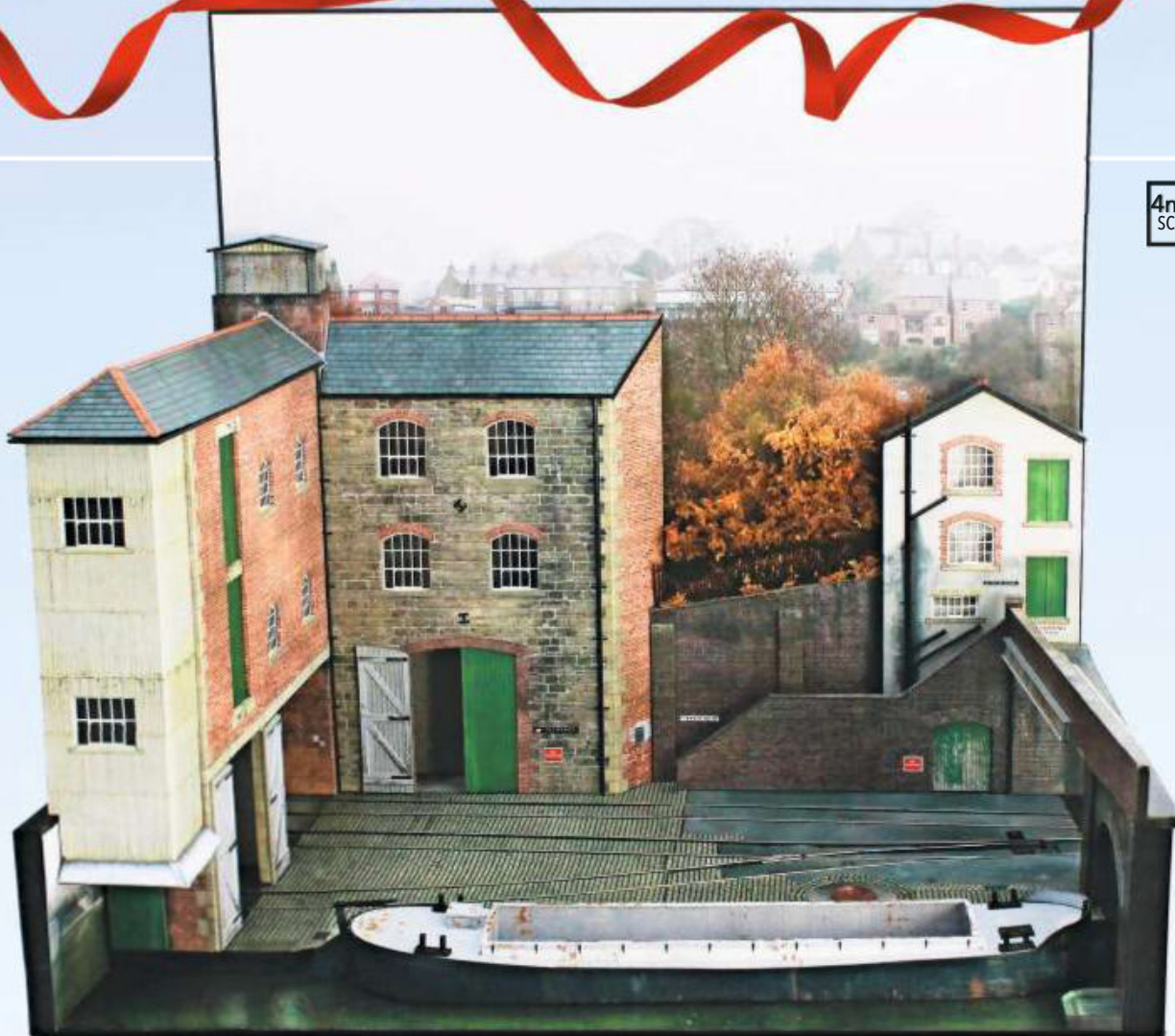


10 SCALESCENES CANAL WHARF BOXFILE LAYOUT

George Dent says, "Having built Scalescenes' first industrial-themed boxfile layout, I was delighted to see this latest version, depicting a canal wharf and warehouse buildings. I'm thinking that this would make the perfect project for the Christmas holidays, especially as the opportunities for visiting friends and family this year are limited. The question is, do I build it with 'OO' or 'OO9' track...?"

Product code: LY02 **Price:** £9.99

Availability: www.scalescenes.com



4mm
SCALE



11 IBG MODELS DIAMOND T DUMP TRUCK KIT

George Dent says, "During the first Covid-19 lockdown, I gorged myself on 1:72 and 1:76 model truck kits and this Diamond T Dump Truck, from IBG Models, was a real delight. It features a vast amount of individual parts and a fully detailed engine and cab interior. In fact, I couldn't bear to cover these areas, so I modified the bonnet sections to pose it open, along with one of the cab doors."

Product code: 72021 **Price:** £11.99 **Availability:** Wonderland Models
Tel: 01312 296428 **Web:** www.wonderlandmodels.com

1:72
SCALE



12 MR HOBBY PREMIUM TOPCOAT AEROSOLS

George Dent says, "I'd been looking for a fast-drying, hard-wearing clear-coat medium for some time, and 2020 was the year I discovered Mr Hobby's range of premium grade topcoats. The gloss formula is superb, just the thing for preparing a model for waterslide decals. The semi-gloss version is my choice for the final coat, toning down the gloss just enough and creating a nice, even finish. The 88ml rattle tins aren't the cheapest and, being quite small, they won't cover many larger models, but the quality and ease of use make them well worth the investment."

Price: £10.20 each **Availability:** Scale Model Shop
Tel: 01422 405040 **Web:** www.scalemodelshop.co.uk

ANY
SCALE



13 WAR WORLD SCENICS SCRATCH AID BUILDING KITS

George says: "This new range of laser-cut MDF kits provides a variety of residential and industrial structures, rendered in low relief. They're designed to offer the bare bones of a structure, allowing modellers to customise their buildings by adding textured overlays to the walls and roof, either with embossed card or plastic sheets, or modelling clay. Doors, window frames and chimneys are also supplied."

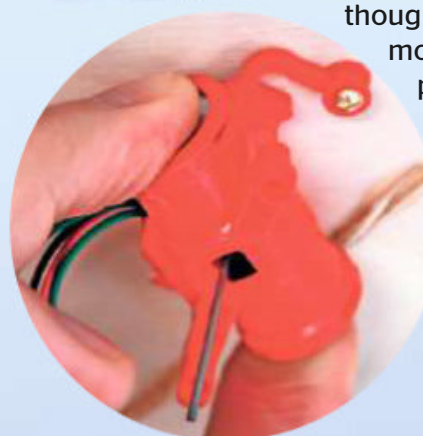
Price: From £5.99 each **Availability:** War World Scenics
Tel: 01792 815841 **Web:** www.wwscenics.com

ANY
SCALE

14 PECO TWISTLOCK POINT MOTORS

Richard Foster says, "Twistlock seemed like such an obvious solution that I wondered why no one had ever thought of it before. Paper templates mean that mounting pins and tie-bar holes are perfectly aligned and the twist-lock action was easy. It takes a fraction of the time to have the PL-1000 in place when compared to the installation of a PL-10 motor, and it means that there are no unsightly holes to cut or fill."

Product code: PL-1000 **Price:** £13.50
Availability: Peco stockists or www.peco-uk.com



ANY
SCALE

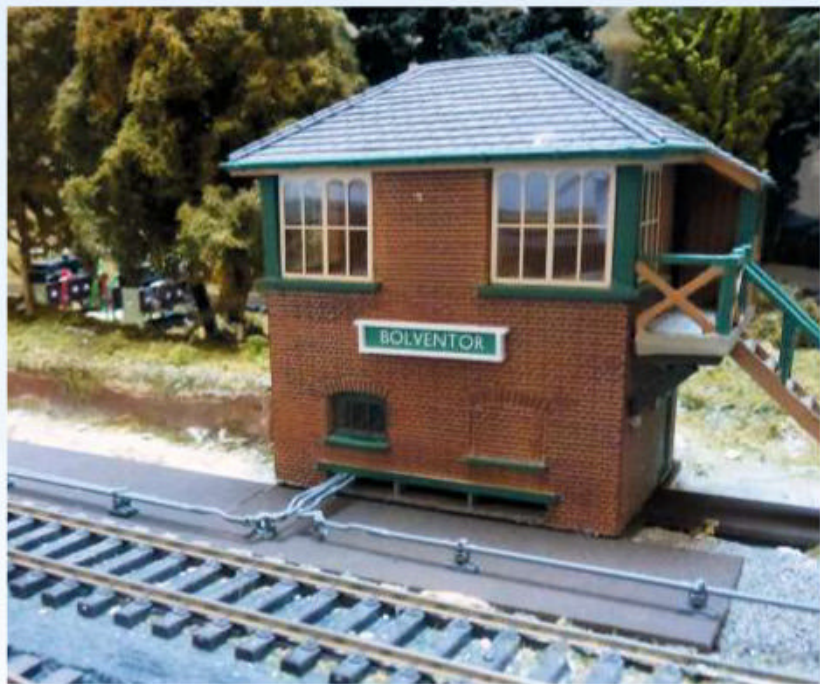
15 POINT RODDING

OO
GAUGE

Chris Leigh says, "Little details make or break a layout, and one detail that often gets forgotten on steam-era railways is point rodding. Now there's no excuse for not linking your 'OO' gauge signal box, points and signals with Wills' plastic kit. Or, why not go a stage further and use DCC concepts' point rodding (DCR-WRP, £99.95) that actually works?!"

Product code: Wills SS89, £12.30

Availability: Peco stockists or www.peco-uk.com



17 DAPOL WATER CRANE

OO
GAUGE

Richard Foster says, "Anything that adds movement to a layout should be welcomed with open arms - and Dapol's water tower is one such feature. Just imagine it - a train draws up to the tower and, at the flick of a switch, the arm swings out to meet the locomotive, just as if a miniature and unseen footplate crew has done it. Oh, and you can get them with sound too. Magic!"

Price: £50.00

Availability: Dapol stockists or www.dapol.co.uk



19 EFE LT STOCK

Richard Foster says, "This will be an item that will be on quite a few Christmas wishlists! EFE's London Underground 'Tube' trains look great, but the one thing that was missing was a motor. Would Bachmann ownership bring a motorised version? We waited with baited breath - and Bachmann have delivered! Or, at least, it will - the first 1938 Stock models with coreless motor, lights and DCC socket, are expected imminently."

Product code: E99939

Price: £349.95

Availability: EFE Rail stockists



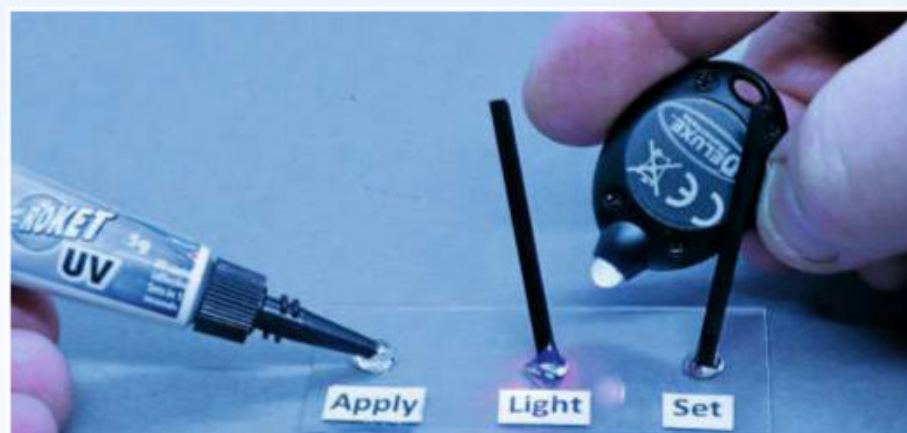
16 WOODLAND SCENICS FOAM NAILS AND FOAM KNIFE

ANY
SCALE

Chris Leigh says, "Expanded polystyrene is one of the best materials from which to make, well, expansive scenery. But it can be a bit of a pain to cut, fix and glue. That's where three items in the extensive Woodland Scenics range can help: the Foam Knife (WST1433) cuts through polystyrene like butter, Foam Nails (WST1432) are perfect for holding pieces of foam together and Foam Tac glue (WST1444) has been formulated to glue it together securely."

Price: WST1432, £6.70; WST1433, £9.55; WST1444, £12.50

Availability: Bachmann stockists



18 ROKET UV

ANY
SCALE

Richard Foster says, "The technology may have been around for a while, but Deluxe Materials is the first organisation to apply it to modelling. Rocket UV gives you the chance to perfectly align parts - be they plastic, wood or metal - before setting them instantly using ultraviolet light. It's good value seeing as you get glue and UV light fob in a pack. A larger, 20g, pack is also available without the light fob."

Product code: AD88 **Price:** £10.00 **Availability:** Deluxe Materials stockists or www.deluxematerials.co.uk



20 HATTONS PRECISION BASEBOARDS

ANY
SCALE

Richard Foster says, "There's no doubt that the blossoming of laser-cut baseboard kits has transformed layout building. No more does the ham-fisted carpenter such as myself have to make do with wobbly legs and undulating surfaces. Hattons has now joined the party with an extensive range of different sized modules, legs and accessories in MDF and plywood that are competitively priced."

Price: From £12.00 **Availability:** Hattons **Tel:** 01514 591660

Web: www.hattons.co.uk



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2S-007-023 - Pannier 9741 British Railways
Green Late Cab



2S-007-028 - Pannier Ex 5775 GNSR Lined Early Cab

2S-007-026 - Pannier 9677 BR Black Early Crest Later Cab

DCC Versions also available

Decorated samples and previously produced models shown for illustration only



2S-007-024 - Pannier 5742 BR Black
Early Crest Early Cab



2S-007-025 - Pannier L95 London Transport
Red Early Cab



2S-007-027 - Pannier 9770 BR
Black Late Crest Late Cab

Bogie Bolster Wagon



7F-061-001 - Bogie Bolster Wagon E BR 923358 Bauxite (TOPS BEV)

7F-061-002 - Bogie Bolster Wagon E BR 923444 Bauxite (TOPS YNV)

7F-061-003 - Bogie Bolster Wagon E BR 923528 Bauxite (TOPS YRV S&T)



7F-061-004 - Bogie Bolster Wagon E BR 923791 Bauxite (TOPS YNV)

7F-061-005 - Bogie Bolster Wagon E BR 923962 Bauxite (TOPS YRV S&T)

7F-061-006 - Bogie Bolster Wagon E BR 924327 Bauxite (TOPS BEV)



2F-047-009 - CCT - BR
Southern Region Green S24135

2F-047-011 - CCT - Southern
Olive Green S2280S



2F-047-010 - CCT - BR Maroon M527047 2F-047-012 - CCT - BR Blue S2536S

Previously produced models shown for illustration only



2F-014-009 - Fruit D - GWR
Shirtbutton Brown 2913

2F-014-010 - Fruit D - GWR
Brown 2868



2F-014-011 - Fruit D - BR Maroon W910 2F-014-012 - Fruit D - BR Blue W3461W

Previously produced models shown for illustration only

4A-002-002 - Water Tower Choc & Cream Conical Motorised

4A-002-004 - Water Tower Light & Dark Stone Conical Motorised

4A-002-006 - Water Tower Choc & Cream Flat Top Motorised

4A-002-008 - Water Tower Grey Flat Top Motorised

4F-011-029 - Ventilated Van - LMS Bauxite 155020

4F-011-030 - Ventilated Van - LMS Bauxite 155020

Weathered

4F-011-033 - Ventilated Van - LMS Grey 117870

4F-011-034 - Ventilated Van - LMS Grey 117870

Weathered

7F-080-032 - 8 Plank - Morley Corp No 3

7F-080-032W - 8 Plank - Morley Corp No 3
Weathered

7F-080-034 - 8 Plank - Addingham No 1

7F-080-034W - 8 Plank - Addingham No 1
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Product Scale Key

O Gauge

OO Gauge

N Gauge

UPGRADED

All product release dates correct at time of going to press

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According to Chris...

...it might be just a circle of track around a Christmas tree, but Chris still needs inspiration.

“Yes, it was summer, harvest was just starting and we were going to be talking about the Christmas issue!”

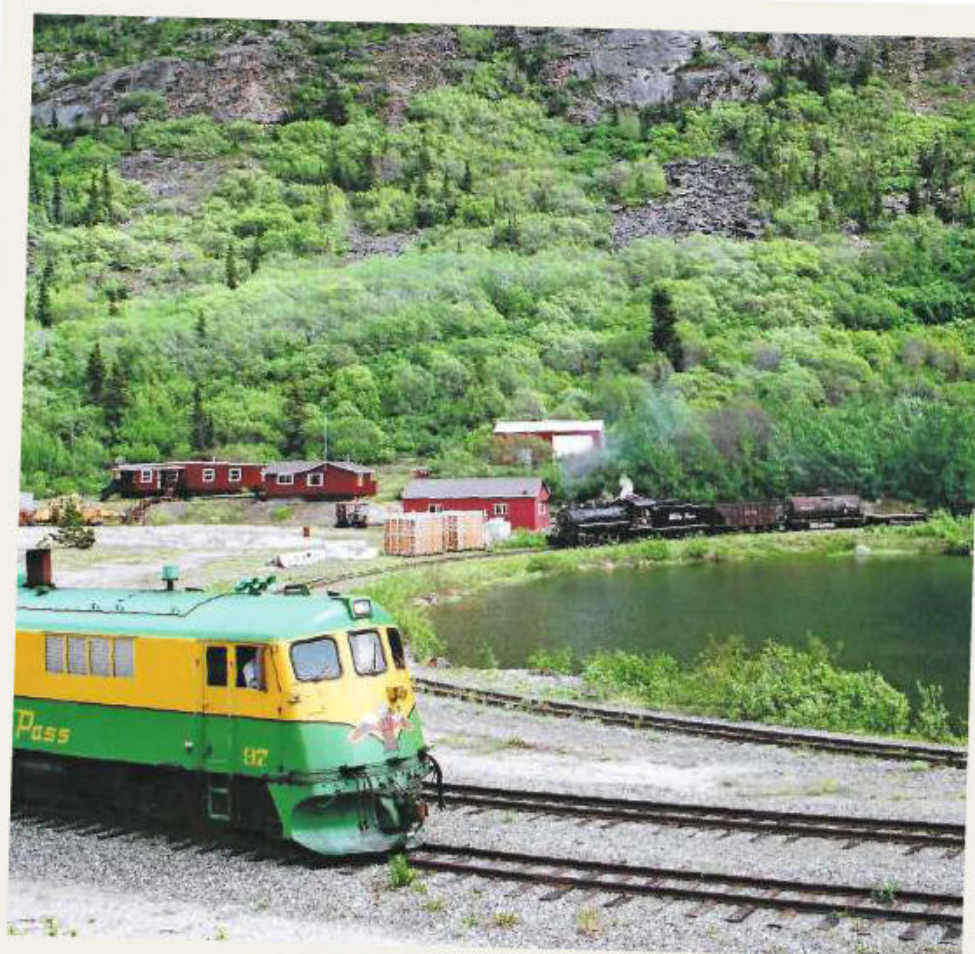
What drives us to build model railways? I can answer that quite simply. Can you? In my case, it's inspiration.

I suspect it's the same for many modellers. I see something that I like and I want to build a model of it. Actually, with me it is so compulsive that I *have* to build a model of it. Take last month's Vinegar branch project. It is very loosely based on that line's well-known semaphore-signalled road crossing, but there is one building which is much more closely based on the real thing than the five others.

The moment I saw a picture of the Railway Arms I knew that I had to model that building accurately enough to be recognisable, in order to make my little diorama acceptable to me. This month's project was a little different but the driving force was still inspiration.

We had a meeting – one of those current 'trial by new media' meetings where five of us link computers all at the same time so we can hear and see each other just as we would once have done in a meeting room back in the office.

I carefully angled my computer so that my colleagues would have a nice view over my shoulder,



A 2-8-0 on a tight circle? WP&YR Baldwin No. 73 turns its demonstration freight train on the balloon loop at Bennett, British Columbia. ALL: CHRIS LEIGH

through the window, to the succession of tractors and farm machines that pass here every day in summer. My colleagues were polite enough not to mention that I'd moved my computer so that all they could see was the top of my head! Yes, it was summer, harvest was just starting and we were going to be talking about the Christmas issue!

I volunteered to build one of those 'train set round a Christmas tree' layouts that you see in almost every Christmas movie that features a toy shop. As most are American movies, the train sets are usually Lionel 'O' gauge. Could I capture that movie atmosphere with models that I already own? The obvious choice was to use Bachmann Spectrum 'On30' equipment. That is narrow gauge trains to American 'O' scale (1:48) representing 2ft 6in gauge and running on 16.5mm gauge track. The track gauge would mean I could use Peco On16.5 track on which, if all else failed, I could run my British 'OO' models.

However, I also have some On30 equipment, including Bachmann passenger cars and a Broadway Limited 2-8-0 which I had finished in White Pass & Yukon Route livery to run on the late Keith Willows' 'Simply Narrow Gauge' layout. A Christmas scene with snow, fir trees and the White Pass & Yukon! What more inspiration could I need? (See page 48).

In June 2007 I joined an enthusiasts' tour of the White Pass & Yukon Route. It was called a route because it included paddle steamers, as well as the railway. I had a digital camera, but it is a measure of how new and uncertain that technology was that I took numerous rolls of film and few digital pictures, so the accompanying photographs are all scans of prints. Despite the fact that I was building nothing more than a circle of track with some toy buildings, I still consulted my photographs for inspiration and was surprised at just how many parallels I could draw between my circular train set and the real thing.

Modeller CV: Chris Leigh

One thing leads to another. I wonder if 'On30' would work in the garden?



A timber trestle on a sharp curve? No. 73 crosses the East Fork of the Skagway river at Denver with the Skagway-Fraser steam excursion.

A clerestory-roof coach with wood-burning stove, diesel-hauled? WP&YR has 79 passenger cars mostly built new in traditional style. No. 346 Lake Pelly was new in 2004. Most of the buildings in Skagway are original or in traditional style, too.



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Modelling **with gas**

Memories of a school trip prompted **David Vaughan** to create this unique, scratchbuilt layout depicting an inner-city gasworks.

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



What makes this layout great?

Making a model railway can be a challenge at any time, but when you elect to make everything from scratch it will undoubtedly make the task longer and more challenging. The rewards are high though, as David has proved with 'Gasworks Basin'. The layout is unique and is a testament to the many hours he's put in.

'OO' GAUGE LAYOUT **GASWORKS BASIN**

Everyone will have memories of school trips, days out to castles, museums and galleries. But, in the 1950s, heavy industry was considered a suitable place to take a class of children! One such visit made a huge impression on David Vaughan.

"The school trip which really stuck in my mind and led to the creation of 'Gasworks Basin' was one to an inner-city gasworks," he recalls. "We got up close and personal with all of the machines and the steam locomotives bringing in the coal and were shown round the retort house with its roaring furnaces, my senses heightened by the distinctive smells and the grime around the place."

Layouts of this nature have always appealed to David, with a loft layout dating back to 1980 and an 'O' gauge layout both depicting industrial scenes. This latest creation fits onto three 4ft by 2ft Tim Horn laser-cut baseboards with the right-most board housing a cassette fiddleyard.

"I find that using Tim Horn's baseboards makes life really simple because they're easy to put together and I know I'll get a smooth transition between boards. This means that I can spend more time doing what I enjoy – scratchbuilding."

As soon as you view 'Gasworks Basin' your eyes are drawn to the gas holders. David used everything he could lay his hands on to make these buildings, including bits of drainpipe, Plastruct sections, brass tube, and bits from his odds-and-ends boxes. But, as he explains, the building wasn't the most difficult part of the build.

"For some strange reason, when people were taking photographs of a gasworks they focused on the locomotives rather than the buildings. Goodness knows why! I find that doing the research is half the fun of building a layout, but it did take long to gather enough photographs, including some aerial shots of the very same gasworks I visited while at school, to make the buildings look right. When it comes to making the structures I often use Scalescenes downloadable papers. I have used embossed plastic building sheets with a variety of techniques, including using artists' pastels and pencils and dry-brushing, but I find that, in 'OO' gauge, it is a bit tedious to paint individual bricks or stones, and I couldn't get the level of detail I wanted. Using the large variety of Scalescenes paper ensures that I get neat, crisp mortar lines." ➤



“When it comes to making the structures I often use Scalescenes downloadable papers”

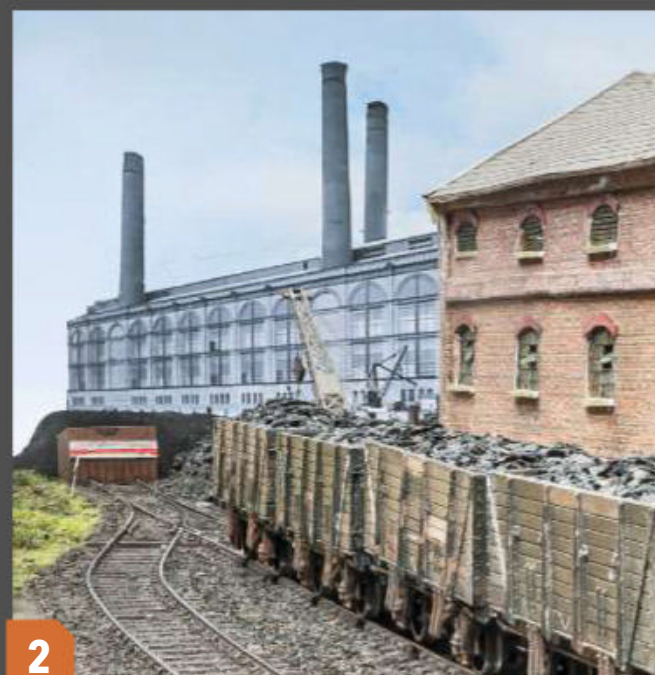
‘Gasworks Basin’ isn’t based on one particular location, but David took inspiration from places such as Shoreham Docks and Dover Priory. David can swap the locomotives if he wishes, which could easily change the location, as there aren’t obvious indicators that it is based in the South of England.

3 things we like



1

The row of terraced houses on the backscene is purposely modelled going downhill to add the illusion of a gradient.



2

Photographs of buildings are in black and white to make them look further away through the haze. David took the idea from another layout.



3

The track is Code 75 finescale track with Marcway points and SMP parts.

“During the exhibition I usually let my friends operate while I talk to the viewers, particularly the children who don't understand what's happening straight away”



4 The water representing the sheltered harbour is varnish with the base painted shades of greens and browns to give the water a murky look. Re-doing that section is on David's to-do list, as he isn't completely happy with how it has turned out.



The gas holder was once a familiar landmark in every town. Gas was created by heating coal but, as you might imagine, it was a dirty, labour-intensive process. The discovery of natural gas under the North Sea spelt the end of the town gasworks. Consequently, there are generations for whom the gas holder is a strange and alien structure.

History, therefore, has come full circle for, having been inspired on a school visit, David now uses his miniature gasworks as an educational tool.

He says, "During the exhibition I usually let my friends operate while I talk to the viewers, particularly the children who don't understand what's happening straight away, as these gasworks just don't exist any more. This way, if asked what the layout is about, I can talk them through the process as the coal is brought in and the wagons are unloaded using a magnet on a stick and a magnet on the underside of the coal load in the wagon. Once the train has arrived at its destination the coal loads are removed and safely stored behind the layout.

"Likewise, empty coke wagons are similarly filled under the coke hopper in the gasworks. Once the train has re-entered the fiddleyard it can be loaded up again to repeat the process. The down side is that you see a stick come down from the sky, but it makes it look more like an operational gasworks rather than having a train leave with a full load of coal.

OLD SKILLS, NEW TECHNIQUES

Throughout the half a century David has been modelling, including the two decades during which he ran a model shop, there have been a lot of changes ➤





David started the layout with a Walthers kit of a gasometer, made in early 2018, and the layout was finished 18 months later.

7



to the hobby. Not one to shy away from this, David has mixed his traditional scratchbuilding skills with the latest technology available to modellers.

"To save my sanity (and fingers) in making lots of small windows I've used both the etched brass offerings from Brassmasters and the laser-cut windows from York Modelmaking. As with any off-the-shelf products it was more expensive than making them myself but it saves a lot of time and effort! I'm also fortunate enough to have a friend who owns a 3D printer, so when I wasn't happy with the design of the jib on the dockside crane I had made I designed my own. My friend sent me back a sample and I was so impressed with it I wanted to put it straight onto the layout. He had to remind me that it was only the sample and better was still to come! I wait with excitement to see what 3D printing can do in the next few years.

"Despite the size of 'Gasworks Basin', three operators travel to exhibitions to follow prototypical operations as closely as possible as there are two controllers, one for the shuttle that runs the coal trains from the dockside to the gasworks at the front of the layout and one for the remainder of operations. We aim to have a train of one sort or another running at all times.

"While I enjoy doing exhibitions I don't like the ►



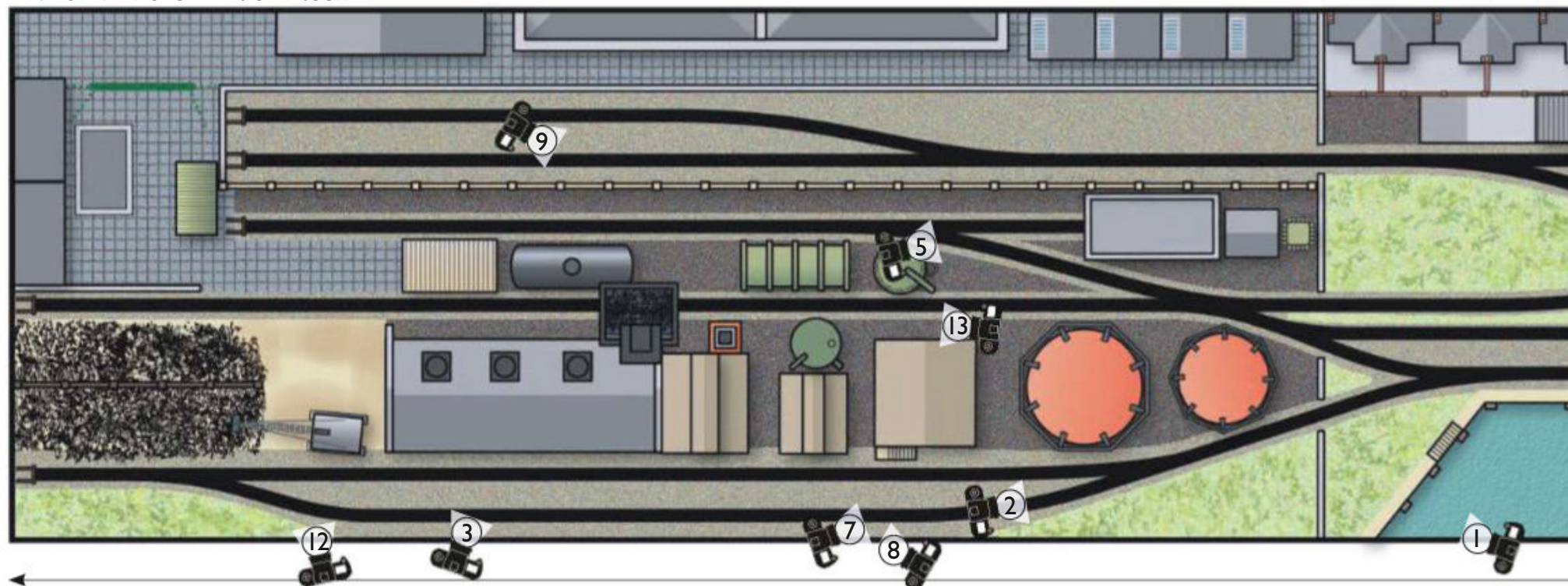
setting up and putting away as often there are a lot of people trying to do the same thing at the same time and I'm scared something is going to get broken. Once everything is safe I feel a lot happier."

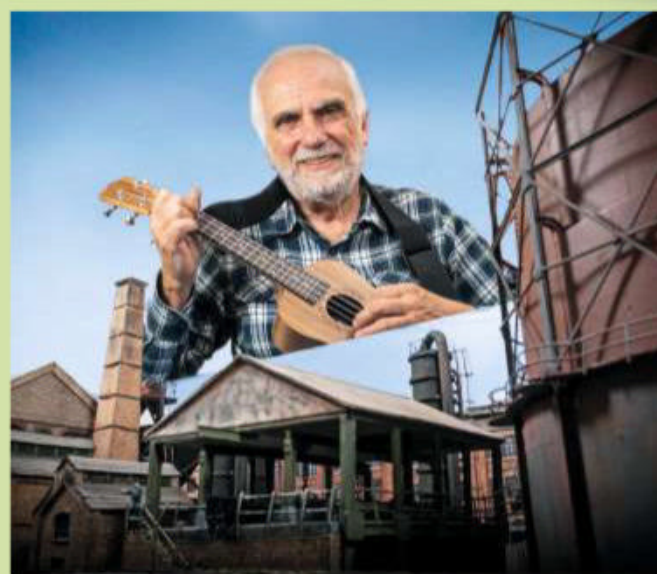
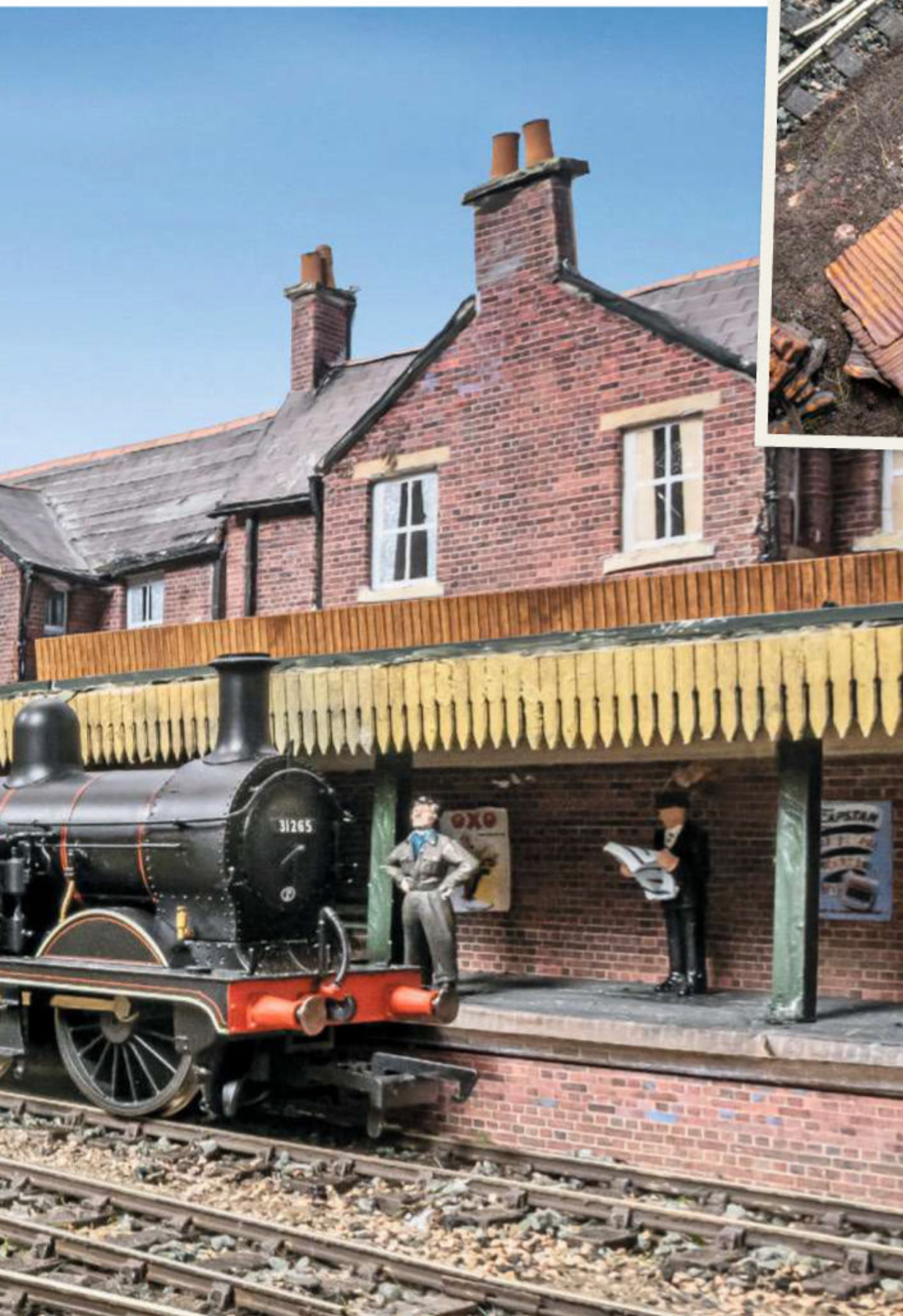
QUEST FOR REALISM

As well as realistic operations, David has attempted to make his trains appear more realistic by altering the couplings. Initially, he used the tension lock couplings supplied and Heathcote Electronics uncouplers with servos to push the couplings up and allow for separation of the locomotive and wagons. "These work really well normally, but you have to be very precise with where you stop the >

10 On the baseboard to the right of the gasworks is the dock basin where the collier is moored. There is also a small station capable of accommodating a two-coach push-pull train for the dockworkers, who exit over a footbridge to a dock gate where a foreman is waiting to sign them on.

Artwork: **Andrew Mackintosh**





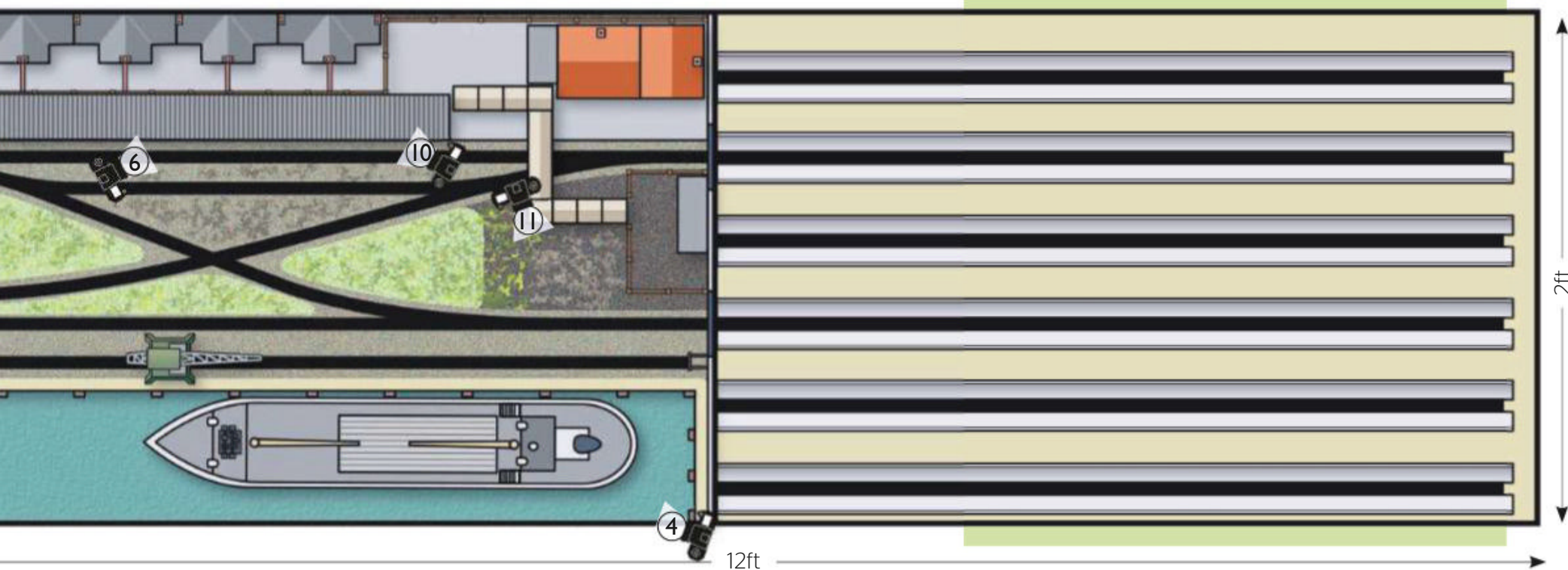
MODELLER CV: DAVID VAUGHAN

I have been involved with steam engines and restorations for the best part of half a century and I've been organising rallies since 1971. Last Christmas I was given a ukulele and I've been busy learning to play it.

FACTFILE: 'GASWORKS BASIN'

Gauge and scale: 'OO'

Size: 12ft by 2ft



'OO' GAUGE LAYOUT **GASWORKS BASIN**

train for the servo-operated ramp to uncouple accurately. Since this was causing a bit of a headache at times I'm thinking about making the switch to Hunt magnetic couplings, which simply clip into the existing NEM sockets. These couplings enable closer buffering and eliminate the tendency for hook and bar couplings to override. They do, however, have their downsides as it means that, unless you are operating set rakes of wagons, the 'hand of God' will have to reach down and manually separate them, but when there is already a big stick removing wagon loads I don't think it makes much difference!"

We often see layouts inspired by childhood memories and school trips are a perfect scenario as they often took you to places you wouldn't normally go. Perhaps with a few packs of figures of children, you could create a version of you and your classmates on an adventure and relive some of your best memories, as David has done. School trips are still occasionally taken by train, so whatever era you are modelling, you can recreate some of your memorable times out with your class. **MR**



13 The layout is DC-controlled because some of the locomotives are so small that, for David, putting a chip in them would have been too difficult. Two Gaugemaster walkabout controllers are employed for operation.

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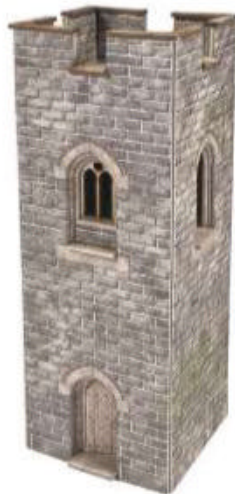
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Workbench

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



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48 Recreate Christmas movie magic

Meet the *Model Rail* Expert modellers



Paul A. Lunn
Paul's not just about plans - he's an accomplished modeller, too.



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



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



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

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



HOW TO

BUILD A LAYOUT AT CHRISTMAS

Yuletide allows you plenty of time to spend with family, so **Chris Gadsby** demonstrates how to have fun building a layout with your children during this seasonal holiday period.

Readers of a certain age will remember the Hornby advert showing a young boy and his father playing with a model railway. Today, the same advert still rings true, but the model railway has been replaced with a computer games console.

Traditionally, Christmas has been a time for getting together with family, eating far too much and generally having no idea what day it is between Christmas and New Year, as most people are off work and the children are enjoying a school break. That gave me the idea of exploring whether it would be possible to build a layout with your family, in particular a very keen youngster, in the six-day time frame between Boxing Day and New Year's Day.

There are a couple of caveats to this article which I should make clear before I dive too deeply into it. Firstly, although the build is taking place within a six-day period, there has

been a fair amount of planning as there is with any model railway, and some aspects such as the baseboard have been made in advance. I also had long discussions with my young cousin about what he wanted with his model railway, so that I could gather all of the necessary products beforehand. You could, of course, do all of this in secret and surprise your children or grandchildren on Christmas Day, but if they already adore model railways and know exactly what they want, it might be safer to talk to them to avoid disappointment!

Secondly, there will be some aspects of model railway building which aren't suitable for young children to be involved with. Principally, I'm thinking about soldering in this instance, but this also extends to using sharp knives.

That said, the main reason for building this layout over the Christmas period is that everybody can get involved, so I made sure to build a layout that could withstand young,

00 GAUGE | 6 DAYS |

clumsy fingers, and included plenty that they could do, such as helping to build card kits, ballasting and adding scenery.

This article will guide you through everything you need to build a 6ft by 4ft layout and I have aimed wherever possible for each double page to represent one day, which should hopefully avoid any layout-building burnout - and also allow for breaks to be taken to go and do other Christmas activities while glue is drying, for example.

I had a lot of fun building this layout and it was especially satisfying to see the look on my cousin's face when it was finished, which was easily the best bit of the project. A final word I should say is that this was all done within the government guidelines at the time of building the layout.


**STEP
BY
STEP**

BASEBOARDS

Building a baseboard is one of those necessary evils when it comes to creating a model railway. You can't have a layout without some form of board.

Fortunately, there are now companies that will design and build the baseboard for you if you aren't confident about your carpentry skills. Also, as George Dent explains in the current module of Skills Station, laser-cut baseboards are becoming increasingly popular. Depending on the size of your layout there are other alternatives, such as a smooth-finished door (sapele type) from a hardware store - you can also often find used doors for free on websites such as

Gumtree, Freecycle and Facebook Marketplace. If you do want to make your own baseboard then 9mm plywood with 2x1 inch bracing is a popular choice, but bear in mind if you are modelling in 'O' gauge that a more substantial board will be required to cope with the weight of the models.

For this project, the layout will be stored against the wall and lowered when in use, resting on a couple of trestles with the bracing on the surface of the board rather than underneath. The intention is to incorporate these into the scenery to hide them from view. I will also be adding a layer of cork to the baseboard to lower the noise level of moving trains.

What you will need

SHOPPING LIST

Here are just some examples of the options available to you when creating a baseboard

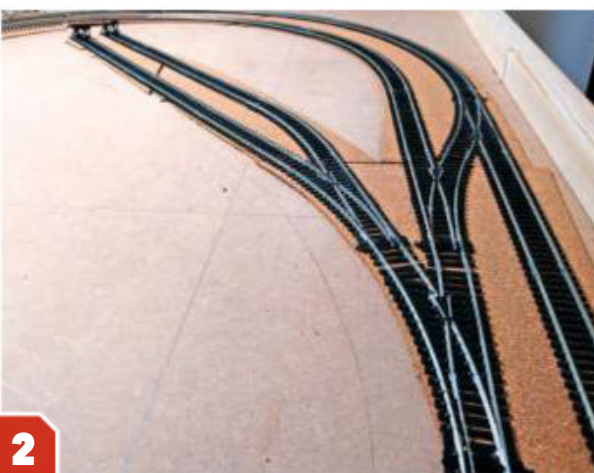
- ◆ 9mm plywood sheet **Availability:** All DIY stores and timber merchants **Price:** £24-£29 depending on supplier
- ◆ Planed timber **Availability:** All DIY stores **Price:** Approximately £3 depending on supplier
- ◆ A smooth-surface wooden door **Availability:** DIY stores **Price:** Depends on the style of door
- ◆ Laser cut baseboard **Availability:** www.tim-horn.co.uk (Website currently closed while undergoing a redesign) **Price:** Depends on size of board but starts from around £30

TOOLS

- ◆ Saw
- ◆ Wood glue
- ◆ Drill
- ◆ Wood screws
- ◆ Clamps
- ◆ Steel edge rule
- ◆ Pencil
- ◆ Set square


1

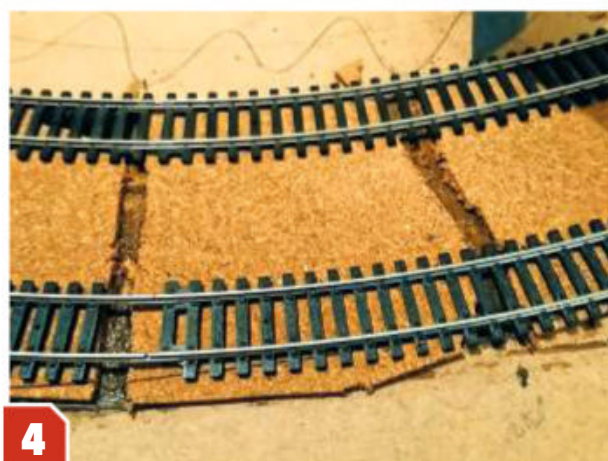
This is the board to which I'll add the cork. Adding cork is not an essential part of model railway building, but it can help to soften the noise of the trains and provide a surface to which the adhesive bonds more readily.


2

Do a dry run to ensure you cut the cork to the right size. I always find that it is easiest to unroll the cork so that the curve is facing towards the board as this will prevent the corners from lifting while the glue dries.


3

Use a generous amount of cork adhesive spread on the board and press the cork firmly into it. Work on a small section at a time and ensure it is firmly in place, it should hold fairly quickly. Weight it down as you go.


4

Before the glue has an opportunity to set, I cut out channels in the cork for wires. Usually these would go underneath the baseboard but as that would then be on show they will be hidden under the landscape.


5

Once all of the cork has been laid onto the baseboard, make sure you weigh it down with some heavy items such as dictionaries while the glue sets. If you are intending on modelling a main line, you may wish to add a second layer of cork where the track is going to be so that it's raised above the rest of the scenery if you have covered the whole board in cork. As this particular layout is closer to a train set I elected not to do this and just put it underneath the track.

STEP BY STEP

THE TRACK

As railway modellers, we are forever striving for the next step in realism. It is perhaps strange then, that the last thing to be put in place on the prototype is the first thing we put in place on our models.

Regardless of whether your project will be an epic-sized room-filler or a micro layout, track is the one thing that unites us all, and getting it right is crucial to reliable running and enjoyment.

For this project I have predominantly used Hornby fixed track pieces and points, however I have also used one or two pieces of FlexiTrack which I had spare from another project. There is, however, extra

work involved in using flexible track, which is why fixed track is often a preferred option.

To ensure that you have a strong connection between different pieces of track, it's important to ensure that the metal joiners are firmly in place on both sides of the join. To help with this, a pair of pliers can be used to squeeze the joiner to the rail.

Remember that you may need to employ insulated rail joiners as well as metal ones to avoid a short circuit if you are using live frog points. This isn't the case on this layout, but I used them on the crossovers so that the two loops can be operated independently without fear of accidentally moving trains.

What you will need

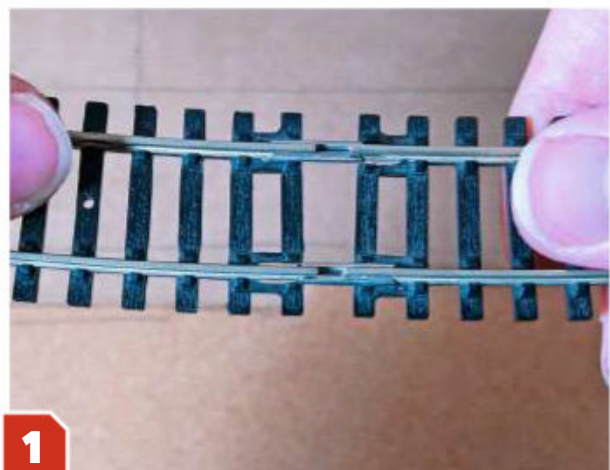
SHOPPING LIST

- ◆ Hornby R600 straight track Price: £2.30; Hornby R601 double straight track Price: £2.75; Hornby R607 2nd radius double curve Price: £3.45; Hornby R609 3rd radius double curve Price: £3.45; Hornby R636 double track level crossing Price: £30.45; Hornby R8072 left-hand point Price: £12.60; Hornby R8073 right hand point Price: £12.60
Availability: Hornby stockists
- ◆ SL-10 Peco metal rail joiners
Availability: Peco stockists
Price: £3.00*
- ◆ SL-11 Peco insulated rail joiners
Availability: Peco stockists
Price: £2.85*
- ◆ SL-14 Peco pins for fixing track
Availability: Peco stockists
Price: £2.35*

*prices from www.kernowmodelrailcentre.com

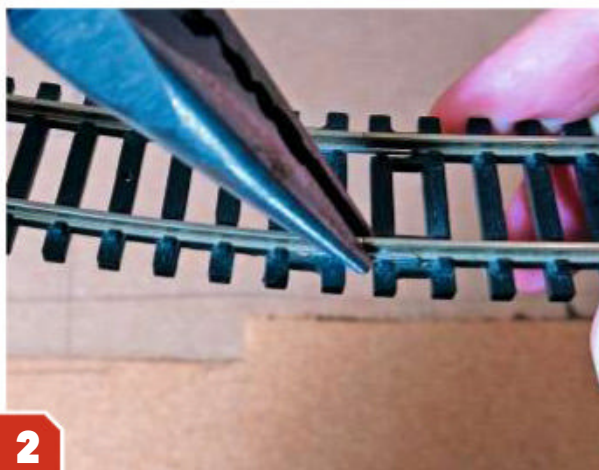
TOOLS

- ◆ Small hammer
- ◆ Needle file
- ◆ Pliers (long-nose/needle-nose)
- ◆ Wire
- ◆ Soldering iron and solder
- ◆ Flux



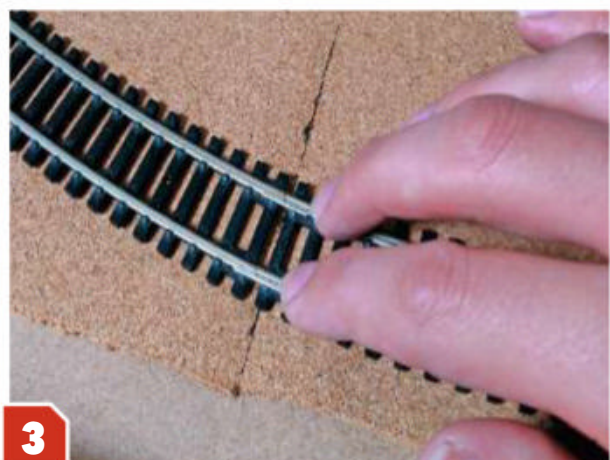
1

To join two pieces of track together, carefully slot each rail into the joiner attached to the other piece of track. Once they are correctly positioned, slide the pieces together until they are touching each other.



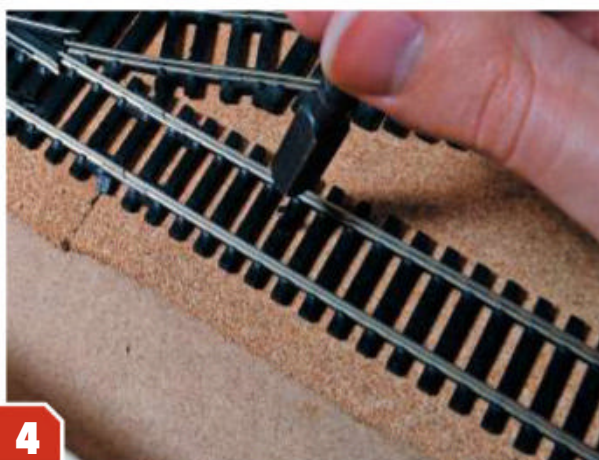
2

To help keep a secure connection, gently squeeze the sides of the joiner together with pliers. Only do this once you are happy with your track layout as this makes the track more difficult to pull apart!



3

Lay the track onto the cork and position it however you desire. Run your fingers along the top of the track to ensure that the joiners are fitted correctly everywhere as it is very easy to not realise you've missed one.



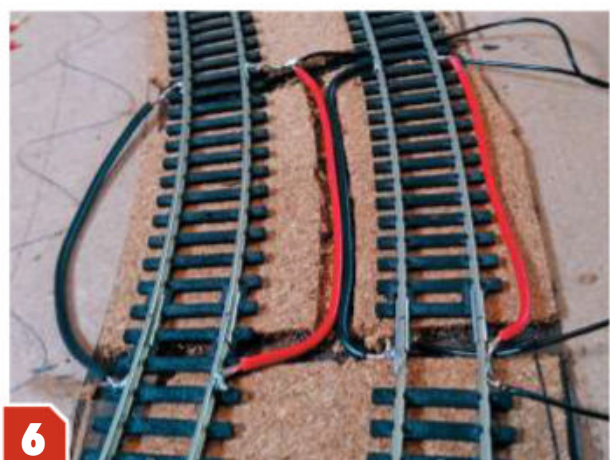
4

Use track pins to secure the track in position on your board (but don't tap them in all the way yet). Make sure you have enough space around the edge of the track for any overhang when models are travelling around corners.



5

Before you drive the pins all the way home with a small hammer, feed wires underneath the track to be connected to the power supply in the next step. They should fit snugly in the cork grooves you made earlier.



6

Solder the wires to the side of the rails, using flux to assist the joint. The more dropper wires on your layout the less you have to rely on the joiners to conduct the electricity but the amount is entirely personal preference.



7

Depending on how many connections you have to the track, you may need to solder the wires together to form a single connection to the controller. With all of the connections completed, test that you can reliably run a locomotive along every piece of track and through all the points. It is a lot easier to fix any problems at this stage before scenery is added. I also added another set of wires on the opposite end so that power would remain even when the points are thrown.


**STEP
BY
STEP**

LANDSCAPING

Making model railway landscapes is not the most exciting part of building a layout, but it is really important to get it right. Fortunately, you don't need to have tremendous carpentry skills to make some great landscapes, and I created a hillside with a canal and a cricket pitch with minimal tools and skill.

One of the advantages of making the landscape is that it's a great way of using up scraps of material left over from other projects. For example, the extruded polystyrene underlay I used for the cricket pitch came from the scraps of another project and the crunched-up newspaper was just an

old edition being used as a protective sheet when decorating.

For this layout I had the extra consideration of height to take into account, as the layout will be hinged against the wall when not in use. This was particularly difficult as the maximum height allowance was five inches and the Model Scene stone tunnel mouths were four and a half inches high themselves. This gave me barely any room to extend the landscape above the top of the tunnel mouths, so I had to settle for a slight undulation and the canal.

The great thing with modelling a fictitious location is that you can't really go wrong with the landscaping, just practise and have fun!

What you will need

SHOPPING LIST

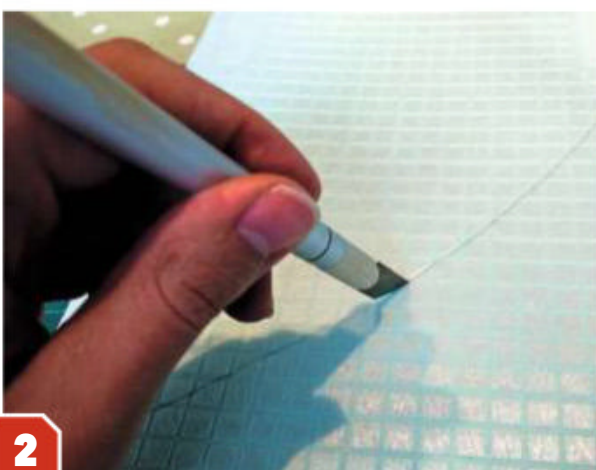
- ◆ Extruded polystyrene underlay
Availability: DIY stores Price: £15
- ◆ Woodland Scenics plaster cloth
triple roll Availability: Woodland
Scenics stockists Price: £28.75

TOOLS

- ◆ Scalpel
- ◆ Old bread knife
- ◆ Jigsaw
- ◆ Drill
- ◆ Old newspaper
- ◆ Filler



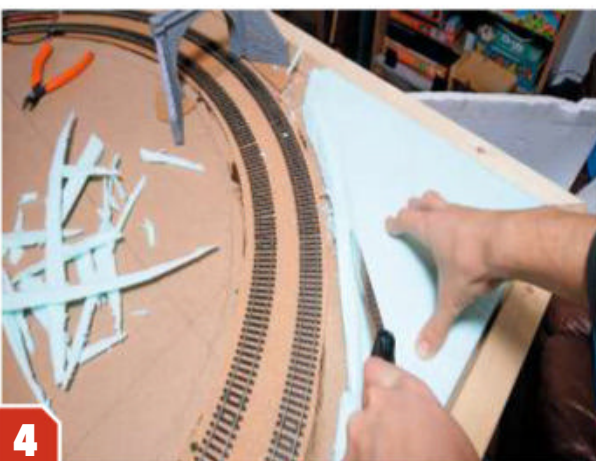
I used some leftover carpet underlay insulation as the base for the cricket pitch in the corner of the layout. Draw a line to show the edge of your elevation. Make sure that it is clear of any overhang from trains.



Use a sharp blade to cut through the underlay. Don't worry about it being neat as you'll carve it later. A fresh blade will make a cleaner cut, but as this won't be seen at the end it's a great opportunity to utilise an older blade.



Use a hot glue gun to stick layers together until you have reached the desired height of your raised section. Be careful not to burn yourself on the hot glue as I did - the fact it sticks to you means the burning is prolonged!



With the rough shape in place, use an old bread knife to carve a slope into the landscape. Not only does this look more realistic but it also helps in areas where the overhang is tight as it widens the gap slightly.



Above the tunnel for the canal scene, plywood was used on several supports. Around the edge these supports can be screwed directly to the brace but in the centre brackets were used to secure them to the baseboard.



Use a jigsaw to cut the plywood to size and screw it to the supports. Add some extra material on top for some undulation and balls of newspaper for the hillside. We had to be careful of our height restriction here.



Woodland Scenics plaster cloth was then laid on the landscape and covered with water, using an old paintbrush, and left to harden. It took around 24 hours to dry but left a pleasing, undulating finish.



A layer of filler was applied where necessary to cover any holes in the plaster. Here I used it on the slope near the cricket pitch but not on the pitch itself, as this would be covered with a grass mat.

STEP BY STEP

BUILDINGS

Every layout needs a building in one form or another and these can often become the focal points of your creation, so making them look as good as possible is something that every modeller strives for. There are lots of options for making buildings, be it kits, scratchbuilt or ready-to-place, and you can customise anything to your own desires.

As my cousin wanted a layout based in Yorkshire, he wanted the buildings to be made out of stone which did narrow down the options, but I was still able to find every type of building he wanted. To highlight the range of options the layout includes card, plastic

and resin models. There hasn't been space to include a guide on how to build each type of building kit in this article, but you can find these in more detail in other issues of *Model Rail* and in this year's *How To Build a Model Railway*, available at www.greatmagazines.co.uk/how-to-build-2020

For the buildings section of this article I've focused on documenting the build of the Wills Craftsman plastic kit, the Metcalfe stone platform kit and the modifications of the signal box. Of course the amount and type of buildings you have will depend on your own desires and the size available to you. Websites will often state the footprint to help you out.

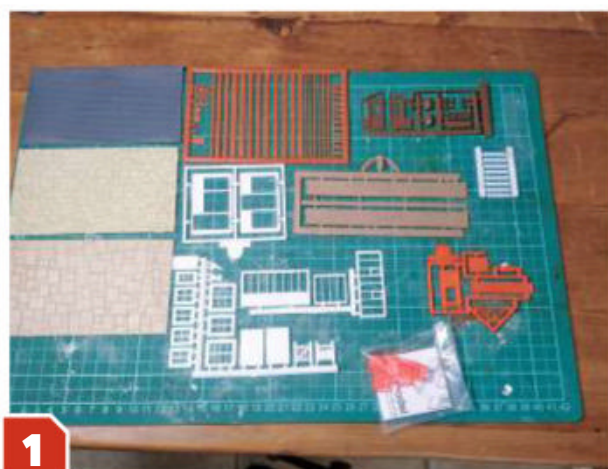
What you will need

SHOPPING LIST

- ♦ Wills 'Craftsman' Kits CK20 post office **Availability:** Wills stockists **Price:** £16 (from www.hattons.co.uk)
- ♦ Metcalfe MOO58 OO/HO semi cut stonework B1 style **Availability:** www.metcalfemodels.com **Price:** £5.80
- ♦ Metcalfe PO235 OO/HO stone platform kit **Availability:** www.metcalfemodels.com **Price:** £12.50
- ♦ Metcalfe PO264 OO/HO corner shop in stone **Availability:** www.metcalfemodels.com **Price:** £11
- ♦ Metcalfe PO238 OO/HO stone built wayside station **Availability:** www.metcalfemodels.com **Price:** £18
- ♦ Scale Model Scenery KX005-OO country pub/Victorian ale house **Availability:** www.scalemodelscenery.co.uk **Price:** £10.99
- ♦ Oxford Diecast OS76T001 St. Catharine's Church **Availability:** www.oxforddiecast.co.uk **Price:** £42.99

TOOLS

- ♦ Scalpel
- ♦ Steel edge rule
- ♦ Glue
- ♦ Paint



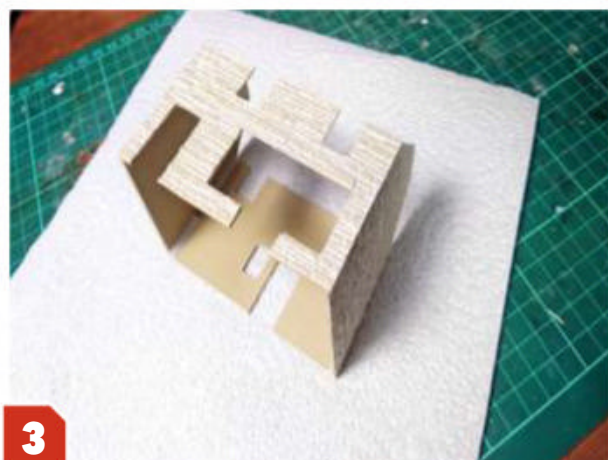
1

The Wills 'Craftsman' kits differ from other plastic kits in that although everything is provided, you need to cut the parts to size from the sheet material. This allows you to customise your model as you like.



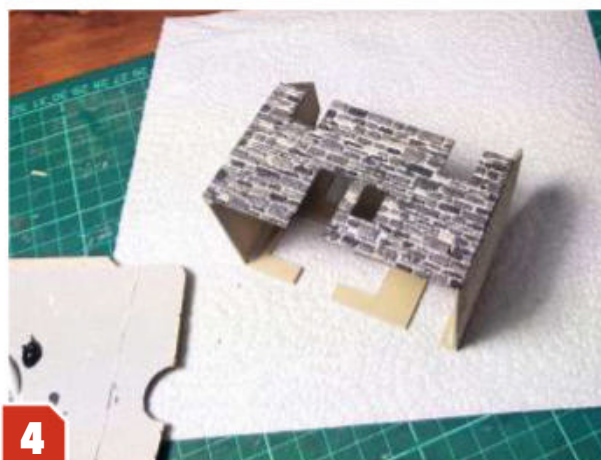
2

Firstly use the template to cut out the four walls. Then, use the right-angled wall supports to glue the walls together. You can butt them together and then use your scalpel to carve stonework around the corner.



3

To achieve an appearance of mortar between the stones, firstly give the model a coat of white paint, using a cloth to wipe the paint off the surfaces of the stones while it's still wet, leaving it only remaining in the gaps between.



4

Now for the long bit: Individually pick out each stone in a suitable colour. Use a mixture of grey shades to provide variation. I also left a handful of stones cream for a bit of viewing interest.



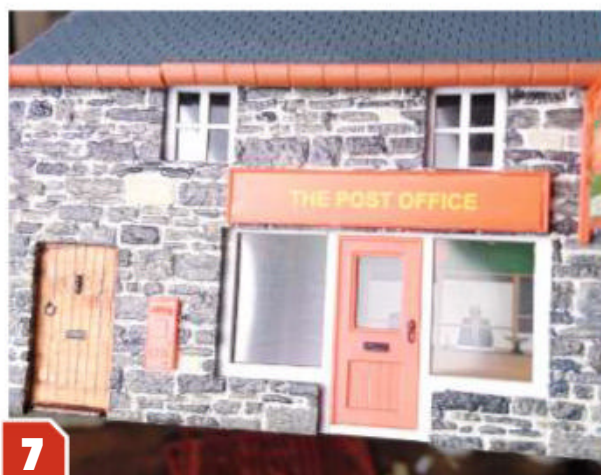
5

To reduce the footprint of the building I modified the chimneys to be entirely internal. Use the same technique with the stones as in step 4. Fix the doors and windows in with a suitable plastic glue.



6

Add the roof, ensuring an even overhang on both sides of the model. Make sure to cut around the chimney at each end and add in the ridge tiles and drainpipes where required. You will need to file the ridge flat first.



7

Add the final details to the front including a wall-mounted post box, hanging sign and wall-mounted sign. Included in the kit is also an interior which can be folded and glued to the inside of the model.



8

Also included with the post office is this small phone box. This is easy to put together and makes a nice feature at the side of the building. You can also add walls and a conservatory if you wish.



PLATFORMS



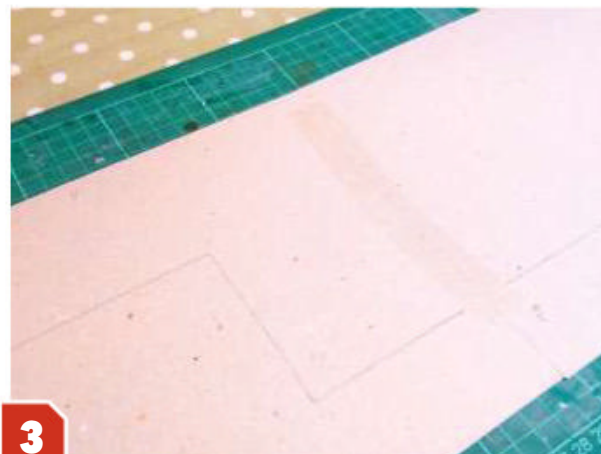
1

To make the platforms, first use the longest locomotive to mark the point at which the platform needs to end to ensure the trains don't hit it. This is only necessary if there is a curve at the end of the platform.



2

Transfer the measurements to a piece of mount card. You can make the platform as wide as you wish but I also added an extra section for the station building to rest on when the layout is in use.



3

Use tape to stick together several pieces of the Metcalfe platform surface and mark out from the template the outline of the platform. A sharp blade and a steel edge rule will make light work of the thin card.



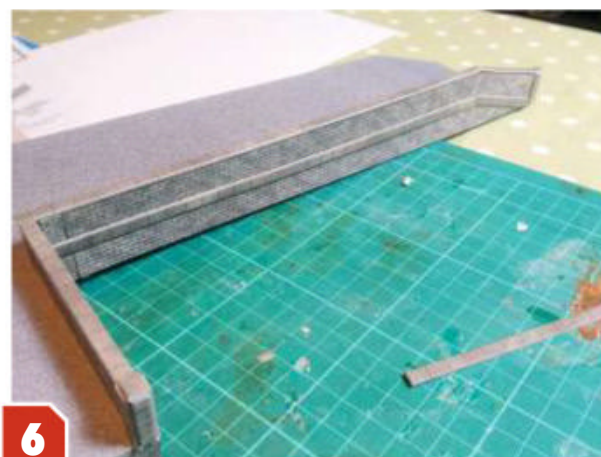
4

To make a ramp at the end of the platform, score the card 56mm from the end of the platform. This number is because of the length of the pre-formulated platform walls, ensuring a nice clean transition.



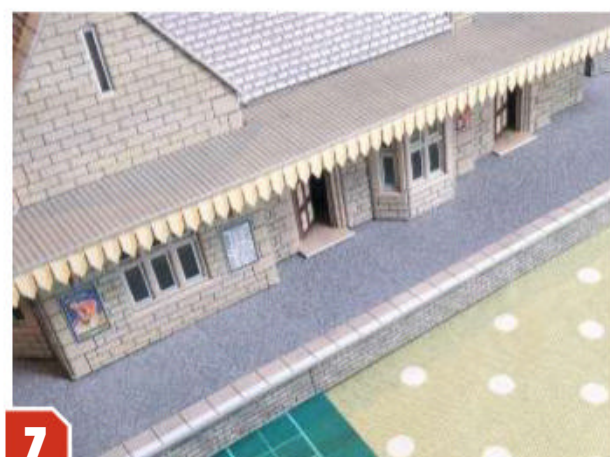
5

Use the wall and supports to strengthen the platform. You can't really go wrong with the supports. Add as many as you like - the more you add, the stronger the platform will be and the larger surface you have for gluing later.



6

Away from the platform edge, add the wall to prevent any potential fare dodgers from exiting the station away from the barriers! Using capping stones halfway up will hide the join between the wall and the platform.



7

The final touch is to add the white line at the edge of the platform with the slabs behind. This is a self-adhesive sheet included in the kit and is simple to apply. If you make a mistake, simply peel it off and redo it.



8

Here is the finished platform with the station *in situ* and the steps added at the front. These were part of the station kit. Another platform was added for the other track in the station and a footbridge can be added later. Before gluing the platforms in place, have another check of the clearances to ensure that you won't encounter any problems which are harder to fix later on when you can't move the platform.

MODIFY THE SIGNAL BOX



1

As my cousin wanted a Yorkshire setting and the buildings to be stone, I had to modify the Metcalfe signal box by using the manufacturer's stone paper to cover the brick. Simply cut to size and glue over the top.



2

Only the base was brick, so once I had got to this stage the rest of the build was simpler. Gluing the stone paper to the brick card and then cutting out the windows is an easy way of making sure they are in the right place.



3

With the top half of the signal box glued in place, you can see how easily the stone blends with the rest of the model. Any areas of white can be touched up with a suitable coloured pen.

STEP BY STEP

SCENERY

At this point it is likely you have tested your track and put some of the buildings *in situ* to give you an idea of how your layout will look. It's always a good idea to test your track at every opportunity, as it gives you a better indication if something goes wrong as to what the cause might be.

When I first started to build my own layout, Chris Leigh told me that I would work constantly on it to the point at which the track worked and then I would do nothing on it from that point for a long time. I smirked at that remark, as it didn't seem as though it would be something I'd do but, lo and behold, it's been nearly nine months since the track was working and it's still just track on bare baseboard and some oddly placed buildings.

Another reason that modellers may put off doing the scenery for a while is because of another dreaded b-word: ballasting. This is a word similar to baseboard that can sometimes result in modellers shying away. It's understandable as there are things that can go wrong, and I made mistakes at the start of ballasting this layout, but everything is fixable so try not to let yourself get too disheartened about it if it doesn't go how you would have hoped for.

The key thing to remember with ballast is to make sure it doesn't have an impact on the operation of the pointwork or the locomotives. Make sure that the ballast doesn't get between the point blades to

prevent them from being thrown, or stuck to the inside of rails and fouling the flanges of locomotives.

As I mentioned earlier, everything is fixable and any stray ballast can be removed with a knife blade until everything works as it should. As you can see from the photographs, my ballasting isn't perfect but it does the job and any gaps can be filled with some weeds and scatter material to make the track look well used.

While ballast is an important part of most layouts, there are a lot of other aspects too and on this layout that was predominantly grass in one form or another. To cover large areas quickly you can use a grass mat on flatter surfaces and then add extra scenery on the top of it to make it look less uniform.

On rougher surfaces, static grass is a good choice for a realistic application and it doesn't have to involve an expensive static grass machine, as Gaugemaster's puffer bottle is a much cheaper alternative.

It is a good idea to place any buildings before painting the landscape the approximate colours of scenery as this will help you to place features. On this layout it meant I avoided painting in front of the buildings green where there should be roads and it allowed me to accurately position the path.

The only structures which need to be glued at this point are any that will affect the positioning of ballast - for example, platforms which meet flush with the edge of it.

What you will need

SHOPPING LIST

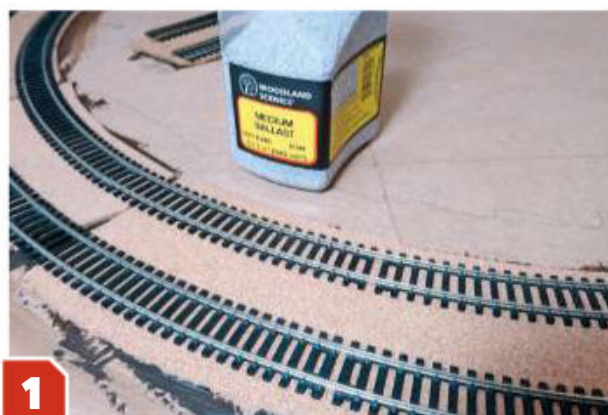
- ◆ Woodland Scenics medium grey blend ballast **Availability:** Woodland Scenics stockists **Price:** £12.50*
- ◆ Woodland Scenics Olive Drab water undercoat **Availability:** Woodland Scenics stockists **Price:** £8.65*
- ◆ Deluxe Materials Making Waves **Availability:** www.deluxematerials.co.uk **Price:** £9.50
- ◆ Woodland Scenics Static King static grass applicator **Availability:** Woodland Scenics stockists **Price:** £76.50 (from Rails of Sheffield)
- ◆ War World Scenics static grass fibres **Availability:** www.wwscenics.com **Price:** From £1.60

*prices from www.kernowmodelrailcentre.com

TOOLS

- ◆ Small brush (artist's paintbrush)
- ◆ A syringe
- ◆ Track rubber
- ◆ Acetate
- ◆ MDF primer
- ◆ Hairspray
- ◆ Paint

BALLASTING THE TRACK



1

I used Woodland Scenics medium grey ballast for the layout, mostly because I already had some in stock, but you could use any colour to suit your needs. One bottle is comfortably enough to cover this layout.



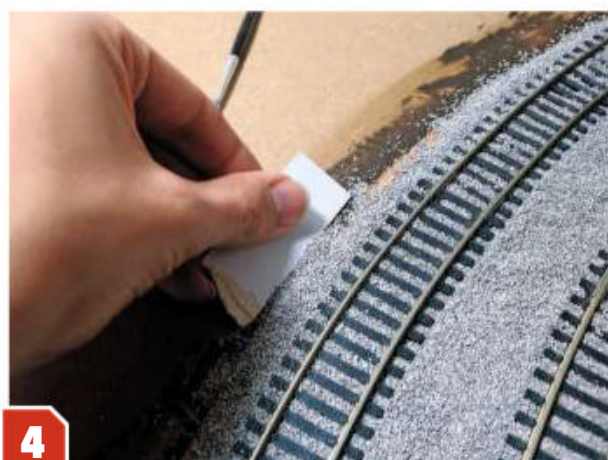
2

Ballasting is a long job which requires concentration. To aid the distribution of the ballast, use a teaspoon to pour a small amount at a time between the rails and to each side.



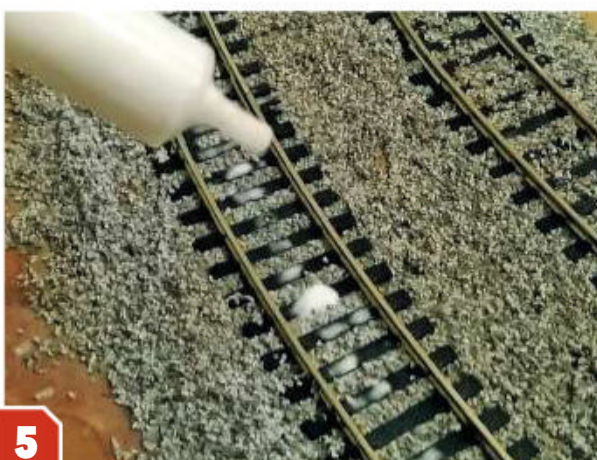
3

Doing between tracks is easiest if you want to get some practice first before doing between the rails. Use a small brush to move any bits of ballast away from the insides of the rails and any of the moving parts of the points.



4

If you'd like nice neat edges to your ballast you can use low-tack masking tape to create the edge or, alternatively, a scrap piece of card will push the ballast together and create a neat edge for you to then glue.



5

I started with Deluxe Materials Ballast Bond but when I ran out I used a 50/50 mix of PVA glue and water to glue the ballast, dripped on with a syringe. You do have to be careful that you don't move the ballast when gluing.



6

There will inevitably be some glue on the top of the rails after gluing so make sure you give them a good clean with a track rubber and test all of the points to make sure they can move freely.



THE CANAL

**1**

As a family who love the waterways, a canal was an essential feature of the layout. Start by making a card template to match the section of the hillside earmarked for the canal. It should fit nicely in the lower section.

**2**

Using this template, cut out the same shape using acetate. I had plenty left over from a swimming pool diorama from a few months ago but, annoyingly, I had to put two pieces together for this as the canal was too long!

**3**

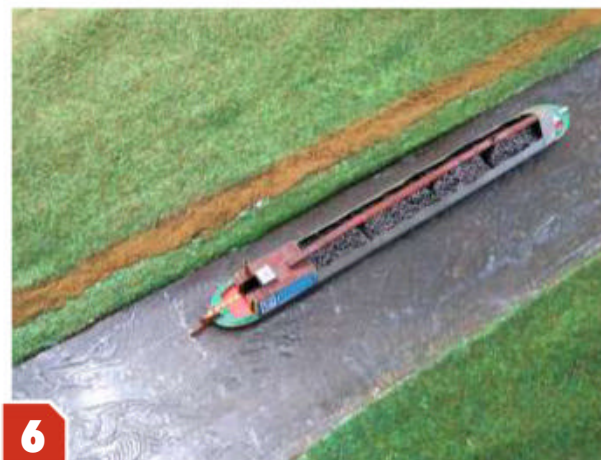
Use strips of acetate as supports for the underside of the canal to help it sit at the correct height on the layout. I used plenty over the join to ensure both pieces stayed glued together before doing a trial fit.

**4**

The canal network in the UK definitely doesn't contain blue water! I used Woodland Scenics Olive Drab paint to create a murky canal look, ensuring that I covered not only the bottom but the sides as well.

**5**

I glued the acetate in place and then covered the surface with Deluxe Materials Making Waves. Usually I would place the boat on the acetate at this stage but my cousin wanted to swap the boats around so I left it off for now.

**6**

Once the Making Waves has dried it provides a nice, slightly blurry look to the top of the canal. As a finishing touch, the boat just needs a figure adding to the deck and a horse pulling it along the towpath!

THE GRASS HILLS

**1**

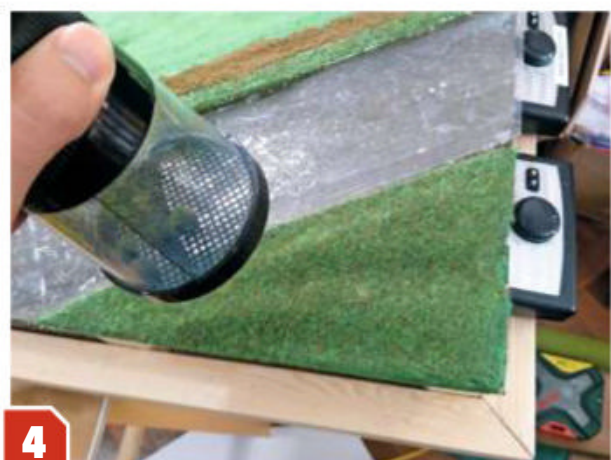
To create the scenery, I first coated any exposed MDF with a primer so that paint and material adheres better to the wood. As this won't be seen at the end you don't need to worry too much about neatness.

**2**

Paint the landscape the approximate colour you wish to make the scenery. For example the grass will be a shade of green and the paths will be brown. This just helps to hide any holes in the scenery should they occur.

**3**

I used a mixture of static grass and scatter material for the majority of the layout. First paint a generous amount of PVA glue on to the surface and add the scatter material to the top. A burst of hairspray will help it stick.

**4**

On the hill I used a static grass applicator (kindly borrowed from Chris Leigh) and a mixture of 4 and 6mm static grass fibres from WWScenics. If you have a large area to cover, take breaks to avoid arm ache!

**5**

Large areas can be covered with a grass mat, providing that there aren't too many undulations. Simply cut to size and glue down. This grass mat from Gaugemaster was perfect for the cricket pitch in the corner.

**6**

I covered the hillside with scatter material and used a hedge made from Woodland Scenics Poly Fiber and scatter material added for flowers, to hide the join between the two materials. It also acts as a cricket ball stopper! ➤

STEP BY STEP

FINISHING TOUCHES

By this stage of building a layout, you'll no doubt be excited to have it finished and set that first

locomotive off on its maiden voyage. You will be pleased to know that all of the hard work is now done and the large majority of tasks featured on the following two pages consists mainly of fixing detail items into the scenery.

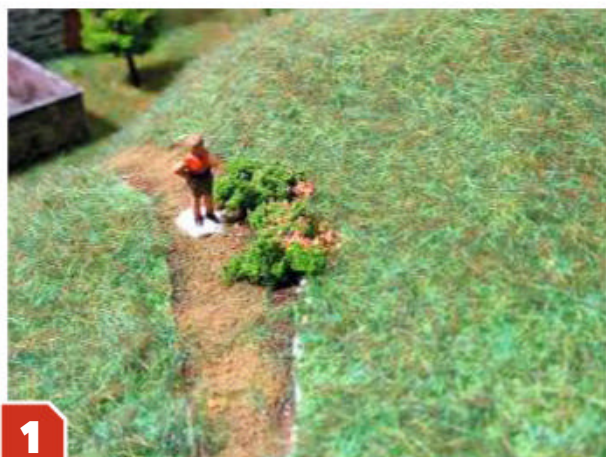
It is these finishing touches which bring your model railway to life and make it look like it's a tiny part of the real world. From adding extra foliage to animals and those all-important figures, it's amazing how adding small things can make such a big difference.

Be aware though that although these

elements do make a big difference, the cost of them can quickly add up.

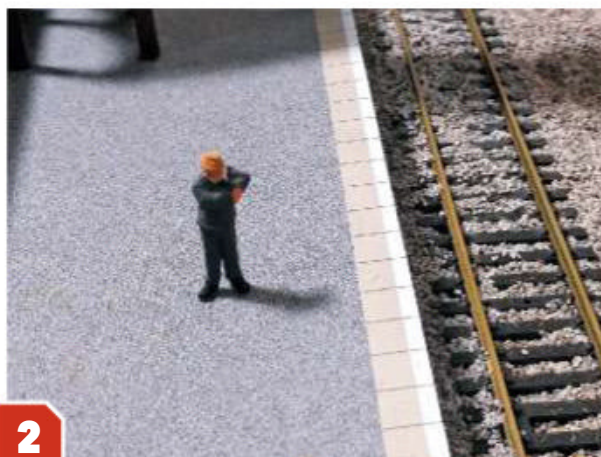
A rough calculation of the shopping list to the right reveals that even on this small 6ft by 4ft layout, the small details totalled nearly £50.

What this does allow for is a continuous enjoyment of the layout because children in particular can consistently work to save their pocket money to buy the next pack of figures or the next Oxford Diecast vehicle. My young cousin already has a list of items he wants to add to the layout, so it might be a good way of persuading your youngsters to do their chores!



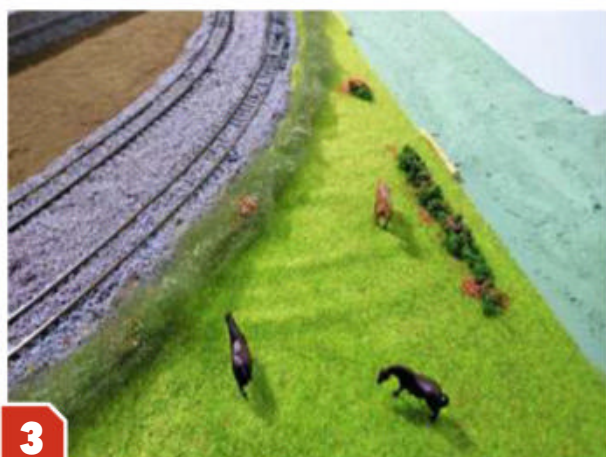
1

My cousin was very excited about building the layout and spent a lot of pocket money on bits and bobs that nicely finish a layout. This hiker, for example, has just finished the climb from the pub to the canal towpath.



2

No layout is complete without people and the wide variety of figures and poses allow for some amusing scenes. This Peco figure is angrily checking his watch while staring down the platform waiting for his train.



3

At one end of the layout I have added a large field suitable for cows, sheep and, in this instance, horses. One of the team was sidelined for towing the narrowboat and the rest were left to graze this field.



4

I decided to add this postman and his bicycle leaning up against the wall of the post office to give the illusion that he is about to start his rounds. Modelling figures in standing poses avoids a unrealistic 'frozen' appearance.



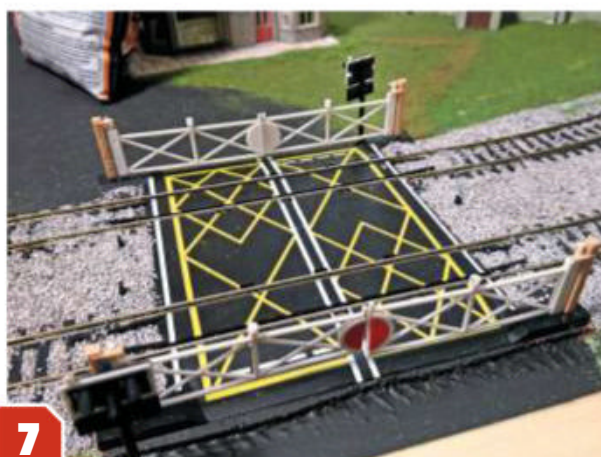
5

Oxford Diecast vehicles are very popular and they produce a wide range of cars for almost every era. Modelling them as parked cars gives you a good reason as to why they aren't moving around your layout.



6

Bushes are a great way to hide any imperfections on the layout. Here, for example, a gap between the static grass and the path exposed a large patch of paint which I could handily cover with a large bush.



7

This level crossing is the Hornby product you can get in the track extension packs. As both the lights and double barriers can't fit in the moulded holes, I glued the lights slightly to the side for some extra interest.



8

I ran out of time to paint the sight screens for the cricket pitch, but I was able to glue in place three spectator benches and cut a piece of thread to size to act as the boundary rope. A wicket could be added in later.

What you will need

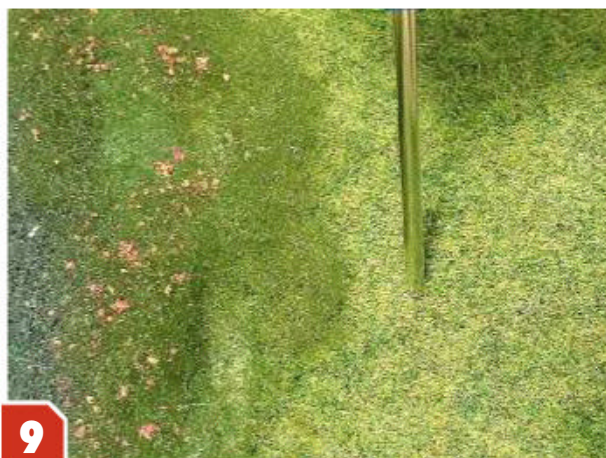
SHOPPING LIST

- ◆ Model Scene 5122 hikers
Availability: Model Scene stockists
Price: £6.65*
- ◆ Model Scene 5302 people standing
Availability: Model Scene stockists
Price: £10.50*
- ◆ Model Scene 5105 horses and ponies
Availability: Model Scene stockists
Price: £4.75*
- ◆ P&D Marsh PDZ07 mail set with postman
Availability: www.pdmarshmodels.com
Price: £9.20
- ◆ Oxford Diecast vehicles
Availability: www.oxforddiecast.co.uk
Price: From £5.75
- ◆ Woodland Scenics FC146 bushes clump foliage medium green
Availability: Woodland Scenics stockists
Price: £5.75*
- ◆ Model Scene 5401 cricket ground accessories
Availability: Model Scene stockists
Price: £6.00*

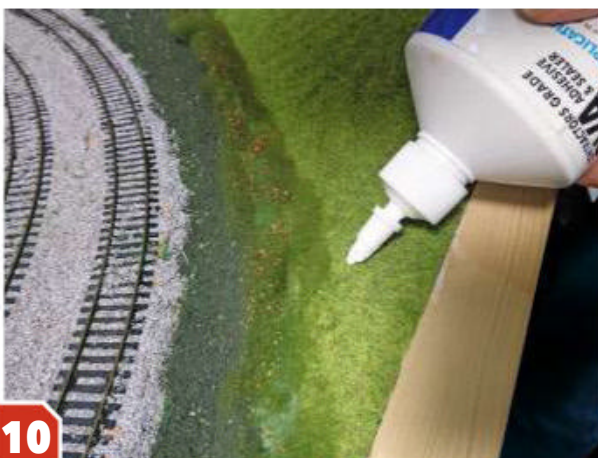
*prices from www.kernowmodelrailcentre.com

TOOLS

- ◆ PVA glue
- ◆ Hairspray

**9**

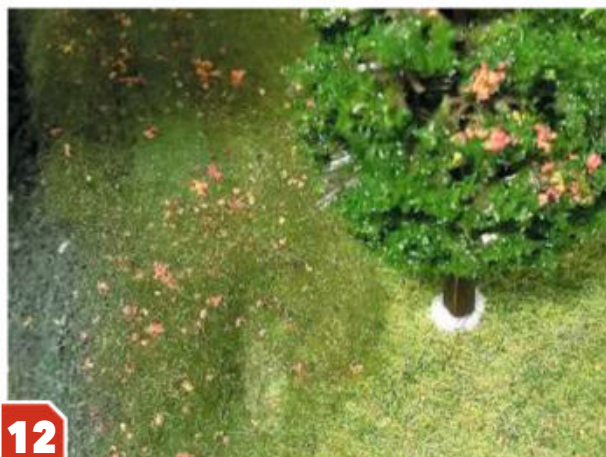
To plant trees, firstly make a hole in the landscape. If you're planting into the plaster then a flatblade screwdriver will do the job, but you'll need a drill if you are planting a tree straight into the baseboard.

**10**

As the trees aren't heavy, a small blob of PVA glue will be sufficient to hold them in place. Use a fine nozzle to place a blob directly over the hole. Don't worry about any excess glue as it will dry clear.

**11**

Use the moulded pin on the end of the trunk to locate the tree in the hole. Take this opportunity to do any fine-tuning to make sure that the tree is standing upright. You've got plenty of time before the glue sets.

**12**

My cousin was quite insistent that the layout would be set in autumn so I used some red and orange scatter material sprinkled on the tree and on the ground to give the appearance of leaves changing colour.

**13**

To help all of the scatter material stay in place, spray with some extra-hold hairspray. It's recommended that you use an unscented hairspray to stop your whole layout room smelling strongly of a fragrance!

In conclusion

I had a lot of fun building this layout but there are a number of important things to bear in mind. Firstly, yes it is entirely possible to build a layout in six days like this one, but I was putting in 11-hour days to get it done. I found that I was constantly watching the clock, knowing that I had to get some areas, such as the hillside, done by a certain time to allow the plaster to dry overnight.

Ultimately, while you can do the build in this short time frame it does take a lot of preparation and some advanced planning to get it finished, but the more people that help the easier it is.

The look on my cousin's face when he came home from school and saw it completed made the long days more than worth it!





HOW TO

MAKE A SNOW SCENE

A sprinkling of snow – expertly done – on a winter layout looks magical. **Peter Marriott** shares his top tips on mastering the white stuff, plus his pick of products.



PHOTOGRAPHY: PETER MARRIOTT

It's easy to see why most modellers shy away from modelling snow. When it comes down, it covers everything, obscuring the 'detail' in the landscape. It's also cold, the days are short – it's just a bit of a grim time of year. And yet...

Winter has an atmosphere all of its own. There's nothing like crunching through thick snow on a clear, crisp day, your breath hanging in the air.

ANY
GAUGE



2.5 hrs for
30cm section



When the snowflakes fall, you also have no idea what the landscape will look like. Will you get a light dusting, like the icing on a cake, that makes everything look sparkly and magical? Or will it be full-on Snowdrift at Bleath Gill?

Our European neighbours aren't quite so opposed to modelling snow and, consequently, there's quite a range of snow-related products from continental manufacturers. But there's a growing range of products from UK sources, too, so I thought I'd try to create the most realistic snow scene I can, from icicles and the way snow lies on trees to what the passage of cars does to snow on roads. Here's how I got on.



KUMAR SRISKANDAN/ALAMY

Starting out with snow

As with most aspects of our hobby, there are starter kits available for those who want to take their first steps in snow modelling. Here's a trio of starter kits worth considering:

1. FALLER WINTER SET

Faller makes a Winter Set that includes sufficient snow material to cover several houses, a few trees without leaves on and some icicles, both small and large.

Product code: 190499 **Price:** £32.00*

2. NOCH SNOWFLAKE STARTER SET

Includes snowflakes, snow glue and a puffer bottle for applying the snowflakes onto the glue. This is a great way to have a go at planting snow electrostatically! **Product code:** 07065 **Price:** £12.75*

3. DELUXE MATERIALS SCENIC SNOW KIT BD 29

Deluxe Materials Scenic Snow kit contains three components: Scenic Snowflakes, Scenic Bond Adhesive and Icy Sparkles. These products can create snow in its various stages: newly fallen, melted, slipping off roofs and frozen. With one kit covering around half a square metre, this is a good way to try out your snow scene skills.

Product code: DLBD-29 **Price:** £18.50*

* Prices from www.gaugemasterretail.com

TOOLS NEEDED:

- ◆ Electrostatic grass applicator
- ◆ Masking tape
- ◆ Selection of paintbrushes
- ◆ Old plastic container
- ◆ Extra-hold unscented hairspray

Creating the ideal snow scene

1: Don't forget to model all facets of winter. Water is likely to be frozen and deciduous trees will carry no leaves.

2: Some roads, pavements and some parts of car parks may have had a visit of a snowplough or will have had snow cleared away. Paths may have been gritted. Other public thoroughfares may not have been treated. Platforms will probably be covered in snow with some areas having been swept by station staff and some areas that have been trampled down by passengers.

3: Put a small layer of snow on the horizontal surfaces of streetlights, signals, road and station signs, window ledges, fence posts, loads in the goods yard, parked road vehicles and rolling stock that has not moved for days.

4: On roofs, do not model the snow at an even depth. It will slip towards the lower edges of the roof. If your snow is intended to be thawing, create piles of snow next to the base of the building as if it has slipped off the roof.

5: Figures need to be wrapped up in jumpers, with scarves and coats. Station personnel and permanent way workers will not be in short-sleeved shirts!

Don't forget figures

You don't need me to tell you just how many figure manufacturers there are out there and, as the bulk of them are European, they

all include snow themes in their ranges. This can include figures dressed for winter to little cameo scenes, such as a snowball fight.



Above: For 2020, Noch has introduced this cross-country course with moving skiers (product code 66832, rrp £310.00), which will certainly add life to a winter layout.

Left: Some of my favourite snow figure packs are Noch's people clearing up snow (product code 15929)...
...and children playing in snow, plus a snowman (product code 15818).



This snow piled on a platform reminds us that not all snow is glimmering white. In parts it looks grey and the Melting Snow Static Grass Fibres from WW Scenics are a great way to model this.

Don't forget that some snow can be quite deep!



Snow on the ground can form quite a thick layer but, on trees, it generally only sticks on the upper part of the branches.

Top 5 snow products

NOCH SNOWFLAKES

Snowflakes is just one of Noch's snow-related products. They're basically 1mm fibres that can be planted on the same way as static grass with a puffer bottle or electrostatic applicator. Noch's Snow Glue alleviates the need to use paint to colour the baseboard and adhesive. The result is a good-looking finish that is soft to the touch.
Product code: 08760 **Price:** £9.00 for 200g
Availability: www.gaugemaster.com



WOODLAND SCENICS SNOWFLAKE SNOW

This soft flake snow feels like sugar, and a few layers will create a fully white snow effect. It can be sprinkled on top of sprayed Woodland Scenics Scenic Cement or slightly diluted PVA. Working with Woodland Scenics Flex Paste can create some realistic snowdrift effects.
Product code: WSN140 **Price:** £12.75
Availability: Bachmann stockists



NOCH SNOW GLUE

Noch's Snow Glue is ideal for permanent snow scenes because it dries white, rather than the usual clear finish. It is easy to brush on the layout and can be used with most of the products listed in this feature. So rather than having to paint the landscape then paint glue onto it, this is a one-step shortcut.
Product code: 61138 **Price:** £9.00 for 250ml
Availability: www.gaugemaster.com



NOCH SNOW PASTE

It can be formed by hand, for example to imitate heaped snow, snow drifts or snowmen. The silky, shimmering paste is applied with a spatula or a brush and is dry after 2 to 3 hours. The Snow Paste can also be formed by hand to imitate snow heaps, snowdrifts or snowmen, for example. It can also be applied to trees and bushes if you dilute it with water, and even to roofs.
Product code: 61138 **Price:** £8.75
Availability: www.gaugemaster.com



WWS STATIC GRASS SNOW

WW Scenics has a good range of products to reproduce snow on a layout, including 2mm white snow and brown melting snow fibres. These can be planted in exactly the same way as other static grass fibres through an electrostatic grass planting tool. It looks just as good on tree branches as it does on the landscape.
Price: From £1.60
Availability: www.war-world.co.uk




**STEP
BY
STEP**
**1**

The starting point for this demonstration was an embankment that was modelled to represent summer. I removed most of the static grass fibres after this picture was taken with a flat screwdriver and it came away easily.

**2**

To show snow on a road, I made a road using Woodland Scenics Flex Paste, which dried overnight. I then painted the landscape with white acrylic paint. Woodland Scenics' Earth Colour White was a bit too thin for this task.

**3**

I gave the road surface two coats of Woodland Scenics Asphalt paint. In front of the road and to the left I made piles of snow using Noch Snow Paste, applied with a wooden stick, and left it to dry overnight.

**4**

To make the snow-covered vegetation, I used brown poly fibre teased out then sprayed with extra-hold hairspray, and Woodland Scenics Snow particles sprinkled onto the wet adhesive through my fingers.

**5**

On the road I wanted to reproduce mucky melting snow around two exposed tracks of a tractor. I loosely positioned masking tape on the road surface after checking the distance apart by using a model tractor.

**6**

For the melting dirty snow I used WWS 2mm fibres of Melting Snow applied using its Pro Detailer electrostatic grass tool. I sprayed a little WW Scenics Layering Spray adhesive onto the road then used the tool to plant the grass.

**7**

On the whiter areas of snow, I used Noch Snowflakes applied with the Pro Detailer tool. Used with Snow Glue, I created a shimmering layer of fresh snow. The grey melting snow contrasts well with the brighter clean snow.

**8**

To add a suitably wintry tree to the scene, I shaped a Woodland Scenics plastic tree armature between my fingers so that it gained some shape and the branches would lie flat rather than upright.

**9**

I mixed water with the Snow Paste (one to four parts) then brushed it onto the tree branches and trunk. Noch Snow Paste can be applied with a spatula or a brush and dries within roughly two to three hours.

**10**

I painted the slightly diluted Snow Paste on to the top of the branches. I tried to keep the snow where it would be located in real life, such as the top of the branches and between the main branches.

**11**

All children love playing in the snow so some finishing touches to this little scene included adding some figures. I used a mixture of figures and a snowman from Noch packs 15818 and 15928.

**12**

Finally, I added some icicles to a small hut using Noch Icicles. I just applied the opaque gel from the tube's nozzle to the underside of the guttering, pressing the tube as I moved it away slowly. It dried within three hours.



HOW TO

RECREATE CHRISTMAS MOVIE MAGIC

He's seen them in all his favourite Hollywood movies, but now **Chris Leigh** builds a Christmas tree layout for himself - and his grandchildren - in just five days.

In September I assembled a bookazine called *How to Build a Model Railway*, all about making model buildings. In October I built the Vinegar Branch.

It's either a large diorama or a micro layout. It was featured last issue (MR280). Can I really be building another layout already? I'll soon be more prolific than Peter Marriott! I really must learn to sit in a meeting without saying, "I've got this idea..."

On30
GAUGE



5 days



Anyway, this time there's no prototype to copy and it's a project for fun, for Christmas, to involve the grandchildren and to put away in the shed on Twelfth Night, until next Christmas. I'm a movie fan, but I like movies that are easy to watch and don't require

much concentration in order to follow the plot. Sci-fi and superheroes are not for me, so at this time of the year it's obviously Christmas movies that I turn to. At least, they tend to have a certain comfortable familiarity.

They are always set in the USA, usually in New York or Chicago. They always feature children and there's always a toy store. I'm thinking here of *Miracle on 34th Street* (I prefer the 1994 remake to the 1947 ▶


**STEP
BY
STEP**
THE BASEBOARD
1

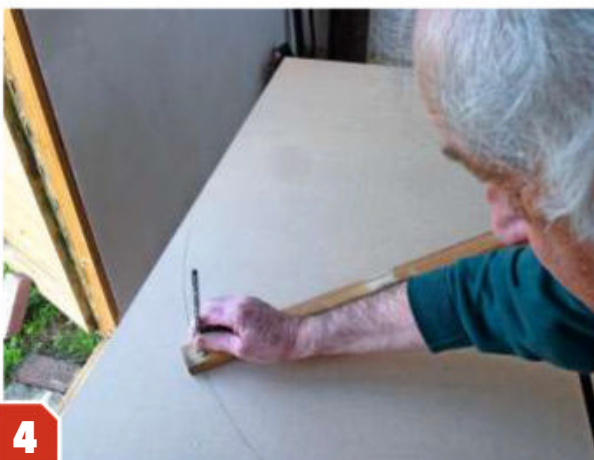

Day 1. I made my baseboard from two 4ft by 2ft MDF boards, 9mm thick. The cost was £8.35 each from B&Q. I planned to cut them to make a circular base for the railway and to mount them on an old wooden patio table.

2


I wanted the circular base to be as close to 4ft diameter as possible in order to keep the track radius near to 2ft. At this stage I was not certain about the minimum radius my 'On30' locomotives could handle.

3

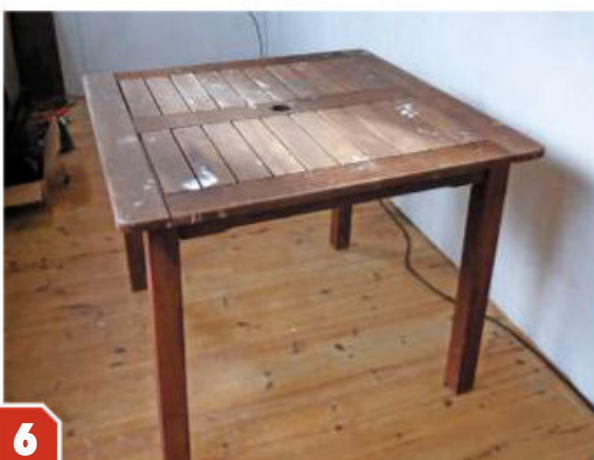

Having marked a centre at 2ft as close to the edge of one board as possible, I drilled a piece of timber at both ends. The centre hole was pivoted on a woodscrew into the MDF and the outer hole was large enough to take a pencil.

4


With a soft pencil inserted in the outer hole and the screw in the centre loose enough to allow the timber to pivot, I was able to draw a neat semi-circle on the board. This was repeated with the second piece of MDF.

5


With the board carefully positioned on my Black & Decker Workmate, I used a jig-saw to cut the semi-circle. Both boards were cut separately and I was surprised at just how good a circle I was able to cut.

6


The old patio table has seen better days and the bolt-on legs are very loose. This was to prove useful, however, when I discovered there was insufficient height for the tree and the legs had to be removed.

7


Here is the table with its new circular top. I drilled the MDF and screwed it to the table top, taking care to avoid screwing into the tops of the legs in case they needed to be removed later.

8


Always countersink screw holes in MDF. Unlike some softwood, it will not compress to take a screwhead, even with an electric screwdriver. Using a small hand countersink takes moments and avoids protruding heads.

What you will need
SHOPPING LIST

- ◆ 2 x 4ft by 2ft 9mm MDF
Availability: B&Q
- ◆ 2 packs of Woodland Scenics ST1409 4in risers
Availability: Bachmann stockists
- ◆ 4 yards of Peco 'On16.5' narrow gauge track £5.50 per yard
Availability: Peco stockists
- ◆ Woodland Scenics ST1474 Trackbed roll £13.50
Availability: Bachmann stockists
- ◆ 1,000 Wooden coffee stirrers £4.99
Availability: Amazon

TOOLS

- ◆ Power drill
- ◆ Electric screwdriver
- ◆ Pin hammer
- ◆ Hand-held countersink
- ◆ 2in paintbrush and white undercoat
- ◆ ½in paintbrush
- ◆ PVA adhesive


Wise after the event


We're on a learning curve here as we are forcing a large locomotive around the tightest curve it will take. Both my 2-8-0s have flangeless wheels on the second and third axles so they are stretched 2-4-0s. While that allows them to negotiate absurdly tight curves, it also makes them very susceptible to the slightest variation in cross-levels on the track. Initially, both derailed in different places. The only cure is lots of testing and slight track adjustments – much easier if the layout is on the table or bench top. By mounting mine on an old patio table I removed the table legs to allow sufficient height for the tree. Once the layout was at ground level it was harder to work on. However, with track so close to the edge, derailment would have serious consequences, so I couldn't keep it at a convenient working height. On the one occasion when the locomotive derailed completely I was lucky to be in the right place to catch it! Immediately afterwards, I lowered the layout.

original), *Home Alone 2: Lost in New York*, and *Mr Magorium's Wonder Emporium*. I particularly like the ones set in New York because I can annoy my family by saying "I know exactly where that is," and "I've been there" at frequent intervals! Granddads are allowed to be irritating at Christmas!

I'm always fascinated when the toy store scene opens with a train set. Usually it's a Lionel (American 'O' gauge) classic diesel with a couple of freight cars carrying Santa's sleigh. Occasionally they will throw up something a bit more challenging to identify. A 2020 Netflix offering, *Hearts of Christmas*, has a side-story about one of the characters having wanted a train set which he never got as a child. His adult daughter buys it for him eventually. It's the model seen running in the store that caught my eye - a Hornby-Dublo (actually made by Wrenn) 'R1' O-6-OT in silver-grey livery, hauling American freight cars.

As always, it's on a circle of track around a Christmas tree. I thought it was time that I had a little fun putting together one of those movie set layouts to see just how quick and easy it might be, and to involve my grandchildren in the setting up, too. I decided that I should keep the North American theme to make it look 'right' and with insufficient space for 'O' gauge I would use 'On30' 16.5mm narrow gauge so that I could maximise the scale while minimising the curve radius.

It happens that I also have some Bachmann Spectrum rolling stock and a Broadway Limited 2-8-0 with DCC sound. The locomotive was bought some years ago and, bizarrely, was a Christmas special, finished in red and green with 'Merry Christmas' on the tender. I had bought it very cheaply in mid-summer as a bargain basement leftover, but under the colourful finish was a handsome narrow gauge locomotive. I repainted it in White Pass & Yukon livery to look good with some similarly finished Bachmann passenger cars.

I had the locomotive and rolling stock. I just needed the circle of track and the Christmas tree...

SET DRESSING

The trains are all-important. Bachmann's Spectrum 'On30' range is promising a White Pass & Yukon train set, said to be due imminently, but my pride and joy is that Broadway Limited 2-8-0, an early DCC sound-fitted example. I used CDS lettering when I repainted it into White Pass & Yukon livery, which is no longer available and I'm surprised that none of the other North American decal manufacturers have included this popular railway in their ranges.

Of course, you may well have your own view on what would make this novelty train set work for you. I had initially thought of using 'HO' and running one of those archetypal F-unit diesels, but then it dawned on me that something in a larger scale would offer more flexibility in terms of using figures and details. Once I got into the idea and actually began building, I realized that this is an example of what I would call

STEP
BY
STEP

THE TRACK



1

Day 2. I used some track reclaimed from my former garden railway to check how well the curvature might fit. It looked promising, so I invested in some new Peco 'On16.5' narrow gauge flexible track and rail joiners.



3

The expanded polystyrene risers are flexible and various heights are available, 4in being the tallest. I fixed them in place with the same maker's Foam Tack Glue, setting them in a couple of inches from the edge of the board.



5

Day 3. I then cut lots of wedge shapes in scrap insulation and glued them round the outside of the risers to make an embankment. Newspaper or card is an alternative if you don't have offcuts of insulation.

'Bekonscotism'. Scale really is not important. This is a train set to appeal to children. Lights and figures are far more important than whether they are scaled to match the trains. I really enjoyed that freedom. I went in search of Santa figures and anything else to enhance my little scene.

In particular, I found an excuse to pay an early visit to Bosworth's Garden Centre in Burton Latimer, near Kettering. Bosworth's always does Christmas in a big way and I have long been fascinated by the Christmas village display that they put on using the Lemax range. Designed for creating Christmas dioramas, the range includes everything from figures to illuminated buildings and even working accessories such as a Ferris wheel and



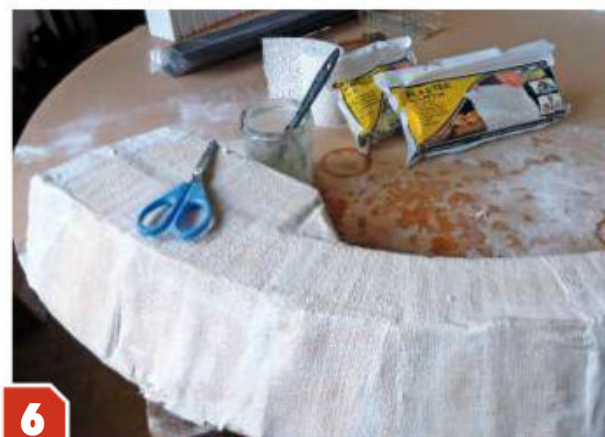
2

I had decided that my Christmas tree railway should feature a timber trestle bridge, so the track had to be elevated from the MDF base. I used two packs of Woodland Scenics ST1409 4in Risers - cost: £22.



4

Two packs provide four pieces, which was just enough, leaving gaps for my timber trestle and for a second, smaller bridge. T-pins were used to hold the risers in place while the glue set. A tap with hammer is needed to pin into MDF.



6

I covered the track base and the outside of the embankments with plaster cloth, cut to size and wetted with a small amount of water brushed over it. This dries quickly, which is a bonus when working in a shed, as I was.

a chairlift. Many of the items are lit by individual battery power, so there's no wiring and they come with the AAA batteries already installed.

They, too, have played fast and loose with scale, the buildings being small in relation to the figures, but it really doesn't matter. Children like having figures to play with. My grandchildren found, in their own Christmas tree decorations, penguins and snowmen which were soon riding on the train. I could never understand how Harry Potter train sets could be sold without figures to give them real play value.

I enjoyed set-dressing my little Christmas movie railway but I just wish I could have found a Santa figure to fit in the open doorway of the Bachmann caboose!

**7**

At this stage I test-fitted the lower section of the tree. The area around the tree base will be left empty, to be filled with presents. The plaster cloth would be left white, and the MDF painted white to represent snow.

**8**

I painted the plaster cloth with a fairly liquid mix of Polyfilla, which could be left white as I was struggling to find an economical source of artificial snow, probably because I was building in October.

**9**

Day 4. The deck of the curved trestle is made from several pieces of 1/8in thick balsawood cut with angled ends to follow the curvature. I cut them wider than necessary to give room for manoeuvre when track-laying.

**10**

There are few things more useful in modelling than wooden coffee stirrers! I recall how Keith Willows used them on his 'Simply Narrow Gauge' layout but, unable to visit sufficient coffee shops to collect them, I bought 1,000 for £4.99 from Amazon!

**11**

I began by building an experimental section of trestle using the 1/8in balsa deck, supported on frames made from 3/16in square balsawood and pieces of wooden coffee stirrer. Jarvis Velo-Set adhesive was used for the assembly.

**12**

The system worked, so I mass-produced the supporting frames, called 'bents', using balsa and coffer stirrers cut with a razor saw. I used eight bents, assembled over a simple drawn template and painted with Omen Miniatures scenic paints.



STEP BY STEP

THE SET DRESSING



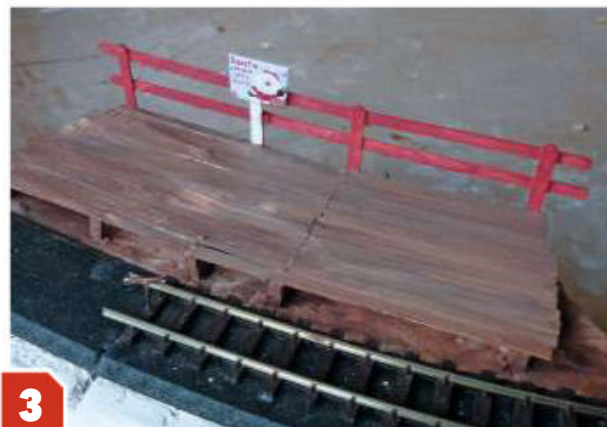
1

Day 5. My White Pass repainted Broadway 2-8-0 is a DCC sound-fitted model. I also have a Bachmann Midwest Mining and Quarry Co. 2-8-0 which is not sound-fitted but can be detailed for coal, oil or wood burning.



2

Although I wanted to keep the centre clear for presents, I could not resist adding a little bit of scenic detail, so I built a rustic halt platform out of coffee stirrers and some signs printed out from my computer.



3

As I built the halt and the wooden trestle, I had the Weston, Clevedon & Portishead Railway, one of Colonel Stephens' ramshackle light railways, in mind. With some figures and some snow, it will add interest.



4

I had already started the track-laying, there being only four lengths to lay. I had no intention of ballasting and I glued the track in place with Velo-Set or Speedbond adhesive, holding it in place for 24 hours with T-pins.



5

With the track completed, I soldered two wires to the rails at the back of the layout and attached a borrowed Gaugemaster DCC controller from another layout. All was well once a minor derailment issue was resolved.



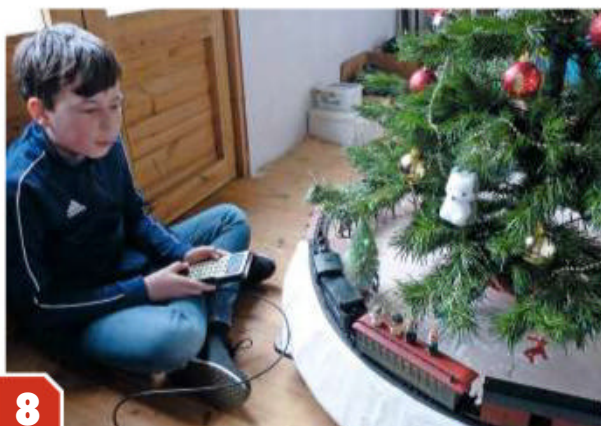
6

Next, the legs were removed from the table and the whole thing lowered to floor level. A quick appeal to the grandchildren brought decorations and 'labour'. This is surely what any Christmas model railway is all about!



7

Charlotte is eight years old and has been perfectly capable of operating a DCC model railway for the past several years. Once children learn their numbers, instructions like 'no faster than 5' are easily understood and complied with.



8

Lots of test-running took place. Figures are important to children's play and I always find 'riders' on my trains after a visit from the grandchildren. Oliver (age 12) is a safe pair of hands with anything digital or computer-based.



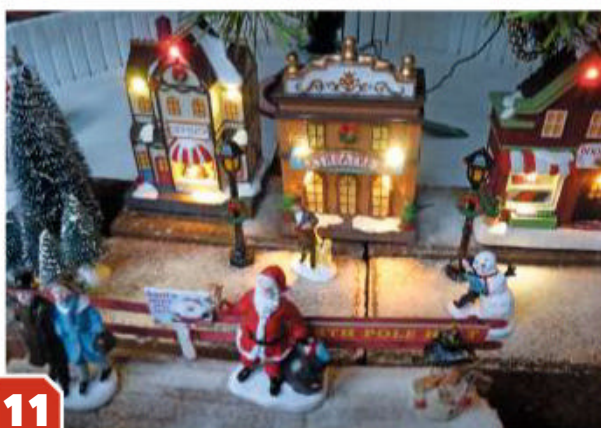
9

I subsequently provided a flatcar to make it easier for the various figures to ride the trains. Bachmann's 'On30' range includes freight cars with opening doors and now also features a Baldwin 4-6-OT similar to the popular 'OO9' model.



10

There's a lot of satisfaction to be had from involving children in model railways. They are also very adept with digital devices. Charlotte asked me how to set the time delay on the camera and she then set up this shot and posed in it.



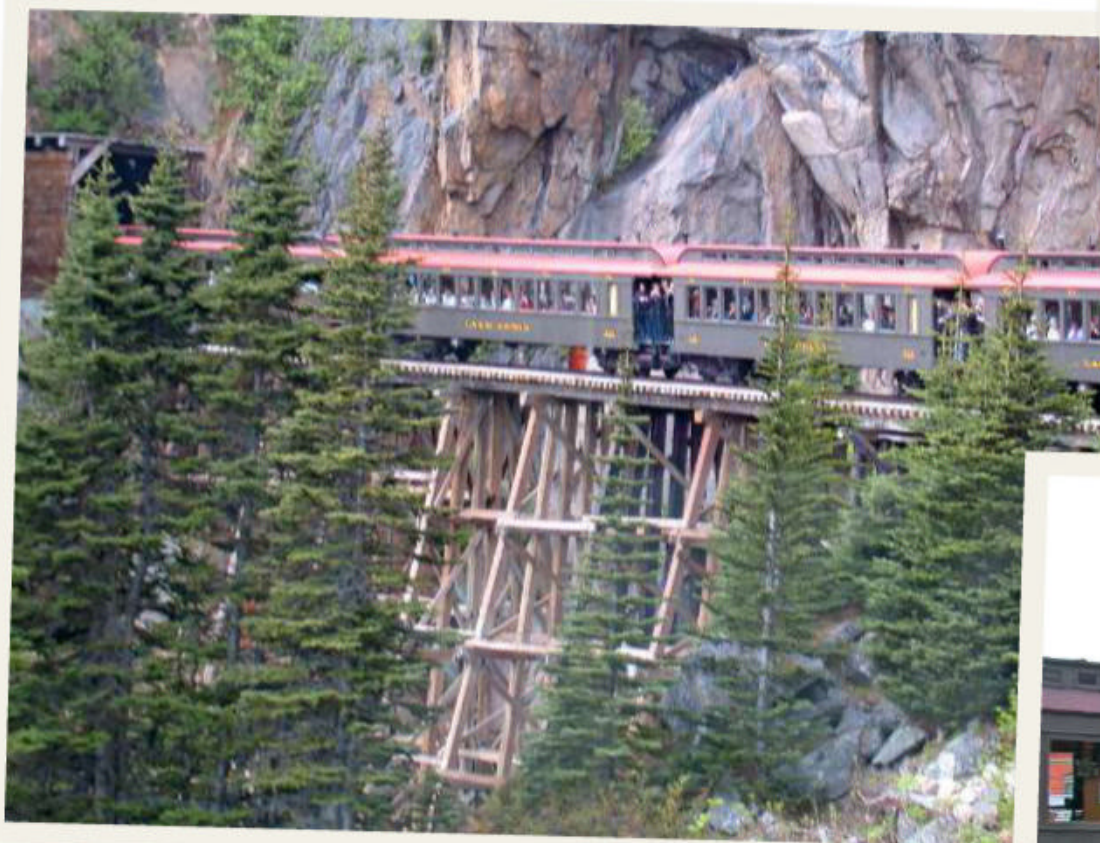
11

At last, I had an excuse to buy some of the cute little Lemax illuminated buildings. This is one of several village scene sets at £29.99. Three buildings (with lights), two lampposts plus several trees and a couple of figures in one pack.



12

The Bachmann 'On30' coaches were bought painted but unlettered. I painted the roofs in red oxide and added appropriate names and numbers, some 15 years ago. The drumhead on the rear is from a photograph of the real thing.



Above: Descending from White Pass to Skagway (2,265ft in 16 miles), a train emerges from Tunnel Mountain and immediately crosses a timber trestle.

Right: White Pass car No. 264 *Lake Aishihik* was built in 1885 for the San Joaquin & Sierra Nevada Railroad in the USA and was bought by the WPYR in 1927.



HOW TO

BUILD A SLICE OF OLD LONDON

Paul A. Lunn evokes the capital's golden era of steam with this 'OO' gauge plan for the narrow milk yard nestled between King's Cross and St Pancras sheds.

It's hard to imagine, as you stroll around the ubiquitous clothing boutiques and trendy eating places, that the area between the slender arches of King's Cross and the bulk of St Pancras trainshed was once a hotbed of railway activity. It's mind boggling that the busy, bustling yards, with endless sidings, air loud with the clang of shunting wagons and full of dirt and dust, is but a distant memory.

The milk/horse dock once occupied a very small space in the 'V' created by Cheyney Road and Battle Bridge Road and comprised approximately four or five sidings, depending



MODEL Peco LK-82 Goods Depot
♦ Price £13.50

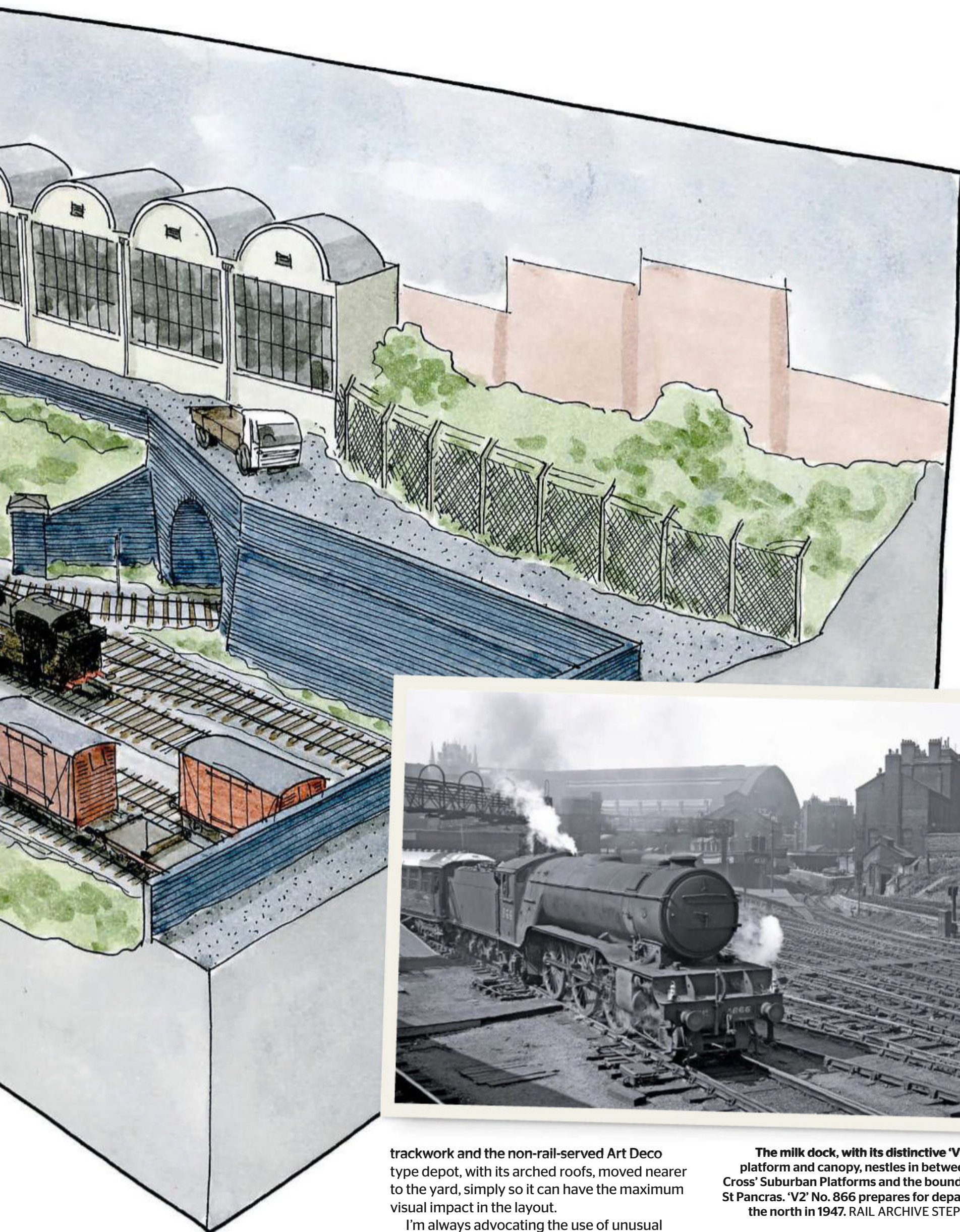
AVAILABILITY
Peco stockists



on what time period you choose to represent with your model.

The prototype site was triangular in shape, enclosed at the terminus end with a perimeter wall, by Culross Buildings - a multi-storied brick Victorian structure - to the rear, and King's Cross' Suburban Platforms to the front. The track was arranged to give access to not only the main line but also the famous locomotive stabling point that was situated near Gas Works Tunnel.

I first came across this location when it appeared in an old *Model Trains* article, and then was reminded of it much later by New Zealand modeller Tony Allman, who suggested that I include it in a revision of the 'OO' gauge *Peco Setrack Planbook*. It's one of my favourite small layouts, partly because it contains numerous unusual features: a diamond crossing in the yard throat, a mitred pair of goods platforms and works on an



incredibly hemmed-in site between two famous stations.

My design captures much of the prototype's feel yet includes a number of purely fictional elements, such as a rear tunnel, largely straight

trackwork and the non-rail-served Art Deco type depot, with its arched roofs, moved nearer to the yard, simply so it can have the maximum visual impact in the layout.

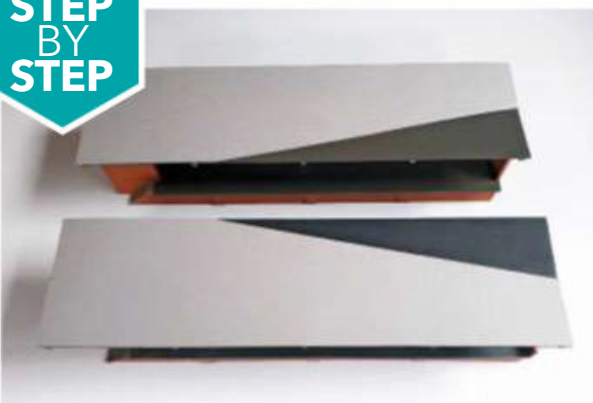
I'm always advocating the use of unusual focal points as a way to make your layout stand out from the crowd, and this King's Cross layout is no different. The milk yard had two triangular platforms, one with a unique pair of goods platform canopies mitred to fit into the 'V' of the two sidings. While not exactly alike, the



The milk dock, with its distinctive 'V'-shaped platform and canopy, nestles in between King's Cross' Suburban Platforms and the boundary with St Pancras. 'V2' No. 866 prepares for departure for the north in 1947. RAIL ARCHIVE STEPHENSON

prototype is very similar to Peco's LK-82 Goods Depot kit, which is available from most Peco stockists. I decided to put my money where my mouth is and turn a pair into the loading dock depicted in my plan.

STEP BY STEP



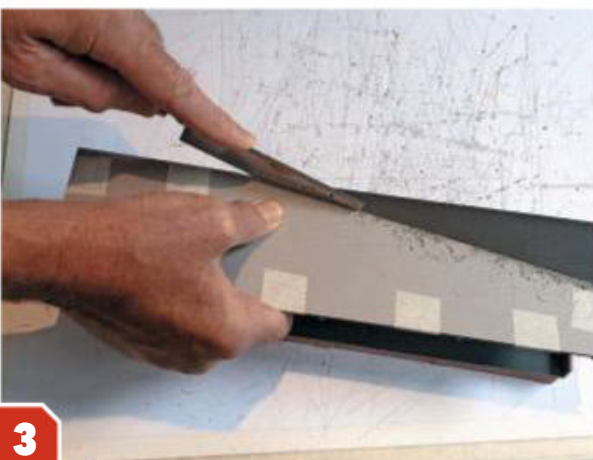
1

Draw around the kit's roof pieces on a piece of scrap card. You will need two roof templates. Mark a centre line along the length of each, draw out the sections to be removed, to dimensions on Fig A. Cut with a sharp knife.



2

Lay out a Peco ST-250 Diamond Crossing with two sidings long enough to accommodate the proposed building. Use the roof templates to give a good idea of the angle between both, which matches the ST-250 (22.5°).



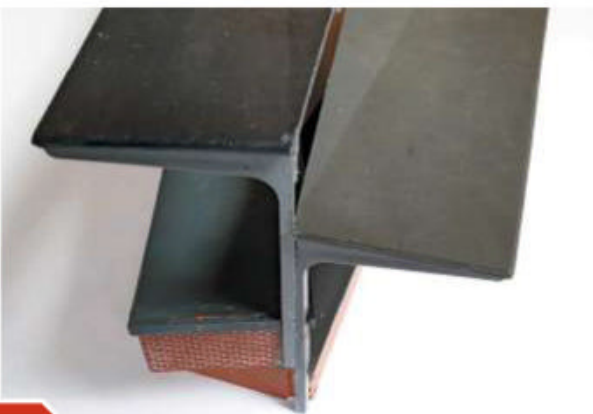
3

Secure the template to each roof, using masking tape. Cut with a razor saw, using gentle strokes until the cut is reasonably deep. If using a pre-assembled model make sure to support the roof. Clean off any burr.



4

Once both roof panels are angled to shape, cut down the centre of this outer 'concrete' roof column, ensuring that you maintain an accurate line.



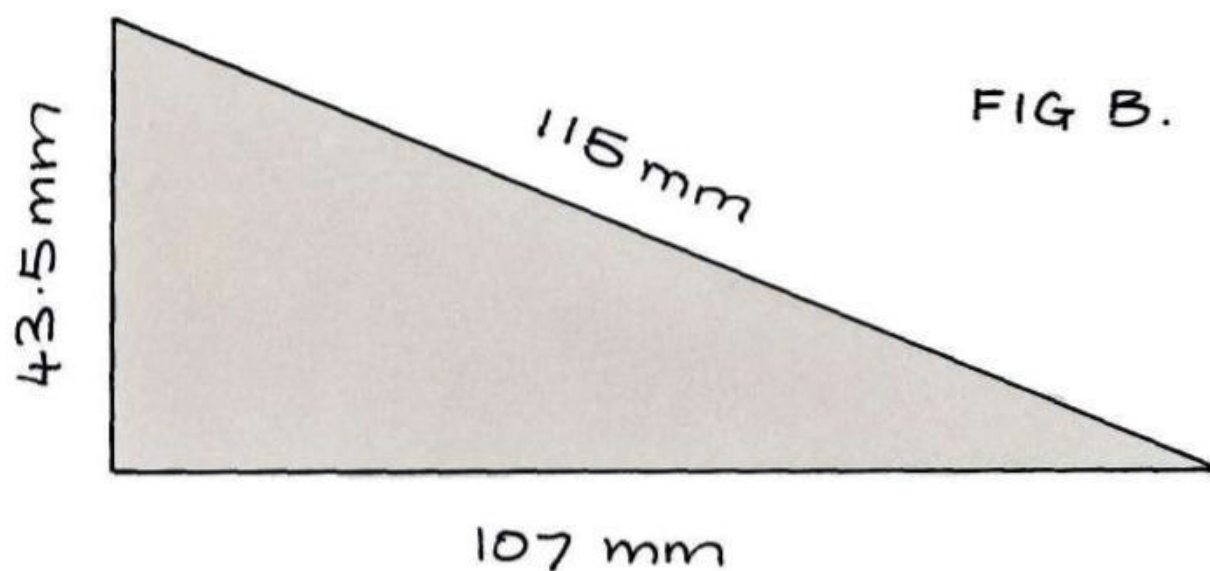
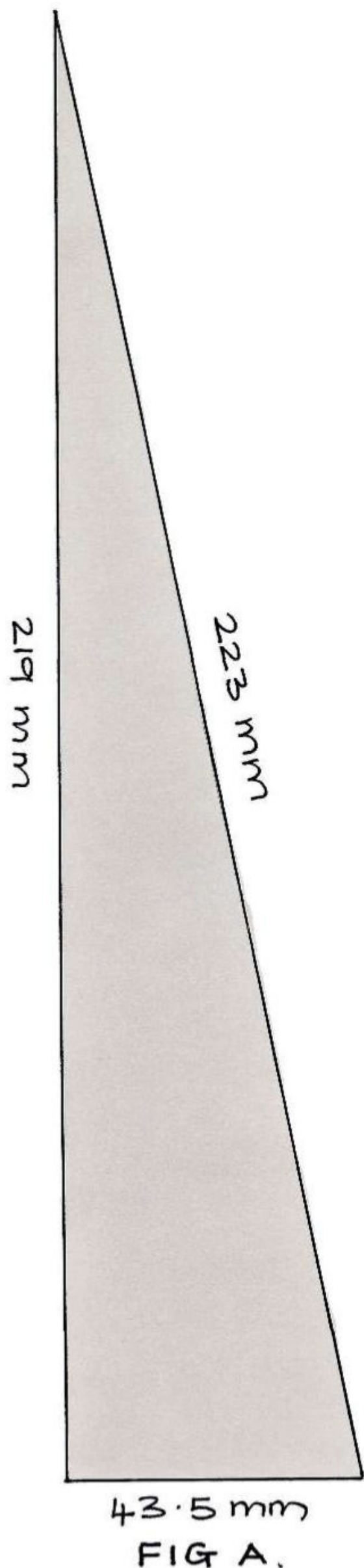
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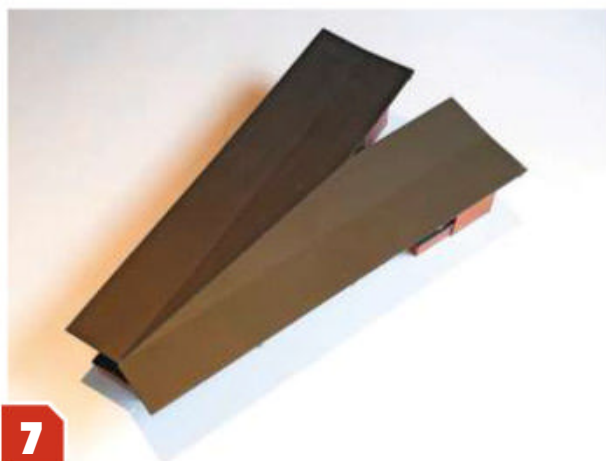
The angle on each roof is approximately 11.25°, making 22.5° overall, matching Peco's Diamond Crossing. It has to be equal (not unequal as shown in my 3D illustration) so the pitch of both roof levels match up.



6

The rear end of the line was arrived at by lining up both roofs then attaching masking tape to the platform below, followed by a scrap card template, in the appropriate position. Use the dimensions in Fig B.



**7**

When all cutting has been undertaken, offer both goods platforms up to each other and check for fit, making any final adjustment by removing material where necessary with needle files and/or wet and dry paper.

**8**

I was keen to get the whole thing glued, but something caused me to hesitate. A series of photos I took at that time showed the road entrance into the 'V' gap was unrealistically narrow due to the intruding store room.

**9**

To resolve the issue I reduced the front platform store, at the rear. Rather than try to do everything in one cut, I removed the wall, as seen here, then reduced both side walls and a short protruding section of platform.

**10**

To re-form mitres on all joints, I took most waste material off using a Dremel-type hand tool, then finished off with needle files. You'll need to remove a bit of the grey platform in the store, to create space for wall thickness.

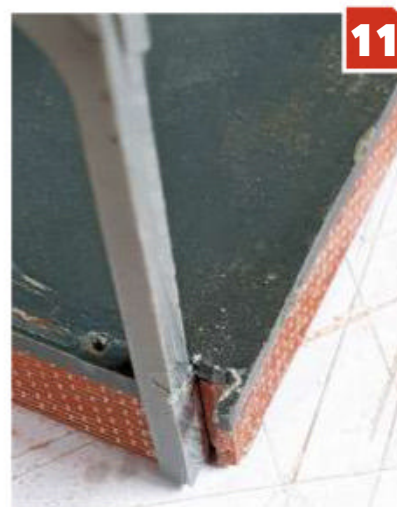
What you will need

SHOPPING LIST

- ◆ Peco ST-250 Diamond Crossing £9
Availability: Peco stockists
- ◆ Ratio 538 Gutters/Downpipes £5
Availability: www.hattons.co.uk

TOOLS

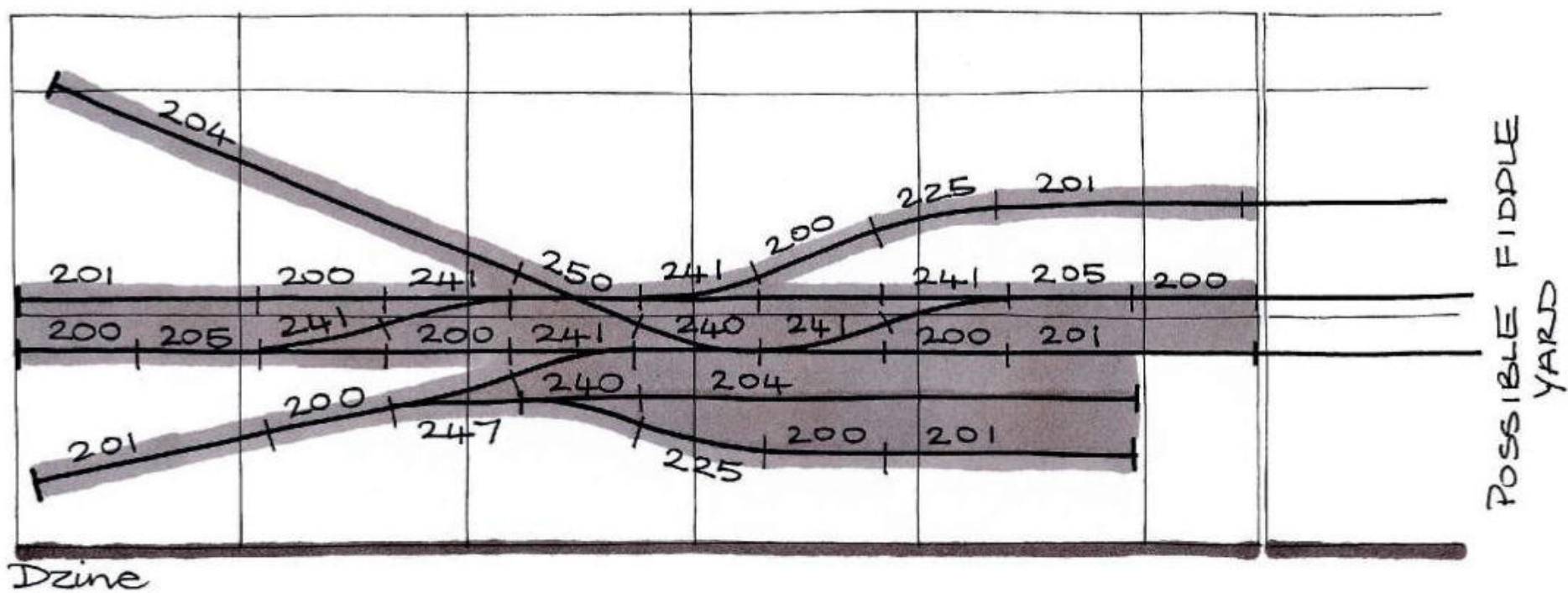
- ◆ Razor saw
- ◆ Scalpel with fresh blades
- ◆ Self-healing cutting mat
- ◆ Selection of needle files
- ◆ Wet and dry paper
- ◆ Sprue cutters
- ◆ Polystyrene cement

**11**

I've angled the aperture in the platform surface, to the right of the half-column, so the remaining half-column can be replaced on an angle to suit the adjoining angled platform and roof.

**12**

The rear goods platform has been left unpainted, whereas the front one had brick coursing picked out in off-white and the roof painted matt dark-grey/black. This is the condition in which both were purchased.



Above: This accompanying plan, which uses Peco Setrack, is slightly smaller than the one in the Planbook and occupies a space of 168cm by 70cm (5ft 6in by 2ft 4in). Stock can be removed/added using a Peco Loco Lift on the hidden track. My preference would be to add a fiddleyard or traverser to the right-hand end. If this is your choice you may even wish to dispense with the rear tunnel and follow prototype practice more accurately.



Below: All that remains is to add detail by way of relevant loads and staff going about their work. Here are a couple of images to give a bit of an idea, though I would suggest much more in the way of milk churns, crates and staff.

Top tip

When you cut both main structures and ultimately line them up for gluing together with such complex joints, at two levels, there's always the likelihood of some inaccuracy. Don't worry if this happens to you, it's very easy to cover up mistakes on any of the joint lines. The roof joint can be hidden with a representation of flashing; a thin long strip of aluminium foil will do, or you can use a suitable filler. If you have a problem with the platform joint you can either use filler again or position crates or milk churns to cover any offending problem. I used a small brick column to hide a gap on the leading end of the rear side platform brickwork, and you could certainly add a fall pipe from the kit or Ratio 538 Downpipes to mask any joint line in the end angled concrete column.





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With apologies to The Beatles

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'N' GAUGE LAYOUT CITY BASIN GOODS



Easily delivering **the goods**

With a focus on simplicity of build and operation, **Stephen Dance** has completed a shunting yard with a real sense of city centre bustle.

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



“What makes this layout great?”

There is always something to catch your eye at 'City Basin Goods'. With so much to look at, it very much has the feeling of a busy yard, but at the same time it doesn't feel cluttered. You could watch locomotives shunt for a very long while and still not be able to take in every detail on display.

”

'N' GAUGE LAYOUT **CITY BASIN GOODS**

Do you remember what the catalyst was that led to you building your most recent layout? You could have a list as long as your arm of locations you want to model and you're slowly working through them, or you might have been inspired by something you saw at an exhibition. For Stephen Dance, he spent years operating friends' layouts at exhibitions around the country and picking up advice until he was ready to start designing his own layout in 2009.

"Despite the designing starting more than a decade ago, it wasn't until 2011 that I seriously began construction," explains Stephen. "And considering I first become interested in 'N' gauge modelling in the 1990s it was clear I was in no immediate rush to complete it! I knew that I wanted 'City Basin Goods' to be an exhibition-standard layout so was happy to take things slowly and try to incorporate everything that I had learned in my years as an operator."

A member of the Abingdon and District Model Railway Club, Stephen has had the chance to operate plenty of high-quality layouts of different eras, scales and types, which helped him when it came to choosing the type of layout he wanted.

"My enjoyment primarily comes from operating the layout rather than building it, so something simple that wouldn't take me a decade to complete was high on my list of desires. I also wanted something that would be very hands-on, rather than watching trains go around in a loop, so I elected to build a shunting layout based on an inner-city goods yard. My first railway memories are of going to visit my grandparents and being fascinated by all of the locomotives at Didcot. My eyes didn't know where to look as I stared at 'Westerns' and 'Warships', and from then on my primary interest has been in the locomotives and stock rather than buildings and the lines. With this in mind, I wanted something that would allow me to feature a range of locomotives and stock in the same setting.

ARTISTIC LICENCE

'City Basin Goods' is based in the late 1960s to early 1970s and has taken inspiration from a number of Western region cities, but Stephen has avoided making it look like any one in particular so that he wouldn't have to be concerned about making the buildings look too much like the real thing.

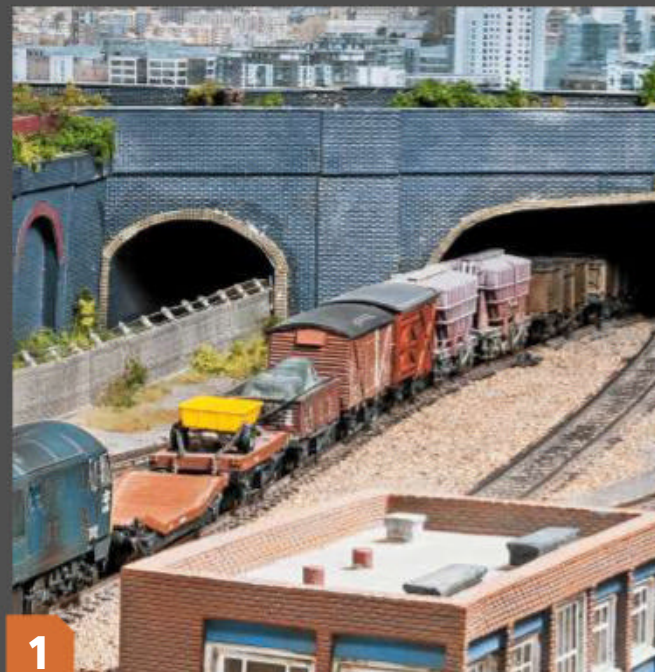
"Buildings are not particularly my strong suit but ➤



“My first railway memories were of visiting my grandparents and being fascinated by all the locomotives at Didcot”

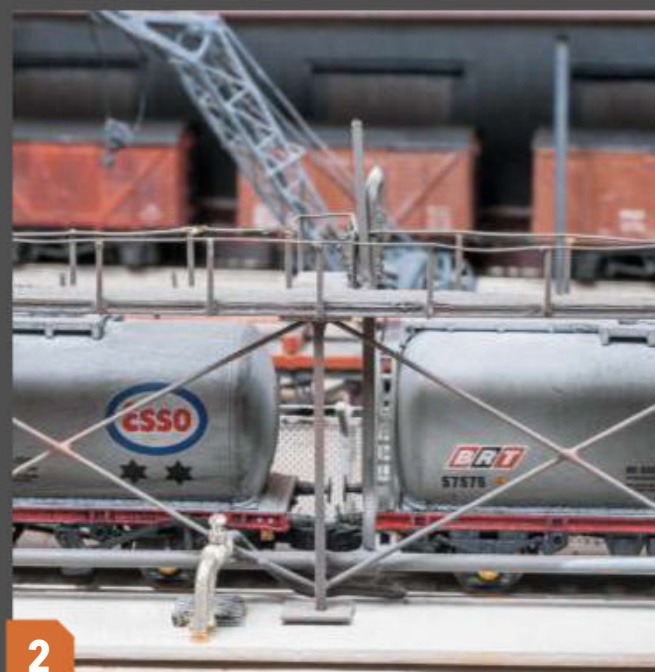


3 things we like



1

The wide variety of wagons that Stephen's locomotives bring to 'City Basin Goods'.



2

Fine details such as this high level walkway to inspect the tops of the tank wagons.



3

No city-based layout is complete without some vandalism in the form of graffiti.

'N' GAUGE LAYOUT CITY BASIN GOODS



I have had a go at scratchbuilding some of the larger structures such as the cement silos, which are made out of denture tablet tubes, Plastruct and bicycle spokes, while the water tower came from an older layout based on Totnes. This was also scratchbuilt, from an assortment of old business cards and Plastruct pieces. I also found that some resin, ready-to-plant buildings were perfectly suitable, and for the rest I was extremely fortunate to have a friend who had his own laser cutter. This allowed me to design the parcels buildings exactly how I wanted to fill the space and he could then turn them into card kits."

Creating the impression of a city within the relatively tight confines of the layout is always a challenge and there are several techniques you can employ to deceive the eye into believing there is more

space. Firstly, Stephen has used height, with the bus depot on the upper level, to give the impression that this is a bustling hub.

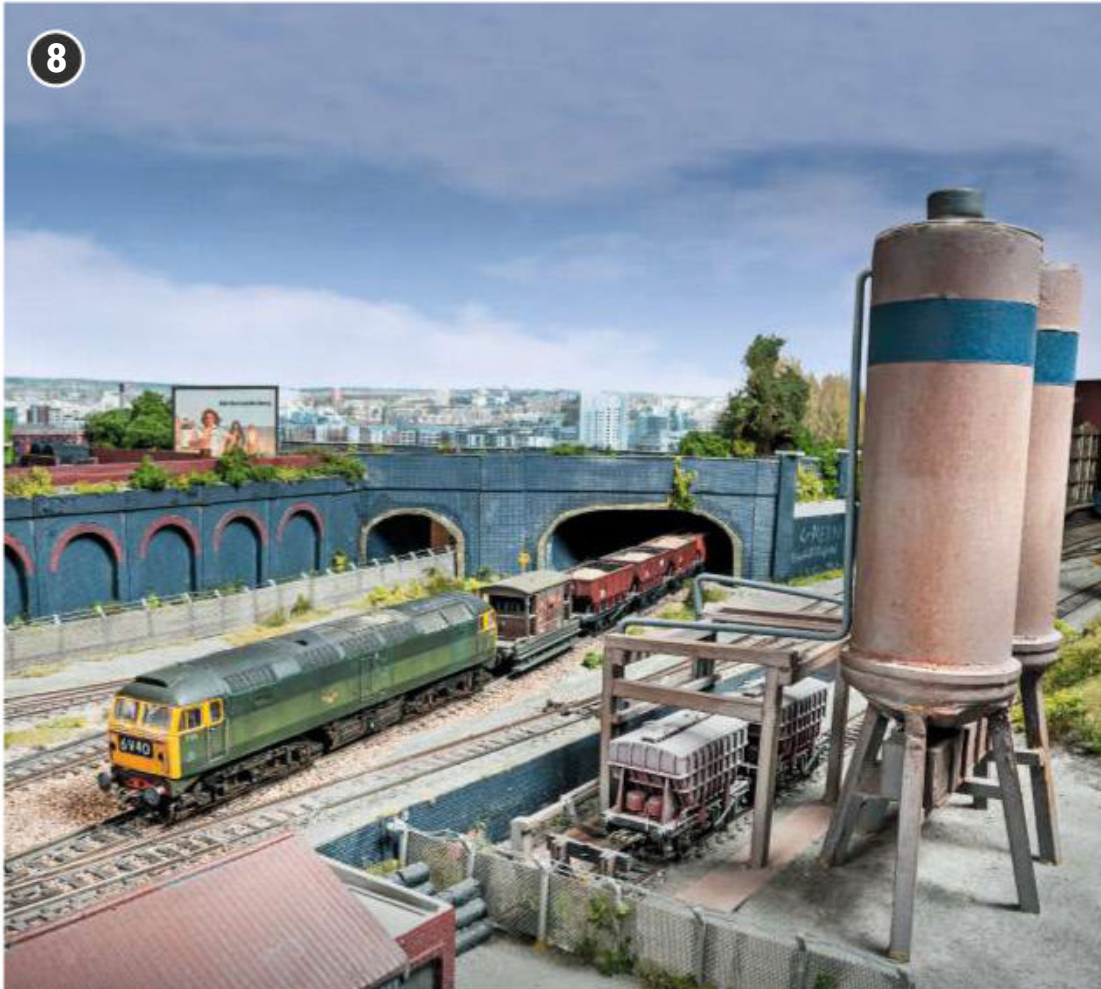
"I wouldn't say that I'm a bus enthusiast at all but I do miss what I would call 'proper buses' from my childhood, complete with conductors. Over the years, I have accumulated a number of buses suitable for the layout but I do have to be careful about where I place them in order to keep the scene looking right. The problem is that there is a mixture of Graham Farish and Oxford Diecast buses stationed there but they're in slightly different scales. The Graham Farish buses are in 1:160 scale and the Oxford Diecast ones are in 1:148, so I have to make sure I don't put them directly next to each other. There is an upside, though. If I place the Graham Farish models at the back of the depot there is



“Stephen has used height, with the bus depot on the upper level, to give the impression that this is a bustling hub”







a very subtle but powerful perspective effect which helps makes the layout look bigger.”

As well as the depot, Stephen has used a panoramic cityscape for his backscene which he found on Flickr. He did the necessary alterations to make it long enough to reach around the back of the whole layout and printed it on ordinary printing paper before glueing it to the backboard. He added an abandoned warehouse from Gloucester Docks to vary the landscape so that it wasn't specific to one city, even though at a following exhibition a viewer still recognised the city as Leeds.

AGREEABLE ANALOGUE

We're seeing more and more with layouts that DCC and sound are becoming dominant, but a stroll through any exhibition hall will show you that analogue layouts have just as large a crowd around them. Stephen uses an analogue PICtroller on 'City Basin Goods' which has served him well so far.

“There were several reasons why I opted to go for an analogue layout and the main one stemmed from when I was first building the layout. At the time, a lot of my models were of the older Graham Farish generation and they would have been incredibly difficult to put chips in. I've upgraded all of the models now to the newer Graham Farish models but elected to ►



'N' GAUGE LAYOUT **CITY BASIN GOODS**

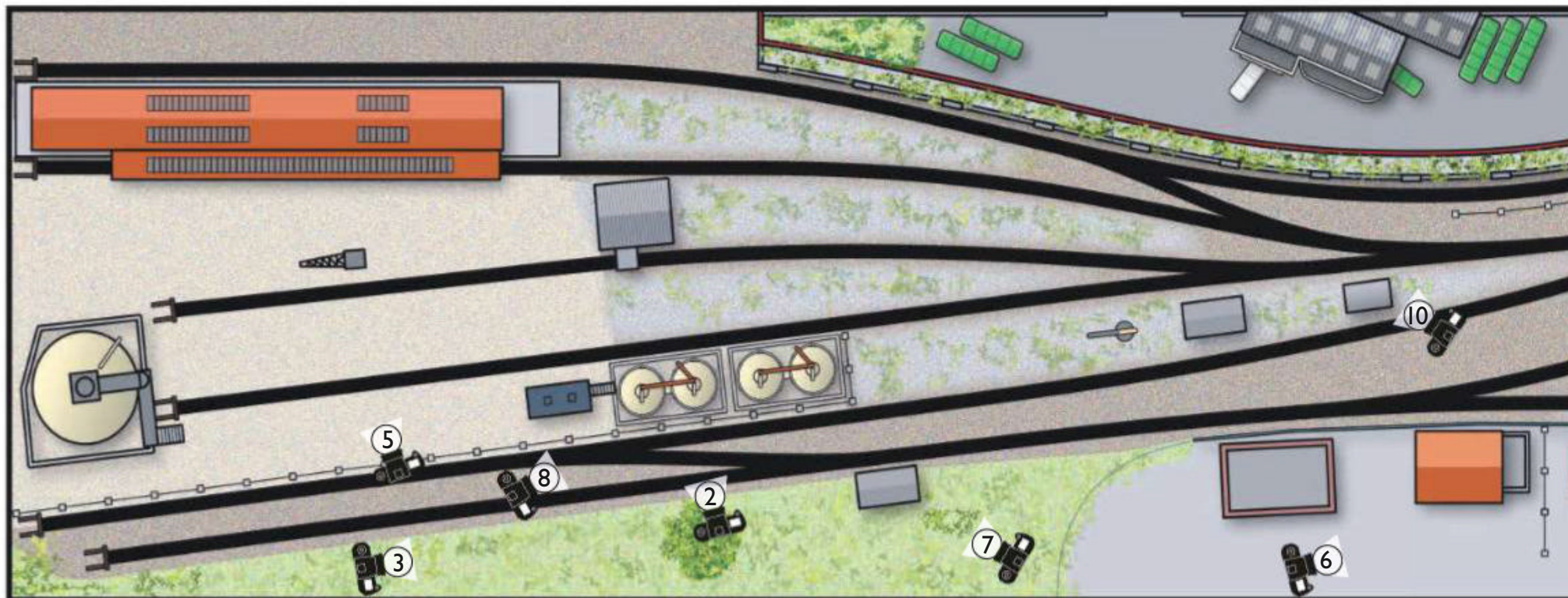
stick with analogue and my trusty feedback controller, as I find that it gives me better control at slow speeds than a Gaugemaster one, although I do have that as a backup. The other reason I opted for analogue was that I only have one pair of hands and was only likely to move one locomotive at a time. Since I don't have a looped layout, trying to operate two or more models at the same time would undoubtedly end in a crash. I feel as though I may have to change controller in the near future, though, as some of the newest models don't like the PICtroller very much."

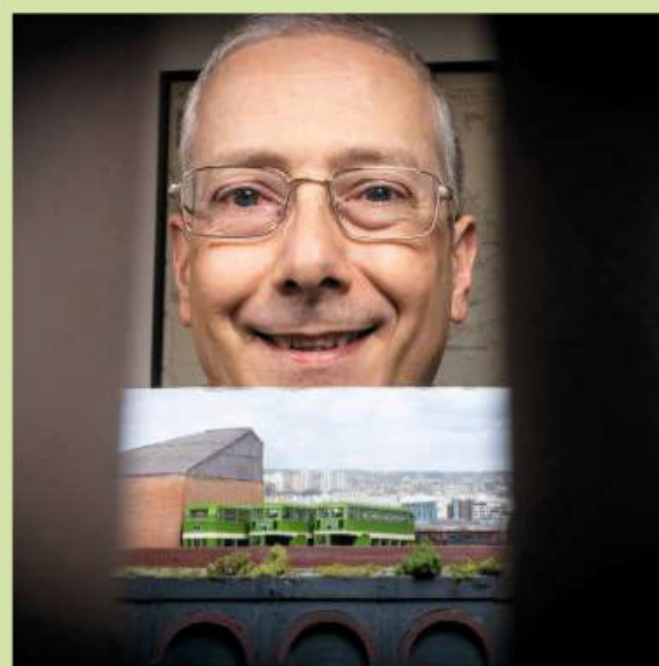
Arguably, the most impressive aspect of 'City Basin Goods' is Stephen's solution to hands-free coupling. He uses MBD couplings operated by electromagnets with switches for the operator behind the backscene. Small marks on the layout only visible to the operator reveal to him where the magnets are hidden so that he can uncouple perfectly every time.

"I've often seen high-quality shunting layouts that are ruined by a large, incongruous hand coming down from the sky or a hook on the end of a stick making an appearance. They do have their advantages as you ►



Artwork: **Andrew Mackintosh**





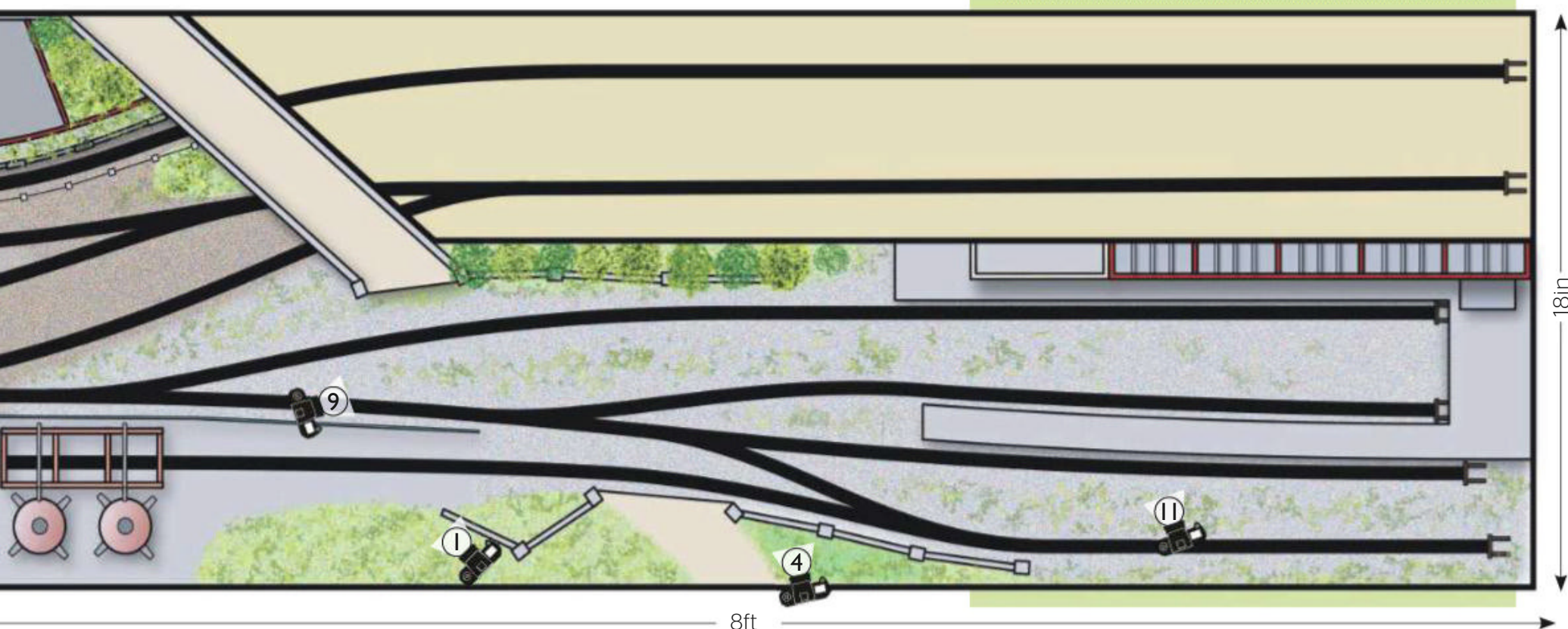
MODELLER CV: STEPHEN DANCE

When I'm not busy operating layouts or fine-tuning 'City Basin Goods', I'm a railway photographer of both foreign and UK stock. I am also a member of a walking group.

FACTFILE: 'GASWORKS BASIN'

Gauge and scale: 'N'

Size: 8ft by 18in



'N' GAUGE LAYOUT **CITY BASIN GOODS**

aren't limited to uncoupling in one place but I've found that with the slow speed control I have with my feedback controller, I can stop the train in the right place every time."

As it has for everyone, the current situation has impacted Stephen's exhibition plans as not only this year's but a lot of next year's bookings have been cancelled. But, in common with many layout owners, he's using the time to make improvements and get it ready for its next outing by installing a cassette fiddleyard to replace the two-road one fitted now.

Be sure to keep an eye out for 'City Basin Goods' at exhibitions in the future, and if you know somebody with an exhibition layout, why not offer to give them a hand at its next outing? It might just inspire you to build a layout of your own. 



Above: Stephen has stuck with analogue control and uses a handheld PICTroller, with feedback control, which has served him well. However, he also has a Gaugemaster unit as backup.



Top & Above: 'City Basin Goods' features MBD electro-magnetic uncouplers, for hands-free shunting, while the points are operated manually with sliding wooden levers.



Stephen's proudest moment was at the Huntingdon show in 2017, when Ben Ando came to him and said it was one of his favourite layouts at the show. Ben's Revolution Trains may soon be carving a hole in Stephen's bank balance, as he's eager to collect all of the upcoming 'N' gauge releases!

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MODEL RAIL

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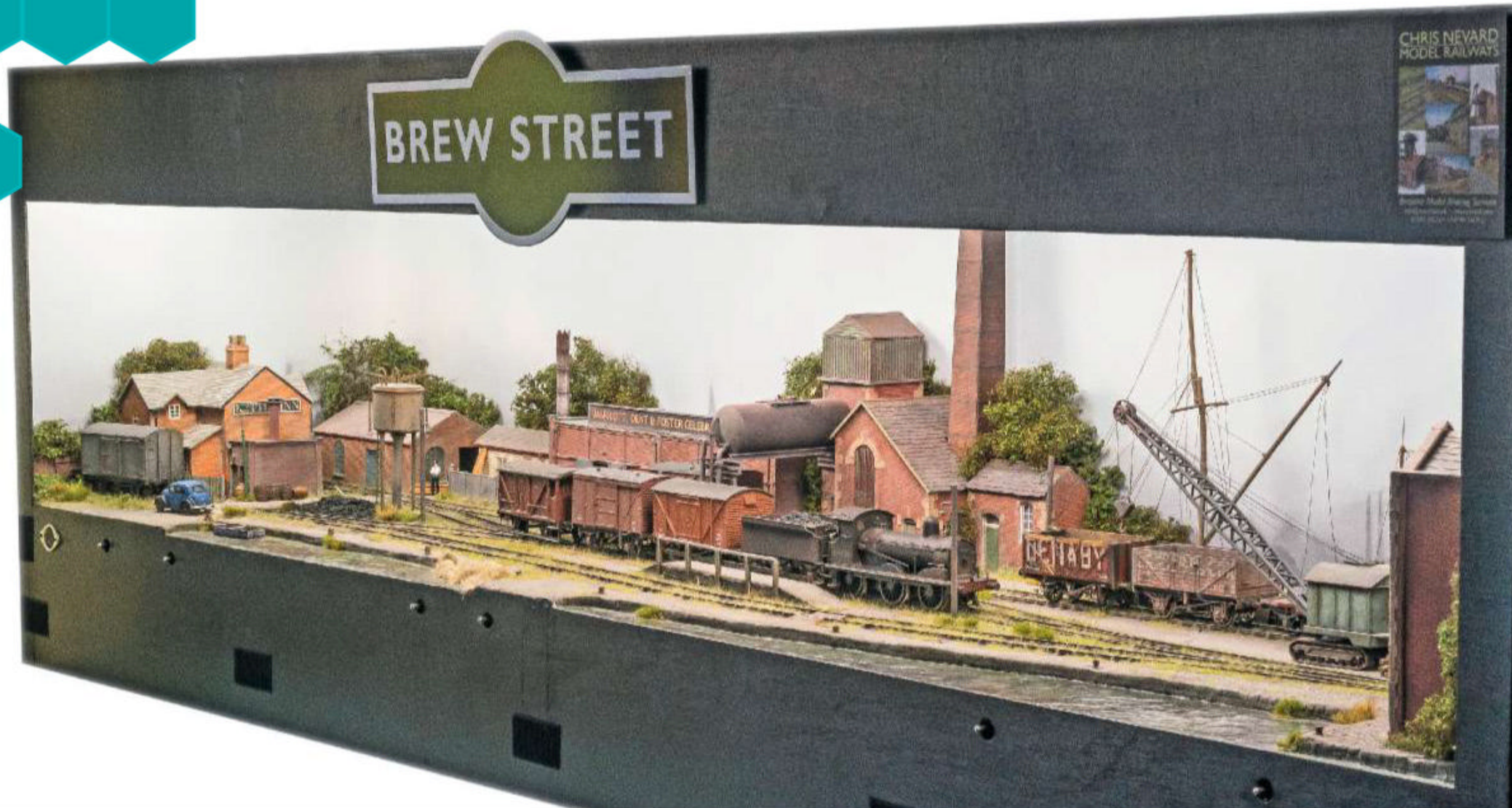
and you can post your pictures and chat to fellow modellers all learning the same skills. We'll offer friendly feedback and tips to make you even better!



Richard Foster Editor



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PHOTOGRAPHY: GEORGE DENT & CHRIS NEVARD

THE ESSENTIAL GUIDE TO BASEBOARDS

Pt 3: Backscenes, legs and fiddleyards

While a flat baseboard is all we need to get started, we'll soon want to add scenery and a backdrop will add the finishing touch. We also need to mount the boards at a comfortable viewing height and incorporate space to rearrange the trains 'off-scene'. Ace layout builders **Chris Nevard**, **Dave Lowery** and **George Dent** explain how it can be done.

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

BACK-SCENES & PELMETS

All layouts require some form of backscene. With self-contained layouts, or those constructed in sections, erecting a frame around each board not only provides an opportunity for enclosing the scenic area, but has the added benefit of creating a 'stackable' module. This takes care of the back and sides of a layout, but what about the front?

So viewers can immerse themselves effectively, it helps if their gaze can be channelled into the scene. A simple way of achieving this is to create a fascia - or pelmet - through which the entire layout can be seen. The frame blocks out extraneous items and disguises the point where the 'sky' runs out. Indeed, with the layout set up at an appropriate height, we can make it difficult for viewers to see anything outside of the miniature scene.

STEP BY STEP

BUILD YOUR OWN BACKSCENE



1

A simple timber framework can be erected around the baseboard. Start at the ends and check that the angles are square. You could set the framework inboard of the edges to allow the framing to sit flush with the ends.



2

The framework is completed by adding battens across the front and rear, along with transverse beams to improve strength. Plywood panelling can then be cut and temporarily installed to the frame.



3

Mark out the locations of the entry and exit points, where the trains will pass to and from the scenic area. In this case, the track will be elevated, so there's no need to cut through the batten at the base of the framework.



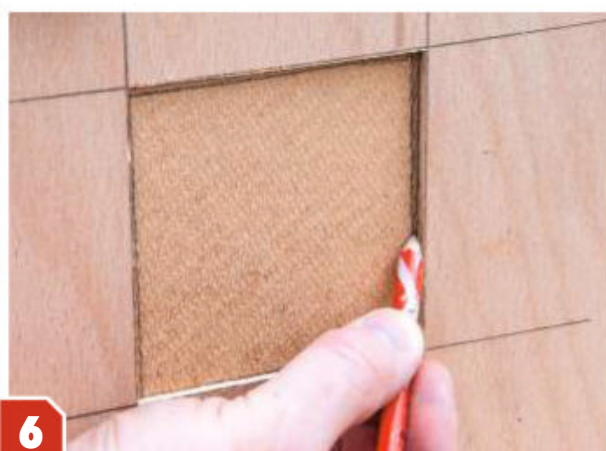
4

The plywood sheets can be removed and the apertures cut out on a workbench. After drilling pilot holes near the corners, an electric jigsaw can get to work removing the waste material before the plywood is installed permanently.



5

To form the curved backscene, bendy MDF is perfect. However, this is expensive, so I often use white-faced hardboard, which is a fraction of the price. Though not as flexible, it's fine for boards with room for generous curves.



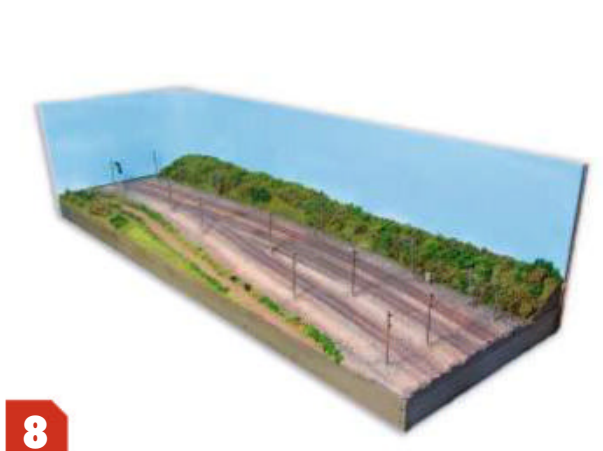
6

After clamping the backscene sections temporarily to the framework, the locations of the exit/entry route apertures can be cut out with the jigsaw. Remember to wear a mask and eye protection when cutting MDF or hardboard.



7

Once the curved backscene panels have been permanently installed, any gaps can be filled and sanded smooth. The trackbed can then be laid out and the basic scenic work can commence, before the backscene is painted.



8

It's best to get the messy landscaping work out of the way before the backscene is finished off. A quick option is to spray the white background with blue paint. The final layers of scenery can then be installed.

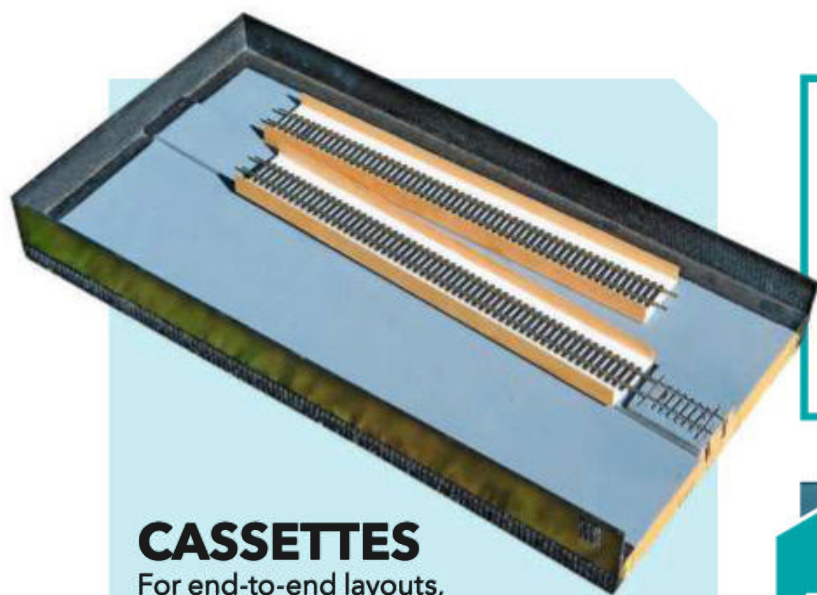


9

Adding a front panel finishes off the baseboard nicely and cutting a viewing slot will help focus attention on the scenic area. This fascia has been shaped in harmony with the landscape profile and is about to be painted black.

10 An added benefit of building a backscene box is that it provides a ready-made framework for a 'lid', giving the layout plenty of protection during storage or transportation. The top can also be fitted with a simple lighting rig.





CASSETTES

For end-to-end layouts, locomotives or entire trains may require turning, but excessive handling of delicate models is seldom a good idea. Cassette-type fiddleyards remove much of the need for handling the trains directly, as well as offering savings on the cost of points. They're also ideal for maximising the available space.

Cassettes can be made in various lengths to suit your own operating needs, although there are limits in terms of length and weight that can be easily handled. Formed of a simple tray crafted from plywood, MDF, or even foamboard, protective sides and removable ends are recommended, to prevent trains rolling out while in transit. Once a train has rolled into a cassette, it can be slid to one side, or lifted away and stored safely. Indeed, creating stackable cassettes, with removable top and ends, is a fairly straightforward task.

If there's no need to turn the entire train, be sure to allow room for locomotives and brake vans to be uncoupled on each tray and repositioned at opposite ends. Space for fingers to reach around models is a good idea anyway, as it helps when correcting derailments.

The fiddleyard baseboard simply requires a purpose-built flat-topped surface set to the correct height to match the rest of the layout. Allowing for the depth of the cassette tray, the board may need to be set a little lower, to ensure consistent rail height across the transition from the scene to storage.

Track alignment with the main baseboard is also simple, especially when compared to traversers or sector plates. Regular rail joiners (fishplates), soldered to the ends of the rails in the cassette are a popular option and power transfer to the rails may be through joiners or, for greater reliability, via separate leads and crocodile clips.

FIDDLEYARDS

Unless you're modelling a static diorama, locomotives and rolling stock need to move from one place to another. This may involve remaining within a scenic setting but, in most instances, we prefer to move our trains 'off stage' where they can be re-marshalled, turned or exchanged for a different set of 'performers'. The fiddleyard is the conventional means of sorting and storing trains away from the visible scenic area.

LEGS & TRESTLES



Baseboards don't float in mid-air, so we need some way of placing them at a convenient level. A set of wooden legs is the traditional means of staging a layout, erecting pairs of legs that bolt to the baseboard, with horizontal and diagonal stretchers to keep everything rigid. A set of adjustable feet – available from hardware stores – can be fixed to the ends, to help cope with uneven floors.

A simpler option is to employ a set of folding sawhorses or adjustable trestles. These sturdy, folding metal trestles (right and below) are available from Screwfix for under £25 each and their height is easily adjustable.



SIDINGS

The most conventional form of fiddleyard contains a fan of sidings or loops, but this demands a considerable amount of space and they may even turn out to be bigger than the layout itself.



SECTOR PLATES

A sector plate is a pivoting section of track that allows trains to run from one line onto another, without the need for points. Acting like a turntable, many diverging routes can be laid to permit trains to access a fan of storage sidings or to re-emerge onto the scenic section on a parallel line. Sector plates can also act as one end of a run-round loop, allowing a locomotive to change tracks off-stage. They can be built to almost any length, to help shunt a locomotive alone or entire trains.

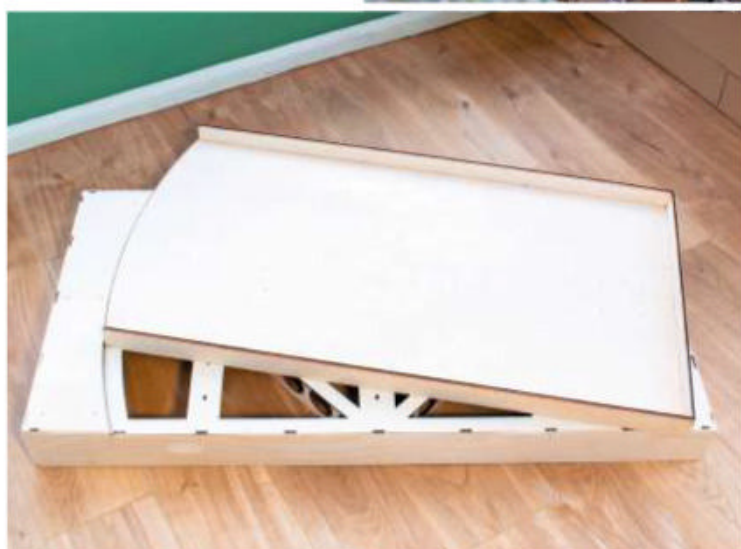
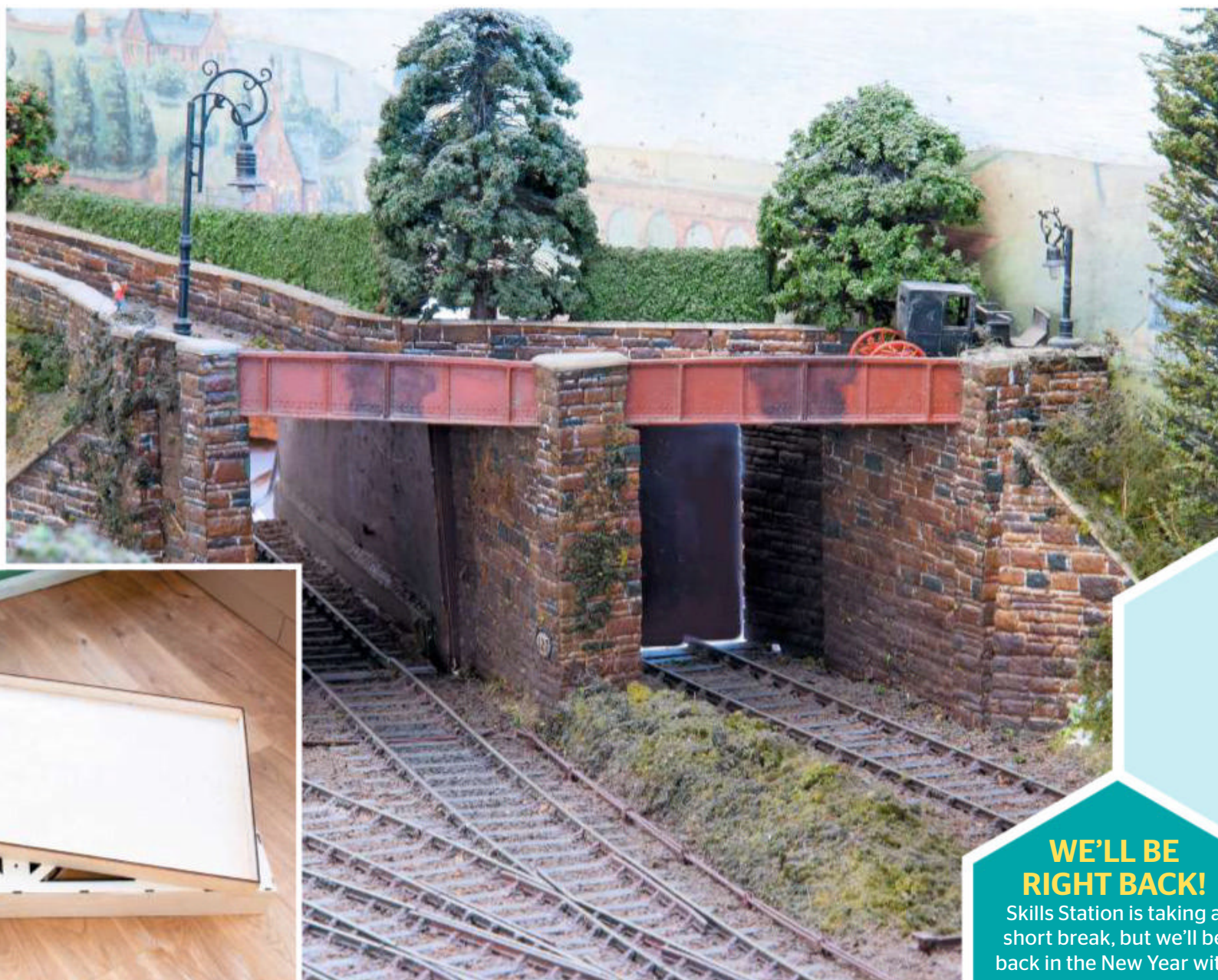
Sector plates can be created from a length of plywood, secured to a pivoting point a few inches from the outer end by a nut and bolt, tightened just enough to allow the plate to rotate on this axis. A means of aligning the tracks is essential and one simple solution is a small brass bolt and socket that will lock the plate in position while the trains run back and forth.

As for the wiring, all you need to do is add a power feed to each rail on the sector plate. Only if the plate revolves more than 180° do you need to worry about polarity reversal, as you would with a turntable.



Right: A piece of black card can be fixed to the side of the sector plate so that it blocks off the view through the exit point as the plate is moved. Thus, the happenings 'off-stage' are hidden from the viewer.

Below: If you don't fancy making your own, ready-made sector plates are available in a variety of formats and sizes from baseboard manufacturers. This 4ft by 2ft version was a custom order from Tim Horn Baseboards.



WE'LL BE RIGHT BACK!

Skills Station is taking a short break, but we'll be back in the New Year with more essential guides to railway modelling techniques.

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



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A RADICAL departure

Has history judged Hawksworth's GWR 4-6-0 'County' class too harshly? **Richard Foster** explores the post-war locomotive's traditional yet revolutionary approach.

The impact of the Second World War on Britain's railways should never be underestimated. It changed everything and its shockwaves would be felt for decades after hostilities ceased.

Gone were the railway's glamour days. The 'Big Four' were battered and broke. Manpower, materials and money were all in short supply and it was a case of 'when' and not 'if' the Government would take them over.

The war's impact was felt in the drawing offices of the 'Big Four's' main works, changing the output of the chief mechanical engineers. Gone were names of the 1930s. Gresley, Stanier, Collett and Maunsell had overseen glamorous express locomotives, some streamlined, a railway of luxury and a healthy workforce. Their post-war counterparts had a very different world to contend with.

H.G. Ivatt's locomotives were all high running plates, exposed motion and labour-saving devices; his brother-in-law Oliver Bulleid was producing slab-sided machines with revolutionary valve gear and electric lights. At Doncaster, Edward Thompson was dividing opinion with handsome mixed traffic designs but some frankly hideous express locomotives in an attempt to replace Gresley-Holcroft conjugated valve gear with something more simple.

And what did Swindon Works produce after the war? That's right, a 4-6-0 with a copper cap chimney...

Charles Collett is often accused of letting Great Western locomotive development stagnate. That's a debate for another time, but there's no getting away from the fact that the already solitary Collett withdrew into himself even further following the death of his wife Ethelwyn in 1923, and he indulged his interest in the paranormal and spiritualism far more than engineering as the 1930s progressed. Swindon spent its time filling in gaps in the fleet rather than getting on with the pioneering work with which it

had made its name in the 1910s and 1920s under the inspired leadership of George Jackson Churchward.

SWINDON AT WAR

Collett was persuaded to retire in 1941 and the chief mechanical engineer's post was filled by former chief locomotive draughtsman Frederick Hawksworth. It was not the ideal time to take office.

GWR locomotives were complicated machines to build. The frames were a mixture of traditional British plate and US bar. Machining tolerances were to a standard that was much higher than other works demanded.

Wartime restrictions made life hard work at Swindon, while poor coal and lack of maintenance hampered performance out on the road to locomotives with low-degree superheating that were designed to be fired on the best Welsh coal.

Hawksworth had to design to wartime needs and the immediate post-war world. Evidence of this appeared in March 1944 when a new 'Hall' was outshopped from ➤

“ In a first for Swindon, sitting atop a longer than standard smokebox, was a double chimney ”





Above: No. 1021 *County of Montgomery* leaves Teignmouth with a Paignton-Liverpool service on July 26 1955. The 'Counties' wider tenders also required wider cabs, which meant that enginemen couldn't access the smokebox by sliding along the running plate under the cab. A front step was provided under the bufferbeam, however, somewhat unhelpfully, on one side only. NORMAN PREEDY ARCHIVE/RAIL PHOTOPRINTS

Left: The 'County's' boiler pressure was reduced to 250lbs/sq in in 1956 and, from 1957, the three-row superheater was replaced with a four-row affair. The extra lubricator pipework was often hidden underneath an additional cover on the driver's side, as illustrated by No. 1006 *County of Cornwall* at Plymouth Laira shed on April 29 1962. DAVE COBBE COLLECTION/RAIL PHOTOPRINTS

Pioneer 'County' No. 1000 *County of Middlesex* shows off its original double chimney, with distinctive lip, at Laira shed on July 24 1949. No. 1000 didn't receive a standard double chimney until 1958. NORMAN PREEDY ARCHIVE/RAIL PHOTOPRINTS



Shrewsbury shed's Nos. 1016 *County of Hants* and 1003 *County of Wilts* show off their double chimneys in 1959. No. 1022 received the first of the new double chimneys in May 1956 and it took until October 1959 before all 30 'Counties' had been modified. RAIL PHOTOPRINTS



Swindon. No. 6959 may have looked like the previous 259 examples, but closer inspection revealed some radical departures from the Churchward/Collett way of doing things.

The main frames were plate throughout. Traditionally, GWR cylinders were cast in two halves and each half included part of the smokebox saddle. In the modified 'Hall', the cylinders were bolted to the main frame with a centre stay forming the smokebox saddle. Gone was the superb but complex de Glehn bogie; in its place was a simple plate frame affair. The Standard No. 1 boiler looked outwardly similar but had a revised arrangement of tubes and a three-row superheater.

Swindon would build a further 70 'Modified Halls' for both the GWR and BR.

What's in a number?

Initial drawings showed the 'Counties' with numbers in the 99XX series, but Hawksworth was apparently so angry that this news had been leaked to the railway press that he changed the numbering series to 10XX.

But with No. 6959, later named *Peatling Hall*, Hawksworth and his team were working on something more radical.

DODGING THE DRAUGHT

Churchward had been responsible for Britain's first 4-6-2 in 1908 but the GWR had found that the 4-6-0 suited its requirements well. However, during the war years, Hawksworth and his team started to investigate what a post-war GWR 'Pacific' might look like. They didn't get very far as wartime restrictions forbid the development of new express passenger designs. So the team switched its attention to a new 4-6-0, incorporating some of the 'Pacific's' features.

A January 1944 drawing shows what a radical departure this new design could have been: outside Walschearts valve gear and a high running plate that gave a foretaste of the BR Standard types.

What eventually emerged from Swindon in August 1945 was a curious mixture of conventional and the radical. It was bigger than a 'Hall' but smaller than a 'Castle'. It had all the hallmarks of a GWR locomotive: long, taper boiler and firebox, safety valve bonnet, prominent cylinders, curved running plate

under the smokebox and cab, and a Collett cab.

Yet everything was different. The boiler was new, dubbed No. 15, and it had a shorter barrel and larger firebox than the 'Castle's'. Jigs used at Swindon to build wartime Stanier '8F' boilers were reused for the new locomotive.

A similar level of superheating as the 'Modified Hall' was employed but the boiler was pressed to a whopping 280lbs/sq in. In another first for Swindon, sitting atop the longer than standard smokebox, was a double chimney.

Beneath the running plate were features found on the 'Modified Hall'; plate frames throughout and the plate frame bogie. The wheels were 6ft 3in, another departure from standard GWR practice.

Arguably the most eye-catching features were the single-piece splashers and straight nameplates. Apparently, the design was produced under great secrecy at Swindon, but news had leaked to the Railway Correspondence & Travel Society, whose house magazine, *The Railway Observer*, reported on the splashers!

Behind the locomotive was a new type of tender. Key dimensions were akin to previous GWR tenders but the body was of welded

No. 111 *The Great Bear* entered service in 1908 but was rebuilt as a 'Castle' 4-6-0 in 1924.



Above: No. 1010 *County of Caernarvon* is in splendid condition outside Swindon Works on June 22 1955. Nos. 1001-1029 were built with a single chimney. Experiments to improve the class' draughting started in 1953 and took a couple of years to complete, with No. 1009 being the main guinea pig. NORMAN PREEDY ARCHIVE/RAIL PHOTOPRINTS



Left: GWR livery was replaced by British Railways lettering, albeit using the Great Western's Egyptian typeface. As a two-cylinder mixed traffic design, they received BR lined black but this was soon replaced by BR green, the last black 'County' disappearing circa 1954. No. 1016 *County of Hants* is still in black livery at Chester circa 1953. The nameplates on the fireman's side were fixed direct to the splasher. R.A. WHITFIELD/RAIL PHOTOPRINTS

Below: All the 'Counties' were delivered in GWR green with the post-war 'G crest W' on the tender. Nos. 1017/1018 were the first to be delivered with nameplates and it took until 1948 before the last unnamed locomotives were fitted with plates. Most photographs of 'Counties' in GWR livery shows them to be in filthy condition, typified by this photograph of No. 1029 *County of Worcester* at Chester in 1948. R.A. WHITFIELD/RAIL PHOTOPRINTS

construction, with flush side raves and it was designed to be self-trimming. Even the toolboxes were in a new position.

Pioneer No. 1000, built in August 1945, went new to Old Oak Common shed on September 9 that year. Nine more, Nos. 1001-1009, would follow, Nos. 1010-1022 being built in 1946 and Nos. 1023-1029 in 1947.

SPREAD FAR AND WIDE

It was not until March 1946 that the naming theme was unveiled. The class would resurrect the theme of counties; county names had already been applied to Churchward's outside cylinder 4-4-0s of 1904. No. 1000 would become *County of Middlesex*, just as the pioneer Churchward 'County' had been.

The 'Counties' were initially allocated to sheds that served the GWR's principal main lines: Bristol Bath Road, Newton Abbot, ➤



Masterclass

Old Oak Common, Truro, Plymouth Laira, Westbury and Wolverhampton Stafford Road. However, in BR days, they began to move further afield, particularly as dieselisation began to bite in the London area: Bristol St Philips Marsh, Chester, Exeter St Davids, Neyland, Penzance, Shrewsbury and Swindon all received 'Counties' at one time or another.

No. 1026 *County of Salop* was just 15 years old when it was withdrawn from Shrewsbury on September 13 1962. It was followed a few weeks later by No. 1004 *County of Somerset* from Penzance and Didcot's No. 1018 *County of Leicester* on the 27th. The run-down was quick, and by the autumn of 1964 only No. 1011 *County of Chester* was left in service.

Having lost its BR numberplate in exchange for GWR numerals on the bufferbeam, Swindon shed's No. 1011 worked the Stephenson Locomotive Society's 'Last County Special' on September 20 1964 and was not withdrawn until that November. It was scrapped in March 1965.

CURSE OF THE COUNTY

The 'County' 4-4-0s were considered duds, Churchward's boiler and cylinder proportions not suiting the wheel arrangement. Along with their 4-4-2T cousins, they were really the only black mark against Churchward, whose other designs were superlative. Somehow, Hawksworth's 4-6-0s seem to have carried the same curse.

The overriding feeling towards the class was 'what was the point?'. BR classified them '6MT'. That put them in the same bracket as the rebuilt 'Royal Scots' but, for the Western Region, they were too much of an inbetweener – if the job was too much for a 'Hall' (BR classification '5MT'), a 'Castle' (BR '7P') could handle it comfortably.

The 'Counties' gained a reputation for rough riding, one driver reporting that he wouldn't take one above 70mph. Other footplatemen hated the new arrangement of tender toolboxes and the shape of the coal space. The cabs were wider than other GWR



No. 1011 *County of Chester* outlived its classmates for several months and, as the last 'County' in service, became a railtour favourite, losing its smokebox numberplate in favour of the number being painted on the bufferbeam, GWR style. The 4-6-0 passes Coates, near Cirencester, with the SLS's 'Farewell to the GWR County Class' Birmingham-Swindon railtour on September 20 1964. It was withdrawn that November. HUGH BALLANTYNE/RAIL PHOTOPRINTS

locomotives so there was no foothold under the cab. There was a front step mounted to just one side of the bufferbeam which was annoying if the locomotive was parked over a long pit and you were on the other side and needed to access the smokebox.

They were shy to steam, too, and, following a highly critical column in *The Railway Magazine*, Hawksworth invited Cecil J. Allen out for a footplate trip. Allen called the 'Counties' "worthy and dependable" but his account of the trip recorded No. 1028 topping Dainton bank at 15mph with just nine coaches.

However, amateur footplateman and Westinghouse chief engineer Kenneth Leech wrote that he drove or fired 22 out of the 30 'Counties' and "cannot recall a bad trip". He said that they struggled on stopping trains and rode harder than a 'Castle' but were

"strong, lively engines". Tyseley fireman Dick Potts praised them for "sheer strength and rapid acceleration with complete absence of slipping".

The difference in experience came after a watershed moment. No. 1000's double chimney was fitted as an experiment but draughting trials didn't actually start until 1954. By this time, Sam Ell and his team at Swindon had been trying to improve draughting on several Collett classes, including the 'Manors'.

Now it was the turn of the 'Counties'. The firebox's shape was already found to be responsible for firemen not being able to maintain 280lbs/sq in, so the boiler pressure was reduced to 250lbs/sq in.

But in early 1954, No. 1000 was under test between Swindon and Reading with the Western Region's dynamometer car. Later that year the real work started with No. 1009 *County of Carmarthen*. This received a new blastpipe and temporary double chimney. Rebuilding the whole class with revised blastpipes and 'Castle'-style double chimneys took place between September 1956 and October 1959.

Hawksworth's 'Counties' will always be a bit of an enigma. They were supposed to be a step forward in GWR locomotive design but the stats speak for themselves. Three lots were issued for a total of 65 'Counties', but only 30 were actually built.

Hawksworth retired in 1949, with just five designs to his name (three were pannier tanks). Is it coincidence that ten new 'Castles' and 'Manors' were built the following year, all retaining the Collett/Churchward features that Hawksworth had tried to eliminate?

But history shouldn't judge the 'County' too harshly. Despite their issues, they were essentially good machines, equally at home



No. 1004 *County of Somerset* glints in the sun outside Swindon shed on June 16 1957, alongside 'Castle' No. 5062 *Earl of Shaftesbury*. The straight nameplates on the driver's side were fixed to a mount to clear the reversing rod. DAVE COBBE COLLECTION/RAIL PHOTOPRINTS

Once fitted with double chimneys, the 'Counties' were equally at home on freight trains as they were on named expresses such as the 'Cornishman' and 'Royal Duchy'. No. 1007 *County of Brecknock* darkens the skies over Reading as it heads east with a long freight train in November 1961. STEVE ARMITAGE ARCHIVE/ RAIL PHOTOPRINTS



on named expresses, stopping trains and goods trains. Hawksworth was trying to design and build locomotives in extreme times and so it's no surprise that he wanted to simplify the design.

It's been 75 years since No. 1000 emerged from Swindon. Maybe it's time for GWR enthusiasts to finally take this unloved 4-6-0 to their hearts?

RECOMMENDED READING

Portraits of Western 4-6-0s by Bryan Holden & Kenneth Leech (Fraser Stewart, 1990)
Collett & Hawksworth Locomotives by Brian Haresnape (Ian Allan, 1978)
GWR Two Cylinder 4-6-0s and 2-6-0s by Rodger Bradley (Guild Publishing, 1988)
Great Western 4-6-0s At Work by Michael Rutherford (PRC, 1995)
The Book of the County 4-6-0s by Ian Sixsmith (Irwell Press, 2012)



GWR general manager Sir James Milne, chief mechanical engineer Frederick Hawksworth and GWR chairman Lord Portal pose on the footplate of pioneer 'County' No. 1000 at Paddington before it makes its first run to Swindon on August 15 1945. GETTY

HOW TO

BUILD A GWR 'COUNTY' CLASS

Dave Lowery uses a detailing kit to show how you can model a 'County' in the period of your choice.



MODEL JE Detailing Parts JEW91 GW
'County' Detailing Kit ♦ Price £29

AVAILABILITY Phoenix Precision Tel: 01268 730549
Web: www.phoenix-paints.co.uk



½ a day plus
drying time



When I were a lad...
'Oh dear,' I hear you sigh, 'off goes Lowery again'.

Well, I remember when Hornby models were very basic, so my first entry into modelling was adding details such as handrails, coal in the tenders and pipes to the bufferbeams. When I grew in confidence, I started buying detailing kits, which often included whitemetal castings, bits of piping and the odd crude etch.

Thanks to JE Detailing Parts, I am taking a trip down memory lane. This kit includes parts designed to bring the GWR 'County' 4-6-0 to life. Originally designed for the Dapol model, the parts can be used just as well on Hornby's version, as it's pretty much the same model.

Unlike some of those kits from my youth, the instructions contain three excellent diagrams. One contains the position for small details such as the washout plugs, another shows the position on the model where all the parts go and, finally, there's a picture of the etch with all parts identified. These match up

with the list of castings and etched parts.

The kit concentrates on key problem areas, most notably providing a new cab. Also included are those parts that manufacturers now get right, such as finer smokebox door handles and safety valve bonnets. Chimneys aren't included, because JE Detailing Parts offers a choice of three – No. 1000's original double chimney, the single chimney and the final design of double chimney so you can model your favourite 'County'. Parts are a mixture of etched brass and whitemetal castings.

When removing plastic mouldings from a model with a craft knife, the temptation is to cut too deep. Only remove small amounts of plastic at a time until you get close to the base. Then, finish with wet and dry paper wrapped around a small block. This should prevent any accidental, deep gouges.

TOP TIP

Feel free to use your own initiative to fit some of the parts if you feel it's necessary. I felt that the speedometer support/drive was a bit vulnerable as a glued butt joint on the underside of the running plate. I drilled through the running plate and used a small piece of brass rod to form a support pin.



What you get in the kit:
an etched brass sheet for the
cab, new safety valves and a bag
of castings, plus a turned brass
smokebox door handle.

What you will need

SHOPPING LIST

- ◆ JE Detailing Parts JEW94 GW County Double Chimney, £3.
Availability: Phoenix Precision
Tel: 01268 730549
Web: www.phoenix-paints.co.uk
- ◆ Model Master 1011 County of Chester name/numberplates £11.95
Availability: Model Master Jackson Evans Tel: 01292 289770
Web: www.modelmaster.uk
- ◆ Hafx Professional Glue and two-part Epoxy Resin Putty, £7 and £6
Availability: Hafx Tel: 02089 693034 Web: www.hafx.co.uk

TOOLS

- ◆ Craft knife with fresh blade
- ◆ Selection of needle files
- ◆ Wet and dry paper
- ◆ Small block of wood
- ◆ Side cutter
- ◆ Reamer
- ◆ Soldering iron, solder and flux
- ◆ Pin vice and bits
- ◆ Scriber
- ◆ Mini-drill with slitting disc and end miller

TOP TIP

Remember, you don't have to use all the parts in a detailing kit if you don't want to. The JE Detailing 'County' kit included replacement whitmetal buffers. But the model has sprung buffers, and I've always loved sprung buffers. The replacements don't spring so I left them off!



Masterclass

STEP BY STEP



1

Read through the locomotive's instructions to find out which screws you need to remove to lift the body from the chassis. Then use a thin blade to ease the cab sides from the footplate.



2

Work around the locomotive. First remove the component with a craft knife. File it flush and then tidy the area with a wet and dry block until the surface is smooth.



3

The metal-centred chimney requires major surgery to remove it. Cut off the plastic with a side cutter, and use a reamer to remove the tube. File and smooth flush with wet and dry.



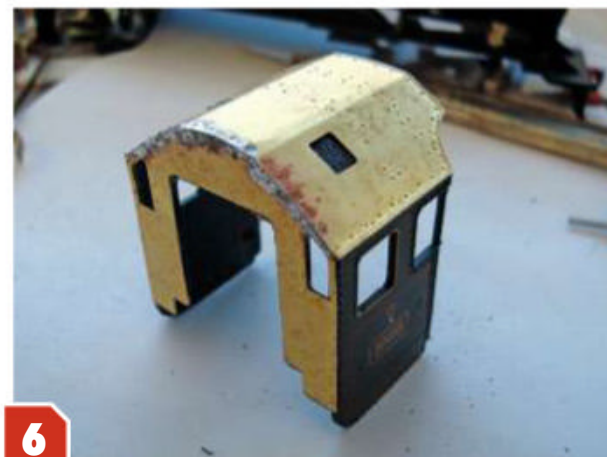
4

Removing the steam pipes inevitably leaves a pair of holes in the footplate. To fill them, I use two-part filler. Mix the two parts thoroughly, push them into the holes and, when cured, file smooth.



5

Extra care needs to be taken when removing the mudhole covers because the curve of the boiler presents some issues. Gently carve as much as possible with a craft knife then file smooth to the boiler profile.



6

There is an etched brass cab front and cab roof overlay. The latter needs filing to the profile of the cab front. This will involve a fair amount of filing with a coarse file to remove the right amount of plastic.



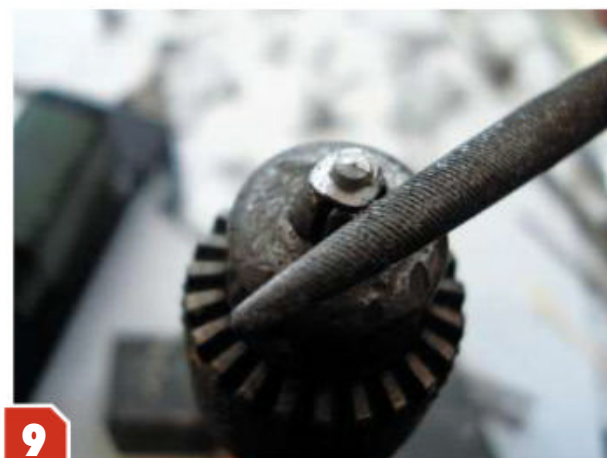
7

I soldered the cab roof to the front then checked fit to the plastic, making adjustments with additional filing. To fit the ventilators, cut a hole by first drilling it out with a series of drill holes. File to shape and glue to the cab.



8

Remove the mudhole doors on the firebox shoulders. Then, using the supplied diagram, measure where the new components need to be located before marking their final position with a sharp scribe.



9

To clean these castings, place them in a pin vice and gently turn them against a needle file. Once you have removed the bulk of the flash, turn them against some wet and dry paper.



10

The cab sandboxes were glued to the back of the cab steps, so you must cut the casting to fit neatly. Then the ejector casting can be glued around the sandbox to the step bottom and bottom of the footplate.



11

Fold the top lamp iron to shape and add a touch of solder into the joints to stiffen it up because it's quite vulnerable. Glue to the smokebox and then glue the turned brass smokebox handle into place, too.



12

To negate having to completely respray the whole of the locomotive - despite the model's age, Hornby's lining is remarkably good - I sprayed the cab front and the firebox top away from the model.



TOP TIP

When using a two-part putty, you'll generally end up mixing more than you actually need for the task in hand. But don't throw the excess away immediately - keep it to hand because when it cures and goes hard, you know the putty on the model has, too, and you can start filing it flush.



13

Also included is an etched brass overlay for the bogie. It's a very detailed, lovely etch. Cut the parts out and solder together; add detail parts then file the bogie so it fits. Then spray black and glue in place.



14

Once I'd fitted all replacement parts, I painted all the castings with red oxide paint. When dry, I painted with RailMatch 300 Standard Loco Green or 205 black where appropriate. Then I gave it a blow over with matt varnish.

15 The tender needs new steps. Carefully remove the old ones and offer up the replacements, filing and checking until you have achieved a good fit. When you are happy, glue the steps in place.



16

Replacing the tank filler is very much optional. It's certainly quite an awkward place to get at. I cut the old one with a slitting disc before using an end miller on an electric drill to smooth the surface flat.

Masterplan Fort William

Track plans to get you thinking in three dimensions

LOCHS, STOCK and oil barrels

Peter Marriott scouted out this little-known oil terminal siding with huge modelling potential.

Photography: **Peter Marriott**

You can see why the West Highland Line is often included in lists of the world's great railway journeys. The 42 miles from Fort William to Mallaig passes the highest mountain in Britain (Ben Nevis) and it includes Britain's most westerly railway station (Arisaig). It skirts Britain's deepest freshwater lake (Loch Morar), it even passes Britain's shortest river (River Morar) and it terminates next to the deepest seawater loch in Europe (Loch Nevis). And that's without discussing the scenic beauty of the Trossachs, Rannoch Moor and Lochaber.

The West Highland Line will celebrate 130 years in 2024, but the title now extends beyond the original West Highland Railway, which opened between Craigendoran and Fort William on August 11 1894. The umbrella title now includes the old North British route from Craigendoran into Glasgow Queen Street, Fort William to Mallaig, and even the remaining stub of the old Callander & Oban from Crianlarich into Oban.

There are so many choice locations on the West Highland that some others simply slip under the radar. Fort William is one such spot.

Although sandwiched between Ben Nevis and Lochs Linnhe and Eil, it's probably the least scenic spot on the whole line. But what it might lack in visual appeal it more than makes up for in operational interest. In fact, it's probably one of the most interesting spots on Britain's railway network.

Take a usual weekday during the summer months. You can watch Class 156s arrive and depart on services to Mallaig or Glasgow. Then there's the arrival and departure of a portion of Britain's longest passenger train, the Caledonian Sleeper, behind GBRf Class 73/9s. Class 66s make near-daily deliveries of tank wagons to the huge aluminium works on the town's outskirts, while 'Black Fives' – and the occasional Peppercorn 'K1' – shunt rakes of Mk 1s between the yard and the station to cater for the two steam-hauled 'Jacobites' to Mallaig each day.

Clearly that gives Fort William lots of modelling potential. Surely, to model it all would require acres of space? Not necessarily, for this is a small part of Fort William's railway network whose operational potential can be captured in a fraction of the space.

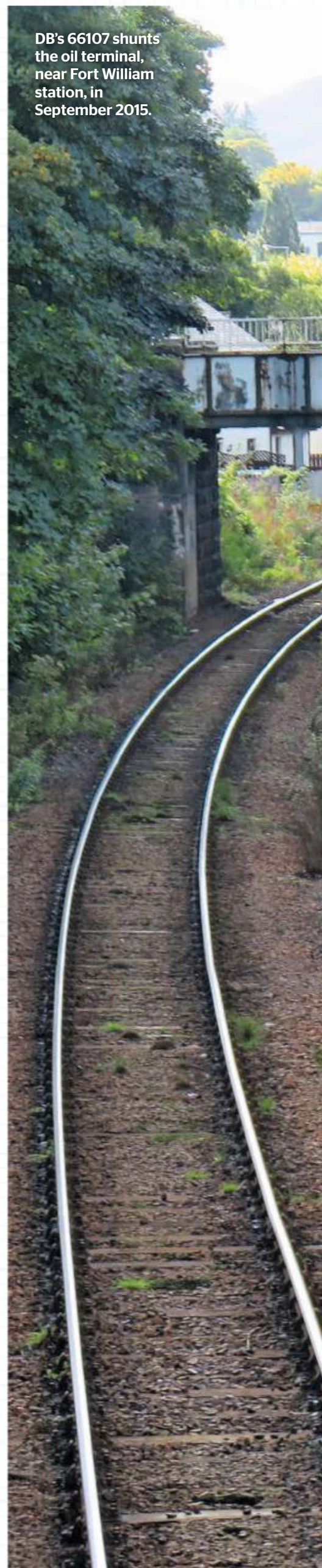
I discovered the modelling potential of Fort

William's oil sidings during a visit there with friend and former *MR* sub-editor David Brown. We had travelled to and from Oban from Crianlarich on Tuesday, September 22 2015 and arrived at Fort William just before the arrival of the oil train from Mossend Yard, and were just in time to witness the majority of the shunting action described here.

■ I must thank Ian Futers for his help with this feature and for supplying the prototype track plan of the location.

Left: Class 37s and TTA tank wagons, both available in 'N' and 'OO', are the ideal combination for a modern West Highland line layout.

DB's 66107 shunts the oil terminal, near Fort William station, in September 2015.





MODELLING THE OIL TERMINAL

It is almost a miracle that the small rail-served oil terminal at Fort William remained in active service until just a few years ago because the other rail-served oil terminals at Oban and Connell Ferry had closed down decades before.

The location of the two-siding oil terminal at Fort William is about a quarter of a mile outside the station, just before the lines to Crianlarich and Mallaig diverge. It's usefully located between two overbridges, which provide legitimate scenic breaks. At the station end, there's the Earl of Inverness Road bridge. At the other is the bridge that once carried British Aluminium's narrow gauge line to the shores of Loch Linnhe. This second bridge and the narrow gauge trackbed is now used as a footpath by the local community.

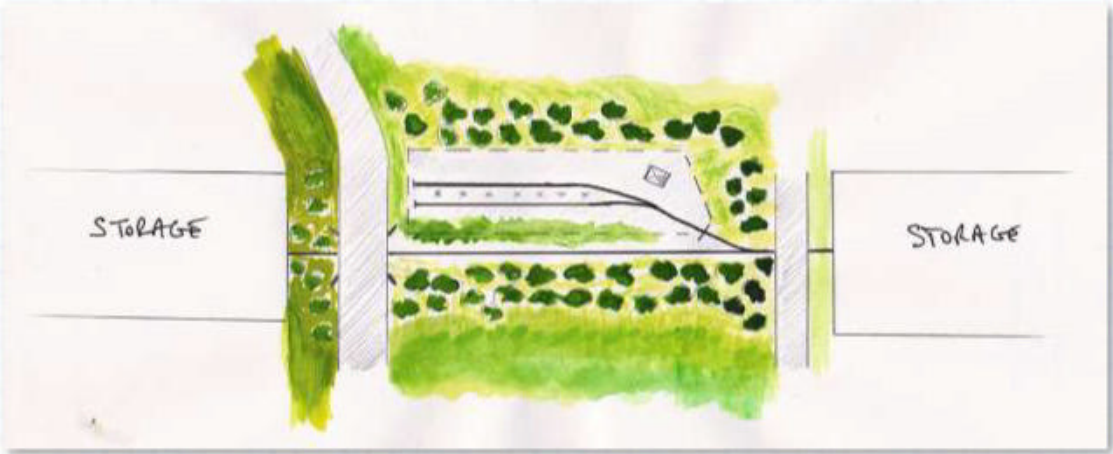
The oil terminal was still being used to supply oil to the road depot located on the Ben Nevis side of the line in 2015. At that time, wagons arrived several times a week from Mossend Yard behind an EWS Class 66. Class 08s, 20s, 27s and 37s have also been used here.

A micro layout depicting the oil terminal and the adjacent main line would be a very attractive proposition. Not only does it look interesting, you've got lots of shunting and a huge variety of passing trains. If you have more space available, you could create a 'Y'-shaped layout with three storage yards representing Fort William, Mallaig and Crianlarich, respectively.

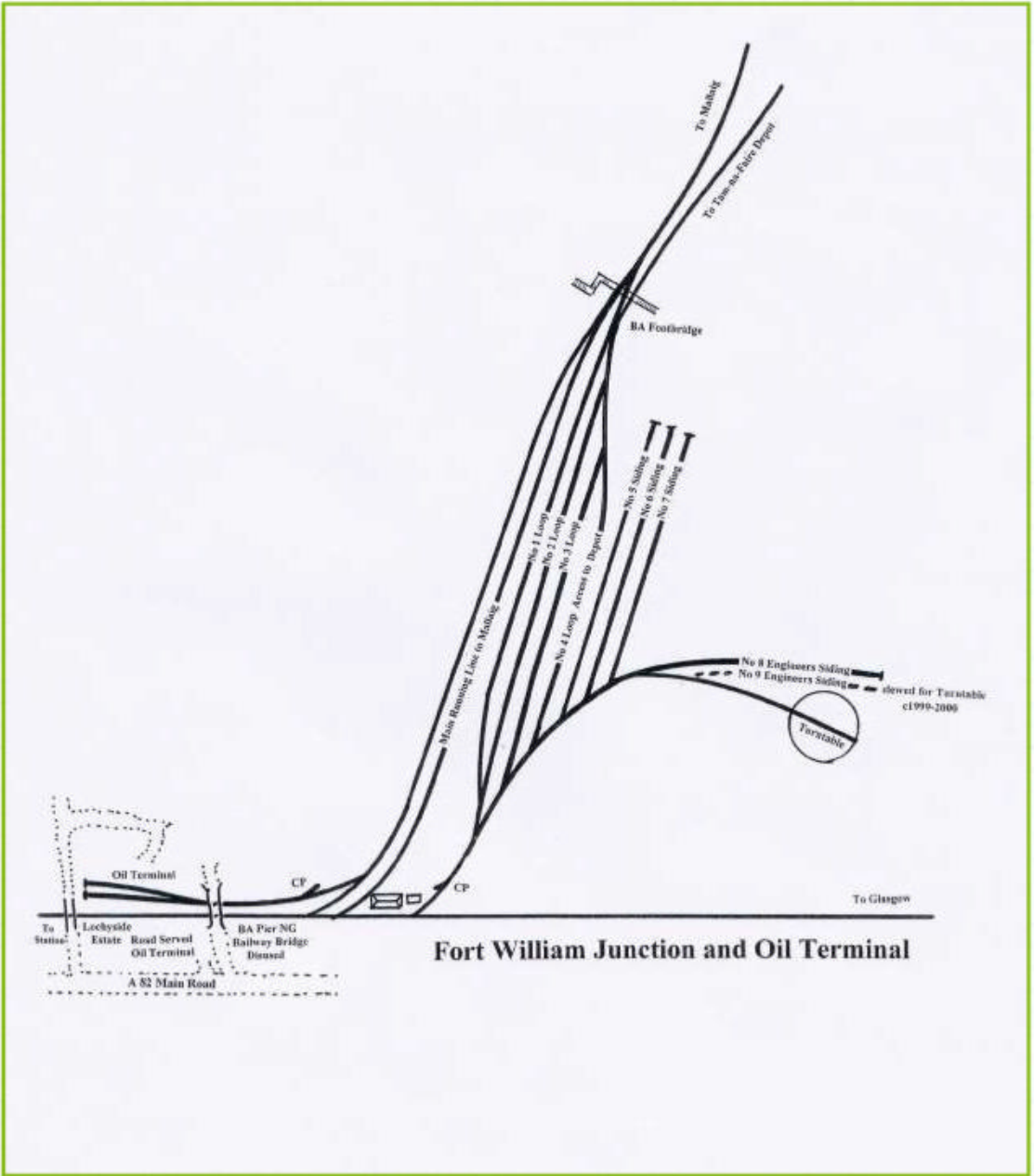


Above: The four-wheel TTA tanks were the primary vehicle used to move oil to Fort William. They're available from Bachmann Branchline in 'OO' and Graham Farish in 'N'.

Below: Fort William oil terminal looking towards Fort William junction. Due to the sensitive and volatile nature of oil, the entire site is protected by a security fence.



Above: A sketch showing just what a simple yet interesting layout Fort William's oil terminal could make. To give you an idea of its dimensions, a 'OO' gauge TTA measures 122mm long, while a Class 66 is 285mm.



IAN FUTERS COLLECTION

OIL TERMINAL SHOPPING LIST

Here's a short list of what you'll need to create your own Fort William oil terminal layout.

- ◆ Security fencing and gates: Ratio or Ten Commandments
- ◆ Pipes and valves: Albion Alloys or Knightwing
- ◆ Warning signs on the fence and gates: Sankey Signs or Tiny Signs
- ◆ Concrete trunking and relay boxes: Wills or Knightwing
- ◆ Yard lights: Brawa or Kytes lights
- ◆ Rail-built bufferstops: Peco
- ◆ Shrubs and small trees: Sea moss
- ◆ Small concrete hut: Unit Models
- ◆ Road overbridge: Wills
- ◆ Trees bordering the rear of the terminal: Gaugemaster or Noch
- ◆ Shunting personnel: Bachmann Scenecraft or Preiser



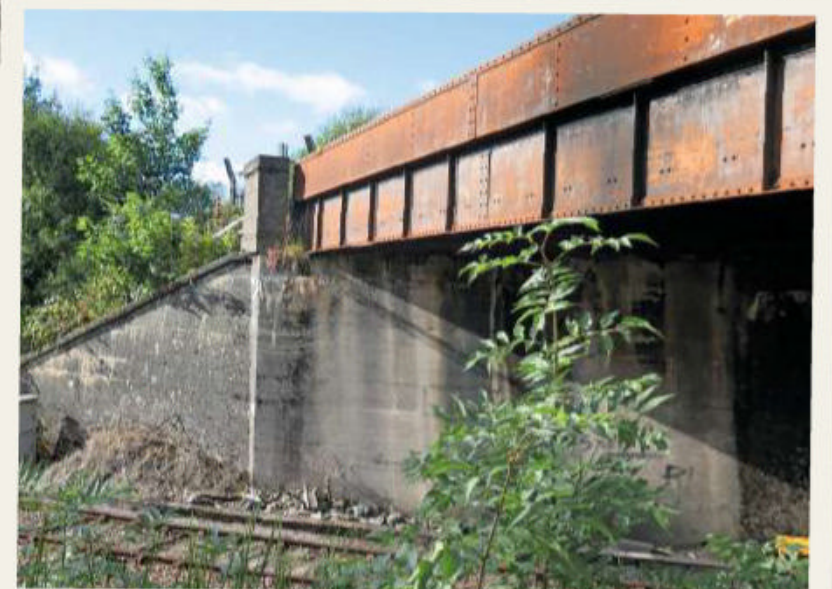
Viewed from the Earl of Inverness road bridge, the oil terminal site reveals its compact nature. Any layout based on this location only requires minimal scenic detail, and the two bridges provide natural scenic breaks.



Looking towards Fort William station, the line under the road bridge is about a quarter of a mile from the terminus. See how the tall bracket signal is actually of rather modern construction.



This rusty bridge once carried the Lochaber Narrow Gauge Railway over the West Highland down to the shore of Loch Linnhe. This 3ft gauge line was built to serve construction of British Aluminium's plant at Fort William and the transformation of Loch Treig into a reservoir.





1 66107 uncouples and runs around the train using Loop 1 and couples on to the train on Loop 2. Then it begins to propel the 12 TTAs back on to the main line to Fort William station.

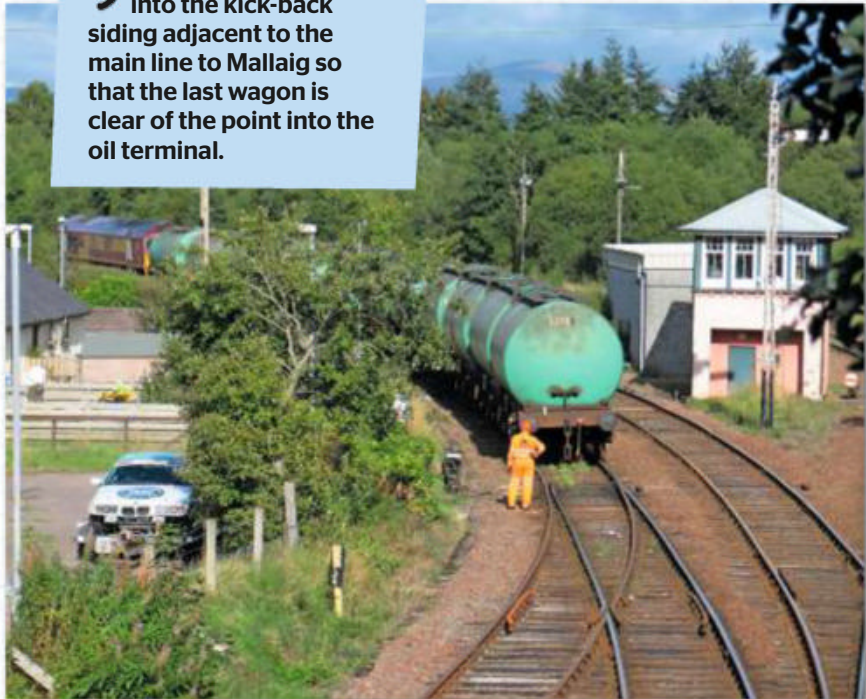
SHUNTING THE SIDINGS

My visit took place on the afternoon of Tuesday, September 22 2015. The whole shunting operation involved at least nine locomotive movements which, with a DCC sound-fitted locomotive, will be a lot of fun.

- ◆ 1530: 66107 arrives with 12 four-wheel TTA wagons from the south. Arrives on the main line from Crianlarich and stops adjacent to the oil terminal.
- ◆ 66107 pushes the wagons back into Loop 2 behind the signal box.



2 66107 pushes the tankers back onto the main line so that the whole train is adjacent to the oil terminal.



3 66107 draws the train into the kick-back siding adjacent to the main line to Mallaig so that the last wagon is clear of the point into the oil terminal.



4 66107 pushes the whole train into the oil terminal siding closest to the main line (Siding 1) to Fort William.



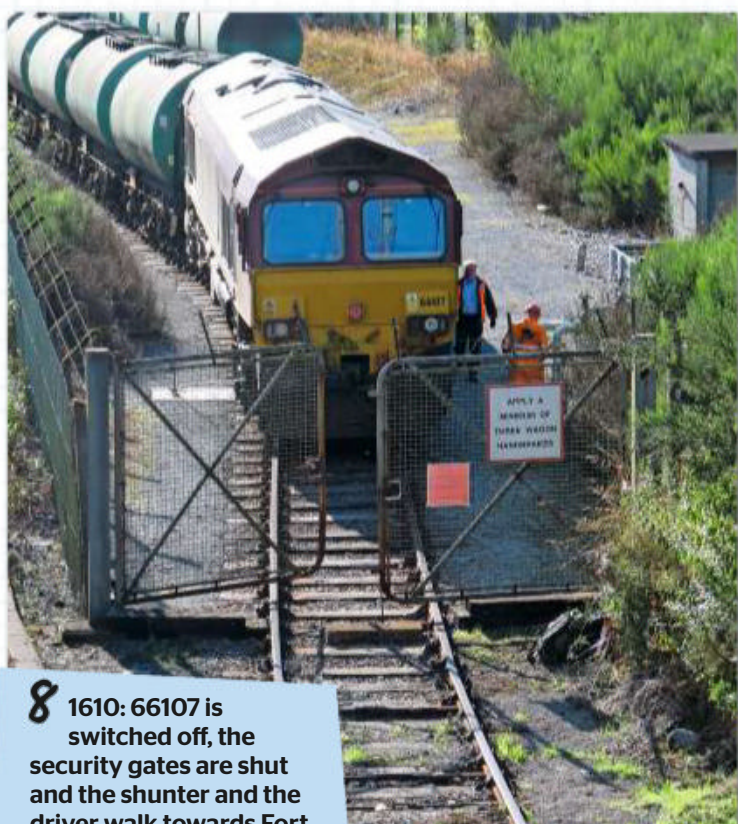
5 The last six wagons are detached from the train and left in Siding 1. 66107 draws the remaining six wagons clear of the point.



6 With the train now on Siding 2, the shunter uncouples the rear four wagons. 66107 now draws forward with two TTAs.



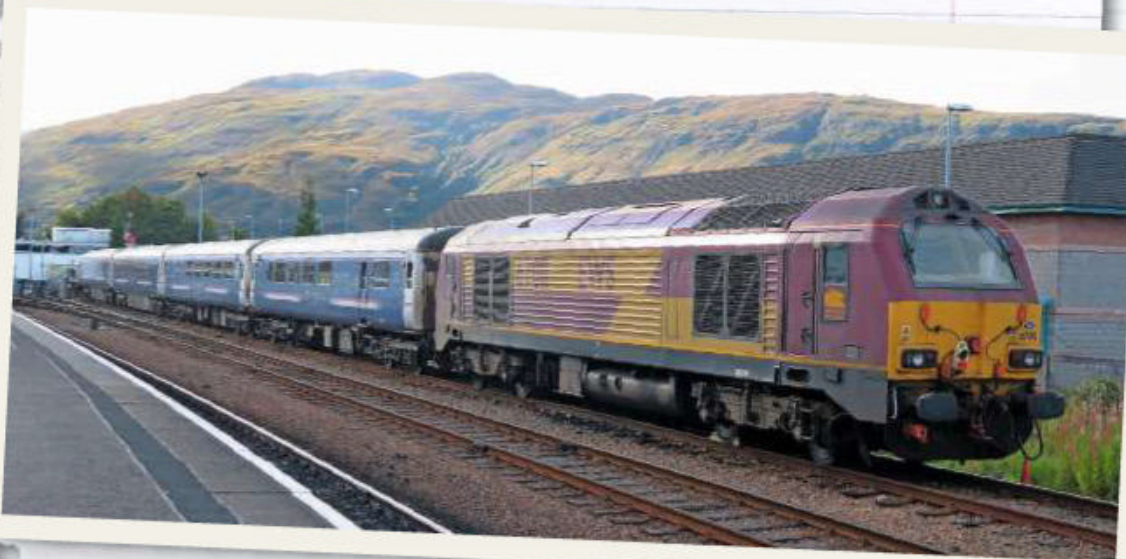
7 66107 propels the two TTAs into Siding 1, which are coupled to the six wagons previously left there. This leaves 66107 and eight wagons in Siding 1 and four wagons in Siding 2.



8 1610: 66107 is switched off, the security gates are shut and the shunter and the driver walk towards Fort William depot.

SPOTTING NOTES

While shunting this small oil terminal could be fun, the variety of passing trains makes this Scottish railway location even more visually interesting. Here's what else I saw around Fort William on September 22 2015...



EWS Class 67 67011 rests in the former Motorail platform with the Fort William portion of the Caledonian Sleeper, comprising two Mk 2 saloons and two Mk 3 sleeping cars. The switch of Class 37 to Class 67 on the 'beds' was mourned by many enthusiasts. Five years later and the scene is very different: no longer part of the ScotRail franchise, GBRf Class 73/9s haul Caledonian Sleeper's new Mk 5 coaches.



Viewed from the platform at Crianlarich, a six-car Class 156 departs for Glasgow Queen Street. Two or three '156s' and '158s' run coupled together from Glasgow Queen Street to and from Crianlarich and separate there to form onward services to Oban and Fort William.



Who would have thought that when the last steam-worked service ran on the West Highland line in 1963 that Fort William would be home to one of the most intensive main line steam programmes in the country? The Fort William-Mallaig 'Jacobites' run from April until the end of October, with two trains a day during peak seasons. 'K1' No. 62005 passes the junction bound for Fort William. Empty 'Jacobite' stock is often propelled from the station into the yard. Also around Fort William on my visit were 'Black Fives' Nos. 45407 and 45231.

Recommended reading

- ◆ *Scottish Layout Projects* by Ian Futers (Santona)
- ◆ *Diesels in the Highlands* by Andrew Vines (Ian Allan)
- ◆ *Modelling Scotland's Railways* by Ian Futers (Santona)
- ◆ *Modelling the British Rail Era* by Ian Fleming, Steve Flint, Ken Gibbons and Jeff Taylor (Santona)

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N twin £75/triple £102.50



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N twin-pack £70



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Unpainted pre-production sample

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N twin-pack £70

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Unpainted pre-production sample

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Revolution
trains

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Reviews

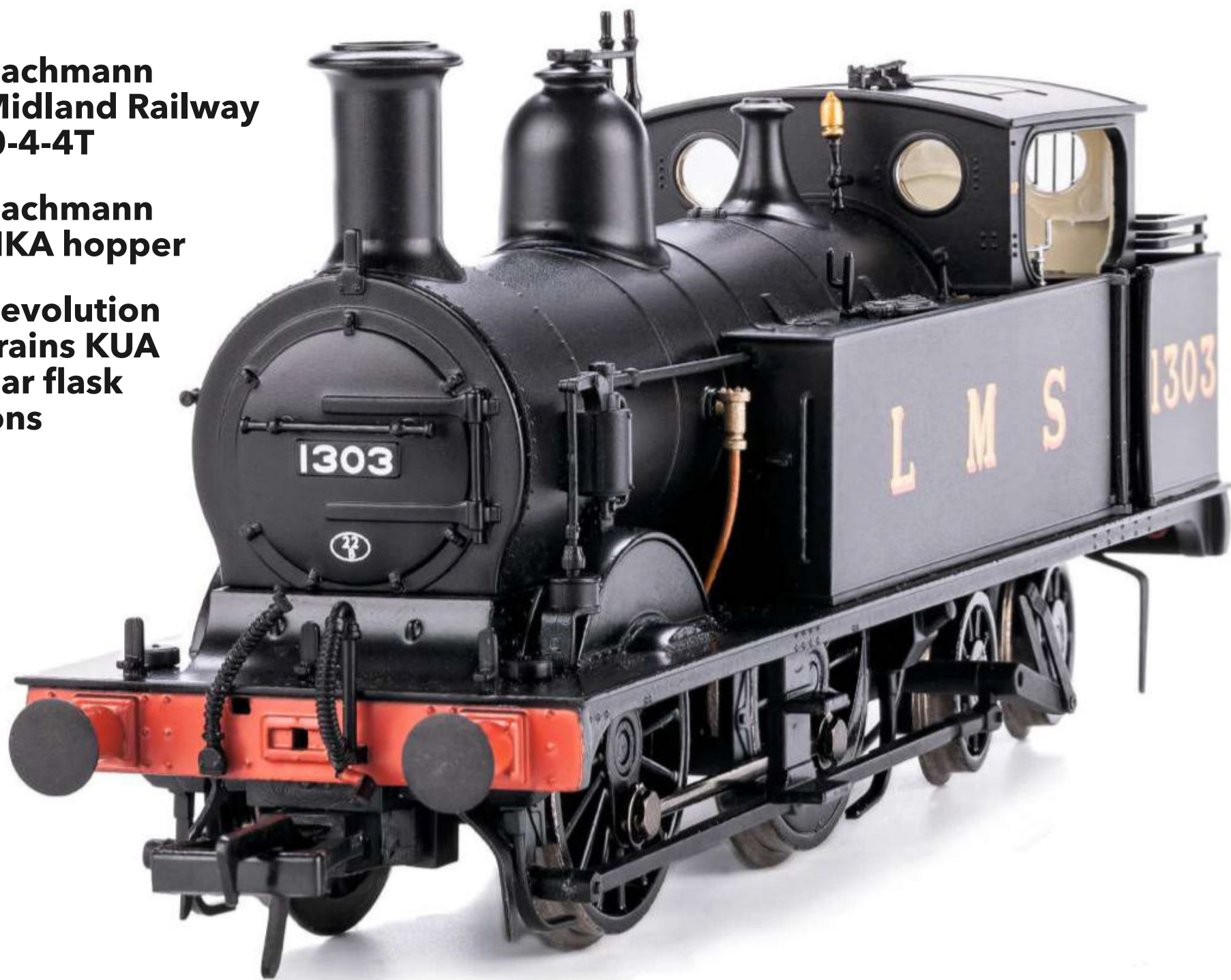
In-depth and unbiased reviews of the latest products



96 Bachmann
Midland Railway
'1P' 0-4-4T

100 Bachmann
HKA hopper

102 Revolution
Trains KUA
nuclear flask
wagons



Our reviewers

George Dent

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

Richard Foster

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

Chris Leigh

Wrote his first review in 1964 and hasn't stopped since!

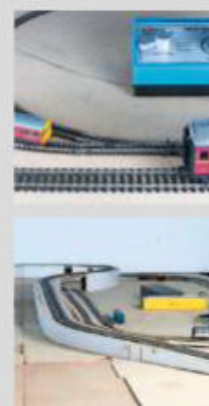
Our ratings

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

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

How we test

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





Bachmann '1P' 0-4-4T

◆ **SCALE** '00' ◆ **MODEL** Bachmann Branchline 31-741 Johnson '1532' 0-4-4T No. 1303, LMS black ◆ **PRICE** £149.95 ◆ **AVAILABILITY** Bachmann Branchline stockists

There's a belief that manufacturers supply models to the press that have been 'breathed on' in order to garner a more favourable review. That was never true, but in the past, pre-production samples were sometimes supplied and they could be a very mixed bag; what you see nowadays is a production model, just as you'd find it on a model shop shelf.

The only difference is that the model press – generally speaking – receive models in advance of them landing in stockists. It's a very privileged position to be in... which makes it a little churlish to feel disappointed when a new model arrives and it's not the one you really wanted to review.

It's been over three years since Bachmann announced its Johnson '1532' 0-4-4T and the decorated samples displayed on its stand at 2019's Warley National Model Railway Show looked very impressive. However, No. 1273 in Midland Railway livery really took our breath away...

So when Bachmann's Richard Proudman dropped us a line to say that an 0-4-4T was on its way, everything was crossed that it would be this beautiful crimson locomotive.

What arrived, however, was No. 1303 in unlined LMS black. Oh well, never mind...

Joking aside, it doesn't matter what colour '1532' you have, for Bachmann has delivered another gem of a humble, unassuming northern steam locomotive.

First impressions are good. The 'face' immediately looks right, as does the overall shape, while your eye flits over the areas of fine, separately fitted detail, from the push-pull gear on the smokebox to the tall, Salter safety valves.

Get closer and the refinements begin to stand out further: the Deeley smokebox, with its dog clips, looks spot on and even the edges of the buffer-beams are, just like the prototype, curved. The vacuum regulator for working push-pull 'motor' trains is just fabulous.

There is a small pipe missing from this equipment but you won't notice it from normal viewing distances.

EYE-CATCHING

The distinctive brake linkage is another eye-catching feature and looks excellent, being complemented by a very fine handbrake handle in the cab. That cab interior is to the very high standard that

we've come to expect in recent years. In fact, in all areas of fine detail – handrails, coal rails and tank tops for example – the '1532' scores very highly.

There are a couple of minor flaws, however, which the photographs on p98 and images and drawings in Bob Essery and David Jenkinson's book reveal: the front lamp irons should sit outside the buffers rather than





“The Deeley smokebox, with its dog clips, looks spot on and even the edges of the bufferbeams are, just like the prototype, curved”

extra £100, you can buy a sound-fitted '1532'.

As with any model, you get a bag of extra bits. As well as the usual coupling chains and hoses, you get a pair of fine metal cab doors and steps for under the cab. Helpfully, there are some mounting holes to help you locate them but Bachmann recommends only fitting them if you intend to display the model as they will interfere with the bogie when traversing train set curves.

Bachmann has modelled No. 1303 as it appeared after a works visit in June 1947. It carries shaded serif LMS lettering and cabside numerals but the later block-style smokebox numberplate. In the photograph, No. 1303's 22B (Gloucester Barnwood) shedcode has been painted black, whereas Bachmann has produced it with a white finish. No. 1303 only spent a few months at Gloucester having been transferred from Derby on (week ending) October 4 1947 and leaving for Highbridge on (week ending) February 2 1948. As BR No. 58047, No. 1303 was withdrawn from Highbridge in July 1952.

The finish is to the high standard one would expect from a Barwell product, with a pleasing lustre to the black paint. There's a hint of black show-through on the lettering and numbers but it doesn't detract too much. Only the worksplate is a little faint.

Essery & Jenkinson suggest that motor-fitted '1532s' carry red lining but this could easily be obscured by dirt. It's not clear ➤

chassis fit 16.5mm gauge, the prominent sandbox fillers are midway down the tanks.

None of these flaws should put you off buying what is, otherwise, a fabulous little model.

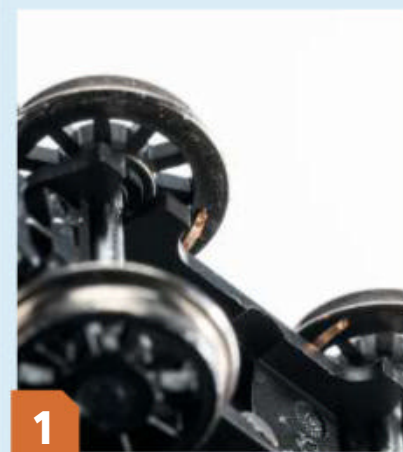
Where No. 1303 does score top marks is in the 'Features' category. Having steered clear from sprung buffers for a long time, Bachmann has opted to include them on the '1532'. NEM coupler pockets are fitted front and rear and there's a Next18 DCC interface too. DCC users can enjoy a true firebox flicker from red and yellow LEDs (analogue users get a red glow) and, for an



inside; the buffer shanks should be mounted on prominent square bosses; the water feed pipes should bend outwards, the runners for the cab ventilators should be closer together and the shape of the rear guard irons is incorrect. Photographs also show that the clack valves were originally closer to the smokebox. No. 1303's is in the revised position (closer to the tank) but the prominent blanking plate in the boiler cladding has not been moulded. What is included that's not on the real locomotive is the box - is it supposed to be an oil pot? - on top of the splashers.

These are all rather nit-picking faults but some could have been avoided and, when combined, they prevent the model from gaining full marks for looks. One visual niggles that can't be avoided is that, due to making the

3 things we like



1

There are tiny brass wiper pick-ups on the bogie to improve performance.



2

The coupling rods are some of the finest we've ever seen.



3

The protecting bars across the rear spectacle glasses are very slim.

Performance

In the bag of bits supplied with the '1532' is a driving wheelset fitted with traction tyres. This didn't fill us with confidence. How would No. 1303 perform on our test track without fitting the traction tyre, which, to be honest, looked like quite a complex job.

No. 1303 was typically 'Bachmann' straight from the box - it was smooth and silent and the loudest noise was the click-clack over the rail joints. We tried No. 1303 with a light load to start with and it romped away with four bogie coaches on level track, with the bare minimum of slipping.

Carefully handled on a DC controller, No. 1303

hailed seven bogie coaches on level track with no fuss, although adding an eighth did bring it to a stand. But seven coaches is a more than typical load for this 0-4-4T so there are no qualms about its performance.

Moving to the incline section, No. 1303 managed one coach over our 1-in-30 gradient when running smokebox first. Running bunker first, with the weight sitting over the driving wheels, No. 1303 managed two over the 1-in-30. It comfortably handled two coaches (smokebox first) over our 1-in-60 gradient, but it stalled with three.

Reviews

Bachmann Johnson '1532' - in detail

Deeley smokebox
door and later
style chimney

Smokebox
handrail under
door strap

LMS 'motor train'
vacuum regulator

Twin coal
rails

Round-
topped
firebox

Non-condensing
boiler

Factfile: Johnson '1532' 0-4-4T

The 0-4-4T became the Midland Railway's standard passenger tank wheel arrangement under Matthew Kirtley in the 1860s, and both he and his successor Samuel Johnson were responsible for many designs. Johnson's '1532' series was introduced in 1881 and became the first 0-4-4T to feature a 5ft 6in bogie and 5ft 3in diameter driving wheels.

The '1532' series was built in batches until 1886 and were originally numbered 1532-1551, 1632-1656 and 1718-1737. Under the Midland's 1907 re-numbering programme, they became Nos. 1266-1330. Nos. 1281-85 and 1311-15 were built with condensing gear for working the Metropolitan 'Widened Lines' and Nos. 1311-21 were later fitted with this equipment. All condensing locomotives also received larger bunkers.

The LMS inherited all but Nos. 1281 and 1282 (which had been withdrawn) and No. 1305, which had been transferred to the Somerset & Dorset Joint Railway, where it became SDJR No. 54 (it returned to the LMS in 1930). However, only 13 became BR property, where they were numbered in the 58039-51 series. Only Nos. 58040-43, 45-47 and 51 ever carried their BR numbers.

The Midland also had two further classes of visually identical locomotives: the '1823s' (post-1907 Nos. 1331-1350) were built between 1889 and 1892 and had 1in larger cylinders. The '1833' series (1907 Nos. 1351-1380), built by Dübs and Neilson in 1892 and 1893 respectively, feature not only the larger cylinders but also a higher boiler pressure.

3: After a brief spell at Gloucester in late 1947, No. 1303 was transferred to Highbridge, on the Somerset & Dorset Joint Railway, in early 1948. In this undated photograph, it has received its BR number but retains its LMS lettering. The original position of the clack valve on the boiler is clearly visible. COLOUR RAIL



1: No. 1303 has had its LMS lettering and number wiped over but still carries a layer of grime everywhere else as it waits at Derby station in this 1940s photograph. The '17A' shedcode is for Derby shed. The LMS fitted the '1532s' with push-pull gear for working motor trains. RAIL ONLINE

2: No. 58051 was the last surviving '1532' and was withdrawn from Highbridge shortly after this photograph was taken in 1956. Still motor-fitted, it also received a Belpaire firebox, which the LMS started fitting in the 1920s. Therefore, it also has Ross 'pop' safety valves and a modified dome cover. RAIL PHOTOPRINTS



RECOMMENDED READING

◆ *An Illustrated Review of Midland Locomotives Vol. 3* by R.J. Essery & D. Jenkinson (Wild Swan, 1988)

◆ *Midland Railway Locomotives Vol. 3* by Stephen Summerson (Irwell Press, 2002)

System builder

Other items to complement this model...

ACCESSORIES

Top up your '1532's' tanks from this Midland Railway water crane from Skytrex. **Product code:** 4LS/008 **Price:** £5.50 **Availability:** Skyrex (2013) Ltd **Tel:** 01509 213789 **Web:** www.skytrexmodelrailways.com



BUILDINGS

Build yourself a classic Midland Railway model in the form of Dapol's plastic signal box kit, based on that at Oakham. **Product code:** C006 **Price:** £8.80 **Availability:** Dapol stockists or www.dapol.co.uk



ROLLING STOCK

Recreate a classic LMS motor service with Comet's LMS Period II Diagram 1790 57ft Driving Brake Third kit. **Product code:** M25DK **Price:** £45.00 **Availability:** Wizard Models **Tel:** 01652 635885 **Web:** www.wizardmodels.ltd

REVIEW VERDICT

PROS. Good looks, innovative features and good value - another excellent Bachmann Branchline product

CONS. A few minor niggles that keep it off the No. 1 spot.

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

91%

from the reference image in Stephen Summerson's book about No. 1303 that Bachmann has used, whether the lining is there or not but, given that this was in the immediate post-war period, it's likely that the lining was omitted during its works

visit. Either way, it doesn't detract from the model's visual appeal.

A glance through *Britain's Model Trains* reveals Bachmann's impressive track record of producing 'OO' gauge models of Midland locomotives designed by Johnson, Deeley and Fowler. The

'1532' is another excellent addition to that range, taking its place alongside the '3F' 0-6-0, the 'Half Cab' and the '7F'.

These minor flaws means that it isn't Bachmann's best ever steam locomotive. However, it comes very close! **(RF)**



BACHMANN '1P' 0-4-4T

OVERVIEW

Manufacturer: Kader Industries
Ref. No. 31-741
Unit No. 1303
Scale/gauge: 1:76 scale, 16.5mm gauge 'OO'

Body: Plastic with metal parts
Chassis: Metal with plastic parts
Weight: 191g
Min. curve radius: R2 (438mm)
Wheel back-to-back: 14.4mm

ELECTRICS

Electrical system: 12V DC two-rail
Motor type: Coreless
Lights: Firebox flicker

DCC ready: Next18 socket
Current consumption
Max speed: 0.3A Stalled 0.7A

MECHANISM

Drive system: Gear train to centre axle
Flywheel(s): No

Traction tyres: See text

DIMENSIONS

	PROTOTYPE	1:76 SCALE	MODEL
Length (over bufferbeam)	29ft 3in	117.6mm	120.4mm
Height (over chimney)	12ft 4¾in	49.7mm	50mm
Width (over tanks)	7ft 9in	31.7mm	31.2mm
Wheel diameter (driving)	5ft 3½in	21.2mm	21.2mm
Wheel diameter (tender)	3ft 0½in	12mm	12.1mm
Coupled wheelbase	8ft 0in	28mm	31.7mm

SERVICING

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



Bachmann HKA Hopper

◆ **GAUGE** 'OO' ◆ **MODEL** Bachmann Branchline 38-037 HKA Bogie Hopper, National Power (de-branded), weathered

◆ **PRICE** rrp £66.95 **AVAILABILITY** Bachmann stockists **Web** www.bachmann.co.uk

When the Conservative government privatised the UK electricity network in 1990, National Power was one of three companies to take responsibility for generating and transmitting energy to the National Grid. Having found British Rail's fleet resources wanting, National Power (NP) ordered its own Class 59/2 locomotives, plus a fleet of high-capacity hopper wagons.

Designed primarily for the transport of coal, the JMA wagons were also employed on flows of limestone from Tunstead Quarry to Drax power station, to feed the flue gas desulphurisation plant. EWS took over the NP fleet in the early 2000s and the hoppers were renumbered and

re-coded as HKA, while the original inside-frame bogies were replaced with outside-framed LT25 units from 2009, and it's this latter condition that Bachmann has chosen as the basis for its latest new 'OO' hopper wagon.

In some respects, lots of modern hopper vehicles look similar, but the HKA was one of the forerunners of the UK's transition to privately funded, high-grade, high-capacity coal and aggregate wagons, so it has an important place in history. Their use on coal traffic eventually dwindled, but the

fleet was soon redeployed on aggregate work.

In common with the recent Farish 2mm scale version (MR280), the first 'OO' production run features three livery options, two of which sport the blue/grey NP scheme, in either pristine or weathered and de-branded condition. Making up the trio is a handsome DB Schenker red version; HKAs began to appear in this vivid livery following refurbishment in 2014.

Bachmann's 4mm scale replica is certainly impressive, capturing

the distinctive body profile admirably. The hopper interior is fully rendered and the quartet of unloading chute doors feature hinge and operating gear detail. The prototype's body carries little in the way of visible equipment, so attention soon turns to the bogies, whose outer frames feature a good amount of detail relief, even down to the raised triangular pattern on the roller bearing axlebox covers. Brake shoes line up with the wheels perfectly, with only a minimal gap and the lower cross-member adds an extra





“The hopper interior is fully rendered and the quartet of unloading chute doors feature hinge and operating gear detail”

touch of class. The plastic brake hand wheels appear a little chunky in comparison, but that's probably due to the high level of finesse of the bogie frames beneath.

DETAIL OPTIONS

As with many modern wagon fleets designed to work in semi-permanent rakes, the HKAs consist of 'inner' and 'outer' wagons, the latter featuring conventional draw gear. Wisely, Bachmann has offered modellers the option of replicating either type, thanks to a small bag of detail fittings supplied with each wagon.

As well as a set of four unsprung buffers to slot into the holes in the headstocks, the bag also includes a set of brake hoses, dummy screw couplings, plus a pair of scale buckeye couplers with operating arms and a tail lamp.

This care-worn, pre-weathered version features partially removed NP logos and a convincing misting of dirt. The upper edges of the hopper have been Tampon-printed with a chipped paint effect, mimicking the appearance of the real hoppers in service. It certainly gives modellers a headstart and some extra work with weathering powders would really bring out the best in this model.

After adjusting one of the brake shoes which was a little too close to the wheel, the wagon rolls as

well as it looks, with plenty of rotational play in the bogies to cope with complex track geometry. There's just enough mass to ensure reliable running without taxing a locomotive, even if a full-size rake is assembled (although you'd need deep pockets to afford a prototype-length train).

This is a welcome addition to Bachmann's range of modern freight wagons, especially in terms of the prototype's relative importance. The utilitarian design of the real thing means that the model doesn't possess much in

the way of superficial 'wow' factor and, with a lack of etched metal details such as brake hand wheels and lamp brackets, I must admit to double-checking the RRP, which does feel a little steep. That said, it's a very fine looking model and Bachmann has done a great job of recreating a vehicle that's bound to appeal to enthusiasts of the post-2000s freight scene. Personally, I'm hoping that Bachmann will produce an earlier version, with the original pattern bogies, which would be perfect for running behind a NP-liveried Class 59/2. Fingers crossed! **(GD)**



3 things we like



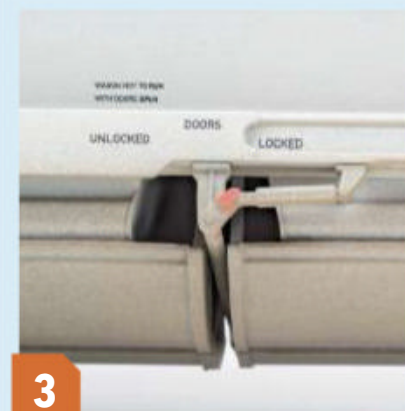
1

Realistic weathered finish, with traces of National Power branding.



2

Crisp, detailed bogie frames and neatly rendered brake shoes.



3

Hopper chute door gear features cross shafts and hinge detail.

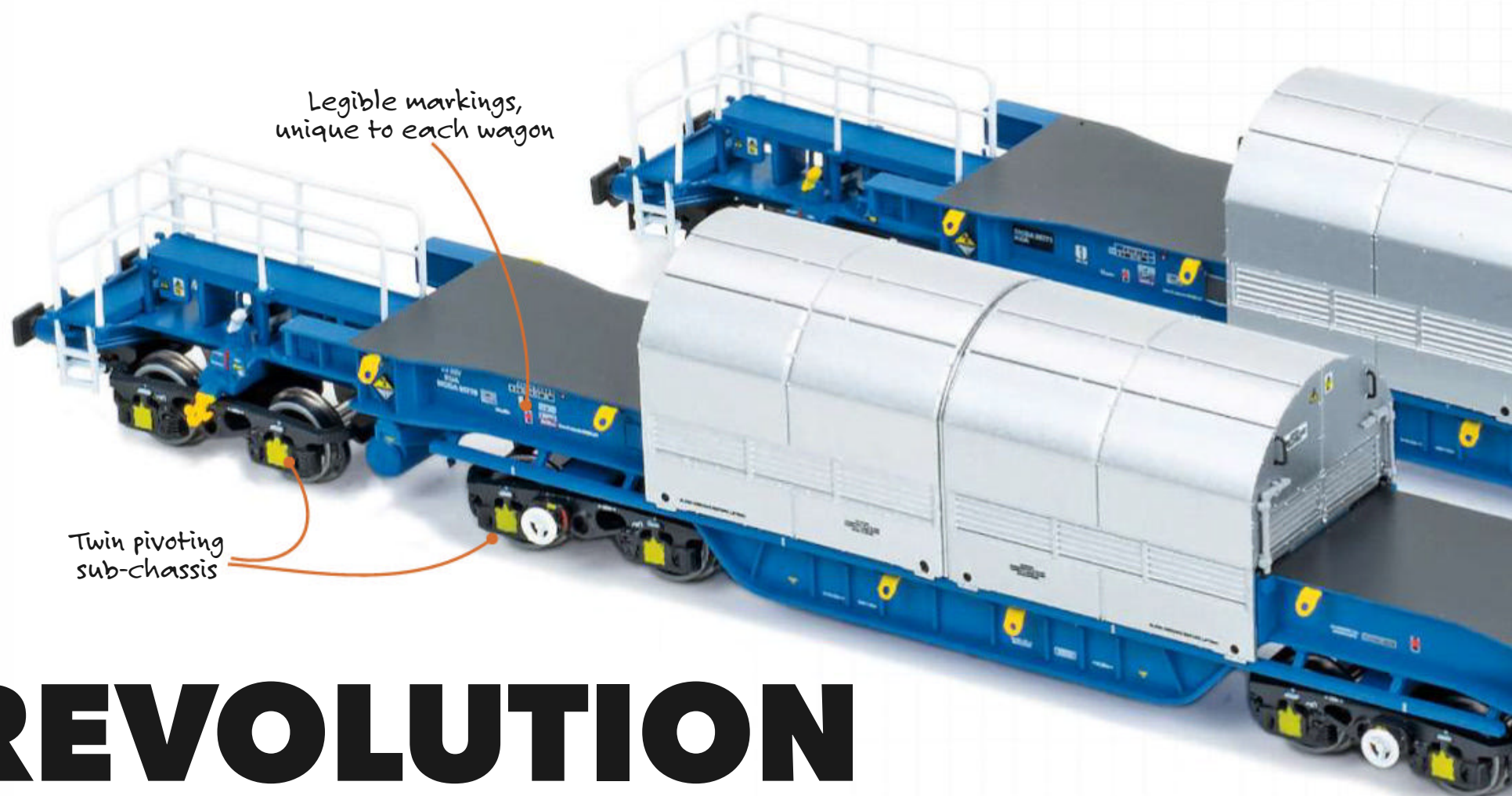
REVIEW VERDICT

PROS. Looks, bogie detail. Important prototype.

CONS. Lack of etched detail parts, expensive.

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

87%



REVOLUTION TRAINS KUA NUCLEAR FLASK CARRIER

◆ GAUGE 'N' ◆ MODEL Revolution Trains KUA nuclear flask carrier, twin-pack ◆ PRICE £169.95 ◆ AVAILABILITY Rails of Sheffield

Tel 01142 551436 Web www.railsofsheffield.com

Faced with the responsibility of moving nuclear fuel to and from dockyards at Rosyth and Devonport, to service the Royal Navy's submarine fleet, the Ministry of Defence commissioned Bombardier to build a pair of suitable wagons in the late 1990s. With a gross laden weight of up to 150 tons each, these eight-axle wagons are certainly impressive and, when loaded, they would often be accompanied by support coaches and armed security personnel.

Operated initially by EWS/DB, Direct Rail Services took over in 2006 and the wagons have been seen across the network, working

to Sellafield in Cumbria and Dounreay in the north of Scotland, as well as maintenance trips to Eastleigh and Kilmarnock works.

A wagon fleet consisting of only two examples is not an obvious choice for a RTR model in 'N' gauge, but Revolution Trains has made a wise choice in replicating MODA95770/1, as their rarity value makes them a fascinating subject for modern image enthusiasts; they'll certainly make for an eye-catching sight on any layout. Nuclear waste trains have fascinated modellers for decades. Their short length, variety of traction and unusual appearance makes them an enticing prospect,



especially as the trains often run on lines with little or no other freight services.

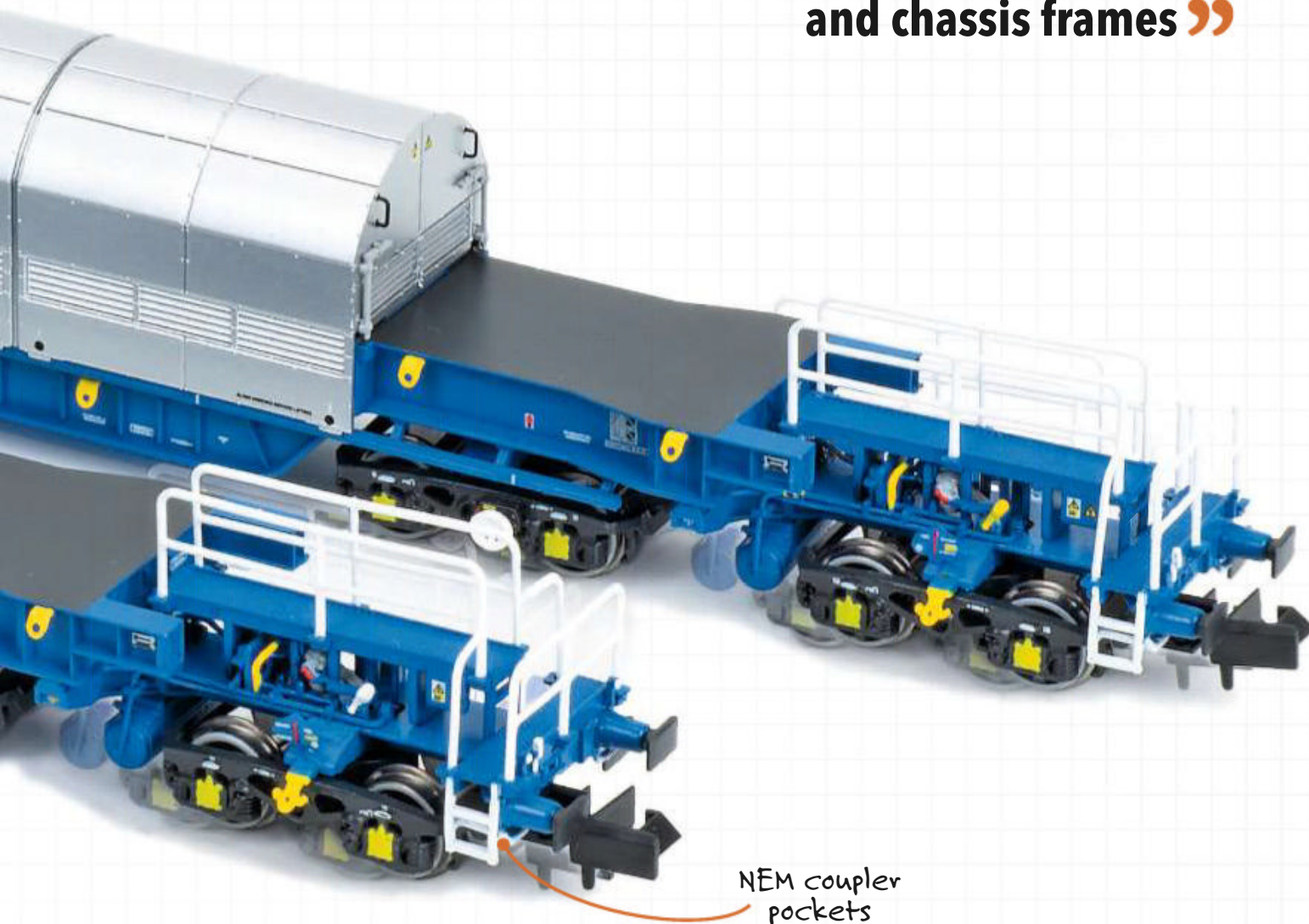
Before we get to the models, special mention must be made of the packaging, which is excellent. The stylish foam-lined box features a lifting lid, with magnetic retainers hidden beneath a pair of radioactive warning symbols - genius! At 17cm long, these are large models

for 'N' gauge. Like the real things, a central load deck sits atop a pair of outer sub-chassis, each with a pair of bogies so, despite the impressive length, the model can negotiate surprisingly tight curves. Indeed, the prototypes are expected to operate within cramped MoD yards and depots.

There's an unexpected complexity to the flask covers and chassis frames and the model captures all of the necessary detail admirably. Recessed panels, handrails, lamp brackets, tread plate walkways and brake equipment are all present and rendered with finesse. The printing, too, is



“There’s an unexpected complexity to the flask covers and chassis frames”



NEM coupler pockets

sublime, with each wagon boasting unique markings, just like the real thing. Some of the detail fittings are very fragile, especially the protruding ferry cleats on the side frames, so handling of the model ought to be kept to a minimum. A pair of optional detail bags is provided, containing brake hoses and cosmetic screw couplings.

CRITICAL MASS

The metal chassis gives each wagon a welcome amount of mass and they glided along my little ‘N’ gauge test track, with the bogies and pivoting sub-chassis rotating freely on their respective axes. The bogie frames are impressive, with spring detail and brake shoes in line with the wheels. The brake handwheels are a little overscale, but they’re



the only aspect of the wagons I can find fault with. It would’ve been nice if the covers could slide open to reveal a flask but, no doubt, that would have pushed the price up considerably. As it is, the twin pack offers good value, considering the complexity and quality of the models.

Although Revolution Trans has

sold out of its own stocks, the KUA packs were still available from Rails of Sheffield as we closed for press. If you fancy something a little different for your contemporary ‘N’ gauge layout, these wagons could be the perfect Christmas present for yourself. Go on, you know you deserve it! (GD)



3 things we like



1

Impressive rendition of the bogie frames and brake detail, including the regulator valves and plumbing.



2

Crisply moulded parts and ultra-fine printed detail – and it’s fully legible!



3

The packaging – stylish and functional. Magnets behind the radioactive warning signs keep the lid closed.

REVIEW VERDICT

PROS. Excellent level of detail. Fascinating prototype. Performance on tight curves.

CONS. Chunky handbrake wheels.

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

95%

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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.

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£134.10 price for
subscribers



BR BLACK, EARLY EMBLEM (PRISTINE)

- ◆ MR-301A: No. 1609
- ◆ MR-301B: No. 1623
- ◆ MR-301C: No. 1624
- ◆ 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.

Order yours at WWW.MODELRAIL



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

Specification list

Made by: Rapido Trains

Motor: Coreless

DCC socket: Six-pin

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

£127.50

£114.75 price for subscribers

00
GAUGE

LNER 'J70s'

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MR-201 No. 68219, BR early emblem



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



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



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



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



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



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



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



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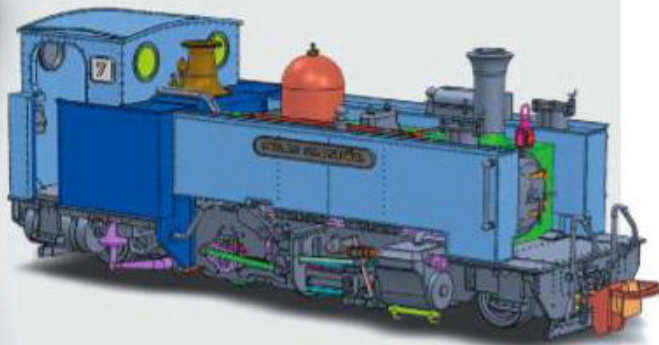
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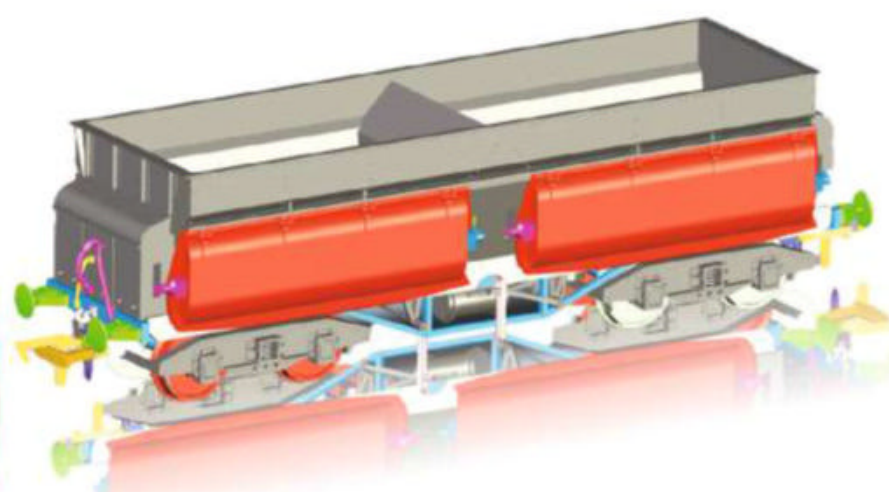
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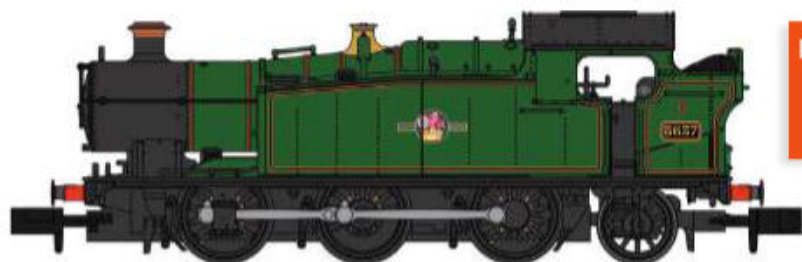
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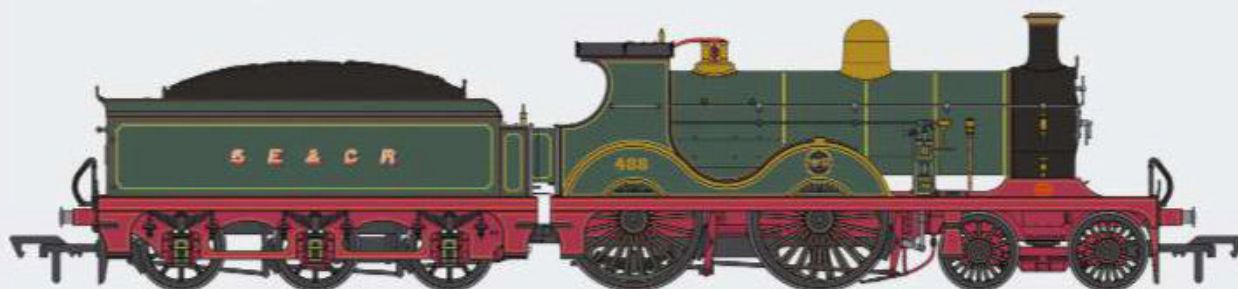


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THIS MONTH AT

Compiled between 6th October & 6th November 2020

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Realtrack Models Class 156 DMU

A selection of BR 'Provincial' and East Midlands Trains liveried units are in stock now. These highly detailed models are perfect for many layouts.

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Heljan O Gauge Announcements

Heljan are producing newly tooled models of the British Rail Class 26, Class 27 and Class 73 in O gauge. Place your pre-orders now. Due 2021 - 2022.

Class 26: hattons.co.uk/tmah116

Class 27: hattons.co.uk/tmah117

Class 73: hattons.co.uk/tmah118



Dapol Class 221 'Super Voyager'

Dapol have announced a new batch of Super Voyager DEMUs in N gauge covering Virgin, Cross Country and Avanti West Coast liveries. Due Q2 2021.

www.hattons.co.uk/tmah119



Dapol GWR Streamlined Railcar

Dapol have announced a newly tooled model of the Gloucester built streamlined railcar in O gauge. GWR & BR liveried models due during Q1 2021.

www.hattons.co.uk/tmah120



Gaugemaster Track Cleaners

New track cleaning wagons are now in stock from Gaugemaster in both OO & N gauge. Popular Network Rail & BR bauxite liveries are available.

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GWR Class 78xx Manor 4-6-0

Stage: Newly Announced

Due: TBC

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British Rail Class 59

Stage: Painted Samples

Due: Q1 2021

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GWR Class 43xx Mogul 2-6-0

Stage: Painted Samples

Due: Q4 2020

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Stage: Painted Samples

Due: Q4 2020

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Stage: Painted Samples

Due: Late 2020

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Coronation Scot Coaches

Stage: Engineering Samples

Due: March 2021

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Stage: Engineering Samples

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OO Gauge (1:76 Scale)

Steam locos



H4-AB14-001 Andrew Barclay 0-4-0ST 14" 2047 '705' in BR black early emblem (Hat) £99



H4-AB14-006 Andrew Barclay 0-4-0ST 14" 2069 'Little Barford' in Acton Lane Power Station blue wasp stripes (Hat) £99



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



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



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



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



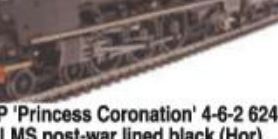
R3462 Class 42xx 2-8-0T 4287 in BR Black early emblem (Hor) (RRP £105.99) **BARGAIN** £96



R3719 Class 5101 'Large Prairie' 2-6-2T 4154 in GWR green (Hor) £126



R3719X Class 5101 'Large Prairie' 2-6-2T 4154 GWR green - Digital fitted (Hor) £144



R3408 Class 6000 King 4-6-0 6016 'King Edward V' in GWR Green shirtbutton emblem (Hor) (RRP £137.99) **BARGAIN** £124.50



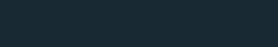
R3721 Class 61xx 'Large Prairie' 2-6-2T 6110 in GWR green (Hor) £126



R3723X Class 61xx 'Large Prairie' 2-6-2T 6145 in BR black early emblem - Digital fitted (Hor) £144



R3681 Class 8P 'Princess Coronation' 4-6-2 6241 'City of Edinburgh' in LMS post-war lined black (Hor) £184.50



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

R3856 Class 8P Princess Coronation 4-6-2 'City of Salford' in BR green late crest (Hor) £171

R3857 Class 8P Streamlined Coronation 4-6-2 6220 'Coronation' in LMS coronation blue (Hor) £171



R3846 Class A1 Terrier 0-6-0T 735 in LSWR green (Hor) £85.50



R3447 Class B17 4-6-0 2842 'Kilverstone Hall' in LNER green (Hor) (RRP £120.99) **BARGAIN** £109



R3448 Class B17 4-6-0 61619 'Welbeck Abbey' in BR green early emblem (Hor) £109



R3406 Class J50 0-6-0T Departmental No.14 in BR Black late crest (Hor) (RRP £74.99) **BARGAIN** £69



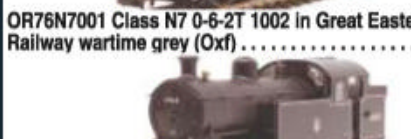
R3417 Class K1 2-6-0 62065 in BR black late crest (Hor) (RRP £105.99) **BARGAIN** £96



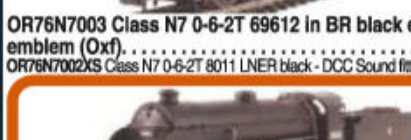
R3635 Class LN 'Lord Nelson' 4-6-0 30863 'Lord Rodney' in BR green early emblem (Hor) (RRP £169.99) **BARGAIN** £124



OR76N7001 Class N7 0-6-2T 1002 in Great Eastern Railway wartime grey (Oxf) £98



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



OR76N7002XS Class N7 0-6-2T 8011 LNER black - DCC Sound fitted (Oxf) £187



R3328 Class S15 4-6-0 30843 in BR Black early emblem (Hor) (RRP £134.99) **BARGAIN** £111



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



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



R3828 The Aberdonian train pack Class A1 4-6-2 60163 'Tornado' in LNER apple green British Railways lettering and 3 Mk1 coaches (Hor) £180



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4D-014-000S Class 29 6112 BR green full yellow ends - DCC sound fitted (Dap) £249.84



3442 Class 330 33008 'Eastleigh' BR 1980s green full yellow ends (Hat) £126.65



R3906 Class 477 47739 in GBRf - Railroad range (Hor) £67.50



R3901 Class 60 60021 in Colas Rail (Hor) £162



R3884 Class 60 60100 'Midland Railway - Butterley' in DB red (Hor) £162



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



H4-66-037 Class 66 66587 in Freightliner/ONE pink 'AS ONE, WE CAN' (Hat) £150



H4-66-035 Class 66 66780 in GBRf/Cemex 'The Cemex Express' (Hat) £150



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



H4-66-031-S Class 66 66789 in BR Large Logo blue GBRf branding 'British Rail 1948 - 1997' - Sound Fitted (Hat) £265



4D-022-016 Class 68 68034 in Direct Rail Services blue (Dap) £131.71



R3750 Belmond Pullman Train Pack Class 67 67021 in Pullman and three pullman coaches (Hor) £270



1097 Class 33 trainpack Class 330 D6560 in BR green full yellow ends and four 'B' tank wagons in Esso - weathered (Hat) £203.15

Electric locos

7706 Class 77 EM2 Woodhead electric E27006 'Pandora' in BR electric blue - Ltd Ed for Olivias Trains (Hat) £165

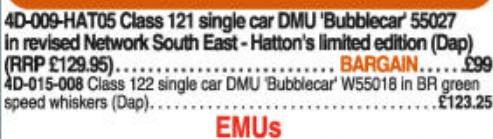
DMUs



4D-009-HAT04 Class 121 single car DMU 'Bubblecar' 121020 in Chiltern Railways blue - Hatton's limited edition (Dap) (RRP £129.95) **BARGAIN** £89



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-015-008 Class 122 single car DMU 'Bubblecar' W55018 in BR green speed whiskers (Dap) £123.25

EMUs



R3215 Class 373 Eurostar 4 car EMU in new (post-2014) Eurostar (Hor) £99

Track Maintenance vehicles

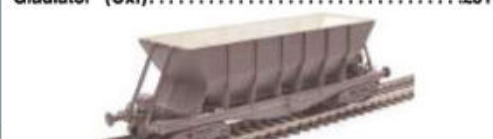


B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap) £70.50

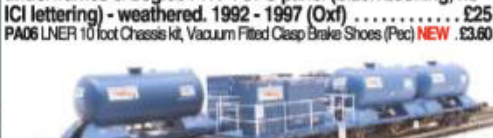
Wagons



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



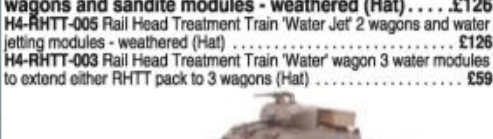
ICI006BW ICI Hopper wagon 19019 in battleship grey body, underframes & bogies PHV TOPS panel (black backing, no ICI lettering) - weathered. 1992 - 1997 (Oxf) £25



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H4-RHTT-001 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules (Hat) £118



H4-RHTT-004 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules - weathered (Hat) £126



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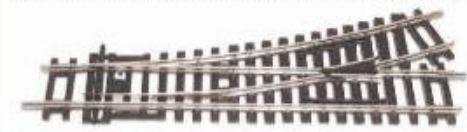
PO245 Retaining wall in stone - 4 sections per pack - card kit (Met) £11.50

People - civil

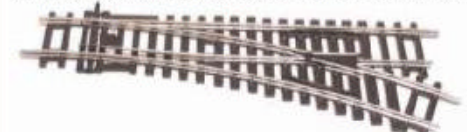
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O Gauge (1:43 Scale)**Steam locos**

9960 Lynton & Barnstaple 2-6-2T E188 "Lew" in Southern Railway green (Hel)	£186.96
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Coaches

GR-550 4-wheel Ffestiniog 'Bug Box' first class coach in FR victorian plum and cream (Pec)	£23
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GR-560 4-wheel Ffestiniog 'Bug Box' observation coach in FR victorian plum and cream (Pec)	£23
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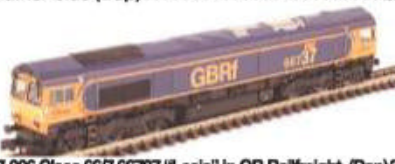
GR-555 4-wheel Ffestiniog 'Bug Box' third class coach in FR victorian plum and cream (Pec)	£23
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N Gauge**Steam locos**

2S-010-004 Class 49xx 'Hall' 4-6-0 5908 "Moreton Hall" in BR black early emblem (Dap)	£124.38
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Diesel locos

2D-007-010 Class 66/6 66623 "Bill Bolsover" in Freightliner blue (Dap)	£89.80
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2D-015-002 Class 122 diesel railcar W55006 BR green small yellow panels (Dap)	£114
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EMUs

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2P-014-020 Maunsell high window BTK brake third 3730 in SR olive green (Dap) NEW	£27.16
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2P-014-060 Maunsell high window FK first corridor 7228 in SR olive green (Dap) NEW	£27.16
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2P-014-080 Maunsell high window TK third corridor 1122 SR olive green (Dap) NEW	£27.16
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2P-005-323 Mk3 TFO first open 41159 in GWR green (Dap) NEW	£24.61
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2P-005-340 Mk3 TSO second open 42300 in GWR green (Dap) NEW	£24.61
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NEW

2P-005-339 Mk3 TSO second open 42579 in GWR green (Dap) NEW	£24.61
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NR-120 9ft Wheelbase steel type solebars Chassis Kit (Pec) NEW	£4.20
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Track - Code 80 Setrack

ST-5 Setrack right hand point insulfrog (Pec)	£8.50
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7S-005-004S Class 0F Sentinel 4wVB 7160 in LMS black - DCC sound fitted (Dap) NEW	£297.50
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7S-006-023 Class 14xx 0-4-2T 1426 in BR lined green late crest (Dap)	£191.25
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7S-007-012 Class 57xx 0-6-0PT pannier 8763 in BR lined black early emblem (Dap)	£199.75
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7S-007-010 Class 57xx 0-6-0PT pannier 8784 in GWR green (Dap)	£199.75
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7S-007-007 Class 57xx 0-6-0PT pannier 9669 in BR black late crest (Dap)	£199.75
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6101 Class 61xx 'Large Prairie' 2-6-2T 6106 in GWR green GWR lettering - as preserved (Hel) (RRP £699) BARGAIN	£495
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6100 Class 61xx 'Large Prairie' 2-6-2T 6110 in GWR green Great Western lettering (Hel) (RRP £699) BARGAIN	£495
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**BARGAIN**

6104 Class 61xx 'Large Prairie' 2-6-2T 6132 in BR lined green late crest (Hel) (RRP £699) BARGAIN	£495
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7S-010-009 Class A1X Terrier 0-6-0T 643 "Gipsyhill" in LB&SCR marsh umber brown (Dap)	£191
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H7-A3-002 Class A3 4-6-2 4472 "Flying Scotsman" in LNER Grass green unstreamlined corridor tender - "Record Breaker" (Hel) £750	
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H7-A3-006 Class A3 4-6-2 60077 "The White Knight" in BR green late crest and unstreamlined non-corridor tender (Hel)	£750
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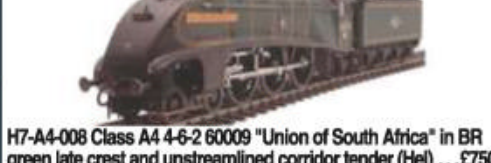


H7-A3-007 Class A3 4-6-2 60103 "Flying Scotsman" in BR green late crest and unstreamlined corridor tender (Hel) £750	
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7D-008-017 Class 08 shunter 08709 in EWS red and gold (Dap)	£191.25
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7F-043-006 YCV 'Turbot' bogie ballast wagon DB978702 in BR Civil Engineers 'Dutch' (Dap)	£59.50
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Track - Code 143 Flat Bottom Streamline

SL-700FB 1 Yard O Gauge Flexible Nickel Silver Track (Finescale Flatbottom) (Pec)	£7
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SL-700FB Box of 12 (Pec)	£80
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PL-55 Turntable control motor - for use OO and N scale Peco turntable kits (Pec)	£54
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DCR-21Pin-Direct-V2 21-pin 6-function 1.1Amp direct plug decoder back EMF (Hat)	£16.50
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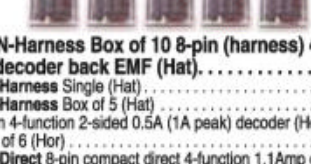
DCC93 6 pin 2 function small digital decoder - "Ruby Series" (Gau)	£21
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DCR-6PIN-Direct 6-pin 2-function 1.1Amp direct plug decoder back EMF (Hat)	£17
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DCR-8PIN-HarnessMini 8-pin (harness) 2-function 1.1Amp small & thin (mini) decoder back EMF (Hat)	£16
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DCR-8PIN-HarnessMini Box of 5 (Hat)	£72
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DCR-8PIN-HarnessMini Box of 10 (Hat)	£128
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DCR-8PIN-Harness Box of 10 8-pin (harness) 4-function 1.1Amp decoder back EMF (Hat)	£120
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R8249 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor)	£16
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R8249 Box of 6 (Hor)	£92
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DCR-8PIN-Direct 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat)	£17
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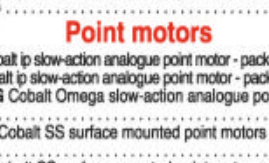
DCR-8PIN-Direct Box of 5 (Hat)	£77
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DCR-8PIN-Direct Box of 10 (Hat)	£136
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DCD-ADS-4SX 4-way accessory decoder for solenoid point motors (DCC)	£42.50
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DCD-ADS-8SX 8-way accessory decoder for solenoid point motors (DCC)	£77
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Digital controllers

524-042 NCE Power Cab 2 Amp Digital DCC controller (NCE)	£159.50
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BPDC80 Pack of three DCC autofrog polarity reversal switches - for electrofrog points (Gau)	£17
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524-037 SB5 5 amp Power Booster DCC system for use Power Cab controller (NCE)	£184
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DCP-CB12IP Cobalt ip slow-action analogue point motor - pack of 12 (DCC)	£204
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DCP-CB8IP Cobalt ip slow-action analogue point motor - pack of 6 (DCC)	£102
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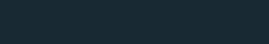
DCP-CB12OMG Cobalt Omega slow-action analogue point motor - pack of 12 (DCC)	£165
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DCP-CBSS-12 Cobalt SS surface mounted point motors controller - pack of 12 (DCC)	£245
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DCP-CBSS-6 Cobalt SS surface mounted point motors controller - pack of 6 (DCC)	£127
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PM-2 Seep point motor (Gau)	£3.50
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PM-1 Seep point motor accessory switch (Gau)	£5
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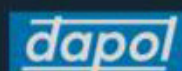
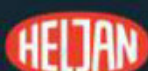
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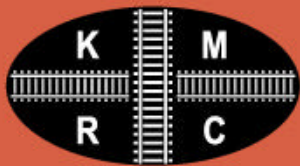
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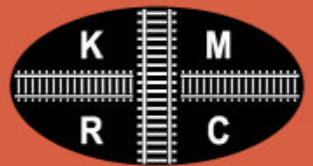


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39-529 Ex-Southern CCT Covered Carriage Truck No. ABD975276 BR.....	£23.99
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31-911
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'Portland Bill' SR Malachite Green
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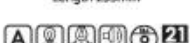


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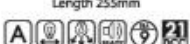


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Item No.	Description	Scale
E84005	Class 58 58011 BR Railfreight (Red Stripe) [W - faded paint and logos]	OO



Item No.	Description	Scale
E84007	Class 58 58021 'Hither Green Depot' Mainline Blue	OO

OO Scale LSWR Beattie Well Tank

- Features:
- Accessory pack included
 - Fire irons
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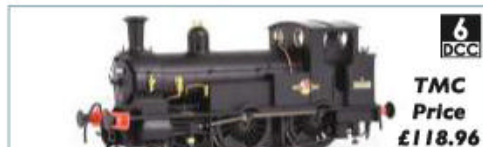
Item No.	Description	Scale
E85011	LSWR Beattie Well Tank 3298 SR Black (Sunshine)	OO



Item No.	Description	Scale
E84006	Class 58 58018 'High Marnham Power Station' BR Railfreight Coal Sector	OO



Item No.	Description	Scale
E84008	Class 58 58039 EWS [W]	OO



Item No.	Description	Scale
E85010	LSWR Beattie Well Tank with Square Splashes 30586 BR Black (Late Crest)	OO



Item No.	Description	Scale
E85012	LSWR Beattie Well Tank 3298 SR Green (Preserved)	OO

OO Scale Cargowagon



Item No.	Description	Scale
E87006	Cargowagon 279-7-664-9 Taunton Cider	OO



Item No.	Description	Scale
E87007	Cargowagon 279-7-690-9 Danzas 'Great Britain - Continent' [W]	OO



Item No.	Description	Scale
E87008	Cargowagon 279-7-611-1 Blue Circle Cement	OO



Item No.	Description	Scale
E87009	Cargowagon 279-7-604-6 Silver & Blue Unbranded [W]	OO

OO Scale LSWR 2 Car Gate Stock



Item No.	Description	Scale
E86001	LSWR 'Gate Stock' 2-Coach Set BR Crimson	OO



Item No.	Description	Scale
E86002	LSWR 'Gate Stock' 2-Coach Set SR Maunsell Green	OO

N Scale JIA Nacco Wagon - NEW TOOLING

OO Model Shown



Item No.	Description	Scale
E87500	JIA Nacco Wagon 33-70-0894-007-0 Imerys Blue	N

OO Model Shown



Item No.	Description	Scale
E87501	JIA Nacco Wagon 33-70-0894-008-8 Imerys Blue	N

OO Model Shown

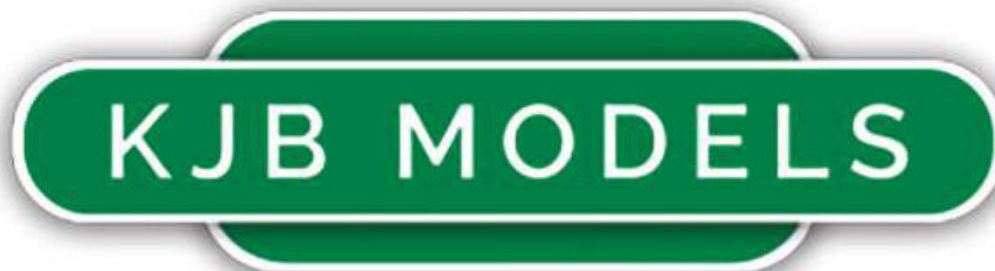


Item No.	Description	Scale
E87502	JIA Nacco Wagon 33-70-0894-020-3 Imerys Blue	N

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Item No.	Description	Scale
E87503	JIA Nacco Wagon 33-70-0894-000-5 Imerys Blue	N



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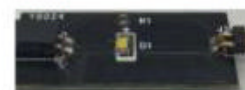
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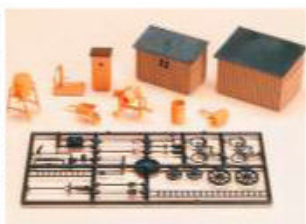
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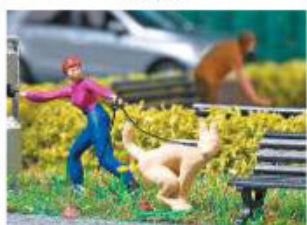
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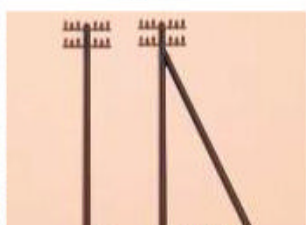
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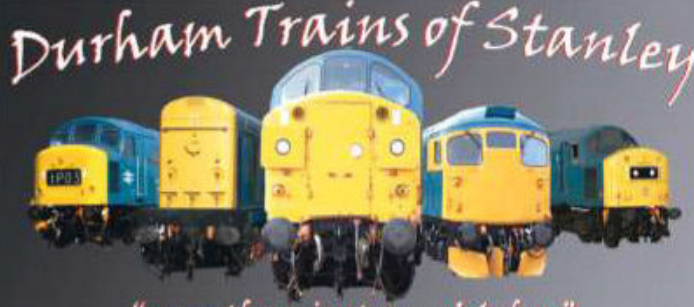
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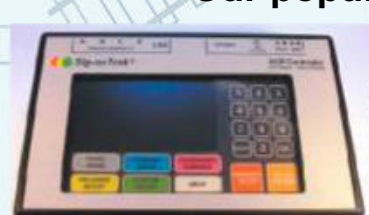
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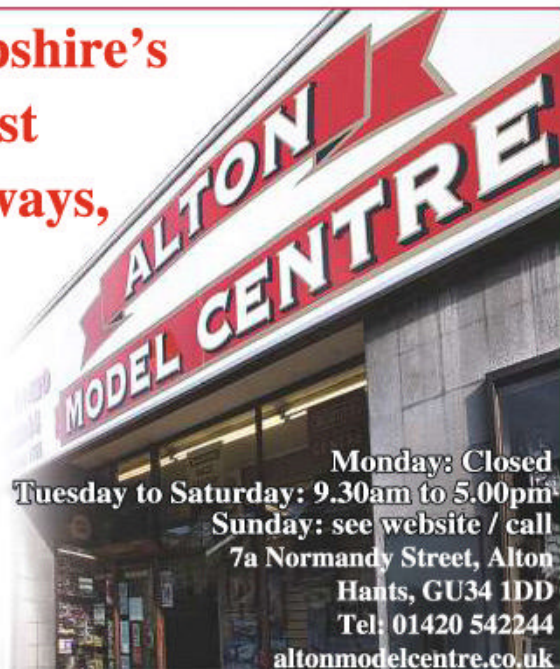
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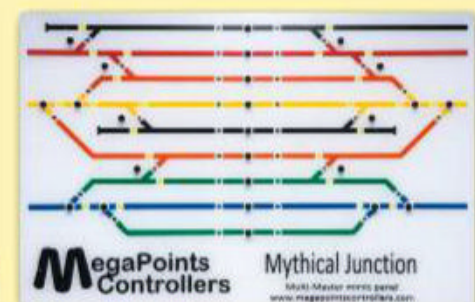
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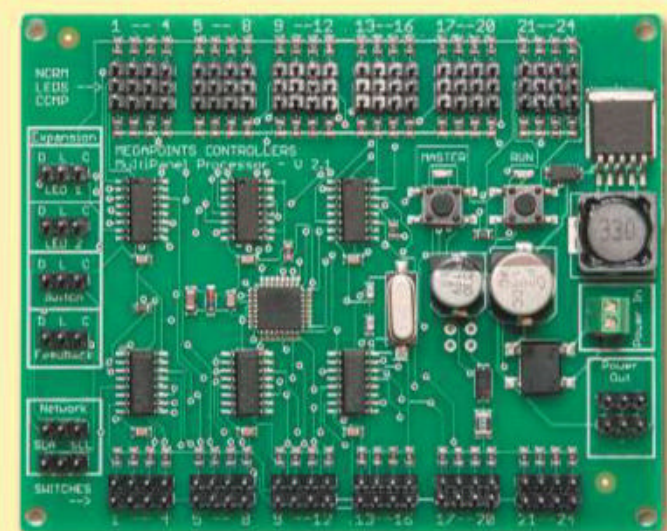
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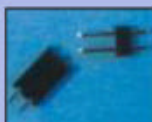
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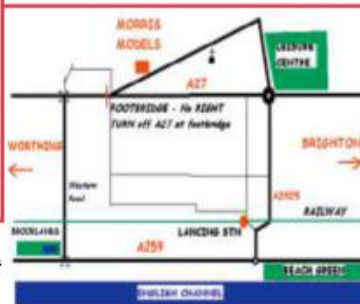
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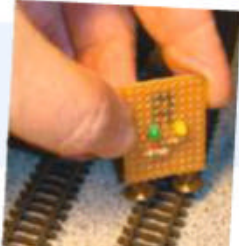
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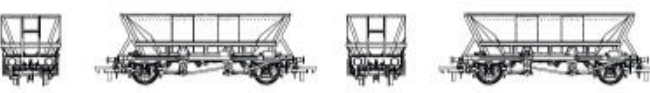


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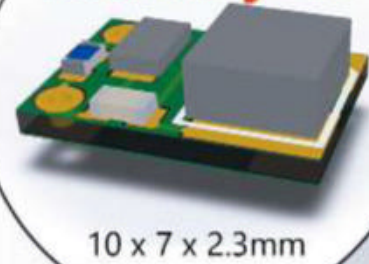
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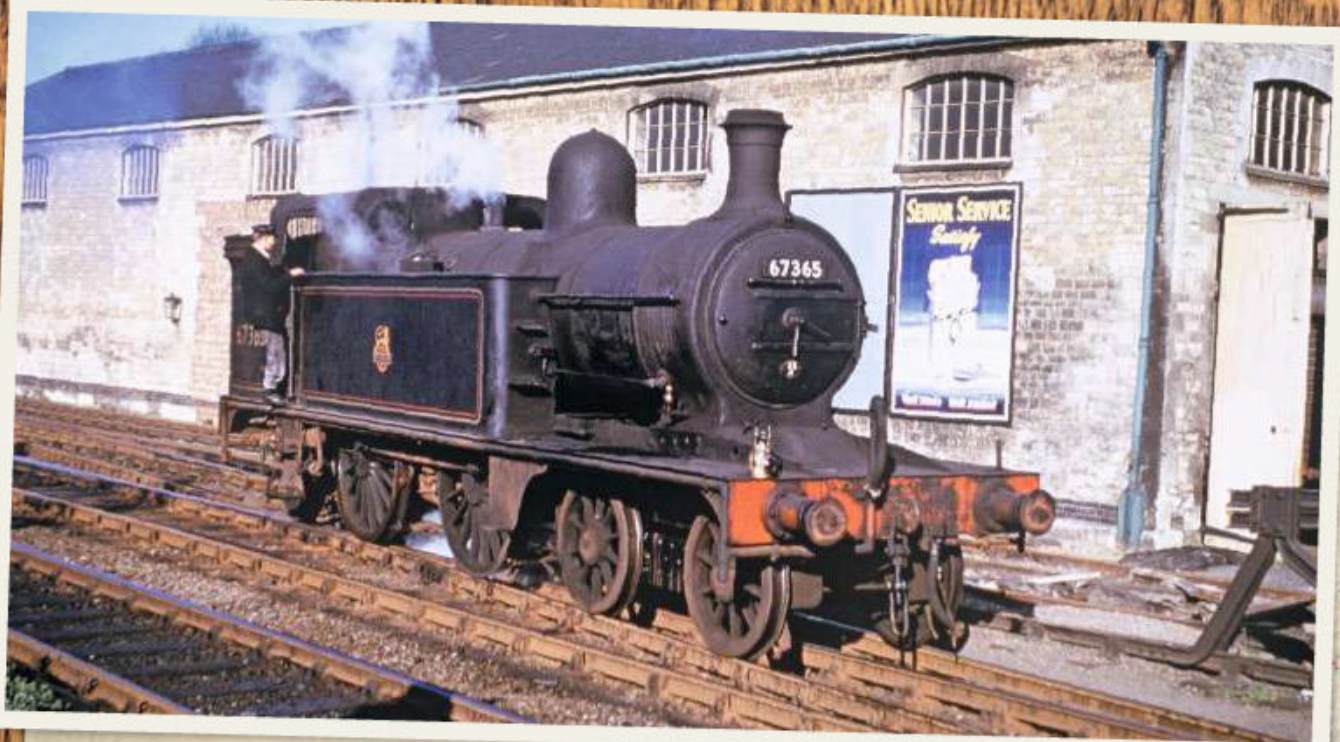
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COLOUR RAIL

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: LNER 'C12' 4-4-2T

Gauge: '00'

Proposed by: Oliver Kew, by e-mail

What is it?

One of the most elegant Victorian tank locomotives ever to grace our rails, the Great Northern Railway built 60 'C12s' (it classified them 'C2') in six batches between 1898 and 1907. The first ten worked suburban services in the West Riding of Yorkshire and their success prompted the GNR to build more for the busy London commuter services.

Condensing gear was fitted in order to work the Metropolitan lines, but this was removed after the 'C12s' were displaced by Gresley's new 'N1' and 'N2' 0-6-2Ts. However, the 'C12s' found work across the GNR network, handling suburban and rural stopping trains and even as station pilots. By the time the LNER was founded in 1923, only five 'C12s' actually remained in the capital.

What would make it viable?

Beyond their perfect proportions and long working life, the 'C12' is crying out to be modelled because it offers LNER fans without the space for a 'racing stretch' of the ECML a chance to depict more humble, local services. There were, of course, variations

in construction: the first ten locomotives had squared-off tanks, while the other 50 had rounded tank edges. The first 11, oddly, were built with taller chimneys and domes, though these were swapped throughout the life of the class. Some had straight smokebox door handrails, while others swept the rail artfully around the top of the smokebox. And, of course, there's the condensing gear, removed through the 1920s. Nothing beyond the ability of the modern manufacturers.

What's more, this class carried an array of liveries in its six decades of service, maximising the mileage for a new '00' tooling. They started life in the intricate GNR lined green; after Grouping, they carried LNER lined black until 1928, then LNER unlined black and 'NE' wartime black (often heavily weathered) and were subsequently subjected to the Thompson renumbering.

After nationalisation, the 'C12s' received British Railways lettering and, finally, BR 'cycling lion' emblem on lined black. One for every period, then.

Both Hornby and Oxford Rail have proven, with their Adams 'Radials' that they can produce superb 4-4-2Ts, so surely it's time to immortalise H.A. Ivatt's design in '00' for the first time?

Can I see a real one?

Withdrawals started in 1937 and the last, No. 67397, was condemned on December 6 1958. None survived.



Have your say

Do you agree with Oliver's argument? Go to www.model-rail.co.uk and take part in our vote.

How to join in

Want to present your own case? Send us 400 words explaining your choice to modelrail@bauermedia.co.uk, putting 'Present Your Case' in the subject line.

D.C. OVENDEN/COLOUR RAIL



Behind the Backscene

Model Rail fires the questions at tech guru and occasional 'baby designer' David Palmer.

David Palmer is director of Train-Tech's parent company DCP Microdevelopments

“I'm inspired by techniques and ideas from layouts at model railway shows”

1 What was your first train set/model?

I grew up with my dad's Hornby-Dublo three-rail and have fond memories of *Duchess of Montrose*.

2 Are you working on a layout now?

We have lots of ideas for our own home layout, but most of our efforts go into our exhibition layout which is only 6ft by 4ft but needs to authentically incorporate most of our products into it.

3 What piece of modelling are you most proud of?

As a youngster, I was given one driving car of a Tri-ang Class 101, along with a DMU centre car, which I turned into a driving car. It wasn't very good but I made it myself and nothing can beat that sense of achievement.

4 Have you ever finished a model railway?

Not really – there is always something you can add or do a little bit better isn't there?

5 What model have you've always longed for?

I used to pore over each new Tri-ang-Hornby catalogue (after racing Dad to find Terence Cuneo's famous mouse on the cover!) and longed for so many things. When I started to earn money, I spent years searching for and buying many of those models, including the fabulous Turbo car and Giraffe Truck!

6 Favourite locomotive?

I've always liked the Class 31 – there's something about the cab windows.

7 When did you begin working in the model railway industry?

Although I started Train-Tech in 2012, I did a lot of design consultancy work for Hornby in the 1980s/1990s. This included a motion-activated baby doll that cried if you stopped rocking it. I gave one to Mum in a restaurant and she had to keep rocking it!

8 What did you do beforehand?

Following a great apprenticeship with Pye in Cambridge in 1975, I started DCP in 1981 where our core products were control and measuring devices for science education. I diversified with Train-Tech in 2012.

9 What modeller has influenced you the most?

No one modeller – I'm inspired by techniques and ideas from layouts at model railway shows.

10 Strangest thing you've ever eaten?
Octopus tentacles in Greece – yuk!

11 Favourite trainspotting location?

The North Norfolk Railway – it's only a short railway but views are stunning.



12 What is one of your weird quirks?

Probably hardly ever listening to music.

13 What book are you reading at the moment?

I rarely have time for novels but I am currently enjoying dipping into the new *Hornby Book of Trains*.

14 If you were stranded on a tropical island, what two things would you want with you?

My wife Tammy, plus an internet-connected computer so that I could keep reading and researching new ideas.

15 What have you done that you are most proud of?

With Train-Tech, probably creating products which even non-tech people find easy to install and use.

16 What is your favourite song?

Bohemian Rhapsody by Queen.

17 First record you bought?

Now That's What I Call Music on vinyl – I spent my first Saturday job pay packet on it!

18 What is the best advice you ever had?

Treat other people as you want to be treated yourself.

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

You can't beat a shepherd's pie or a traditional roast.

20 If you had access to a time machine, where and when would you go?

Back to my childhood!

21 What was your favourite cartoon show growing up?

Wacky Races.

22 Favourite film?

True Lies – a great mix of thriller and comedy.

23 Temptation you wish you could resist?

Crisps!

24 What is your best childhood memory?

Sleeping in my parents' bed so that Dad could continue working on the model railway in my bedroom – then waking up in the morning to see what he had done!

25 Your hidden talent which would surprise people?

I was quite an active part-time broadcaster with the BBC for over ten years while I was in Cambridge.

26 If you could pass any new law?

Enable people to legally use privately owned low-power electric scooters on bike lanes or wide pavements.

27 What do you drive?

A Land Rover Discovery – the only car we can fit our exhibition layout in!

28 What actor would you like to play you in a film?

Alexander Armstrong.

29 How would you like to be remembered?

Creating products to show that technology is not just for experts and can/should make life easier for everyone.



RAIL COLLECTION

Next Issue Paul Chancellor of photographic archive Colour Rail.

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