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Essential guide to lining with a bow pen

### UNDER WRAPS

Fit tarpaulins to your wagons

## Workbench

Practical modelling projects from our experts



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'94XX' 0-6-0PT

**HORNBY**  
IVATT  
'DUCHESS'

**REVOLUTION IPA**  
CAR CARRIERS







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### Get in touch

For all editorial enquiries, you can contact us by **e-mail**:

[modelrail@bauermedia.co.uk](mailto:modelrail@bauermedia.co.uk)

### Postal address

Model Rail, Media House,  
Lynchwood, Peterborough  
Business Park,  
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**Here's why:** Starting as a supplement in *RAIL* magazine, *Model Rail* went 'standalone' in 1997. In 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 **106-109**.

# Welcome

Well, what a strange year that was. I know I'm not alone in being glad to see the back of 2020, and yet the past year has afforded many of us the privilege of extra hobby time. Indeed, I've never felt so relieved to have so many practical interests and 2020 allowed countless people to reconnect with – or discover new – creative pursuits. The power of hobbies and crafts for promoting wellbeing and connecting people is immense and I've certainly benefited from the mutual encouragement of modelling friends via WhatsApp and Zoom, two technologies that were completely alien to me before last March.

However, not everyone has enjoyed the luxury of increased leisure time, and I know we're all thankful to the legions of key workers who kept the country running. With no workshop facilities at home, I found myself having to commute into a city for most of the year and I greatly appreciate the railway staff who kept me moving in relative safety. I should also like to thank all the model shops and manufacturers who continued serving us throughout the year, despite the many challenges that they faced.

There is always hope in looking forward and I'm confident that 2021 will be a great year for model railway enthusiasts. I've been thrilled to see the results of so many readers' lockdown projects and I applaud the time and effort that club members have put into organising virtual exhibitions. There have been some changes at *Model Rail* too, and I'm delighted to take over the editor's role. It doesn't feel like 17 years since I joined the team although, on reflection, the landscape of the hobby has changed



Ever wanted to run ALL of your modern stock at once? This motley-looking train consists of a pair of HST power cars, a Class 90, two '91s', various Mk 3s and a DVT. In FIVE different liveries! PAUL BIGGS

markedly in that time. In 2004, DCC was on the periphery and you could still buy 'OO' diesels in Lima packaging! Time moves on, as they say, and we have some very exciting plans for the future. I hope that you'll enjoy the ride...

Stay safe and keep modelling!

**George Dent** Editor

### Meet the team behind the UK's best modelling magazine



**Chris Leigh**

In his 65th year in the hobby, so he can claim to be experienced!



**Chris Gadsby**

The smaller the detail, the more interested he is.



**Chris Nevard**



**Peter Marriott**



**Dave Lowery**



**Paul A. Lunn**

This month's contributors

### Model Rail essential information

**Q:** Looking for an old feature but can't remember which issue it was in?

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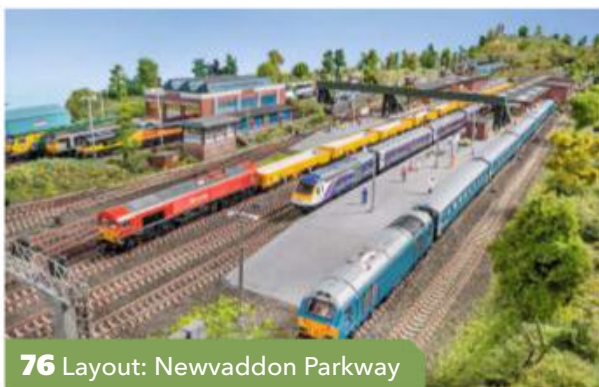
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**48** Sheet your wagons



**58** Make an identity change



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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.



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# Opening the box

The latest happenings from the world of model railways

## The Big Picture

We have been placing some emphasis recently on building layouts for your family to enjoy, to try and encourage a younger audience into the hobby. Whether you're building one in a short time frame or getting a circle of track for the tree, like Chris Gadsby and Chris Leigh in MR281, or looking for something more substantial, railway modelling is definitely a family hobby.

Michael Sergeant's 'Par Road' (right) started life as a layout for his son, but when he moved out Michael continued to build it up into the layout it is today. 'Par Road' will be featured in an upcoming issue of *Model Rail*.

Photography:  
CHRIS NEVARD











## STOP PRESS! **MODEL RAIL CLASS 11 UPDATE**

**J**ust days before we closed for press, the first engineering prototype of *Model Rail*'s BR Class 11 arrived, courtesy of Heljan. Our 'OO' gauge model recreates the LMS 350hp O-6-ODE shunter, which was the

forerunner to BR's iconic Class 08. There was a surprising number of detail differences between this pre-war design and the '08' and we'll be replicating three different marker light arrangements (or War Department spot lamps

where appropriate), different nose end vent/ladder/handrail combinations, as well as other minor variations. Several LMS, BR, WD and industrial guises are planned and the models will feature working lights and are DCC-ready.

We'll be putting this EP through a rigorous testing regime before production gets the green light. Orders are not yet being taken, but look out for further announcements in *Model Rail* during the coming months.

## REVOLUTION TRAINS AND RAILS OF SHEFFIELD TO OFFER DRAX BIOMASS WAGONS TWIN PACKS

Revolution Trains is offering the Drax Power IIA-D biomass hoppers as its next wagon in 'N' gauge. Sold in twin packs exclusively by Rails of Sheffield these wagons, with the UIC code of Tafoos, were introduced in 2013 and 225 of them are now in service ferrying imported biomass from major ports across the north to the UK's largest power station in Drax, North Yorkshire.

Unlike coal, biomass has to be kept dry and is considerably lighter. To maximise efficiency, Drax ordered specially designed wagons from builders W.H. Davis in Nottinghamshire. The design features four hoppers, two in the centre and two outside each bogie, in order to maximise the load of each wagon on British loading gauges. The models are expected to feature NEM

couplers, hopper roof door opening rams, control gear and brake equipment. A variety of different numbers were confirmed just before this issue went to press and versions of the Drax livery will be available, priced at £79.95 per pair. Initial artwork is complete and the model is currently in tooling, likely to be shipped in summer 2021.



### GET COUPLING

Revolution Trains is offering accessory packs of its realistic 'N' gauge fixed NEM couplers. First introduced with the IZA Cargowagon twin vans, this hook and screw-link coupler fits into the kinematic coupler pockets on both vans and permanently couples them together. Revolution Trains is offering couplers in packs of 10 with either short (14mm), long (19mm) or a mixed pack consisting of five of each available for £4.95.







# RAPIDO TRAINS LAUNCHES UK OPERATION

Rapido Trains is no stranger to the British market, having worked in partnership with other organisations, including *Model Rail*, to produce British outline ready-to-run models. Now, however, Rapido Trains has set up a UK operation - Rapido Trains UK - with a view to launching a new range of British outline models, with a number of products at the early stage of development.

First on the list is the Hunslet 16in O-6-OST, the largest of a range of 'standard' locomotives offered by the Hunslet Engine Company of Leeds. This saddle tank is being produced in 'OO' gauge from original works drawings and field

visits to a number of 16in Hunslets. Rapido is also planning to offer a factory-fitted sound version, using sounds recorded from an operational Hunslet 16in - a first for a UK 'OO' gauge steam-outline industrial locomotive. The model is expected to feature a diecast metal chassis, Next18 decoder socket, NEM coupler pockets and sprung buffers.

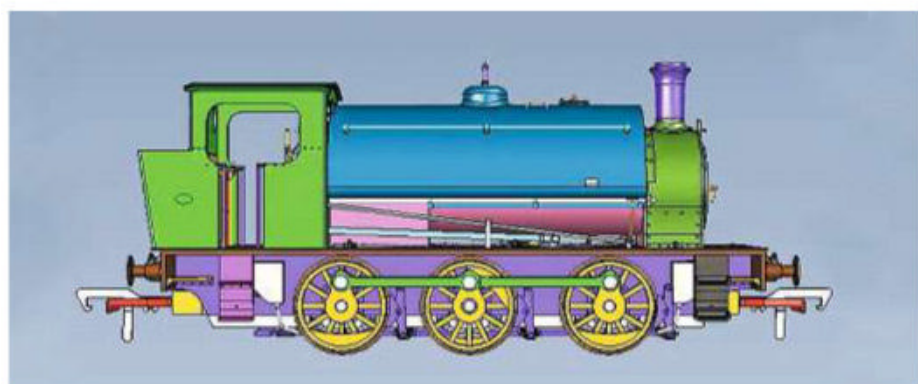
'OO' modellers will also be pleased to hear that Rapido Trains is to finally fulfil its promise to produce a gunpowder van in 'OO' to 21st-century standards. This project was originally unveiled in 2017 and a 3D test print was produced at the time, but is only

now resulting in a finished product. Rapido will produce models depicting the RCH design, GWR Diagram Z4 and BR Dia. 1/260, with key variations including different 'W' irons, doors, bufferbeams and brake gear.

Rapido is also aiming to fill another gap in the ranks of 'OO' GWR models with the Hawksworth '15XX' pannier tank. Although it was designed during Great Western days, the '15XXs' were built by BR, and 10 were built in 1949 at Swindon Works to a design by F.W. Hawksworth. The majority were based at Old Oak Common shed for moving coaches to and from Paddington station.

Finally, Rapido is to fill one of the last gaps in the 'N' gauge main line diesel fleet with the Class 28 Co-Bo. Built by Metropolitan Vickers at its Stockton-on-Tees factory in 1958/1959, all 20 had been withdrawn by the end of 1968, although D5705 was retained for Departmental duties until 1985 and eventually preserved. Rapido's model is expected to feature the post-1961 flat windscreen modification, as well as a Next18 socket, directional lights and separately fitted parts.

All four of these models are expected to be delivered towards the end of 2021/2022 with a price yet to be confirmed.



## **OO GAUGE RAPIDO TRAINS UK HUNSLET 16in**

### **What's planned?**

- ◆ 903001: No. 3716/1952 *Alex*, Oxfordshire Ironstone lined red.
- ◆ 903002: No. 3782/1953 *Arthur*, Markham Main Colliery lined green
- ◆ 903003: No. 2705/1945 *Beatrice*, NCB lined red
- ◆ 903004: No. 3783/1953 *No. 3 Holly Bank*, NCB lined blue
- ◆ 903005: No. 1953/1939 *Jacks Green*, Naylor Benzon & Co. lined green
- ◆ 903006: No. 3715/1952 *No. 2 Primrose*, NCB lined black
- ◆ 903007: No. 3714/1951 *No. 1 Thorne*, plain green

**Price?** TBC

**What stage is it at?** CAD images

**When's it due?** Late 2021



## **OO GAUGE RAPIDO TRAINS UK '15XX'**

### **What's planned?**

- ◆ 904001: No. 1506, BR unlined black, no emblem
- ◆ 904002: No. 1500, BR unlined black, early emblem
- ◆ 904003: No. 1505, BR lined black, early emblem
- ◆ 904004: No. 1504, BR unlined black, late emblem
- ◆ 904005: No. 1501, BR lined black early emblem (as preserved)
- ◆ 904006: No. 1509, NCB maroon

**Price?** TBC

**What stage is it at?** Design work

**When's it due?** 2022



## **N GAUGE RAPIDO TRAINS UK CLASS 28**

### **What's planned?**

- ◆ 905001: D5709, BR green
- ◆ 905002: D5711, BR green with yellow warning panels
- ◆ 905003: D5713, BR green with yellow warning panels
- ◆ 905004: D5707, BR green with yellow ends
- ◆ 905005: D5705, BR green with yellow warning panels
- ◆ 905006: D5701, BR blue with yellow ends

**Price?** TBC

**What stage is it at?** Design work

**When's it due?** 2022



## **OO GAUGE RAPIDO TRAINS UK GUNPOWDER VAN**

### **What's planned?**

- ◆ 902001: Dia. 1/260 No. B887021, BR bauxite
- ◆ 902002: Dia. 1/260 No. M701508, BR bauxite
- ◆ 902003: Dia. 1/260 No. B887001, BR grey
- ◆ 902004: Dia. Z4 No. 105777, GWR livery
- ◆ 902005: Dia. Z4 No. 105708, GWR livery
- ◆ 902006: RCH pattern No. 701016, LMS livery
- ◆ 902007: RCH pattern No. 299031, LMS livery
- ◆ 902008: RCH pattern No. N260936, LNER livery
- ◆ 902009: RCH pattern No. 147511, LNER livery
- ◆ 902010: RCH pattern No. 11, Royal Ordnance Factory livery

**Price?** TBC

**What stage is it at?** 3D test print

**When's it due?** Late 2021





## MORE PENDOLINOS IN 'N'

**R**evolution Trains has opened the order book for the second run of its highly acclaimed Class 390 Pendolino. The 'N' gauge 'Model of the Decade', as voted for by you, is now available to order in the latest Avanti livery, along with versions in original Virgin and Virgin Flowing Silk colour schemes. What's more, Revolution Trains is offering the full 11-car train at the same price as the first run in 2016 of £365 for a limited time

until December 31 2020, and the nine-car trains are available to pre-order for £335 until the same date. This second run will include factory-fitted speakers to make conversion to sound even simpler than before. The initial batch features five sets of the nine-car formation and three sets of the 11-car train, although Revolution has stated that more numbers and liveries could be added if there is enough demand. The order book is expected to close in February 2021.

### What's planned? 9-CAR TRAINS

- ◆ 2000E - 390049 *Virgin Express*, Virgin original
- ◆ 2000F - 390010 *Cumbrian Spirit*, Virgin flowing silk
- ◆ 2000G - 390045 *Virgin Pride*, Virgin rainbow silk
- ◆ 2000H - 390047, Avanti (part branded with plain coaches)
- ◆ 2000J - 390001 *Bee Together*, DfT 'ghost'

### 11-CAR TRAINS

- ◆ 2001F - 390152 Virgin original
- ◆ 2001G - 390107, Virgin flowing silk (black stripe)
- ◆ 2001 - 390156 *Pride and Prosperity*, Avanti full livery



## DAPOL'S STREAMLINED RAILCAR FOR 'O'

Dapol has announced that it will produce an 'O' gauge version of its GWR Streamlined Diesel Railcar, following on from its 'OO' version released in 2018. Similarly to its 'OO' variant, Dapol's model is expected to include directional lighting and passenger compartment lighting with working wall lights and a 21-pin DCC socket, but the 'O' gauge model should include extra features including decorated seating and sliding luggage doors.

First introduced by the GWR in 1933, the railcar remained in use until the introduction of first generation DMUs in the 1960s. A total of 38 were built between 1933 and 1942, with three surviving into preservation. As the railcars weren't equipped with draw gear and didn't haul anything, this

### DAPOL GWR STREAMLINED RAILCAR

#### What's planned?

- ◆ 7D-011-001 - Streamlined Railcar 12, Lined Chocolate and Cream, GWR Monogram
- ◆ 7D-011-002 - Streamlined Railcar 10, Lined Chocolate and Cream, GWR Monogram
- ◆ 7D-011-003 - Streamlined Railcar 16, Lined Chocolate and Cream, GWR Twin Cities
- ◆ 7D-011-004 - Streamlined Railcar W11, BR Lined Chocolate and Cream
- ◆ 7D-011-005 - Streamlined Railcar W8W, BR Lined Carmine and Cream

**Price?** £350 (£380 DCC-fitted, £480 DCC sound-fitted)

#### What stage is it at?

Decorated samples

**When's it due?** Q1 2021

new model will be ideal for anyone looking to make an entry into 'O' gauge with limited space.

Prices start from £350 for a DCC-ready model, while DCC-fitted and sound-fitted versions will also be available to pre-order. The model is expected to be delivered towards the end of Q1 2021.







# IWA AND PFA SAMPLES ARRIVE

Not content with bringing us just one piece of news, Revolution Trains has also revealed it has received decorated samples of its 'OO' gauge IWA wagons in both van and timber flat format and engineering samples of its 'N' gauge PFA 4-wheel container flat wagons.

The IWA wagons were built in the 1980s by Waggon Union of Germany and ran in Norsk Hydro and Cargowaggon liveries, as well as unbranded. In 2006 the roofs and sliding equipment were removed from around 40 of these wagons and side stakes were installed, making them suitable for carrying timber. The model will feature the original eight large side stakes, but the smaller stakes subsequently fitted are included for the modeller to fit if desired. There's no need for 'N' gauge modellers to despair though, as samples of the 'N' gauge version are expected shortly, and the models in both gauges are available to order now.

Also built in the 1980s, the PFA wagons transported coal from across Britain to ports in the northwest for shipment to the Irish Republic. The bright yellow containers of Cawoods and red of British Fuels Ltd made them easy to spot on the network, and they'd be easy to spot on your layout too. Revolution Models are offering both of these variants as well as the 21st Century Direct Rail Services options, after the company purchased some PFAs to use for low-level nuclear waste



OO  
GAUGE

and as barrier wagons, a use for which they are still in service today. Due to wheel clearance, the DRS wagons are fitted with ISO-compatible diamond-shaped frames to lift the containers clear of the wheel flanges, and Revolution has replicated this with a removable photo-etch so that it can be altered to the modeller's preference.

The models will be offered in triple packs with different numbers. Four are available with Cawoods yellow containers, two with DRS half-height, low-level waste containers, one with British Fuels red and one unloaded. Triple packs can be pre-ordered for £69.95 and the order book is expected to close early in the new year.

Finally, Revolution Trains is to offer British Gypsum containers in

'N' gauge to give modellers another load for their KFA or PFA container flats. Two triple packs will be offered, either in British Gypsum white or blue and two versions are being offered, either with full height vertical ribs or a horizontal top bar. The models are being produced by Accurascale and are based on the successful 'OO' models it produces, with delivery expected in the first half of 2021. Each triple pack will be priced at £17.95.



N  
GAUGE

## In brief

### WARLEY GOES VIRTUAL

Owing to the Covid-19 pandemic, the Warley exhibition was held virtually this year. The most popular feature of the weekend was Pete Waterman's 'Leamington Spa' layout, but every video from the event can be viewed on YouTube by searching for 'Warley Model Railway Club'.

### COP A HOPPER

Cavalex Models has opened the pre-order book for its eagerly anticipated PHA/JHA bogie stone hopper wagon. Three liveries will be offered, ranging from 1990 until the present day, at £45 (RRP) per wagon. The wagons are suitable for a range of modellers as they worked to various parts of England from their base at Bardon Hill Quarry in Leicestershire.

- What's planned?
- ◆ Bardon Hill Quarries green and yellow
- ◆ Bardon Aggregates white and blue
- ◆ Unbranded grey



## HORNBY SCOTRAIL COACHES

A second offering of Hornby's Mk 2f coaches in ScotRail livery is now available. With different running numbers from last year's models, these new coaches give modellers the opportunity to extend their rakes without having to do any renumbering, or purchase your first set if you missed out on the first run. All the coaches are priced at £34.99.

### What's available?

- ◆ R4892A - No. 9527, ScotRail Mk 2f Brake Second open coach
- ◆ R4893B - No. 6176, ScotRail Mk 2f Second open coach
- ◆ R4893C - No. 6183, ScotRail Mk 2f Second open coach

### Availability:

[www.hornby.com](http://www.hornby.com)

OO  
GAUGE

## ACE KITS DEPICT LNER LOCOS

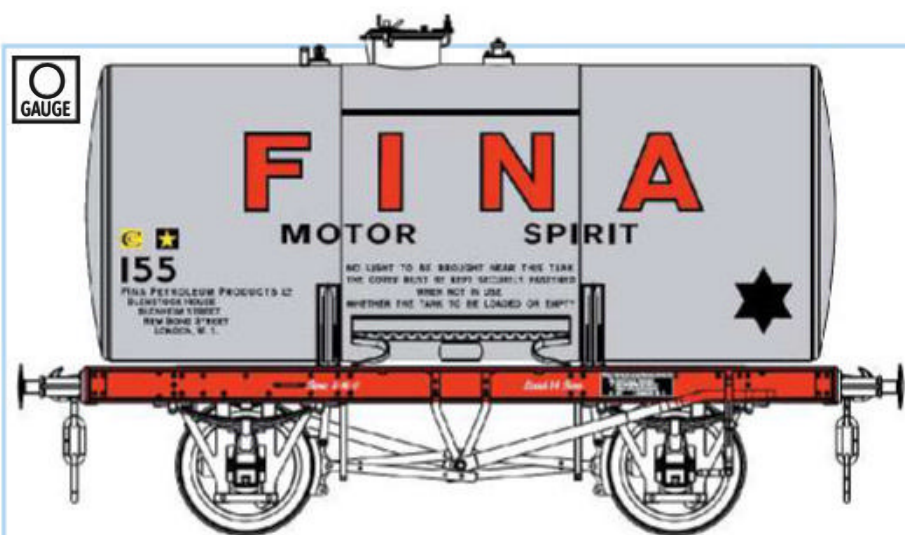
Ace Products has added new models to its range of locomotive kits in 'OO' and 'O' gauge. Firstly in 'OO' gauge, the LNER 'J69' is being offered for £89.99 including cast fittings, allowing modellers to depict most of the prototype variations which worked in many LNER locations and Scotland. Ace Products has also made available the North London Railway O-6-O tank engine for £69.99, although

this also requires a pack of detailing castings from Branchlines. Both kits require a motor, gears and wheels to complete them.

In 'O' gauge, Ace Products has acquired the former range of DJB Engineering kits. Bulleid light-weight 'Pacifics', LNER Raven T1, GNR O1, GER G4 and the SECR 'E' Class are all being offered. For more information, visit [www.aceproducts.org](http://www.aceproducts.org)







## DAPOL'S 14T TANK WAGONS DUE IN Q3

Dapol has added the 14T anchor-mounted tank wagons to its ever-growing range of 'O' gauge rolling stock. Built in 1949, this new specification of tank wagon abandoned the saddle and cradle timbers and the end stanchions from the 1927 designs, and anchored the tank to the underframe with a riveted or welded steel construction. Dapol intend for

the model to feature separately added detailing features appropriate to each version, including long and short fillers, varying filler position, ladders, platforms and heating pipes. A metal sprung coupling hook and three-link coupling should also be included. The model is expected to be in shops in Q3 2021 and will retail for £55.

### What's planned?

- ◆ 7F-062-001 - British Petroleum Class A anchor-mounted tank
- ◆ 7F-062-002 - FINA 155 Class A anchor-mounted tank
- ◆ 7F-062-003 - Benole 906 Class A anchor-mounted tank
- ◆ 7F-062-004 - National Benzole 855 Class A anchor-mounted tank
- ◆ 7F-062-005 - Regent 20 Type A Class mounted tank
- ◆ 7F-063-001 - National Benzole 2009 Class B anchor-mounted tank
- ◆ 7F-063-002 - Fina 168 Class B anchor-mounted tank
- ◆ 7F-063-003 - EGS 244 Class B anchor-mounted tank
- ◆ 7F-063-004 - Gulf 87 Class B anchor-mounted tank
- ◆ 7F-063-005 - Midland Tar Distillers 881 Class B anchor-mounted tank

**Price?** £55

**What stage is it at?** Artwork

**Where can I find out more?** [www.dapol.co.uk](http://www.dapol.co.uk)

## GAUGEMASTER ROUND-UP

Gaugemaster has released several new products, including its New Items Leaflet for 2020. Modellers of conflict will find much to please them with military tents (GM440, £13), barbed wire (GM441, £13.75), and sandbags (GM442, £10.50) introduced to the range. Also freshly released is the Fordhamp-

ton Cement Works kit (GM446, £42) and Fordhampton Dockside Crane (GM433, £17). For a full round-up of the products Gaugemaster has released in 2020, the New Items Leaflet is available free on the Gaugemaster website.

**Availability:**

[www.gaugemasterretail.com](http://www.gaugemasterretail.com)



## RAILS REACHES HALF-CENTURY

Birthday wishes go to Rails of Sheffield, which recently celebrated half a century in the model railway trade. Founded by Hedley Barber in 1970, Rails' roots were laid originally in the second-hand market, becoming a familiar presence at swapmeets and exhibitions throughout the 1980s and 1990s. After moving to its current base on Chesterfield Road in the late 1990s, Rails has grown to

become one of the UK's largest model railway retailers and has also launched its own range of exclusive models.

**Web:** [www.railsofsheffield.com](http://www.railsofsheffield.com)



## NEW 'WARSHIPS' LAUNCHED

Three new versions of the award-winning D600 'Warship' are being offered by Kernow Model Rail Centre. The model, which won *Model Rail's* 'OO' gauge 'Model of the Decade' award earlier this year, as voted for by our readers, is now available in BR green liveries with variations of headcode discs or boxes and either original or late style grilles. The unweathered versions are available for £179.99 and the weathered version is £189.99. All of the models can be purchased from [www.kernowmodelrailcentre.com](http://www.kernowmodelrailcentre.com)

### What's available?

- ◆ K2606 - D600 Active, BR green with headcode discs and original grilles
- ◆ K2607 - D601 Ark Royal, BR green with headcode boxes and later grilles (weathered)
- ◆ K2608 - D604 Cossack, BR green with headcode discs and later grilles



## MODULAR SYSTEM FOR SIGNALS

Routemex has launched a modular system for its 'O' gauge junction signals. Each signal consists of a post kit, 2,3 or 4-aspect head kit and a route indicator kit in either position 1 or position 4 so that six different variations can be made. The signal uses LED lights and is powered from a 12V DC supply. The full kit ranges from £53 to £61, depending on the number of aspects, and can be ordered from [www.routemex.com](http://www.routemex.com). A step-by-step building guide will feature in a future issue of *Model Rail*.

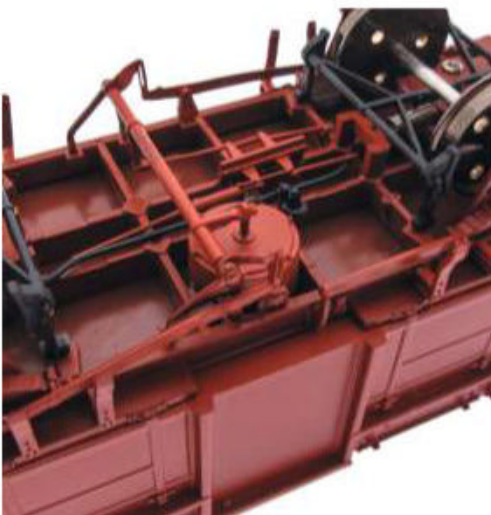




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The poll closes on January 24 2021. View what we said and vote now at

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## 'OO' GAUGE - The Shortlist

### 'OO' gauge steam locomotives

- ◆ Hornby LMS 'Princess Royal' - MR272 April 2020
- ◆ Hornby 'B12/3' - MR273 May 2020
- ◆ Hornby 'Large Prairie' - MR277 Summer 2020
- ◆ Rails of Sheffield/Dapol 'Terrier' - MR277 Summer 2020
- ◆ Hornby Rocket - MR278 September 2020
- ◆ OO Works '330' 0-6-0T - MR278 September 2020
- ◆ Bachmann Branchline '1P' 0-4-4T - MR281 December 2020

### 'OO' gauge diesel and electric

- ◆ Hattons Class 66 - MR270 February 2020
- ◆ Hornby RailRoad Class 43 power cars - MR271 March 2020
- ◆ Heljan re-tooled Class 27 - MR271 March 2020
- ◆ Bachmann Branchline Class 24/1 - MR272 April 2020
- ◆ Dapol Class 21 - MR273 May 2020
- ◆ Dapol GWR parcels railcar - MR273 May 2020
- ◆ Heljan Class 33/0 (later version) - MR275 July 2020
- ◆ Dapol Class 29 - MR278 September 2020
- ◆ Murphy Models 121 Class - MR280 November 2020

### 'OO' gauge multiple units

- ◆ Bachmann Branchline Class 158 - MR272 April 2020
- ◆ Bachmann Branchline Class 121 - MR273 May 2020
- ◆ Bachmann Branchline Class 117 - MR277 Summer 2020
- ◆ Bachmann Branchline '2-HAP' - MR280 November 2020
- ◆ Bachmann Branchline Class 159 - MR280 November 2020

### 'OO' gauge stock

- ◆ Bachmann Branchline 45t crane - MR269 January 2019
- ◆ Rails of Sheffield dia 1424 ex-SECR van - MR269 January 2019
- ◆ Accurascale PFA container flat - MR271 March 2020
- ◆ Hornby LSWR 20t brake vans - MR272 April 2020
- ◆ Realtrack Castle Cement PCA wagons - MR274 June 2020
- ◆ Bachmann Branchline 'Parrot' wagon - MR274 June 2020
- ◆ Hornby LMS 20t brake van - MR274 June 2020
- ◆ IRM beer keg wagon - MR277 Summer 2020
- ◆ Hornby sliding door Mk 3 - MR277 Summer 2020
- ◆ IRM 42ft wagons - MR279 October 2020
- ◆ Oxford Rail 12t tank wagon - MR279 October 2020
- ◆ Cavalex BBA steel carrier - MR280 November 2020
- ◆ Bachmann Branchline HKA hopper - MR281 December 2020

### 'OO' gauge manufacturer of the year

- |               |                      |
|---------------|----------------------|
| ◆ Accurascale | ◆ IRM                |
| ◆ Bachmann    | ◆ Murphy Models      |
| ◆ Cavalex     | ◆ OO Works           |
| ◆ Dapol       | ◆ Oxford Rail        |
| ◆ Hattons     | ◆ Rails of Sheffield |
| ◆ Heljan      | ◆ Realtrack          |
| ◆ Hornby      |                      |

Poll closes on **January 24 2021**

## 'OO9' GAUGE - The Shortlist

### 'OO9' gauge locomotives

- ◆ Heljan L&B 2-6-2T Lew - MR269 January 2020
- ◆ Peco FR 'Small Birmingham' - MR280 November 2019

### 'OO9' gauge manufacturer of the year

- ◆ Heljan
- ◆ Peco

## 'O' GAUGE - The Shortlist

### 'O' gauge

- ◆ Heljan Class 50 - MR270 February 2020
- ◆ Hattons LNER 'A3' - MR270 February 2020
- ◆ Dapol Sentinel 'Y1/Y3' 4wVBT - MR271 March 2020
- ◆ Heljan Class 33 - MR272 April 2020
- ◆ Heljan Class 03 - MR273 May 2020
- ◆ Heljan 'Hymek' Class 35 - MR273 May 2020
- ◆ Dapol '14XX' - MR274 June 2020
- ◆ Hattons/Heljan LNER 'A4' - MR277 Summer 2020
- ◆ Dapol 'Turbot' ballast wagon - MR278 September 2020

### 'O' gauge manufacturer of the year

- ◆ Dapol
- ◆ Hattons
- ◆ Heljan

## 'N' GAUGE - The Shortlist

### 'N' gauge locomotives

- ◆ Graham Farish Class 70 (modified) - MR273 May 2020
- ◆ EFE Rail Class 17 - MR279 October 2020
- ◆ Dapol prototype HST - MR280 November 2020

### 'N' gauge stock

- ◆ Revolution Trains HOA hoppers - MR272 April 2020
- ◆ C-Rail Intermodal KQA container wagon - MR275 July 2020
- ◆ Graham Farish Thompsons - MR277 Summer 2020
- ◆ Graham Farish HKA bogie hoppers - MR280 November 2020
- ◆ Revolution KUA nuclear flask wagon - MR281 December 2020

### 'N' gauge manufacturer of the year

- ◆ C-Rail
- ◆ Dapol
- ◆ EFE Rail
- ◆ Graham Farish
- ◆ Revolution Trains

## Overall Manufacturer of the Year

- |                   |                      |
|-------------------|----------------------|
| ◆ Accurascale     | ◆ OO Works           |
| ◆ Bachmann Europe | ◆ Oxford Rail        |
| ◆ C-Rail          | ◆ Rails of Sheffield |
| ◆ Cavalex         | ◆ Realtrack          |
| ◆ Dapol           | ◆ Revolution Trains  |
| ◆ EFE Rail        |                      |
| ◆ Graham Farish   |                      |
| ◆ Hattons         |                      |
| ◆ Heljan          |                      |
| ◆ Hornby          |                      |
| ◆ IRM             |                      |
| ◆ Murphy Models   |                      |



# Show & Tell

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## Down to the wire

Work has continued on the permanent wiring of the scenic level, along with starting Weigh Bridge station platforms, repairing the Traincare depot roof, installing, albeit temporarily, the concrete carriage platform and adding the finishing touches to my Class 707. The picture shows (from left to right), my scratchbuilt Class 458/5. I just completed 707007, 444001 (a Class 350 repaint with additional carriage and pantograph removal) along with four Class 450s.

**Paul Tilbrook**



## Corridor of power

I've been working on a Gauge 3 two-car 117 DMU. This is one of two body kits of a 121 'Bubblecar' that I'm kit-bashing into a corridor coach. The rear 25% of the coach shown is all new 3D-printed fabrications. It still needs painting as it's currently in Halfords yellow filler primer.

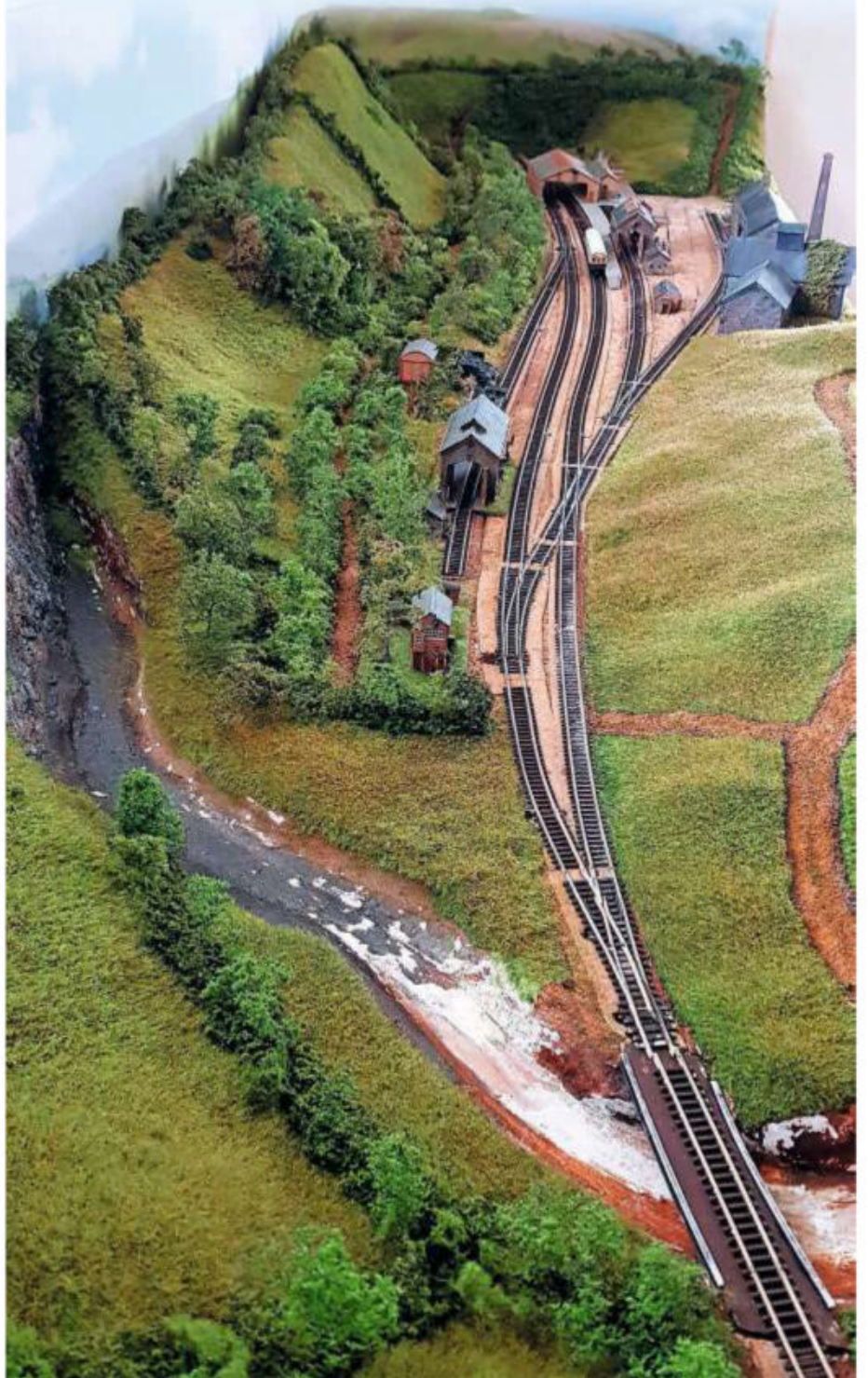
**Mark Pretious**



## Back to the baseboard

After a break of over 40 years I decided to build a model railway layout. I had been inspired by a chance viewing of 'Historic Ashburton' by John Birkett-Smith in 'N' gauge on YouTube. I have been building this 'N' gauge layout since the first lockdown and have decided to call it 'Ashmoreton'. It is a work in progress as I'm in no particular hurry to finish it, but I find it's a great way to unwind.

**Brian Taylor**



## Up to scratch

Numerous hours have been put into the goods sidings, sheds and platform. The buildings are made out of cardboard, homemade brickpaper, card strips for the slate roof and balsawood for the windows and planked shed. The platform is made out of concrete, laid on thick cardboard, so it didn't need painting. I gave the concrete slabs at the front a brush with very light grey poster paint. Various items are scattered about the platform, many of which I've had for years, and from various suppliers. The forklift truck is made out of balsa, scrap brass and numerous items from the scrap box, and it features a working set of forks.

**Chris Russell**



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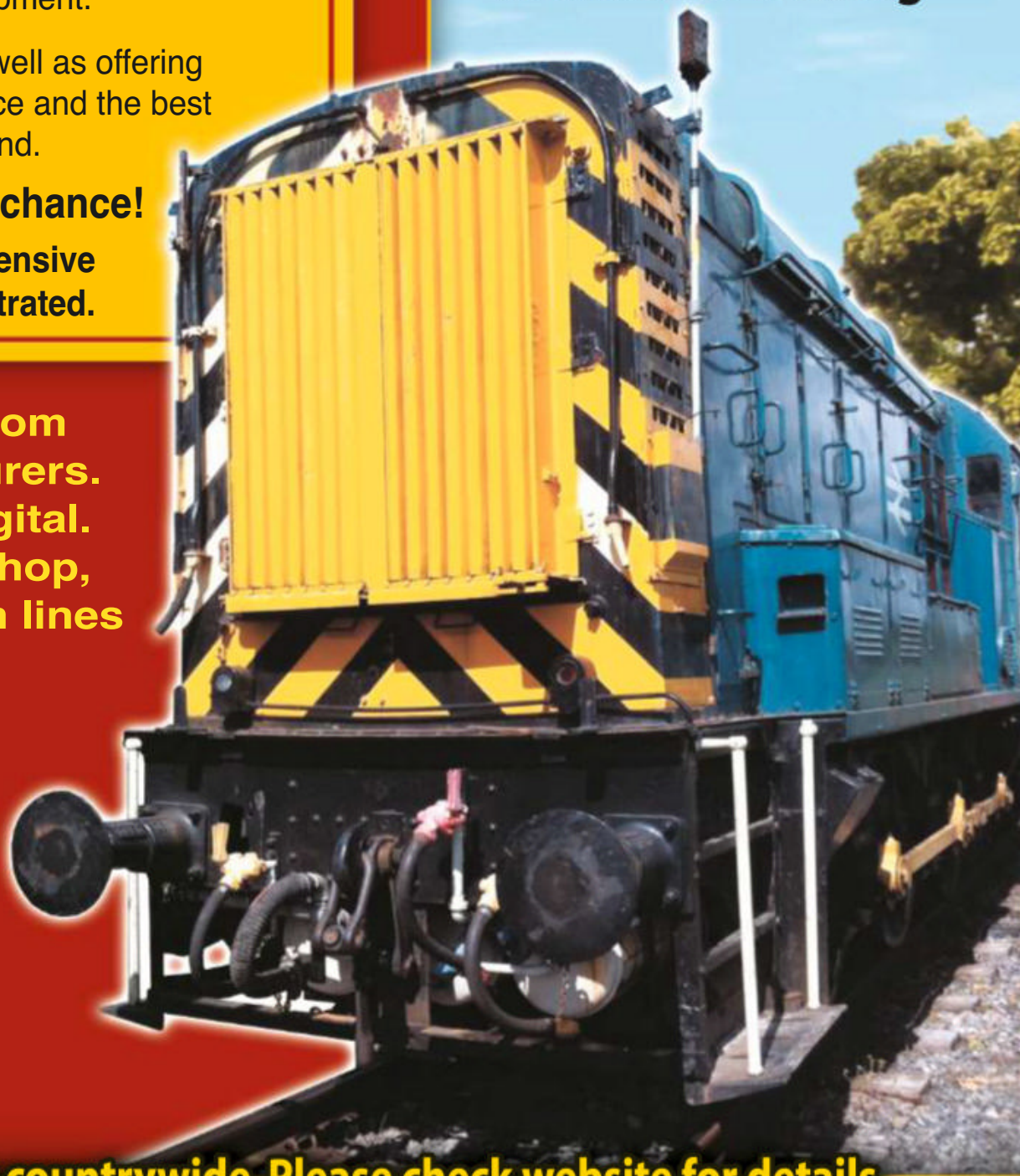
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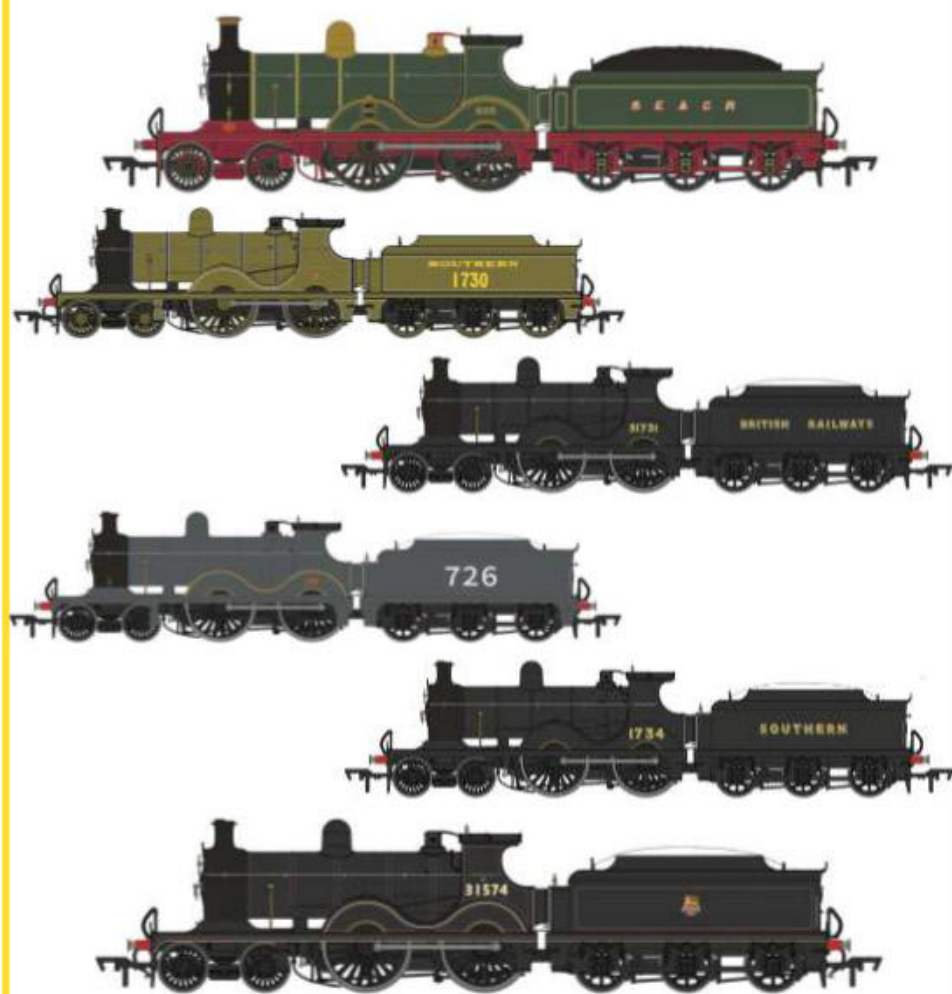
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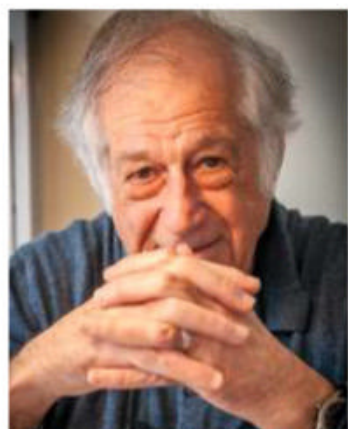
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Western Region modellers are having a fine time at present with new/recent releases from Bachmann, Dapol, Hornby and Model Rail/Rapido. There are plenty more to come and rumours of at least two 'Manors'. CHRIS LEIGH

## According to Chris...



...a turbulent and traumatic year hasn't slowed the flow of new models.

**“I don't recall a busier time for new models and I'm into my 57th year in the business”**

**I**'m starting this as we make our way into autumn 2020, with the prospect of a difficult winter ahead. Our feelings and activities are largely dictated by something we can neither see nor hear. It is a threat to the lives of those of us in advanced years and to the livelihoods of those who aren't.

However, even as I write (now rewrite in late November) there are glimmers of hope and good news, particularly with regard to vaccine developments. My late wife was a microbiologist and she tried to educate me about bacteria, viruses and drug development. She always stressed that it took years to find successful treatments and vaccines, so we must be grateful for how quickly progress is being made.

Against this background, and the second lockdown, how is the hobby doing? Well, after a flat period as the start of the pandemic coincided with the inevitable annual hiatus of Chinese New Year, deliveries of models began once again to arrive in the UK by mid-year. New model projects picked up pace. There was, it seems, a remarkable degree of optimism, despite the circumstances, and new projects continued to be announced. There was even the launch of a new ready-to-run range, in the shape of EFE Rail.

As 2020 has progressed I have rarely been without a new 'OO' model to review and there has from time to time been a backlog. In this week I will have completed the Bachmann '94XX' and Hornby Ivatt 'Duchess' reviews, while the Dapol '43XX' 2-6-0 has arrived, KRM's GT3 is coming and I suspect some new Heljan offerings are imminent. I don't recall a busier time for new models and I'm into my 57th year in the business.

We've also seen start-ups of ready-to-run manufacturing businesses delivering their first products. It was particularly gratifying to see the partnership between Kernow and Bachmann resulting in the launch of EFE Rail, contrasting sharply with the obvious friction between Hornby and Rails, and Bachmann and Hattons.

There was good news from Hornby with the lockdown increase in sales returning them to

profitability. Some of that, no doubt, is thanks to Airfix, Scalextric and Humbrol but good news nevertheless. Model railways and Hornby are inextricable.

Not everything in the garden was rosy, however. On June 2 the liquidator released his final report and accounts in relation to DJ Models. I have left it until now to comment because the dust needed to settle. Some modellers have been left seriously out of pocket. Some obtained refunds through credit card companies. Others paid by other means and lost their money. Surprisingly, few of them seem to actually be angry. Written down, the figures are truly stark. £174,000 was claimed by creditors. There was just 10p in the account. None of the creditors received anything. The CAD artwork for two 'N' gauge models was sold to KR Models. The tooling for one of these same items, plus a couple of others which DJM did bring to market was acquired by EFE Models, but from its owners in China, not from the liquidation. That unhappy chapter in the model railway hobby seems now to be closed.

As we move into 2021 there are changes here at *Model Rail*, too, with the departure of editor Richard Foster and the hot seat passing to George Dent. My congratulations go to both of them. Richard's knowledge and experience has been acquired by Rapido Trains UK, following a similar path to that taken by his predecessor Ben Jones with Heljan. The expertise of *Model Rail* Editors is evidently highly valued by major ready-to-run manufacturers!

So, there's no time like the present for change and one small change starting now is that the controversial points system which has been a feature of *Model Rail* reviews for some ten years, is no more. I have always felt it was flawed in that one could never award 100% because that assumes perfection and when a better model comes along in due course, how does one mark that? Equally, ratings are correct at the time they are awarded but how do they stand ten years on with all the developments that have taken place since? I've produced the '94XX' and 46257 reviews in line with our latest thoughts. I'm happy to hear yours on [chris.leigh@bauermedia.co.uk](mailto:chris.leigh@bauermedia.co.uk)

### Modeller CV: Chris Leigh

Having picked up the Vale of Rheidol 2-6-2T project from Richard, I'm realising I have a lot to learn!



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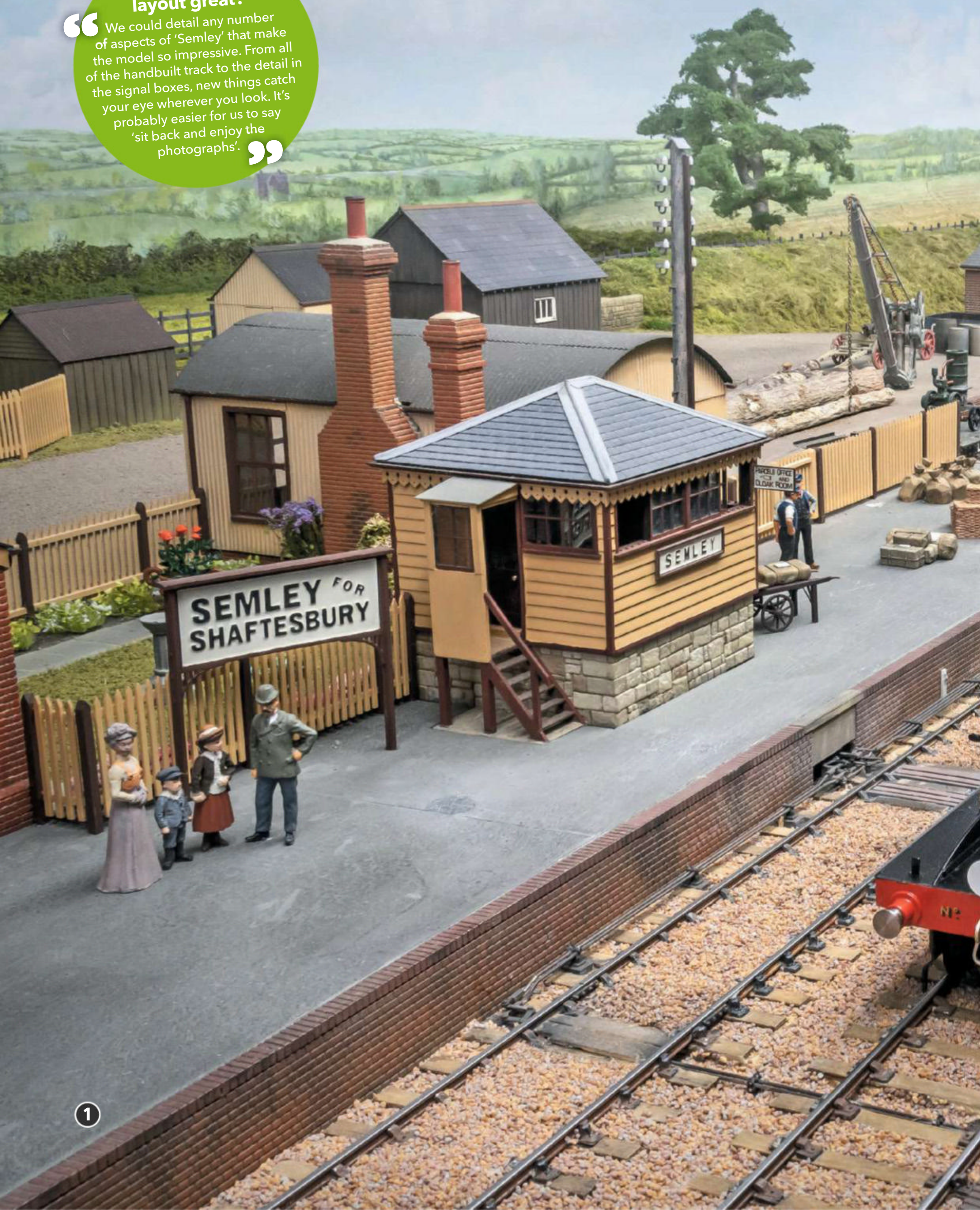
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## 'P4' SCALE LAYOUT SEMLEY FOR SHAFTESBURY

### What makes this layout great?

“ We could detail any number of aspects of 'Semley' that make the model so impressive. From all of the handbuilt track to the detail in the signal boxes, new things catch your eye wherever you look. It's probably easier for us to say 'sit back and enjoy the photographs'. ”







# Great lengths

**Martin Finney** has gone to epic lengths, both in terms of size and attention to detail, to create his dream layout.

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





## 'P4' SCALE LAYOUT **SEMLEY FOR SHAFTESBURY**



Despite having more than 50 years of modelling in 'P4', it wasn't always Martin's scale of choice. When he was a child he modelled in 3mm 'TT' gauge with his younger brother, as this allowed them to model a larger area than in 'OO'.

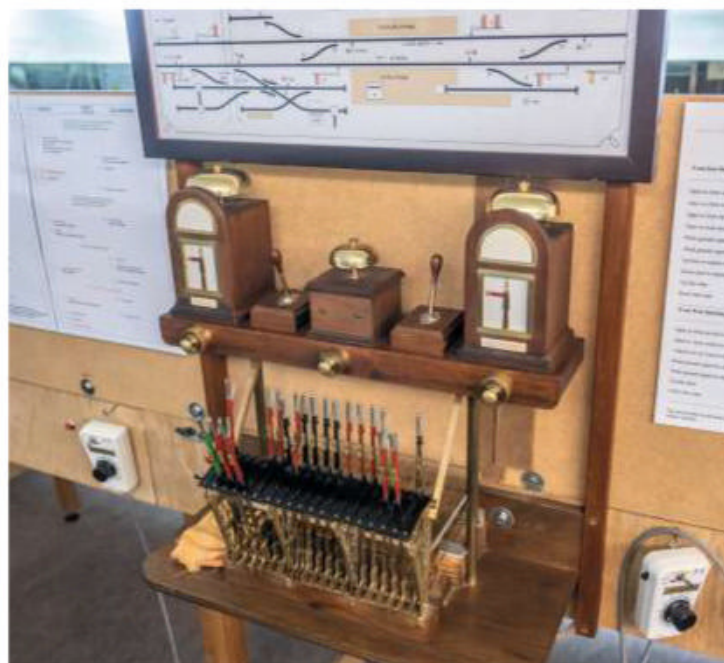
**E**very layout featured in *Model Rail* is impressive, but some of them take our breath away. The name Martin Finney will be familiar to some, as he is widely regarded as one of the best kit-builders in the country, and his 40ft model of 'Semley' showcases some of his best work from over half a century's experience in 'P4' scale.

Having such a large model railway is something that many can only dream of but, as Martin explains, with accuracy being the key element of his model, it was necessary to get a true representation of the area.

"The model depicts a half-mile section of the Salisbury and Yeovil Railway showing 'Semley' station and its small goods yard. I used to live locally and would often take my dog for a walk around the area (the station long since being disused). I thought it would make an interesting modelling subject with a track layout that wouldn't be too taxing for me to build by hand and would allow me to use the control system I desired."

That control system is one of the stand-out features of 'Semley for Shaftesbury' and employs a practice seldom used in the real world, let alone on a model.

"Behind the model are three signal boxes which operate exactly as the prototypes did in 1912. The point levers are all mechanical and do switch the points. I have also installed the necessary bells so that each ▶





“I thought it would make an interesting modelling subject with a track layout that wouldn't be too taxing for me to build by hand”

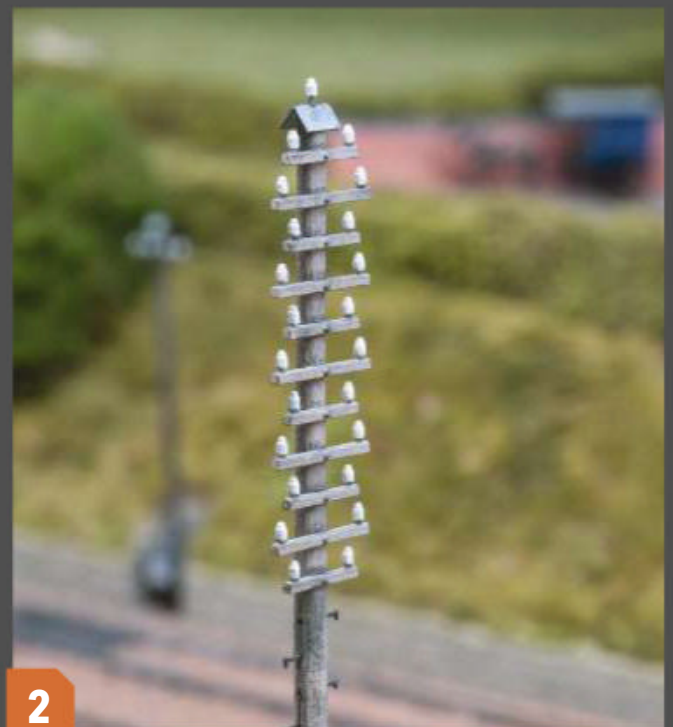


## 3 things we like



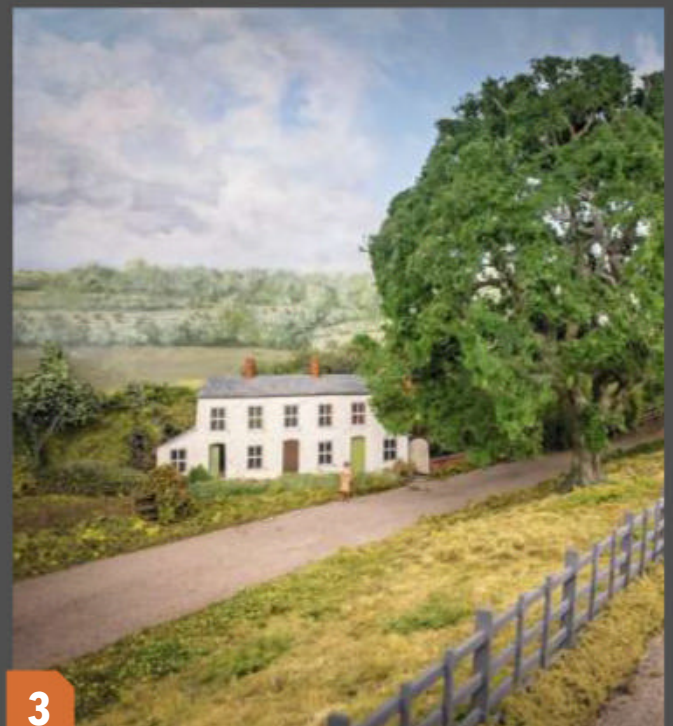
1

Martin's handbuilt wagons are exquisite.



2

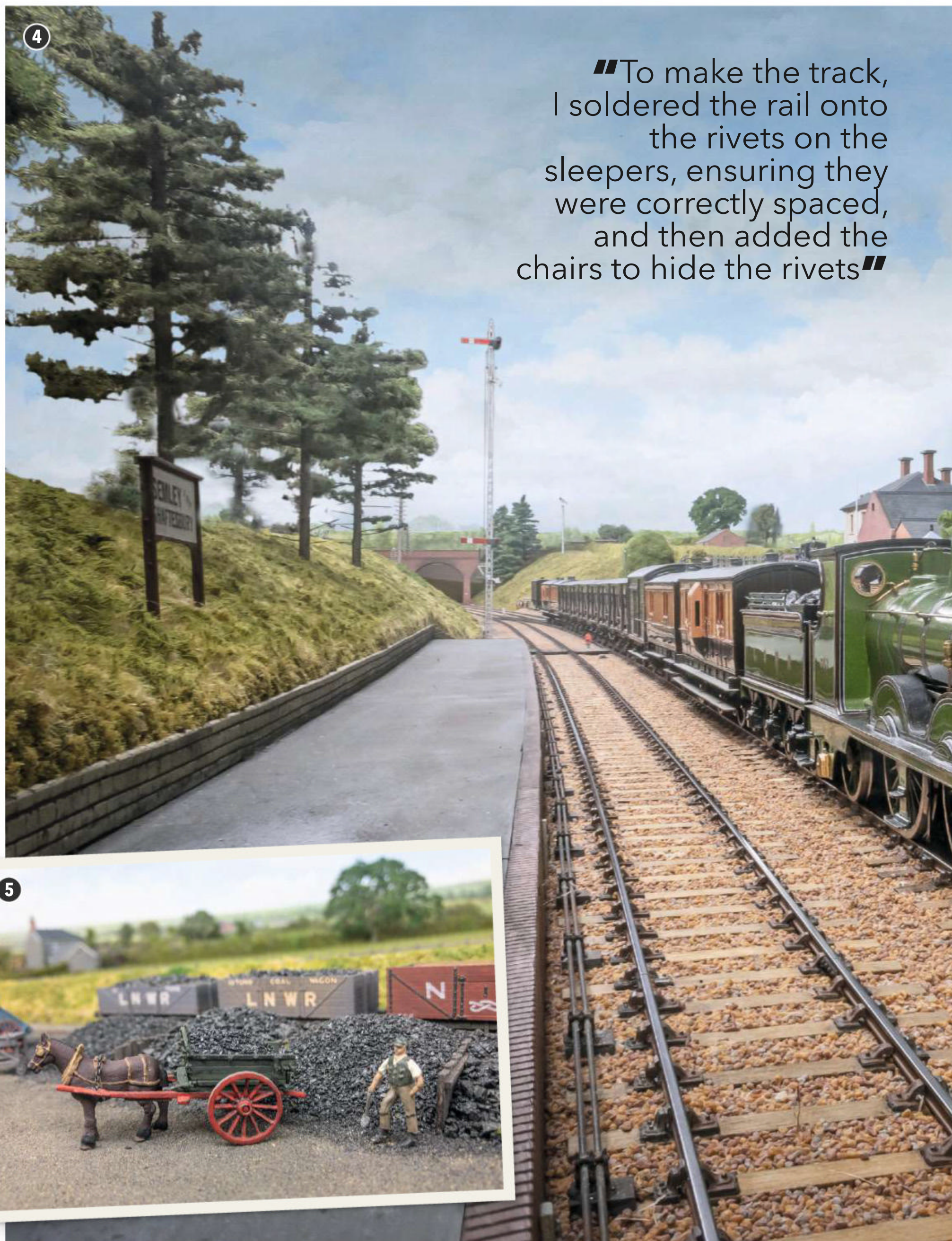
Even the telegraph poles have been carefully designed and crafted.



3

The Paul Bambrick-designed backscene.







signalman can communicate with the others to pass trains into their control. That's the reason that 'Semley' is so large, as I wanted each signaller's section to be of a decent size so that a train wouldn't be in two sections at once and signallers weren't passing trains to the next block as soon as they had received them."

Martin had to sell a lot of his kits to fund the building of 'Semley', but once the 17 baseboards were completed he had perhaps an even more daunting task than finding the funds: handbuilding almost 100ft of track.

"I've been modelling in 'P4' scale for over half a century as the incorrect spacing on 'OO' track just ruins the whole model for me. When I've spent years on

a model I don't want to spoil the look of it with track which is clearly too narrow. Although 'P4' track is only just over 2mm wider it does make a noticeable difference. I really enjoyed researching and designing the track for the model as the track in the goods yard is slightly different to that on the main line, having being laid on the prototype a few years after. To make the track, I soldered the rail onto the rivets on the sleepers, ensuring they were correctly spaced, and then added the chairs to hide the rivets. It was this that took the longest period of time, as each sleeper has four chair castings and there are over 10,000 chairs on the model."

There is one thing which unites every modeller, and ➤



Martin made his own point rodding for 'Semley' because the off-the-shelf point rodding at the time was massively oversized.



**6** Although 'Semley' appears as though the track is looped, it is in fact an end-to-end model. This is something which Martin has done to increase the realism because a train travelling from east to west through Semley doesn't then appear on the east side again.







that is the need for compromise. No matter how detailed your model or how long you spend carefully planning each aspect, you will have to deviate in some regard from the prototype. For Martin, the length of his trains meant that he couldn't create the gentle hillside he desired.

"Semley was the highest point of the Salisbury and Yeovil Railway but I couldn't add the gradient I wanted because my locomotives wouldn't have been able to haul the long rakes of wagons up the slope. To counter this, and to still provide the feeling of a gradient on the model, I have instead put the slope on the goods yard rather than the flat ground it should be on. I've also had to compromise with the way the goods yard works. In 1912, the wagons would have been moved around the yard by horse, but as I haven't yet found a way to make a model horse move the wagons I'm having to make do with a motorised wagon and a motorised horsebox!"

## NAPPY MEDIUM

Although using plaster bandage is common for making model railway landscapes, numerous other techniques have been demonstrated over the years. After a discussion among the *Model Rail* team though, everybody was fairly certain they hadn't heard of Martin's technique before.

"Nappies. Specifically the liner from washable nappies (they were unused)! It works in much the same way as plaster bandage so I carved the landscape out of polystyrene and then coated the top with the liners. Granted a glue mixture is required on the top rather than just water but the result is just the same as with the bandage. The rest of the model has been built using ►



## 'P4' SCALE LAYOUT SEMLEY FOR SHAFTESBURY

more traditional methods. I used brass etchings for the signals and some aspects of the buildings alongside 3D printing. All of the buildings (many of which were made for me by Mike Jolly), sit in foundations so that they can be lifted off while still being seamless with the landscape. This was essential as there are some buildings which cross baseboard joints and they needed to be out of the way during transit to exhibitions, although the model has never left my custom-built garden building."

### WAGON WORK

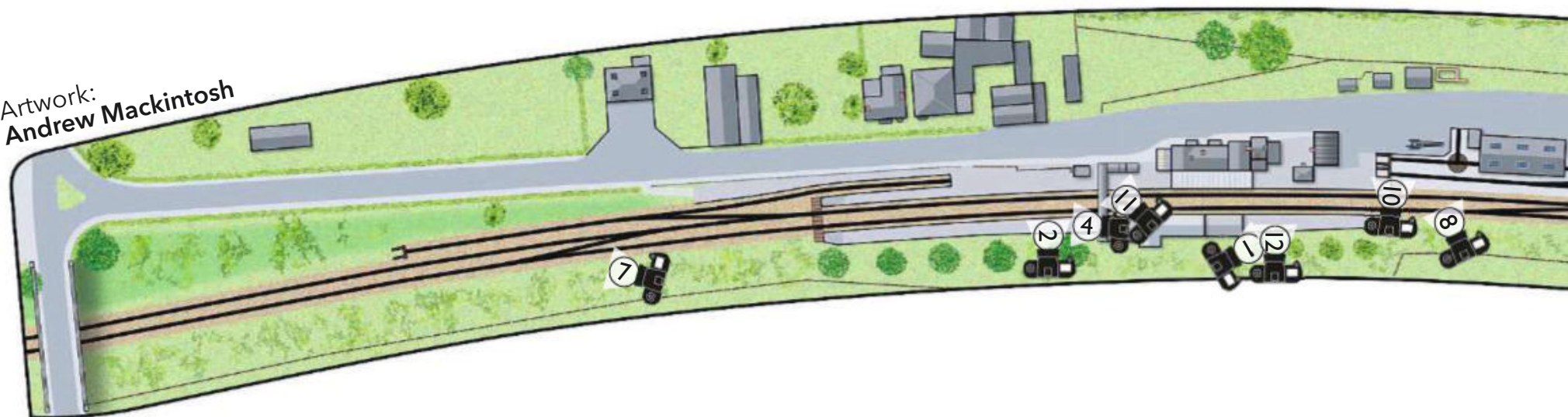
More than two decades after construction began, Martin is still finding things to improve on the model.

"I'm still waiting on some 3D-printed lamps from ModelU, but of course the business is really busy at the moment, and the yard crane in the photographs is only the first version of the model, I'm waiting for the second. There are also many models that I still want to build, including a lot more trains, but the lockdown has meant that I've constructed more wagons as I can build those relatively quickly. One of my goals is to build a wagon from every pre-Grouping company that existed in 1912. Granted it would be very unlikely that a wagon from the far northern regions would make it as far as Dorset, but there's no evidence to suggest otherwise! The only problem is that there are an awful lot of them and I'm only about halfway through as it stands. I don't particularly enjoy painting them, but it gives me something to do during the lockdown.

"As well as Mike Jolly I'd also like to thank Tom Mallard, Gordon Gravett and Chris Weston for their ➤

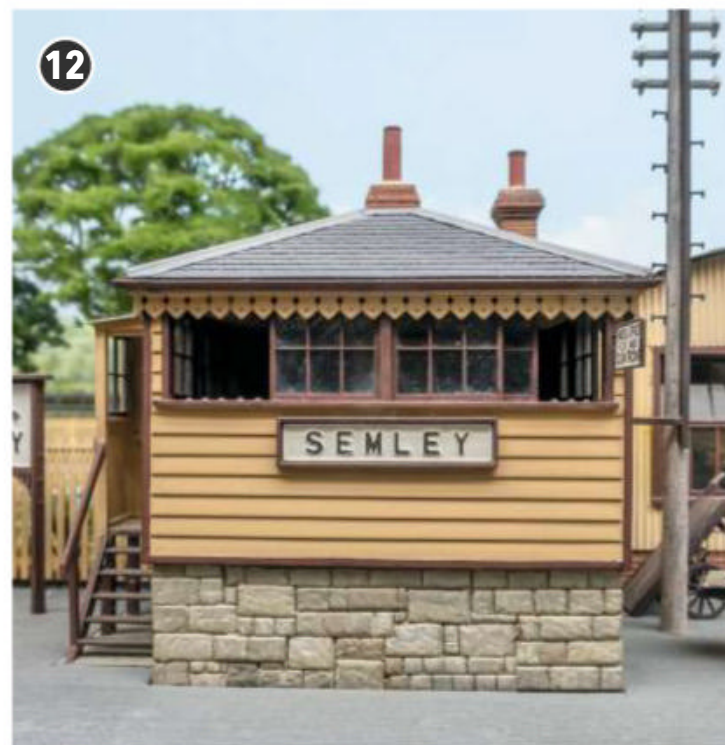


Artwork:  
Andrew Mackintosh



40ft





12



## MODELLER CV: MARTIN FINNEY

I worked in the model railway industry for 28 years, producing locomotive kits. My first kit was launched in 1987. By 1990, the business was successful enough for me to give up teaching and go full-time with modelling.

## FACTFILE: 'SEMLEY FOR SHAFTSBURY'

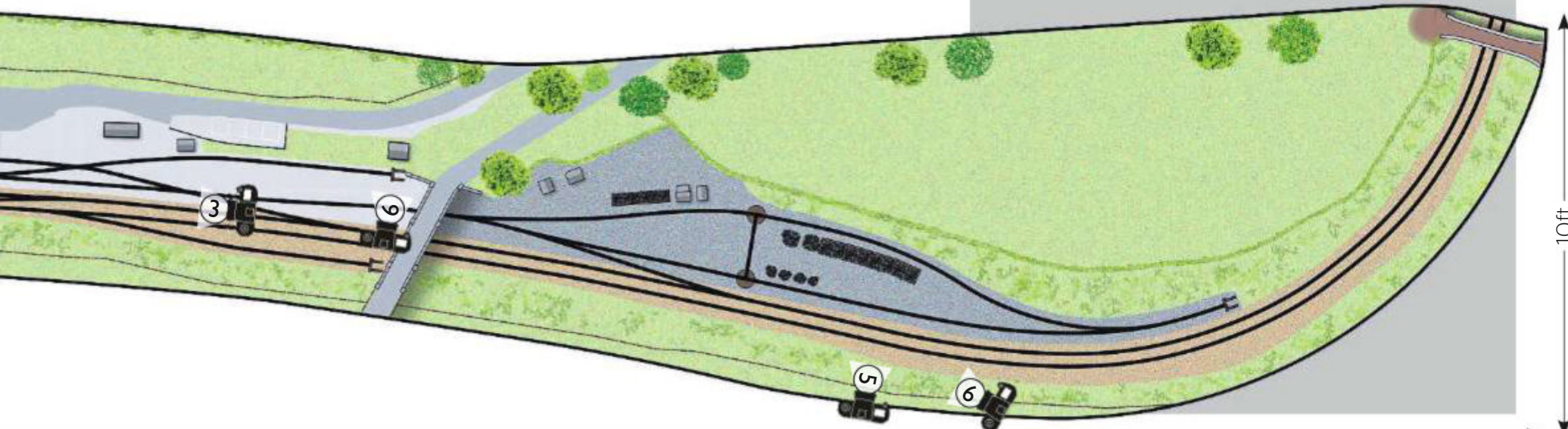
**Gauge and scale:** 'P4'

**Time to build:** 20 years

**Size:** 40ft by 10ft

**Track:** Handmade 'P4' track

**Power and control:** Analogue Pentroller

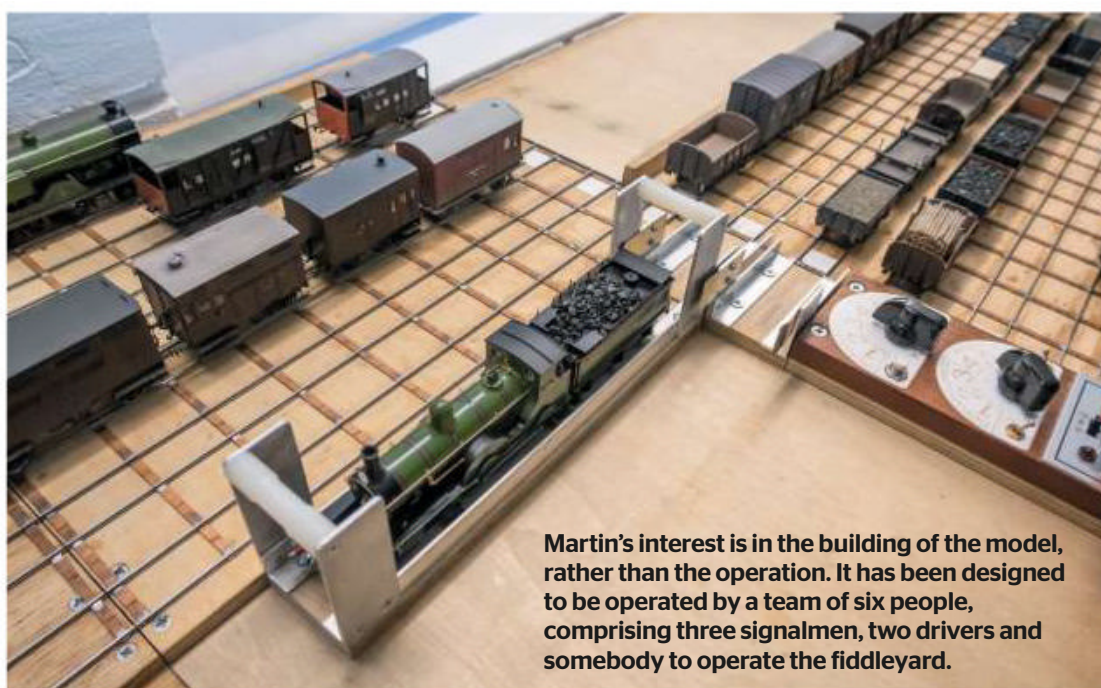




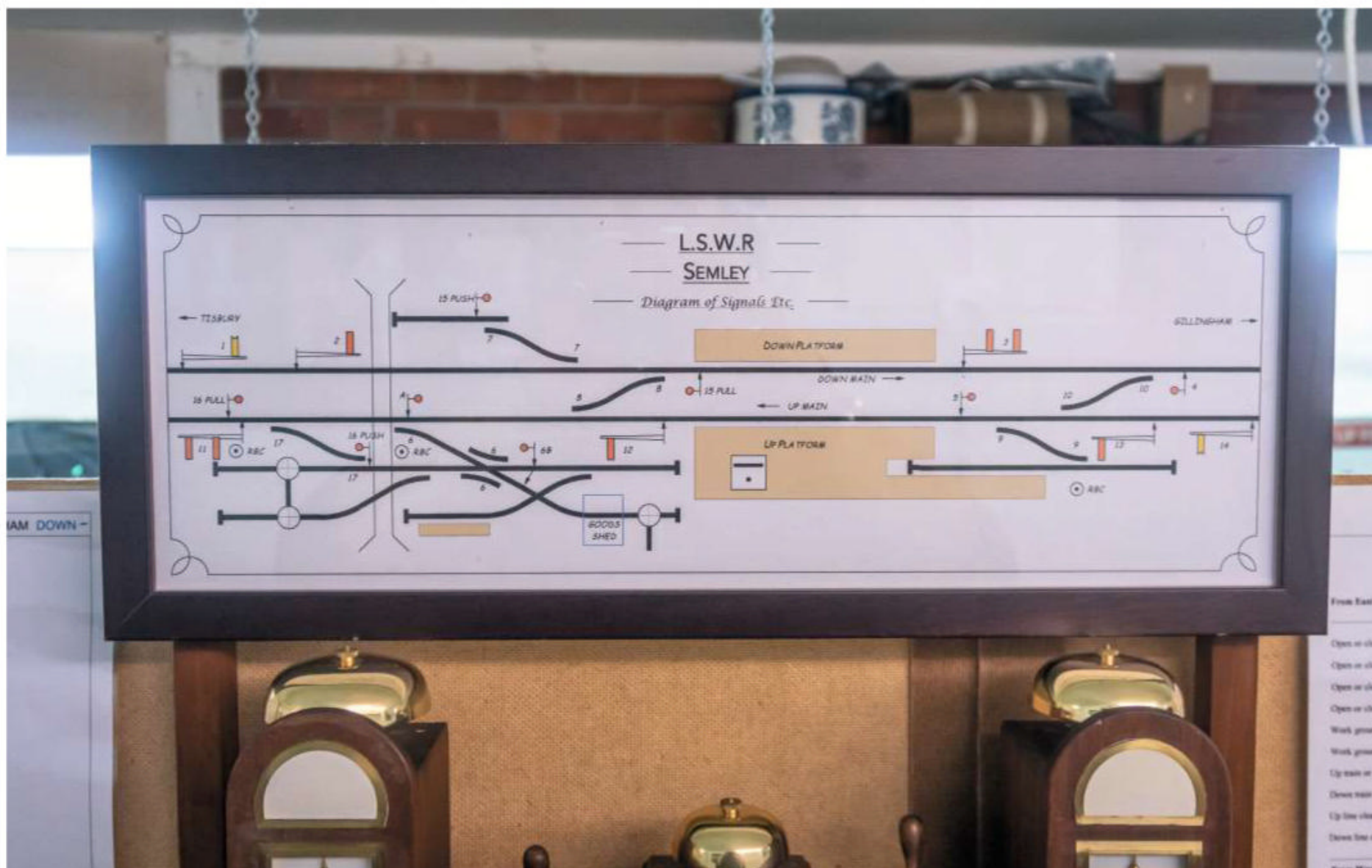
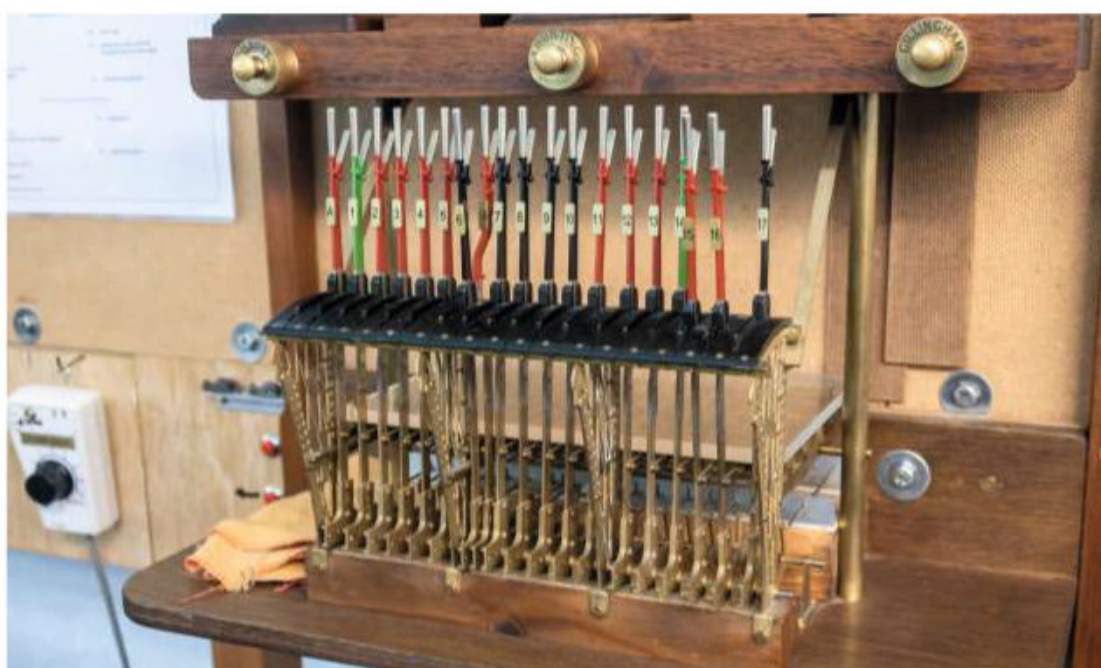
## 'P4' SCALE LAYOUT SEMLEY FOR SHAFTESBURY

contributions to 'Semley' and Paul Bambrick for his excellent backscene that made such an improvement to the rear of the scenic section."

We all take steps to make our models look as close to the real thing as we possibly can. That could be as small a step as adding real coal to the tenders of locomotives or static grass to your train set. Martin has spent years meticulously planning and designing each aspect of 'Semley for Shaftesbury' and the result is something which rivals Pendon. Whether this level of realism is a goal with your railway or not, you can't help but admire what Martin has achieved. 



Martin's interest is in the building of the model, rather than the operation. It has been designed to be operated by a team of six people, comprising three signalmen, two drivers and somebody to operate the fiddleyard.





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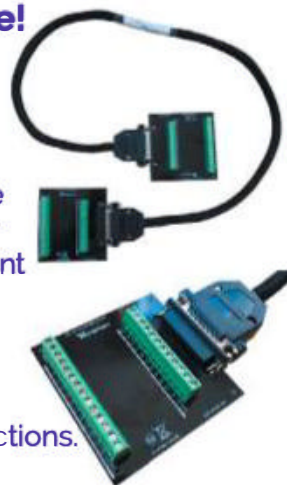
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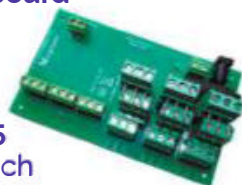
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It used to say leave and let dry  
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## LIMITED headroom

The diversity of the UK's rail network demands some interesting motive power. **Richard Foster** looks at locomotives that ran on the height-restricted Burry Port & Gwendreath Valley Railway.

the seas. The South Wales coal fields were a major part of that coal supply and transport links between the mines and pits to the sea became increasingly important.

The coal was particularly concentrated in the valleys above Cardiff and Swansea but the coal field extended west, including a band of anthracite, the king of coal. The Kidwelly & Llanelly Canal was quite late to the party but tapped into the various mines in the valley of the Gwendraeth Fawr river. The river's estuary, just to the west of Kidwelly, had silted up so badly that the canal company built a branch east to the estuary of the Burry river, creating the town of Burry Port in the process.

The canal company grew concerned with increasing railway competition and, at an extraordinary general meeting on July 5 1865, the canal company voted to apply to Parliament for powers to convert the canal to a railway, renaming itself the Kidwelly & Burry Port Railway Company. On August 22 1868, the waters were released from the canal and work started to turn it into a railway.

The Burry Port Company merged with the nascent railway company and the Burry Port & Gwendreath Valley Railway was vested on April 30 1866. It took until 1868 for someone to realise that the 'e' and 'a' in Gwendreath in the Act were the wrong way round – and it was never corrected!

**03152 attaches a 20t brake van to the rear of a rake of hoppers, headed by 03119 and 03141, at Burry Port on September 7 1983. The BPGVR '03s' had 4½in removed from the cab roof and exhaust stack, electric spot lights mounted on the nose and cab and, from 1968, radio telephones. Even the 20t brake vans were modified, being fitted with lower chimneys.** HUGH BALLANTYNE/RAIL PHOTOPRINTS

**W**henever you get on a train, how often do you think about the decisions that the railway builders took to construct the route you're travelling on? For example, DB still has to provide a banker at Bromsgrove because Captain William Moorsom decided that a railway over the Lickey Hills was a cheaper alternative than going around them.

BR inherited many miles of track with requirements for specialist motive power, thanks to the way that they were built. We've already spilt much ink on the pages of *Model Rail* talking about how the only locomotives available to work the lightly laid Dornoch branch in Scotland were the Western Region's '16XX' pannier

tanks, or how the height restrictions on the Isle of Wight meant that the only EMUs that could work on the island were ex-London Transport 'Tube' trains.

The problems began to ease as BR closed these smaller and mostly uneconomic lines. But there were exceptions and one railway in South Wales continued to require a special fleet of locomotives well into the 1990s.

It's difficult to comprehend just how much coal Britain consumed, from the vantage point of today's world of green and renewable energy. Coal was consumed in the steel works, foundries and factories that supplied the British Empire with goods and products, and it fuelled the Royal Navy and merchant shipping that ruled

“ The canal company voted to apply to Parliament for powers to convert the canal to a railway ”





Class 03 03144 leads what is believed to be 03151 through the outskirts of Pembrey, en route to Burry Port on September 2 1983. This stretch of the Burry Port & Gwendreath Valley Railway would close a few weeks later. All the BPGVR '03s' were fitted with multiple working cables and pairs would be coupled back-to-back for extended periods, with individual locomotives available to bank or triple-head trains. I. WORLAND/COLOUR RAIL



Left: 08993 Ashburnham awaits rescue from Pontyates on April 15 1994, having failed with a rake of HEA hoppers bound for Cymmawr. On one celebrated occasion, on November 9 1988, Landore shed unwittingly sent 08898 to rescue 08994, which had failed. The full-height '08' struck a bridge, which not only destroyed its superstructure but nearly swamped the driver as it burst a water main buried in the bridge. It was withdrawn immediately! BRIAN ROBBINS/RAIL PHOTOPRINTS

Predominantly, the rails were laid on the towpath but the canal bed itself was used to smooth out curves. Copper slag was used to provide a firm base and, on occasion, the line was floated on the marshy ground using timber piles. The canal bed was lowered under existing bridges. These bridges would plague the railway until the day it closed and would cause BR a particular headache.

The railway opened on June 23 1869. As the diagram on p36 shows, it wasn't just one railway; in fact, the BPGVR operated a network of lines, with connections to the GWR at Kidwelly and Burry Port and a link to the Llanelly & Mynydd Mawr near Llanelli. Such was the industrial nature of the area that there were feeder branches to other anthracite and bituminous collieries and open-cast disposal points, plus numerous foundries and metal works, ranging from silver and lead to tin and steel,

brickworks, limeworks and even the Pembrey Burrows Explosive Works. After a shaky start, the demand for anthracite (the Gwendraeth Valley was producing 12% of the 4,032,000 tons of anthracite sold in 1910) made the railway a financial success.

There was growing demand for a passenger service and the railway's directors believed that they could take advantage of the Light Railways Act of 1896 to turn their mineral railway into a passenger one. They employed Holman F. Stephens as a consultant and he estimated that the work would cost £5,225, including £2,688 to fence the line, improve the permanent way and install signalling. The first passenger trains to Pontyberem ran on August 2 1909 and it was extended to Cwmawr in 1913. It wasn't the success that the directors hoped and it ceased on September 19 1953.

## BPGVR '08/9s' – what happened next?

08995 left Cardiff for Thornaby. It returned from Teesside to South Wales the following year. 08993 and 08994 were also widely travelled after the BPGVR closed: 08993 went to Washford Heath via St Blazey, while 08994 went to Tinsley, via Toton.

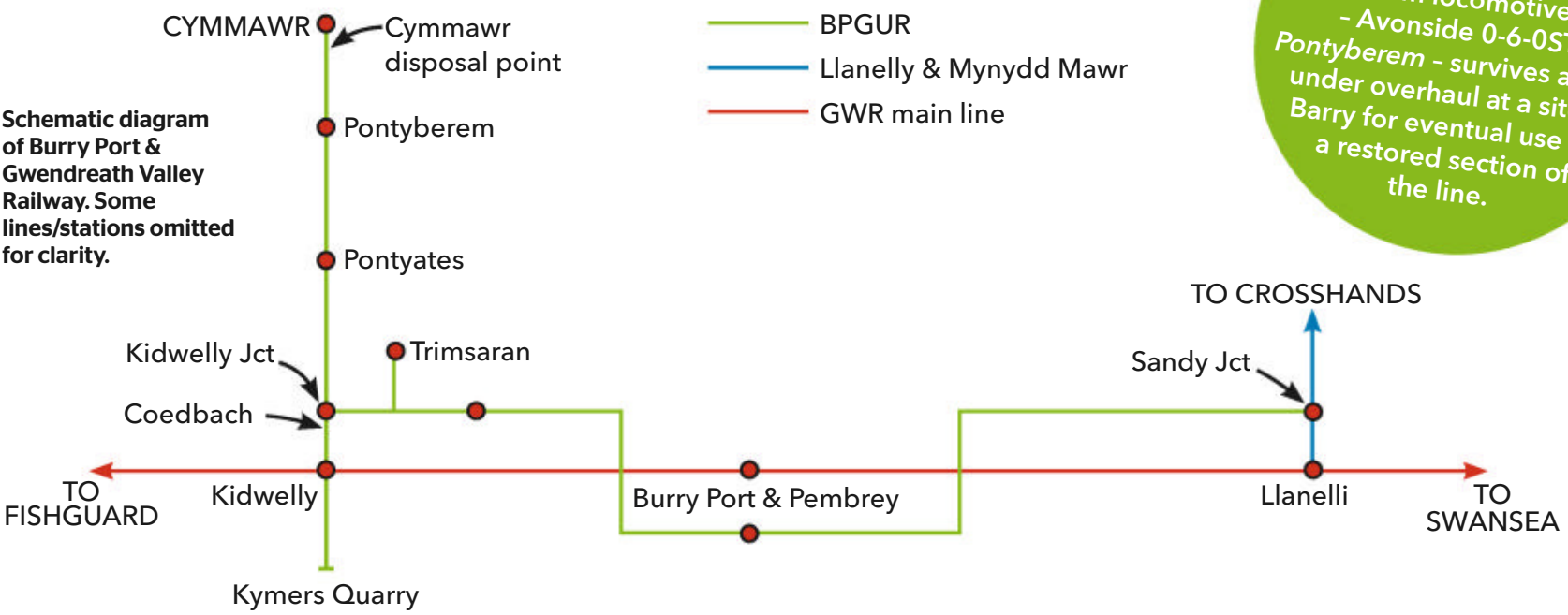
All three were overhauled at Doncaster in 2006 and, resplendent in EWS maroon and gold, were transferred to the East Lancashire Railway's Baron Street yard as part of a contract to replace the overhead wire on Manchester's Metrolink. All three survive.

The railway's history is all very interesting but it's the motive power – more particularly motive power in the diesel era – that really puts the BPGVR on the enthusiast's radar. The railway was an early operator of Robert Fairlie's articulated locomotives (it had an 0-4-4-0T and an 0-6-6-0T) and, during its independent days, had a fleet of six-coupled tank locomotives.

The line was absorbed by the Great Western on July 24 1922 and the GWR introduced various versions of its open cab pannier tanks. BR replaced these veterans with Hawksworth '16XXs' and, by 1959, ➤



**DID YOU KNOW?**  
One original BPGVR steam locomotive - Avonside 0-6-0ST Pontyberem - survives and is under overhaul at a site in Barry for eventual use on a restored section of the line.



08994 *Gwendraeth* trundles past Pontyates on August 18 1992. The '08s' had a section of the lower body removed and the cab, radiator and fuel header tank modified to reduce the height by 10in. High-intensity headlights were fitted, and air horns replaced the whistles. PAUL BARTLETT

Llanelly shed had 17 on its books, with up to ten employed on the BPGVR.

BR wanted to dieselise the line as part of its grand scheme to replace steam, but it faced two problems. It could solve the height issue by reducing the height of a diesel locomotive but, in heavy rain, the line, given its canal origins, flooded easily. This made English Electric's 350hp shunter unsuitable and so BR turned to its trusty 204hp shunter (later Class 03), with its mechanical transmission.

Six, D2141-D2146, were suitably modified, including fitting multiple working equipment. They were officially based at Swansea Landore but were housed in the old goods shed at Llanelli. The diesels started

TABLE 1: BPGVR CLASS 03

| Original No. | TOPS No. | Arrived BPGVR | Left BPGVR      | Current location                |
|--------------|----------|---------------|-----------------|---------------------------------|
| D2141        | 03141    | 1965          | 1985 wdn        | Pontypool & Blaenavon Railway   |
| D2142        | 03142    | 1965          | 1983 wdn        | Scrapped                        |
| D2143        | -        | 1965          | 1968 wdn        | Scrapped                        |
| D2144        | 03144    | 1965          | 1986 wdn        | Wensleydale Railway             |
| D2145        | 03145    | 1965          | 1985 wdn        | Private site in Hereford        |
| D2146        | -        | 1965          | 1967 wdn        | Scrapped                        |
| D2119        | 03119    | 1968          | 1986 wdn        | Epping Ongar Railway            |
| D2120        | 03120    | 1968          | 1986 wdn        | Private site in Buckinghamshire |
| D2121        | 03121    | 1968          | 1969 to Swindon | Scrapped                        |
| D2151        | 03151    | 1974          | 1985 wdn        | Scrapped                        |
| D2152        | 03152    | 1974          | 1983 wdn        | Swindon & Cricklade Railway     |
| D2382        | 03382    | 1974          | 1983 wdn        | Scrapped                        |

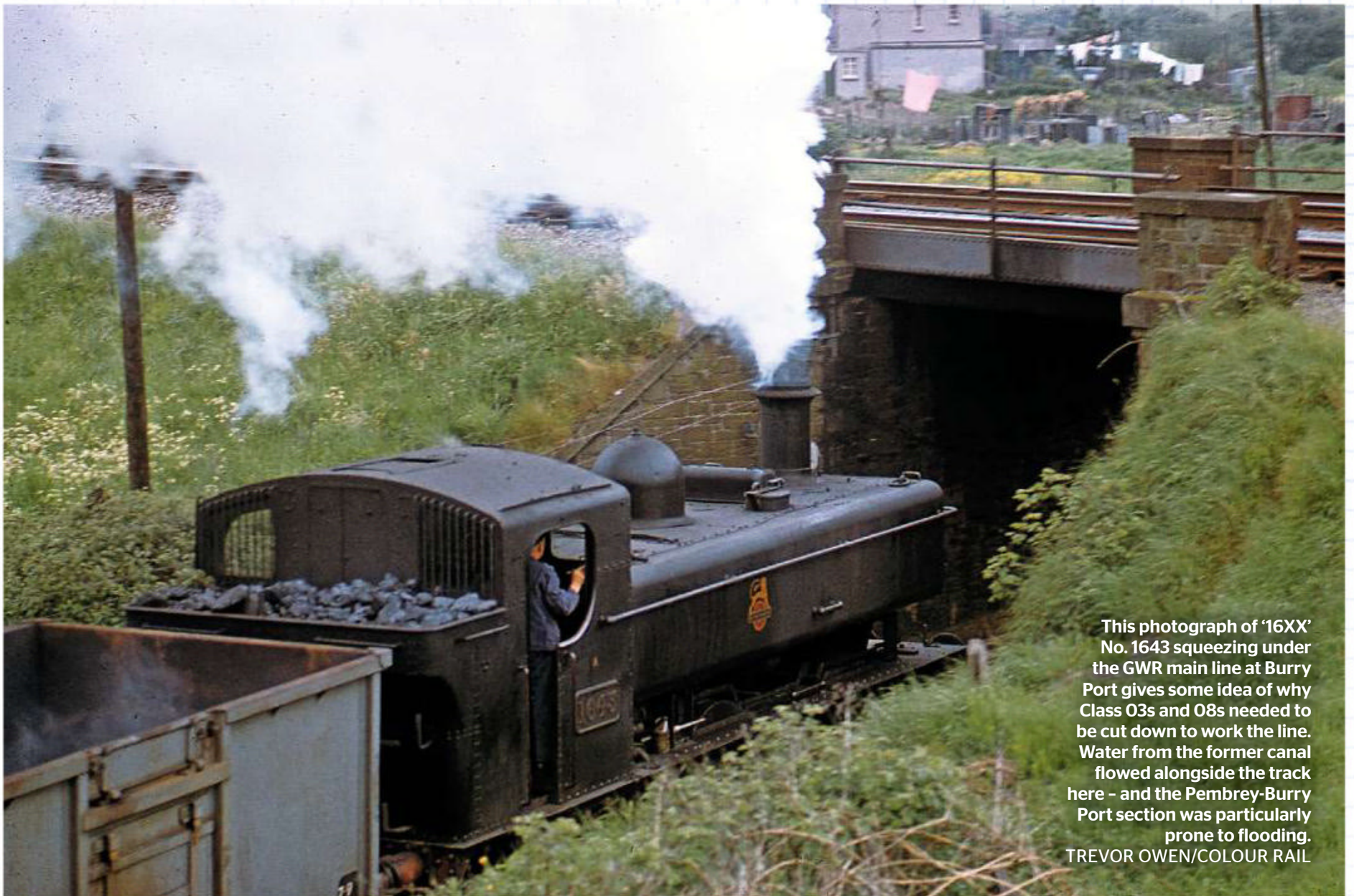
RECOMMENDED READING

*The Burry Port & Gwendreath Valley Railway and its Antecedent Canals Vol 2* by R.W. Miller (Oakwood Press)\*  
\* Note: all spellings are as they are in this book.

TABLE 2: BPGVR CLASS 08

| Original TOPS No. | '08/9' No.              | Arrived on BPGVR | Left BPGVR | Current location                       |
|-------------------|-------------------------|------------------|------------|----------------------------------------|
| 08203             | 08991 <i>Kidwelly</i>   | 19 84            | 1987 wdn   | Scrapped                               |
| 08259             | 08992 <i>Gwendraeth</i> | 1984             | 1987 wdn   | Scrapped                               |
| 08592             | 08993 <i>Ashburnham</i> | 1984             | 1996       | Keighley & Worth Valley Railway        |
| 08462             | 08994 <i>Gwendraeth</i> | 1987             | 1996       | In store for Harry Needle Railroad Co. |
| 08687             | 08995 <i>Kidwelly</i>   | 1987             | 1994       | In store for Gwendraeth Valley Railway |





This photograph of '16XX' No. 1643 squeezing under the GWR main line at Burry Port gives some idea of why Class 03s and 08s needed to be cut down to work the line. Water from the former canal flowed alongside the track here - and the Pembrey-Burry Port section was particularly prone to flooding. TREVOR OWEN/COLOUR RAIL

work on October 4 1965 and officially took over on November 1; the final '16XXs' were withdrawn and Llanelly shed closed.

The '03s' served the BPGVR for nearly 20 years, but by the early 1980s they were getting a bit long in the tooth. What could BR find to replace them? With the Class 14 diesel-hydraulics long gone from BR metals, BR's engineers decided that the four redundant Rolls-Royce-Sentinel 0-8-0DHs at British Steel's Ebbw Vale plant could be lowered to fit the loading gauge. A deal was agreed to hire two for a month and that all four would set BR back the princely sum of £40,000.

Sadly, a senior BR civil engineer stepped in and banned the Sentinels because the track would need to be relaid.

The Kidwelly branch, aside from the section from Kidwelly junction to Coed Bach yard, had remained moribund since 1965. BR realised that by upgrading the Kidwelly branch to essentially make Coed Bach an exchange yard with the BPGVR, it could not only tap into coal traffic from collieries further afield but shut the Burry Port-Kidwelly Junction section on September 17 1983; the upgraded Kidwelly branch opened two days later.

This would have a profound effect on the line's motive power as the line via Pembrey was the most prone to flooding... now Class 08s could be used.

Landore shed modified 08259 for a trial in June 1984 and its success led to it being joined by 08203 and 08592. They became Class 08/9s 08991-08993.



Of the trio, only 08993 was dual-braked and so two redundant air-braked '08s' at Derby were transferred to Landore, where they became 08994 and 08995; 08991 and 08992 were withdrawn.

08995 was transferred to Cardiff in March 1994 and it was left to 08993 and 08994 to work the line to Cwmmawr until it finally closed on April 1 1996. Coed Bach to Kidwelly remained open until March 23 1998.

What's most intriguing about the BPGVR story is that it might not yet be over. Unlike other closed lines, the rails still remain in place. Whether trains will ever again run up the Gwendraeth Valley is

**Here's a comparison between a standard height Class 08 and a BPGVR version. All were converted at Landore depot except for 08991, which was converted at Swindon. The combined number/nameplates, reminiscent of those carried by GWR 'Bulldog' 4-4-0s, were fitted in 1985/1986. COLOUR RAIL**

anyone's guess, but the Gwendraeth Valley Railway is working hard to restore the track around Pontyates station. For every year that passes, the BPGVR's rails get a little rustier, the undergrowth gets a little thicker and this magical Welsh railway continues its slumber.

■ Turn to page 42 for more of Britain's best abandoned railways.





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## HOW TO

# INSTALL A BODY KIT

**Dave Lowery** reveals how he created a cut-down Class 08, with the help of a 3D-printed body kit.



**R**emember those days when one of the fastest ways to create a locomotive not available ready-to-run was to build a body kit, often from whitmetal, that was designed to fit on a ready-to-run chassis? Very often, the chassis would bear only a passing resemblance to your chosen prototype and the body kit would be distorted to fit.

I'm happy to report that the body kit is still alive and kicking in the 21st Century but, as with other areas of the hobby, modern technology offers the best results. Take this Burry Port & Gwendreath Valley cut-down Class 08: it's a body kit produced by PH Designs, but there are no crude whitmetal castings here, just a 3D-printed body designed to fit on Hornby's excellent and beautifully proportioned Class 08 chassis.

3D-printed products are made by building up layers of material, which leaves fine, visible lines. The BPGVR '08' is no exception. Getting rid of them is straightforward with a fine scraper or file. This is a nice print, which captures the character of the cut-down '08', so once it has been prepared it's just a matter of painting. And is there a more handsome livery for this quirky machine than EWS maroon and gold?

The printed body contains two main parts - cab and bonnet. Also included is an etch for the radiator grille and front steps. The latter are for the expert etched kit builder; for the average modeller, reusing Hornby's grille will look just as good - and save time!

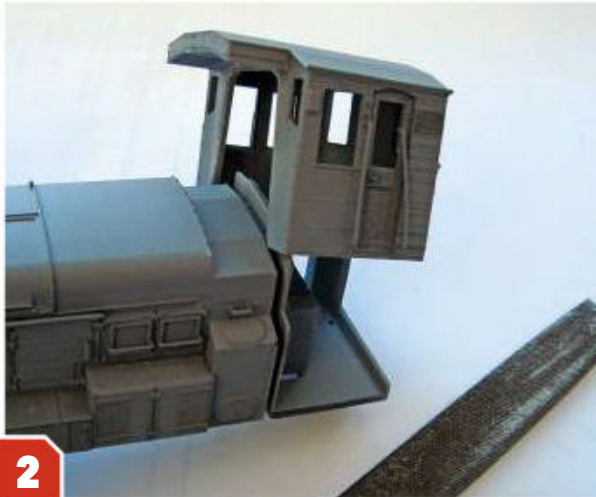


## STEP BY STEP



1

The kit is designed to fit Hornby's latest generation Class 08 (rather than Bachmann's). Remove the screws and lift the body away.



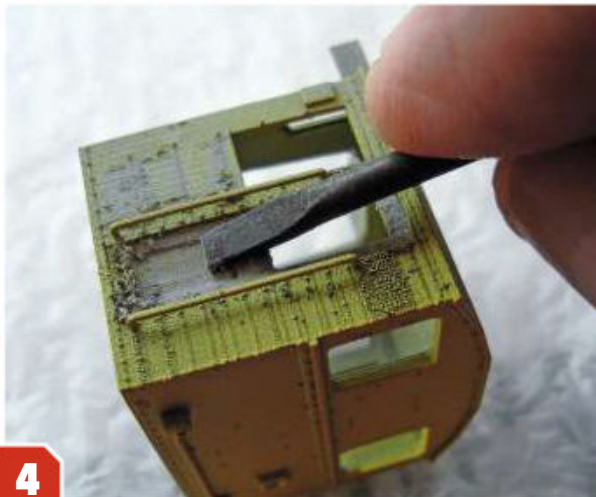
2

The inside edges of the printed cab need to be thinned with a file in order to achieve a nice, smooth fit into the bonnet slot.



3

Go very carefully when handling this model as there is a lot of fine, 3D-printed detail, such as the handrails, that are easily broken.



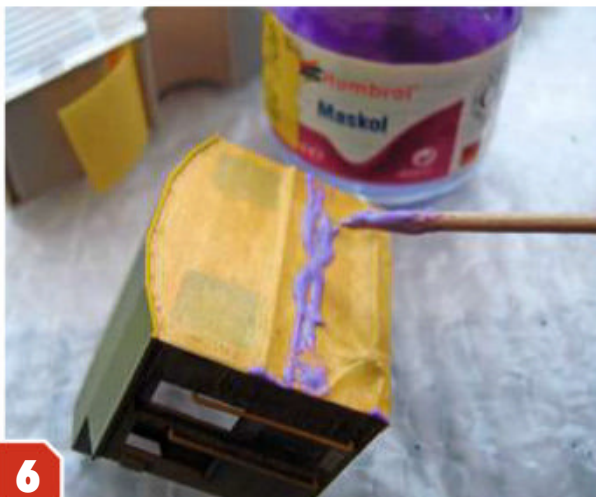
4

I used a converted broken file to chisel away some of the 3D-printed layers on the plain areas such as the cab doors, seen here.



5

I always prime any yellow areas on a model with white aerosol primer. With the '08', prime the cab end and the bonnet front and, when dry, follow with yellow.



6

Mask the yellow when it's completely dry (I always leave it overnight). Mask with strips of tape and work it into the grooves. Seal the joins with Maskol masking fluid.



7

Once masked, give the whole model a coat of yellow. This will not only seal the edges of the masking but provide a suitable base coat for the EWS gold.



8

After applying the EWS gold, mask the horizontal band using thin, flexible tape for the edges and fill in with wider bits of tape. Seal the whole area with Maskol.

## What you will need

### SHOPPING LIST

- ◆ Fox F2977/1 EWS Late TOPS, £9.00; F4214/2 Overhead Live Wire Warning Flashes, £5.65; F4303 Locomotive Shunter Chevrons, £9.65  
**Availability:** Fox Transfers  
**Tel:** 01163 194950  
**Web:** [www.fox-transfers.co.uk](http://www.fox-transfers.co.uk)
- ◆ RailMatch 202 Warning/Engineers Yellow, £3.30; 255 EWS maroon, £3.30; 256 EWS gold, £3.30  
**Availability:** Howes Models  
**Tel:** 01865 848000  
**Web:** [www.howesmodels.co.uk](http://www.howesmodels.co.uk)

### TOOLS

- ◆ Small files
- ◆ Chisel-shaped scraper
- ◆ Old fine paintbrush
- ◆ Model masking tape
- ◆ Maskol
- ◆ Aerosol primer
- ◆ Fine tweezers

### Dave's TOP TIP

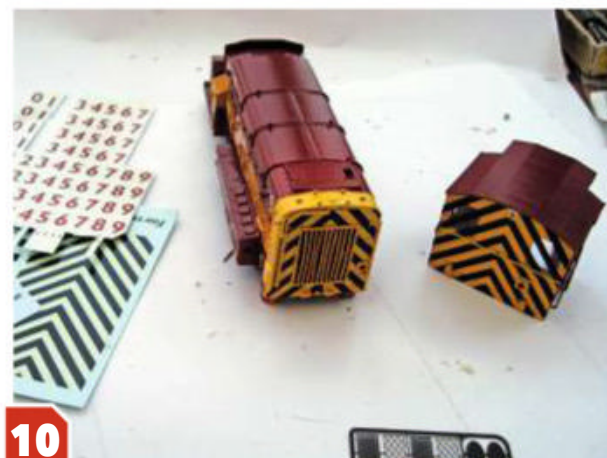
The wide gold band on EWS' livery can be tricky to paint. My technique is to use thin width masking tape (you can buy tape down to 1mm wide) to do the outline of the band. This will allow you to push the tape into all the excellent detail as you work along the body. When you are happy with the result, you can then infill the centre with the bits of the masking tape - don't be tempted to use one big piece - and then completely seal the whole thing with liquid Maskol.



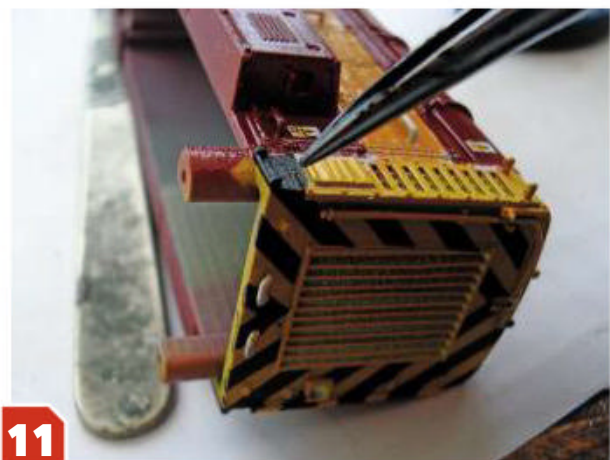


# Masterclass

**9** Spray the body and cab unit with EWS maroon (again, I used RailMatch paint). When dry, remove the masking tape and spray the whole body with gloss varnish.



**10** From the Fox Transfer range, I used EWS letters, overhead warning stickers and warning chevrons for the front and rear ends.



**11** Once the front end chevrons have been applied, there are corresponding black stripes on the sides that need to be painted in with a bow pen to give a good clean line. Turn to p56 to learn more about bow pens.



**12** The 3D-printed kit contains a set of fine, etched body grilles. Prime them and spray them black, before fixing them in place with a tiny amount of thin cyanoacrylate adhesive, applied with a cocktail stick.



**Dave's TOP TIP** Here's a quick way to paint the wonderful etched numberplates, that can be applied to any other etched plate. Spray them with your chosen colour and then gently rub a fine file over the surface to reveal the 'brass' lettering.

**Dave's TOP TIP**

Removing the raised 'stripes' created during the 3D-printing process is easy enough to do on large, smooth surfaces. However, when the surface contains plenty of detail relief, including rivets, this can pose a problem. The only thing I can suggest is

that you need to take great care and to take your time.

Should you accidentally remove a rivet, you can replace it with a small spot of PVA glue. Or, you can apply waterslide rivet decals, available from the Archer range, c/o DCC Supplies ([www.dccsupplies.com](http://www.dccsupplies.com)).







# GAUGEMASTER

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**GMC-COMBI** Single Track Controller/Transformer  
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Fantastic for small layouts or beginners upgrading a starter set, the Combi has both a 12V DC output to run one track, and a 16V AC output for accessories.

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Most Suited to OO/HO/N/Z Scale Layouts



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**BEST FOR**  
Control Panels

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Most Suited to OO/HO/N/Z Scale Layouts



With the brake knob controlling the 12V DC track output, this controller allows you greater realism when running locomotives.

**BEST FOR**  
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**GMC-W** Single Track Walkabout Single Track Controller  
Most Suited to OO/HO/N/Z Scale Layouts



Fitted with 1.5m of cable, this controller allows you the freedom to move around your layout while still controlling your layout. It has a single 12V DC track output.

**BEST FOR**  
Flexibility

#### Did you know...

If you don't have a handy accessory output from a controller, the **GMC-WM1** Wall Mounted Transformer can be used on its own to power accessories, such as point motors and lights from the 16V output. Just plug it in and connect it up!

**GMC-WM1**  
Wall Mounted  
Transformer  
16V or 12V DC 1.1a



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### PRICES

#### Cased Controllers

|             |                                              |         |
|-------------|----------------------------------------------|---------|
| GMC-COMBI   | Single Track Controller/Transformer          | £45.00  |
| GMC-100M    | Single Track Controller                      | £115.00 |
| GMC-100MO   | Single Track Controller for O Scale          | £120.00 |
| GMC-10LGB   | Single Track Controller for G Scale          | £125.00 |
| GMC-10LGBSF | Single Track Controller for G Scale with Fan | £215.00 |
| GMC-P       | Single Track Controller with Simulation      | £125.00 |
| GMC-D       | Twin Track Controller                        | £125.00 |
| GMC-DS      | Twin Track Controller with Simulation        | £200.00 |
| GMC-TS      | Three Track Controller with Simulation       | £215.00 |
| GMC-Q       | Four Track Controller                        | £225.00 |

#### Panel Mounted Controllers (Orange text shows transformer required)

|           |                                                           |         |
|-----------|-----------------------------------------------------------|---------|
| GMC-100   | Single Track Controller (GMC-T1/M1)                       | £45.00  |
| GMC-100.O | Single Track Controller for O Scale (GMC-T2/M2)           | £50.00  |
| GMC-U     | Single Track Controller with Simulation (GMC-T1/M1/WM1)   | £55.00  |
| GMC-UF    | Single Track Controller with Feedback (GMC-T1/M1/WM1)     | £50.00  |
| GMC-UO    | Single Track Controller with Simulation for O (GMC-T2/M2) | £70.00  |
| GMC-UD    | Twin Track Controller (GMC-T1/M1/WM1)                     | £65.00  |
| GMC-UDS   | Twin Track Controller with Simulation (GMC-T1/M1/WM1)     | £90.00  |
| GMC-UQ    | Four Track Controller (GMC-T1/M1/WM1)                     | £100.00 |

#### Walkabout and Hand Held Controllers

(All GMC-T1/M1/WM1)

|        |                                                |        |
|--------|------------------------------------------------|--------|
| GMC-W  | Single Track Walkabout Controller              | £40.00 |
| GMC-HH | Single Track Handheld Controller with Feedback | £45.00 |

#### Transformers

|         |                                                        |        |
|---------|--------------------------------------------------------|--------|
| GMC-M1  | Cased Transformer 16V AC                               | £60.00 |
| GMC-M2  | Cased Transformer 18V AC 2.5V                          | £60.00 |
| GMC-M3  | Cased Transformer 24V AC                               | £60.00 |
| GMC-M4  | Cased Transformer 12V AC                               | £60.00 |
| GMC-T1  | Open Transformer 2x 16V AC 1a                          | £30.00 |
| GMC-T2  | Open Transformer 18V AC 2.5a                           | £30.00 |
| GMC-T3  | Open Transformer 24V AC                                | £30.00 |
| GMC-T4  | Open Transformer 2x 12V AC 1a                          | £30.00 |
| GMC-WM1 | Wall Mounted Transformer 16V or 12V DC 1.1a            | £25.00 |
| GMC-WM2 | Wall Mounted Transformer 9v DC (1600mA) 1.6A           | £20.00 |
| GMC-WM3 | Wall Mounted Transformer Kato Unitrack UK Power Supply | £20.00 |
| GMC-WM4 | Wall Mounted Transformer 12v DC Smoothed for Lighting  | £20.00 |
| GMTFK1  | Transformer Fitting Kit for T1/T3/T4                   | £15.00 |
| GMTFK2  | Transformer Fitting Kit for T2                         | £15.00 |

See the GM365 Gaugemaster Catalogue (£5.00) for more details

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# TOP 10

## abandoned railways

Some long-abandoned railways are worth resurrecting - in model form, at least. **Richard Foster** lists his favourites.

**C**rocodile Dundee might be able to scan the Australian bush and tell where to find water or what to avoid. But we railway enthusiasts can read the landscape in our own way - we can spot the telltale earthworks of what used to be a railway.

Discovering a disused railway is always exciting. What was it? Where did it go? But there's something more exciting than discovering a long-abandoned trackbed, and that's discovering an abandoned railway complete with rusting rails.

You might think that when they're closed most railways are quickly dismantled, leaving nothing but a scar on the landscape. But start digging and you can discover many miles of railway that has simply been abandoned, with track, signs and sometimes signalling equipment left to moulder.

The Burry Port & Gwendreath Valley Railway, as we've already seen, is just one such railway. So here are our Top 10 favourite abandoned lines that will get the inspiration juices flowing...

Did you know that the Levenmouth area is Scotland's only urban area without a direct rail link? This will be rectified as, in 2019, the Scottish Government announced that the line will reopen and trains should, it's hoped, return to Cameron Bridge station in 2023.  
JOHN FURNEVEL

### 1 LEVEN BRANCH

The Leven Railway, which linked the Fife town of Leven to the main line at Thornton Junction, opened in 1854. The line eventually extended around the Fife coast to St Andrews to form the Fife Coast Railway. It closed beyond Leven in 1966 and passenger services ceased in 1969. The last freight trains ran in 1999, although a short section from Thornton Junction reopened between 2012-2015.

**Like this?** Why not explore the Portishead-Pill section of the old Bristol-Portishead branch? Local authorities hope to reopen this line to passenger services in 2023.

26028 collects empty CO<sub>2</sub> tank wagons at Cameron Bridge for transhipment to Thornton and Mossend on February 25 1990.  
RAIL PHOTOPRINTS





## 2 POULTON-FLEETWOOD

The Preston & Wyre Railway opened between Preston and Fleetwood on July 15 1840. It subsequently opened branches to Blackpool and Lytham, and Blackpool soon became the destination of choice, leaving the Fleetwood branch as a secondary route. The line between Poulton Junction and Fleetwood closed to passengers in 1970 and freight in 1999.



**Like this?** Why not explore the mothballed Gobowen-Oswestry line in Shropshire? Various preservation societies are working to return services beyond Oswestry to Lynclys and the former Tanat valley line to Nantmawr.



**Above:** ICI's Hillhouse chemical works provides a less-than-appealing backdrop for Cala Gran Caravan Park, near Fleetwood. '8F' No. 48715 clanks by the seemingly endless acres of caravans, bound for Wyrd Dock, on June 4 1968, on the branch from Poulton-le-Fylde. BERNARD MILLS

**Far left:** Electrification work on the former Preston & Wyre Railway branch to Blackpool has severed the connection with the line to Fleetwood. This mothballed line is intact to the outskirts of Fleetwood. The Poulton & Wyre Railway Society is working hard to return services to the line ([www.pwrs.org](http://www.pwrs.org)) and the electrification work has been done in such a way that a restored connection could be made in the future. ANDREW BELL/ALAMY



## 3 OXFORD-BLETCHLEY

The former LNWR cross-country route from Bletchley to Bicester is one of the most famous mothballed lines in the country. It lost its passenger service in 1968 but remained open for freight and diversionary trains until it was left to rust. After many false starts, it is being brought back to use as part of East-West Rail's plan to link Oxford with Norwich and Ipswich.

**Above:** It's hard to believe that a) a railway passes through this site and b) this was the northern extremity of London Transport. Reconstruction of the Bletchley-Bicester line has started at the Bletchley end and it will be a while before construction reaches Verney Junction. While trains will run here again, it's unlikely that the station will be restored to use. RICHARD FOSTER/MR

**Right:** '9F' No. 92083 powers through Verney Junction with a west-bound goods train on July 25 1964. The platform on the right served the Metropolitan Railway until London Transport ceased running north beyond Aylesbury in 1936. COLOUR RAIL

**Like this?** Why not explore Stoke-Leekbrook Junction? Moorland & City Railways, which leases the Leekbrook-Cauldon Lowe branch, hopes to take on the missing link to give it - and the Churnet Valley Railway - a main line connection.



## 4 SEAL SANDS BRANCH

The bleak flat land on the banks of the River Tees to the east of Port Clarence have been transformed by the growth of the chemical industry. A railway first penetrated this area in 1901 to Greatham Creek and, in the 1970s, BR expanded this branch to tap into the chemical traffic. However, the 2½-mile branch has become derelict with the decline in the movement of chemicals by rail.



**Above:** This is the old North Eastern Railway branch to Greatham Creek. Just beyond this level crossing is the Seal Sands branch; trains reverse onto the branch, which first opened in 1971 and which was extended in 1977 and 1989 to a length of 2½ miles. MARK BARTLETT

**Left:** EWS Class 56 56110 collects four chemical tanks - plus barrier wagons - at Seal Sands in 2001. M. THURLOW/COLOUR RAIL

**Like this?** Why not explore another abandoned East Coast gem, the disused Northumberland link from Ashington to the East Coast Main Line via Linton?



## 5 BLAENAU Ffestiniog-TRAWFYNYDD

Here's an abandoned railway with a lot of history behind it: it was originally built as the narrow gauge Festiniog & Blaenau Railway, designed to provide competition with the Festiniog Railway, with which it had a connection. Converted to standard gauge as part of the branch from Bala, the line to Trawsfynydd survived closure in 1961 to serve the nearby power station but it closed in 1998.



The most famous structure on the Trawsfynydd branch is the low 11-arch viaduct near Tan-y-Manod. It replaced the timber viaduct built by the narrow gauge Festiniog & Blaenau Railway. The former GWR branch to Bala was connected to the Conwy Valley line at Blaenau Ffestiniog in order to serve Trawsfynydd nuclear power station. CHRIS GODFREY/ALAMY

Class 37s 37377 and 37098 haul Hertfordshire Rail Tours' 'The Roman Nose' through the tight, former narrow gauge curves at Cwm Teigl, bound for Llandudno Junction, on April 18 1998. Class 59 59205 is on the rear of the train. DAVE SALLERY



**Like this?** Why not explore the 17½-mile Anglesey Central Railway, that leaves the Holyhead main line at Gaerwen and heads north to the port of Amlwch?

## 6 NORTH MERSEY BRANCH

Most abandoned lines are squirrelled away in remote locations but this one is in public view... at both ends. The North Mersey branch shares part of its formation with the main line to Southport through Bootle but the section to Aintree, past the remains of Aintree Container Base - which kept the 1867-built Lancashire & Yorkshire Railway branch open, has only carried sporadic traffic since the terminal closed in the 1990s and has been completely abandoned in recent years.



Merseyrail Class 507 507020 departs south from Aintree on February 7 2017. The junction for the North Mersey branch is on the right and a palisade gate - not to mention undergrowth - obstructs the track. MARK BARTLETT



An unidentified Class 56 stands at Aintree Container Base in the 1980s, close to the site of Ford station on the North Mersey branch, the tracks of which are in the foreground. CLIVE HANLEY

**Like this?** Why not try the South Staffordshire line from Stourbridge to Dudley, before part of it is reactivated as part of the Midlands Metro?

## 7 WISBECH-MARCH

With no hills to indicate the presence of a railway trackbed, you can drive along the open Fenland roads between Wisbech and March and not know that there's a railway by your side. The former Great Eastern line from March to Wisbech originally continued beyond to meet the main line to King's Lynn at Magdalen Road but was retained after closure in 1968 for a Spillers pet food factory until 2000.



Below left: Only this occupation crossing gives any indication that there's a railway across the flat lands between Wisbech and March. Plans to reopen the line in order to provide a commuter service to Cambridge are gaining momentum. RICHARD FOSTER/MR

Below: A Loadhaul Class 56 crosses Twenty Foot River, on the edge of March, with a 'Petliner' train from the Spillers pet food factory at Wisbech in the summer of 1997. JOHN RUDD

**Like this?** Why not explore the remains of Frome-Radstock branch line in deepest Somerset?







## 8 **BIRKENHEAD DOCKS**

Birkenhead docks, on the Mersey's south bank, may not have had the tunnels that Liverpool's dockland railway boasted but its 4½ miles of railway from Rock Ferry to Bidston was packed with modelling potential. Some of the tracks ran through cobbled streets and there was a branch line across West Float that used the rolling bascule bridge on Duke Street. Sadly, regular traffic ceased in 1993, although the rails were last used over ten years ago.

**Top:** The signal box and footbridge at Canning Street was always a focal point of the remains of the Birkenhead Docks railway until the site was cleared after the signal box burnt down. Some of the tracks have been removed but most of the dock railway system remains intact. GEORGE DENT



**Right:** Class 24 24064 rumbles along the Birkenhead Docks railway with a loaded grain train on April 18 1975. RAIL PHOTOPRINTS

**Like this?** Why not explore the remains of the Manchester Ship Canal railway around Trafford Park in Manchester?

## 9 **CROXLEY GREEN BRANCH**

This might be stretching abandoned railway to its limit for parts of an embankment have been

demolished to make way for a road and some of the rails have been removed. But when there is an abandoned branch line in an urban conurbation such as Watford, it's worth a second look. Built by the LNWR in 1912, it left the now-disused branch to Rickmansworth and terminated in a modest station at Croxley Green. Last used in 1996, the 1½-mile branch officially closed in 2003 - but the station was simply left to moulder.

**Top:** All that remains of the station at Croxley Green is this lamp post which still has traces of Network SouthEast red paint on it. Part of the Croxley Green branch may be incorporated into a new link railway that will connect to London Underground's branch to Watford. NICK CATFORD



**Croxley Green's facilities were basic at the best of times but the original platform was replaced with a supposed temporary affair in the late 1980s that lasted until closure. An LNWR EMU stands at the original platform on March 26 1960. M.J. READE/COLOUR RAIL**

## 10 **ALDWYCH BRANCH**

An abandoned railway under central London? Though you may not have been aware of London Underground's abandoned Aldwych branch, you'll have undoubtedly seen it, for the line is a perfect filming location. This line from Holborn has often been considered for a possible extension under the Thames to Waterloo ever since it opened in 1907, but it's always remained uneconomical and regular services ceased in 1994.

**Like this?** Why not explore the Post Office Railway? Only a short section has been resurrected but it offers a tantalising glimpse of other parts of this mothballed underground system.



**Above:** It was the need to install accessible lifts that finally forced London Transport to close the uneconomic Aldwych branch in 1994. Despite still being open until comparatively recently, it still retains many period features and signs and has become a popular filming location, as well as a tourist attraction. DAN HIGHTON/ALAMY

**Left:** Such was the economics of the Aldwych branch that London Transport suspended services on it during the Second World War where it not only became a popular air raid shelter but was also used to store items from the British Museum. NIDAY PICTURE LIBRARY/ALAMY



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#### 'O' GWR RAILCAR



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- 1901 GWR post-war choc/cream (grey roof)
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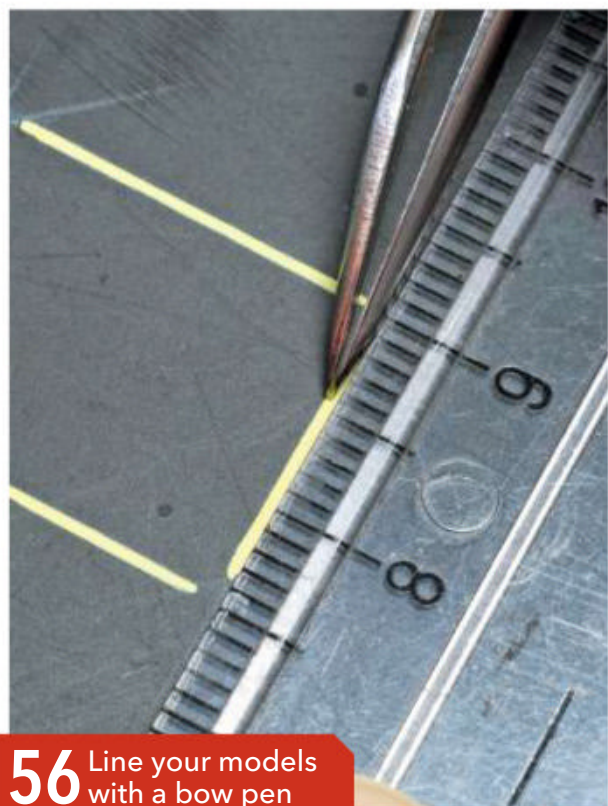
**48** Sheet your wagons



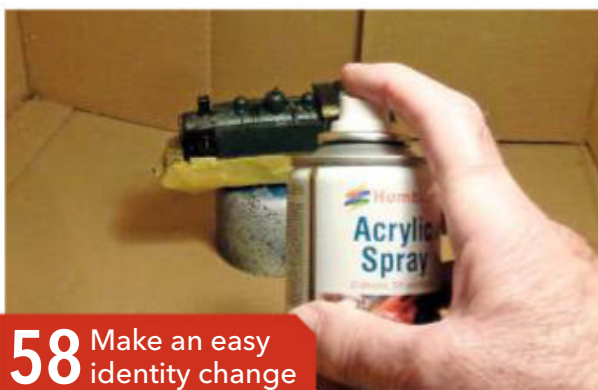
**52** Customise your models

# Workbench

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



**56** Line your models with a bow pen



**58** Make an easy identity change



**64** Create a landscape



**62** Fit extra pick-ups



**70** Customise 'N' gauge wagons

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five screwdrivers.





HOW TO

# SHEET YOUR WAGONS

To protect commodities from the elements, open wagons are sheeted over with tarpaulins. **George Dent** tests out some new wagon sheets from Geoscenics.

**S**heeted wagons certainly add some welcome variety to anyone's freight fleet, whether you're modelling the Victorian era or the modern scene. Helpfully, Geoscenics has just released a variety of new wagon sheet packs, catering for all three popular scales and the BR and 'Big Four' eras. Designed in-house and printed onto a flexible, lightweight material, each pack provides plenty of individual tarpaulins. The 'N' gauge pack features 33 separate wagon sheets, while the 'OO' pack includes 16. For 'O' gauge,



six separate wagon sheets are provided. All packs also include a spool of fine cotton thread from which to fashion a set of securing ropes.

Installation is simple and the sheets can be fixed permanently or temporarily (although the securing 'ropes' can only be added if the sheets are fixed in position), while adding a weathered finish can enhance them signifi-

cantly. The material responds well to being scrunched up and re-flattened before installation, recreating the distinctive, crumpled texture of the real things.

I had great fun fitting out some of my steam-era 'OO' and 'O' stock, and these sheets look convincing, especially in 'O' gauge, where the cotton thread appears to be perfectly in scale. The Geoscenics packs offer great value and provide the perfect evening or weekend project that doesn't involve lots of tools, materials or mess.





Geoscenics' new wagon tarpaulin kits are available for 'N', 'OO' and 'O' gauge, with a range of packs catering for the 'Big Four' and BR eras.



## PROTOTYPE INSPIRATION

Ex-LMS 13t five-plank open wagon M407345 has been sheeted over with a waxy-looking tarpaulin. Seen at Staines Central, February 1968. PAUL BARTLETT



The open, general merchandise wagon has been a staple of railways since their very beginnings. Their numbers have dwindled over recent decades in favour of more specialised, covered vehicles designed to suit specific commodities. Inevitably, open wagons leave their cargo exposed to the elements, leading railway companies to employ waterproof sheets that could simply be draped over the wagon and secured with sturdy ropes. As well as keeping the precious cargo clean and dry, the sheets could also be employed to prevent a dusty commodity from blowing out of the wagons during transit.

Throughout the steam era, BR and its antecedents maintained a large 'fleet' of individually numbered wagon sheets, which could be folded and stowed aboard the empty wagons when not in use. Staff were issued with guidelines for how and when the sheets should be deployed, with various sizes available to suit long and short wheelbase wagons. Perishables, certain steel products, sand and china clay are just some of the many cargoes that would be routinely sheeted over for their journey on the rails and this practice continued into more recent decades, with modern air-braked wagons being covered with thick, plastic-coated sheets when required.

**Above right and right:** Modern air-braked wagons have also been sheeted over when the need has arisen, especially when loaded with certain types of steel products. BOTH: PAUL BARTLETT



**Above:** Loaded with clay for the Staffordshire pottery industry, ex-LNER E311253 stands at Longport Junction in April 1980. Note the clay dust staining the sheet and wagon. PAUL BARTLETT



The wagon tarpaulins are printed onto a flexible, textured paper. Multiple, individually numbered wagon sheets are provided with each kit.

## What you will need

### TOOLS

- ◆ Knife
- ◆ Scissors
- ◆ Tweezers
- ◆ Cocktail sticks



### STEP BY STEP

1



The Geoscenics kits include printed tarpaulins, of two different sizes, along with a reel of cotton thread. Available for 'N', 'OO' and 'O' gauges, each wagon sheet is individually numbered. BR and 'Big Four' versions are available.

2



Unfold and separate the printed sheets before cutting out the individual tarpaulins with a pair of scissors, taking care to keep the edges nice and straight. It's important to use sharp scissors, or the material is liable to fray.

3



Scrunch a single sheet with your fingers, compressing it as tightly as you can. The material is pretty flexible and can withstand firm pressure. This serves to impart a more random texture to the surface.

4



Carefully flatten out the scrunched-up sheet, using the tips of your fingers to spread the material outwards from the centre. We need to maintain the random textures, but also need to regain the overall rectangular shape.

5



After checking that the flattened sheet will cover the wagon's body, PVA-type glue can be run along the upper edges. The glue is then left for 5-10 minutes to turn tacky. Only do this if you want to fix the sheet permanently.

6



Orient the sheet so that there's a roughly equal amount of overhang on all four sides, then fold over one side and fix it to the tacky adhesive, pressing the material firmly to help it conform to the underlying surface.

7



Tension the sheet as desired before folding over the other side and fixing it in position. The ends can follow, folding the sheet vertically first, then folding over the side 'wings' and securing them with small blobs of glue.

8



To suggest a load standing proud of the wagon's bodywork, a scrap of wood can be cut and fixed to the floor with a strong adhesive. The wood could even be shaped to mimic a number of different sized crates.

9



The same process applies for securing the sheet to the wagon. If necessary, use two sheets to cover the load, one laid over the other. Remove any excess PVA glue with a damp cotton swab before it dries.

10



Leave the wagon overnight before adding any weathering. Various grey and brown shades of acrylic paint were dry-brushed over the sheet and the wagon body. Lighter shades help to pick out the sheet's texture.

11



Weathering powders followed, with brown and black shades brushed strategically around the bodywork and the sheet to create areas of shading, as well as an overall impression of dirt. I tried to keep things subtle, though.



**12**

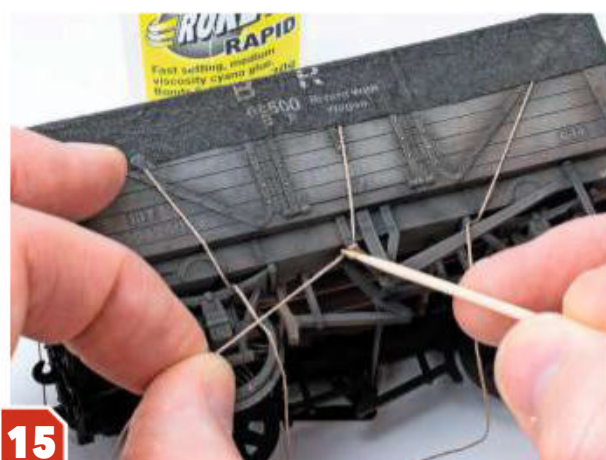
The wagon could be weathered before the sheet is applied, but I had visions of excess glue - and handling - disturbing the finish. Treating the wagon and sheet at the same time helped to create a consistent effect.

**13**

To seal the powders, mist a clear matt coat over the whole model. Wagon sheets often had a greasy-looking waterproof coating, so this was suggested with a light layer of clear gloss. Protect the bodywork with card.

**14**

As the glue was applied to the top edges of the body, the lower edges of the sheet could be peeled back to allow the ends of the thread to be secured with cyano glue, applied with a cocktail stick. Fold the sheet back into place.

**15**

The ends of the thread were tied around parts of the chassis. My knots are rudimentary at best, with cyano glue securing the rope once it had been tensioned. Once the glue had cured, the excess thread was cut away.

**16**

The same process was used on the ends, fixing the thread under the 'wings' and tying the other ends around the buffer shanks. Lashing methods varied, so some research may be required for greater fidelity.

### EXCLUSIVE READER OFFER!

The tarpaulin packs are available with LMS, LNER, GWR, SR or BR branding and numerals, in 'N', 'OO' and 'O' gauge. Prices are usually £12.00 (£10 for 'N') per pack, with free postage. However, thanks to Geoscenics, *Model Rail* readers can claim a discount when ordering direct from the Geoscenics website. Simply enter the voucher code **MRtarps1** at the checkout stage to claim £2.00 off per pack.

This offer runs from December 24 2020 until March 31 2021 and is available for web orders only.

**Web:** [www.geoscenics.co.uk](http://www.geoscenics.co.uk)

### MAKE IT REMOVABLE!

The tarpaulins don't have to be fixed permanently, as they can be folded and the corners glued together in a way that allows the sheet to be removed. Wagons can then be run empty or loaded as desired.



Draping a tarpaulin over a false load adds some extra visual interest.





HOW TO

# QUICKLY TWEAK YOUR MODELS

**Chris Gadsby** shows you two quick model alteration projects that could be done in an afternoon.

00 GAUGE | 2 hours |

**T**he quality of ready-to-run models has increased dramatically over the last decade but, in some areas, the manufacturing process is still limited in what it can do. That's where customisation comes in.

There was a time, as I'm sure some older readers will remember, when off-the-shelf models would need a fair amount of alteration to get them looking the way you wanted. Fortunately, today's models don't require such drastic alterations and for many modellers the out-of-the-box offering is perfectly acceptable.

In this article I'll be doing two quick projects to enhance a multiple unit and a steam locomotive for my layout, both of which were completed on a cold, drizzly

afternoon and at minor expense. It took me a few months to get around to doing these projects, as I kept putting them off in favour of something else, such as the joys of layout wiring!

The good news is that although there may be some modellers who are slightly apprehensive about taking their models apart, particularly when they cost hundreds of pounds, a few screws or holding lugs is usually all that's stopping the body from coming off. As long as you're careful, it isn't a difficult job. Based on some of the latest offerings from Noch, it's also safe to say that there's a product for almost everything you could think of for your layout. This also means that there is always something available for your skill level. Don't want to

paint figures? No problem - numerous companies produce painted passengers and drivers in suitable attire for your era. They're more expensive but they save a great deal of time.

Granted, a lot of the alterations to the interior of the multiple unit in this article won't be easily visible when the bodyshell is in place, but it will give you a great deal of satisfaction to see the passengers in the window and to catch the odd glimpse of the changes you made. Whether you're just adding figures to your coaches or doing a full interior makeover, there really is no limit to interior customisation. If you really want, and if you have a very fine paintbrush, you could even add a moquette to the seats or posters on the wall.





## STEP BY STEP

### INTERIOR DETAILING

As I was going through my teenage years my dad was rebuilding his Morris 8 (he still is), and I would ask him on many an occasion why he was spending so long polishing sections of the car that you weren't going to see when it eventually went back together.

It is only now, when I'm adding tiny details to the interior of railway coaches that are only visible in the right light - and when being viewed at the right angle, that I understand. So dad, I'm sorry that you had to put up with a grumpy teenager giving you grief about your car!

The interior detail of new models is very impressive, Rapido Trains' dining cars, complete with plates and cutlery, springs immediately to mind. Owing to the manufacturing process though, these tend to all be in one colour, and picking out details such as arm and head rests, as well as carpet and tables, will make a huge difference to the inside of your model.

This was the second time I'd done this and I found it more difficult this time because of the presence of the circuit board above the seats, so the painting isn't as crisp as I would like. Handily, if you do get the wrong paint on a seat you can place a figure there to hide it.

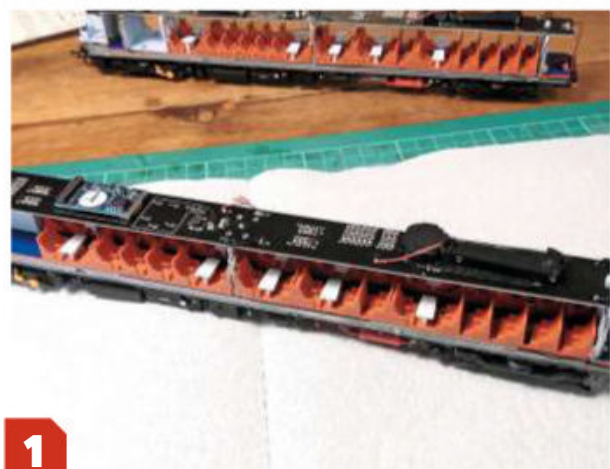
### What you will need

#### SHOPPING LIST

- ◆ Realtrack Class 156  
Price: £240.00 Availability:  
[www.realtrackmodels.co.uk](http://www.realtrackmodels.co.uk)
- ◆ Preiser 16328 seated persons  
Price: £27.50 Availability:  
[www.gaugemasterretail.com](http://www.gaugemasterretail.com)

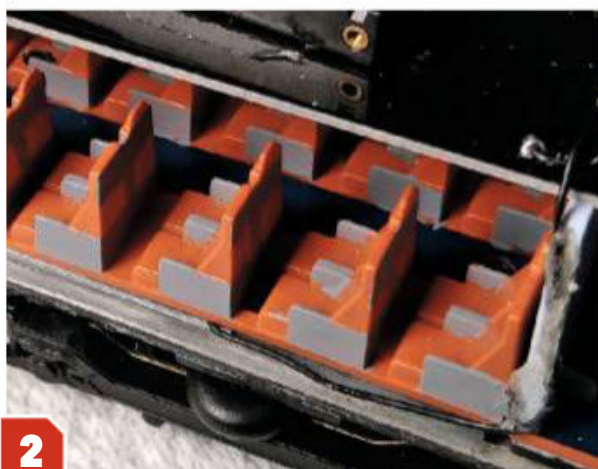
#### TOOLS

- ◆ Paintbrush
- ◆ Paints of an appropriate colour
- ◆ Glue



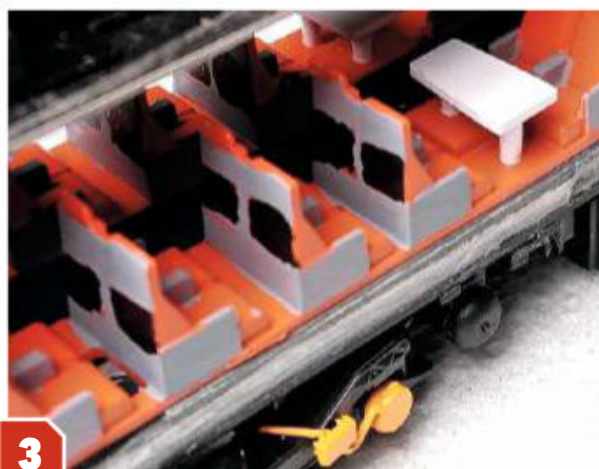
1

This is how the interior of the Class 156 looks straight out of the box. It's impressive but can still be improved by altering some of the colours and adding passengers. Having reference photographs will be useful here.



2

As the interior is moulded out of one piece of plastic, painting in details can make a real difference. Here, I used some Phoenix Precision grey to paint the arm rests on all of the seats, using a small brush for accuracy.



3

I also added grey to the backs of the seats and some black squares to represent the trays. The space is limited so it's difficult to get a perfect square, but once passengers are seated and the body is on it's barely visible.



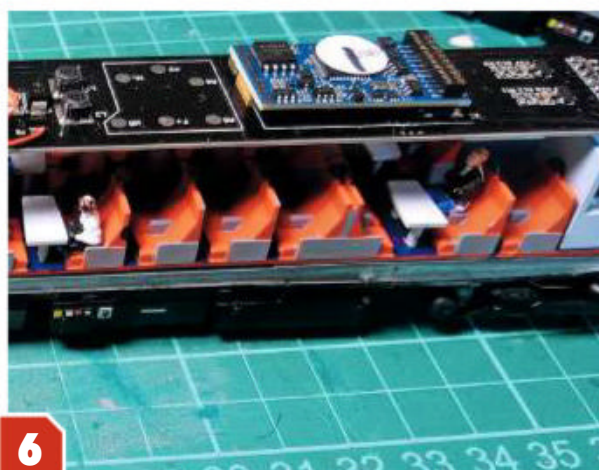
4

To help the seats stand out, I added dark blue for the carpet between them as it is on the prototype. Fortunately, the blue I had in stock was quite a close match to the already-painted central aisle. Seat tops were also picked out.



5

It's easy to overdo the number of people in the coaches, I decided that 12 (11 plus a driver) would be adequate for each coach if they are spaced apart. Don't paint the lower legs as you'll need to cut them off later.



6

Place the figures in a mixture of window and aisle seats. I did have difficulty with some as the central arm rest meant they were too wide for the seat. Make sure that all limbs are well inside the train to avoid problems later.



7

While the passengers may be difficult to see on the photograph, they do make a big difference to the look of the model, particularly when the interior lights are on. Once you're happy with the position of your passengers you can refit the bodies. On the Class 156 it's easy to tell which is which as only one car has a lavatory, so all you have to do is line up the frosted window with the moulded lavatory.



8

Once the bodyshell is back in place you can add on the extra detailing parts. It's worth doing a test of all of the lights once the model is back on your layout just to make sure you haven't dislodged anything in the process.



### STEP BY STEP

## ALTERING A TENDER

This alteration became necessary when I purchased a DCC Sound decoder for my Hornby 'B17' and discovered that the slope of the Hornby tender didn't provide me with enough space to fit the chip and the speaker.

I had two choices: swap the speaker for a smaller one and keep the tender as it was, or make the most of the space, introduce a new false floor to the tender and slightly increase the weight with the larger speaker. As I also wanted to replace the plastic coal for the new-at-the-time product from Geoscenics, I decided to make the more

significant change of altering the tender.

Taking your time and being careful is really important when carrying this out as while this will be hidden when the project is finished, a wrong move could result in an imperfection or a hole on the sides of the tender which would be much more difficult to put right later.

The second project was to make improvements to the look of the coal wagons and the tenders by adding real coal to replace the plastic. This takes less than a minute per wagon and provides a quick and easy way to make a significant change. To make life easier, the new coal can go straight on top of the old.

## What you will need

### SHOPPING LIST

- ◆ Hornby 'B17' Price: £120.99 Availability: [www.hornby.com](http://www.hornby.com)
- ◆ Deluxe Materials Ballast Bond Price: £6.65 Availability: [www.deluxematerials.co.uk](http://www.deluxematerials.co.uk)
- ◆ Geoscenics coal Price: £12.00 Availability: [www.geoscenics.co.uk](http://www.geoscenics.co.uk)

### TOOLS

- ◆ Drill
- ◆ Plastic card
- ◆ Plastic cutters
- ◆ Pipette



**1** Adding real coal can significantly enhance the look of your steam locomotives but it is always worth removing any electronics in case any of the glue seeps through and damages them.



**2** In this tender I had to make some alterations in order to fit the speaker. I used a combination of a drill and some cutters to firstly create holes and then to remove the false floor of the tender.



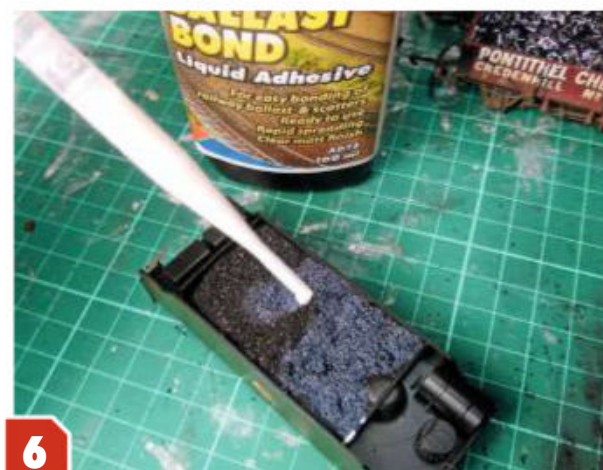
**3** I kept doing practice fits to make sure that the wires and the speaker could fit in place with the tender properly in position. Eventually, I had cut away enough of the tender to make everything fit.



**4** At this point you can make a false floor for your bunker. This can be done from a piece of plastic card cut to size with a sharp knife. I also kept the original plastic coal, just to help give the result some form of shape.



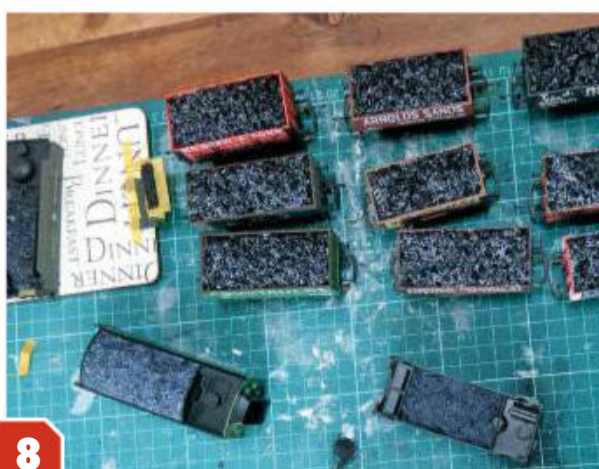
**5** Geoscenics coal was used to fill the tender, making sure that I had removed the shell from the chassis and any electronics. It's also an idea to glue the plastic card and plastic coal down first to avoid any imbalance.



**6** Deluxe Materials Ballast Bond was an ideal glue for fixing the coal in place. As I had misplaced the nozzle that comes with the glue, I used a pipette to add droplets of the glue across the whole tender.



**7** The glue will dry clear but it will take a while so it's best to leave it somewhere to harden fully before putting it back on the chassis. This also gives you a chance to clear up - as you can see it makes quite a mess!



**8** I took the opportunity to refresh the coal loads in my wagons at the same time, as pieces had gone missing over the years and the base of the wagon was showing through. It only took around a minute per wagon.



**9** Once everything has dried, the tender can go back on the chassis and be reconnected to the locomotive. As with the DMU, it's a good idea to test your model to make sure everything is still working as it should.



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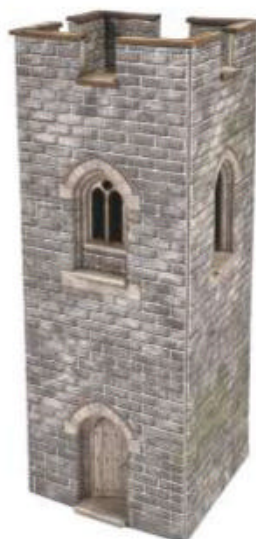
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TOWN END COTTAGE

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## EXPERT TIP

Use straightedges with a raised edge on one side, rather than a steel rule, as they won't smudge the freshly applied paint.

Applying your own lining may be quicker by hand, rather than relying on transfers. It takes practice, but it's not as difficult as it looks.

## HOW TO

# APPLY LINING WITH A RULING PEN

Lining rolling stock and locomotives is often seen as the domain of the experts but, as **George Dent** demonstrates, it's easier than it looks.

**C**reating long, straight lines, in various thicknesses, is a common necessity when painting locomotives and rolling stock, from any period. From a steam-era lining job to stripes on a modern carriage, there are instances when painted-on lines can't be beaten.

Decals do offer a solution of sorts but, as Dave illustrated on page 40, a bow pen can produce a satisfying and much more realistic result. Artists' bow pens (or 'ruling' pens, as they're traditionally termed) consist of a pair of tapered metal jaws that can be opened or closed by the turn of a small wheel. It's possible to obtain a good quality tool for less than £20 (Jakar being a common brand), although cheaper tools often struggle to form lines of less than 1mm wide. Cheaper, plastic tools are also available, but these are much harder to master and are, in my experience, not worth the effort.

A typical hobby-grade tool has been employed in this demonstration, working onto

ANY GAUGE



bare plastic card rather than the surface of a model. It's much easier to master the process on a flat surface, free of projections and undulating relief, before moving onto a three-dimensional object.

The type of paint is also an important factor, as it must be free-flowing (but not too thin) and, preferably, not a rapid drying formula as this will quickly clog the jaws of the ruling pen. Phoenix or RailMatch enamels are recommended, as long as they're in good condition and well stirred beforehand.

Some acrylics can be used, with LifeColor shades being particularly useful, but the pen will need to be cleaned and recharged more

**Working on a gloss surface makes it much easier to correct mistakes, as the wet paint can be simply wiped away with a little white spirit.**

regularly, making it difficult to render lines of more than a few centimetres at a time. Therefore, acrylics are best avoided unless you have plenty of experience. Incidentally, jars of coloured ink are helpful when practising, this being the medium for which the pens were designed in the first place!

As with most new techniques, it takes a degree of practice to get it right. A little effort to understand how the tool works and how the viscosity of the paint affects the quality of the line will be rewarded, so have a go and see how you get on!





**STEP  
BY  
STEP****LINING WITH A RULING PEN****1**

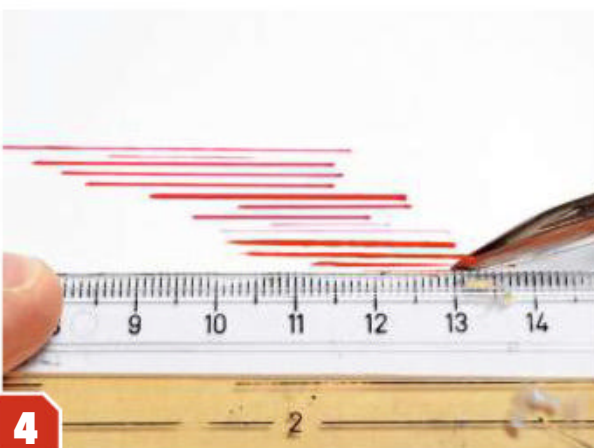
Choose your paint carefully (a fresh tin is recommended for lining) and stir thoroughly before decanting a small amount into a mixing jar. Add one or two drops of thinner (white spirit for enamel) and mix well.

**2**

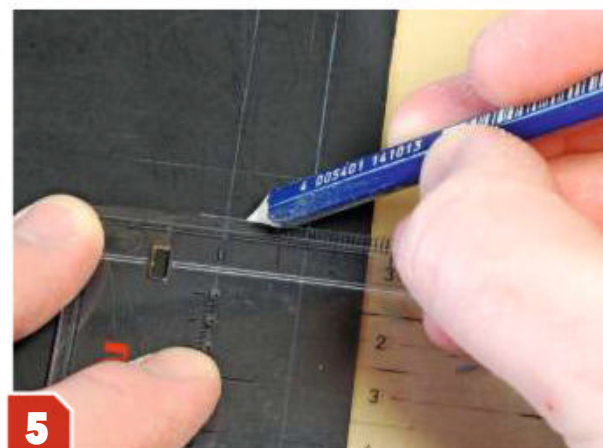
Use a brush to fill the jaws of the pen. Don't add too much as a little paint will go a long way. It's much easier to clean and recharge the tool at regular intervals than force the paint to keep flowing once it begins to dry.

**3**

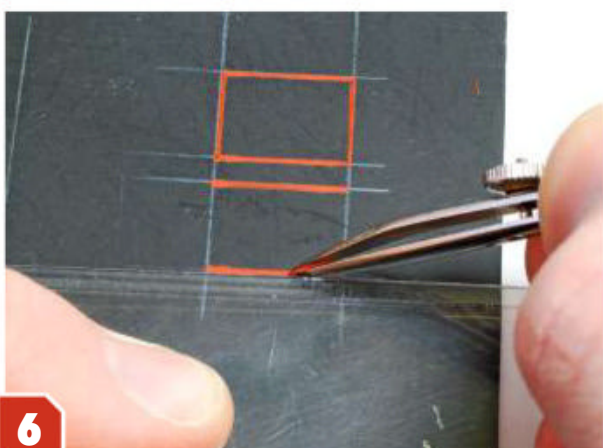
Carefully wipe away the paint from the outside of the tool, taking care not to soak up the paint between the jaws. It will soon be apparent if the paint is over-thinned, as it will run away or be absorbed by the tissue.

**4**

Test the flow of paint on a sheet of plastic card, adjusting the thumbwheel to alter the width of line. Plenty of practice of loading, lining and cleaning the tool is recommended.

**5**

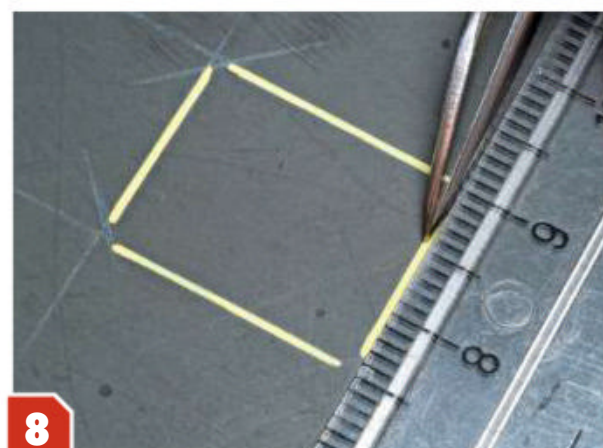
To mimic a locomotive lining scheme, use a sharpened chalk pencil to rule out a range of squares and rectangles onto black plastic card. The chalk lines can be wiped away later with a damp cloth.

**6**

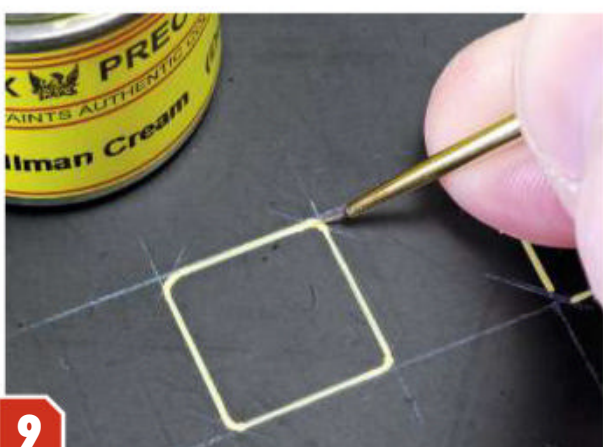
Work just beside the chalk lines (rather than over them) with the ruling pen. Here, the horizontal lines are being added first, keeping the ruler away from the wet paint. A clear ruler allows the guidelines to be seen.

**7**

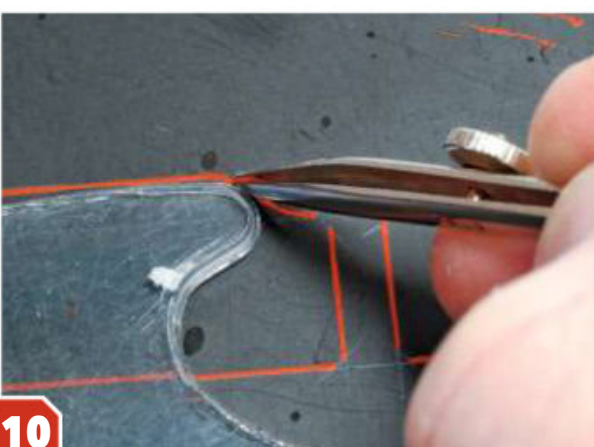
When the first lines have dried, the second colour elements can be applied. Plan the order of application to minimise the need for placing the straightedge or template over areas of wet paint.

**8**

Where curves are required, mark out the corners to leave equal gaps between the various straight elements and allow to dry. If you make a mistake, wipe the paint away with a swab dipped in white spirit.

**9**

Short, small radius curves can be filled in by hand with a good quality, long-bristled brush. Alternatively, bow pens can also be attached to a draughtsman's compass. Again, if you make a mistake, just wipe away the wet paint.

**10**

For longer curves, run the ruling pen along a template - a set of French Curves is ideal, as are sets of ellipse and circle templates, available in a wide variety of sizes from stationery and craft stores.

**Workshop essentials****TOP TOOL: PAINT STIRRER**

It's essential that the paint is thoroughly stirred before loading the ruling pen, and a dedicated paint stirring tool is much more effective than a screwdriver. This double-ended tool from Tamiya features a stirring paddle at one end and a spoon at the other, which is ideal for decanting small amounts of paint.

**Price:** £4.25/pair

**Availability:** [www.scalemodelshop.co.uk](http://www.scalemodelshop.co.uk)







The two finished 'USA' 0-6-OTs on what will eventually be the dock siding on my layout. I am undecided on whether to... weather the second model.

HOW TO

# MAKE AN EASY IDENTITY CHANGE

**Chris Leigh** shows how simple it is to get the 'USA' that you want.

**O**ne of the difficulties in producing models is choosing the right quantities to order. These days, the overall production run is pretty easy to decide. It's usually the minimum quantity that the manufacturer will produce for a price that works out to be affordable. Second runs are unpredictable and comparatively unusual. Our first two exclusives, the Dapol-built Sentinel 0-4-OVBT and the Bachmann 'USA' 0-6-OT weren't subject to quite such stringent economics in their day and we were able to do second runs of both, allowing us to cope with demand.

In the case of the 'USA' even a second run of plain black BR liveries has not proved sufficient and all have sold out. The Southampton docks 'USAs' were, however, plain unlined BR black and that is the easiest livery in the world to apply. It was also usually dirty, so some judicious weathering can be used, if necessary, to cover minor finishing mishaps.

## SPECIAL OFFER - BUY NOW!

On these pages I'll show just how easy it is to create whichever of the 14 'USAs' you want using only a 'rattle can' and a sheet of decals. What's more it's great practice for the less-experienced modeller and there's no better time to do it, because the two examples that I've used, MR-110 and MR-111, are on special offer. Turn to page 108 to place your order.



**MODEL** Model Rail MR-110 and MR-111  
'USA' 0-6-OT ♦ Price £110 (special offer)



## CHOOSE YOUR 'VICTIM'

Before any change of this sort, you need to choose the correct model to work on. *Model Rail*/Bachmann produced two versions of the 'USA' on which the most significant difference is the cab and bunker. These are best described as 'original' and 'Southern Railway' versions. For the plain black BR livery we need the Southern Railway version and I've made the choice easy for you, by using MR-110 and MR-111.

These lend themselves to the two versions of the repaint that I wanted to try out. MR-111 is to carry plain black early crest livery, without any repainting, just by stripping the lettering and applying some new decals. This is just right for an early 1950s version of the 'USA' with very little effort. MR-110 represents a 'USA' in late condition and it will require a total repaint to create a workaday late crest example. That means a respray - a blow over was all that was needed.

## A WORD ABOUT CRESTS

Railway modellers have tended to evolve their own language or at the very least their own definitions for particular words. For instance, 'the prototype' has a very different meaning to

railway modellers than it does to most people. We have come to identify the time period covered by a particular model according which of the two British Railways emblems it carries, as 'early crest' and 'late crest'. Enthusiasts have further complicated things by referring to these by terms such as 'lion-and-wheel' and 'ferret and dartboard' which don't really make clear which of the two they are describing.

Applied from 1949-56, the 'early crest' was described by BR as a 'totem'. It is not a crest or a coat-of-arms and consists of a lion standing over a wheel with the words 'British Railways' beneath. It was produced in both left-facing and right-facing versions and with instructions that the lion must always face the front (chimney end) of the locomotive.

The late crest was a very different affair. By then it was fashionable for large organisations to dabble with heraldry and in 1956 BR submitted its new design to the College of Arms for approval. This crest, in laymen's terms, comprised a lion sitting within a crown and holding a wheel, all contained in a circle flanked by bars containing the words 'British' and 'Railways'. It was also intended that the lion should face the front on both sides of the locomotive.





## What you will need

### SHOPPING LIST

- ♦ MR-110 and MR111 'USA' 0-6-0Ts  
Availability: [www.modelrailoffers.co.uk](http://www.modelrailoffers.co.uk)

### TOOLS

- ♦ Scalpel
- ♦ Cotton buds
- ♦ Cocktail sticks
- ♦ Masking tape
- ♦ T-Cut Paintwork restorer

Back in the 1990s I discussed this with no lesser personage than the Portcullis Pursuivant of the College of Arms, who told me that the college rejected the BR design because, by having lions facing both right and left, it constituted two coats of arms and that one organization could not have two identities. As a result BR settled upon the left-facing lion as standard, though a few early repaints did appear carrying the right-facing version.

## A WORD ABOUT DECALS

Caught in the depths of the second lockdown, my choice of decals was limited to what I had in stock. Fortunately I had several different decal sheets of BR locomotive livery elements.

As one of these models was going to be sprayed matt black and the other would retain its black factory finish there was little opportunity to conceal the carrier film that is particularly evident on waterslide decals. For this reason my preferred option is HMRS Pressfix Sheet 14 BR Locomotive and coach insignia. (£7.15, [www.hmrs.org.uk](http://www.hmrs.org.uk)) I find the Pressfix process easier to make a success of, and although there is still a carrier film it is much less obvious, when assembling individual locomotive numbers, as will be necessary in this case.

If you prefer waterslide, then both Fox Transfers and Modelmasters offer appropriate decal sheets.

## A WORD ABOUT AEROSOLS

I used a 'rattle can' or aerosol of Humbrol matt black acrylic. Initially I used a part-used can. Paint-spraying is affected by weather conditions and a damp, cold morning in November, using a part-used can in a garage is the worst of all possibilities, apart, possibly, from the top of Ben Nevis in a snowstorm!

I find aerosol paint impossible to store successfully once opened and for me to make a successful job means a new can every time. A phone and collect from Trains4U in Peterborough followed a quick clean-up with T-Cut and a cotton bud to remove the paint splatters from the first exercise. All was well and the new can sprayed faultlessly, only the lightest of coats, a couple of seconds' worth, being needed to cover the remaining green.

## AND A WORD ABOUT H&S

When spraying paint, if you don't have a spraying booth and extractor, work in a well-ventilated space and wear appropriate protection, particularly a mask or respirator.

### STEP BY STEP

## STRIPPING THE LETTERING



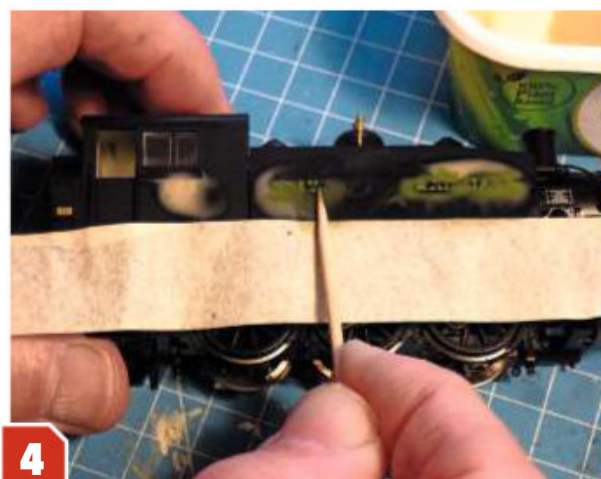
MR-111 was the basis of the first identity change. I had planned to remove the lettering and respray the tanks but the exercise proved even easier than I expected.



The tools and materials: A can of T-Cut Original car paintwork restorer, masking tape, cocktail sticks, cotton buds and a craft knife with a sharp, pointed blade.



Only the smallest amount of T-Cut is needed - a couple of teaspoons full - decanted into a dish such as an old, clean margarine tub.



A strip of masking tape prevents stray T-Cut from getting onto the chassis. Using a cotton bud, place a small amount of T-Cut onto each area of lettering and leave it for 15 minutes.



After 15-20 minutes the tampon-printed lettering will soften. A cocktail stick or a slice of an old credit card can be used to gently scrape away the lettering without any damage.



Small areas such as the cabside number are best tackled with the point of a cocktail stick, as there are a few rivets to make things a little more difficult in this area.



Once the lettering has been shifted, the remaining T-Cut can be removed with a clean cotton bud. At this stage, if you continue the rubbing you can polish the tank side.

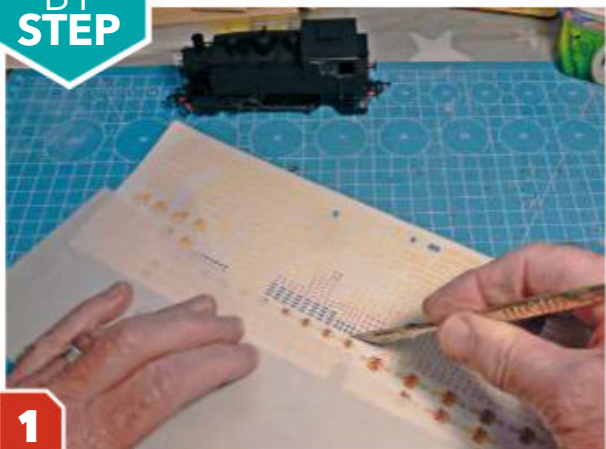


Ready for its new insignia. I have retained the small yellow notice on the bunker side as I believe this was an 'over width' warning and it was retained through all livery variations.



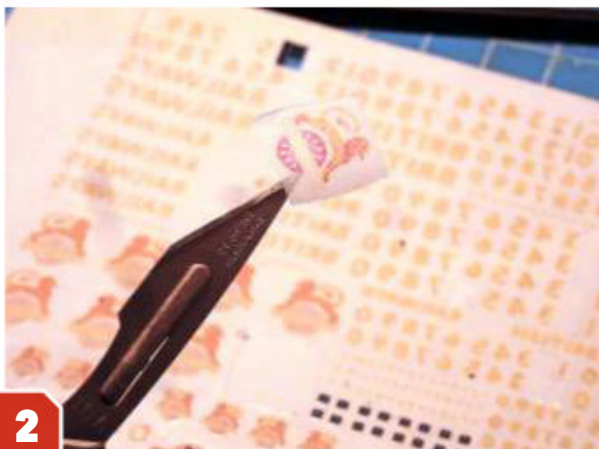
### STEP BY STEP

## APPLYING PRESSFIX TRANSFERS



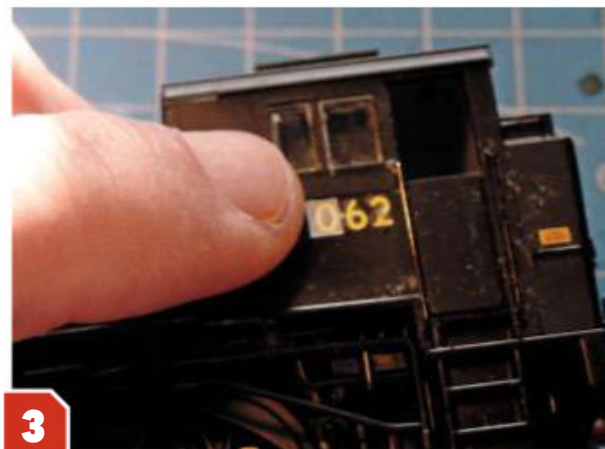
1

HMRS Pressfix transfers have a thick, shiny protective sheet. The transfer itself has a thin carrier on the front and a thicker backing sheet. Use a sharp blade to cut round the item and separate the thin carrier from the backing.



2

Having protected the transfers with the shiny sheet and cut out the item, you will note that one side is slightly shiny and sticky. The transfer is positioned sticky side downwards on the model.



3

The numbers are applied one at a time, working outwards from the handrail and using the lower edge of the window frame as a guide to get them in a straight line. Dampen the carrier to make the numeral more visible.



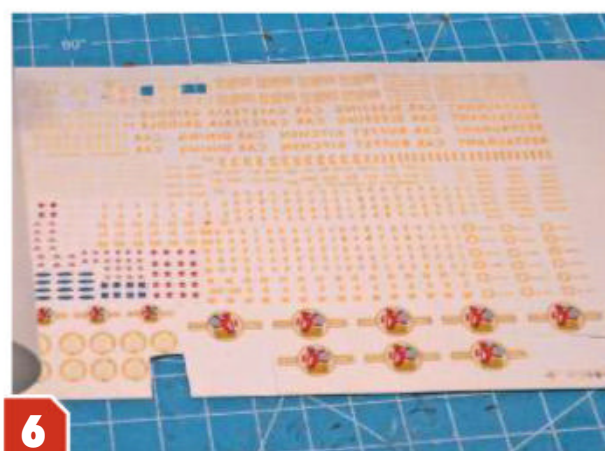
4

Position the numbers one at a time, sticky side downwards. Apply a spot of water with a small paintbrush, press the decal in place with your fingertip. Wet the carrier again and slide it away with a knife point.



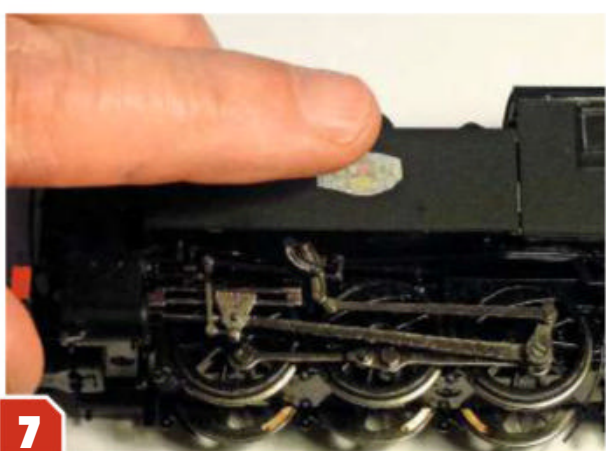
5

Pressing each damp number with your fingertip is important to help the transfer adhere properly, particularly in this area where there are rivets. It is, however, much easier than it sounds.



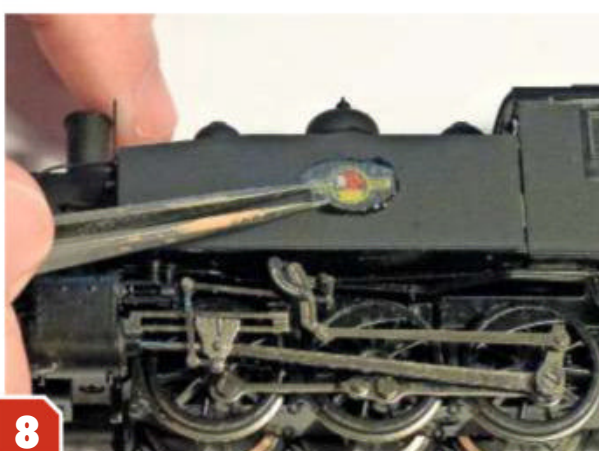
6

The HMRS sheet is good value, providing a large number of elements and alternatives to suit steam locomotives and coaching stock. I used the second largest size of numbers and the smaller of the emblems.



7

If you position a decal incorrectly, it is easy to lift and move it, provided it is still dry and you have not yet pressed it down. Make sure the bars of the late crest decal are horizontal before pressing it down.



8

Once you have pressed the decal down in the right place, wet it, press it again with a fingertip and soak off the carrier, which looks like a piece of tissue. This can be lifted away with a knife point or tweezers.



9

Finally, blot the water away with a piece of soft tissue. I was not happy with the positioning of this transfer so I scraped it away with the knife blade and replaced it with a new one.



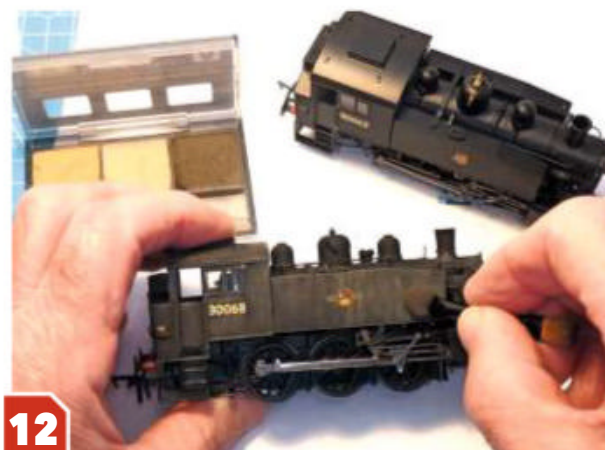
10

The second locomotive is ready for spraying, having had the lettering and yellow lining removed with T-Cut as in the earlier steps. I did not take the body off but masked the chassis and, most importantly, the cab window glazing.



11

A cardboard box made a temporary spray booth. The model stood on an old spray can lid so I could turn it easily. Spraying took only seconds, so I did it indoors with the kitchen extractor on and while wearing a mask.



12

Even the matt black looked too pristine for one of these locomotives as I remember them from a 1960s visit to Southampton Docks, so I added some weathering from Tamiya Weathering Master Pack A.





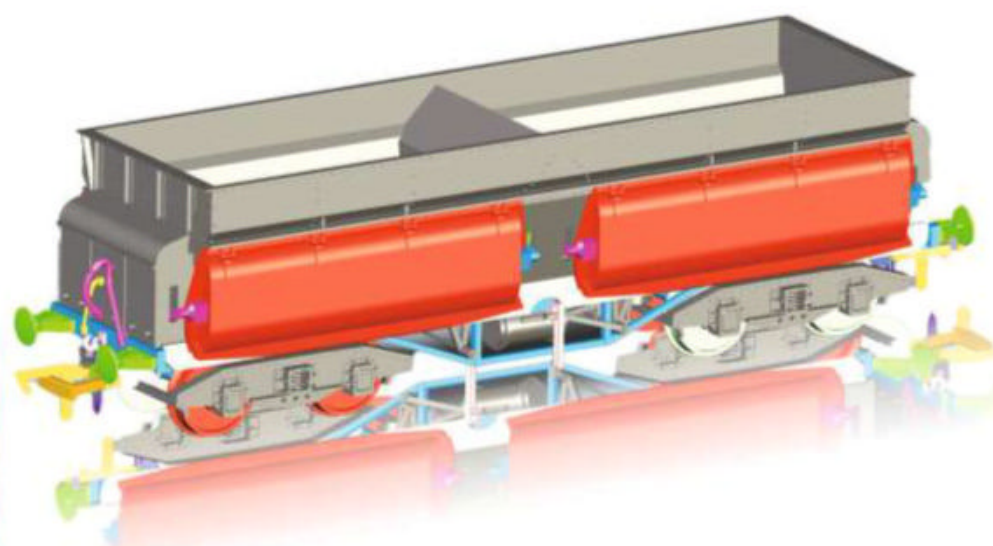
## Consett Ore Wagon

Today we launch our latest wagon. Having had this suggested to us and following a poll on our Facebook page, we are going to produce the 56t Iron Ore Wagon, used in Consett.

Available in OO  
and N. Delivery is  
expected 3rd Qtr 2021.  
Prices are 3 pack £67.00  
and 9 pack £199.00

A brief look at the Tyne Dock -  
Consett iron ore workings Class  
9F's 92060 - 92066 & 92097 - 92099  
Class 24's 24102 – 24111

[https://www.krmodels.co.uk/products/  
consett-iron-ore-wagon](https://www.krmodels.co.uk/products/consett-iron-ore-wagon)



 [www.krmodels.co.uk](http://www.krmodels.co.uk)





HOW TO

## FIT EXTRA PICK-UPS

Kit-building supremo **Dave Lowery** shows you how to create and install sets of power-collecting pick-ups to help your kit-built - and RTR - models run more reliably.

**B**uilding locomotive kits can be a very rewarding exercise. Not only do you end up with something running on your layout that you know nobody else will have, you also have that satisfaction of looking at it and thinking 'I built that'.

There are plenty of stages during the kit-building process to catch out the unwary but, over the years, I've done my best to offer advice on how to deal with them. I've described how to ensure that your chassis is square (MR270), as well as dispelling the myths of soldering (MR238).

But there's one important aspect of locomotive kit-building that often gets forgotten: how do you transfer current from the track to the motor or DCC decoder?

This omission became apparent as I was building DJH's 'Big Bertha' kit last year (MR275). I ran out of space to go into fitting the pick-ups in any great detail. It's such an important topic that I thought it warranted a separate article. So here it is!

What follows is how to make good old-fashioned 'scraper' or wiper-style pick-ups that rub on the back of the wheels using springy phosphor-bronze strip. I still use this system in all my 'OO' and 'O' gauge locomotive builds and swear by it. It's nice and simple

ANY  
GAUGE

4 hrs



to install and reliable. I use brass rod to form a small but stable support for the pick-up strip, and this is soldered to a piece of copper-clad sleeper.

The key is to get the springy phosphor bronze strips to lightly touch the backs of the wheels, so bend the strip into shape before you solder it into place. There should be a small 'V' in the centre of the strip to locate it onto the support pin.

The outward arms need to be curved to meet the wheel backs. Care is needed here - too much pressure and they'll stop the wheels from turning, but enough pressure must be maintained to make sure they stay in contact with the back of the wheel when it is pushed from side to side.

Finally, you need to bend the tip of each end of the strip back against itself - this forms the contact area with the wheel. It will take several goes to achieve a good pick-up strip and, when it's in place, some fine adjustment will be required.

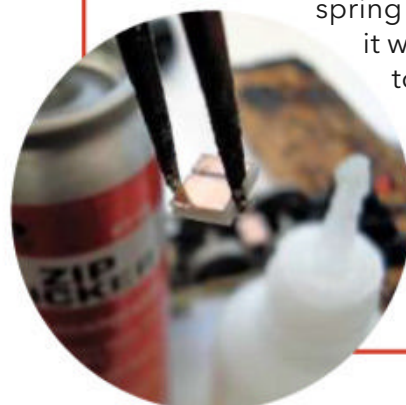
Your locomotive will run better the more wheels you can collect current from, so, with a tender locomotive, you can fit

pick-ups to the tender too. And I've shown you how to do that as well. Although these techniques are aimed primarily at kit-built steam locomotives, the basic principles can be adapted to improve the performance of RTR locomotives.

Older models that lack tender power collection are a prime candidate for extra pick-ups. Just be sure to channel the power to the correct polarity input on the motor or circuit board, matching those leading from the existing pick ups.

### Pick-up fix

When installing a circuit board/ copper-clad pick-up and, having filed it to the correct width, apply cyano to both sides. Then hold it in place with spring tweezers and hit it with an accelerator spray, something like Deluxe Materials' Rocket Blaster. *Et voilà!* The mount is fixed in place.



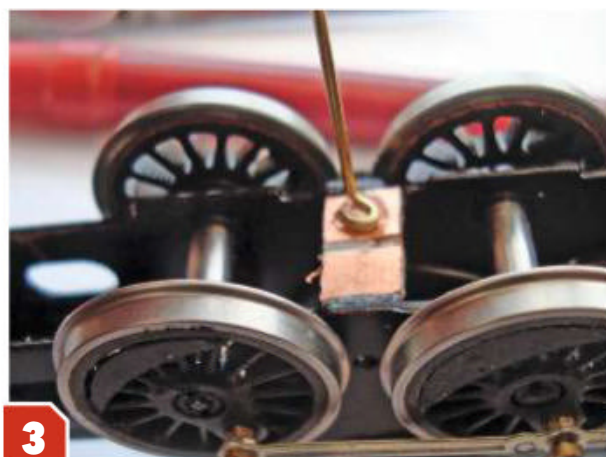



**STEP  
BY  
STEP**
**1**


First of all, you need to ensure that you have fitted all the insulated wheels on the same side (indicated here with a fawn-coloured ring inside the wheel rim). A wrongly fitted one will result in a short circuit... which can be awkward to fix!

**2**

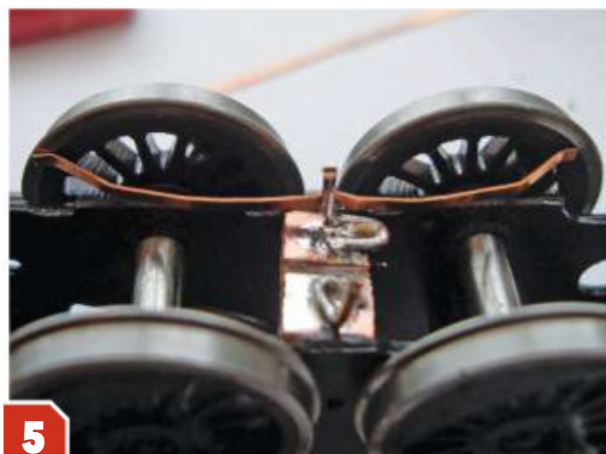

The pick-up mount is a piece of printed circuit board (known as copper-clad sleeper). Cut a small rectangle that will fit between the frames and file it to fit. File a slot down the centre to divide it into two insulated halves.

**3**


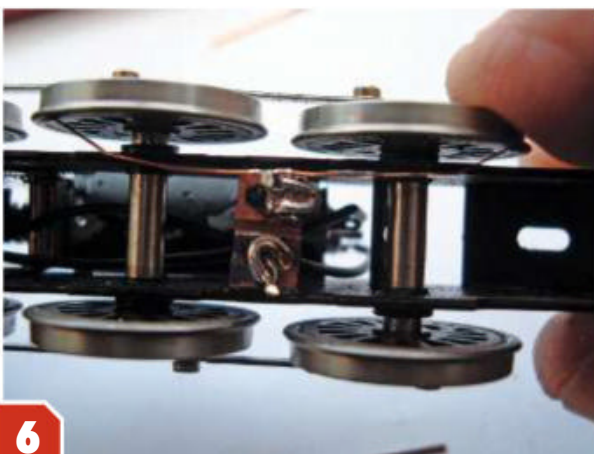
To make the support post, use a pair of pliers to form a flattened, half-loop in some brass rod. Solder it to the copper-clad and cut the rod off to length. Fit these to both sides of the chassis.

**4**

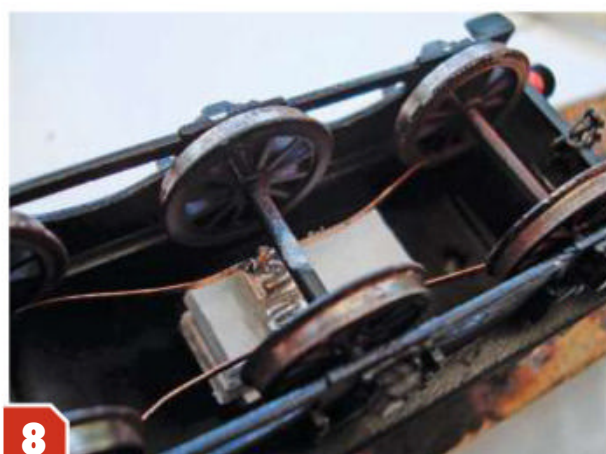

Shape the phosphor bronze strip with a pair of pliers. The small kink in the centre is for the mount. You can see the curve towards the wheels and where it's been curved back to make contact with the wheels.

**5**


Carefully place the strip in place, making sure it is central, straight and touching the back of the wheels squarely. Tin both the phosphor bronze and the brass mount and, when happy with the position, sweat into place with your iron.

**6**


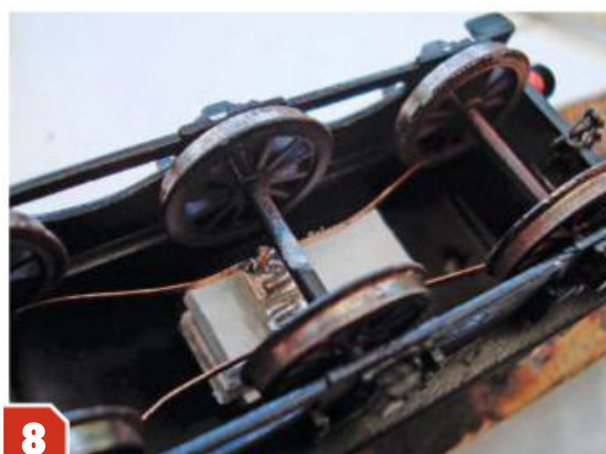
Once the pick-ups are soldered in place, you can fine-tune them. Check by moving the wheelsets from side to side ensuring the phosphor bronze strip stays in contact with the back of the wheel.

**8**


If your model has a tender, fit a mount between the tender frames. I used foamboard glued to the underside of the tender tank with cyano to form a mount for the copper-clad. Isolate it as per those on the locomotive.

**9**


You can hard-wire the tender pick-ups direct to the tender pick-up mount if you don't plan to uncouple the tender from the locomotive. Otherwise, you can use a cheap two-pin plug-and-socket from Amazon.

**10**


## What you will need

### SHOPPING LIST

- ◆ Albion Alloys 1mm Brass Rod, £5.25  
**Availability:** Wonderland Models  
**Tel:** 01312 296428  
**Web:** [www.wonderlandmodels.com](http://www.wonderlandmodels.com)
- ◆ Slater's 1220 Bronze Strip x 10, £4.80 **Availability:** Slater's Plastikard **Tel:** 01629 734053  
**Web:** [www.slatersplastikard.com](http://www.slatersplastikard.com)
- ◆ JST 2 Pin Micro Electrical Male & Female Connector Plug x 20, £7.99  
**Availability:** Amazon  
**Web:** [www.amazon.co.uk](http://www.amazon.co.uk)

### TOOLS

- ◆ Selection of files
- ◆ Soldering iron, solder and flux
- ◆ Pair of pliers
- ◆ Wire cutters/strippers
- ◆ Side cutters

## Buy your copper-clad

You can buy sheets of copper-clad printed circuit board, but I use pre-cut copper-clad sleepers to form my pick-up mounts. Already cut to width, I cut them to length using a pair of side cutters. Marcway offers pre-cut copper-clad sleepers in its SMP range to suit 2mm, 4mm and 7mm: 1ft scale models.

**Availability:** Marcway, 598-600 Attercliffe Road, Sheffield S93QS **Tel:** 01142 449170 **Web:** [www.marcway.net](http://www.marcway.net)

**7**


A long locomotive like 'Big Bertha' required two pick-up mounts. Solder wires from the motor to the first mount, ensuring the feed from one side of the motor goes to its corresponding side on the mount. Link the two mounts together.

**10**


Once you've tested the locomotive thoroughly, clean the solder joints with a swab dipped in a switch cleaning solvent. When dry, the pick-up mount and solder joints can be painted black to blend with the frames.





HOW TO

## CREATE A LANDSCAPE

If anyone knows the lay of the land, it's **Peter Marriott**. Here he shows you how he created the landscape for his lockdown layout, and the materials and tools he used.

PHOTOGRAPHY: PETER MARRIOTT

It seems that most people spent the Covid-19 lockdown building model railways, judging by reports from retailers and suppliers. I was one of them. Well, as I couldn't indulge my other great passion - travelling on Europe's railways - what else was I going to do?!

I was inspired to build something based on East West Railway, which is rejuvenating the mothballed Bletchley-Bicester line. As construction work is taking place around

Swanbourne, one of the few station buildings on the line to survive, (but since demolished) I wanted to depict an old station on a freshly restored railway - in a 4ft by 2ft space.

Regular readers will know that when I start a new project, I like to include new techniques and products in order to challenge myself and keep the hobby feeling fresh. My lockdown layout called for a few embankments and land around a road overbridge, so I decided to use four different products to make the land-

scape: Celotex hard foam insulation, Woodland Scenics' Shaper Sheet (and Shaper Plaster), Noch Wrinkle Rocks and good old-fashioned plaster cloth.

All these methods have pluses and minuses - some are much messier than others! - but they're all fun, lightweight (and thus ideal for portable layouts) and all took the subsequent layers of scenic materials very well. Whatever technique you choose to make your next layout, you won't be disappointed.





## 1 Hard Foam

Hard foam is perfect for making lightweight scenery. Woodland Scenics has recognised this and has produced its Sub Terrain system of rigid expanded polystyrene pieces. However, Sub Terrain is quite pricey so roof insulation foam makes a cheaper alternative. For example, one 2in thick 2ft long sheet of Sub Terrain costs about £16 whereas you can find a 7ft by 3½ft sheet of Celotex roof insulation for about the same price.

Forming contours is easy, especially with Woodland Scenics tools and a surform. If you choose to use the expanded polystyrene you get around white goods, this is a little messier as you'll get little white balls everywhere!

Peter's  
**TOP TIP**

### NAILED IT!

Woodland Scenics' Foam Nails are invaluable when working with hard foam. For £6.70, you get 75 of these 'T'-shaped pins that hold pieces of foam together as the glue dries. It's like having 75 extra hands!



There is no need to cover shaped hard foam in plaster cloth. So long as it is painted and you apply at least two layers of static grass fibres to it, the slightly rough surface will disappear.



**MODEL WST1433**  
Price: RRP £9.55

**AVAILABILITY**  
Bachmann stockists



**1hr 30min**  
per 0.5 sq. m



### What tools do I need?

You can cut hard foam with a junior hacksaw or razor saw but, for me, the must-have tool is Woodland Scenics' Foam Knife. The long, sharp blade makes light work of foam up to 5cm thick.

■ Once you've cut your foam, you can shape it with a surform. B&Q offers Stanley Surform Planes from £3.37. See [www.diy.com](http://www.diy.com)

■ If you have a lot of foam to cut, a hot wire cutter can come in very useful. Woodland Scenics produces one (WST14402, RRP £46.50)

### Tools

- ◆ Sharp knife or saw
- ◆ Surform



### How do I fix it in place?

There are two adhesives that I turn to immediately when working with hard foam. Woodland Scenics Foam Tack Glue (product code WST1444, RRP £12.50) and Unibond's No More Nails (available from good hardware stores) are perfect for gluing pieces of foam together and to the baseboard.



## 2 Plaster cloth



**30 mins to cover**  
half a square metre



This is one of the oldest ways to make a landscape and it's difficult to see how it will ever be beaten. You simply cut the plaster-impregnated cloth into pieces, wet it, lay it on the landscape and then leave it to dry. Railway modelling doesn't get any easier – although it can get a bit messy, but then that's half the fun!

The cloth does not generally require two layers. Once dried it will be rigid enough with just one layer. Plaster cloth can be used for most angles of landscape.

You can buy plaster cloth from Peco, Gaugemaster and Woodland Scenics, as well as other craft and hobby stores, such as Hobbycraft. You can pay anything between £1 (Hobbycraft) to £28.75 (Woodland Scenics, triple roll) for it.



Peter's  
**TOP TIP**

If you have plaster cloth left over, wrap it up in an airtight plastic bag or airtight box. The cloth works best when it has been kept dry and without exposure to the air.

### How do I fix it in place?

You don't need to worry about it – it will dry to a hard-shell finish in a few hours. It will dry more quickly in summer than during the winter. Just remember that the wetter it is, the harder it is to handle so hold the piece at each corner so that it stays open and does not roll up.

### What tools do I need?

A good, stout pair of scissors, to cut the cloth into pieces not larger than 100 sq/cm.

It might seem excessive to spend £23.25 on Woodland Scenics Plaster Cloth Modelling Tray (C1194) when you can use an old bucket or bowl but its non-stick surface means that the cloth doesn't stick to it and it's easy to clean out with warm soapy water to leave it as good as new.

**Tools** ◆ Stout pair of scissors ◆ Container for water ◆ Selection of paintbrushes





### Peter's TOP TIP

Be careful how much of the sheet you press into the glue. I pushed a little too much, which resulted in a flatter finish than I would have liked.

## 3 Noch Wrinkle Rocks

Surely Noch Wrinkle Rocks has a catch to it? You simply choose from one of five different rock faces, which are printed on a matt-finished, waterproof and UV-resistant paper, and you scrunch it up in your hand. The more you scrunch, the rockier the finish. Then glue to your landscape.

But it's true: the more I screwed up the sheet, the more the detailed surface came to life and took on the texture of rocks. I was really pleased with the final result.

### What tools do I need?

Nothing, other than your hands.

### Tools

- ◆ Spreader for glue.

### How do I fix it in place?

Just ordinary white PVA glue, available from any hardware store.



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GAUGE

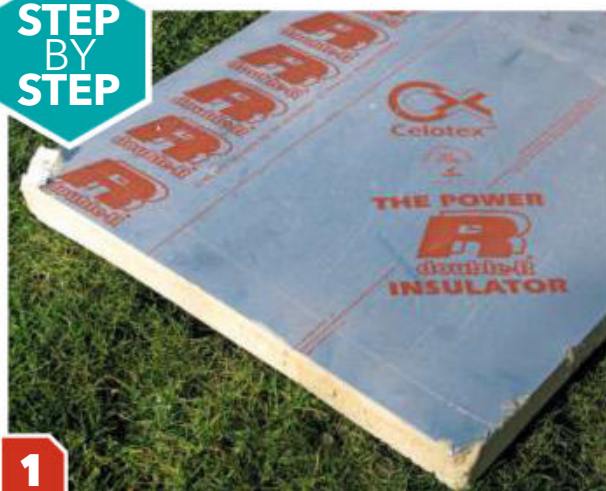
**MODEL** Noch 60302 Wrinkle Rocks  
Wildspitze 45cm by 25.5cm ♦ Price £15.25

**AVAILABILITY** Gaugemaster  
Web: [www.gaugemasterretail.com](http://www.gaugemasterretail.com)

1 hr



### STEP BY STEP



1

The basis for my landscape: a sheet of Celotex home insulation. If you use this material, peel away the metal backing first.



2

Cut the foam to shape. Be careful when using sharp knives and keep these out of reach of children and pets. It's also recommended to wear a mask when cutting foam.



3

I used a surform tool to finesse the embankment's shape. I placed a blob of Foam Tack Glue in each piece's corner, weighted it down with books and left it for five hours to dry.



4

Cut the plaster cloth into manageable pieces before dunking each piece, one at a time in water. I generally have 1/2in of water in the Modelling Tray.



5

I covered the Celotex embankments with plaster cloth which gave a good surface to be able to paint and then add scenic materials. It dried after a couple of hours on a warm day.



6

The starting point for scenery is to paint the plaster cloth. I applied Woodland Scenics Green Undercoat with a 2.5cm DIY paintbrush. It was dry within the hour.



**7**

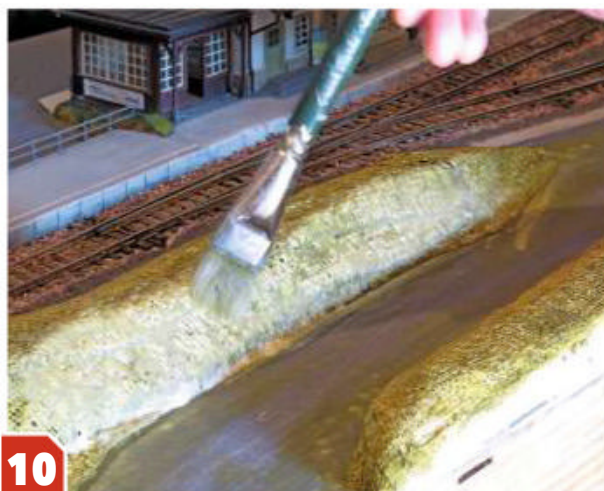
Having cut the Wrinkle Rocks sheet to size using a scalpel and self-healing cutting mat, I scrunched and crumpled it in my hands. The more you scrunch, the finer the detail.

**8**

Apply a few blobs of Woodland Scenics Scenic Glue to the back of the sheet to attach it to the Celotex landscape. Remember to apply it to the landscape crumpled and not flat.

**9**

I'd left an area of Celotex free from plaster cloth. With the Wrinkle Rocks in place and dry, I painted around it with Woodland Scenics Brown Undercoat.

**10**

To see how it would work on plaster cloth, I poured some cheap PVA onto this area of embankment and spread it around with a paintbrush.

**11**

The PVA dried but it took a lot longer than a 'quality' glue such as Scenic Glue. Don't push as much of the Wrinkle Rocks sheet into the glue as I did. It looks rather flat!

**12**

The next stage was to paint Static Tac glue over the rest of the embankment - aside from the rocky area - and plant some medium green static grass.

**13**

To add vegetation, I teased out some green Poly Fiber, sprayed it with extra hold unscented hairspray and sprinkled on some green scatters.

**14**

Fix the Poly Fiber in place with Scenic Glue. Now you can add grass tufts to the scene, more scatter if you like and other details. I've also given the road its first coat of paint.

**15**

On some areas, I spread some PVA glue and sprinkled on Noch sand to represent rough land texture. It makes a visual variation compared to simply static grass fibres.

**16** The road received three coats of Woodland Scenics Asphalt paint then some random static grass fibres and various scenic materials to give some life to the embankments.





## 4 Woodland Scenics Shaper Sheet

The premise behind Shaper Sheet is simple: you have a fluffy, fibrous netting fixed to flexible though sturdy metal foil that you can scrunch to form a realistic rocky finish that's self-supporting. Then you coat the fibrous netting with a special plaster to create a hard and permanent shell. The foil backing means that Shaper Sheet is self-supporting and doesn't need any sort of foundation, such as blocks of foam or balls of newspaper.

Scrunching Shaper Sheet will give it a rocky, hill-like effect but to make it look

more realistic it's best to use Shaper Plaster, which is designed to bond with the fibrous finish. You can then shape the plaster to your desired look.

To link flat sections of Shaper Sheet together to create longer landscape areas, tease the fibre mesh away from shaper foil along the connecting edge and expose the tacky surface. Pull off the gauze backing on the fibre mesh from the shaper foil and press the section of Shaper Sheet on the tacky surface. Cut away any excess Shaper Sheet.

### What tools do I need?

A stout pair of scissors to cut Shaper Sheet.

The Plaster Mixing Set by Woodland Scenics is a useful tool because all its components can be cleaned with warm water and are non-stick (product code WC1187, RRP £19.25). It means that you don't have to find a suitable mixing bowl or even a spatula for applying the plaster.

### How do I fix it in place?

You can peel the gauze away from the foil to leave a self-adhesive strip, but it is tricky and you can give yourself some nasty cuts. I used Woodland Scenics Scenic Glue to fix the edges of the Shaper Sheet pieces in place.



## What you will need

### SHOPPING LIST

- ◆ Woodland Scenics FS644 Static-Tac glue, £10.25; WFS618 4mm Static Grass Medium Green, £4.80; WFP178 Poly Fiber, £3.85; WC1228 Green Undercoat, £9.55; WC1229 Earth Undercoat, £9.55; WST1453 Top Coat Asphalt, £6.70; WT49 Green Blend Fine Turf, £7.65  
**Availability:** Bachmann stockists
- ◆ Noch 09235 Medium Sand, £2.45  
**Availability:** Gaugemaster  
**Tel:** 01903 884488  
**Web:** [www.gaugemasterretail.com](http://www.gaugemasterretail.com)

### TOOLS

- ◆ Scissors
- ◆ Mixing bowl
- ◆ Spatula
- ◆ Wide paintbrush



00  
GAUGE

**MODEL** Woodland Scenics WC1178 Shaper Sheet; WC1180 Shaper Sheet Plaster ◆ **Price** WC1178, £15.50; WC1180 £13.50

**AVAILABILITY**  
Bachmann stockists

**1hr 50mins**  
for 0.5sq. m



### STEP BY STEP



1

Shaper Sheet is relatively easy to cut to size with sharp scissors. Cut each piece slightly larger than you need to compensate for the crumpling of the sheet.



2

Shape and scrunch the sheet into the desired landscape formation then cut off any excess material. The fluffy side of the Shaper Sheet needs to face upwards on the landscape.



3

I glued the Shaper Sheet onto some hard foam supports then used Foam Nails to hold it while the glue dried. Shaper Sheet will stand up on its own without foam support.



4

Mix 2.5 parts plaster to 1 part water. Pour the water in first and then add the plaster. Leaving it to stand for 2 minutes before stirring thoroughly for 2 minutes.



5

Mix the plaster thoroughly so that there is no more dry powder visible. It needs to have a consistency akin to this.



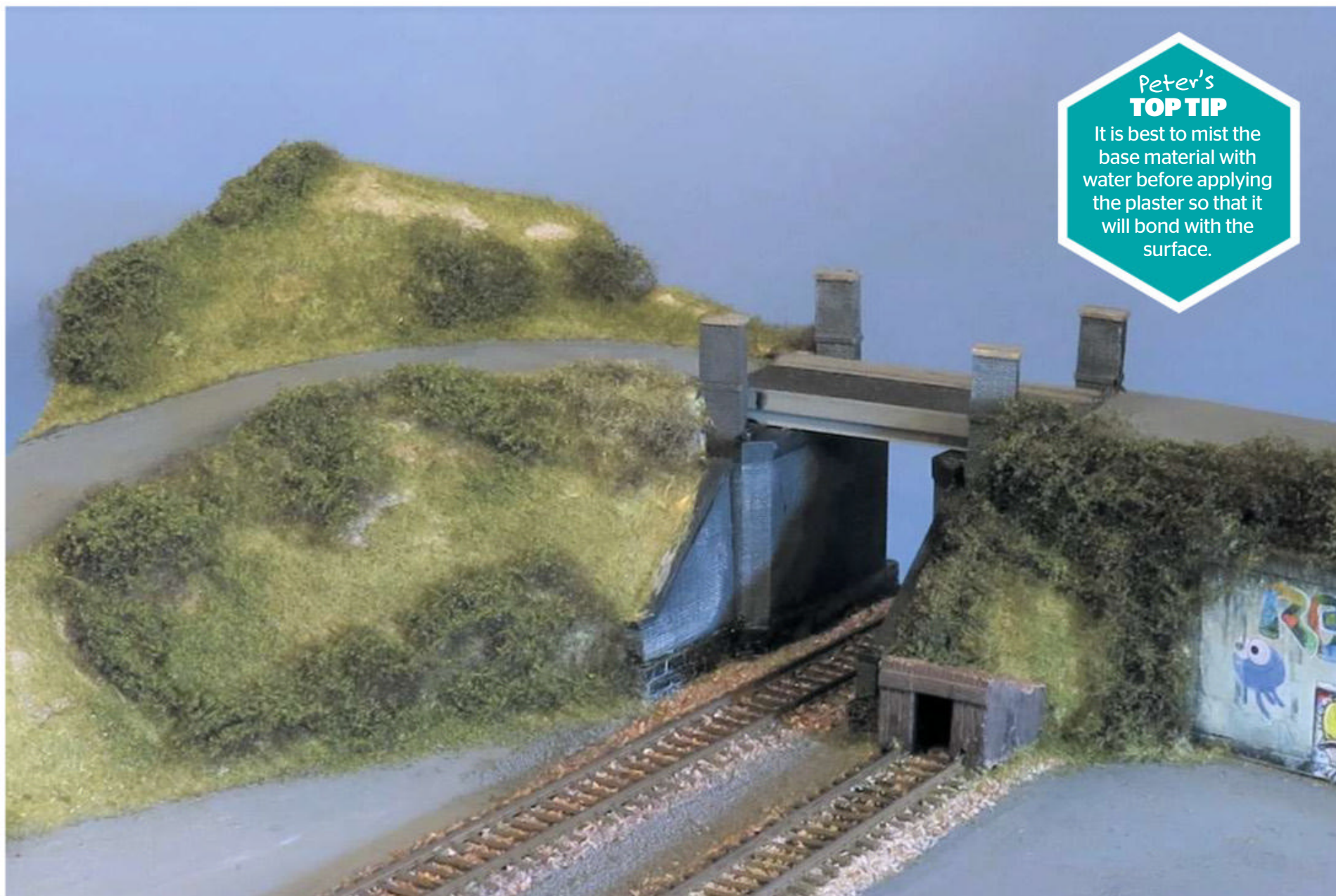
6

Use a house plant sprayer to lightly dampen the Shaper Sheet before spreading the plaster on top. Spread the plaster evenly but don't forget to add some shape to your landscape.

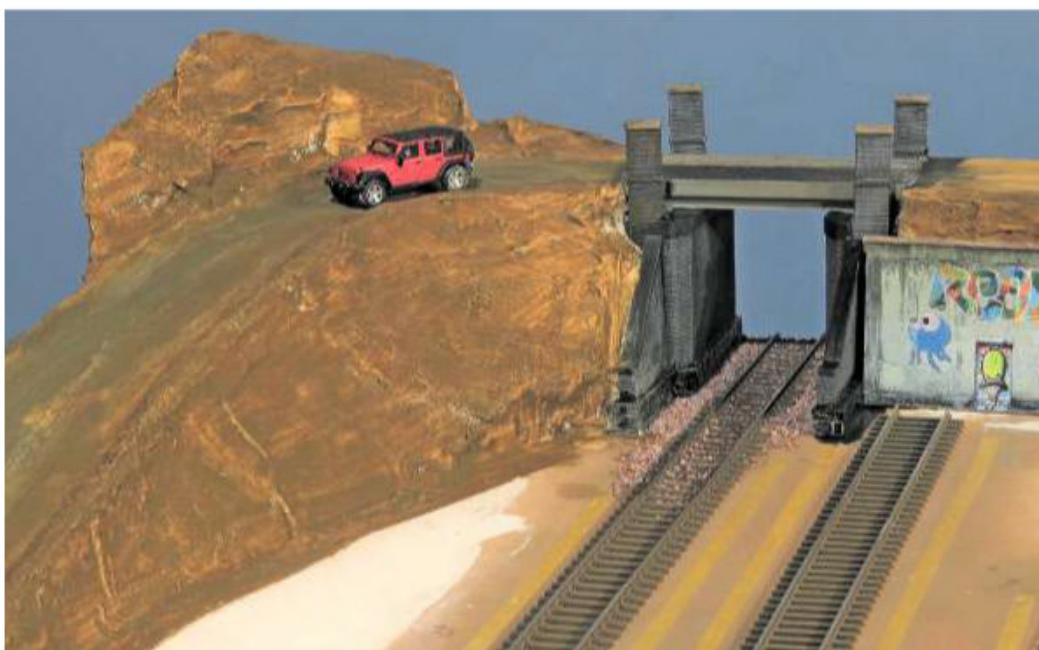



**Peter's  
TOP TIP**

It is best to mist the base material with water before applying the plaster so that it will bond with the surface.



**7** Leave the plaster to dry. To prevent the white finish from showing through the scenery, give it a coat of paint. In this case, Woodland Scenics Brown Undercoat soaked very well into the plaster.



## Other Woodland Scenics Products

Woodland Scenics produces a Hot Wire Foam Cutter (ST14402) which is useful if you have a lot of foam to shape. There is also a Woodland Scenics Foam Cutter Bow and Guide (ST1437)

The company also produces a Foam Knife (ST1433) with a useful 5cm blade that is a good way to cut through Celotex or other foam sheets. Spare blades are available (ST1434) and it's worth having them in stock before starting a large project - the blades come in a pack of four.

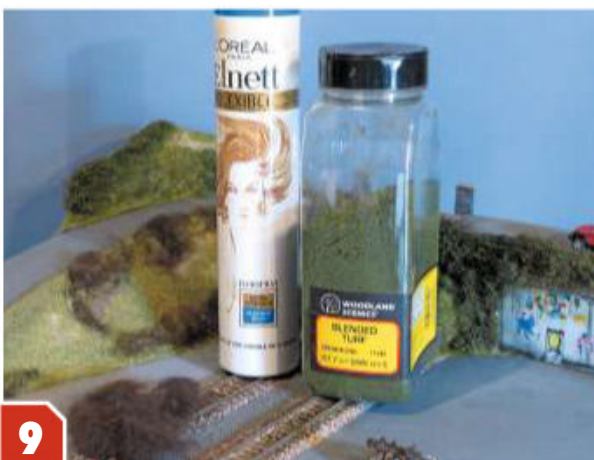
The Foam Knife cuts easily through Celotex or other foam. I find Celotex to be a lot less messy to work with than white packing foam which is very crumbly and takes a long time to clear up. Cutting through foam pieces with the Foam Knife is easy if the blade is sharp.

Woodland Scenics Foam Tack Glue (ST 1444) fixes the hard foam pieces together. It comes ready-mixed in a 12fl oz plastic bottle. It's useful for working with all polystyrene and also as a modelling filler. White PVA glue can be used as an alternative but it does not dry so quickly.

Woodland Scenics Foam Nails (T-Pin ST1432) are useful where you have to hold pieces of hard foam together as the adhesive dries.


**8**

I glued some Noch sand to parts of the painted landscape and planted 2mm Woodland Scenics light green static grass to the remainder.


**9**

The finishing touch was again some Poly Fiber sprayed with hairspray and then covered with scatter, in this case Woodland Scenics Blended Turf Green Blend.





## HOW TO

# CUSTOMISE 'N' GAUGE WAGONS

Longing for more variety in your 'N' gauge tank wagons? **Grahame Hedges** shows you how to model four common types.

**T**he movement of chemicals is one of those freight flows you don't often see replicated in miniature. In fact, you don't see as much chemical traffic on Britain's railway today, thanks to the reduction in the amount a business is allowed to store, the decline in Britain's heavy industry and the end of the Speedlink wagon-load service in 1991. Petrochemical traffic still remains fairly buoyant but you see less, for example, anhydrous ammonia (liquid ammonia), being moved by rail, as well as other highly toxic, corrosive and flammable materials used in the manufacture of pharmaceuticals, fertilizers, phosphates, fermentation, explosives, dyes and man-made fibres.

The only commercial and readily available modern chemical tankers in 'N' (until the N Gauge Society's TTA kit came along) were the Peco 45t monobloc four-wheel tankers. I'm not sure that the liveries they carried - Albright & Wilson phosphoric acid

and CMC sulphuric acid - were entirely accurate or authentic.

More recently, Graham Farish has produced its 14t and 45t 4w tankers in ICI maroon and ICI Methanol liveries. In addition, some overseas models are available.

The chemical tank's bright and unusual livery can form an eye-catching and unusual addition to an 'N' gauge layout, even if it's just a single wagon in a train.

But with a limited choice of ready-to-run models and kits, modellers need to resort to

kit-building, kit-bashing and scratchbuilding to produce an accurate fleet of modern chemical tanks - and what follows is how I built four common types. The beauty of the world of chemical wagons is that you can produce one from simply repainting an RTR wagon or undertake a complex scratchbuilding project depending on your ability. I certainly had fun with these projects and I can take pleasure knowing that I have whole rakes and individual wagons that few others are likely to have.

### TOP TIP

## RESEARCH RESOURCES

Research is essential for accuracy. You need to obtain details of everything from the liveries to any modifications the wagons might have received. Wagon expert

Paul Bartlett's website is invaluable ([www.paulbartlett.zenfolio.com](http://www.paulbartlett.zenfolio.com)) and drawings can be found at Barrowmore Model Railway Group's site ([www.barrowmoremrg.co.uk/prototype.html](http://www.barrowmoremrg.co.uk/prototype.html)). Don't forget printed materials and works from the likes of Roger Tourret and Peter Tatlow *et al* are highly recommended. And you never know what information your modelling friends and colleagues have squirrelled away.





## What you will need

### TOOLS NEEDED

- ◆ Swann-Morton No. 3 handle and 10a blades
- ◆ Fine razor saw
- ◆ Selection of files
- ◆ Selection of sanding sticks
- ◆ Tweezers
- ◆ Fine-jawed pliers
- ◆ Microshears
- ◆ Pin vice and bits
- ◆ Cross-head screwdriver

## 1 TTA CHEMICAL TANK

**What are they?** The N Gauge Society's TTA kit depicts small diameter tank barrels on a 15ft two-axle air-braked chassis. They seem to be the 'standard' 1965 Charles Robert design for chlorine tanks.

**What I built:** The kit, as supplied, can be built as one of several options with appropriate ends, fillers and catwalks. I've built two - one branded as ICI Chlor-Chemicals to represent diagram TT051J, built and registered by Charles Roberts 1967 in white livery, and one caustic soda wagon with conical ends as diagram TT072A, also built by Charles Roberts 1967, in black livery.

**How did I build it?** Each kit includes a Graham Farish TTA wagon to provide a donor chassis. You need to remove the body and ladders, including the lower white step sections, and you need to glue the buffer override protectors in place.

Assembly is straightforward and the provision of a RTR chassis, complete with wheels and couplings, makes that part of construction easy and quick. All the necessary decals are included, as are instructions that feature an exploded diagram of the main body parts. The necessary parts will vary depending on the option you have chosen to build so make sure that you select and remove the correct ones from the sprues and etches.

Take care when joining the two tank



Above: I found that the cut-outs in the top platform to go around the filler cap were a little small. For the caustic soda tank's longer catwalk, the cut-out hole was even smaller and would not fit over the supplied filler cap, so I had to make a smaller filler cap from styrene tube and sheet.

Right: I primed the bodies, applied the basic colours and then test-fitted them to the chassis.



MODEL N Gauge Society Kit No. 37  
TTA Chemical Tanker ♦ Price £22.10

AVAILABILITY NGS members  
Visit [www.ngauesociety.org](http://www.ngauesociety.org)



Several batches (1965 TRL 51410-51434, 1966-7 TRL 51561-51585, 1967-8 TRL 51649-51723), owned by Tiger Rail, were built initially for ICI, but were later transferred to Hays Chemicals in 1985. PAUL BARTLETT

halves. On mine, the internal locating ridges were not moulded centrally, which would have made the tank lop-sided. To ensure they could be glued centrally on the barrel body ends, I cut away the location ridges. Even so, there was still some all-round overhang that needed a lot of filling and filing to get square and true.

There are different etched parts for the wagon depending on the version you have chosen. Cut from the etch and remove the 'pips' with a file. Fix the parts in place with cyanoacrylate.



The NGS kit, complete with donor chassis, decals and etched metal and plastic parts. Why not use the redundant tank from the Farish wagon as a scenic fixed fuel store? The kit also included parts to build a bund wall.







I'd recommend buying the distinctive solebar handbrake wheels from N Brass Loco (product code 23265, RRP £4.20). To make the orange lines, use Fox Transfers FBLO4 orange bands, which are 4mm deep. You'll need to cut these down to 2.5mm deep.



**MODEL** Poole-era Graham Farish TEA bogie tank ♦ Price Second-hand only

**AVAILABILITY** Second-hand specialists or [www.ebay.co.uk](http://www.ebay.co.uk)

2.5 hrs



**TOP TIP**

## ARMCHAIR PLANNING

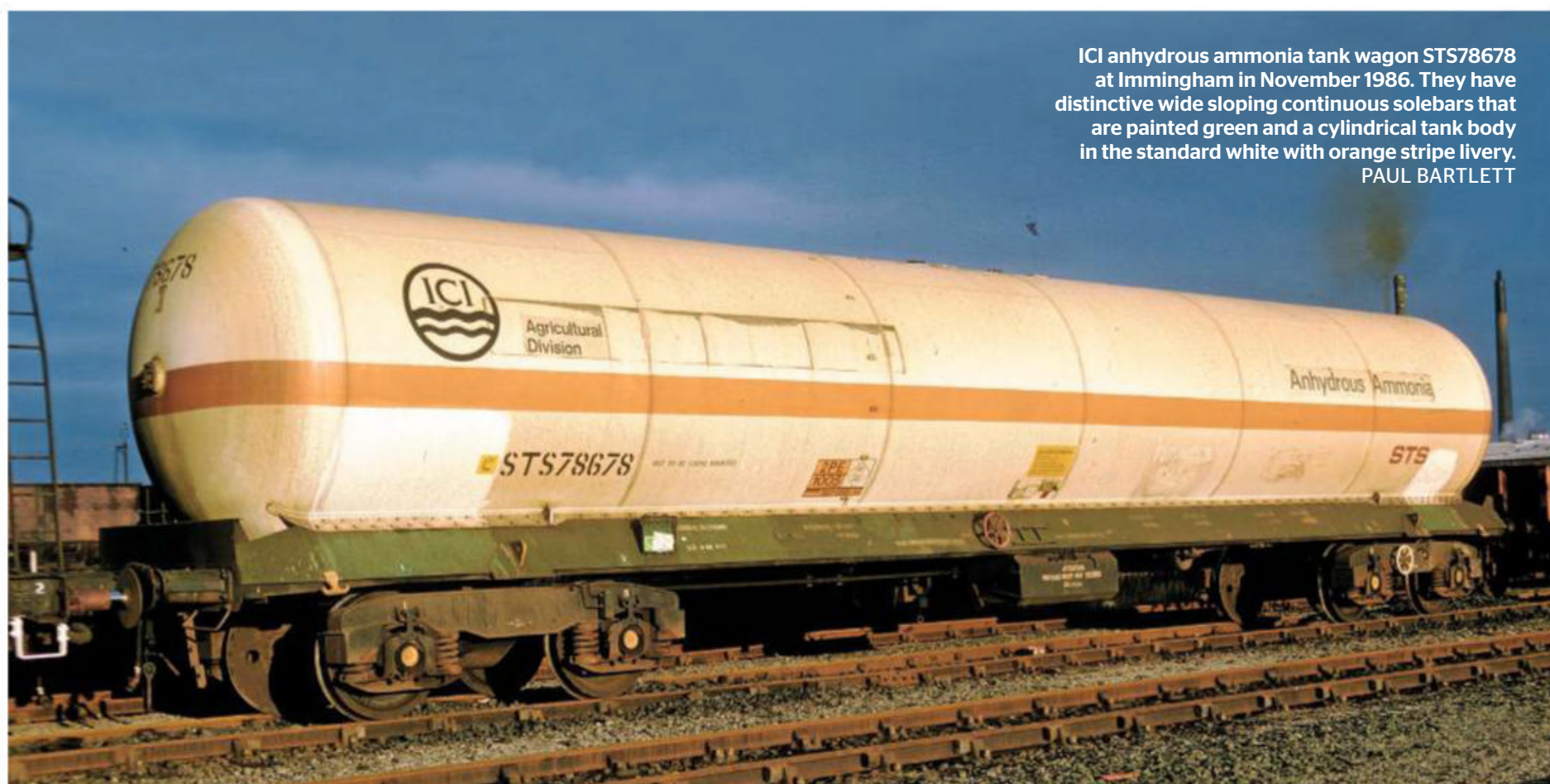
Before you start any project, plan your build sequence and methodology. I spent more time in my armchair working out the various stages and how they would affect each other and go together. It is important not to do things at an early stage that will make a later stage difficult or awkward.

## 2 TCA FAUVET-GIREL ANHYDROUS AMMONIA BOGIE TANKER

**What are they?** Fauvet-Girel built 24 (STS 78654-78679) 88t pressurised TCA tank wagons for Fisons Fertilisers in 1973-76. They were transferred to ICI's agricultural division in the mid-1980s.

**What I built:** The models were a basic and quick adaptation of the Farish TEA 100t bogie tankers.

**How did I build it?** I removed the moulded catwalks and filler hatches and filled the holes, sanding them smooth. The Gloucester GPS bogies are available as one-piece mouldings and the sloping sole bar is just a strip of Plastikard with some added relief detail.



ICI anhydrous ammonia tank wagon STS78678 at Immingham in November 1986. They have distinctive wide sloping continuous solebars that are painted green and a cylindrical tank body in the standard white with orange stripe livery. PAUL BARTLETT





## STEP BY STEP

**STEP 1** The bodies were Farish TEAs with the catwalks and tank fillers removed and filed smooth. The TEA barrel is the correct diameter, but it's too long so I cut them to scale length.

**STEP 2** I re-used the barrel end caps but because the gas tanks have more rounded domed ends, I carefully filed the ends to form a more correct profile although (than the Farish TEA fuel tanks) they were also shaped by careful filing, although there is a limit to this, otherwise the plastic would get too thin and possibly be penetrated.

**STEP 3** The chassis was completely scratchbuilt. I made three 'U'-shaped channel sub-chassis parts from pieces of styrene sheet to hold the tanks. The solid floor section was deliberately shorter than the sides so that it couldn't be seen at the ends of the tank which are open-framed on the prototype. Evergreen square section strip formed the

strengthening fillets at the joint and would also form part of the end framing.

**STEP 4** I cut bufferbeams from more styrene and glued them in place. There are also double protruding body lifting lugs on each side of the solebar above the bogie pivot points. These were also cut from Plastikard and glued in place.

**STEP 5** Bogie mounting bosses were added. I double-checked that the wagon wouldn't end up over scale height and would run OK. These were formed from plastic tube fitted in to a hole drilled in to a 0.5mm plastic card rectangular base with a length of 0.5mm half-round strip either side oriented across the wagon at one end and along the length of the wagon at the other to compensate. I fabricated the central unloading control valve cabinets from plastic card as open boxes and the cylinders filed to shape from rod, wrapped with thin strips of masking tape and glued to a thin plastic card base.

**STEP 6** I fitted NGS plastic buffers (filed to a

## What you will need

### SHOPPING LIST

- ◆ N Gauge Society NGSB0011 Gloucester GPS22 bogies, £4.60
- Availability: Only available to N Gauge Society members

### TOOLS

- ◆ Swann-Morton No. 3 handle & 10a blades
- ◆ Fine razor saw
- ◆ Selection of files
- ◆ Selection of sanding sticks
- ◆ Tweezers
- ◆ Fine-jawed pliers
- ◆ Microshears
- ◆ Pin vice and bits



more correct profile) and etched draw hooks to the bufferbeams. The etched brake-wheel was glued to a length of wire with cyano, which I glued into a hole I'd drilled into the solebar. The brake wheels located below the solebar were glued to a length of wire that was then glued on to a support made from plastic card. The whole frame was given a coat of grey primer.

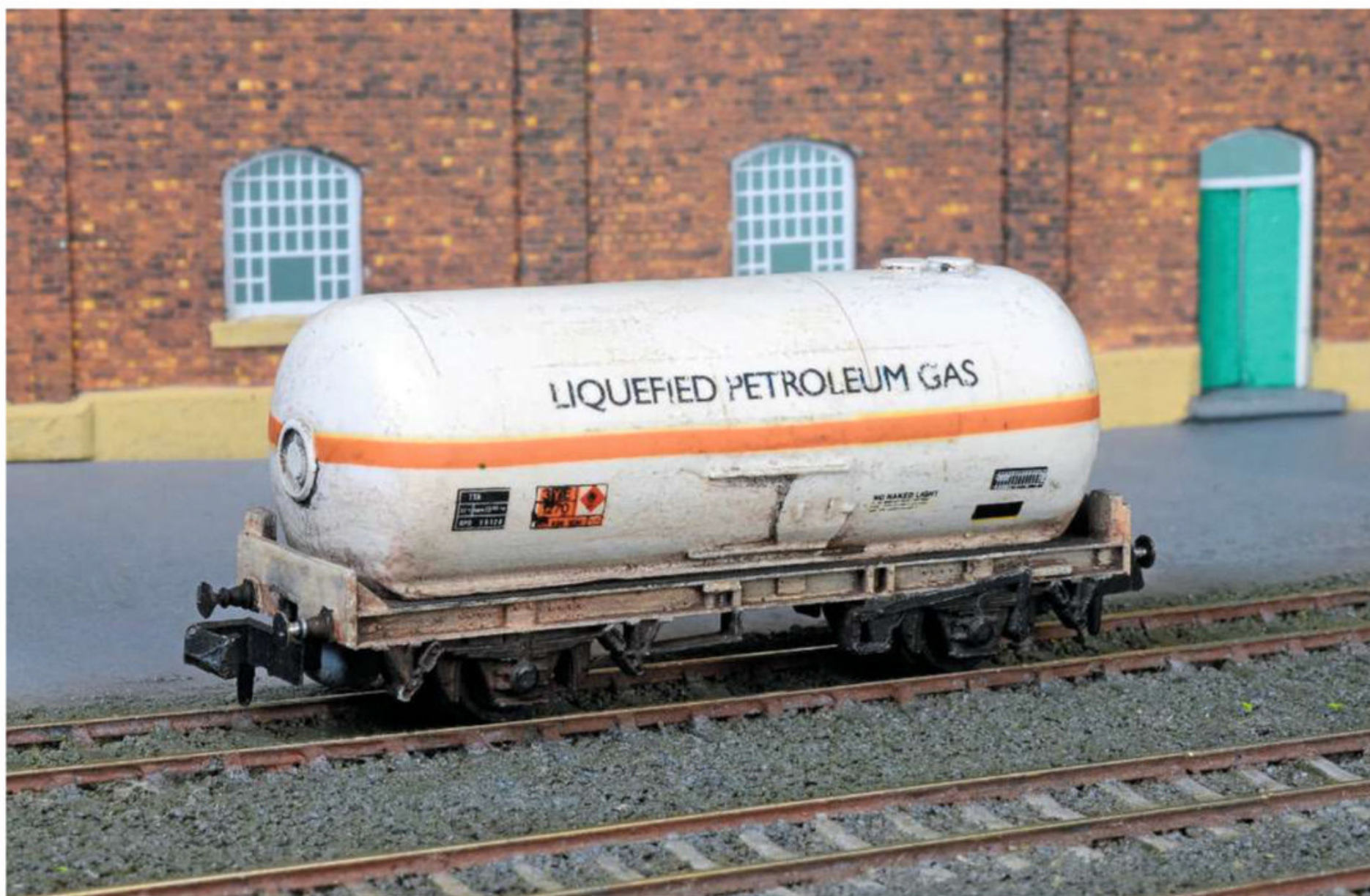
**STEP 7** For the end walkways, I modified some TPM's LPG tank conversion etches. They were completed as sub-assemblies before gluing in place. At the walkway end of the tank, there is a sliding hatch cover and at the other end is a circular inspection hatch bolted in place. The circular hatches were represented with solid etched brake wheels glued in place and the sliding hatch covers were cut from plastic card with the small grab handles bent up from wire and glued in to drilled holes.

**STEP 8** The bodies and chassis/underframe were painted separately as they are predominantly different colours. The orange band was added as a decal, which saves the need for tricky masking and painting, along with other transfers such as TOPS and Hazchem panels, wagon numbers and overhead warnings on the ends, builders' plates and owner (STS).

**STEP 9** When dry, the completed sections were given a coat of matt varnish from an aerosol to seal the decals and give a more realistic patina. Finally, the two assemblies were glued together and the bogies added to complete the wagons.





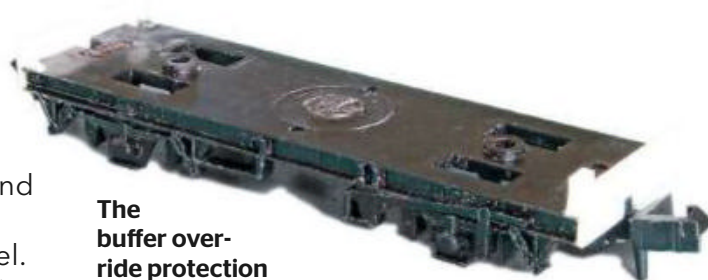


## 3 TTA LIQUEFIED PETROLEUM GAS (LPG) TANK

**What are they?** Eleven batches of these 40-45t LPG two-axle tank wagons were built between 1967-86 by builders such as Charles Roberts and Metropolitan-Cammell for Shell Mex and BP. They do not have ladders and catwalks as they are filled and unloaded from valves located under the tank barrel. Most, but not all, have over-ride protection above the end head-stocks.

**What I built:** I made two LPG TTAs from an old Graham Farish 100t TEA body.

**How did I build it?** The chassis is an old Peco 15ft plate wagon kit, which is not fully accurate, scale-wise. I used TPM LPP etched end and



The buffer over-ride protection plates and corner lockers were fabricated from styrene strip.

Liquefied petroleum gas: (butane or propane)

side hatches, N Brass buffers, and some new Graham Farish metal wheels to replace the plastic Peco ones. It was fairly straightforward to put it all together as new wagons.

The decals were from Fox, along with a few bespoke extras. One of the completed wagons was weathered with some MIG powders and water-based ink to give it a worn and scruffy look.



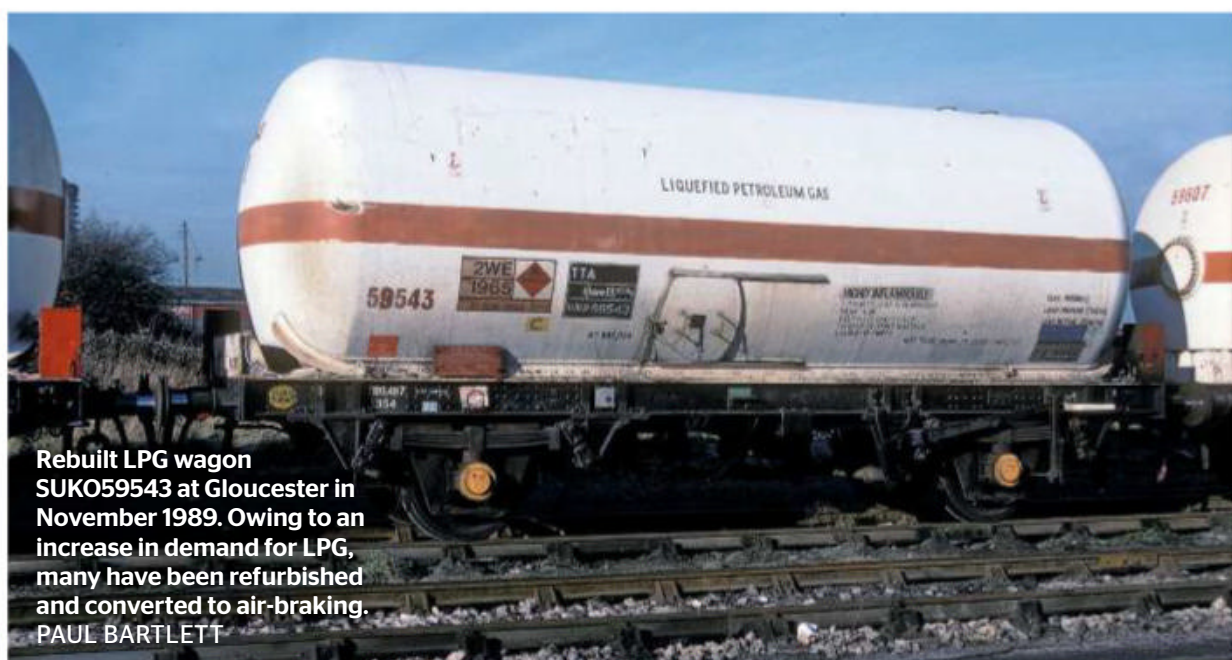
## What you will need

### SHOPPING LIST

- ◆ Peco KNR-5 15ft Plate Wagon kit, £4.41 Availability: Peter's Spares Tel: 01642 909794 Web: [www.petersspares.com](http://www.petersspares.com)
- ◆ Brass Locos 28121 Oleo Buffers, £2.70 Availability: N Brass Loco Tel: 01384 250478 Web: [www.nbrasslocos.co.uk](http://www.nbrasslocos.co.uk)
- ◆ Graham Farish 379-410 Wagon Wheels, £12.42 Availability: Peter's Spares Tel: 01642 909794 Web: [www.petersspares.com](http://www.petersspares.com)

### TOOLS

- ◆ Swann-Morton No. 3 handle and 10a blades
- ◆ Fine razor saw
- ◆ Selection of files
- ◆ Selection of sanding sticks
- ◆ Tweezers
- ◆ Fine-jawed pliers
- ◆ Microshears
- ◆ Pin vice and bits



Rebuilt LPG wagon SUK059543 at Gloucester in November 1989. Owing to an increase in demand for LPG, many have been refurbished and converted to air-braking. PAUL BARTLETT





Originally the vinyl chloride livery included the words 'BP Chemicals' in large lettering above the orange band at the right-hand end with the BP shield logo at the other. However, when they were refurbished in the 1980s, they were outshopped in the pressurised chemicals mandatory white body with mid-height orange band, but without any branding, and the black solebars relieved with white details and railings. PAUL BARTLETT

## 4 TDB VINYL CHLORIDE MONOMER BOGIE TANKER

**What are they?** Vinyl chloride monomer is highly toxic, flammable and carcinogenic and is chiefly used to make polymer polyvinyl chloride (PVC). BREL built 13 bogie tank wagons for BR Chemicals and they're now owned by Storage & Transportation Systems.

**What I built:** This is the most complex of the four wagons, with a kit-bashed body, scratchbuilt chassis and RTR bogies.

**Below:** Not all 'chemical' wagons are in the mandatory Railway Group Standard white and orange stripe livery for liquefied and pressurised gases. Other less hazardous non-pressurised chemical and load carrying wagons can be seen in a variety of colours. For example, the NGS kit suggests a blue livery to represent a sulphuric acid-carrying wagon and an ochre and black livery for molasses wagons. MARK LAMBERT



You can bring some chemical wagon variety to your layout by using overseas models from Arnold (illustrated), Fleischmann and Roco to represent vehicles used on ferry services to the UK. Bear in mind, however, that these models are made to 1:160 scale and not the 1:148 scale of British 'N'.



### What you will need

#### SHOPPING LIST

- ◆ N Gauge Society NGSB0002 Cast Y25C bogies, £4.60 **Availability:** Only available to NGS members. Visit [www.ngauesociety.org](http://www.ngauesociety.org) to find out how to join
- ◆ N Brass Locos 28121 Oleo Buffers, £2.70 **Availability:** N Brass Loco  
Tel: 01384 250478  
Web: [www.nbrasslocos.co.uk](http://www.nbrasslocos.co.uk)
- ◆ Graham Farish 379-410 Wagon Wheels, £12.42 **Availability:** Peter's Spares Tel: 01642 909794  
Web: [www.petersspares.com](http://www.petersspares.com)
- ◆ N-Wheelz WH001 6.2mm plain disc x10, £10.00 **Availability:** N-Train  
Web: [www.n-train.net](http://www.n-train.net)

#### TOOLS

- ◆ Swann-Morton No. 3 handle and 10a blades
- ◆ Fine razor saw
- ◆ Selection of files
- ◆ Selection of sanding sticks
- ◆ Tweezers
- ◆ Fine-jawed pliers
- ◆ Microshears
- ◆ Pin vice and bits

### Sourcing TPM parts

Unfortunately, Taylor Precision Models aren't generally available now but proprietor Bernard Taylor will supply if he is contacted direct and he has any left ([bernard@tpmodels.co.uk](mailto:bernard@tpmodels.co.uk)). TPM parts do turn up second-hand, so it's worth scouring second-hand stalls or eBay. Finally, you might be able to modify alternative products from the N Brass Loco ([www.nbrasslocos.co.uk](http://www.nbrasslocos.co.uk)) or Ultima ([www.ultima-models.co.uk](http://www.ultima-models.co.uk)) ranges.



# Cymric creation

Father-and-son team **Darren** and **Nigel Glasson** have combined forces to create this bustling Welsh layout.

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





## 'N' GAUGE LAYOUT NEWVADDON PARKWAY



### What makes this layout great?

This layout is very busy, but anyone who follows railway news will know that's exactly how it should be, with the lines pushed to capacity. As well as the trains there are plenty of details to keep the viewer interested and, if you see the layout at an exhibition, it's always worth another visit on your way out as you may well see different stock from the first time around.



## 'N' GAUGE LAYOUT **NEWVADDON PARKWAY**

2



A

nyone who has spent time riding the rails in South Wales will be well aware of hearing both Welsh and English announcements on the public address system as they wait to board at one of the stations. With trains arriving or departing from Cardiff Central approximately every five minutes, there can certainly be a lot of announcements! South Wales has always been a perfect place to find a wide variety of locomotives and rolling stock, from the modern hybrids to 30-year-old single cars with rock-hard seating and deafening flange squeal. Certainly, for Darren Glasson, Newport is his favourite place to watch the real thing, so it's natural that his Welsh 'N' gauge model railway would use that as his inspiration. But in a family of 'OO' gauge modellers, how exactly did Darren come to model in 1:148 scale?

"The short answer is that I saw a couple of 'N' gauge models at an exhibition and I liked the look of them. I turned to my dad Nigel and said 'if I buy these models, will you build me a layout to run them on?' As chairman of the Redruth Model Railway Club, he has plenty of experience building layouts, whereas I am much more at home designing them."

Regular travellers to the west side of the River ➤

3

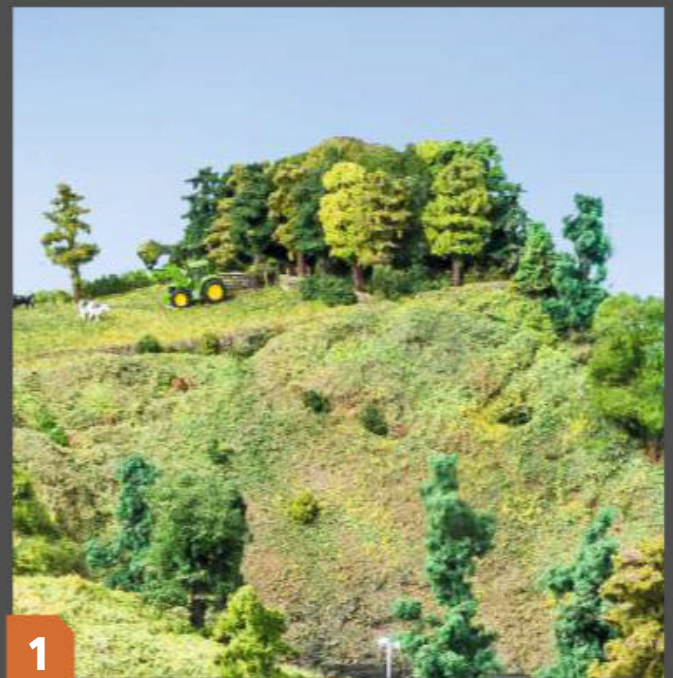






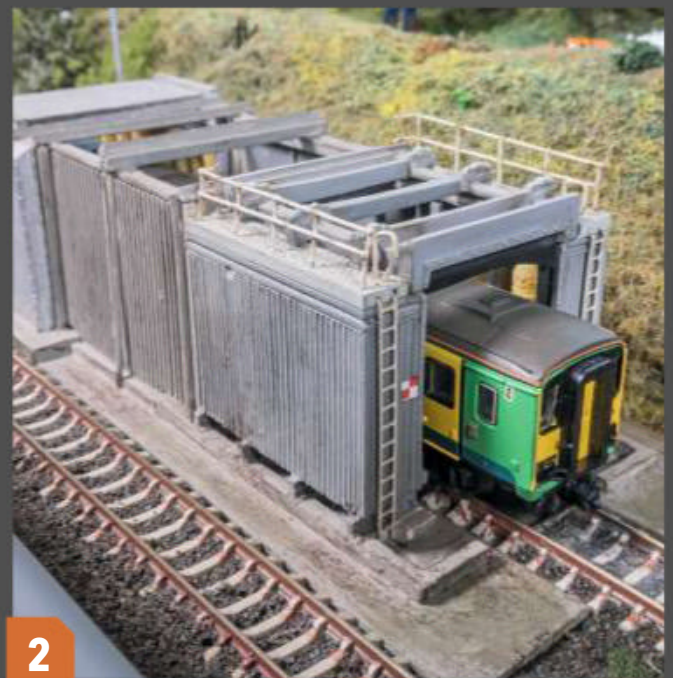
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## 3 things we like



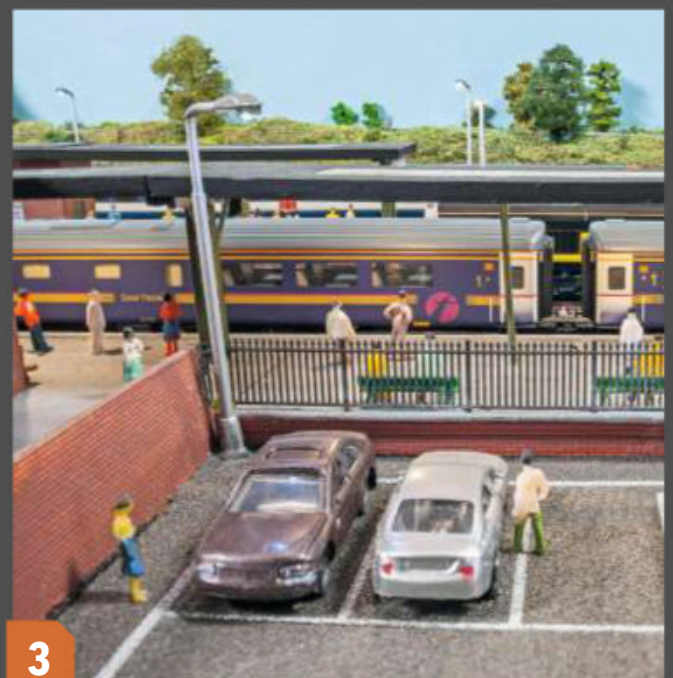
1

Some of the trees have been hand-built from wire and others are shop-bought, stripped down and rebuilt so that they don't look identical.



2

The wash plant is larger than normal. Two kits have been joined together with a third, scratchbuilt section to make a longer wash plant.



3

The street lights were bought directly from China and, although they are small, fragile and quite cheap, they give off an impressive amount of light.



## 'N' GAUGE LAYOUT **NEWVADDON PARKWAY**



Severn won't recognise the area too much, as although Darren took his inspiration from Wales' third most-used railway station, he's mixed it with several aspects of his home county of Cornwall.

"Building the layout has given us quite an interesting mix of styles. Since the location is fictitious, we didn't have to be too concerned with replicating a location, so we've been able to employ an 'it looks nice so let's go for it' mentality. That's also how the name 'Newvaddon Parkway' was derived. We took the 'New' from Newport, the 'vaddon' represents the Cornish section of the layout and 'Parkway' is for the off-scene power station. All of the branch lines run to various Cornish ports."

### TREADING THE BOARDS

"'Newvaddon Parkway' is comprised of four 4ft by 3ft baseboards, which makes the layout easy to transport when on the circuit, although it is primarily operated in the club room. We use three analogue Gaugemaster Model W controllers to operate the layout with one doing the Up line, one the Down line and one the branches. We decided to isolate the station so that we can have something stationary there and allow other trains to pass it so that it doesn't block the whole layout. Similarly, the freight trains can wait in loops to allow passenger

trains to pass them."

While the boards can be erected in around ten minutes, it takes Darren about an hour to load up enough stock for an event! He can run anything from 1995 to the present day and has a large enough collection to be able to run a 1990s scene on a Saturday and a 2010s scene on the Sunday of a two-day exhibition.

"I have got it down to a fine art now because everyone is keen to get home at the end of an exhibition weekend. It takes a long time to carefully load the models back into their boxes, so what I like ➤

**Cornwall is a tourist hotspot, so Darren and Nigel had to have somebody towing a caravan somewhere on the layout. However, as neither of them particularly like caravans they decided to put it out of the way on the muddy track in the corner!**







The platforms are about six feet long to accommodate trains of prototypical length, but Darren and Nigel are thinking of extending the layout at one end to give the trains more of a run before they get to the station, rather than arriving as soon as they have left the tunnel.



5



8









to do is to pack away the models throughout Sunday afternoon as the number of visitors drops. By the end of the exhibition, all of the models are already away apart from a few DMUs, and then, once 5pm arrives, it doesn't take long to pack up the last few models and get on the road."

'Newvaddon Parkway' took two years to build, predominantly because Nigel, who did the majority of the building work, wanted everything to be to an exhibition standard.

"I suppose that's the mindset you get into when you're dealing with exhibitions a lot of the time and are the chairman of a club with exhibition layouts. We always knew that we wanted to go to a few exhibitions, so I wanted to make sure we didn't omit any necessary details. It's amazing how much you need to add in to make something look right!"

This becomes apparent when you observe the finer details of the layout. For example, Nigel added a speed camera and then realised that he needed to add the lines on the road. This led to him finding ➤





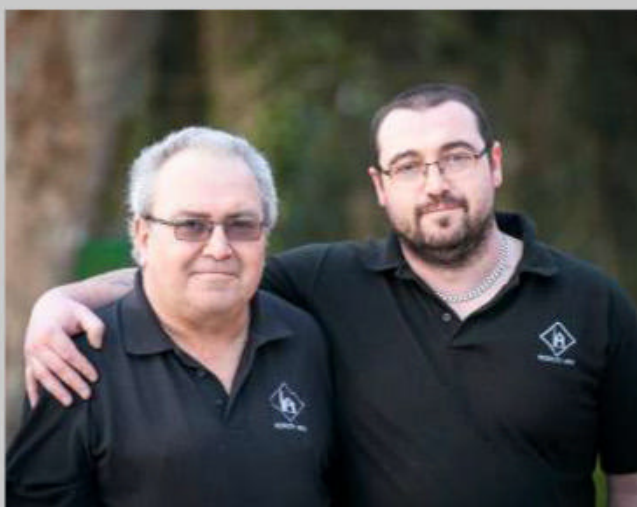
## 'N' GAUGE LAYOUT **NEWVADDON PARKWAY**

a local camera and counting the number of lines on the prototype. Similarly, once cable trunking was added at the side of the tracks, wires, AWS systems and relay boxes were all required and the introduction of a burger van made tables and bins necessary.

### 'N'-HANCED

A quick flick through the pages of *Britain's Model Trains* over the last few years will reveal that the range of 'N' gauge models has been increasing at a decent rate. However, Darren still found it difficult to find exactly what he wanted for 'Newvaddon Parkway.'

"Even though the range is increasing it isn't primarily in the multiple unit areas, so I have a lot of models on pre-order and have had to make some modifications to some of them to get the model I wanted. My Network Rail train, for example, has been wrapped in vinyl to look the way it does. This difficulty isn't just with the models as it's also hard to find ballast that's fine enough to look realistic on an 'N' gauge layout. We sourced ours from a local ►



### **MODELLER CV:** DARREN AND NIGEL GLASSON

When we aren't down in the club room tinkering with a layout, Darren and I enjoy travelling, often making trips to Eastleigh to view prototype trains.

### **FACTFILE:** **'NEWVADDON PARKWAY'**

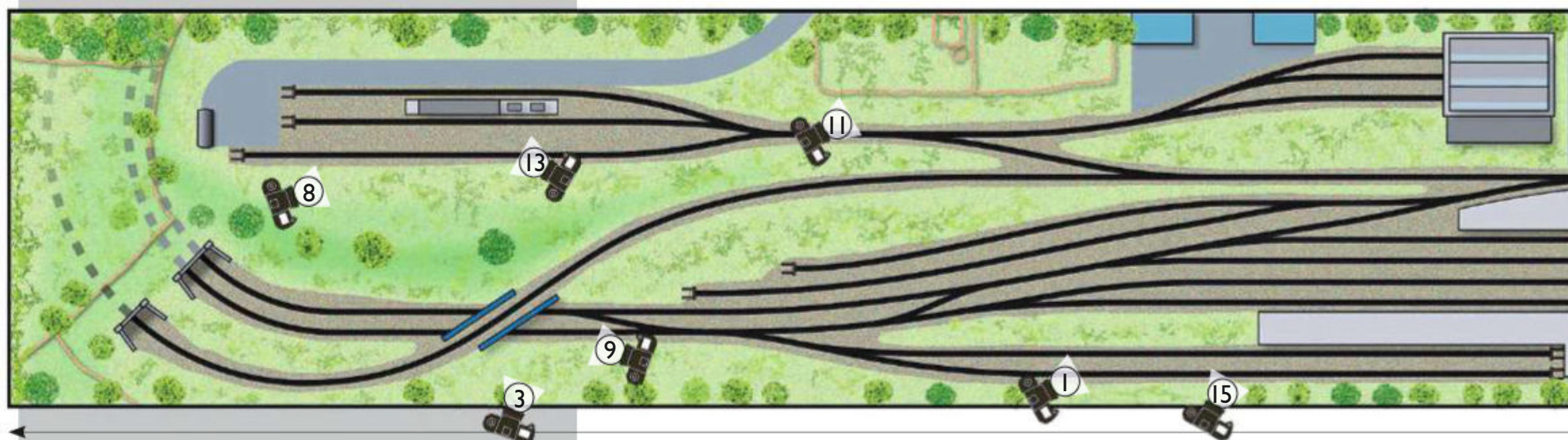
**Gauge and scale:** 'N'

**Size:** 16ft by 3ft

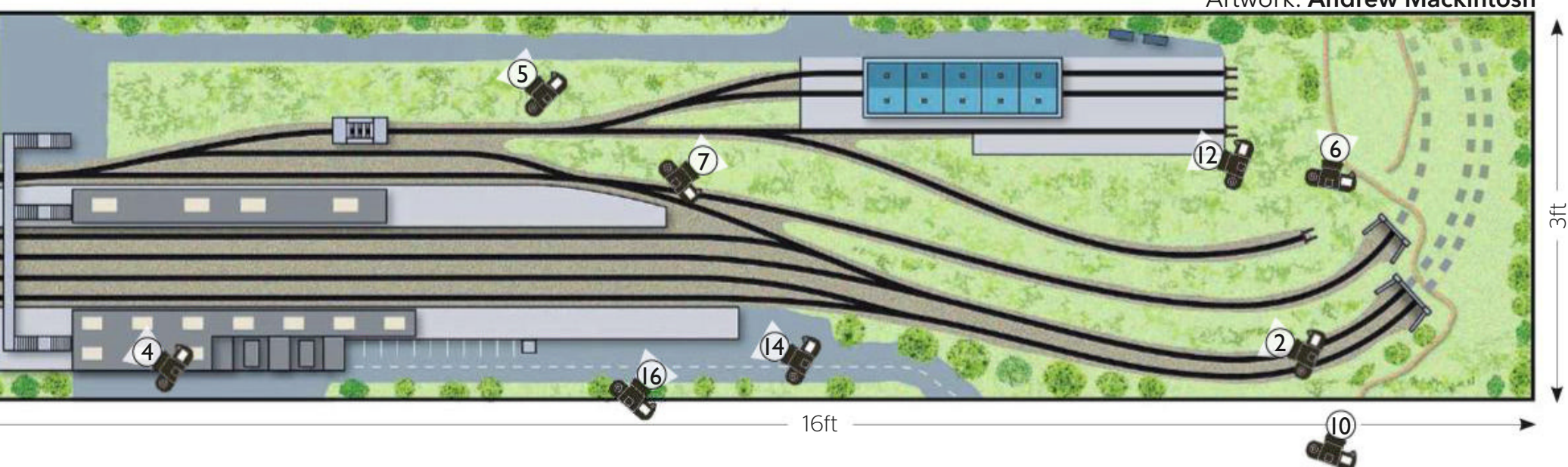
**"It's hard to find ballast that looks realistic on an 'N' gauge layout"**



**12** The station has a base of wood with a plastic card shell, and the buildings are predominantly modified kits with canopies added. Plastic card details have also been included to ensure that the buildings at 'Newvaddon Parkway' look different from other kits.

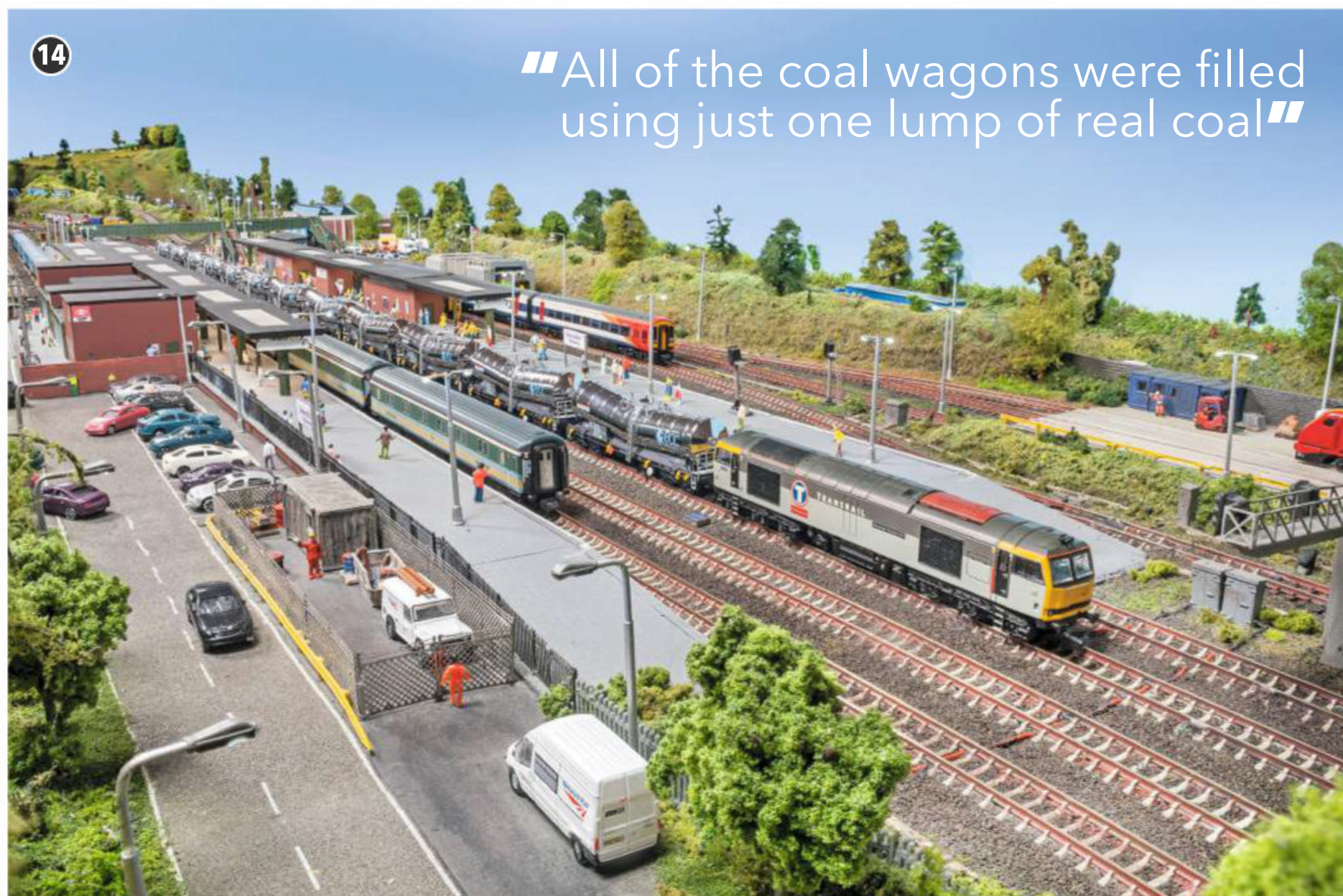






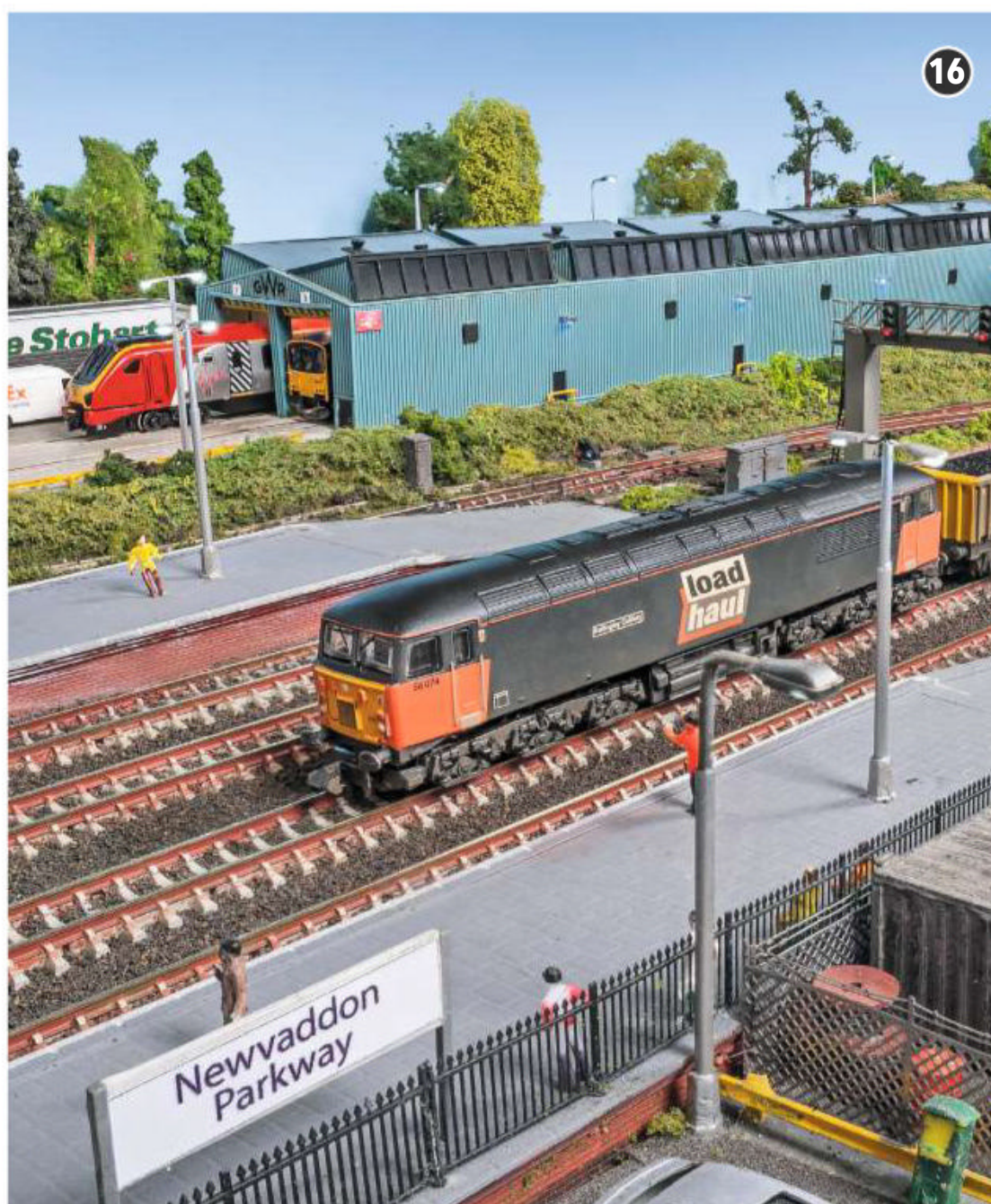


## 'N' GAUGE LAYOUT **NEWVADDON PARKWAY**



quarry which was able to make it small enough for us. That's not to say 'N' gauge doesn't have its advantages. All of the coal wagons were filled using just one lump of real coal, so we were able to save money in other areas!”

Modern layouts are notoriously expensive to build because of the necessity for long trains and multiple units which, even in 'N' gauge, come with a hefty price tag. It appears as though this is the way plenty of modellers are choosing to go nowadays though, as a lack of space coupled with a shift in what new modellers remember from their childhood mean that layouts closer to the present day are increasing in number. Spend time making everything look exactly right as Darren and Nigel have done and you'll be met with hearty congratulations. Or, as the Welsh put it, llongyfarchiadau! **MR**





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# Masterplan Inspiration

Track plans to get you thinking in three dimensions



## 6' BY 4' SOLUTIONS

a variety of ideas

The 'six-by-four' footprint is a classic choice for a train set, but it also offers plenty of potential for a more serious layout.

**Paul A. Lunn** presents four diverse layout ideas.

Photography and artwork: **Paul A. Lunn**

**S**everal years ago, I undertook a series of four 6ft by 4ft baseboard designs; end-to-end with a circular run-round loop, main line crossing on the level, a triangular junction and a wraparound console. Although they shared the standard baseboard size, I'd moved away from the traditional idea of an oval of track with a few scenic goods sidings or station in the centre.

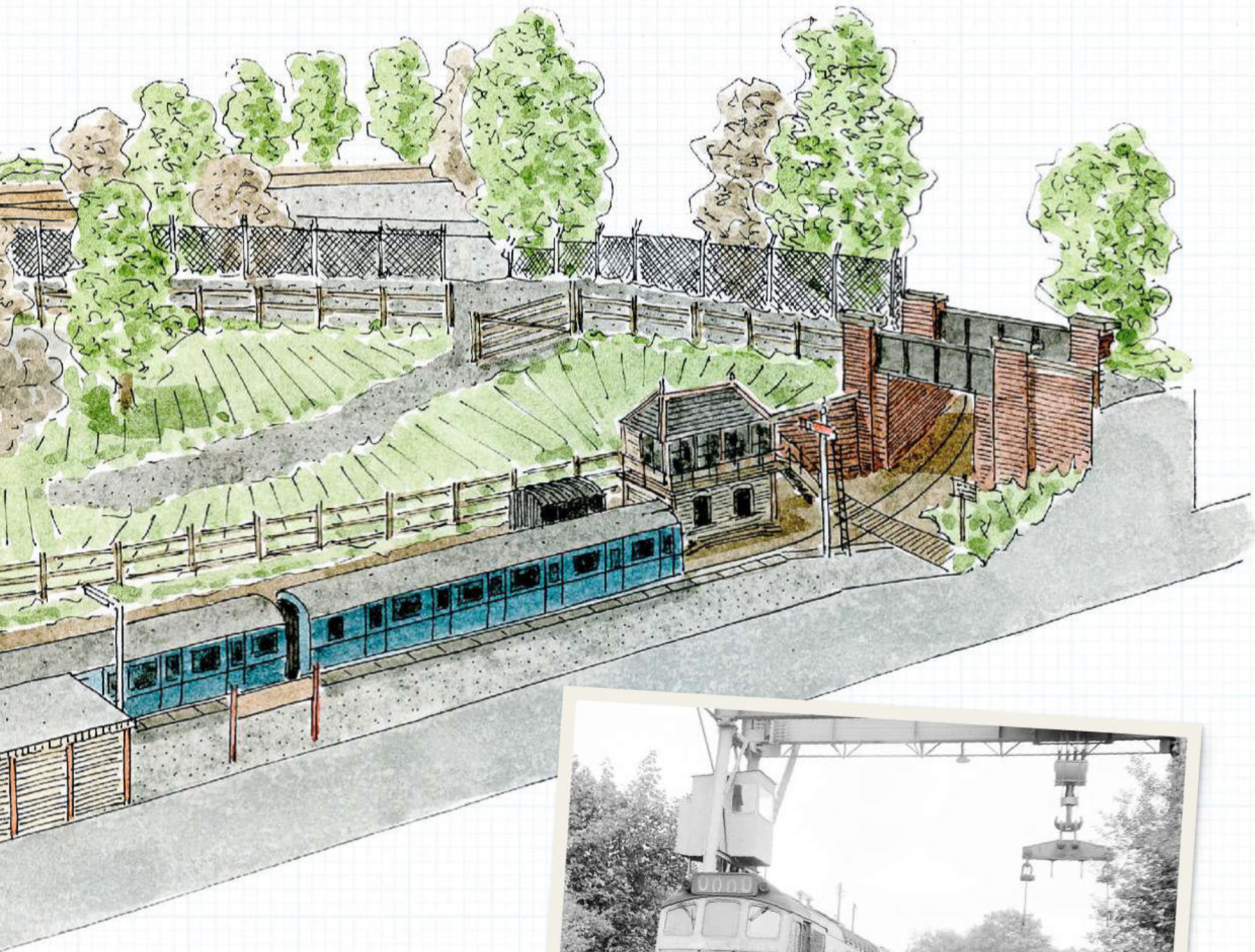
They are among my all-time favourites, not only for their use of space but also artistic interpretation, showing that it's relatively easy to make a train set look like a railway. Most satisfyingly, judging by demand from modellers for further information, it's been

a popular series over the years and one I've always wanted to revisit.

### VARIATIONS ON A THEME

I think there has always been a widely held view that you can't represent a prototype in a 'toy' space and while not an easy concept, it's not beyond the realms of possibility. It's quite simple to develop a range of alternative layout ideas in the same 6ft by 4ft space, to create a diverse range of possibilities. Some examples are illustrated here, inspired by Rowntree at York, Skelmanthorpe Station and Emley Moor Colliery, along with Brading and Bembridge on the Isle of Wight.





## PLAN 1 - NUCLEAR WASTE BRANCH

The first new offering comprises a through main line with modest junction to a nearby nuclear waste terminal and, while completely fictitious, takes oodles of inspiration from the Ffestiniog branch in North Wales.

An end-to-end plan in 'U'-shaped format, it has modest non-scenic sidings at each end. Although short, the sidings are perfect for the anticipated stock. Unusually, backscenes are at both ends, hiding non-scenic sidings, therefore you can glimpse both sides of the scenic baseboard, partly masked by raised ground and tree grouping, in one continuous vista. The station loop is sufficient for the longest anticipated train and the branch can be shunted without encroaching upon the main line.

**Above right:** The nuclear waste terminal was a little way from the power station, flasks being transferred between the two by road. Sometime around the mid-1970s, 25167 received a full-side scrape down the isolating switch side of the body, additionally, its general condition was poor. It was broken up in 1984. Staff having a discussion make a nice little cameo and could be easily grouped around an awaiting lorry, rather than hanging incongruously out of, or nearby the loco, especially when it sets off.

**Right:** Before the days of barrier vehicles, trains consisted of a loco (25167), nuclear flask wagon and a standard BR brake van. Such a consist is particularly ideal for small-space layouts like this.





ROLLING STOCK CAPACITY

- A - two-car DMU appropriate to region.
- B - Nuclear flask wagon and brake van (approximately 1' long), RNA barrier wagon, nuclear flask wagon and RNA barrier wagon (approximately 19in long) or gunpowder vans (Dapol), 4 x wagons and a brake van (approximately 20in long).
- C - Permanent way stock - Wickham trolley (approximately 3in long).
- D - Locomotives, Class 24 and 25, relevant for Ffestiniog-type operation (both approximately 8½in long), or any other Bo-Bo according to region. There is sufficient space in non-scenic sidings at each end for a tank engine-hauled two-coach steam special.
- All Bachmann products unless otherwise stated.

PECO SETRACK COMPONENTS

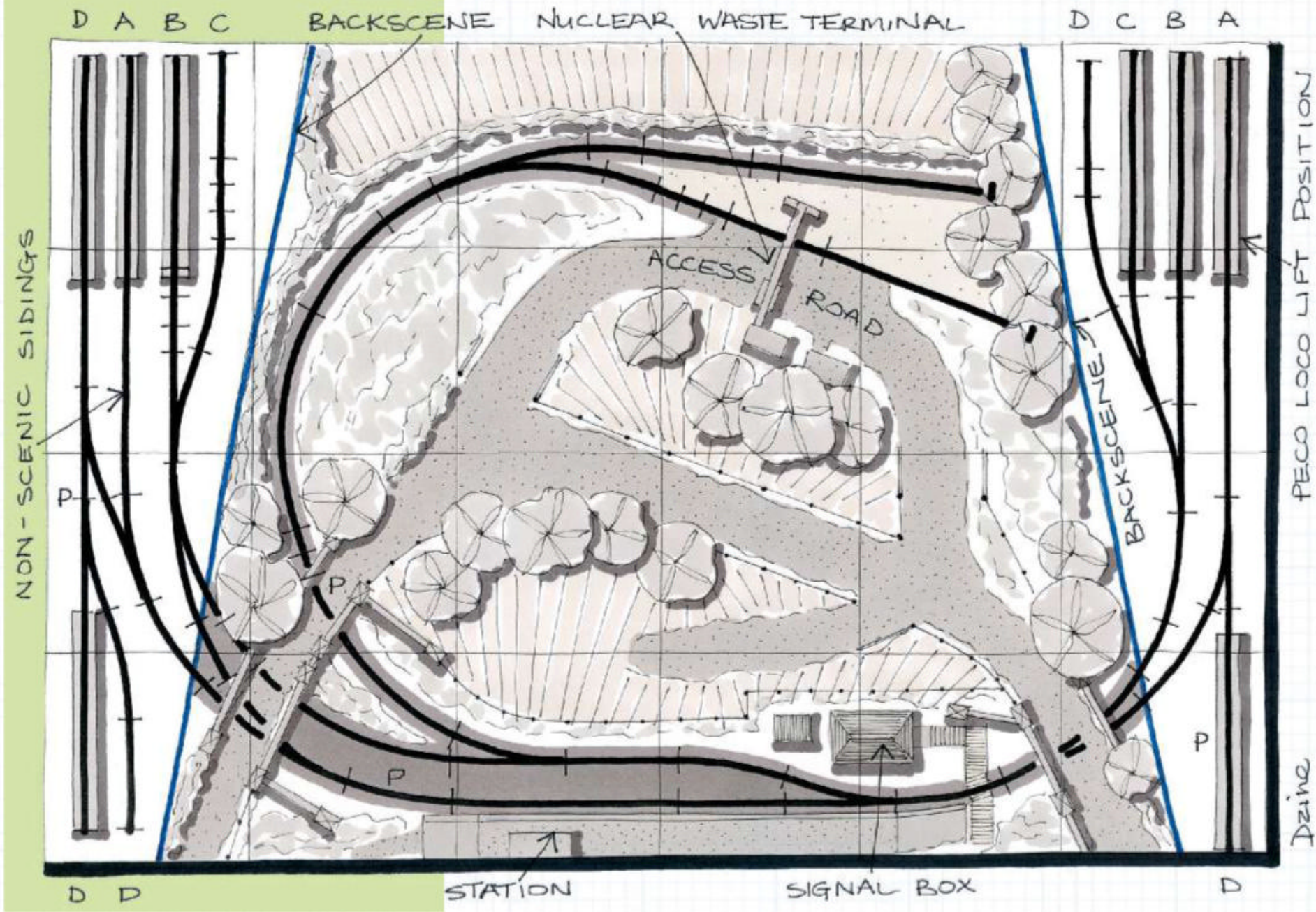
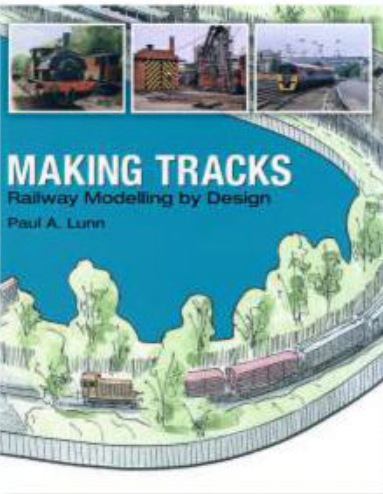
- |               |              |
|---------------|--------------|
| ◆ ST-200 x 9  | ◆ ST-227 x 6 |
| ◆ ST-201 x 10 | ◆ ST-240 x 6 |
| ◆ ST-203 x 16 | ◆ ST-241 x 3 |
| ◆ ST-204 x 2  | ◆ ST-244 x 2 |
| ◆ ST-225 x 9  | ◆ ST-245 x 2 |
| ◆ ST-226 x 3  |              |



Flask Wagon FNA 550047, situated nearest camera with cover open. Behind in order are; FNA 550041, FNA 550028 and FNA 550059, all built by Procor, Lot 4063, dating from 1988 to 1999. Ratio's Overhead Traversing Crane 546 would be an ideal accessory for setting this scene.

Below left: A very late evening at Llandanwg Halt, hence the grainy but very relevant image of station detail and passing Wickham trolley on March 22 1976

Below: *Making Tracks*, Paul A. Lunn, Atlantic Publishers, ISBN: 9781902827223, contains a chapter on nuclear waste trains and layouts, focusing on Dungeness and Trawsfynydd. Copies, priced at £5 including postage, can be obtained by emailing [paullunndzine@gmail.com](mailto:paullunndzine@gmail.com)





## PLAN 2 - ROWNTREE BRANCH

Inspired by the Rowntree branch and factory at York, this is probably the most sophisticated of the four designs, with four loops, one partially on the non-scenic section, and kick-back access into the locomotive shed via a diamond crossing. There is need for a non-standard piece of track on the inner station loop, which arises from more prototypical track spacing in the top three loops, between curved points at each end. Slightly more than half the baseboard is scenically divided by a representation of the main Rowntree factory, a red brick and concrete structure. Ideally, non-scenic single track, extreme left, would be most useful as a cassette, one of several, so that trains from the Derwent Valley Light Railway (DVL) and Fosse Island branch can both be represented.



This overall view, from Haxby Road Bridge, shows all the main features of the layout; Rowntree's Halt to the rear, entrance into the factory (right of the signal), vegetation, hut and stream.



Above: Rowntree's factory, as it faces onto the branch line, was referred to as the Almond Block and extension, dating from 1911. It was a large reinforced concrete-framed building, clad with smooth red brick in English Garden Wall Bond and ashlar York stone for decorative features. The left-hand section seen here has been demolished.



Above: Rowntree's No. 3, Ruston and Hornsby 4wDM 441934, preserved at the Derwent Valley Light Railway. JONATHAN STOCKWELL

Below: Backdating to steam days would show that 'J25' and 'J27s' were the mainstay of locomotive power on the DVL and Fosse Island Branch, respectively.



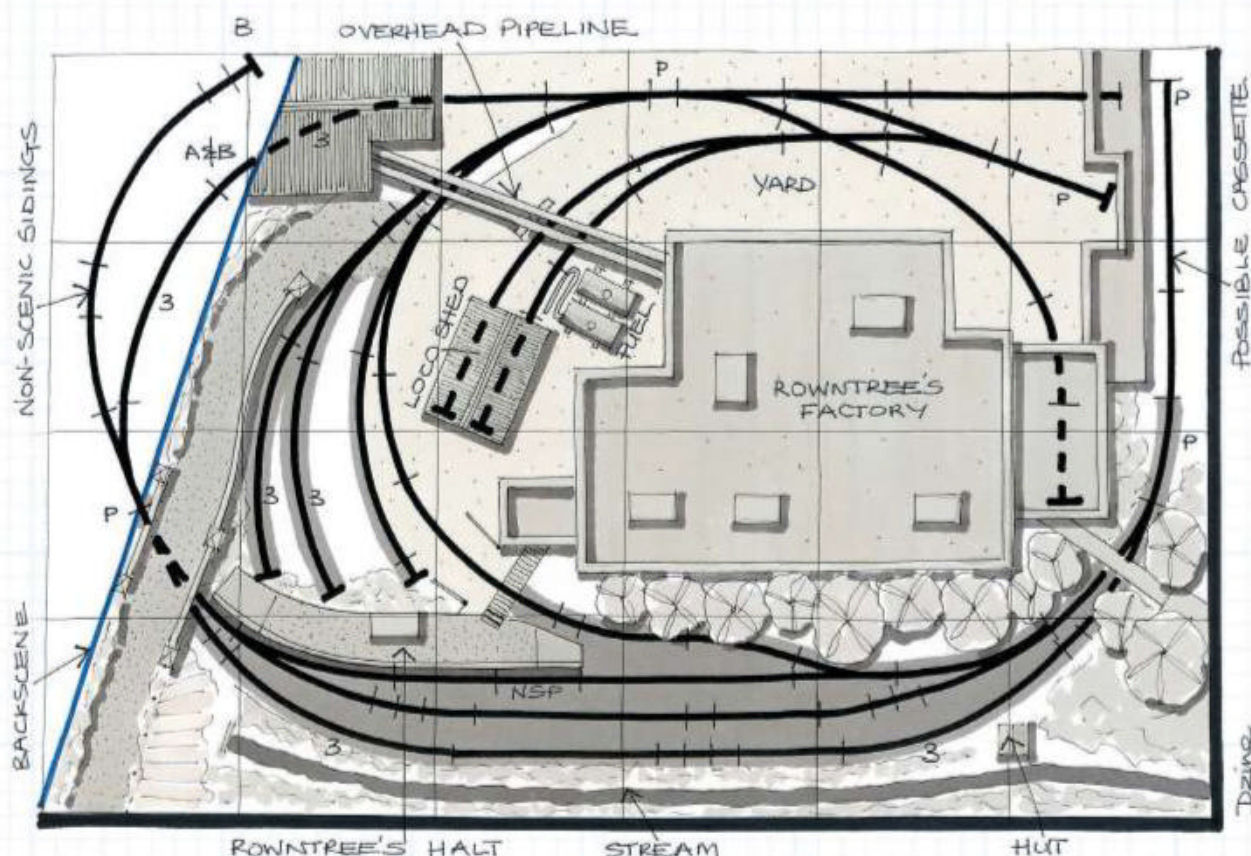
### ROLLING STOCK CAPACITY

- A - Two-car Class 101 DMU (Hornby or Bachmann).
- B - Depending on period, 7 x vent vans and a BR brake van (approximately 32in long) or 5 x VDA vans (approximately 35in long) with white-painted roofs to deflect summer heat and protect the chocolate loads, some train splitting will be involved depending on which sidings/loops are used.
- C - BR Class 08 (Hornby or Bachmann) and Class 20, or steam classes 'B1', 'J27' (Oxford Rail), 'J72', 'J94' (EFE), 'K1' (Hornby). Rowntree's own diesels took over from steam in the late 1950s/early 1960s; Ruston and Hornsby Class 88DS number 421419, 165DE No. 423, Ruston Hornsby 88DS No. 4324079 and 4wDM 441934. Model Rail's forthcoming Ruston PWM is certainly going to be worth a look and Hornby's stretched Bagnall would fit the bill. By the 1980s, Rowntree had at least had a 'modern' Ruston 432479 and Thomas Hill Vanguard 285V on site and again, with neither available ready-to-run, Hornby's Sentinel would look the part.
- All Bachmann products unless otherwise stated.

### PECO SETRAK COMPONENTS

- |               |               |
|---------------|---------------|
| ◆ ST-200 x 9  | ◆ ST-240 x 4  |
| ◆ ST-201 x 5  | ◆ ST-241 x 2  |
| ◆ ST-203 x 18 | ◆ ST-244 x 2  |
| ◆ ST-225 x 7  | ◆ ST-245 x 6  |
| ◆ ST-226 x 5  | ◆ ST-250 x 1* |
| ◆ ST-227 x 4  | ◆ NSP x 1     |
| ◆ ST-231 x 6  |               |

\* A short packing piece of track will probably be required between the diamond crossing and point to the left.





PLAN 3 - SKELMANTHORPE AND EMLEY MOOR COLLIERY

Skelmanthorpe was the only through-station on the Clayton West Branch and consisted of a handful of short sidings and a junction to Emley Moor Colliery. While the design is much compressed, particularly in the section between the station and Shelly Woodhouse Tunnel, it captures the salient features of the prototype well. BR trains would travel from the main line to Clayton West to run-round and pick up/drop off Skelmanthorpe stock on the return journey.

In model form, a loco-hauled empty wagon train would pull into the right-hand side non-scenic sidings, the locomotive would uncouple and be driven into Siding B and wagons pushed into Siding A by hand. The engine would then pull into Siding D and the guards van can now be uncoupled and pushed by hand on to Siding B. The train can now be reassembled into the correct formation for departure.

An NCB locomotive would have already positioned full wagons either on the colliery curve or in the two short station sidings and then parked in the short headshunt. Leaving the brake van on the main line, the BR train of empties would then pull forward in order to reverse to pick up the loaded wagons, the whole consist would then pull out onto the main line, reverse back up to the guard's van. Empties would then be uncoupled and placed on the colliery line. The BR locomotive then returns to the main line, reversing onto the full wagons and departing for the non-scenic sidings, left. NCB traction can then push empty wagons back to the colliery screens for filling, in reality done by hand, on any of three short non-scenic sections marked 'E'. Locomotives can also 'run-round' on these sections, moving from one track to another by hand.



Above: Skelmanthorpe Station in much-diminished status, used infrequently, as the solitary passenger implies. Access was via a wooden staircase from Station Road Bridge, down onto the platform, March 16 1978.



Right: Inbound Class 37 near Skelmanthorpe on its way to Clayton West. Note the solitary 21t re-bodied hopper wagon, awaiting pickup on the return journey, on March 10 1973.



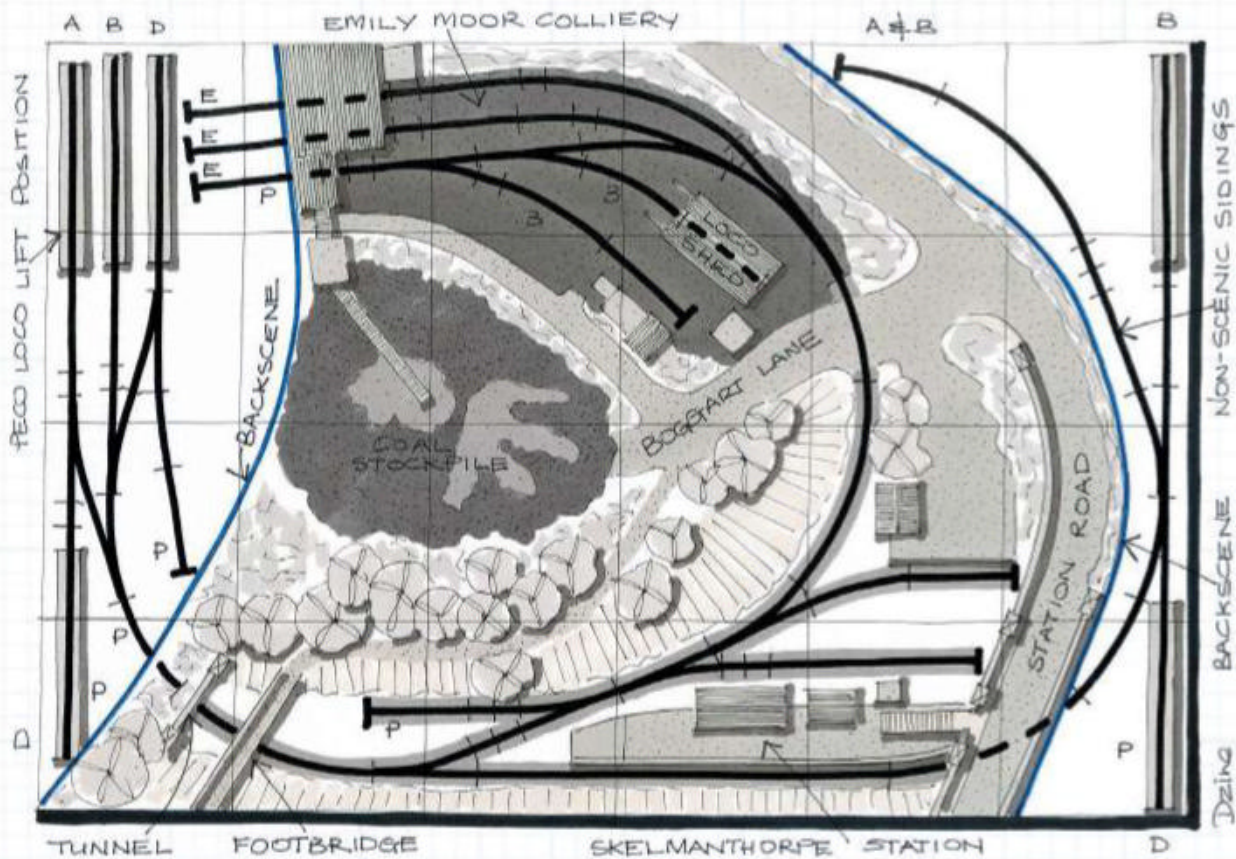
Far right: There's not quite enough space on the layout to replicate junction track-work into Emley Moor Colliery. However, this is one of my favourite scenes, packed with detail and varied scenic textures, on March 16 1978.

ROLLING STOCK CAPACITY

- A - two-car DMU, Class 101 (Hornby or Bachmann) and Class 110 (Hornby).
- B - 10 x 16T mineral wagons (to be used in two trains of five, one empty one full) plus a BR brake.
- C - Permanent way stock - Wickham trolley.
- D - BR classes 37 and 40 or, in steam days, WD 'Austerity' and Fowler Class 4 tank (Hornby) with 2 x 57ft coaches. Emley Moor Colliery NCB locomotives comprised three steam 0-4-0s and three diesel 0-4-0s and are well documented in *Industrial Locomotives of Yorkshire, Part A*, Compiled by V.J. Bradley, ISBN: 9781901556261. In the absence of anything ready-to-run, a Peckett 0-4-0ST or Bagnall 0-4-0 diesel (both Hornby) would suffice.
- All Bachmann products unless otherwise stated.

PECO SETRACK COMPONENTS

- ◆ ST-200 x 12
- ◆ ST-201 x 9
- ◆ ST-203 x 25
- ◆ ST-204 x 1
- ◆ ST-225 x 5
- ◆ ST-226 x 5
- ◆ ST-227 x 2
- ◆ ST-230 x 2
- ◆ ST-240 x 8
- ◆ ST-241 x 4
- ◆ ST-245 x 1





# PLAN 4 - BRADING STATION, ISLE OF WIGHT

Thanks to a group of volunteers and a little bit of careful photography, it's so easy to imagine that you're way back in steam days, waiting for a connecting train to Bembridge. I've had to resort to fictitious bridges and a tunnel for view-blocking non-scenic sections. Both parts of the plan, junction and branch terminus, reflect prototype arrangements, except for coal siding orientation and a turntable at Bembridge, which is easier to omit for entry-level modelling.

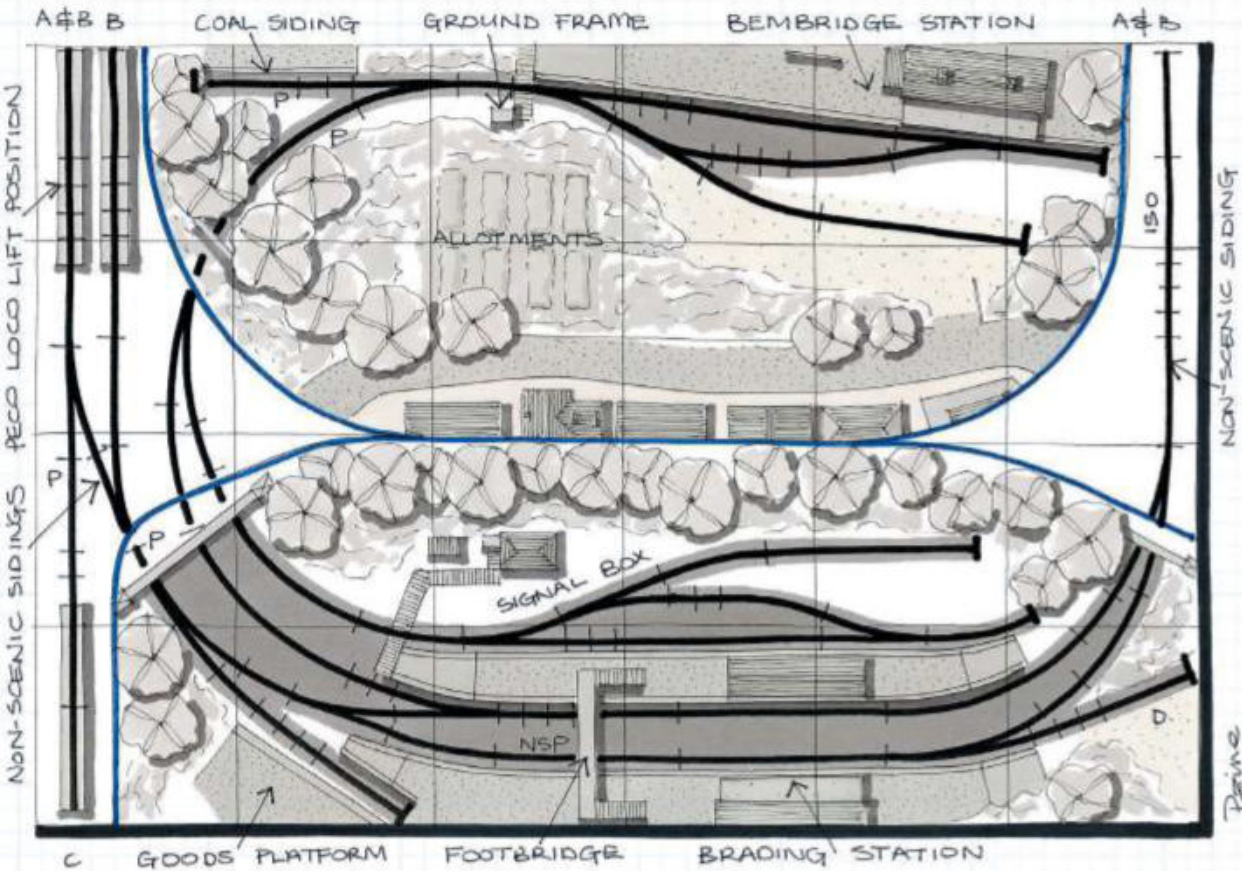


Above: The main station building is at the end of Station Road, a single-storey structure with a wraparound canopy at the end. Volunteers operate tearooms and a heritage centre, including signal box tours, on several days throughout the week, from May to October, and it's well worth a visit when circumstances allow.



Above left: The island platform has a split building and decorative platform edge. Brading became a junction in 1882, the branch to Bembridge closed to passengers in 1953 and was defunct in 1957.

Left: The lightweight wrought iron lattice footbridge, opened 1864, in need of considerable repair, has restricted access. With support of Brading Town Council and a team of volunteers, buildings have been restored to their former glory. Network Rail plans to reinstate the loop for improved train timings.



## ROLLING STOCK CAPACITY

- A - 2 x 57ft Southern Railway coaches (Hornby) and an Adams Class 02 0-4-4T (Kernow).
- B - 2 x Southern Railway short coaches (Hornby or Hatton's Genesis coaches) and a 'Terrier' 0-6-0T (Hornby). Alternatively, a single 57ft Southern Railway coach and Class 02, for the Bembridge Branch train.
- C - Mixed freight train, maximum length 18in (can only be released from non-scenic sidings when Bembridge Branch train en route to Brading). Wagon shunting can be undertaken at Bembridge when the branch train is at Brading and at Brading's three sidings in between through-passenger services.
- Locomotive holding on any non-scenic sidings, scenic loops and sidings that are vacant.
- Please note an alternative cassette on the right-hand side non-scenic siding would allow for easy train turning in readiness for the return journey. Or, if you prefer the design as drawn, an inbound engine would be held in the non-scenic siding, with the locomotive isolated beyond the ST-205 (ISO) track. A separate engine, previously held in Siding D would pull out onto the main line and reverse onto the now-separated coaches ready for the return journey back through Brading station.

## PECO SETRACK COMPONENTS

- |               |              |
|---------------|--------------|
| ◆ ST-200 x 11 | ◆ ST-230 x 1 |
| ◆ ST-201 x 6  | ◆ ST-240 x 5 |
| ◆ ST-203 x 34 | ◆ ST-241 x 6 |
| ◆ ST-205 x 1  | ◆ ST-244 x 1 |
| ◆ ST-225 x 8  | ◆ ST-245 x 3 |
| ◆ ST-226 x 4  | ◆ NSP x 1    |
| ◆ ST-227 x 6  |              |

## NOTES TO ALL PLANS

- All track components are listed as Peco products but can be substituted with Hornby track or similar. Please note that where two ST-203s occur together, these can be substituted with an ST-202
- 'P' indicates power supply to track.
- All track plans use second radius curves unless shown otherwise with a 1 or 3 nearby, first

- and third radius respectively.
- 'NSP' indicates Non-Standard Piece of track, requires cutting to length.
- Peco Loco Lifts are suggested for ease of transferring/turning locomotives and stock.
- Each square on all plans represents 1ft.
- 'ISO' - Isolating standard straight.

## WHAT'S NEXT?

Paul provides more variations on the 6ft by 4ft theme next month.



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| R3334  | BR Late Adams .....        | £107.95 |
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| R3411  | SR S15.....                | £125.95 |
| R3413  | S15 BR Late .....          | £119.45 |
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| R3421  | BR 700 Class.....          | £99.45  |
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|--------|-------------------------------------|
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| R169                        | Junction Home Signal.....     | £10.35 |
| R170                        | Junction Distant Signal ..... | £10.35 |
| R171                        | Single Home Signal .....      | £7.95  |
| R172                        | Single Distant Signal.....    | £7.95  |
| R189                        | Single Brick Bridge .....     | £7.95  |
| R406                        | Colour Light Signal .....     | £19.00 |
| R574                        | Trackside Accessories.....    | £12.95 |
| R626                        | Point Underlay.....           | £4.20  |
| R636                        | Double Level Crossing .....   | £20.15 |
| R638                        | Track Underlay .....          | £10.55 |
| R645                        | Single Level Crossing .....   | £12.45 |
| R658                        | Inclined Pier Set .....       | £12.65 |
| R659                        | High Level Pier Set .....     | £6.95  |

| HORNBY<br>Trackside |                           |        |
|---------------------|---------------------------|--------|
| R460                | Straight Platform .....   | £3.45  |
| R462                | Large Curve Platform..... | £3.45  |
| R463                | Small Curve Platform..... | £3.45  |
| R464                | Platform Ramp .....       | £3.45  |
| R495                | Platform Subway .....     | £3.45  |
| R510                | Platform Shelter .....    | £10.95 |
| R8003               | Water Tower.....          | £13.55 |
| R8007               | Booking Hall.....         | £24.99 |

| HORNBY<br>Control Equipment     |                            |        |
|---------------------------------|----------------------------|--------|
| R044                            | Point Switch.....          | £8.45  |
| R046                            | Two Way Switch .....       | £8.45  |
| R047                            | On/Off Switch .....        | £8.45  |
| R602                            | Power Connecting Clip..... | £1.65  |
| R8014                           | Point Motor .....          | £6.75  |
| R8015                           | Point Motor Housing .....  | £3.99  |
| Hornby TTS sound decoders ..... |                            | £33.95 |

| BACHMANN<br>Steam Locomotives |                                   |         |
|-------------------------------|-----------------------------------|---------|
| 31-001                        | Robinson BR Late Crest ....       | £94.99  |
| 31-002                        | Robinson BR Early Crest ...       | £94.99  |
| 32-002A                       | BR Hall Black weathered.          | £140.20 |
| 31-003A                       | Robinson 04 LNER .....            | £110.45 |
| 32-007                        | GWR Hall .....                    | £135.95 |
| 31-015                        | Class 7F LMS Black.....           | £125.75 |
| 31-088                        | BR Black Earl .....               | £118.95 |
| 31-127                        | CL3000 BR ROD .....               | £118.45 |
| 31-128                        | BR ROD Weathered .....            | £102.45 |
| 31-136                        | DC D11/2 BR .....                 | £115.90 |
| 31-318A                       | LNER J11 .....                    | £127.45 |
| 31-434                        | Class 1f BR Early.....            | £81.55  |
| 31-435                        | Class 1f BR Early .....           | £81.55  |
| 31-462A                       | C Class BR Early.....             | £106.20 |
| 31-465                        | C Classes BR .....                | £93.46  |
| 31-480                        | Class G2A LMS.....                | £101.95 |
| 31-481                        | Class G2A BR Early .....          | £114.70 |
| 31-614                        | V3 BR Late .....                  | £110.45 |
| 31-628                        | DC 3F BR Black Weathered<br>..... | £93.20  |
| 31-691                        | BR Early Stanier Mogul ...        | £135.95 |
| 31-761                        | GNR Atlantic.....                 | £169.95 |
| 31-921                        | BR H2 Atlantic.....               | £161.45 |
| 31-932                        | DC BR Compound .....              | £127.75 |

|         |                                     |         |
|---------|-------------------------------------|---------|
| 31-933  | BR Compound Late Crest              | £112.88 |
| 31-980  | Standard 3MT Green .....            | £110.45 |
| 32-154A | N Class BR Black weathered<br>..... | £99.10  |
| 32-176  | BR Crab.....                        | £123.20 |
| 32-178A | LMS Crab .....                      | £123.20 |
| 32-550B | Tornado BR Green .....              | £127.95 |
| 35-050  | LNWR Coal Tank.....                 | £101.95 |
| 35-051  | LMS Coal Tank.....                  | £101.95 |
| 35-052  | BR Coal Tank.....                   | £101.95 |

| BACHMANN<br>Diesel/Electric Locomotives |                                         |         |
|-----------------------------------------|-----------------------------------------|---------|
| 31-040                                  | SWT Class 450 .....                     | £271.95 |
| 31-041                                  | SWT Class 450 wthd .....                | £297.45 |
| 31-575                                  | Windhoff MPV NWR.....                   | £104.00 |
| 31-576DC                                | Windhoff MPV NWR.....                   | £114.00 |
| 31-577                                  | Windhoff Railtrack .....                | £104.00 |
| 31-664                                  | Class 47 Railfreight weathered<br>..... | £152.95 |
| 32-610                                  | Class 90 Intercity .....                | £152.95 |
| 32-928                                  | Class 150 Sprinter .....                | £135.95 |
| 32-937                                  | Class 150 Centro .....                  | £127.45 |
| 32-992                                  | Wickhams Trolley Yellow ...             | £67.95  |
| 32-993                                  | Wickhams Trolley Yellow ...             | £67.95  |
| 32-994                                  | Wickhams Trolley Green ...              | £76.45  |

| DAPOL/OXFORD/HELJAN/DJM |                                         |         |
|-------------------------|-----------------------------------------|---------|
| GV2013                  | Janus British Steel .....               | £92.45  |
| DJM00J94-SPI            | NCB J94.....                            | £99.75  |
| OR76 DG001              | GWR Dean Goods .....                    | £88.95  |
| OR76DG005               | Dean Goods w.snowplough<br>.....        | £94.50  |
| OR76AR005               | Adams East Kent .....                   | £84.45  |
| OR76AR006               | Adams SR.....                           | £84.45  |
| 3526                    | Hymek BR Green .....                    | £110.45 |
| 9005                    | Metropolitan No 19.....                 | £106.95 |
| 9006                    | Metropolitan No 6 William Penn<br>..... | £106.95 |
| H1303 1361              | BR Early .....                          | £122.45 |
| H1304 1361              | BR Late.....                            | £122.45 |

**LARGE RANGE  
OF QUALITY  
SECOND HAND  
MODEL RAIL  
IN STOCK**





# Reviews

In-depth and unbiased reviews of the latest products

**96** Bachmann  
Branchline '94XX'

**100** Revolution Trains  
IPA car carrier sets

**102** Hornby  
Ivatt 'Duchess'



## Our reviewers

### George Dent

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

### Chris Leigh

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

## How we test

At *Model Rail*, we pride ourselves on the quality, thoroughness and unbiased nature of our reviews. We assess models on their looks, performance, features and value for money. 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 Branchline '94XX' 0-6-0PT

◆ GAUGE 'OO' ◆ MODEL Bachmann Branchline '94XX' ◆ PRICE £129.95 ◆ PERIOD 1947-65 ◆ REGION Western ◆ AVAILABILITY Bachmann stockists

**W**hatever the truth might be, there is little doubt that Hawksworth's '94XX' 0-6-0PT was controversial from the outset. Truth? Well, yes. There's an oft-quoted story that the GWR placed a raft of orders with various private builders right before railway nationalisation in 1948, in order to disrupt the process. The late Richard Strange and I investigated it many years ago for an article in *Steam World*.

Was there a perceived need for a modern pannier tank to replace lots of elderly Welsh 0-6-2Ts? Allocation history of the locomotives suggests not. Was the GWR proposing to build more '57XX' 0-6-0PTs when the general manager put paid to the plan because he thought the '57XX' looked old-fashioned? This is the

generally accepted story, which led Hawksworth to design an 0-6-0PT version of the '2251' 0-6-0. However, the GWR only managed to build the first batch of 10 in 1947 and placed orders for another 190 with three outside manufacturers, Bagnall, Yorkshire Engine Company and Robert Stephenson & Co.

Politically there was a need to provide employment, post-war, and to support British companies. However, preference was given to overseas orders because the country needed foreign exchange, so the '94XXs' took a long time to deliver, the last, Nos. 3400-9, not arriving until 1956.

Even as they were being built, the work for which they were intended was disappearing and the 1955 national rail strike hastened the process. They were widespread across the former GWR system with

a particularly strong presence in South Wales, and the West Midlands where short trip-working of heavy freight prevailed. However, they are best known, perhaps, for the handful that worked as Paddington carriage pilots and for the few which replaced LMS '3F' 0-6-0Ts as bankers once the Western Region took over responsibility for the Lickey Incline.

Placing the weight of full tanks over the driving wheels meant that the pannier version of the Collett Goods was not a 'go anywhere' locomotive in the same way that the tender-fitted locomotive was. The '94XX' rated a 'red' route restriction, which meant it was not allowed on many of the branches and secondary lines, although it seems this restriction was often breached.

Just two examples from 200 survive in preservation, No. 9400 at STEAM in Swindon and No. 9466, which has done the rounds of preserved railways and the national network.

### MODEL NOTES

As a 'modern' pannier tank the '94XX' proved quite popular with model manufacturers. The first 'OO' ready-to-run example came from Graham Farish. Later, Lima also chose the '94XX' for its 'OO' pannier and until now, if you wanted a '94XX', it was second-hand Lima or from a kit. There was much delight among Western modellers when Bachmann announced that the '94XX' would be joining its Branchline 'OO' range, but the announcement has been followed by a long wait which is now



**“The front aspect captures the ‘face’ well, the simplicity of the bulbous smokebox door contrasting with the abundance of stout footsteps on the tank fronts”**



drawing to an end. In mid-November, Bachmann's offering of No. 9402 in GWR green livery arrived on my doorstep, suggesting that for Western modellers the wait would be over just in time for Christmas. With *Model Rail's* '16XX' O-6-OPT also about to reach the UK, Western Region modellers will have Hawksworth pannier tanks at both ends of the power and weight spectra in early 2021.

## FIRST IMPRESSIONS

The '94XX' is the first Bachmann steam outline model I've reviewed in a long time, but I had noted with the Class 117 and 121 DMUs in 2020

that Bachmann was setting a new level of detail finesse. That is certainly true of the '94XX', which impresses from the moment you open the packaging. Indeed, it almost seems that Bachmann's standard packaging no longer does justice to the model inside, though it does provide adequate protection.

Having spent a week dealing with production samples of *Model Rail's* Rapido-built '16XX', it has been interesting to place Bachmann's model of

Hawksworth's largest pannier tank alongside a model of his smallest.

Both locomotives featured the austerity and simplicity of post-war Swindon, with Hawksworth's plain, smooth-welded construction much in evidence. With its

all-welded tanks and boiler, rivets on the '94XX' are concentrated on the cab and bunker. Here, there are lots of them and Bachmann has rendered these exquisitely in single and double rows as appropriate. I'll confess to not being a big fan of the real '94XX' in my trainspotting days. I always preferred the more traditional, old-fashioned shape of the other pannier classes, most of which were '57XX' variants by that time. However, it is impossible to not like Bachmann's '94XX'. It is just so good!

The character of the locomotive has been very well captured in the main body moulding which follows Bachmann's traditional construction - a plastic moulding with metal castings for weight

hidden inside. The front aspect captures the 'face' well, the simplicity of the bulbous smokebox door contrasting with the abundance of stout footsteps on the tank fronts. This is all topped off by a very fine turned brass chimney cap, one of the best I've seen on a model in a long time. In contrast, the safety valve bonnet is painted green (as it should be) along with all the other boiler and tank top detail. As our sample is in GWR condition, it lacks a front numberplate so I can't judge how good the BR versions might be. The front numberplate can so often detract from the appearance if the proportions or the font are not quite correct.

As a reviewer who started out in the 1960s examining models with hefty moulded-on handrails, emphasised by silver paint, my attention is always immediately drawn to the handrails. By my reckoning there are at least 15 individual handrails on this model.

Some are simply fine wire bent to shape, as one would expect, and only the smokebox handrail is fitted in conventional handrail knobs as it was on the real thing. It is the horizontal tank-side handrails that really stumped me. There are two intermediate stanchions, which I suspect Hawksworth may have welded to the handrail. They are incredibly finely reproduced on this model but I'm unable to discern how Bachmann has done this. It's a splendid job, however, it was achieved.

Inside the cab, the backhead is fully detailed with copper-coloured pipework and white dials. There's a separately fitted reversing lever and handbrake handle and these, too, are picked out in colour. There is a fine wire grab handle on the cab roof and finely rendered grilles over the cab rear windows to prevent coal from breaking the glass. It seems churlish, with all this excellence, to mention that the moulded coal in the bunker looks like, well, all moulded coal looks in models.

## CHASSIS AND RUNNING

Below the running plate, the '94XX' looks equally good. Factory-installed brake hangers and rods are set to match the 'OO' gauge wheelsets, which may

## 3 things we like



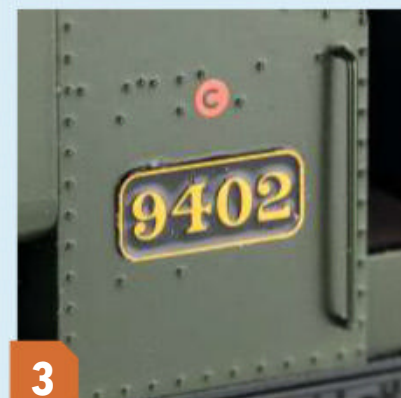
1

Exceptional detail finesse.



2

High level of features.



3

Etched numberplates.

cause difficulties for those who wish to adapt it to wider gauges. The blackened metal wheels are connected by a jointed coupling rod, which, unusually these days, is rendered in its metal finish. It's a nice touch on a model representing an ex-works Swindon locomotive in 'mint' GWR livery.

Above and below the running plate the model abounds in separately fitted details and pipework that's all remarkably fine. Sprung and blackened metal buffers are fitted at both ends.

If the coupler and NEM pocket are removed (they are in the customary wedge-shaped slot) then modellers can fit the additional steam heat and vacuum brake pipework which is included in the small bag of customer-fit extras, together with dummy screw couplings.

A coreless motor (don't use electronic track cleaners with it) drives the rear axle through ➤





# Reviews

## Bachmann Branchline '94XX' 0-6-0PT - in detail



**1:** A pair of '94XXs', Nos. 8403/5, are giving a Bristol to Newcastle service a shove up the infamous Lickey incline in June 1960. A small number of '94XXs' replaced ex-LMS '3F' 0-6-0Ts when the Western Region took over responsibility for Lickey banking duties. IAN TURNBULL/RAIL PHOTOPRINTS

**2:** Simmering sedately 'on the blocks' at Paddington, No. 8433 has just brought in the stock for a service to Bristol from Old Oak Carriage Sidings, on January 1965. HUGH BALLANTYNE/RAIL PHOTOPRINTS



**3:** Gleaming in the sunshine, No. 8481 stands outside Swindon Works following overhaul in May 1963. DAVE COBBE/RAIL PHOTOPRINTS

**4:** It's October 1959 and '94XX' No. 9481 waits in the centre road at Bristol Temple Meads with a rake of vans, while a BR Standard 2-6-2T departs with a local passenger service. RAIL PHOTOPRINTS



a flywheel and gear train within the firebox.

On test, the '94XX' was smooth, powerful and virtually silent throughout the speed range in both directions. It was effortless at the head of a 20-wagon freight train and showed no sign of strain when I increased this to 33 wagons and two Mk 1 coaches. At that point I ran out of vehicles. Suffice to say that it should cope with any reasonable, prototypical load.

### FEATURES FANTASTIC

When it comes to lights, steam locomotives are awkward, because they carried oil lamps which were moved to different positions. So, where lighting is concerned, steam outline models have lagged behind diesels and electrics. The answer is simple, however. Revert to what Tri-ang-Hornby did with the 'M7' a lifetime ago and fit firebox glow. So, the '94XX' has firebox illumination in the cab by way of a red LED on analogue control. However, DCC users not only get the benefit of an additional amber LED but both will flicker under DCC control and it is even possible to alter the flicker rate to suit your taste!

The '94XX' is being offered DCC-ready with a Next18 decoder socket mounted ahead of the motor, in the smokebox area. Access is by removing two screws above the couplers and lifting the body off.

There is also provision for fitting a Next18 sound decoder (with the sound file of your choice) and a factory-fitted speaker is provided in the chassis of all models. However, Bachmann is also offering a fully DCC sound-fitted version of the '94XX'.

### FINISHING FINESSE

No. 9402 is finished in satin GWR middle-chrome green with the red-shaded initials on the tank side in the final post-war style. The number is in similar style on front and rear bufferbeams. The GWR power class 'C' is carried on the cabsides, on the red route restriction circle. The GWR numberplates are beautifully printed in 'brass' and black on the cabsides but, there's also a pair of etched brass numberplates included in the detail pack. I've fitted one on our review sample so that you can see what it looks like with and without the etched plates.

### FINAL SCORE

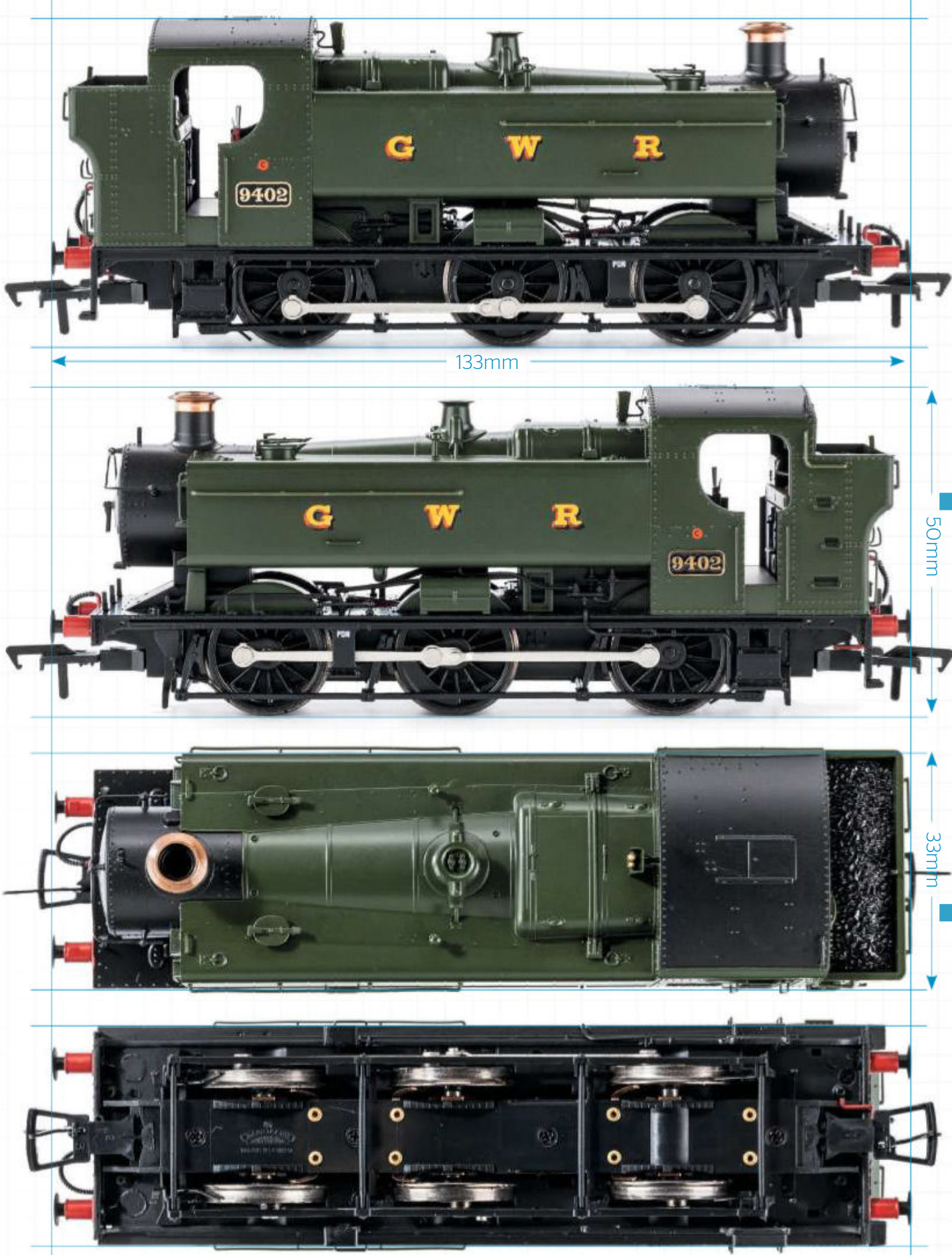
For a long time, the Farish '94XX' was the staple power for GWR branch line layouts and that did



not really change until Hornby's half-cab '2021' and the Mainline/Bachmann '57XX'. Since then, Hawksworth's modern pannier tank has tended to retreat from the front line. Inevitably it is more

suited to Western Region layouts than those set in the GWR period, but somehow I don't think that will worry too many GWR modellers. It's been a long time since GWR modellers had a state-of-the-art

pannier tank model available. This is it. *Model Rail's* review system has changed from this issue. For more information see 'According to Chris' on page 19. (CJL)



BACHMANN BRANCHLINE '94XX' 0-6-0PT

| OVERVIEW                                   |                               |                                              |           |            |        |
|--------------------------------------------|-------------------------------|----------------------------------------------|-----------|------------|--------|
| Manufacturer: Bachmann                     | Body: Metal/plastic           | DIMENSIONS                                   | PROTOTYPE | 1:76 SCALE | MODEL  |
| Ref. No. 35-025                            | Chassis: Metal/plastic        | Length (over buffers)                        | 33ft 2in  | 133mm      | 133mm  |
| Unit No. 9402                              | Weight: 281g (9.91oz)         | Height                                       | 12ft 6in  | 50mm       | 50mm   |
| Scale/gauge: 4mm: 1ft '00'                 | Min. curve radius: R2 (438mm) | Width (over steps)                           | 8ft 7in   | 34mm       | 33mm   |
| ELECTRICS                                  |                               | Wheel diameter                               | 4ft 7½in  | 18.5mm     | 18.5mm |
| Electrical system: 12V DC two-rail         | DCC ready: Next18             | Wheelbase                                    | 15ft 6in  | 62mm       | 62mm   |
| Motor type: Coreless                       | Current consumption           | Wheel back-to-back                           | -         | -          | 14.5mm |
| Lights: Firebox                            | Max speed: N/A Stalled N/A    | SERVICING                                    |           |            |        |
| MECHANISM                                  |                               | How to dismantle: Two screws above couplers. |           |            |        |
| Drive system: Worm and gears to rear axle. | Flywheel(s): 1                | Where to oil: See instructions.              |           |            |        |
|                                            | Traction tyres: No            |                                              |           |            |        |

System builder

Other items to complement this model...

FOOTPLATE CREW

Populate your footplate with a 3D-printed driver and fireman. Various poses are available, in painted and unpainted form, from Hardy's Hobbies. Price: from £2.50 each (unpainted); £5.00 each (painted) Availability: Hardy's Hobbies Tel. 01622 801310 www.hardys-hobbies.co.uk



ROLLING STOCK

The '94XXs' worked with all manner of stock during their lives, but the BR Mk1 coach was ubiquitous throughout the late 1950s and 1960s. Price: from £48.95 each Availability: Bachmann stockists www.bachmann.co.uk



ACCESSORIES

Dapol's water tower, with its moving arm and sound effects, is the perfect addition to a GWR branch terminus layout. Price: £50.00 Availability: Dapol stockists www.dapol.co.uk

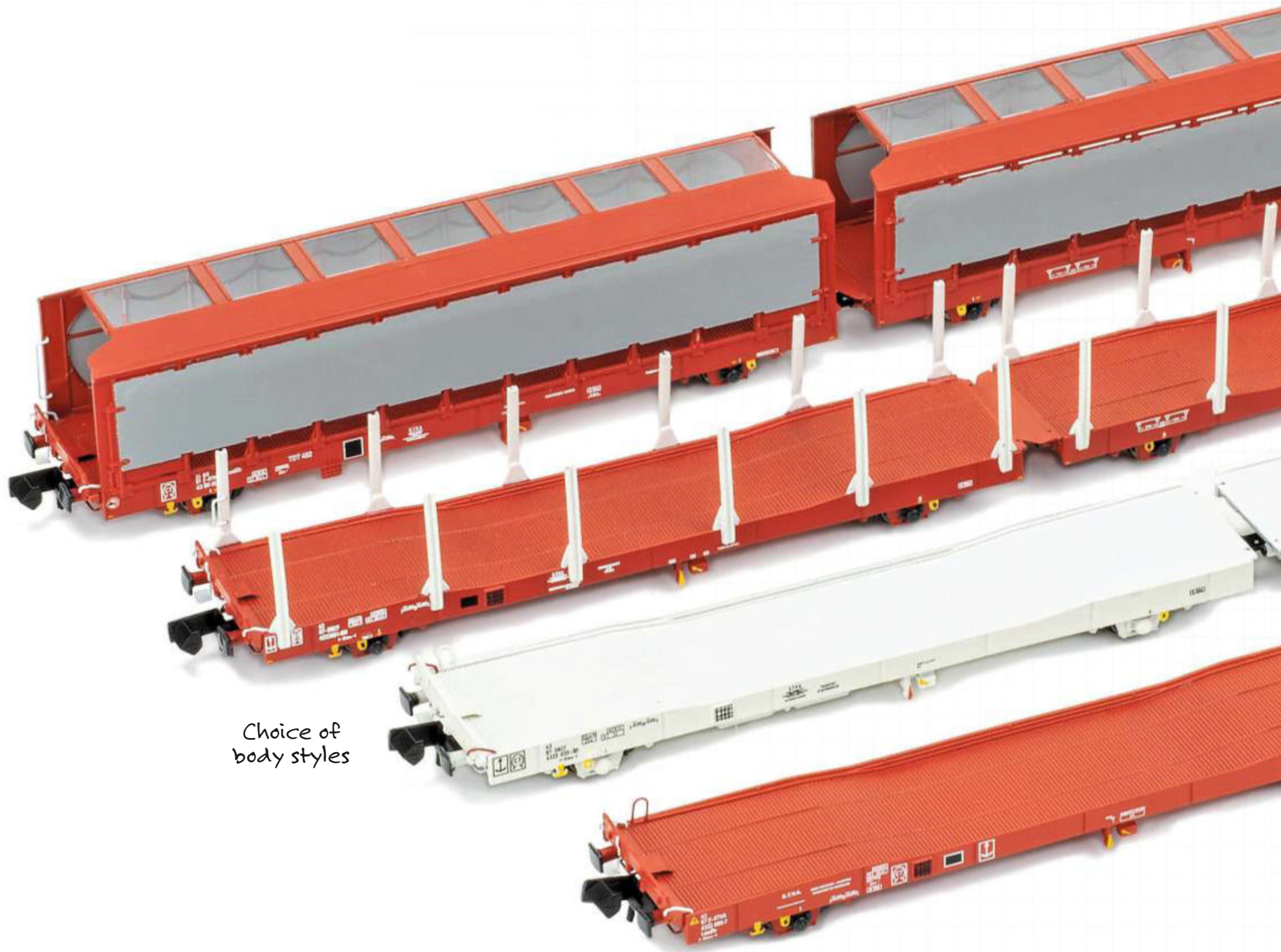


SUMMARY

- ◆ Looks great
- ◆ Finely detailed
- ◆ State-of-the-art features
- ◆ Smooth, quiet, powerful
- ◆ Impressive value for money

Final verdict: OUTSTANDING





Choice of body styles

## Revolution Trains IPA car carrier sets

◆ **GAUGE 'N'** ◆ **MODEL** Revolution Trains IPA car carrier twin-sets ◆ **PRICE** £37.00-£39.00 per pair ◆ **AVAILABILITY** [www.revolutiontrains.com](http://www.revolutiontrains.com)

If offered an IPA, many of us would expect a refreshing glass of beer, but the initialism also refers to a large fleet of internationally registered wagons employed in the automotive logistics sector. Built originally for the French state railway in the late 1950s, they initially appeared in double-deck format and assembly continued well into the 1960s.

The opening of the Channel Tunnel led to the prospect of more Continental freight vehicles

working into the UK, but Britain's restricted loading gauge meant that a large number of the double-deck wagons had to be reduced to a single-deck arrangement. At the same time, the rebuilt and refurbished wagons were converted into semi-permanent twin and quad-sets by wagon-operating company STVA.

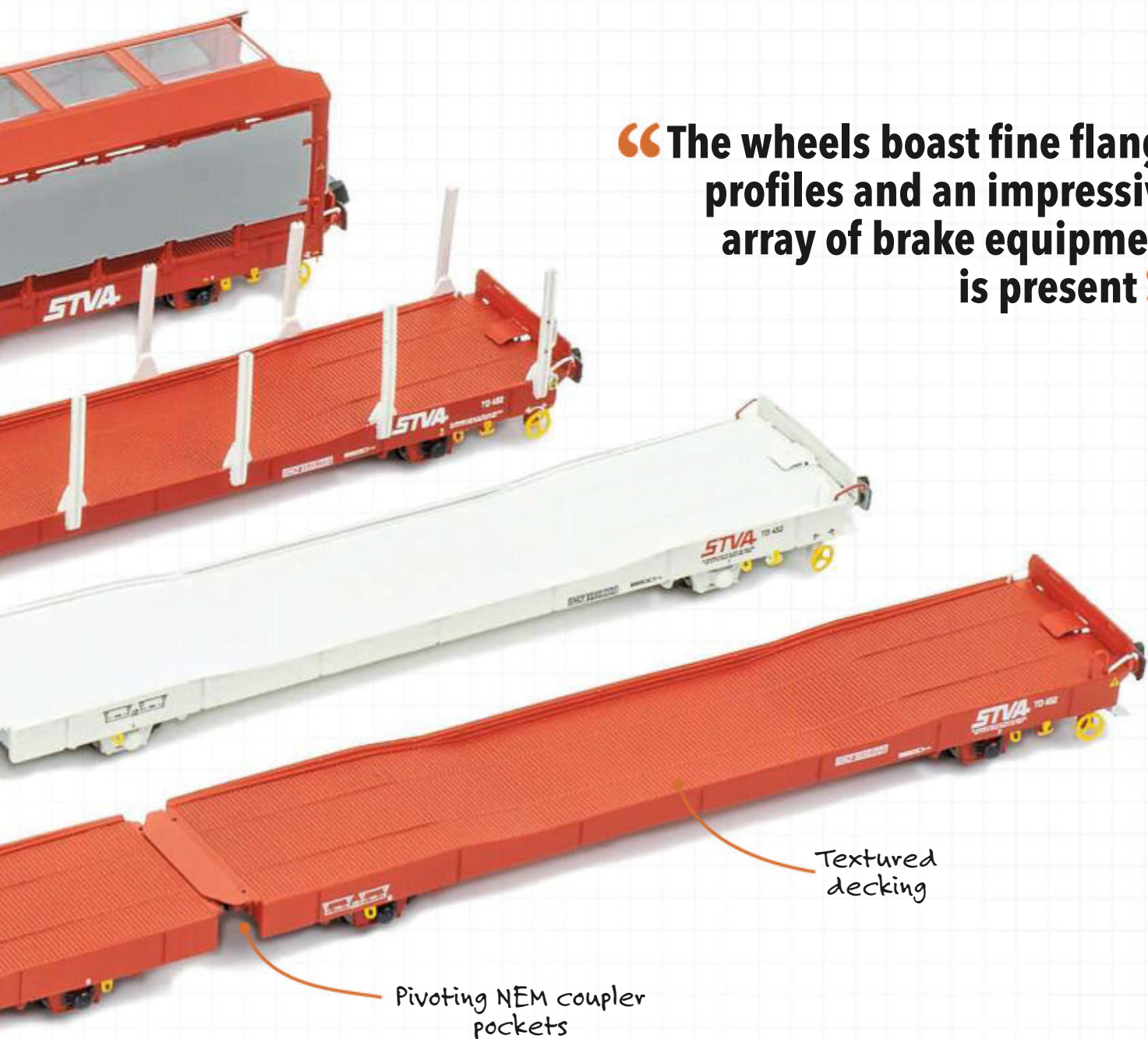
Since the early 1990s, the modified IPAs have been employed to ferry new cars and light vans across Europe and the

UK, working from factories and ports to various distribution hubs. However, the flat wagons left their valuable loads exposed to potential damage, particularly from lineside vandals, so further modifications ensued. Some wagons were fitted with side stakes, which allowed canvas screens to be stretched along the length of each side, but these were not wholly effective. Subsequent mods featured permanent side screens and protective roofs with clear plastic

panels, offering the cargo much greater protection.

The IPAs have been a common sight on the West Coast and East Coast main lines for the past few decades, running behind a variety of diesel and electric traction. Furthermore, they form the subject of Revolution Trains' latest 'N' gauge release. A number of single-deck formats and liveries are on offer, ranging from the early 1990s pale grey scheme, to the longer lived red version. The recent Groupe CAT





“The wheels boast fine flange profiles and an impressive array of brake equipment is present”

dark blue livery is also represented and both the twin and quad-sets are on offer.

Received for review is a representative selection of IPA twin-sets, portraying the original flat and side stake versions, plus the fully covered wagons. Each vehicle consists of a diecast metal chassis which provides the necessary ‘ballast’ and the surface of the wagon’s floor features a replica of the prototype’s corrugated decking. The wheels boast fine flange profiles and an impressive array of brake equipment is present, including reservoir tanks, valves, piping, control shafts and hand wheels.

The NEM pockets pivot within sprung close coupling units, with a set of moulded screw couplings provided for the fixed inner couplings between cars, while an etched metal fall plate sits over the gap between the two cars. At

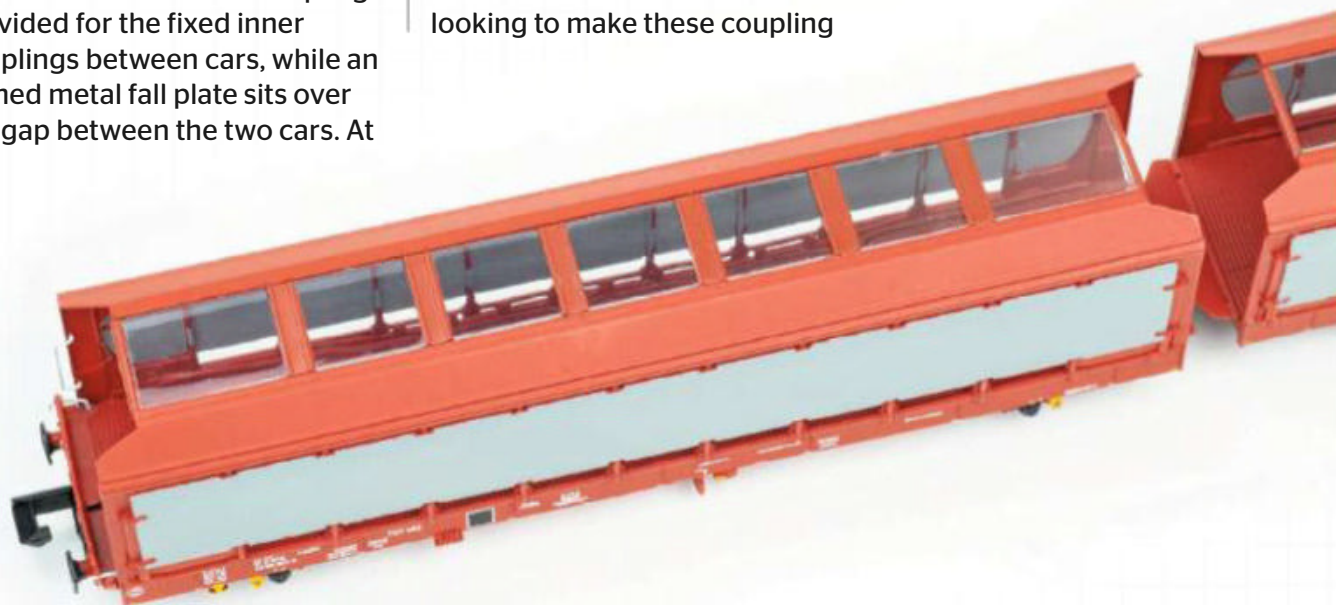
the outer ends, the fall plate is portrayed in the raised position and buffer, handrail and footstep detail are very impressive. The train ferry-era eyelets and twin hooks are nicely captured and the various printed legends are crisp and legible across all of our sample vehicles. The finish on the covered wagons is let down slightly by the fuzzy edges to the grey side panels, but otherwise the overall quality is superb.

### SMOOTH RUNNERS

The wagons ran smoothly on my simple ‘N’ gauge test track, with the close-coupler units pivoting freely and maintaining a sufficient distance between cars as they encountered the curves and turnouts. Revolution Trains is looking to make these coupling

units available as separate parts, which would be a real boon to ‘N’ gauge (and ‘OO9’) kit-building and RTR customising projects.

These wagons are just the thing to run behind a Dapol or Farish Class 66, or the upcoming Class 92, also from Revolution Trains. When loaded with an array of Oxford Diecast road vehicles, they’ll offer a colourful and impressive addition to any post-1990s ‘N’ gauge layout. At the time of writing, there were still a number of IPA sets available from Revolution Trains stockists. Incidentally, the Revolution team is also working on a ‘OO’ gauge version. **(GD)**



## 3 things we like



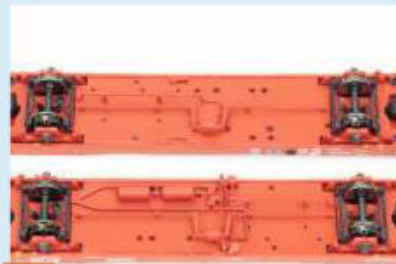
1

All printed numbers and legends are clean and legible – even the smallest panels.



2

Pivoting close-coupler units with NEM pockets keep the wagons close together on the straights but allow adequate distance on curves.



3

A full complement of brake gear is installed beneath the wagon floor, including tanks, valves and pipework.

### SUMMARY

#### PROS

Impressive level of detail. Smooth, reliable performance. Attractive and important prototype.

#### CONS

Minor finish issues on the covered wagons.

### FINAL VERDICT

#### EXCELLENT

Another great new set of models for modern ‘N’ gauge enthusiasts.





## Hornby Ivatt 'Duchess'

◆ GAUGE 'OO' ◆ MODEL Hornby Ivatt 'Princess Coronation' 4-6-2 No. 46257 *City of Salford* ◆ PRICE £189.99 (RRP) ◆ AVAILABILITY [www.hornby.com](http://www.hornby.com)

**T**he last 'Pacifics' of LMS design were two 'Princess Coronation' 4-6-2s to a modified design by H.G. Ivatt. One was built just before nationalisation, No. 6256 named *Sir William Stanier*, and the other was completed just after nationalisation as No. 46257 *City of Salford*. However, the era of 'Pacifics' was drawing to a close, streamlining was a memory and the visible changes made by Ivatt harked back to the Churchward ideas of

straight running plates and squared corners, functionality and ease of maintenance.

The main purpose of these two modernised examples of Stanier's celebrated design was to set benchmarks against which the two LMS/English-Electric diesel locomotives, Nos. 10000/1 could be judged. In order to stand any chance of matching the 'Pacific's' power output, the two diesels had to be run in multiple.

Though I don't have access to appropriate reference books at

present, I believe No. 46257 was allocated to Swindon for a short time in 1956, presumably for a spell on the 'home trainer' (as the rolling road was known) or out on the road with the dynamometer car.

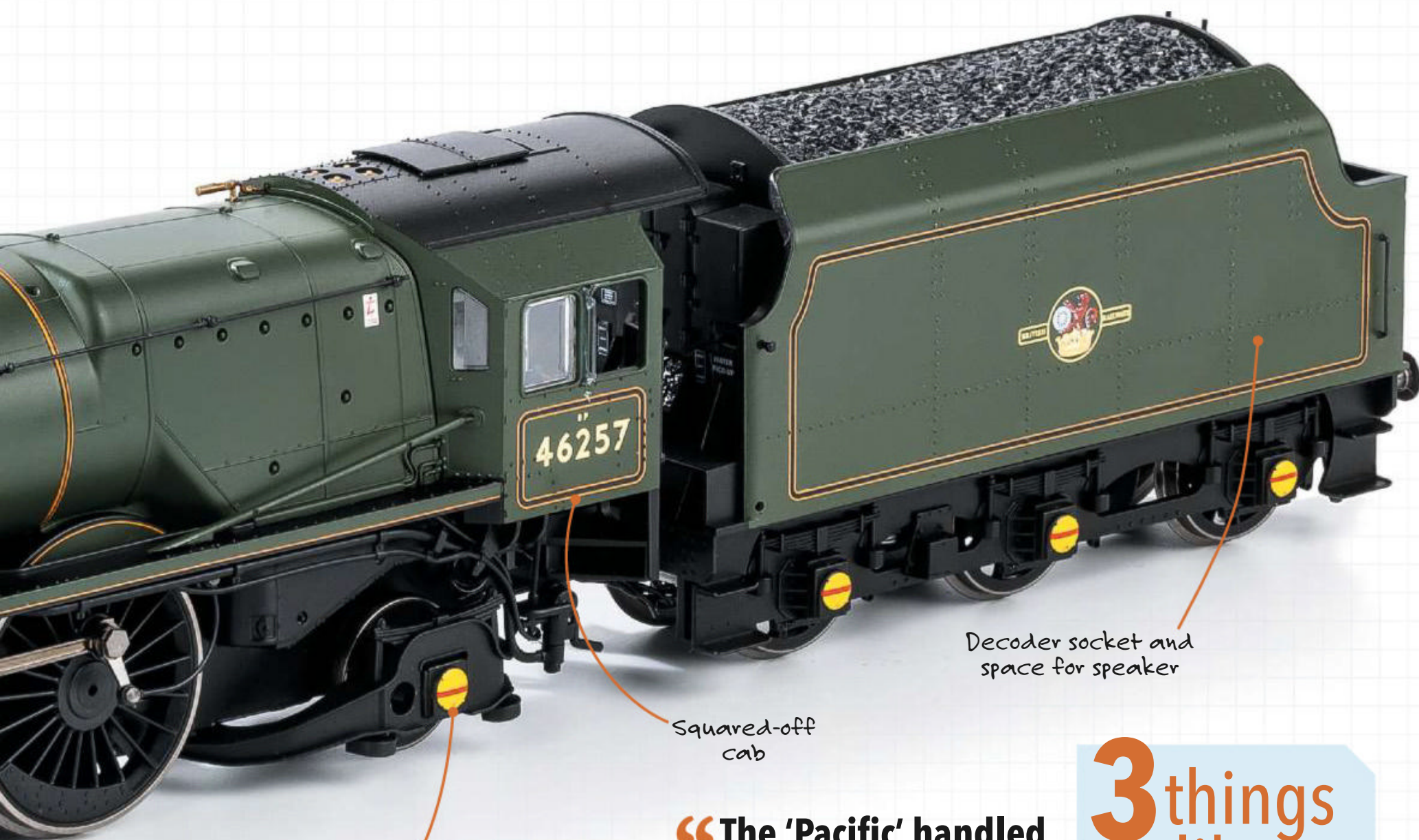
### WHY NOW?

Stanier's 'Pacifics' have been in the Hornby range since the dawn of Hornby-Dublo. I had a *Duchess of Atholl* in the 1950s and Hornby's other progenitor, Tri-ang, had *Princess Elizabeth* from the time of its formation in

the post-war years. In recent times, Hornby has made the LMS 'Pacifics' very much its own, with the 'Princesses' and both streamlined and unstreamlined 'Coronations'. The only variant missing from the range was the Ivatt version.

Hornby rectified that omission a couple of years ago with the LMS-liveried 6256 *Sir William Stanier*, but that model was released during the period when Hornby was not supplying review samples to the traditional model press.





Roller bearing axleboxes

Squared-off cab

Decoder socket and space for speaker

**“The ‘Pacific’ handled a train of 36 four-wheel wagons and one Mk 1 coach with ease on Peco Code 83 track and pointwork”**

Happily, that decision was reversed and the second run of this model, this time as No. 46257 *City of Salford* in BR lined green, has arrived for review. Of course, Stanier took much GWR practice and experience with him when he moved from Swindon to the LMS and I’m reminded of a gentle dig by one of my colleagues when

discussing LMS ‘Pacifics’, “If the GWR had looked after their staff, they could have had one of these!”

The Swindon-esque BR lined green livery of the Hornby model certainly appeals to this Western modeller, and I’ve always found the angular shape of the two Ivatt ‘Pacifics’ most attractive.

### IMPRESSIONS

This, of course, is a big model. At close to a foot long with its permanently coupled tender, it certainly impresses. Hornby has captured the character of the massive boiler well, and it is flanked by cutaway running plate drops, and the distinctive squared-off cab which emphasises how small the cab was in relation to the rest of the locomotive. Separately fitted details enhance the running plate and the boiler handrails are fine and blackened.

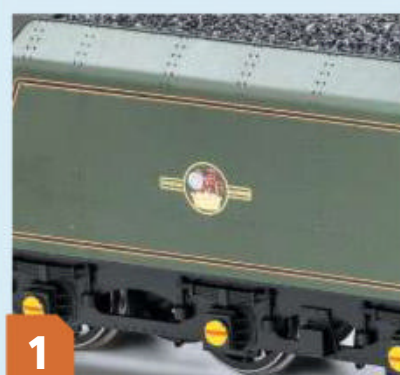
The cab backhead is the customary masterpiece we’ve come to expect from Hornby and the cab roof is topped by Hornby’s signature sliding roof vents – two of them!

Sprung metal buffers are fitted all round, those on the locomotive front being oval and having a ‘lightly polished’ appearance.

### CHASSIS AND RUNNING

Below the running plate, the detail is equally fine, with blackened metal rods and valve gear and fine wire sandpipes. The front bogie has an NEM coupler pocket and the coupler is supplied in the accessory pack. ➤

## 3 things we like



1

Subdued rendering of BR livery.



2

Impressive overall appearance.



3

Blackened wheel rims which look polished in sunlight.





A distinctive feature of Ivatt's revised chassis was the fitting of roller-bearing axleboxes, and on the trailing truck and tender these are readily identified by the yellow covers, adorned with horizontal red stripes.

I found the large driving wheels particularly fascinating with their blackened metal rims, which look polished when they catch the light. The trailing bogie follows the practice first established with Hornby's Bulleid 'Pacifics', the truck frame being fixed and fitted with a flangeless wheelset. For those

who don't like this and don't plan to run the model on train set curves, there's a flanged wheelset included in the pack, together with brake rigging, bufferbeam pipes and other customer-fit details.

The locomotive and tender are semi-permanently coupled with a metal bar and Hornby's usual small white electrical plug and socket. This allows for the DCC decoder socket to be in the tender, for easier access. The tender also includes a location for a 28mm round speaker if DCC sound is to be fitted.

On test the big 'Pacific' performed faultlessly throughout the speed range. It was smooth and quiet, and there were no derailments. Without access to the *Model Rail* test track, my current test setup is a little makeshift, but the 'Pacific' handled a train of 36 four-wheel wagons and one Mk 1 coach with ease on Peco Code 83 track and pointwork.

**CONCLUSIONS**

I am really pleased to have the opportunity to review the latest of Hornby's LMS 'Pacifics'.

I expect we shall see re-runs of the earlier locomotives in different guises but 46257 is likely to remain a one-off, the only alternative being an early crest version. It is a fine way to round off a run of models. (CJL)

SUMMARY

**PROS**

A striking model of the last LMS 'Pacific' variant, missing from the Hornby range. Delicately rendered to Hornby's high standards.

**CONS**

Perhaps starting to lag behind, in terms of factory-fitted features and options such as lights and sound.

FINAL VERDICT

**IMPRESSIVE**

But not quite state-of-the-art.

HORNBY IVATT 'PRINCESS CORONATION' 4-6-2 No. 46257 CITY OF SALFORD

| OVERVIEW                                             |                                     | DIMENSIONS                                | PROTOTYPE  | 1:76 SCALE | MODEL  |
|------------------------------------------------------|-------------------------------------|-------------------------------------------|------------|------------|--------|
| Manufacturer: Hornby                                 | Body: Plastic/metal                 |                                           |            |            |        |
| Ref. No. R3856                                       | Chassis: Metal/plastic              |                                           |            |            |        |
| Unit No. 46257                                       | Weight: 438g (15.34oz)              |                                           |            |            |        |
| Scale/gauge: 4mm:1ft 'OO'                            | Min. curve radius: R2 (438mm)       |                                           |            |            |        |
| ELECTRICS                                            |                                     | Length (over buffers)                     | 73ft 10¼in | 295mm      | 303mm  |
| Electrical system: 12V DC two-rail.                  | Lights?: No                         | Height                                    | 13ft 3in   | 53mm       | 52mm   |
| Motor type: Sealed long-life.                        | DCC ready?: 8-pin socket in tender. | Width                                     | 8ft 11in   | 35.8mm     | 36mm   |
| MECHANISM                                            |                                     | Driving Wheel diameter                    | 6ft 9in    | 27mm       | 27mm   |
| Drive system: Worm and gears to centre coupled axle. | Flywheel(s): 1                      | Wheel back-to-back                        |            |            | 14.5mm |
|                                                      | Traction tyres: No                  | <b>SERVICING</b>                          |            |            |        |
|                                                      |                                     | How to dismantle: Single screw under cab. |            |            |        |
|                                                      |                                     | Where to oil: See instructions.           |            |            |        |





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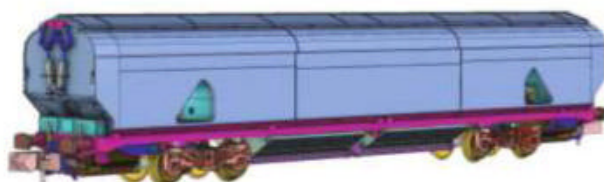
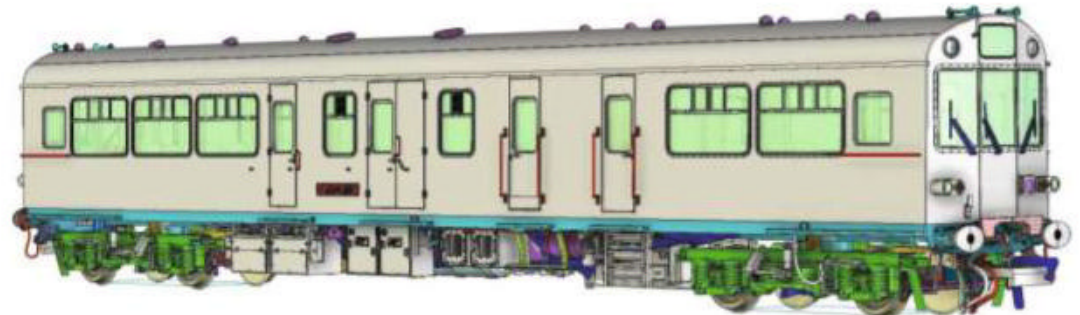


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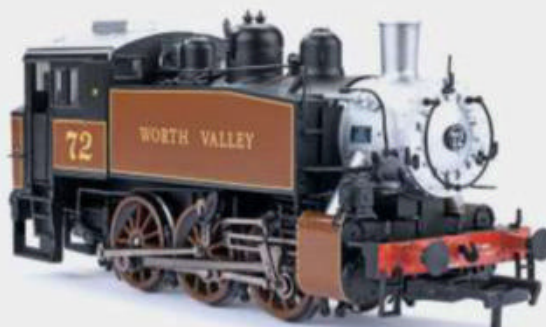
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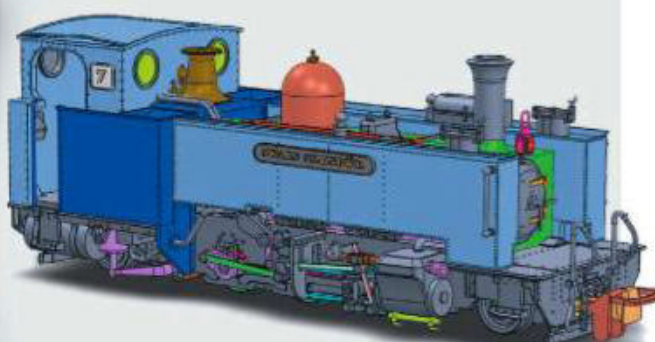
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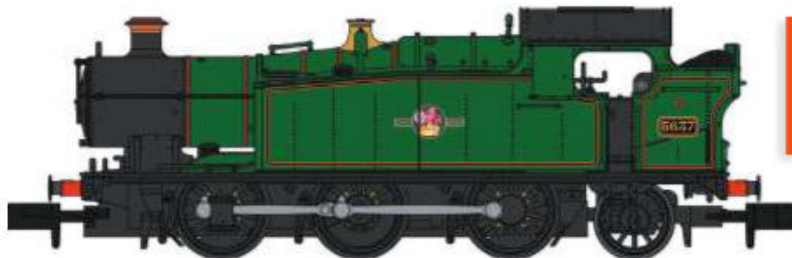


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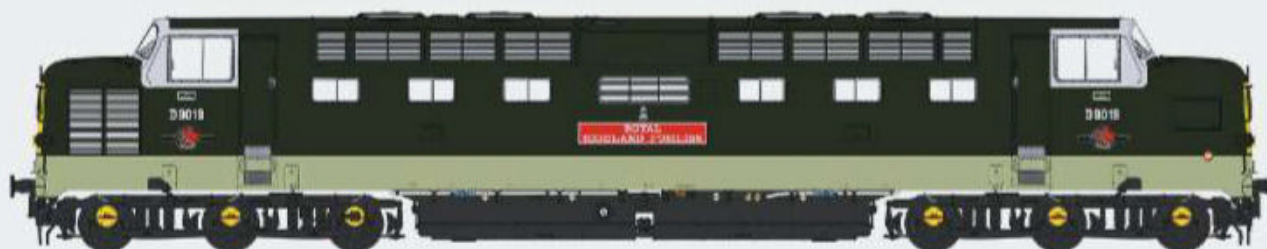
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# THIS MONTH AT

Compiled between 4th November & 4th December 2020

*Hattons*  
• MODEL RAILWAYS •

## Latest News



OO  
GAUGE  
O  
GAUGE

### Hattons Festive Sale

A wide selection of models have been discounted to bargain prices in OO & O gauges from many of your favourite manufacturers.

[www.hattons.co.uk/tmah124](http://www.hattons.co.uk/tmah124)

©Adrian Nicholls



OO  
GAUGE

### Heljan Class 104 DMU

Heljan have announced a newly tooled range of Class 104 DMUs in OO gauge covering a selection of BR blue, green, Scotrail and Network South East liveries.

[www.hattons.co.uk/tmah122](http://www.hattons.co.uk/tmah122)



OO  
GAUGE

### Hornby LNER Thompson A2/3

Hornby have shown painted samples for their newly tooled Class A2/3. Available in LNER and BR colour schemes, these models are expected by early 2021.

[www.hattons.co.uk/tmah125](http://www.hattons.co.uk/tmah125)



©CA850

N  
GAUGE

### Kato Class 800 BiMU

Full details for Kato's N gauge Class 800 have been announced. LNER & GWR variants will be available as 5-car train packs or premium starter train sets.

[www.hattons.co.uk/tmah126](http://www.hattons.co.uk/tmah126)

©Jon Gavin



OO  
GAUGE

### Heljan Class 33/0

Heljan have shown painted samples for their new batch of hi-intensity headlight fitted Class 33s in OO gauge. Expected during Q1 2021.

[www.hattons.co.uk/tmah127](http://www.hattons.co.uk/tmah127)

©Peter Broster



OO  
GAUGE

### Dapol Class 43xx Mogul 2-6-0

Dapol's highly anticipated newly tooled 'Mogul' locomotives have now arrived in stock, covering a selection of GWR and BR colour schemes.

[www.hattons.co.uk/tmah123](http://www.hattons.co.uk/tmah123)

## Top 5 Best Sellers



1

Pocketbond  
EM76658 - £2

OO



2

Pocketbond  
EM76637 - £2

OO



3

Hattons Originals  
H4-RHTT-001 - £99

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4

Hattons Originals  
H4-P-015 - £84

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5

Hattons Originals  
H4-WW-001A - £28



/hattonsmodelrailways



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# Forthcoming Releases

See more at [www.hattons.co.uk](http://www.hattons.co.uk) and follow us on social media!

**dapol**

See all forthcoming Dapol items:  
[hattons.co.uk/dapolpreorders](http://hattons.co.uk/dapolpreorders)



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## JHA Hopper Wagons

Stage: Painted Samples  
Due: February 2021  
Price: from £38.25

[hattons.co.uk/dapoljha](http://hattons.co.uk/dapoljha)



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## British Rail Class 59

Stage: Painted Samples  
Due: Q1 2021  
Price: from £131.71

[hattons.co.uk/dapol59](http://hattons.co.uk/dapol59)



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## GWR Streamlined Railcar

Stage: Painted Samples  
Due: Q1 2021  
Price: from £297.50

[hattons.co.uk/dapolrailcar](http://hattons.co.uk/dapolrailcar)

**Hattons**  
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Explore the full Hattons Originals range:  
[hattons.co.uk/originals](http://hattons.co.uk/originals)



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## Genesis 4 & 6 Wheel Coaches

Stage: Engineering Samples  
Due: from Q2 2021  
Price: from £30

[hattons.co.uk/genesis](http://hattons.co.uk/genesis)



### Batch 1:

- LB&SCR mahogany
- SECR livery
- GNR lined teak
- GWR chocolate & cream
- SR olive green
- LNWR livery
- LNER pre-war brown
- LMS crimson lake
- Departmental

Future batches will cover other liveries.  
Head to our website to explore the project in full.



**HELJAN**

See all forthcoming Heljan items:  
[hattons.co.uk/heljanpreorders](http://hattons.co.uk/heljanpreorders)



009

## Lynton & Barnstaple 2-4-2T

Stage: Painted Samples  
Due: Q1 2021  
Price: £203.96

[hattons.co.uk/landb242t](http://hattons.co.uk/landb242t)



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## British Rail Class 25/3

Stage: Painted Sample  
Due: Q1 - Q2 2021  
Price: from £152.96

[hattons.co.uk/hel253](http://hattons.co.uk/hel253)



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## British Rail Class 86/0

Stage: Painted Samples  
Due: Q2 2021  
Price: from £161.46

[hattons.co.uk/hel860](http://hattons.co.uk/hel860)

**HORNBY**

Explore the full Hornby 2020 range:  
[hattons.co.uk/hornby2020](http://hattons.co.uk/hornby2020)



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## W4 Peckett 0-4-0ST

Stage: New Batch - Renders  
Due: 2021  
Price: £90

[hattons.co.uk/peckett](http://hattons.co.uk/peckett)



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## Coronation Scot Coaches

Stage: Painted Samples  
Due: Spring 2021  
Price: £43.50

[hattons.co.uk/coroscot](http://hattons.co.uk/coroscot)



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## LNER Thompson A2/2 & A2/3

Stage: Painted Samples  
Due: Early 2021  
Price: £171

[hattons.co.uk/thompsona2](http://hattons.co.uk/thompsona2)



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## 00 Gauge (1:76 Scale)

### Steam locos



H4-AB14-007 Andrew Barclay 0-4-0ST 14" 1927 'No.1' in Burnley Corporation Gas Department blue (Hat) (RRP £99) **BARGAIN**... £84  
H4-AB14-001 Andrew Barclay 0-4-0ST 14" 2047 '705' in BR black early emblem (Hat) (RRP £99) **BARGAIN**... £84



H4-AB14-002 Andrew Barclay 0-4-0ST 14" 2047 '705' in GWR green shirtbutton roundel (Hat) (RRP £99) **BARGAIN**... £84



H4-AB14-006 Andrew Barclay 0-4-0ST 14" 2069 'Little Barford' in Acton Lane Power Station blue wasp stripes (Hat) (RRP £99) **BARGAIN**... £84



H4-AB14-008 Andrew Barclay 0-4-0ST 14" 2134 'No.3' in Fina lined blue (Hat) (RRP £99) **BARGAIN**... £84



H4-AB14-003 Andrew Barclay 0-4-0ST 14" 2134 'Coronation' in lined green (Hat) (RRP £99) **BARGAIN**... £84



H4-AB14-005 Andrew Barclay 0-4-0ST 14" 2134 'WTT' in lined green (Hat) (RRP £99) **BARGAIN**... £84



H4-AB16-002 Andrew Barclay 0-4-0ST 16" 2043 'No 6' in NCB green (Hat) (RRP £99) **BARGAIN**... £84



H4-AB16-003 Andrew Barclay 0-4-0ST 16" 2226 'Katie' in lined maroon (Hat) (RRP £99) **BARGAIN**... £84



H4-AB16-001 Andrew Barclay 0-4-0ST 16" 2244 'No.10' in NCB lined black (Hat) (RRP £99) **BARGAIN**... £84



R3864 Class 4000 Star 4-6-0 4003 'Lode Star' in GWR green (Hor) **NEW**... £162  
R3462 Class 42xx 2-6-0T 4287 BR Black early emblem (Hor) (RRP £105.99) **BARGAIN**... £86



4S-043-005 Class 43xx Mogul 2-6-0 6364 in BR lined green early emblem (Dap) **NEW**... £135.96



4S-043-002D Class 43xx Mogul 2-6-0 6385 in GWR green shirtbutton emblem - DCC fitted (Dap) **NEW**... £161.46



4S-043-003 Class 43xx Mogul 2-6-0 in GWR green BR smokebox numberplate (Dap) **NEW**... £135.96  
4S-043-003D Class 43xx Mogul 2-6-0 in GWR green BR smokebox numberplate - DCC fitted (Dap) **NEW**... £161.46



R3463 Class 52xx 2-8-0T 5231 in BR black early emblem (Hor) (RRP £105.99) **BARGAIN**... £86



H4-P-016 SECR P Class 0-6-0T 31556 in BR black early emblem (Hat) (RRP £99) **BARGAIN**... £84



H4-P-013 SECR P Class 0-6-0T 5027 in ROD green (Hat) (RRP £99) **BARGAIN**... £84  
H4-P-014 SECR P Class 0-6-0T 5753 ROD green (Hat) (RRP £99) **BARGAIN**... £84

### Diesel locos



4D-014-000 Class 29 6112 in BR green full yellow ends (Dap) (RRP £151.95) **BARGAIN**... £109



4D-014-003 Class 29 D6107 in BR blue (Dap) (RRP £151.95) **BARGAIN**... £109



H4-66-008 Class 66 66033 in Euro Cargo Rail EWS branding (Hat) (RRP £150) **BARGAIN**... £119  
H4-66-005 Class 66 66088 EWS DB branding (Hat) (RRP £150) **BARGAIN**... £119



H4-66-006 Class 66 66097 in DB Schenker (Hat) (RRP £150) **BARGAIN**... £119  
H4-66-003 Class 66 66125 in EWS (Hat) (RRP £150) **BARGAIN**... £119



H4-66-004 Class 66 66207 in EWS (Hat) (RRP £150) **BARGAIN**... £119  
H4-66-009 Class 66 66218 Euro Cargo Rail DB branding (Hat) (RRP £150) **BARGAIN**... £119  
H4-66-010 Class 66 66404 in DRS compass (Hat) (RRP £150) **BARGAIN**... £119



H4-66-013 Class 66 66429 in DRS plain (Hat) (RRP £150) **BARGAIN**... £119



H4-66-011 Class 66 66433 in DRS compass (Hat) (RRP £150) **BARGAIN**... £119



H4-66-014 Class 66 66502 in Freightliner 'Basford Hall Centenary 2001' (Hat) (RRP £150) **BARGAIN**... £119  
H4-66-020 Class 66 66504 Freightliner Powerhaul (Hat) (RRP £150) **BARGAIN**... £119



H4-66-021 Class 66 66528 in Freightliner Powerhaul 'Madge Elliot MBE - Borders Railway Opening 2015' (Hat) (RRP £150) **BARGAIN**... £119



H4-66-037 Class 66 66587 in Freightliner/ONE pink 'AS ONE, WE CAN' (Hat) (RRP £150) **BARGAIN**... £119  
H4-66-016 Class 66 66593 in Freightliner '3MG Mersey Multimodal Gateway' (Hat) (RRP £150) **BARGAIN**... £119



H4-66-036 Class 66 66623 in Freightliner/G&W orange (Hat) (RRP £150) **BARGAIN**... £119  
H4-66-022 Class 66 66704 in GBRf original (Hat) (RRP £150) **BARGAIN**... £119



H4-66-023 Class 66 66705 in GBRf original Union Flag 'Golden Jubilee' (Hat) (RRP £150) **BARGAIN**... £119  
H4-66-024 Class 66 66727 in GBRf/First group 'Andrew Scott CBE' (Hat) (RRP £150) **BARGAIN**... £119



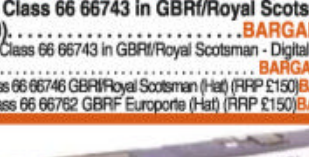
H4-66-025 Class 66 66731 in GBRf/First group (Hat) (RRP £150) **BARGAIN**... £119



H4-66-026 Class 66 66740 in GBRf Europorte 'Sarah' (Hat) (RRP £150) **BARGAIN**... £119



H4-66-033 Class 66 66743 in GBRf/Royal Scotsman (Hat) (RRP £150) **BARGAIN**... £119  
H4-66-033-D Class 66 66743 in GBRf/Royal Scotsman - Digital Fitted (Hat) (RRP £165) **BARGAIN**... £139



H4-66-034 Class 66 66746 GBRf/Royal Scotsman (Hat) (RRP £150) **BARGAIN**... £119  
H4-66-028 Class 66 66762 GBRf Europorte (Hat) (RRP £150) **BARGAIN**... £119



H4-66-035 Class 66 66780 in GBRf/Cemex 'The Cemex Express' (Hat) (RRP £150) **BARGAIN**... £119



H4-66-032-D Class 66 66783 in Biffa red GBRf branding 'The Flying Dustman' - Digital Fitted (Hat) (RRP £165) **BARGAIN**... £139  
H4-66-029 Class 66 66847 Colas Rail Freight (Hat) (RRP £150) **BARGAIN**... £119



H4-66-030 Class 66 66848 in Colas Rail Freight (Hat) (RRP £150) **BARGAIN**... £119



H4-66-018 Class 66 66957 in Freightliner 'Stephenson Locomotive Society 1909-2009' (Hat) (RRP £150) **BARGAIN**... £119

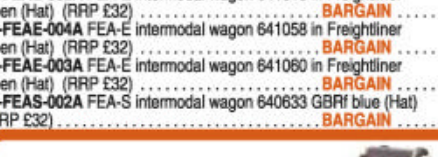
### Wagons



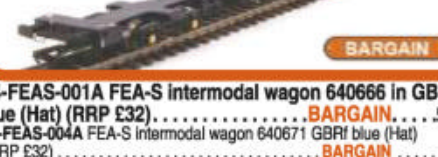
H4-BH-005 Bellhack snow plough (ex Class 45) ZZA ADB966098 in BR yellow NSE Branding (Hat) (RRP £43) **BARGAIN**... £35



H4-FAE-001A FEA-E intermodal wagon 641003 in Freightliner green (Hat) (RRP £32) **BARGAIN**... £25



H4-FAE-002A FEA-E intermodal wagon 641013 in Freightliner green (Hat) (RRP £32) **BARGAIN**... £25



H4-FAE-004A FEA-E intermodal wagon 641058 in Freightliner green (Hat) (RRP £32) **BARGAIN**... £25



H4-FAE-003A FEA-E intermodal wagon 641060 in Freightliner green (Hat) (RRP £32) **BARGAIN**... £25



H4-FAE-002A FEA-S intermodal wagon 640633 GBRf blue (Hat) (RRP £32) **BARGAIN**... £25



H4-FAE-004A FEA-S intermodal wagon 640671 GBRf blue (Hat) (RRP £32) **BARGAIN**... £25



H4-FAE-003A FEA-S intermodal wagon 640689 GBRf blue (Hat) (RRP £32) **BARGAIN**... £25



H4-RHTT-001 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules (Hat) (RRP £118) **BARGAIN**... £99



H4-RHTT-004 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules - weathered (Hat) (RRP £126) **BARGAIN**... £119



H4-RHTT-002 Rail Head Treatment Train 'Water Jet' 2 wagons and water jetting modules (Hat) (RRP £118) **BARGAIN**... £99



H4-RHTT-003 Rail Head Treatment Train 'Water' wagon 3 water modules to extend either RHTT pack to 3 wagons (Hat) (RRP £59) **BARGAIN**... £49



H4-RHTT-006 Rail Head Treatment Train 'Water' wagon 3 water modules to extend either RHTT pack to 3 wagons - weathered (Hat) (RRP £63) **BARGAIN**... £57



H4-WW-010 Warwell wagon 50t diamond frame bogies DW160819 in BR brown steel/rail carriers - weathered (Hat) (RRP £37) **BARGAIN**... £30



H4-WW-006A Warwell wagon 50t diamond frame bogies M360337 in BR grey (Hat) (RRP £33) **BARGAIN**... £28



H4-WW-005 Warwell wagon 50t diamond frame bogies MODA95534 in MOD 1970s olive (Hat) (RRP £33) **BARGAIN**... £28



H4-WW-003A Warwell wagon 50t diamond frame bogies WW.38 in WD (LNER) (Hat) (RRP £33) **BARGAIN**... £28



H4-WW-002A Warwell wagon 50t diamond frame bogies WW.52 in WD (LMS) (Hat) (RRP £33) **BARGAIN**... £28





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P0291 Castle Gatehouse - Card kit (Met) **NEW** ... £16.50

**NEW**



P0294 Castle Hall - Card kit (Met) **NEW** ... £15

**Buses**



23323 AEC RF Coach "Valiant / Silverline" (EFE) (RRP £24.95) ... **BARGAIN** ... £11



12121 Harrington Cavalier coach "Northern General" (EFE) (RRP £24.95) ... **BARGAIN** ... £6  
12117 Harrington Cavalier coach "Thomas Brothers" (EFE) (RRP £19.95) ... **BARGAIN** ... £6



12120 Harrington Cavalier coach "Timpsons & Sons" (EFE) (RRP £24.95) ... **BARGAIN** ... £6



12310 Harrington Grenadier "Birch Bros." (EFE) (RRP £24.95) ... **BARGAIN** ... £6



12309 Harrington Grenadier "Black & White" (EFE) (RRP £19.95) ... **BARGAIN** ... £6



12307 Harrington Grenadier coach "North Western" (EFE) (RRP £19.95) ... **BARGAIN** ... £6



24906 Reeve Burgess Minibus "First Capital" (EFE) (RRP £29.95) ... **BARGAIN** ... £7

**Cars**

**NEW**



76S3002 Audi S3 Cabriolet Mythos Black (Oxf) **NEW** £5.50

**NEW**



76VWS009 VW T1 Samba Bus Mouse Grey/Pearl White (Oxf) **NEW** ... £6

**Public Service vehicles**

**NEW**



76SFE011 Scania Pump Ladder fire engine - "Humbly Grove Fire and Rescue" (Oxf) **NEW** ... £20.50

**Commercial vehicles**



EM76641 NCB Electric High Top Van "British Railways" (Poc) (RRP £4.50) ... **BARGAIN** ... £2

**NEW**



76SCA02LT Scania Houghton Parkhouse Livestock Transporter Ian S Roger (Oxf) **NEW** ... £24

**N Gauge Diesel locos**

**NEW**



2D-003-013 Class 52 'Western' D1008 "Western Harrier" in BR maroon yellow bufferbeams (Dap) **NEW** ... £110.46  
2D-003-013D Class 52 'Western' D1008 "Western Harrier" in BR maroon yellow bufferbeams - Digital fitted (Dap) **NEW** ... £135.96

**NEW**



2D-003-016D Class 52 'Western' D1016 "Western Gladiator" in BR maroon full yellow ends - Digital fitted (Dap) **NEW** ... £135.96

**NEW**



2D-003-014D Class 52 'Western' D1034 "Western Dragon" in BR maroon small yellow panels - Digital fitted (Dap) **NEW** ... £135.96

**Coaches**

**NEW**



2P-014-001 Maunsell high window 4 coach set SR olive green - set 193 (Dap) **NEW** ... £106.21

**NEW**



2P-014-010 Maunsell high window 6 coach set in SR olive green 456 (Dap) **NEW** ... £158.91

**Wagons**

**NEW**



NR-P432 7 Plank Wagon "T. Burnett & Co" (Pec) **NEW** ... £9

**Buildings - railways**

GMKD1002 Locomotive works - plastic kit (Gau) **NEW** ... £21.50  
KD1004 Station overall roof - plastic kit (Gau) **NEW** ... £23.50

**HO Gauge (1:87 Scale)**

**Cars**

**NEW**



87ED58007 Edsel Citation 1958 Snow White/Turquoise (Oxf) **NEW** ... £6

**O Gauge (1:43 Scale)**

**Steam locos**



7S-006-051 Class 58xx 0-4-2T 5809 in GWR green shirtbutton logo (Dap) (RRP £225) ... **BARGAIN** ... £174



7S-006-052 Class 58xx 0-4-2T 5819 in BR black early emblem (Dap) (RRP £225) ... **BARGAIN** ... £174



H7-A3-003 Class A3 4-6-2 2745 "Captain Cuttle" in LNER black unstreamlined non-corridor tender (Hel) (RRP £750) **BARGAIN** ... £579  
H7-A3-001 Class A3 4-6-2 2750 "Papyrus" in LNER Grass green unstreamlined non-corridor tender - "Record Breaker" (Hel) (RRP £750) ... **BARGAIN** ... £579



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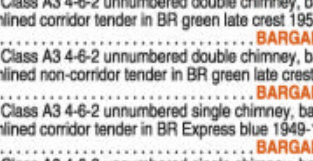
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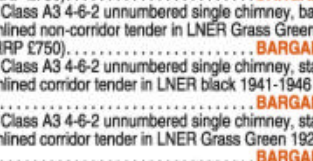
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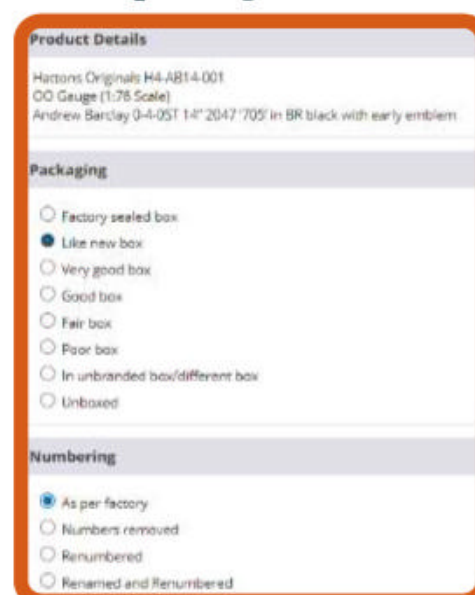
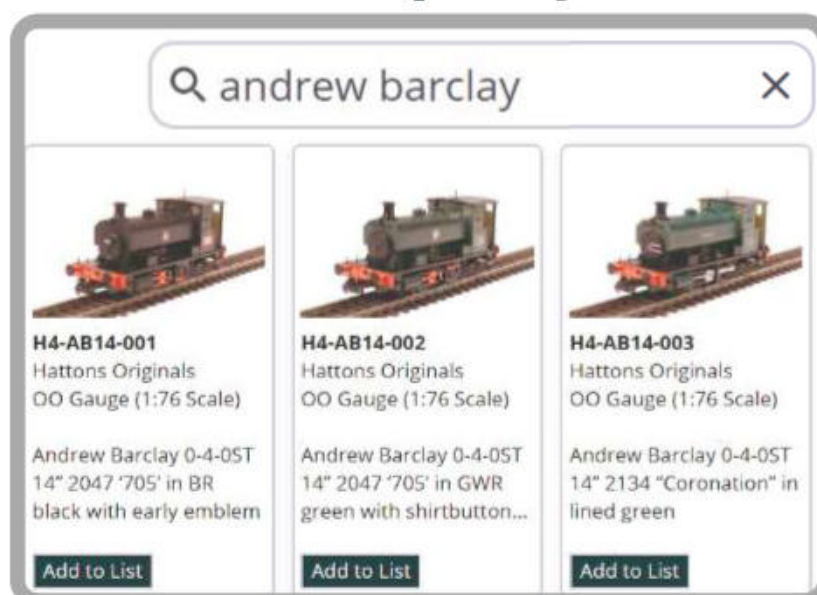
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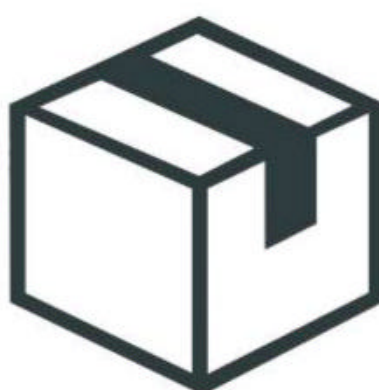
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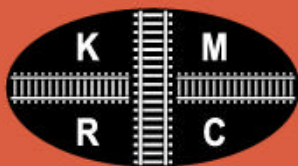
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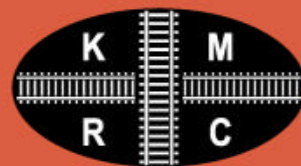


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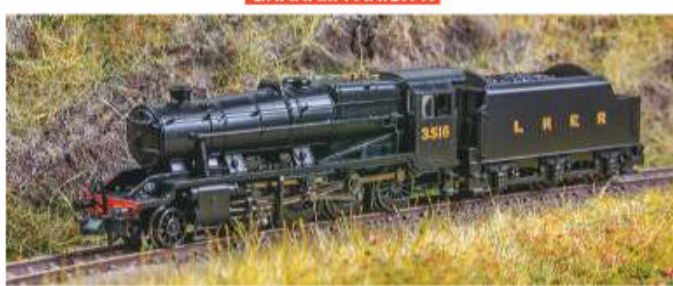


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| 37-529B 20 Ton Brake Van No. 182897 LNER Oxide, weathered.....                       | £18.95  |
| 37-535C 20 Ton Brake Van CAR No. B955016 BR Railfreight.....                         | £17.95  |
| 37-552C 46T POA Mineral Wagon TRL 5320 'ARC TIGER', weathered.....                   | £15.95  |
| 38-105 Triple Pack 34 Ton PNA Wagons Railtrack 5 Rib, weathered.....                 | £41.99  |
| 38-243 MBA Megabox Bogie Box Wagon No. 500006 EWS, weathered.....                    | £30.95  |
| 38-245A MOA Low-Sided Bogie Box Wagon No. 500336 EWS, weathered.....                 | £36.95  |
| 38-400A SR 25 Ton Pill Box Brake Van No. 56462 SR Brown.....                         | £18.95  |
| 38-404A SR 25 Ton Pill Box Brake Van ZTO No. DS56471 BR, weathered.....              | £18.95  |
| 38-550A Midland 20T Brake Van BR Grey (with Duckets).....                            | £17.95  |
| 38-553A Midland 20 Ton Brake Van No. 134900 LMS Bauxite without Duckets.....         | £17.95  |
| 38-554 Midland 20 Ton Brake Van No. M623 Midland Railway Grey.....                   | £17.95  |
| 38-603 21 Ton Grain Hopper No. 23 Bass Charrington.....                              | £16.95  |
| 38-990 20 Ton Brake Van & SR Pill Box Twin Pack NSE.....                             | £36.95  |
| 39-002 Twin Pack BR Mk2a BFK HST Barrier Vehicles BR Blue.....                       | £54.99  |
| 39-025E BR Mk1 SK Second Corridor Coach No. M25704 BR Blue & Grey.....               | £27.99  |
| 39-082B BR Mk1 BSK Brake Second Corridor Coach No. 35329 Network SouthEast.....      | £27.95  |
| 39-125C BR Mk1 CK Composite Corridor Coach No. M16153 BR Blue & Grey.....            | £27.95  |
| 39-126C BR Mk1 CK Composite Corridor Coach No. M15916 BR Maroon.....                 | £27.99  |
| 39-127B BR Mk1 CK Composite Corridor Coach No. E15055 BR Crimson & Cream.....        | £27.99  |
| 39-152B BR Mk1 FK First Corridor Coach No. E13113 BR Crimson & Cream.....            | £27.99  |
| 39-176D BR Mk1 BG Full Brake Coach No. E80533 BR Maroon.....                         | £27.95  |
| 39-177C BR Mk1 BG Full Brake Coach No. M80565 BR Crimson & Cream.....                | £27.95  |
| 39-187 BR Mk1 BG Full Brake Coach NCV No. 95310 BR Blue.....                         | £27.99  |
| 39-188 BR Mk1 BG Full Brake Coach No. 92354 Network SouthEast.....                   | £27.99  |
| 39-225A BR Mk1 BCK Brake Composite Corridor Coach No. E21222 BR Blue & Grey.....     | £27.99  |
| 39-242 BR Mk1 FO First Open Coach No. M3002 BR Blue & Grey.....                      | £27.99  |
| 39-250A BR Mk1 RFO Restaurant Car No. M5 BR Blue & Grey.....                         | £27.99  |
| 39-265 BR Mk1 RMB Miniature Buffet Car No. M1865 NSE.....                            | £28.99  |
| 39-274 BR Mk1 GUV No. E93326 BR Blue & Grey InterCity Motorail.....                  | £27.99  |
| 39-310C BR Mk1 SP Pullman Second Parlour Coach No. 350 Umber & Cream.....            | £37.99  |
| 39-312 BR Mk1 SP Pullman Second Parlour Coach No. E352E BR Blue & Grey.....          | £36.99  |
| 39-361A BR Mk2a TSO Tourist Second Open Coach No. E5406 BR Blue & Grey.....          | £29.99  |
| 39-410A BR Mk2a BFK Brake First Corridor Coach No. W17069 BR Blue & Grey.....        | £28.99  |

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| 39-412A BR Mk2a BFK Brake First Corridor Coach No. 17097 Network SouthEast.....  | £27.99 |
| 39-502A BR Mk1 SLSTP Second Class Sleeper Car No. E2591 BR Maroon.....           | £28.99 |
| 39-503A BR Mk1 SLSTP Second Class Sleeper Car No. E2681 BR Blue & Grey.....      | £28.99 |
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| 39-529 Ex-Southern CCT Covered Carriage Truck No. ABD975276 BR.....              | £23.99 |
| 39-578 BR Auto Trailer No. W234 BR Crimson & Cream.....                          | £49.99 |
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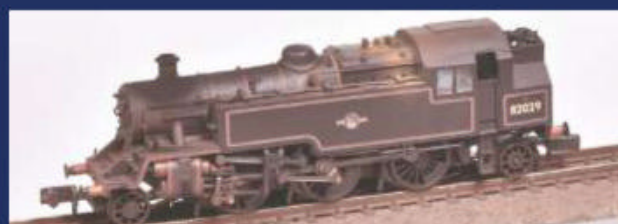
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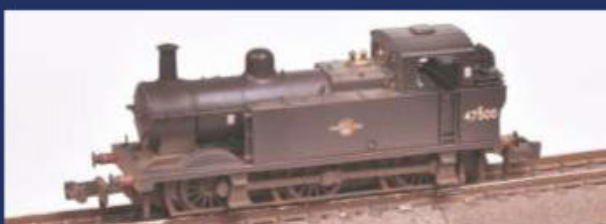
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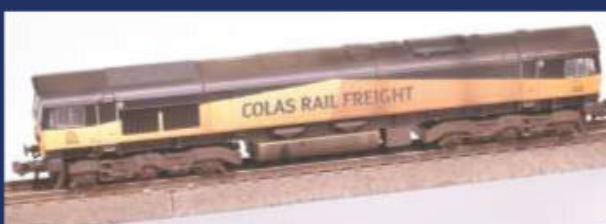
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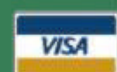
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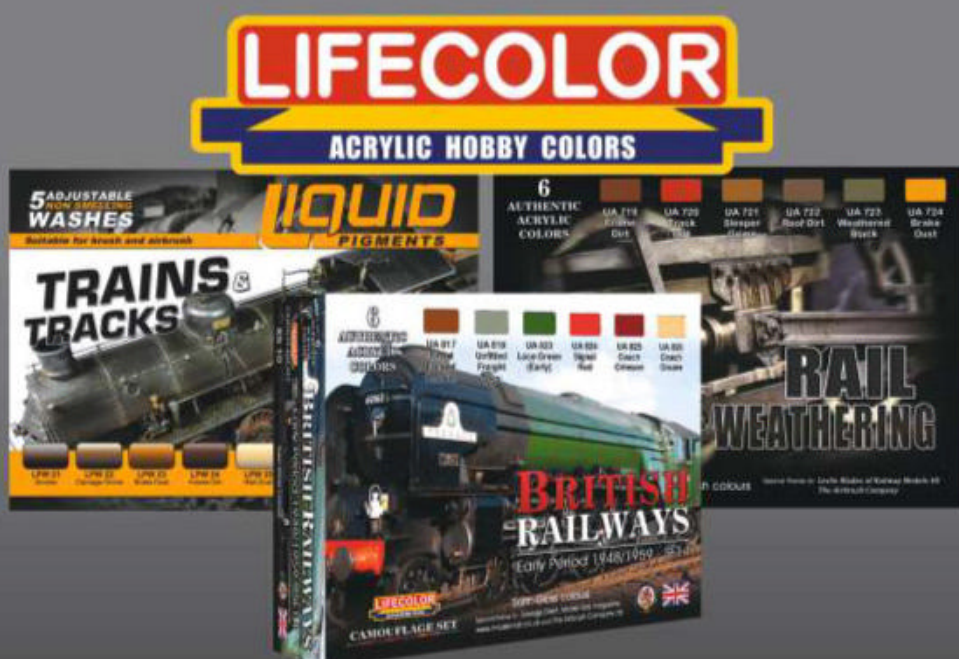
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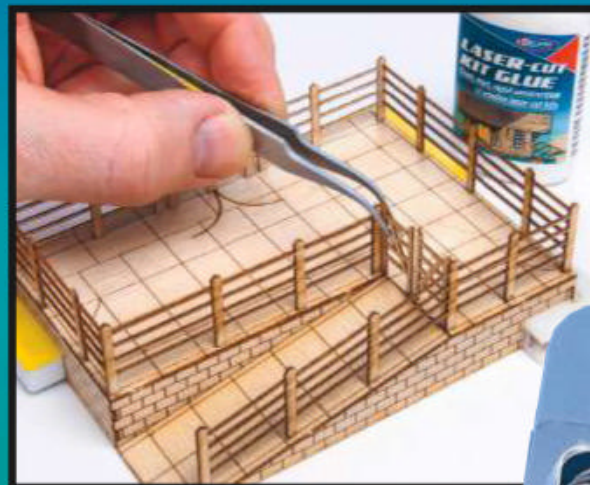
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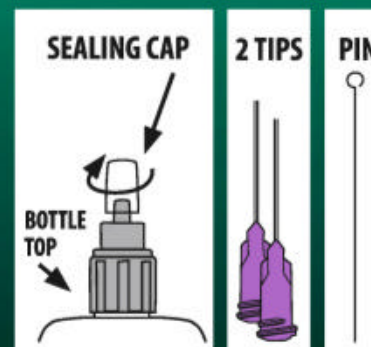
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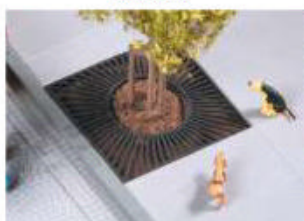
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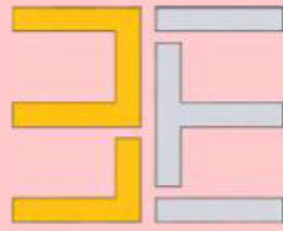
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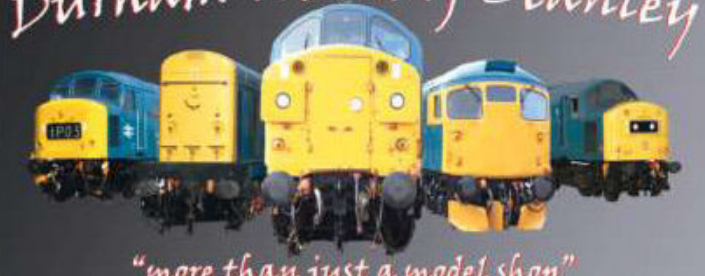
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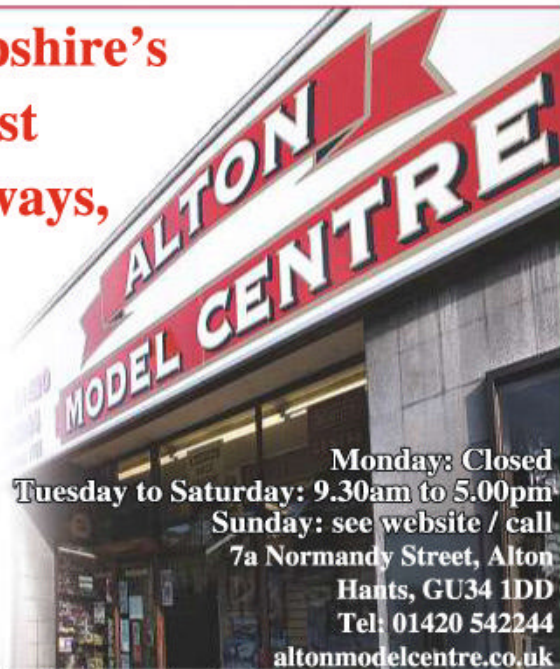
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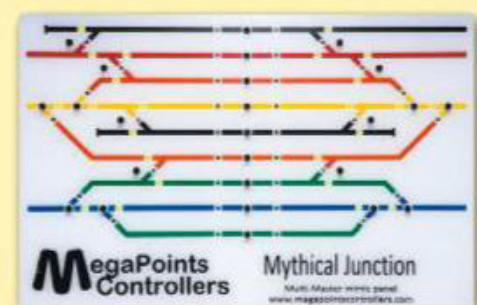
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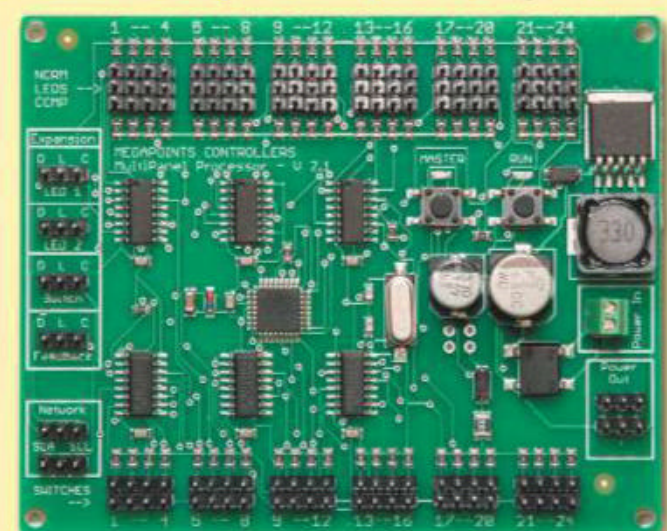
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Rev 17-03

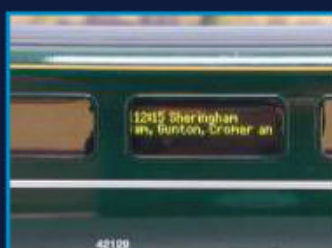




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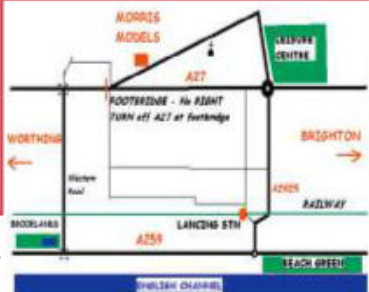
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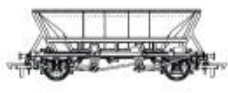


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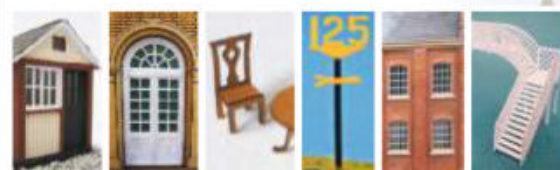


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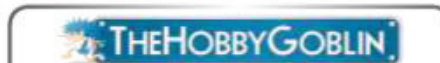
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### EDITORIAL

**Telephone:** 01733 468000

**Editor:** George Dent

**Consultant Editor:** Chris Leigh

**Staff Writer:** Chris Gadsby

**Model Consultant:** Dave Lowery

**Editorial Assistant:** Jane Skinner

**Art Editor:** Matthew Hunt

**Production Editor:** Shane Collins

**Sub Editor:** Richard Hampson

**Photography:** Jacques Portal, Chris Nevard

**Artist:** Andrew Mackintosh

### PRODUCTION

**Telephone:** 01733 468377

**Print Production Manager:** Richard Woolley

**Advertising Production:** Zoe Bellamy

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### ADVERTISING

**Telesales Account Manager:** Gemma Smith  
01733 366379

**Group Sales Manager:** Lucy Scott  
01733 366362

### MARKETING

**Telephone:** 01733 468000

**Marketing Manager:** Emma Glanville

**Head of Newstrade:** Leon Benoiton

**Newstrade Marketing Manager:** Karen Caruso

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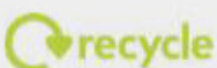
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DAVE COBBE/RAIL PHOTOPRINTS

# 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:** LBSCR 'K' 2-6-0

**Gauge:** '00'

**Proposed by:** Nic Goodrich, by email

#### What is it?

I would love a ready-to-run London Brighton  
& South Coast Railway 'K' 2-6-0. These 17  
locomotives were incredibly powerful and  
very attractive. Introduced in 1913, they were  
very long-lasting and were not withdrawn  
until the great culls of pre-Grouping Southern  
steam in the early 1960s, in this case 1962.

The 'K' was designed by Lawson Billinton in  
order to move heavy LBSCR freight services  
around London because these slow trains  
were interrupting the flow of faster  
commuter trains. The 'Ks' also eliminated  
double-heading on these trains.

Billinton's design was hugely innovative, at  
least for the LBSCR, and included features  
that were already commonplace on other  
lines: they were the LBSCR's first 2-6-0, they  
had Belpaire fireboxes, and, the final two  
were fitted with top feeds (which were later  
fitted to the whole class).

#### What would make it viable?

Bachmann has brought us some fabulous  
LBSCR models - the 'Atlantics' and the 'E4', for  
example - while Hornby and Rails/Dapol have

both produced excellent 'Terriers' in recent  
months. What could be better than an LBSCR  
freight locomotive to complement these  
excellent models?

Models of pre-Grouping locomotives  
seems to be in vogue right now, so surely an  
elegant pre-Grouping goods locomotive ticks  
several boxes?

The class were relatively unchanged  
during their careers, which would make them  
economical to produce. But there were some  
key variations that would be easy to offer,  
such as those fitted with two domes (one  
dome housed the top feed).

A good choice of liveries helps too, and in  
this regard the 'Ks' are perfect. There are six  
to choose from: LBSCR umber, LBSCR black,  
Southern green, Southern black and BR black  
with both early and late emblems (and the  
early emblem came in two sizes!).

#### Can I see a real one?

All 'Ks' were withdrawn en masse in  
November/December 1962. The Bluebell  
Railway had aspirations to save one but  
couldn't raise enough money in time and  
they were all scrapped. However, it's  
hoped that the group currently building  
a replica of 'H2' No. 32424 *Beachy Head*,  
will build a 'K' next.

DAVE COBBE/RAIL PHOTOPRINTS



#### Have your say

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# Behind the Backscene

*Model Rail* fires the questions at railway author, photographer and now archivist – Paul Chancellor.

Paul Chancellor is the proprietor of railway photographic archive Colour Rail.

“I always enjoyed seeing a Swindon-built ‘Warship’, but a ‘Deltic’ roaring under the roof of an East Coast station is a sound that you never forget”

## 1 What was your first train set/model?

My father bought me a Hornby-Dublo three-rail set with ‘A4’ No. 60016 *Silver King*. However, I didn’t like the gloss finish so he exchanged it for ‘Duchess’ No. 46232 *Duchess of Montrose*.

## 2 Are you working on a layout now?

I did have quite a big layout running around three sides of my bedroom but I don’t do modelling now.

## 3 Favourite trainspotting location?

Bristol Temple Meads.

## 4 Favourite locomotive?

In the steam era, it had to be a Great Western ‘King’. In the diesel era, I always enjoyed seeing a Swindon-built ‘Warship’, but a ‘Deltic’ roaring under the roof of an East Coast station is a sound that you never forget.

## 5 When did you start working in the model railway industry?

I don’t really work in the modelling industry, more FOR the industry, as I supply the photographs which you, the modellers, use for your research and which the *Model Rail* team use to illustrate the magazine.

## 6 What did you do beforehand?

I worked for many years in the petrochemical industry where my first job was testing the plastic used to make Transatlantic telephone cables. My last job before taking on Colour Rail was the management of occupational road risk.

## 7 Strangest thing you’ve ever eaten?

If I knew that I might not have eaten it.

## 8 What is one of your weird quirks?

Having a ‘Flying Pig’ on a string above my desk.

## 9 What was your favourite cartoon show growing up?

*Top Cat*



## 10 What book are you reading at the moment?

I don’t have time to read books, but I spend a lot of time using books to find information to identify the many images that arrive at Colour Rail with no details whatsoever.

## 11 If you were stranded on a tropical island, what two things would you want with you?

A good camera and a device on which I can edit the pictures.

## 12 What have you done that you are most proud of?

Saving lives by managing driver risk.

## 13 What is your favourite song?

*Somewhere Over The Rainbow* by Eva Cassidy.

## 14 First record you bought?

*Telstar* by the Tornados.

## 15 What is the best advice you ever had?

Never assume anything.

## 16 What is one food you wouldn’t want to give up?

Homemade blackberry and apple crumble with custard.

## 17 If you had access to a time machine, where and when would you go?

Taunton station on a summer Saturday in the late 1950s.

## 18 Favourite film?

*The Graduate*.

## 19 Temptation you wish you could resist?

Jam doughnuts.

## 20 What is your best childhood memory?

Too many to pick one, but all to do with railways.

## 21 The hidden talent which would surprise people?

The ability to predict that the weather will be naff when there is something decent to photograph.

## 22 If you could pass any new law?

That I could run railway photo-charters for myself at any time on any line at no cost to me – with the appropriate weather conditions for a master shot.

## 23 What do you drive?

A large Volvo – simply so I have enough room to carry about boxes of slides and negatives.

## 24 Perfect Sunday?

A bank holiday Sunday in the steam era at, say, Blackpool to experience all those excursion trains.

## 25 How would you like to be remembered?

For the photos ‘wot I took’.

EVERETT COLLECTION INC/ALAMY



**Next month** Scalescenescenes.com’s John Wiffen.



# Selling your model railway

Warwick and Warwick have an expanding requirement for early to modern collections of British and Foreign trains and train sets from large accumulations to items of individual value. Our customer base is increasing dramatically and we need an ever larger supply of quality material to keep pace with demand. The market has never been stronger and if you are considering the sale of your collection, now is the time to act.



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[www.warwickandwarwick.com](http://www.warwickandwarwick.com)

Warwick & Warwick Ltd., Chalon House, Scar Bank,  
Millers Road, Warwick CV34 5DB England

Tel: (01926) 499031 • Fax: (01926) 491906

Email: [richard.beale@warwickandwarwick.com](mailto:richard.beale@warwickandwarwick.com)