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BACHMANN'S NEW RANGE ANNOUNCED ♦ UPGRADE A SIGNAL BOX

No. 284 March 2021 £4.70

MODEL RAIL

BRITAIN'S BEST-VALUE MODELLING MAGAZINE

BUILD A SHOWSTOPPER

Essential tips to make your layout
stand out from the crowd

MODEL RAIL
MODEL OF THE
YEAR
2020

The
RESULTS

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Bespoke low-relief
buildings – the
easy way

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CLASS 20/3

KR MODELS
GT3

REVOLUTION
CLASS 92

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Use a mirror to
add depth to a
micro layout

GET ANIMATED

Install a moving
cyclist

LIGHT FANTASTIC

Tips for layout
illumination

Workbench

Practical modelling projects from our experts

- ♦ Improve a plastic coach kit
- ♦ Install an automatic shuttle system
- ♦ Upgrade a Bachmann GWR '56XX'
- ♦ Build a preserved railway depot



00 GAUGE MODEL RAILWAYS



4 & 6 Wheel Coaches

The new Hornby generic four and six wheel coaches are available in a variety of pre and post grouping liveries, including several in British Railways maroon.



- R40111 GWR, 4 Wheel Coach, 1st Class
- R40112/A GWR, 4 Wheel Coach, 3rd Class
- R40114 GWR, 4 Wheel Coach, Brake 3rd Class

- R40065 GWR, 4 Wheel Coach, 1st Class
- R40066/A GWR, 4 Wheel Coach, 3rd Class
- R40067 GWR, 4 Wheel Coach, Brake 3rd Class
- R40068 GWR, 4 Wheel Coach, Brake Baggage



- R40103 GNR, 4 Wheel Coach, 1st Class
- R40104/A GNR, 4 Wheel Coach, 1st Class
- R40106 GNR, 4 Wheel Coach, 3rd Class

- R40057 GNR, 4 Wheel Coach, 1st Class
- R40058/A GNR, 4 Wheel Coach, 3rd Class
- R40059 GNR, 4 Wheel Coach, Brake 3rd Class
- R40060 GNR, 4 Wheel Coach, Brake Baggage
- R40092 GNR, 4 Wheel Coach, Brake 3rd Class



- R40123 BR, 6 Wheel Coach, 1st Class
- R40124/A BR, 6 Wheel Coach, 3rd Class
- R40126 BR, 6 Wheel Coach, Brake 3rd Class

- R40077 BR, 6 Wheel Coach, 1st Class
- R40078/A BR, 6 Wheel Coach, 3rd Class
- R40079 BR, 6 Wheel Coach, Brake 3rd Class
- R40080 BR, 4 Wheel Coach, Brake Baggage



- R40119 LNWR, 6 Wheel Coach, 1st Class
- R40120/A LNWR, 6 Wheel Coach, 3rd Class
- R40122 LNWR, 6 Wheel Coach, Brake 3rd Class

- R40073 LNWR, 6 Wheel Coach, 1st Class
- R40074/A LNWR, 6 Wheel Coach, 3rd Class
- R40075 LNWR, 6 Wheel Coach, Brake 3rd Class
- R40076 LNWR, 4 Wheel Coach, Brake Baggage



- R40136 NBR, 6 Wheel Coach, 3rd Class
- R40137 NBR, 6 Wheel Coach, Composite
- R40142 NBR, 6 Wheel Coach, Unclassed Brake
- R40135 NBR, 6 Wheel Coach, 1st Class

- R40089 NBR, 6 Wheel Coach, 1st Class
- R40090 NBR, 6 Wheel Coach, 3rd Class
- R40091 NBR, 6 Wheel Coach, Composite
- R40093 NBR, 6 Wheel Coach, Unclassed Brake

All Hornby generic four and six wheel coaches are shown within the latest Hornby catalogue or please visit www.hornby.com



- R40115 LB&SCR, 4 Wheel Coach, 1st Class
- R40116/A LB&SCR, 4 Wheel Coach, 3rd Class
- R40118 LB&SCR, 4 Wheel Coach, Brake 3rd Class

- R40069 LB&SCR, 4 Wheel Coach, 1st Class
- R40070/A LB&SCR, 4 Wheel Coach, 3rd Class
- R40071 LB&SCR, 4 Wheel Coach, Brake 3rd Class
- R40072 LB&SCR, 4 Wheel Coach, Brake Baggage



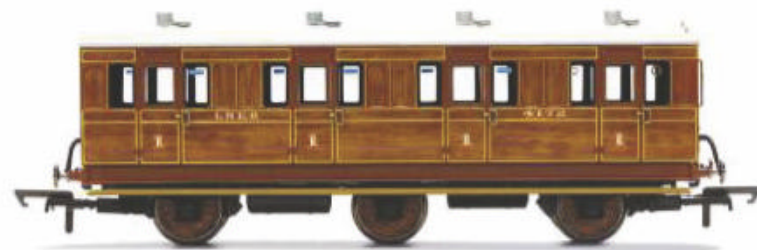
- R40107 L&SWR, 4 Wheel Coach, 1st Class
- R40108/A L&SWR, 4 Wheel Coach, 3rd Class
- R40110 L&SWR, 4 Wheel Coach, Brake 3rd Class

- R40061 L&SWR, 4 Wheel Coach, 1st Class
- R40062/A L&SWR, 4 Wheel Coach, 3rd Class
- R40063 L&SWR, 4 Wheel Coach, Brake 3rd Class
- R40064 L&SWR, 4 Wheel Coach, Brake Baggage



- R40131 SR, 6 Wheel Coach, 1st Class
- R40132/A SR, 6 Wheel Coach, 3rd Class
- R40134 SR, 6 Wheel Coach, Brake 3rd Class

- R40085 SR, 6 Wheel Coach, 1st Class
- R40086/A SR, 6 Wheel Coach, 3rd Class
- R40087 SR, 6 Wheel Coach, Brake 3rd Class
- R40088 SR, 4 Wheel Coach, Brake Baggage



- R40127 LNER, 6 Wheel Coach, 1st Class
- R40128/A LNER, 6 Wheel Coach, 3rd Class
- R40130 LNER, 6 Wheel Coach, Brake 3rd Class

- R40081 LNER, 6 Wheel Coach, 1st Class
- R40082/A LNER, 6 Wheel Coach, 3rd Class
- R40083 LNER, 6 Wheel Coach, Brake 3rd Class
- R40084 LNER, 4 Wheel Coach, Brake Baggage

The Maglight Lighting Unit system is a new development by Hornby that provides lighting in coaches with minimum fuss and no excessive drag because power is provided on board the coach and not by a tension pick up on the axle. The Maglight Lighting Unit system consists of an LCD strip, small button battery and a reed switch.

Once installed the lights are switched on and off by just passing a 'magnet wand' over the coach roof. The small easily replaced button battery provides in excess of 200 hours of power making the Maglight Lighting system a simple but effective way of lighting coaches with the minimum of fuss.



MAGLIGHT



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MODEL RAIL

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Welcome

As I write this in early February, amid the snow and freezing weather, I can't help but wish that spring would hurry up and appear. In between snowfalls, I'd started to notice the flowering snowdrops and the green shoots of bulbs emerging in the garden. Those early signals of the approaching spring always bring a sense of hope.

That's a word that has been on everyone's lips over the past year and, while certain aspects of the hobby and craft industry have been booming during the pandemic, there are other areas that have definitely suffered. Exhibitions are an obvious casualty, but model railway clubs have also faced huge challenges.

With members unable to meet in person and club rooms shut (but rents and utility bills still to pay), committee members have had to adapt quickly to the situation. Like the adoption of virtual exhibitions, it has been interesting to see how clubs have managed to keep their existing members engaged and, in some cases, even attract new faces.

Free trial memberships and online journals, plus Zoom courses and seminars, are just some of the tools being employed by enterprising societies such as the Manchester and Twickenham & District clubs, to name just a few. Indeed, I'm looking forward to attending a few of these online talks myself in the coming weeks.

That's one of the things I love about this hobby, the fact that innovation isn't limited to the big model brands who have large marketing budgets and the latest manufacturing technology at their disposal.



The Model Rail '16XX's arrived into stock days before we went to press, so I just had time to test one of the NCB versions with my newly finished colliery workers' train. Looks like a perfect match!

Rather, innovation goes on all the time at grassroots – and the individual – level. It takes a lot to stop us modelling!

George Dent Editor

Life's better with Model Rail

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 **135-136**.

Meet the team behind the UK's best modelling magazine



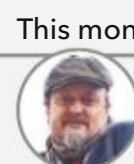
Chris Leigh

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



Chris Gadsby

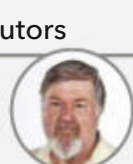
The smaller the detail, the more interested he is.



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?

A: Check out the online index, kindly provided by UK Model Shops, at www.ukmodelshops.co.uk/ModelRail

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A: Go to www.modelrailoffers.co.uk or call 01209 705459.

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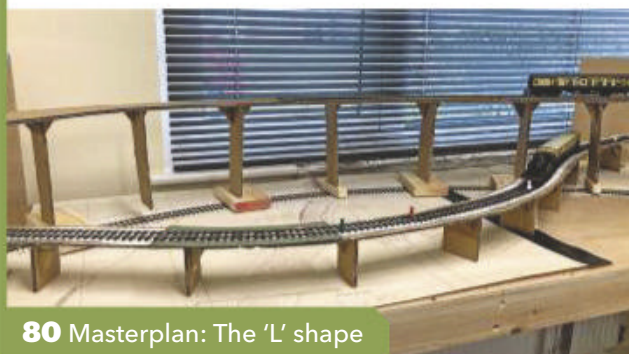
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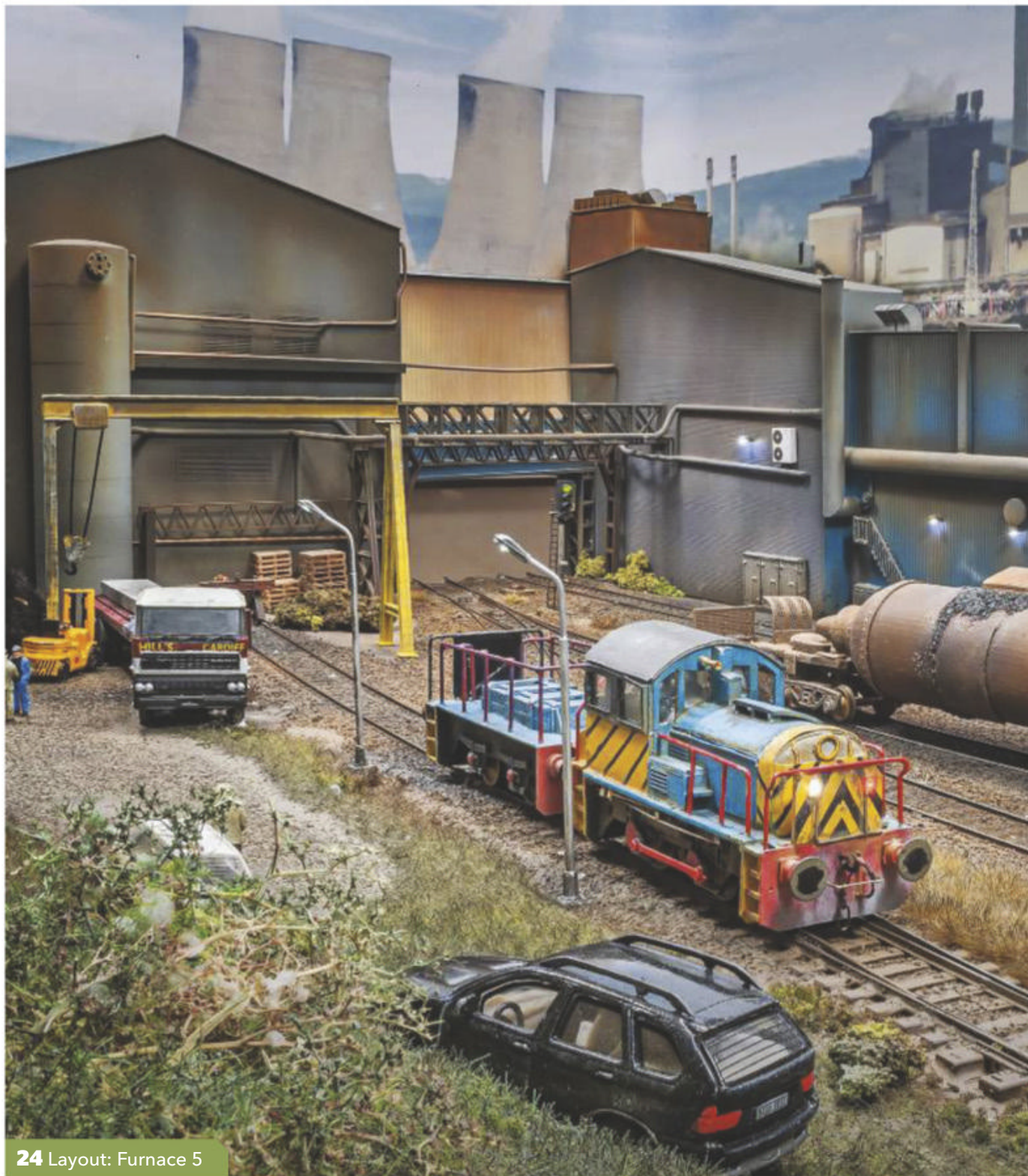
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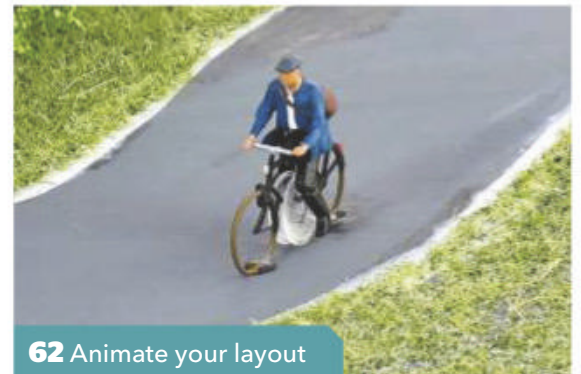
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Model Rail exclusive models

Order your '16XX' and 'J70'

The entire range of our exclusive '16XX' is now in stock and some of our 'J70's are nearly sold out. Buy yours today.



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The RESULTS

Every year we ask you to vote for your favourite model from the past 12 months. *Model Rail*'s Model of the Year 2020 covers all of the models we had for review from January 2020 (MR269) to December 2020 (MR281). There were 13 categories for you to vote in, and here are the results.

OVERALL MANUFACTURER OF THE YEAR 2020

Winner Hornby - 33.5%
2. Bachmann - 16.6%
3. Revolution Trains - 13.6%
Others: 36.3%



'OO' GAUGE

Steam Locomotive of the Year

Winner Hornby Rocket - 37.8%
2nd: Hornby LMS 'Princess Royal' - 17.1%
3rd: Rails of Sheffield/Dapol 'Terrier' - 15.7%
Others - 29.4%



'O' GAUGE

Locomotive of the Year

Winner Heljan Class 50 - 26.0%
2nd: Dapol '14XX' - 20.7%
3rd: Dapol Sentinel 'Y1/Y3' 4wVBT - 13.7%



'O' gauge Manufacturer of the Year

Winner Dapol - 51.2%
2nd: Heljan - 42.5%
3rd: Hattons - 6.3%





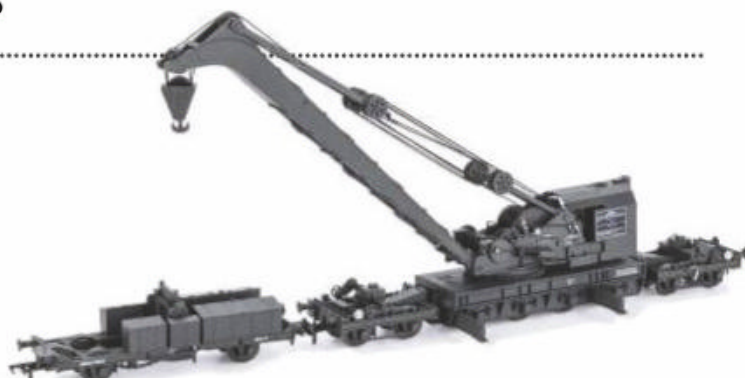
Diesel & Electric Locomotive of the Year

Winner Hattons Class 66 - 27.5%

2nd: Dapol GWR parcels railcar - 17.0%

3rd: Heljan Class 33/0 (later version) - 14.2%

Others: 41.3%



Rolling Stock of the Year

Winner Bachmann Branchline 45t crane - 37.9%

2nd: Accurascale PFA container flat - 12.4%

3rd: Hornby sliding door Mk 3 - 9.6%

Others: 40.1%



Multiple Units of the Year

Winner Bachmann Branchline Class 117 - 31.2%

2nd: Bachmann Branchline '2-HAP' - 25.1%

3rd: Bachmann Branchline Class 158 - 23.7%

Others: 20%

'OO' gauge Manufacturer of the Year

Winner Hornby - 36.2%

2nd: Accurascale - 19.3%

3rd: Bachmann - 17.5%

Others: 27%



'N' GAUGE

'N' gauge Model of the Year

Winner Dapol prototype HST - 54.3%

2nd: EFE Rail Class 17 - 35.9%

3rd: Graham Farish Class 70 (modified) - 17.6%



'N' gauge Rolling Stock

Winner Revolution KUA nuclear flask wagon - 59.5%

2nd: Graham Farish Thompson coaches - 28.8%

3rd: Revolution Trains HOA hoppers - 11.7%

Others: 1%



'N' gauge Manufacturer of the Year

Winner Revolution Trains - 48.5%

2nd: Graham Farish - 28.8%

3rd: Dapol - 20.1%

Others: 2.6%



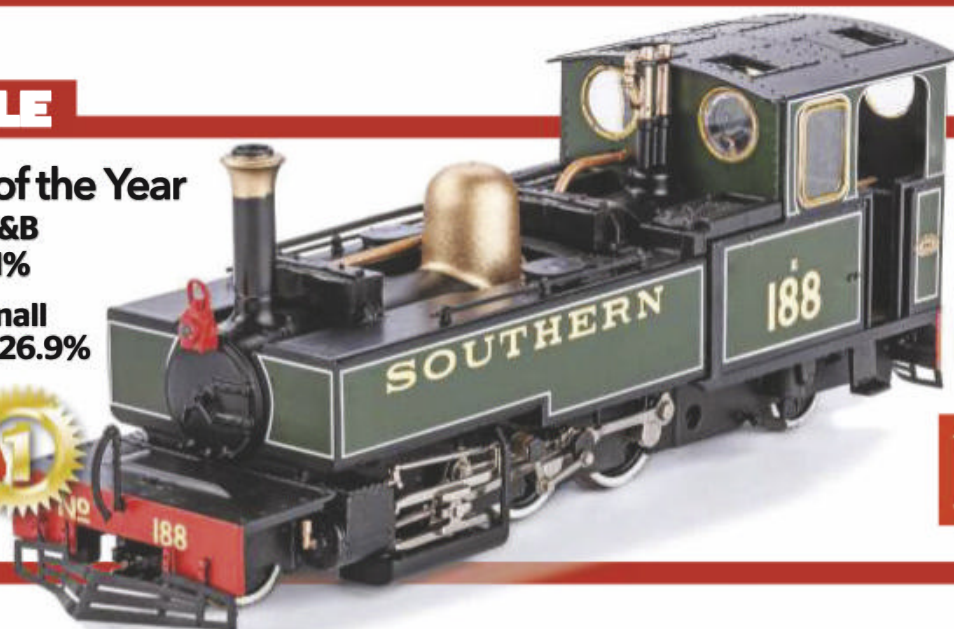
'OO9' SCALE

Locomotive of the Year

Winner Heljan L&B

2-6-2T Lew - 73.1%

2nd: Peco FR 'Small
Birminghams' - 26.9%



'OO9' Manufacturer of the Year

Winner Heljan 57.8%

2nd: Peco 42.2%





MODEL RAIL'S '16XX' PANNIER TANKS ARE HERE!

After a 33-day trip from China which called first at Cairo, then at Zeebrugge, Gdansk and back to Zeebrugge again before reaching Felixstowe, *Model Rail's* latest exclusive 'OO' gauge locomotive, the GWR Hawksworth '16XX' O-6-OPT, is now in stock and ready for delivery to customers. Indeed, by the time you read this, it is likely that all customers who pre-ordered will have received their models.

Based on research and a scan of No. 1638 at the Kent & East Sussex Railway, the model was designed and manufactured by Canadian company, Rapido Trains Inc. at one of its three Chinese factories.

The '16XX' was designed by

F.W. Hawksworth to replace elderly pannier tanks which were light enough to work the most minor of branch lines throughout the system, being based at locations from Slough to West Wales and St Blazey in Cornwall. They thus make an ideal model for the average layout.

The *Model Rail* '16XX' features a die-cast metal body and chassis with plastic detail fittings. A powerful five-pole can motor with flywheel drives the leading axle and the model is DCC-ready with a Next18 decoder socket and a factory-fitted speaker for those who want to add sound. There's also an illuminated firebox glow effect.

No fewer than 22 different versions are available, including No. 1661 with 'Busby' spark arrestor chimney and chalked 'Vinegar Castle' names, No. 1638 as preserved in GWR livery and Nos. 1600 and 1607 in NCB green. This range of numbers has been made possible by Rapido's willingness to split the production run



and change tamper-printing pads for as few as 125 models. That means that there are very small quantities of some numbers and guises, so if you want to be sure you can get a particular number, place your

order now! See page 102, visit www.modelrailoffers.co.uk or call our exclusive order line on 01209 705459 to buy your exclusive *Model Rail* '16XX'.

The '16XX' costs £149 (*Model Rail* subscribers pay just £134.10).







CLASS 20/0 HEADLINES BACHMANN QUARTERLY ANNOUNCEMENTS

Bachmann Europe began February by revealing the models which will become available within the next three months, as has become customary for the Barwell company. This quarter, the headline news was the announcement of a fully retooled Class 20/0, with both disc and box headcode variants covered. Three livery options will be offered, covering the length of their British Rail careers, with green, blue and Railfreight schemes available.

Having recently released its first Class 20/3 models, it was a logical step for Bachmann to revisit the original version of the venerable Type 1 Bo-Bo, as the existing model dates back to 2004. While it was a superb model for its time, this new version will offer a greater degree of detail fidelity and technical specification, including a PluX22 DCC interface, directional lighting and sound options. Excitingly, the new Class 20/0s are due to arrive within the next few months.



Fans of the Hawksworth 'Modified Hall' 4-6-0 will be delighted to hear that a new version is being released with a revised tooling, taking care of the front end issues that the previous model faced. Two versions are being offered initially, both in BR lined green and depicting the preserved duo of No. 6990 *Witherslack Hall* and No. 6998 *Burton Agnes Hall*.

Steam

The BR Standard Class 4MT 4-6-0 also returns to the catalogue, with a choice of BR lined green or black liveries. Further additions include a weathered version of the GWR '94XX', and the 'Jubilee' 4-6-0 receives a coat of BR 'experimental green' livery, as No. 45604 *Ceylon*.





Diesel

For diesel fans, more versions of the Class 20/3 (see page 88), Class 24/1 and Class 121 railcar will be available with sound-fitted options, as will the split-headcode 'Peak' Class 45/0, as 45060 *Sherwood Forester*. For the contemporary scene, the Class 66 gets a run out in DB red as 66100 *Armistice 100 1918-2018*.



Rolling Stock

In terms of 'OO' rolling stock, a trio of Second Class ex-LMS 'Porthole' coaches is being offered in BR blue/grey livery by popular demand, while the BR 27t tippler wagon gets a very fetching NCB blue/yellow livery.



Graham Farish

'N' gauge modellers will be pleased to see a couple of new products in the Graham Farish range, including GBRf Class 66 66793 *The Flying Dustman*, in the striking Biffa Red advertising livery. There's also a further version of the forthcoming WD 'Parrot' flat wagon, depicting the 50T Bogie Bolster B in BR condition.



Bachmann Europe 2021 Q1 announcement list in full

00 GAUGE STEAM LOCOMOTIVES

- ◆ 31-116A: BR Standard '4MT' BR2 tender, No. 75029, BR lined green late emblem, £209.95
- ◆ 31-117: BR Standard '4MT' BR2 tender, No. 75014, BR lined black late emblem, £209.95
- ◆ 31-191: LMS 'Jubilee', No. 45604, BR experimental green, £199.95
- ◆ 31-785: GWR 'Modified Hall', No. 6990 *Witherslack Hall*, BR lined green early emblem, £184.95
- ◆ 31-786: GWR 'Modified Hall', No. 6998 *Burton Agnes Hall*, BR lined green late emblem, £184.95
- ◆ 35-025A: GWR '94XX', No. 9405, GWR green (weathered), £144.95

00 GAUGE DIESEL AND ELECTRIC LOCOMOTIVES

- ◆ 35-351: Class 20/0, D8015, BR green late emblem, £179.95 (£279.95 sound-fitted)
- ◆ 35-355: Class 20/0, 20057, BR blue, £179.95 (£279.95 sound fitted)
- ◆ 35-357: Class 20/0, 20227, BR Railfreight with red stripe, £179.95 (£279.95 sound-fitted)
- ◆ 35-125SF: Class 20/3, 20306, DRS blue, £279.95
- ◆ 35-125SF: Class 20/3, 20311 Harry Needle Railway Company, £279.95
- ◆ 35-125SF: Class 20/3, 20312, DRS compass (original), £279.95
- ◆ 32-440SF: Class 24/1, D5135, BR green late emblem, £279.95
- ◆ 32-441SF: Class 24/1, D5149, BR green with small yellow panels, £279.95
- ◆ 32-442SF: Class 24/1, 24137, BR blue, £279.95
- ◆ 32-677B: Class 45/0 split headcode, 45060 *Sherwood Forester*, BR blue, £159.95 (£249.95 sound-fitted)
- ◆ 32-734C: Class 66/0, 66100 *Armistice 100 1918-2018*, DB Cargo, £159.95 (£259.95 sound-fitted)
- ◆ 35-525SF: Class 121 single-car DMU, BR green with speed whiskers, £269.95
- ◆ 35-526SF: Class 121 single-car DMU, BR blue and grey, £269.95
- ◆ 35-527SF: Class 121 single-car DMU, BR Network SouthEast, £269.95

00 GAUGE ROLLING STOCK

- ◆ 33-085B: 5-plank china clay wagon, BR bauxite with hood (weathered), £22.95
- ◆ 37-281: BR 27t steel tippler, NCB blue, £22.95
- ◆ 39-452: LMS 57ft 'Porthole' Second Corridor, BR blue and grey, £79.95
- ◆ 39-452A: LMS 57ft 'Porthole' Second Corridor, BR blue and grey, £79.95
- ◆ 39-462: LMS 57ft 'Porthole' Brake Second Corridor, BR blue and grey, £79.95

009 GAUGE NARROW GAUGE LOCOMOTIVES

- ◆ 391-025ASF: Baldwin 10-12-D tank, No. 542, Railway Operating Division black, £259.95
- ◆ 391-028ASF: Baldwin 10-12-D tank, *Bridget*, Ashover Light Railway black, £259.95
- ◆ 391-029SF: Baldwin 10-12-D tank, Glyn Valley Tramway lined black, £259.95
- ◆ 391-030SF: Baldwin 10-12-D tank, No. 4, Snailbeach District Railways black, £259.95
- ◆ 391-031: Baldwin 10-12-D tank, No. 590, Welsh Highland Railway Lined maroon, £159.95
- ◆ 391-032SF: Baldwin 10-12-D tank, No. E763 *Sid*, SR Maunsell green, £259.95

N GAUGE DIESEL LOCOMOTIVES

- ◆ 371-399: Class 66/7, 66783 *The Flying Dustman*, GBRf Biffa red, £149.95

N GAUGE ROLLING STOCK

- ◆ 373-352: WD 50t 'Parrot' Bogie Bolster B, BR grey, £39.95
- ◆ 374-121B: BR Mk 1 Restaurant Unclassified, BR maroon, £42.95
- ◆ 377-450C: 16t steel slope-sided mineral wagon with riveted side door, BR grey, £18.95

L&BR BALDWIN 2-4-2T LYN

Available Now!



- #9980 Baldwin 2-4-2T Lyn Black - undecorated
- #9981 Baldwin 2-4-2T Lyn L&BR dark green (pre-1906)
- #9982 Baldwin 2-4-2T Lyn L&BR dark green (1906-22)
- #9983 Baldwin 2-4-2T E762 Lyn SR dark green (1923-29)

- #9984 Baldwin 2-4-2T E762 Lyn SR Maunsell green (1929-32)
- #9985 Baldwin 2-4-2T E762 Lyn SR Maunsell green (1932-35)

SRP £239.95

NEW! CLASS 17 'CLAYTON' O GAUGE

AVAILABLE NOW

- 1750 Green with small yellow panels
- 1751 Green with full yellow ends
- 1752 Blue with full yellow ends
- 1753 D8607 Green with small yellow panels - weathered



SRP £549.00

'OO' GWR RAILCAR

ALSO AVAILABLE NOW IN O GAUGE



- 19400 GWR chocolate/cream (white roof)
- 19401 GWR chocolate/cream (grey roof)
- 19402 BR crimson/cream (grey roof)
- 19403 BR crimson/cream (white cab roof)
- 19404 BR green (white cab roof)
- 19405 BR green (grey roof)

SRP £189.00

'O' CLASS 37/4

AVAILABLE NOW



- 3741 BR Large Logo Blue, Unnumbered
- 3745 Trainload Freight 3T grey, Unbranded / Unnumbered
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HATTONS 'GENESIS': PROGRESS REPORT

OO
GAUGE

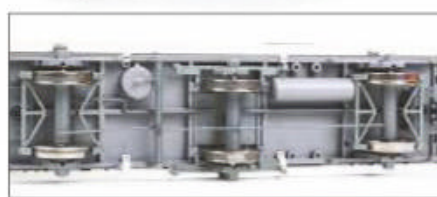
Model Rail was given the opportunity to examine an engineering prototype of one of Hattons forthcoming 'OO' gauge 'Genesis' six-wheel carriages – and, although a few tweaks are needed, it's showing plenty of promise. This three-compartment brake vehicle features excellent moulded panel and door detail, while the rooftop and underframe are also impressive, with a full array of brake gear installed, along with a gas tank

and plumbing for the interior light fittings.

Metal running boards, footsteps, wire handrails, brass buffers and separate lamp brackets all add a touch of class. The sample ran smoothly over a variety of curves and turnout radii, thanks to a sliding centre axle unit and pivoting NEM coupler pockets.

A substantial range of vehicles is being offered and the first batch of livery samples are due soon.

♦ For more information, see www.hattons.co.uk



ACCURASCALE ANNOUNCES FIRST STEAM LOCO

OO
GAUGE

Accurascale has announced the development of its first steam outline model; the GWR Collett 'Manor' 4-6-0 in 'OO'. Having consulted a range of GWR experts and performed surveys of four different surviving locomotives, the new 'Manor' looks set to be impressive.

Development is well under way, and Accurascale is offering a range of detail and tender options, plus a comprehensive technical specification, including a three-pole motor with flywheel, all-wheel power collection, a flickering firebox light and a 21-pin DCC socket in the tender. Sound-fitted versions will also be available.

Delivery is anticipated for Q4 2021 with prices for DCC-ready set at £169.99 for DC/DCC-ready locomotives, and £259.99 for DCC sound-fitted locomotives. You can place a pre-order direct with Accurascale with a £30 deposit to secure your order, or via one of 90 stockists.

Ten locomotives will be released initially:

GWR (original chimney)

7801 *Anthony Manor* in GWR plain green with monogram (flush tender body/narrow hornplates)

7818 *Granville Manor* in GWR plain green with G-crest-W on tender (riveted tender body/narrow hornplates)

7819 *Hinton Manor* in GWR plain green with GWR on tender (flush tender body/narrow hornplates)

BR (original chimney)

7814 *Fringford Manor* BR unlined black with large early crest (riveted tender body/wide hornplates)

7820 *Dinmore Manor* BR lined black with early crest (flush tender body/wide hornplates)

BR (redraughted chimney)

7800 *Torquay Manor*

BR lined green with late crest (riveted tender body/narrow hornplates)

7810 *Draycott Manor* BR lined green with early crest (riveted tender body/wide hornplates)

7812 *Erlestoke Manor* BR lined green with late crest (flush tender body/narrow hornplates)

7824 *Ilford Manor* BR unlined black with large early crest (flush tender body/narrow hornplates)

Preserved

7808 *Cookham Manor* GWR plain green with monogram (flush tender body/wide hornplates)

Availability:

www.accurascale.co.uk



In brief

ABSOLUTE ASPECTS REBOOTS 'N' RANGE

N
GAUGE

Modern signal specialist Absolute Aspects is pleased to announce that its manufacturing lead times have dropped to two months. As everything they create is hand-built to order, this is no mean feat. Also, after many requests, a new and improved 'N' gauge range will be released in 2021, including two, three or four-aspect signals with the added options of junction indicators and position lights.

Web:

www.absoluteaspects.com



CAVALEX HOPPERS TAKE STEP FORWARD

OO
GAUGE

The iconic HAA and CDA twin-axle hopper wagons being produced in 'OO' by Cavalex have progressed to the EP stage. A few necessary tweaks have been identified before painted samples are due to be produced, following the Chinese New Year holiday.

Web:

www.cavalexmodels.com

TASTY TPE & CALEDONIAN SLEEPER Mk 5s

Accurascale has also released images of its 'OO' Mk 5 coach tooling samples. Both the Caledonian Sleeper vehicles and Trans-Pennine Express Mk 5a stock are progressing well, with the TPE Driving Trailer looking particularly striking.

All of the Mk 5s will come with an optional magnetic close-coupling system for

ultra-realistic operation and painted samples are due soon, with production models likely to appear towards the back end of this year.

See www.accurascale.co.uk for more details.

OO
GAUGE



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WWW.ACCURASCALE.CO.UK



INTRODUCING ACCURASCALE'S FIRST STEAM LOCOMOTIVE...

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Please note that the images of the Manor represent the first engineering examples that have been received; as such they do not necessarily represent the final builds of the models, as refinements to the tooling and fit may yet take place and erroneous items may have been omitted.

ACCURASCALE REVEALS 'COIL A' TRIPLE PACKS FOR AUTUMN

OO
GAUGE

Continuing the company's focus on key mineral and steel wagons of the British Rail era, Accurascale's next 'OO' gauge model will be a rendition of the 'Coil A' rolled strip steel wagons. The need for specialised rolling stock to convey steel coils in large quantities prompted BR to create a host of different vehicle types in the late 1950s and early 1960s.

The model will represent BR's Diagram 1/412 version, 50 of which were built at Derby Works. All were fitted with roller bearings and vacuum brakes and the steel coils were carried transversely in a timber-lined well. A nylon hood, supported by three movable bars, protected the steel from the elements. Employed across the network, the 'Coil A' fleet carried coils from steel plants to customers in North and South Wales, Teeside, Scotland, the Midlands,



PAUL BARTLETT



Yorkshire and the South of England. They also carried export traffic to various ports. Development of the model is

well advanced and there's a wealth of detail on offer, with a full interior being rendered beneath a removable tarpaulin. Wagons will be offered in triple packs, covering their full careers from 1962-1992 and the models are due for delivery around autumn 2021.

Price: £74.95 per pack

Availability:

www.accurascale.co.uk

OSBORN'S SHOWS ENTERPRISE

Osborn's Models is offering an exclusive version of Dapol's 'N' gauge 'Western' as D1000 *Western Enterprise*. Limited to 200 pieces, the famous diesel-hydraulic sports 'desert sand' livery and features a weathered finish (£135.00). Also on offer is a new addition to Osborn's British Commercial Classics range of 3D-printed 'N' gauge vehicles, in the form of a Dennis refuse truck (£15.95). Supplied in fully finished format, it comes complete with a binman figure.

Availability: 01237 423 453

Web: www.osbornsmodels.com

N
GAUGE



REVOLUTION'S BOX WAGONS

N
GAUGE

Revolution Trains has received the first EP samples of its forthcoming 'N' gauge MMA and JNA 'Ealnos' box wagons. Introduced as recently as 2016, these wagons have now become the dominant box wagon on the modern network, with more than 900 in

service or on order with DB, Tarmac/Ermewa, VTG/Mendip Rail, Touax, Cappagh and GBRf.

Wagons in operation with DB and Tarmac have nine bodyside ribs, while the remainder have 11 ribs. Within both types, some also have small bodyside doors to aid cleaning out the inside.

Revolution has

tooled all variants of the body style and corresponding body or bogie-mounted brake equipment.

The wagons are available to pre-order with a variety of running numbers in DB Red, Ermewa, Ermewa/Tarmac grey, Mendip Rail silver, VTG silver/VTG dark blue/VTG mid blue, GBRf dark blue, Cappagh blue and Touax oxide red.

For most liveries a version with a flashing red tail lamp is being offered; this is hidden by a moulded plastic 'load' and all wagons will be provided with both

a flat floor and the moulded load. This 'N' gauge model follows the well-received 'OO' version released in 2019.

The samples are now being checked for accuracy. Decorated samples are due in the Spring, with the order book closing shortly after and the models going into production. It's anticipated that some models will be available later from retailers for those who prefer not to pre-order, however the price is likely to be higher.

Web: www.revolutiontrains.com



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7D-015-005 - Class 122 55004 BR Green Speed Whiskers

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- 7F-030-017 - 16T Steel Mineral Welded ICI Bulk Soda Ash 690
- 7F-030-018 - 16T Steel Mineral Welded ICI Bulk Soda Ash 726
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- 7F-030-053 - 16T Steel Mineral Riveted BR Blue/Grey B102351 Dg 1/109
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- 7F-037-103 - BR Conflat A B735233 13 Tons Tare 6-0

- 7F-037-001 - GWR Conflat 39860 BD2 Chocolate Container B-2020 Door to Door
- 7F-037-002 - GWR Conflat 39612 BD2 Chocolate Container B-1788 Door to Door
- 7F-037-003 - GWR Conflat 39326 BK2 Chocolate Container BK-1829 Furniture Removal
- 7F-037-004 - BR Conflat A B735200 BD Bauxite Container 465778 Door to Door
- 7F-037-005 - BR Conflat A B735364 BD Bauxite Container 473248 Door to Door
- 7F-037-006 - BR Conflat A B735819 BD Crimson Container 73581 British Railways

Pannier



2S-007-021 - Pannier 8752 GWR Green Great Western Late Cab



2S-007-022 - Pannier 6752 GWR Green Lettered GWR Late Cab



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

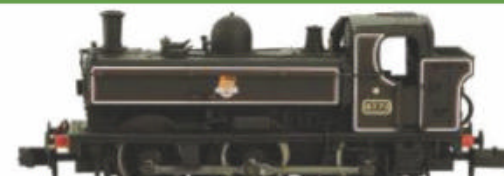


2S-007-028 - Pannier Ex 5775 GNSR Lined Early Cab

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

DCC Versions also available

Decorated samples and previously produced models shown for illustration only



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



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



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- 4F-039-011 - Telescopic Hood Tiphook Blue Grey Livery # 589 9 063-7
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- 4A-002-002 - Water Tower Choc & Cream Conical Motorised
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UPGRADED

Product Scale Key

O Gauge

OO Gauge

N Gauge

All product release dates correct at time of going to press

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NUREMBERG SHOW POSTPONED...

...BUT NEW PRODUCTS ANNOUNCED FROM MAJOR EUROPEAN BRANDS

Peter Marriott writes...

The Nuremberg International Toy Fair usually plays host to well over 2,000 exhibitors from more than 60 countries, over a five-day period. Instead of its usual January slot, the fair has been

rescheduled to July 20-24 2021 owing to the Covid-19 pandemic. However, that hasn't prevented some leading European manufacturers from announcing a host of new items 'virtually' this month. Some of the highlights include...

BUSCH

Busch is offering an impressive agricultural grain silo set along with an LPG gas station for 'HO', along with lots of themed figure and accessory sets, such as outside barbecues and e-scooters and riders. There are also some attractive trees in blossom and lots of new road vehicles in various scales.

More new starter sets for Busch's popular 'HO' Feldbahn narrow gauge system are available, which offer plenty of

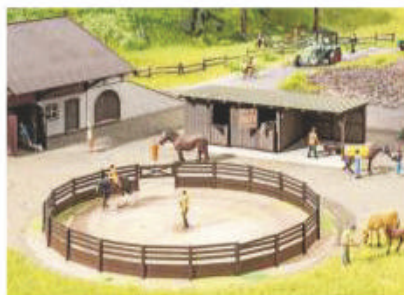


potential for UK industrial narrow gauge enthusiasts.
Web: www.busch-model.com/englisch

NOCH

Noch has a 'Good Old Days' theme this year, with packs of 'HO', 'TT' and 'N' gauge figures and accessories including archaeologists, road workers and cyclists. The new hobby figures are painted a little more simply, resulting in a lower price. There are sound effect units for chickens and a tree-felling gang. Themed figure sets feature a flower stall, fish stall, coffee stand and a hot dog stand. Also new this year are weather-resistant figures for 'G' scale.

Some novel hard foam 'HO' diorama bases include a cemetery, plus a dinosaur and Roman excavation sites. Other diorama sets include a burning house and a micro motion horse-riding arena, and there are some nice new grass mats,



vegetation sets and ground cover foliage in a number of colour and texture finishes. Finally, the Easy Track System enables a modular layout to be constructed on multiple levels.
Web: www.noch.com



AUHAGEN

Auhagen has released a host of new 'HO' scale plastic kits and accessories aimed at construction sites, including cranes, steel girders, carpenters at work on a roof, lumber piles, window frames and all manner of tools and equipment. Its range of modelling tools and paints has also been expanded, while a new range of flexible foam track risers has also been announced for various scales.

Web: www.goldenvalleyhobbies.com



FALLER

Faller celebrates its 75th anniversary by announcing over 200 new products for the first half of this year, across various scales. Bran Castle is a huge, limited-edition 'HO' model of the legendary castle fortress in Romania. In addition, there are new petrol stations, bus depots, hot air balloons, more new figures, trees and a new water effect product. The ready-to-connect LED lighting range has been extended for use in street and park scenes, while Faller's famous moving car system undergoes its most comprehensive upgrade to date, with new wireless hardware in a handy USB stick, optimised graphics display and a new software interface featuring a dark mode option.
Web: www.faller.de



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According to Chris...

...a bad workman blames his tools, but what about the rest of us?

The older I get, the more I find myself quoting those who went before me.

I seem to start many a sentence with "My Mum used to say..." especially when talking to my grandchildren. It's nice to be able to quote them some words of wisdom from their great Grandma. My Dad was no great handyman and often used to say, of himself, "a bad workman always blames his tools." I guess today's bad workmen (and women) blame Microsoft and Apple!

Where modelling is concerned I have favourite tools and I know I'm not alone in that. I recall, in the early days of *Model Rail*, trying to get Dave Lowery to invest in a new pair of scissors because his step-by-step pictures, including a pair of scissors with a broken handle, did not look very good. The scissors were

a favourite pair with which he was comfortable and there was no way he would part with them!

I have tools that I love, too, and one or two that I hate. Let's talk about the tools I love, though. I guess most modellers will have their favourite tools and those tools will relate directly to the aspect of the hobby that they most enjoy. Mine are

mostly related to working in card, styrene sheet and balsa and have been with me for a very long time. You can't make structures out of those materials without measuring, drawing and cutting out and that's where all of my favourite tools come in to play. Most of them have a very long history now.

My drawing instruments date from secondary school when I was 13 and started my GCE 'O'-level Technical Drawing course. We were taught to look after our kit and this basic schoolkids' set has

“It is a wonderful tool for cutting against because, being around 100 years old, it is much thicker than modern equivalents”

Three Swann-Morton laboratory scalpels, including my slender-handled favourite. Also two typescales and the grubby Lagonda shrinkage rule with its two slightly different inch markings.



My school drawing instruments plus the essential adjustable setsquare. There are two bow pens, useful for lining models.

served me well ever since.

I use steel rules more for cutting out than for measuring. I find a clear plastic rule easier to read when I am measuring in millimetres but I needed a steel straightedge for cutting out. I found one in the shed of my childhood home, where I lived with my aunt and grandmother. I was always puzzled by the two sets of slightly different inch markings on the old, dirty and impossible-to-clean rule, until I noticed some wording faintly etched into the plain back of it. 'Lagonda 1/10 per foot shrinkage rule.'

My aunt had been company secretary of the Lagonda Motor Company at Staines and this had evidently come from their drawing office. It must have been used for drawings related to cast components which, of course, shrink in manufacture. In its new career it is a wonderful tool for cutting against because, being around 100 years old, it is much thicker than modern equivalents. My other, longer, steel straightedges are also work-related, being what was known as 'typescales' used in print and publishing in the days before computers. The measurements are in points and picas, as well as millimetres.

My craft knives are all former scalpels as that's what Swann-Morton made them for before surgeons

used disposable ones. The handles are stainless steel so that they could be sterilized. The long, slender one is a particular favourite as it is so easy to use. It was given to me by my wife, who was a microbiologist. It came from the lab where she worked and I've never seen another like it. It takes the standard blades, too.

Finally, as I've been painting a lot of backscenes recently, I've brought into use a nice wooden box made, I believe, by one of my wife's uncles as a project in the 1930s using recycled plywood. It's perfect for storing tubes of paint. Nothing beats model-making with familiar tools and every one has a story to tell.

Modelling diary: Chris Leigh

The halt in the top picture is now in place on my 'N' gauge layout and another lockdown project finishes.

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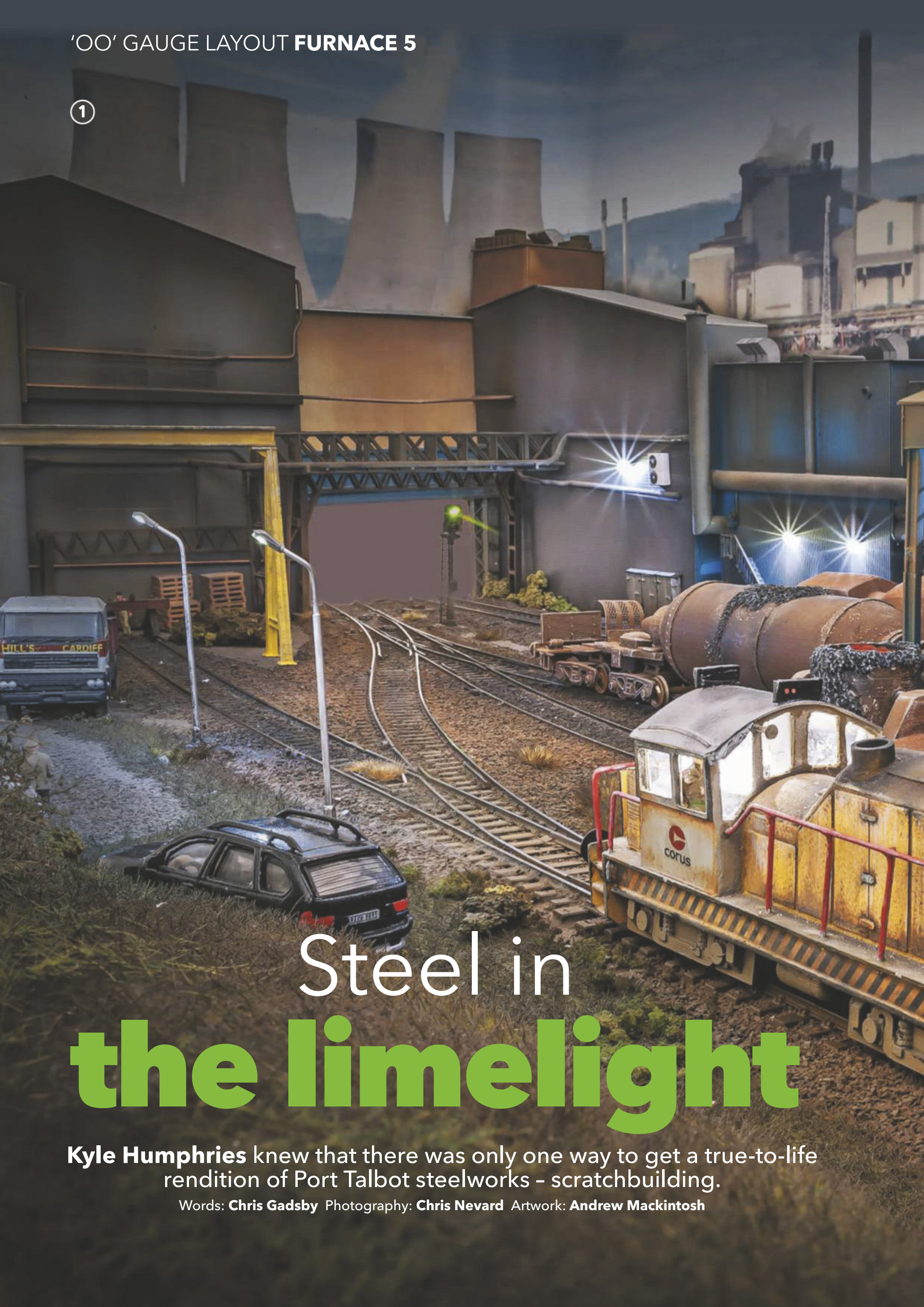
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①



Steel in **the limelight**

Kyle Humphries knew that there was only one way to get a true-to-life rendition of Port Talbot steelworks – scratchbuilding.

Words: **Chris Gadsby** Photography: **Chris Nevard** Artwork: **Andrew Mackintosh**



What makes this layout great?

“Scratchbuilding is the perfect way to get exactly what you need, and when you incorporate it into a layout with kits it really stands out. To scratchbuild a whole layout takes a lot of time and effort, but as Kyle has shown with ‘Furnace 5’, the rewards can be outstanding.”



Some modellers class themselves as 'operators' – those for whom the joy of running trains far outweighs the enjoyment of building. Other modellers see themselves as 'builders', primarily gaining enjoyment from the construction of a layout.

Kyle Humphries freely admits that he falls into the latter of these two categories and his Port Talbot-based 'Furnace 5' layout has already been sold, allowing him to start building his next project. But what drove Kyle to create his first layout and, what's more, scratchbuild

everything from the buildings to the locomotives?

"I've been modelling from a very young age, but this was my first 'proper' layout," explains Kyle. "I grew up around the steelworks industry at Port Talbot, so it was only natural that it would form the basis for the model. I had one goal for my first layout: build something good enough to show at an exhibition or to be featured in a modelling magazine." With a scenic section measuring just 3½ft and a 1ft fiddleyard, space was at a premium. However, for several reasons, this was exactly how Kyle wanted it. ►



“I had one goal for my first layout: build something good enough to show at an exhibition or to be featured in a modelling magazine”

3 things we like



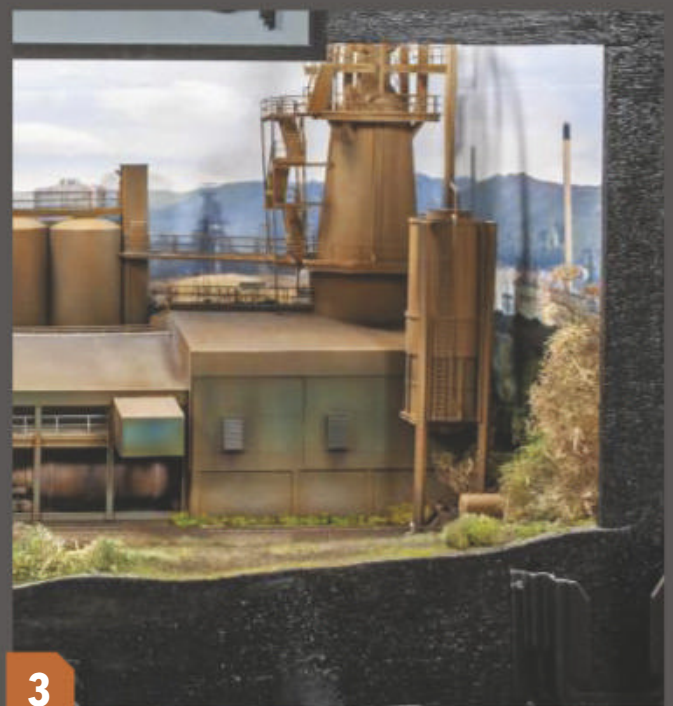
1

The 3D-printed parts within the workmen's office.



2

The cutaway building gives viewers a look inside the warehouse.



3

A small raised section at the front is subtle but is enough to avoid a mundane, flat appearance.

3



"The problem I have with building layouts is that I get bored really quickly and have to move on to something else, so a small layout gave me a much higher chance of achieving completion. It also meant that I didn't have to model as much of the vast expanse of Port Talbot steelworks. I believe, in its heyday, it was several miles from one side to the other. I got a tour of the plant with my Dad when the works learned about my layout and, even riding on one of the locomotives, it still took about 25 minutes to get from one side of the site to the other.

"My layout is set anywhere between the 1990s and the present day, but leans more towards the 1990s when Port Talbot had five blast furnaces. I was on the receiving end of a pleasant coincidence when I purchased an off-the-shelf industrial Gaugemaster backscene to wrap around the three sides of the boxed layout. It was only when I got it home and unrolled it that I stared at it and went 'hang on, that looks familiar'. As it turns out I had a backscene of the Port Talbot works with the five furnaces as it was in the 1990s!"

START FROM SCRATCH

As many modellers know, building a depiction of a real location brings with it the need to scratchbuild, unless you are fortunate enough to model an area that a manufacturer has selected as the subject for a range of buildings. Kyle also found himself with another obstacle which most modellers don't have to think about: getting locomotives and ►

4



5

Kyle didn't have a clue what he wanted the layout to look like when he started - one of the reasons it took four attempts to complete some aspects of it! This was the first layout Kyle built and the blast tower is his favourite part. He found it a challenge to get it looking dominant enough to be believable, but not so big that it took up the whole scene and overpowered the rest of the layout.





Kyle finds that there is a fine line between realism and entertainment at shows. For example, it takes about an hour for a wagon to be filled at the works in real life, but at a show, where people might be watching, he needs to keep things moving so compromises have been made on the realism to keep people entertained.



rolling stock to look something like those which operate at the steelworks.

"Most people will have a layout that is based in, let's say, the Western Region and they can choose from WR ready-to-run models to populate the layout. As the steelworks needed locomotives and rolling stock to meet a specification, there is nothing ready-to-run that really suited my needs. With the wagons in particular, the closest thing on the market are old Lima models but even these weren't even close to what I needed.

"At the shows I was able to take the layout to before they were all cancelled, it was the Torpedo ladle wagons and slag wagons that drew the most attention. I found it interesting that many people thought the orange glow was a light inside the wagon. Really, it's just some orange paint! The build up of molten material around the rim is another favourite of mine. I used sea salt to get a rough surface, painted it a dark colour and then a gentle brush with some lighter paint highlights the raised sections. The locomotives have also been completely ►



Above:
The building in the bottom left was a bit of an afterthought but Kyle found he needed something to fill that corner. He then came up with the idea of having it as a cutaway building rather than a solid wall so that people could see inside.



MODELLER CV: KYLE HUMPHRIES

All of my free time is spent modelling and satisfying the layout builder's itch from which so many of us suffer! If I do have some time away from the workbench I enjoy a bit of mountain biking and playing darts.

FACTFILE: 'FURNACE 5'

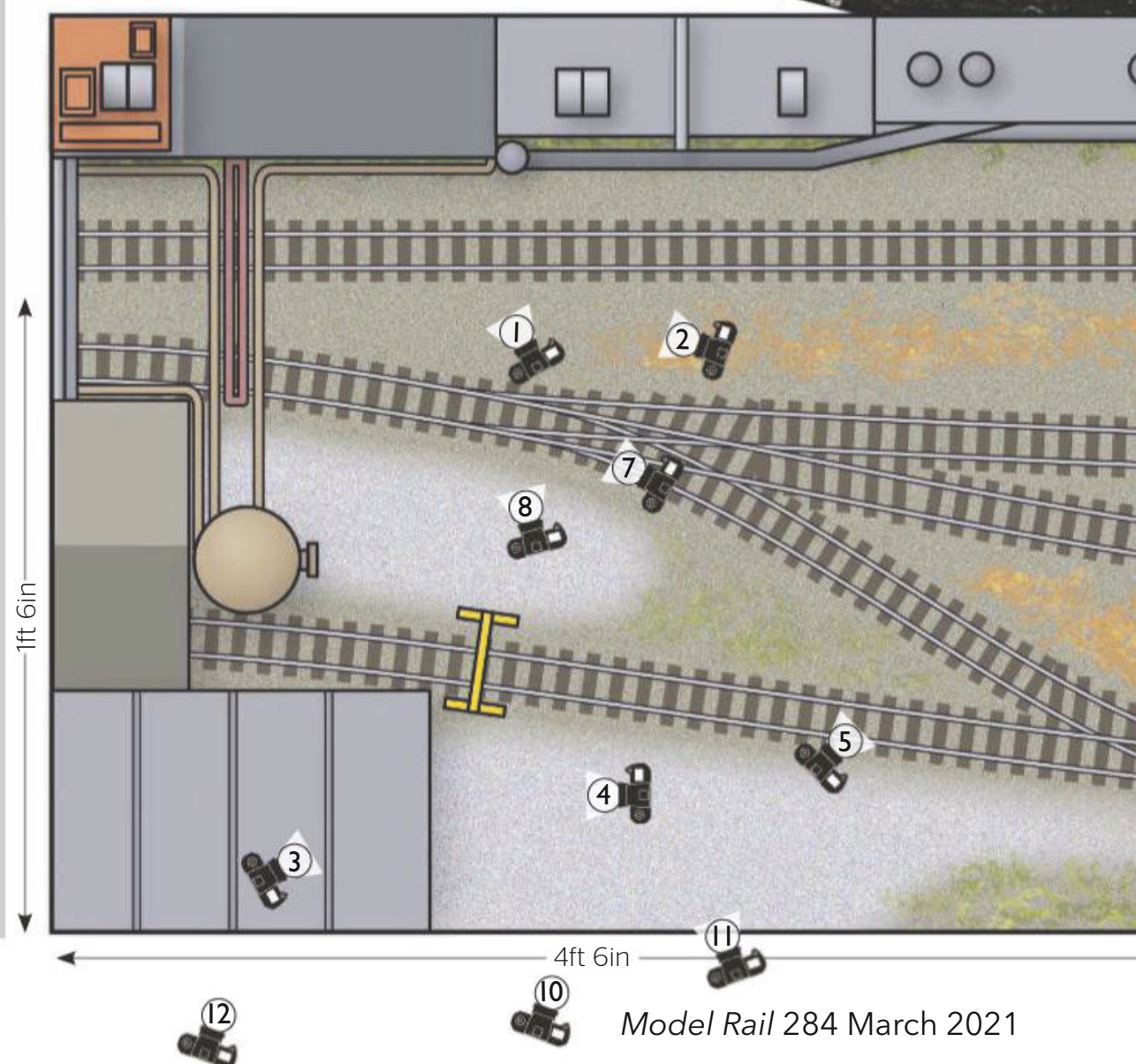
Gauge and scale: 4mm:1ft, 16.5mm gauge, 'OO'

Time to build: Six months

Size: 4ft 6in by 1ft 6in

Track: Code 75

Power and control: DCC





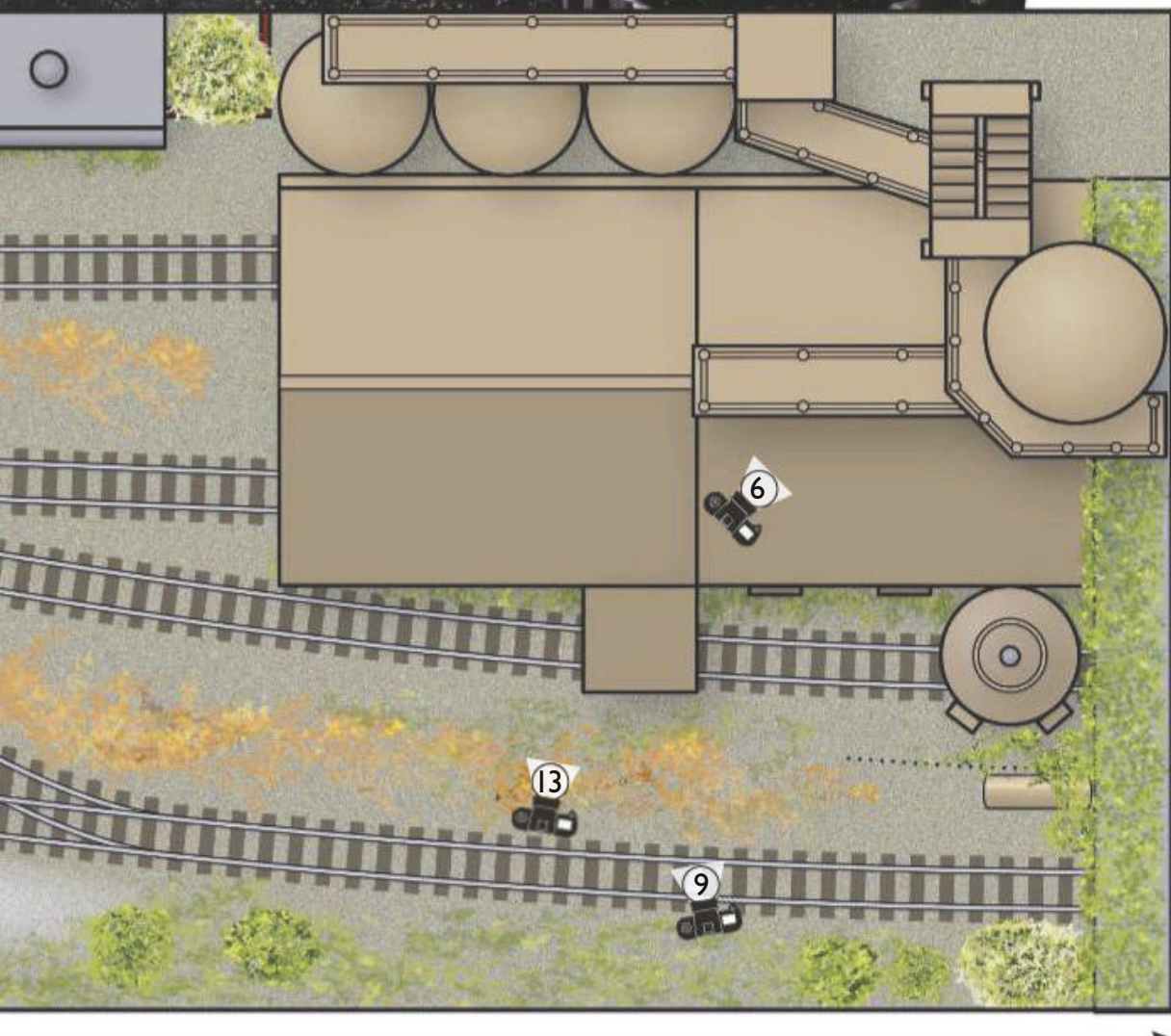
scratchbuilt to bring them closer in appearance to the ones used at the steelworks. At my first show, somebody who had driven the real locomotives for several decades pointed out that the names were incorrectly applied, but each now has the right name! I used the Bachmann 'Underground Ernie' model for the chassis and then built the body of each locomotive from 0.25mm plastic card."

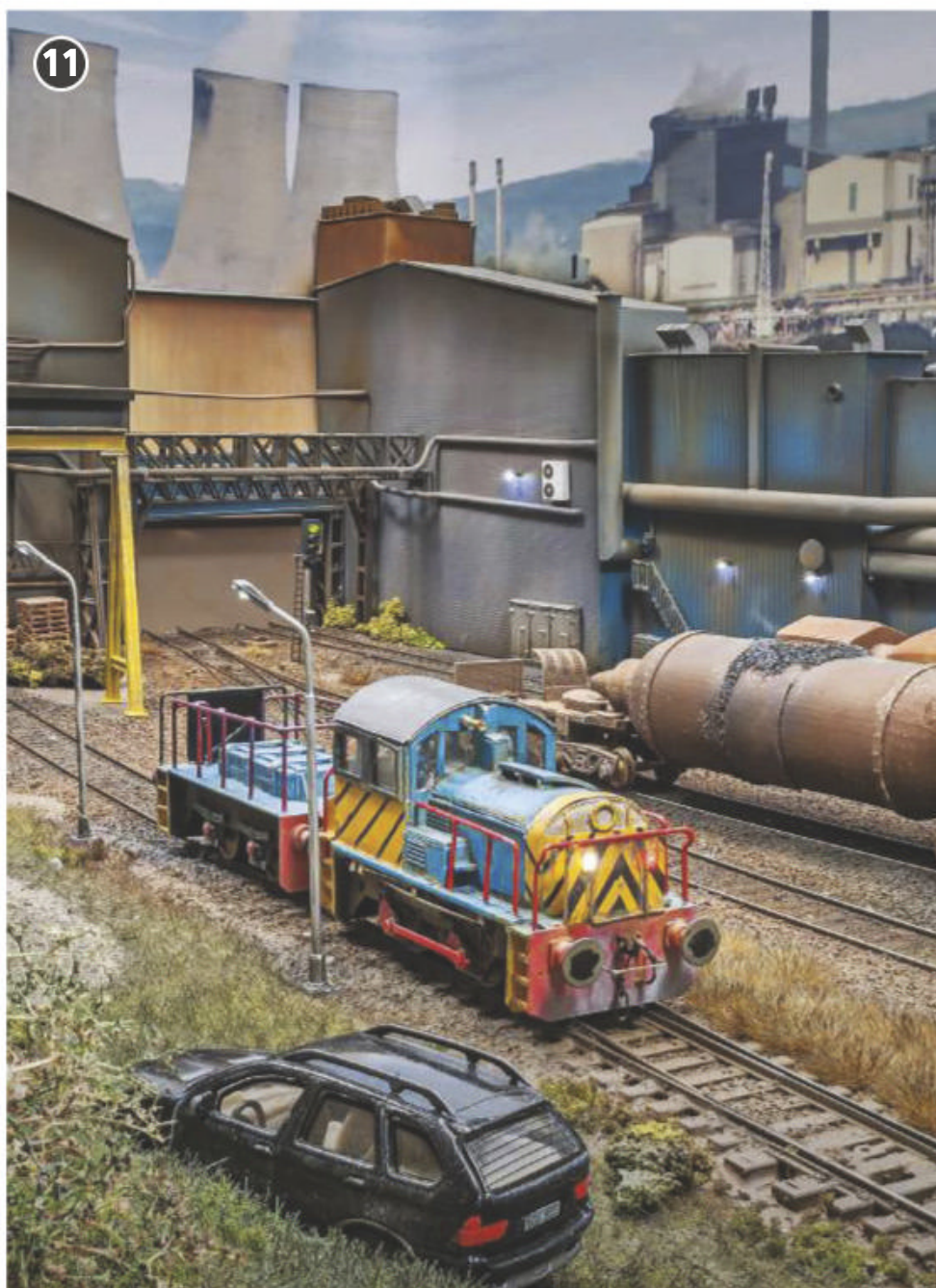
STAGE MANAGER

When you travel to an exhibition and observe all of the layouts on show, have you ever considered what you are looking at and how you are viewing it? Do you pay more attention to the scenery and think of it as a 3D work of art, or are you more interested in the trains dancing across the layout as though they're putting on a live performance? For Kyle, treating his layout like a theatre stage helps him to visualise how he wants it to look, even when he isn't too sure!

"The layout sits within an enclosed box, apart from the viewing side, so not only is it protected but it makes it easy to lift and carry. I think of the scenic section as the main stage and then the fiddleyard as the wings, with locomotives waiting for their turn to come on and perform. Speaking of the fiddleyard, that gave me no end of problems at my first show in Penarth in 2019. What I hadn't accounted for was quite how necessary it is for the track to cross a baseboard join at right angles for reliable running. I have two lines going to the fiddleyard and while the back one is straight the front is at quite an angle and I spent the first couple of hours underneath the board trying to fix the connection. After that I made some adjustments to that line to bring it closer to a perpendicular crossing and added a catch rail, I haven't had a single derailment since!"

Now a serial layout builder, Kyle is always looking to sell his completed projects on so that he can begin working on his next one. 'Furnace 5's' first show was at Penarth in 2019 and Kyle had the intention of selling it after his booked shows for 2020. Once all the shows were cancelled, he sold it before the country went into the first lockdown and started work on his next layout (which will be featured in a future issue of *Model Rail*). This one has also been sold and he is now working on a 10ft fictional branch line. Who knows how many more he will have completed by the time you read this! 





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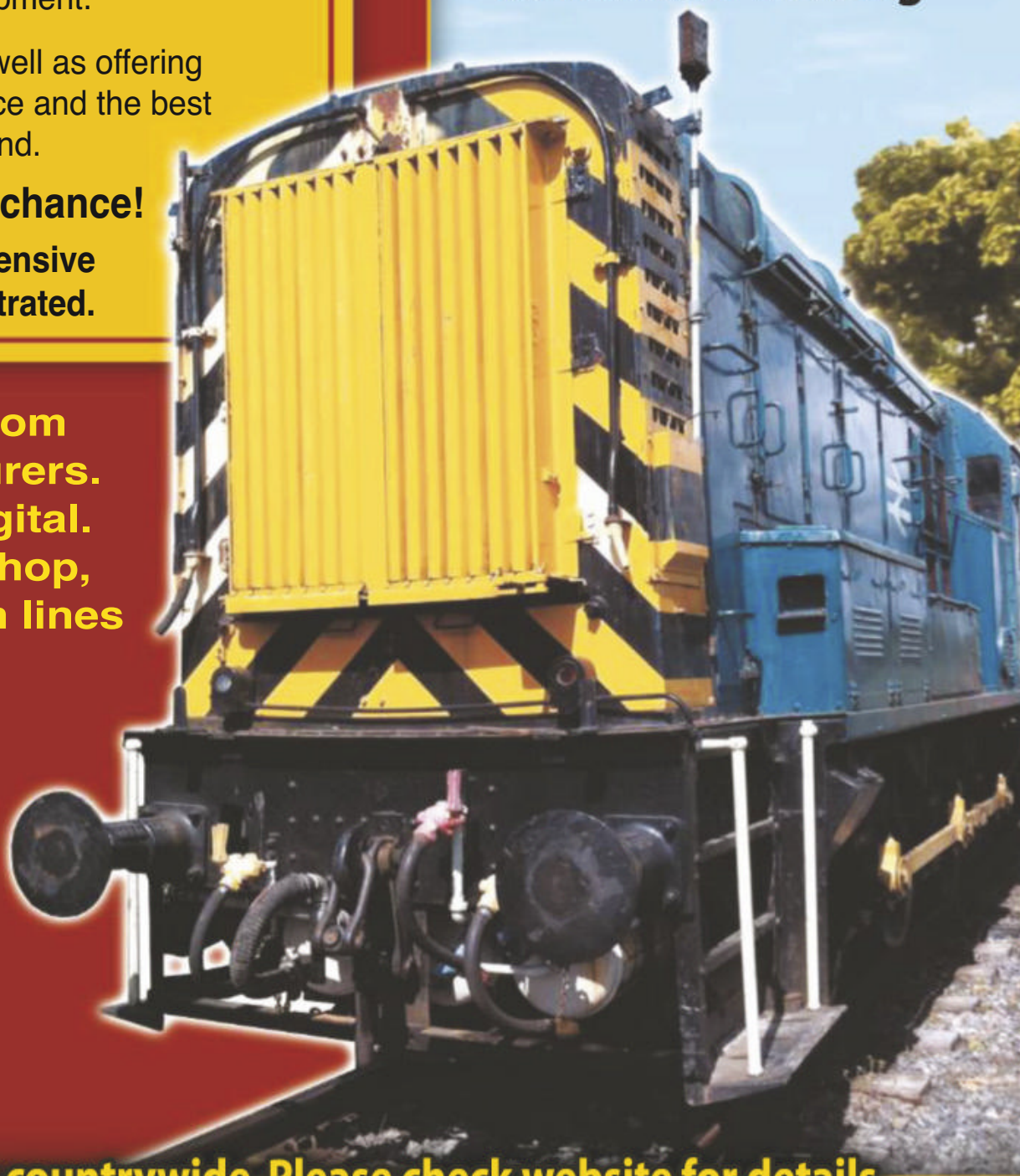
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SCANDAL in Swindon

The '56XX's' troubled birth shook Swindon to its core, but after the teething troubles had been ironed out, the class went on to become a rugged stalwart, writes **Richard Foster**.

Swindon Works: was there any other railway works that was more akin to an English stately home? You can almost imagine that, amid the red and blue brick of A Shop, genteel and cultured people went about building steam locomotives in a way that was right and proper and not like these 'oiks from other railways'. If you've ever seen *Downton Abbey*, you know the sort of people we're talking about – those who would do anything to avoid even the merest whiff of scandal.

That's what makes the cover-up that took place at Swindon in the winter of 1924 so shocking. OK, we're not talking anything like the scale of Watergate here, but it shook the confidence of those involved and would have a profound effect on GWR locomotive development for the next 20 years.

It's a crisp December day and a new locomotive of a whole new class is being steamed in the yard at Swindon for the first time. It's a handsome-looking machine but its 0-6-2T wheel arrangement, projecting

smokebox and inside cylinders are completely at odds with the standards set by George Jackson Churchward nearly a quarter of a century beforehand. The gleaming, freshly cast cabside numberplate proclaims it to be No. 5600.

“ Collett had to act fast. He ordered drawing office staff back to their desks to devise a solution ”

The needle on the pressure gauge touches the 200lbs mark so the driver gently eases open the regulator. After a few feet, a horrible grinding noise from between the frames and a distinctly off-beat 'chuff' from the chimney causes the driver to hurriedly shut the regulator.

The culprit for both noises was plain to see: where the valve spindle meets the extension rod has been left unsupported; with the extension rod angled down, the thrust from the cylinders had bent the valve spindle upwards.

It was a disaster for chief mechanical engineer Charles Collett. He'd only been in the post of CME for just shy of two years and this debacle on his foray away from Churchward's practices would have severely dented his reputation. It didn't help that



Collett was already viewed by many as cold and aloof, a complete contrast to the gregarious and larger than life 'Old Man', who, though retired, would often pop in to see how things were going.

The worst part about the whole affair was that the remaining 49 '56XX's' of Lot 228 were already coming together under A Shop's cavernous roof.

Collett had to act fast. He ordered drawing office staff back to their desks to devise a solution and the resulting drawings for the heavy reinforcing beams, produced hurriedly that December, were dated August. This was when all the drawings for the new '56XX' 0-6-2T had been finalised! Staff were told not to mention anything – on pain of dismissal.

We'll never know why Collett nor chief draughtsman Deverell did not spot the initial mistake. Collett was still grieving for his beloved wife Ethelwyn, whose death in

This photograph of Rhymney Railway 'R' 0-6-2T No. 38 at Cardiff East Dock in 1956 shows where the inspiration for the '56XX' came from – the lengthy coupled wheelbase is very similar!
RAIL PHOTOPRINTS



South Wales was always the natural home of the '56XXs' and Nos. 6624, 5683, 5648, 6665 and an unidentified fifth tank in the summer sunshine outside Radyr shed on August 6 1961. Nos. 6650-6699 were built with shorter pattern safety valve bonnets and they were interchanged with the taller variety (as illustrated here). Some '56XXs' sported copper cap chimneys. RAIL ONLINE



Right: No. 5669 went new to Cardiff Cathays shed in July 1926 and, aside from a three month sojourn at Treherbert, was back in the Welsh capital when this photograph was taken in May 1927. The '56XX' is in original condition: top lamp iron on top of the smokebox, cab porthole windows, tall safety valve bonnet and no train heating. COLOUR RAIL

March 1923, would continue to dog his career. Had the '56XX' embarrassment not taken place, he might have been tempted to try new concepts. As it was, Collett never strayed from Churchward's design practices ever again, which gives rise to claims that GWR locomotive design stagnated during the 1930s.

One factor that might have caused the oversight was the sheer amount of work going through the Drawing Office as a result of the 1923 Grouping. Here, the GWR was unique.

The LNER, LMS and Southern were new companies and their chief mechanical engineers had to continue to use existing plans while they worked out standard designs, often fighting against old loyalties from previously competing companies.

The GWR didn't need to do this. It simply absorbed smaller railway companies, ➤





No. 5692 is doing what '56XXs' were designed for: hauling loads of coal from the Valleys. The O-6-2T is at the head of a loaded coal train through Taffs Wells station, bound for Nantgarw coking plant on May 13 1965. An English Electric Type 3 gives assistance from the rear, while another waits on the now-closed line to Caerphilly. HUGH BALLANTYNE/RAIL PHOTOPRINTS



which gave Swindon the chance to properly assess its locomotive fleets. Unsuitable locomotives were withdrawn, while the Drawing Office had to devise ways of upgrading locomotives with life left in them to bring them up to Swindon standards by fitting them with standard GWR fittings. This logical approach to motive power matters swamped Swindon's Drawing Office.

This swift culling of life-expired machinery caused the final ingredient in this perfect storm.

The South Wales coal fields were a source of considerable revenue for the GWR. Churchward had included a locomotive for hauling coal through the Valleys as part of his revolutionary standardisation programme in the form of the superlative '42XX' 2-8-0T. But the GWR had competition in this corner of Wales from the Barry, Cardiff, Rhymney and Taff Vale railways and inside-cylinder 0-6-2Ts formed the bulk of each railway's fleet.

Unfortunately, the GWR's great cull left these newly absorbed lines with a shortage of locomotives and, as well as working out how to standardise a myriad of locomotive designs, the Swindon Drawing Office had to

rush out an all-new 0-6-2T to fill the gaps.

Inspiration for the '56XX' came from the Rhymney Railway's 'R' 0-6-2T. The RR had ordered 15 of these big, powerful machines, designed by the railway's engineer Charles Hurry Riches, in three batches from Robert Stephenson, Hudswell Clarke and Beyer Peacock between 1907 and 1921. Collett's team simply designed an 'R' but with standard GWR wheels, tanks, cab and bunker, and topped it off with the No. 2 boiler. Only the inside cylinders and the valve gear were new. Such was the hurry for these new locomotives that the first 50 had been ordered straight from the drawing board.

The '56XX's' inauspicious start in life was quickly forgotten when the locomotives entered service. They had bags of power, accelerated quickly and could run at a fair old pace, although fitters and crews might have wondered why a huge crossmember between the frames made the inside motion difficult to access.

That first batch of '56XXs' (Nos. 5600-5650) were joined by a further 50, built at Swindon in 1926-27 (Nos. 5650-5699), followed by 50 more in 1927-1928 (No. 6600-49). Financial aid

The '56XXs' were equally at home on passenger workings as they were on coal trains. With the carrying axle at the rear, they arguably rode better in reverse. No. 6685 passes Cogan Junction with four non-gangway coaches on July 12 1959. TREVOR OWEN/COLOUR RAIL

from the Government was available for railways to place orders for locomotives from outside builders in order to maintain employment levels and the GWR took full advantage of this. It ordered a further 50 '56XXs' (Nos. 6650-6699) from Armstrong Whitworth, which managed to deliver five locomotives a week from its Scotswood factory on Tyneside to Swindon.

It speaks volumes that out of 200 locomotives, only Nos. 5619, 5693, 6625, 6630-33 and 6694-6699 didn't go new to sheds in South Wales. However, as time passed, '56XXs' could be found at sheds throughout most of the GWR network, except probably Cornwall, although the greatest concentration was always in South Wales. A 1957 survey revealed that London Division had nine, Bristol Division ten, Wolverhampton Division 29 and Worcester Division three, whereas Newport, Neath and Cardiff Valleys shared 149 between them.

GWR locomotives had been stripped of their brass and copper finery during the First World War and the 'austerity' period continued for years afterwards. However, enthusiasts welcomed the fact that the '56XXs' entered service with copper cap chimneys. They entered service in GWR mid-chrome green with 'Great Western' lettering on the tanks. The lettering was replaced by the 'shirtbutton' roundel from 1936, followed by GWR initials during the 1940s. Being South Wales locomotives, the '56XXs' received the curious sans-serif block initials that were apparently applied by Caerphilly Works owing to a shortage of the standard GWR typeface.

Collett may not have designed any wholly ➤



The '56XXs' received the distinctive balance weights on the centre driving axle in order to prevent axlebox wear. No. 5618 also has steam heating, later pattern tank vents and the top lamp iron mounted on the smokebox door. The seam on the tank side reveals that it has received the modification designed to prevent corrosion at the bottom of the tanks. HUGH BALLANTYNE/RAIL PHOTOPRINTS



new locomotives again but what he and his team did produce, from 'Halls' and 'Granges' to 'Large Prairies' and '2251s' between 1924 and his retirement in July 1941, were quite often hugely successful. One of the outstanding successes was the '57XX' 0-6-0PT.

Its underpinnings were wholly Victorian but the '57XX' was a powerful and popular design. It could do anything the slightly more powerful '56XX' could and was perfect for the twisting, steeply graded branches in the Valleys. The '57XXs' introduction in 1929 curtailed the construction of further '56XXs' – and 863 panniers would be built.

Their start might have been inauspicious but the '56XX' was one of the last GWR designs to remain in service.

All 200 passed into BR's hands at nationalisation in 1948. They were all over 20 years old and their age – or, rather corrosion in

A fabulous portrait of No. 6670 at Newton Abbot on August 16 1959. The square works plate reveals that this was one of the Armstrong Whitworth batch. It was one of the '56XXs' to receive a toolbox on the side of the steam chest and also sports the later grab rails mounted on the band across the boiler that supports the tanks. Cabside shutters were fitted to the whole class between 1930 and 1939. No. 6670 ran with an experimental whistle shield in 1932. TREVOR OWEN/COLOUR RAIL

the bottom of the water tanks – forced BR to issue a large scale repair programme. Rather than simply patch corrosion, replacement sections were welded in place, which is easily recognisable by the prominent seam line that divides the tanks in half. Some '56XXs' received completely new tanks.

Some '56XXs' carried British Railways lettering in the GWR's Egyptian typeface, whereas others received BR's Gill Sans lettering. Nos. 5641, 5655 and 5688 carried a little-known interim BR livery of plain green with no lettering or emblem and a small 'W' under the cabside numberplate.

BR decreed that, as predominantly goods locomotives, the '56XXs' were to be painted unlined black. During the mid-1950s, BR's senior bosses relaxed the rules on painting, allowing the Western Region to start painting express locomotives lined green and secondary passenger classes unlined green. From January 1957, Western Region management issued instructions that all green locomotives should be lined. This included members of classes that the GWR had considered 'freight designs' if they were predominantly used on passenger duties. That's why, during 1957, Nos. 5696 and 6685 were turned out in lined green livery; over 20 of their sisters would also receive the livery.

Western Region steam came to an end on January 3 1966, aside from the Somerset & Dorset Joint Railway which closed in March, but that didn't mean that BR had rid itself of Great Western-designed steam locomotives. Regional boundary changes had meant that several former GWR sheds in the West Midlands had passed into the hands of the



No. 6697 is in a deplorable state, lacking smokebox and cabside numberplates as it stands among the filth at Croes Newydd shed on February 2 1966 with one of the shed's trio of '16XXs' and '8F' No. 48122. Happily, the locomotive was cleaned for its SLS railtour on March 27, the smokebox door 'plate' brackets were removed and the number was painted on the bufferbeam, GWR-style. TREVOR OWEN/COLOUR RAIL

London Midland Region, along with Croes Newydd shed near Wrexham. When 'Castle' No. 7029 *Clun Castle* worked the final Oxford-Banbury service, bringing down the curtain on steam on the Western Region, the final two '56XXs', Nos. 5605 and 6697, were still hard at work in Denbighshire. It couldn't last, however, and both were withdrawn by the end of May, which only left panniers – two '16XXs' and 19 '57XXs' – to keep the GWR flag flying; by the end of the year, they were gone too.

With operational GWR locomotives at a premium, those final survivors attracted the attention of the Great Western Society. It had added *Cookham Manor*, 'Large Prairie' No. 6106 and *Burton Agnes Hall* to its collection by the time the last '56XXs' were withdrawn and its Bristol Group bought No. 6697 direct from BR.

No. 6697 had become a minor celebrity as it worked the Birmingham Snow Hill-Chester leg of the Stephenson Locomotive Society's 'Farewell to GWR Locos & LYR 2-6-0s' railtour of March 27 1966. The 0-6-2T should have

Where to see a '56XX'

At the time of writing, the greatest gathering of '56XXs' can be found at the Swindon & Cricklade Railway. Telford Steam Railway's operational No. 5619 is on hire there and is joined by Nos. 5637 and 6695, both of which are under overhaul.

The Kent & East Sussex Railway is, surprisingly, the home of two '56XXs'. Long-time NYMR resident No. 6619 is under overhaul, whereas No. 5668 awaits the completion of the restoration of '42XX' No. 4253 before its turn in the restoration queue comes.

No. 5643 is the '56XX' that's the furthest away from GWR territory. Owned by the Furness Railway Trust, it's based at the Ribble Steam Railway. Also in the north is Pete Waterman's No. 6634, which also awaits restoration from scrapyard condition. No. 6686 is under restoration at the Barry Tourist Railway and No. 6697 is on static display at Didcot.

Recommended reading

CB Collett A Competent Successor by
JE Chacksfield (Oakwood Press)

The 0-6-2 Tank Papers Nos. 1 & 2 by Ian
Sixsmith (Irwell Press)

*The Locomotives of the Great Western
Railway Part 5 (RCTS)*

Collett & Hawksworth Locomotive by
Brian Haresnape (Ian Allan)



Right: Work started in 1934 to fit recesses to the '56XX's' bunkers so that the top lamp iron could be fitted; during the conversion programme, the distinctive curved weather shield was fitted and this was eventually fitted to the whole class. The angled line of rivets on the bunker indicated the location of a third water tank, with the coal space above. The class was delivered with tapered buffer shanks and these were replaced with the later parallel style.
TREVOR OWEN/COLOUR RAIL

brought the train back from Chester to Snow Hill but it had failed and 'Black Five' No. 45250 did the job instead.

What the GWS didn't know was that of the 13 '56XX's' bought for scrap by Woodham Brothers of Barry, nine would survive long enough to be saved by preservation societies.

Their start might have been more unorthodox than most at Swindon Works might have wanted. But who, on that fateful day in December 1924, would have ever believed that, 97 years later, '56XX's' could be found as far afield as Lancashire, Derbyshire and deepest Kent?





Bachmann's '56XX' is a handsome model, but some extra finesse can be added by building and installing a new chassis.

HOW TO

BUILD AN ETCHED CHASSIS KIT

Our locomotive building expert **Dave Lowery** upgrades a Bachmann '56XX' with an etched brass chassis kit from Comet Models.

Bachmann's 'OO' gauge '56XX' is a fine model, with plenty of detail to admire on the bodyshell and a reliable mechanism. However, the chassis inevitably has a slightly 'hefty' nature, due to the fact that it's based around a solid metal casting. That's not a criticism of the model, it's an inevitable feature of a RTR model, especially one who's design harks back to 1990s practice.

For modellers aiming for greater finesse, there's the option of a replacement chassis kit from Comet Models. Comet has been offering etched metal chassis kits for years, with a large number of steam locomotive classes on offer, and most of them are designed to suit specific RTR models. They offer great value and are ideal for upgrading older models in particular, while also offering the ideal means of teaching yourself how to erect an etched chassis without the financial commitment of a complete locomotive kit.

The chassis pack contains a pair of etched brass sheets, consisting of sideframes, 'OO'

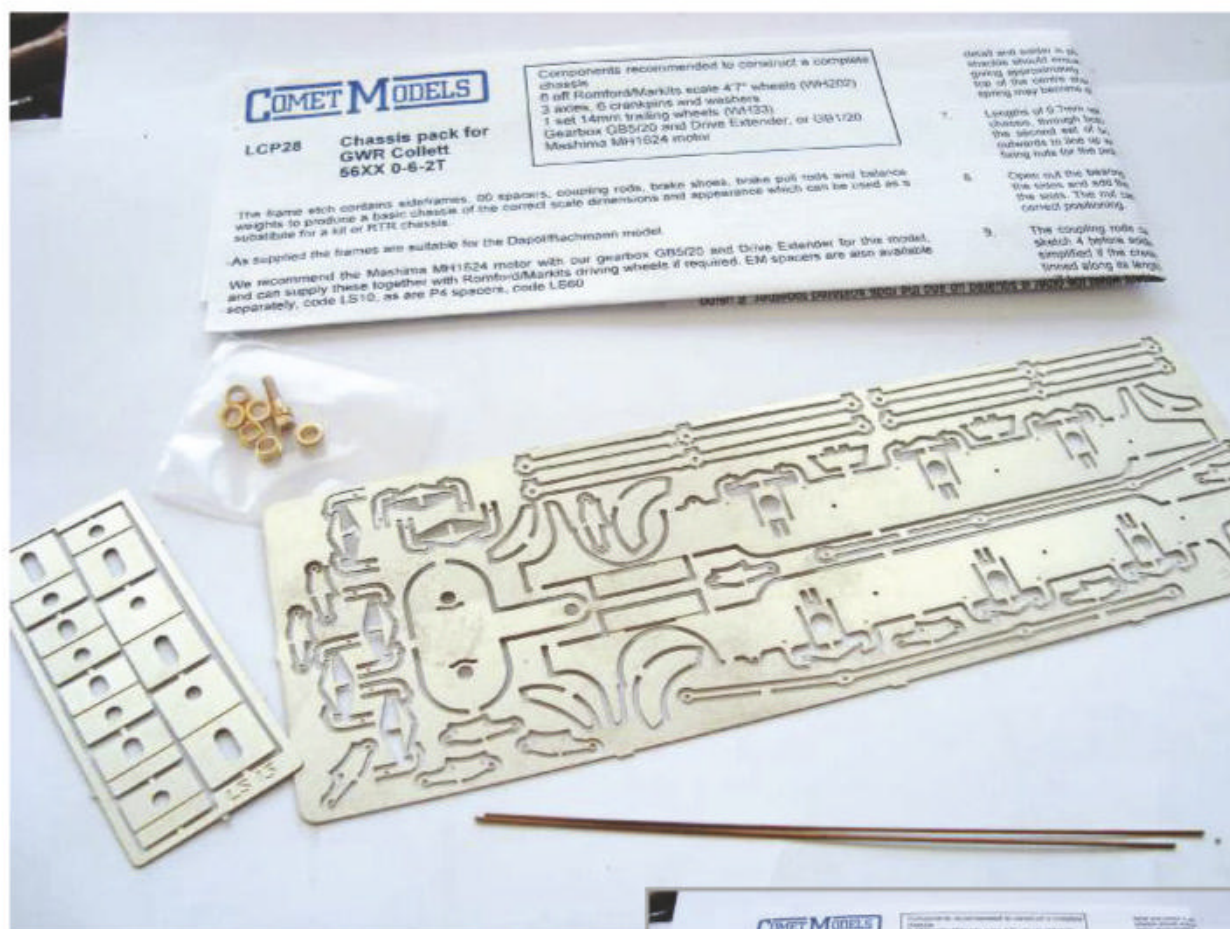


spacers, coupling rods, brake shoes, brake pull rods and balance weights. Along with the chassis kit, you will also need a new set of driving and trailing wheels and crankpins; each of these is available in the Markits range. You'll also need a new motor and gears, with the Mashima MH1624 motor and Comet gearbox being recommended. However, I used a slightly smaller Mashima 1620 unit and a Markits gearbox set. Mashima motors are no longer in production and can be tricky to obtain these days, although they can be found on internet auction sites and some suppliers still have stock of certain models (such as Scale Link). However, some suppliers are offering other brands, such as Canon, as potential replacements, so it's worth doing a bit of shopping around.

There were a few challenges with this kit.

Firstly, the etched fret is a little on the flimsy side and is really designed to be built with hornblocks and working suspension. Because we are going to keep it simple and build a rigid chassis, you'll need to stiffen up some areas of the sideframes, particularly around the axleboxes, where there is a gap on each side that needs to be bridged. I filled these gaps with brass rod, soldered into place. Additionally, where the etched leaf spring detail meets the 'J' hangers is a potential weak spot, so I also added a touch of solder here to add some strength.

Otherwise, it all went together without any problems, although great care has to be taken to ensure the frames are aligned correctly. When it came to the two spacers B and C, at each end of the chassis, it's worth adding them once the chassis has been built and test-fitted into the bodyshell. You can then use the original chassis screws to locate each spacer and then solder it into the frames, taking care when applying the hot soldering iron.



Above: The Comet Models kit LCP28 chassis pack for the Bachmann GWR Collett '56XX' 0-6-2T.

Right: Additional parts required to complete the chassis build include Markits 4ft 7in driving wheels, 14mm bogie wheel, crankpin set, gearbox/motor mount and a Mashima motor.



What you will need

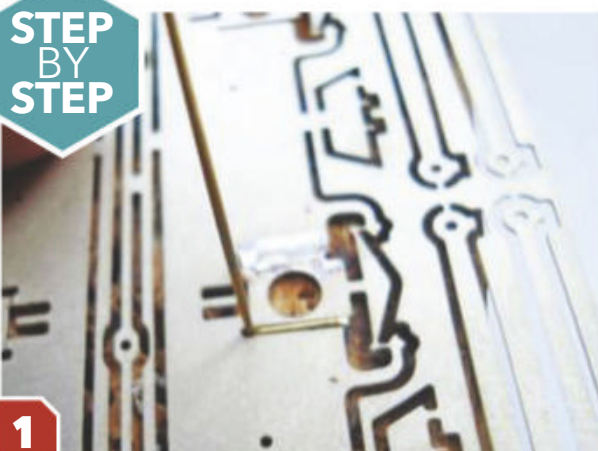
SHOPPING LIST

- ◆ Comet Models LCP28 chassis pack for the Bachmann GWR Collett '56XX' 0-6-2 **Availability:** Wizard Models Tel: 01652 635885 **Web:** www.wizardmodels.ltd
- ◆ 4ft 7in 14 spoke driving wheels, 14mm 12 spoke trailing wheels, crankpin & washer set, MM1-0738 gearbox **Availability:** Markits Tel: 01923 249711 **Web:** www.markits.com
- ◆ Mashima 1624 motor (very limited stocks) **Availability:** Scale Link Tel: 01747 811817 **Web:** www.scalelink.co.uk

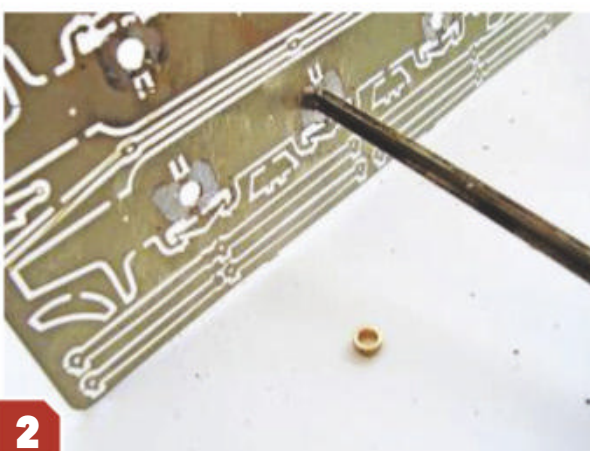
TOOLS

- ◆ Knife
- ◆ Tweezers
- ◆ Files and abrasives
- ◆ Drill and bits
- ◆ Soldering iron and equipment
- ◆ Reamers/cutting broaches
- ◆ Setsquare
- ◆ Steel rule
- ◆ Brass cutting shears
- ◆ Miniature screwdrivers

STEP BY STEP



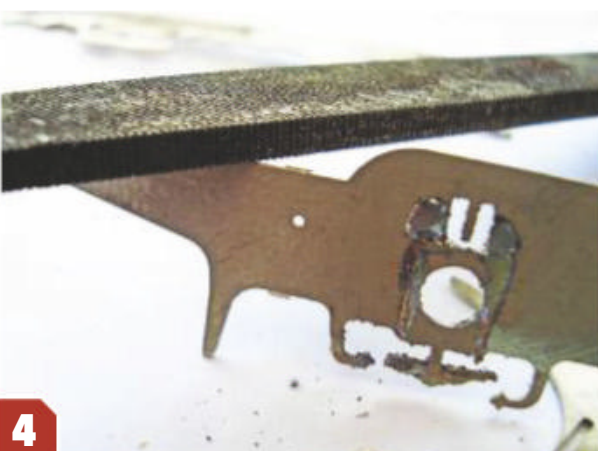
1 To add strength to the sideframes, I soldered pieces of brass rod into the gaps on either side of the axle units. Bend the brass rod at right angles to allow the parts to be held while making the solder bonds, then cut off the excess and file flush with the outer faces.



2 A reamer or cutting broach tool is ideal for opening out the axle holes just enough to allow the brass bearings to slot snugly into place, without any 'slop', as this may lead to the axles being misaligned. Don't solder them in place yet.



3 The frames were reamed before cutting from the fret to prevent any distortion. When cutting the parts free, use a set of fine brass cutting shears, cutting through from the outer edges of the etch rather than trying to cut the half-etched tags with a knife.



4 With the parts freed, use a file to remove any excess tags to leave the edges square and clean. The holes for the brake rigging will also need opening. Run the file over these - and the axle-holes to remove any raised burrs.



5 It's always worth checking parts that should be exactly the same, especially chassis sideframes. Hold the two main frames tightly together and make sure that all the holes line up precisely.



6 Next, lay out the side frames and cut out and fold up the spacers. Roughly place in position to ease construction. Leave the two end spacers B and C to one side until the chassis is test-fitted into the locomotive body.

Masterclass



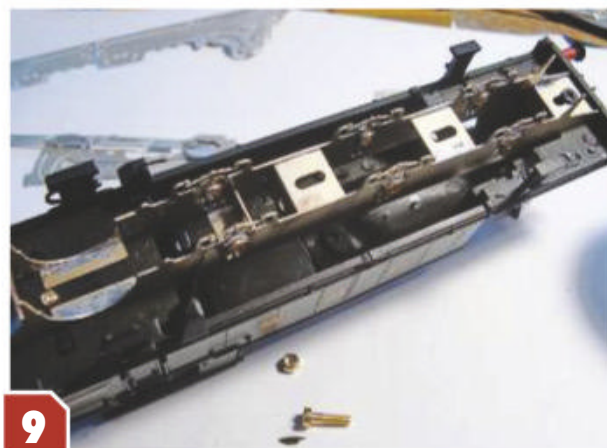
7

With the axle bushes soldered into their holes, pass drills or rods through them while holding the spacers in place on a solid, flat surface. Adjust the frames and check for squareness before tack soldering the spacers in place.



8

With the frames tacked together, gently pick up the chassis and double-check all of the angles for squareness with a setsquare. Once happy, place it back onto the flat surface and solder up the joints properly.



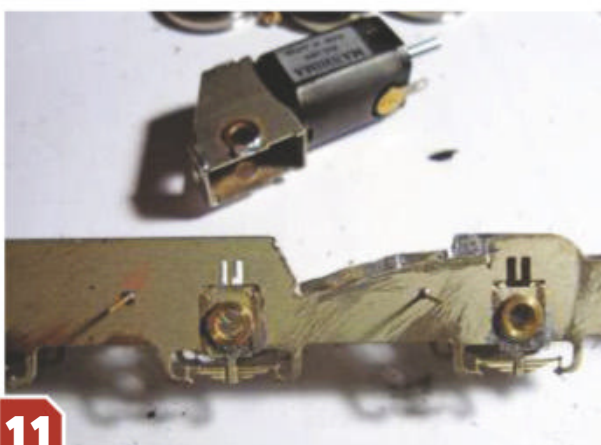
9

Now try the chassis in the body and fit the two spacers with screws into the holes. Check that the frames are correctly aligned and, when happy, tack-solder the spacers in place. Return to the flat surface and solder up solid.



10

Fold up the etched motor mount, making sure it is square. Take care when drilling the holes for fitting the motor. Once happy, trial-fit the worm and gear wheel to make sure the meshing is good.



11

The instructions recommend the fitting of a drive extender to the gearbox, but I wanted to keep the drive train simple. To accommodate my choice of gearbox, the top of the frames require a slot to be cut into them.



12

Solder in the brake supports and then paint the chassis. Red oxide primer was applied first. When dry, the frames were sprayed satin black. When this is dry, use a reamer to clean the paint out of the axle holes.



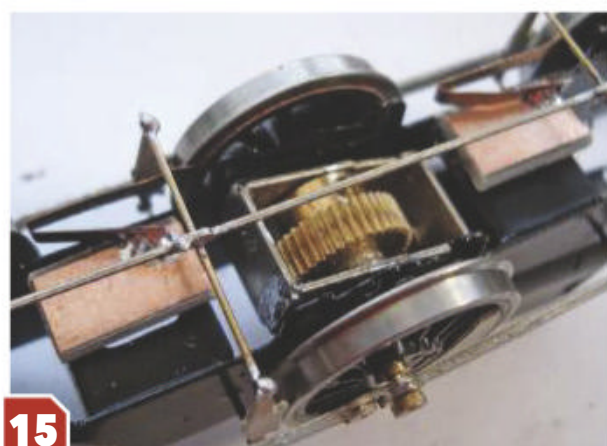
13

Mount the insulated wheels onto the axles first. These need to be on the same side of the chassis for each axle. I add a touch of PVA glue to the thread then screw in the locking nut. Likewise, I touch the crankpin end into PVA then screw it gently into the wheel.



14

The coupling rods are made up of three parts that must be aligned carefully. After reaming the holes, place the rods onto the crankpins. Use a small piece of paper under the lock nut before soldering in place - it stops the whole job going solid.



15

Glue pieces of copper-clad board to the centre frame spacers. Then solder a piece of folded phosphor bronze strip to the copper-clad board while it touches the back of the insulated wheels (see MR282).



The brake gear and balance weights were added towards the end of the assembly process and require painting to blend in.



16

A wire is then soldered to the copper-clad boards and connected to one side of the motor. The other polarity is collected by the non-insulated wheels via the chassis, so a second wire must be soldered to the frames and connected to the other side of the motor.

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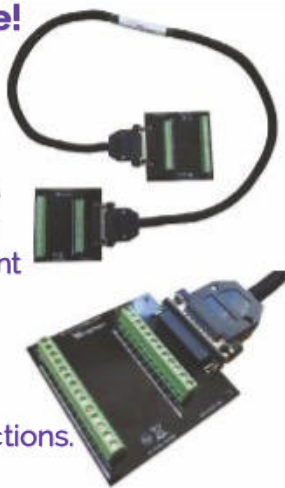
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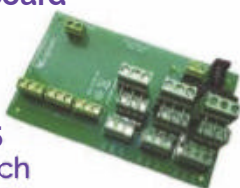
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"Well I don't know why I glued this tonight
I got this feeling that something ain't right
I'm so scared in case it falls off somewhere
And I'm wondering how I fit it in there

Coaches to the left of me

Wagons to the right

Here I am, stuck in the middle with glue"

With apologies to Stealers Wheel



Did you know?

The first steam locomotive in the UK was actually called the Coalbrookdale Locomotive built by Trevithick in 1802.



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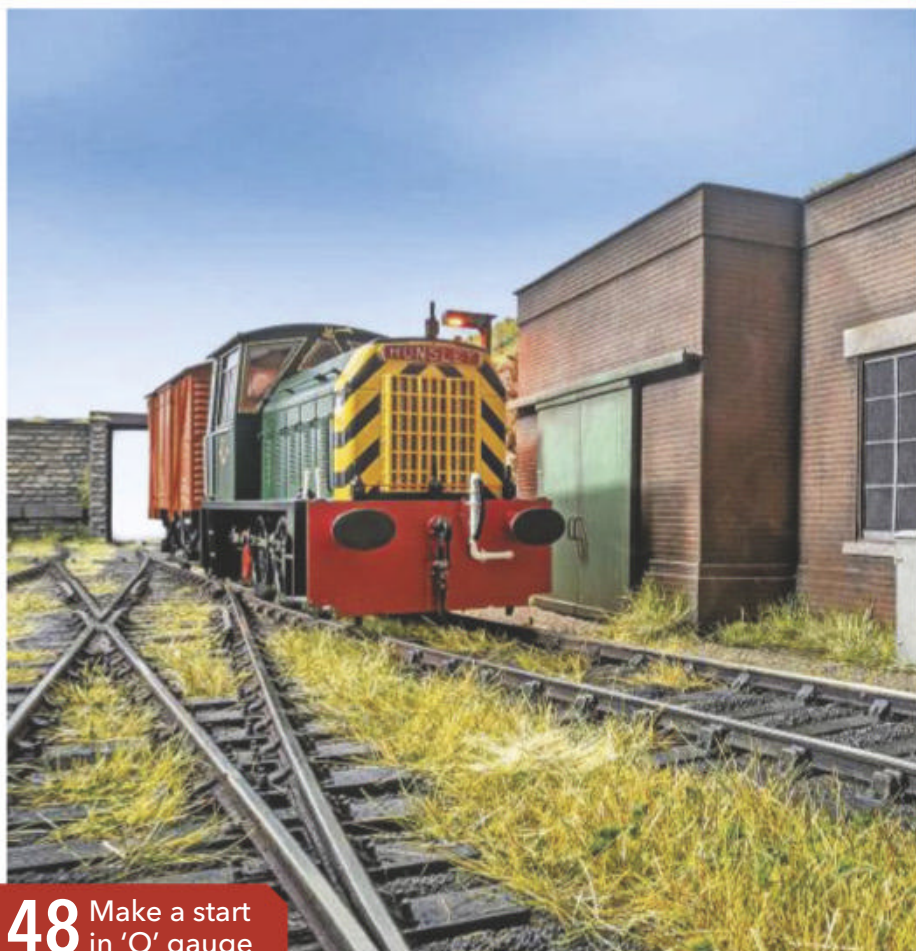
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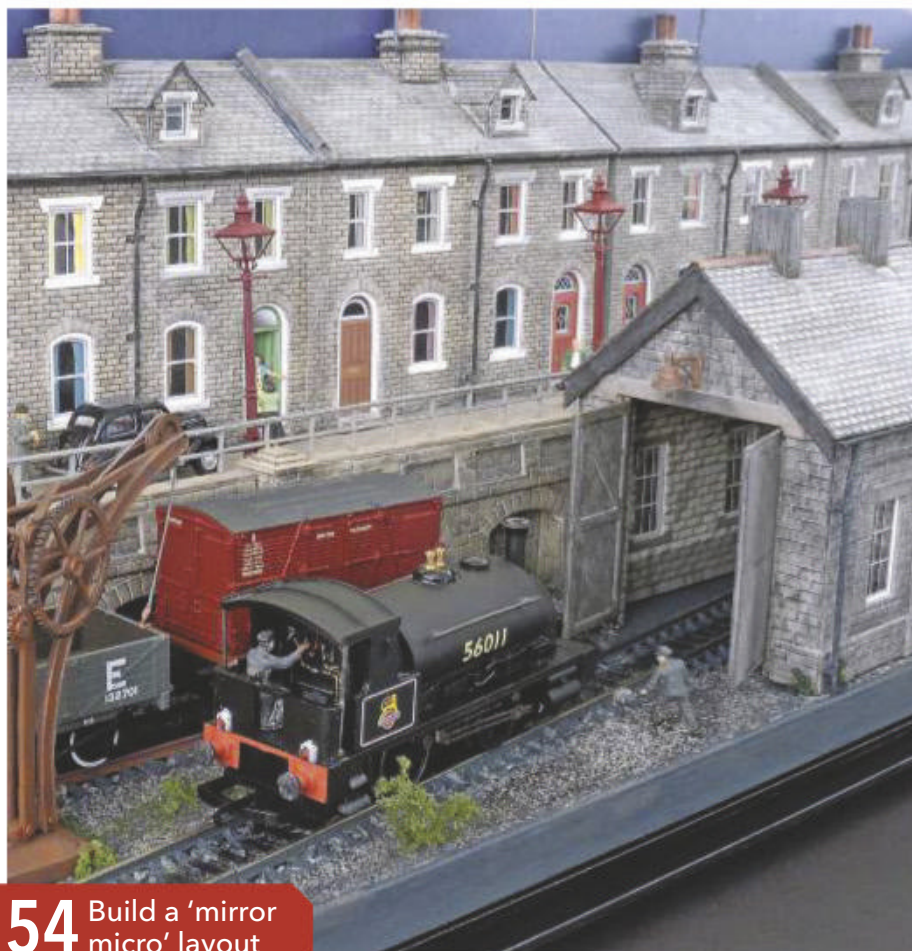
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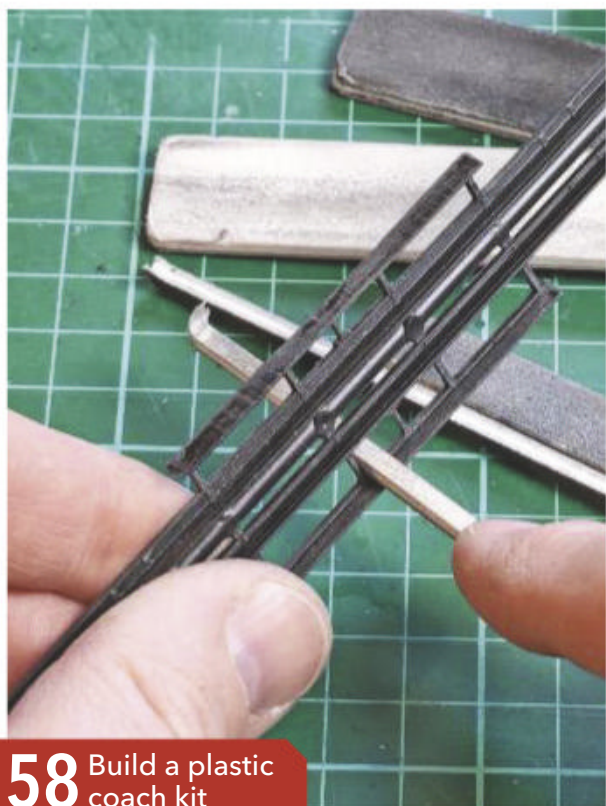
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Workbench

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



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62 Animate your layout



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Chris Nevard
Our ace snapper is also a hugely talented modeller.



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



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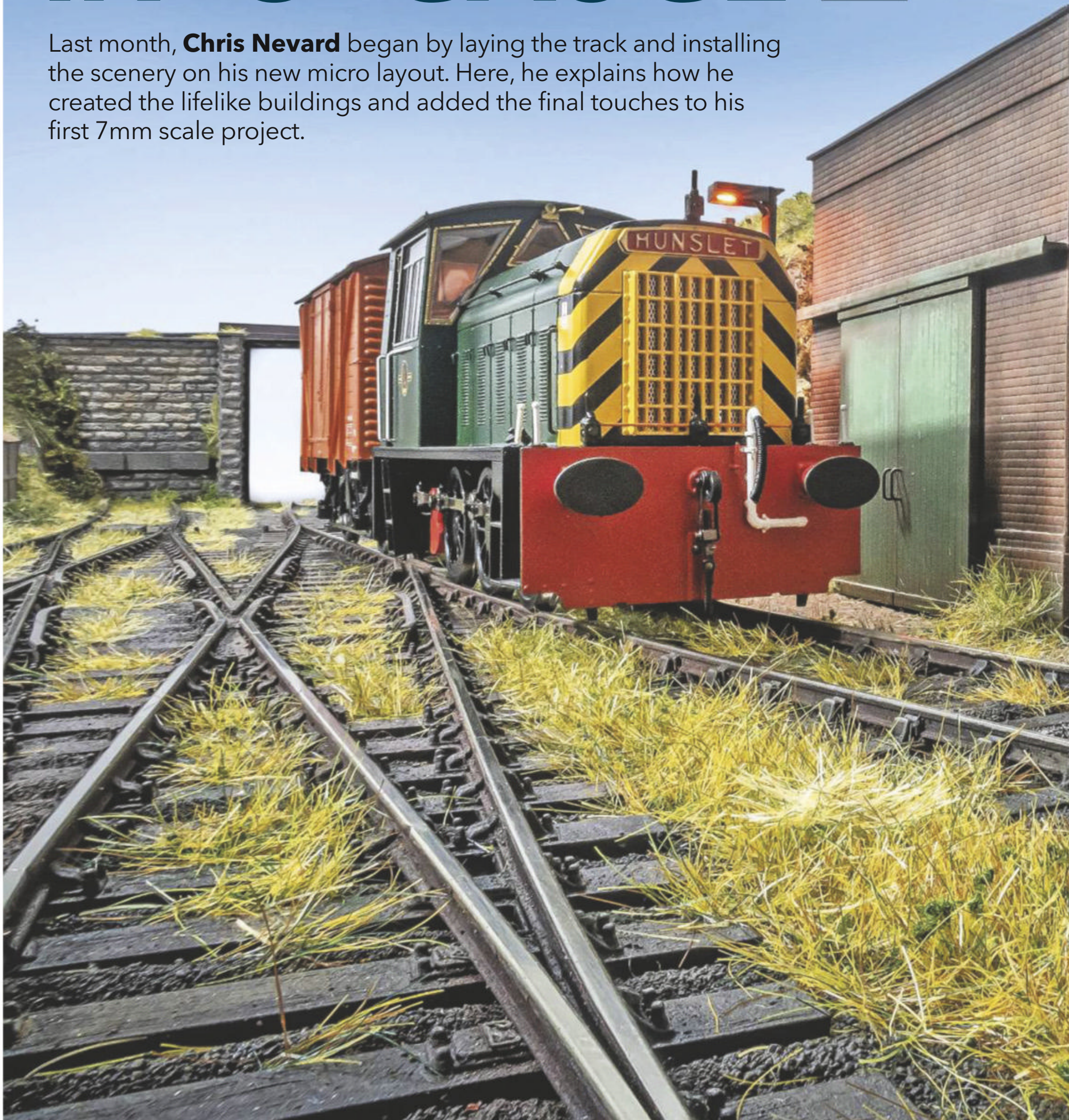
Project difficulty ranges from easy: one screwdriver, to very hard: five screwdrivers.

HOW TO

MAKE A START IN 'O' GAUGE

PART
TWO

Last month, **Chris Nevard** began by laying the track and installing the scenery on his new micro layout. Here, he explains how he created the lifelike buildings and added the final touches to his first 7mm scale project.



PHOTOGRAPHY: CHRIS NEVARD



After finishing work on the track, scenery and canal basin, it was time to look at adding a few buildings. The overall aim was to depict an almost forgotten, canal-side fuelling depot, somewhere in the south of England. The fact that the layout was built to fit within an existing museum-style display case meant that there were severe space limitations, particularly in terms of height. This isn't ideal for 'O' gauge but, with a little creativity and some scratchbuilt low-relief buildings, the

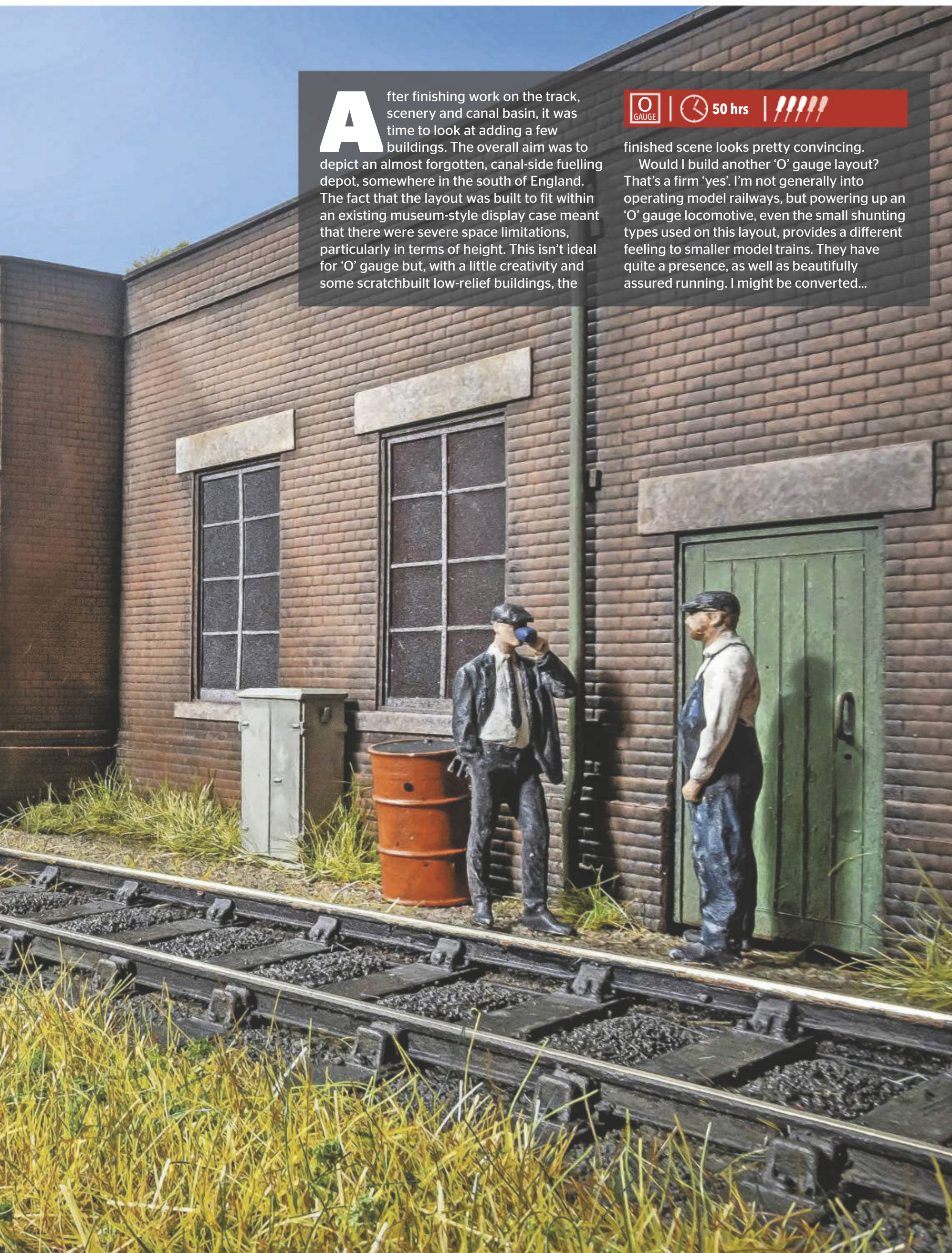


50 hrs



finished scene looks pretty convincing.

Would I build another 'O' gauge layout? That's a firm 'yes'. I'm not generally into operating model railways, but powering up an 'O' gauge locomotive, even the small shunting types used on this layout, provides a different feeling to smaller model trains. They have quite a presence, as well as beautifully assured running. I might be converted...



'DOWNING YARD' GROUND FRAME BOX

Because of the cramped nature of this 4ft 6in by 1ft 6in layout, there was not going to be room for a traditional, elevated signal box. As mentioned last issue, the layout is designed to fit within a wooden display box, so there was also limited headroom – just 7in – so any structures would have to be diminutive.

Therefore, a ground frame would be required to control operations within the yard. Fortunately, Peco produces a rather good ground-level signal box kit (ref. LK709) and, while it's probably meant for a platform, it looks just like some of the structures seen on byways and yards.

'O' gauge subjects shout out for extra detail. To make life easy, I used a Woodland Scenics Just Plug Lighting system. The lights have a self-adhesive pad on the LED end and a small plug on the other. It's simply a matter of plugging each light unit into a hub which, in turn, plugs into a 24V power supply. The brightness levels of each unit can be adjusted via a set of dials on the hub.

With the lighting installed, the little 'box' would also need a detailed interior, so I used Peco's 'O' gauge signal box interior kit (ref. LK-710). This provides everything you could need for a small signal box and finishes off the building nicely.

The finished signal box looks very much at home within this compact yard and the lighting allows the detailed interior to be appreciated fully.

STEP BY STEP



1

Being a recent release, the mouldings are lovely and crisp with very little tidying up required. Unlike some of the older 'OO' releases, there is a modest number of parts to challenge less experienced modellers. In fact, I wish Peco would produce this kit in 'OO' and 'N'!



2

Before final assembly, I undercoated the main sections: Halfords white primer for the window frames, a misted blend of Halfords yellow and white primers for the cream walls, misted red, black and grey for the brick lower section and a misted blend of Halfords grey primer and matt black for the roof.



3

The Woodland Scenics Just Plug Lighting system is very easy to install, with the LED lamps featuring self-adhesive pads and pre-wired connectors. Simply plug them into the hub and adjust their brightness with the dimmer controls.



4

With the inside lit, the signal box's exterior paintwork could be completed with enamel or acrylics to produce a slightly faded BR Southern Region colour scheme. The Downing Yard signs were created on a computer, after which I turned my attention to the interior...



5

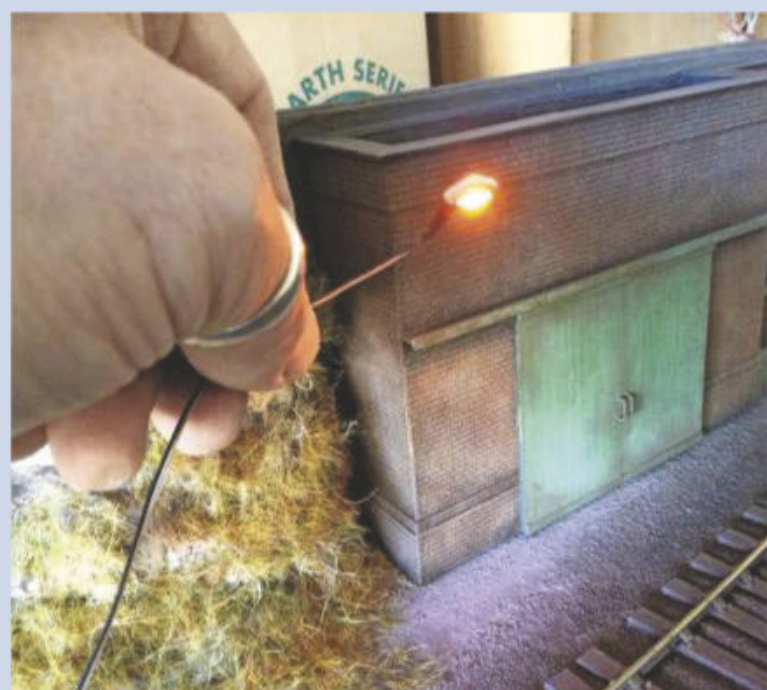
Peco's 'O' gauge signal box interior kit is perfect for this little structure, providing the lever frame, block and token instruments, desk, stove and the essential armchair, which looks very comfortable!



HOMEMADE YARD LAMPS



A simple yard lamp was made up from brass sheet and tubing. A Woodland Scenics Just Plug Lighting system LED was fed through the inside of the tube, the cable having to be cut and extended to allow this.



I chose an orange LED to give the impression of sodium lighting.



LOW-RELIEF BUILDINGS

Space restrictions meant that all of the buildings, apart from the signal box, would have to be rendered in low-relief format. Foamboard and layered embossed plastic card is a simple way to create structures and mixing different architectural styles helps to make an interesting overall effect.

STEP BY STEP



1

After cutting the basic outline of the building from foamboard, assembling multiple layers to create more relief, embossed plastic sheet was fixed over the top. Apertures were cut out for windows and doors.



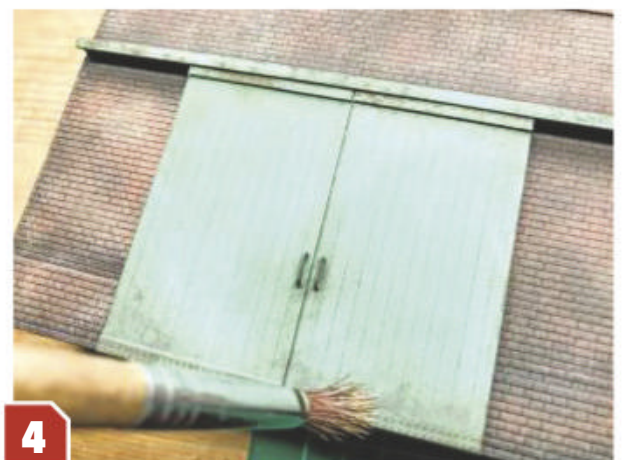
2

Rather than have all the buildings looking the same, I employed a mix of stone and brick embossed plastic sheet, which was itself layered to create buttresses. Plastic strip formed window frames, sills and lintels.



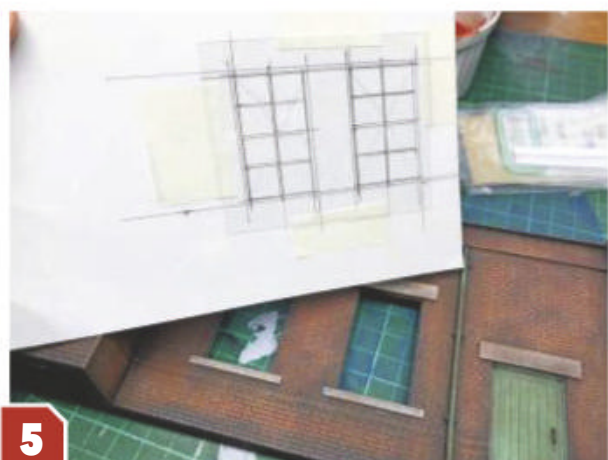
3

Halfords red primer is a good base for brickwork, with subsequent layers of washes and dry-brushing to tone it down. Halfords grey primer is a good base for stone, and spraying matt black from a shallow angle helps the relief.



4

Faded green doors and woodwork places the layout on the old Southern Region of BR. The green paint used to fade and go dusty very quickly. Some diluted pale grey matt emulsion washes help create the faded look.



5

Clear plastic (salvaged from waste packaging) was taped over a drawing of the window frames to act as a guide for fixing thin plastic strip. Thin strips of self-adhesive paper labels can be used effectively as an alternative.



6

A little Halfords grey and matt black aerosol paints were misted over the windows to give them a suitably grimy outlook. This also hides the fact that there is nothing behind the panes of 'glass'.



7

There wasn't room for a proper engine shed, so its presence is hinted at with low-relief doors. They were created from plastic card, with the plank detail scribed with a blade. Hinges were made of plastic and wire formed the handles.

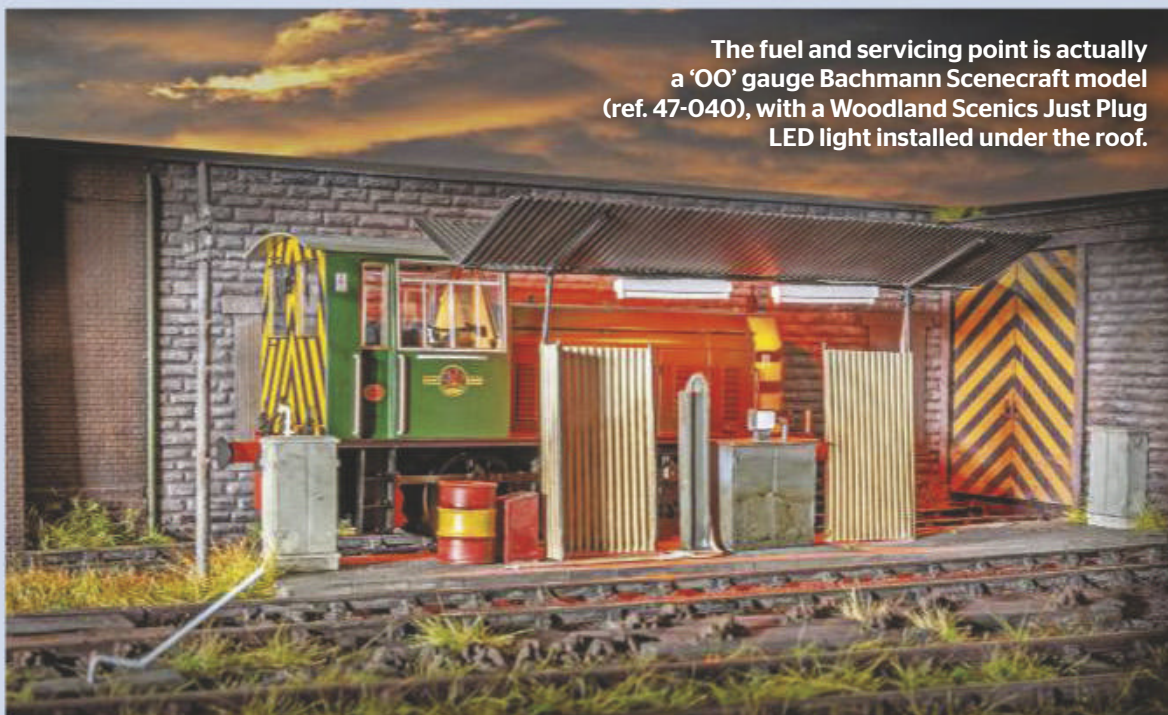


The depot's outer wall forms one end of the layout and acts as an effective scenic background.



THE FINISHING TOUCHES

The fuel and servicing point is actually a 'OO' gauge Bachmann Scenecraft model (ref. 47-040), with a Woodland Scenics Just Plug LED light installed under the roof.



Peco's telegraph poles were improved with some weathering work. To compensate for the layout's minimal headroom, the poles had to be cut short, so they're not quite prototypical.



Spare sleepers and rail chairs, salvaged from offcuts of the Peco track, were painted and weathered before piling them beside the track.



8

Before fixing the doors in place, they were sprayed matt black. When this was dry, thin strips of masking tape were applied to create the warning chevron pattern. A coat of Halfords yellow filler primer was then applied.



Additional structures were built from old kits. This asbestos lamp hut kit dates, I think, from the 1990s.



9

Once dry, the tape was peeled away to reveal the stripes. After installation into the building's façade, a little dry-brushing and matt emulsion colour washes gave the doors a grimy, lived-in appearance.



Peco's 'O' gauge yard crane (ref. LK-735) is a useful little kit and ideal for a canal scene.

The use of a mirror greatly exaggerates the sense of depth, fooling the eye into believing that the houses and engine shed continue into the distance.



HOW TO

BUILD A 'MIRROR MICRO' LAYOUT

A micro layout with automated locomotive action can provide the answer to space-starved modellers. **Graham Goodchild** reveals how he built this amazing shoebox-size layout, using a mirror to add extra depth.

In the past, many of my models have been housed in display cabinets as an afterthought, which necessitated shopping around to find a suitable case. This time, however, I decided to reverse the scenario and start by choosing a display case first, then I would build the model to fit inside. In this instance, it would be a micro layout, tailor-made to fit inside a display case

00
GAUGE



20hrs

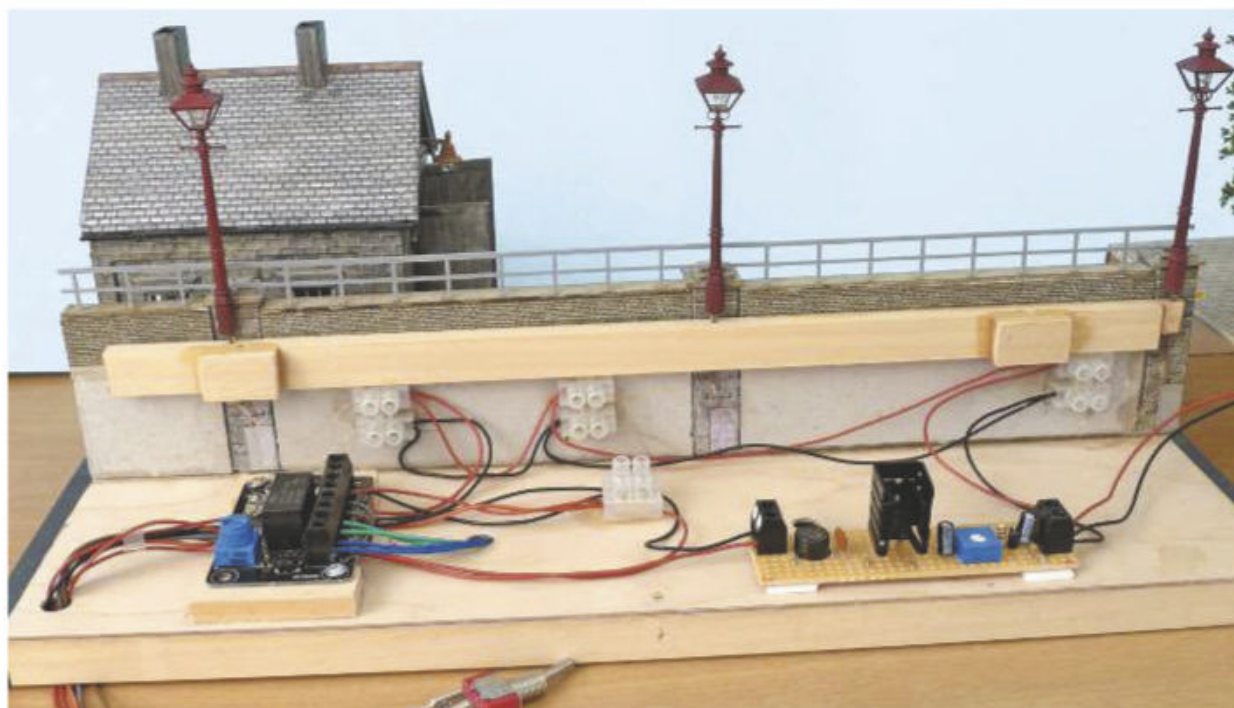


that's roughly the size of a shoebox.

An array of card building kits and a retaining wall were chosen as the main scenic adornments, as they'd be easy to modify to fit within the case. Automated control, of a small locomotive shunting in and out of an engine shed, is by courtesy

of an electronic shuttle module housed beneath a row of terraced houses on an elevated sub-structure at the back of the layout.

Working street and interior lights add extra atmosphere and, to give the illusion of greater depth, a mirror forms one end of the layout. This also fools the viewer's eye into thinking that the shortened engine shed is actually of a prototypical length.



POWER & LIGHT

The layout features working Victorian-style street lighting, and illuminated buildings using a combination of LEDs and bulbs obtained from Express Models and DCC Supplies, including a variable supply unit providing a DC output of between 1.2-15V from the 16V AC volt accessory terminals on a standard analogue controller. A separate mains transformer, with suitable outputs, such as supplied by Gaugemaster, can also be used instead.

The Victorian-style lamp columns and wall lamp, which is mounted on the engine

shed, come supplied with 12V bulbs. However, they will work at 6V without having to connect the supplied resistors. The 12V LEDs used for the building interiors are supplied pre-wired, in threes, with a resistor on a self-adhesive backing strip which will also work on 6V.

Availability:

- ◆ Express Models Tel: 01509 829008
Web: www.expressmodels.co.uk
- ◆ DCC Supplies Tel: 01905 621 999
Web: www.dccsupplies.com

What you will need

MIRROR SHEET

Mirror-backed styrene sheet is available from the following suppliers:

- ◆ 4D Model Making Materials
Tel: 0207 264 1288
Web: www.modelshop.co.uk
- ◆ Hobby's Tel: 020 8761 4244
Web: www.hobby.uk.com
- ◆ Simply Plastics Tel: 01206 638056
Web: www.simplyplastics.com

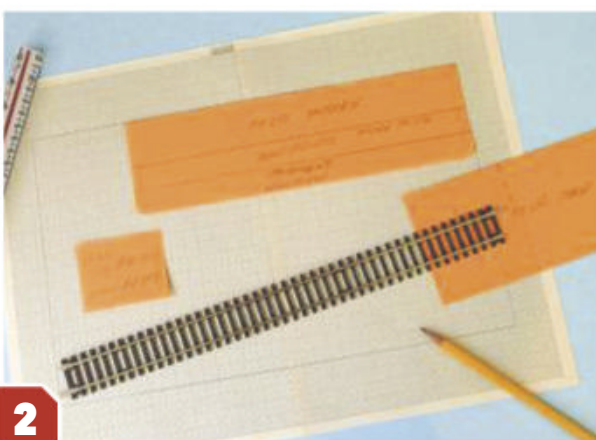
TOOLS

- ◆ Knife
- ◆ Tweezers
- ◆ Files and abrasives
- ◆ Drill and bits
- ◆ Saw
- ◆ Pliers
- ◆ Setsquare
- ◆ Steel ruler
- ◆ Screwdrivers
- ◆ Hammer

STEP BY STEP



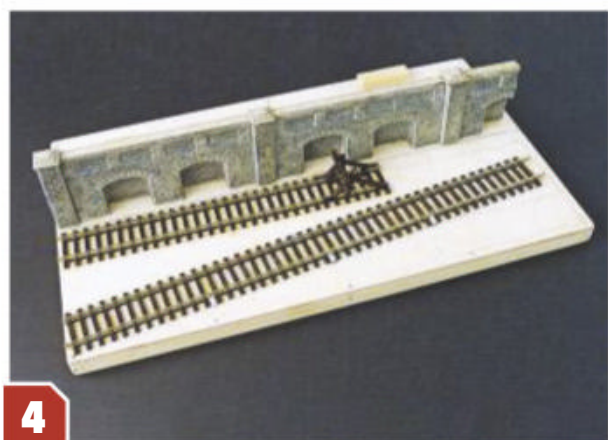
The chosen display case is typical of the various sizes available from model shops or online. This unit, from Inperspective, measures 330mm long, 200mm deep and 200mm tall and features a clear Perspex lid that clips into a black plastic base.



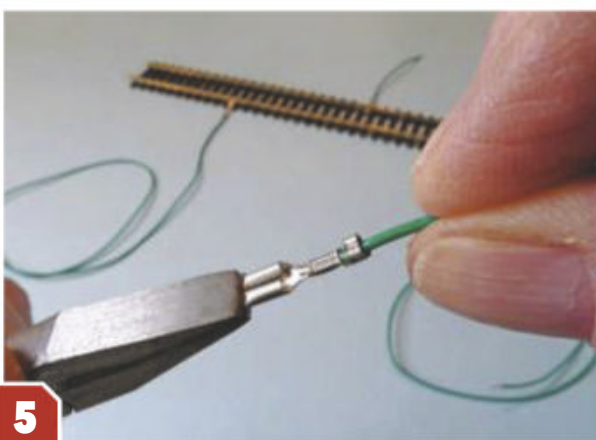
Helpfully, Metcalfe provide each building kits' 'footprint' dimensions on its website so, having drawn out the outline of the case's base on graph paper, templates could be created and positioned, before purchasing the kits.



The base fulfils the same purpose as a regular baseboard, in providing a firm foundation on which to mount the track and buildings. Moreover, a separate base only requires a single hole drilled through the case plinth for wiring an external controller and power supply.



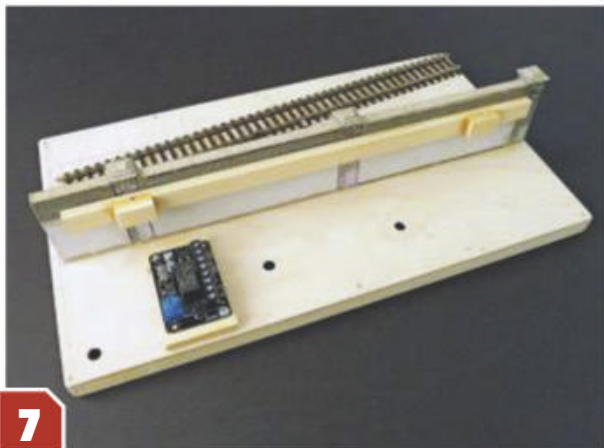
The base, together with the sub-structure on which the terraced houses are mounted, is constructed from 2mm (0.080in) plywood and 12 by 6mm (½ by ¼in) stripwood. The base is cut just shy of the internal measurements of the case plinth to allow the clear lid to fit.



To avoid the need for soldering, the track feed wires and those for the automated shuttle unit were crimped securely to miniature spade connectors, after stripping away a few millimetres of insulation and twisting the wire strands together.

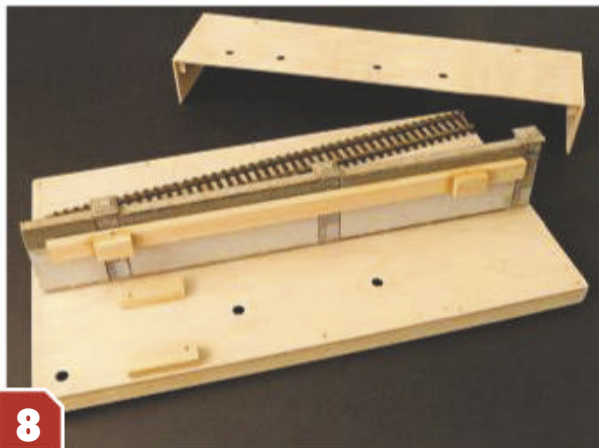


The spade connectors were modified slightly with pliers, so that they could be push-fitted in between the plastic sleeper webbing and the rails of flexible track. The wires are fed through holes in the baseboard and screwed to connecting blocks.



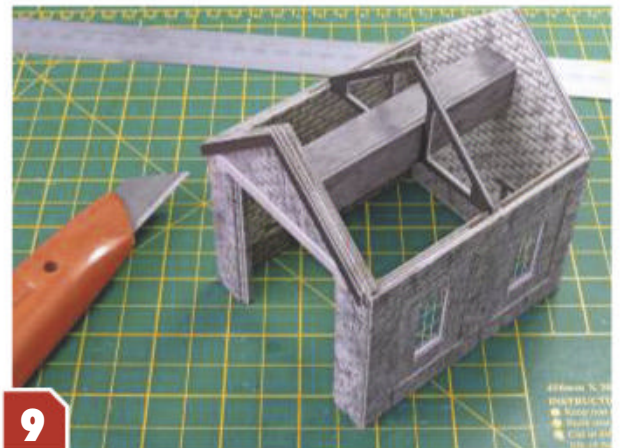
7

The Black Cat Technology shuttle unit, is housed behind the Metcalfe Models retaining wall, which was reduced in height to allow everything to fit within the case. A stripwood batten gives the wall sections extra rigidity.



8

The stripwood batten will also act as a locating point for the base of the terraced houses, so it had to be straight and level. More holes were drilled in the baseboard for the layout's wiring and for the lighting elements.



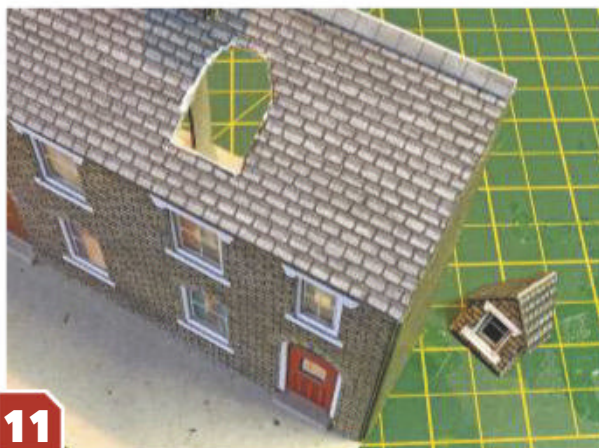
9

After cutting the side walls and roof in half, the engine shed was assembled, following the kit's instructions. A fresh, sharp blade and steel ruler are essential for cutting the card elements cleanly and squarely.



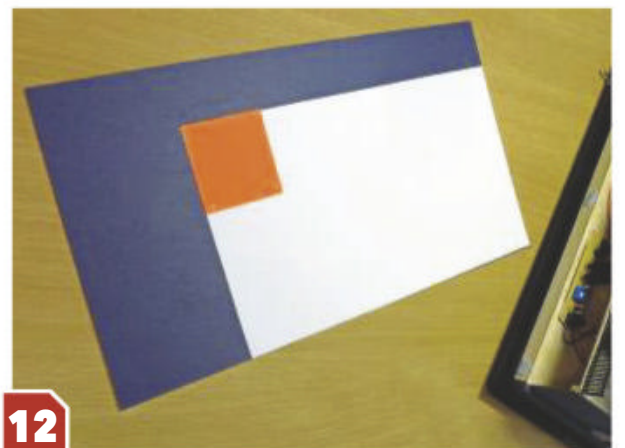
10

Metcalfe's low-relief terraced house kits were constructed, as per the kit's instructions, although large sections of the rear panels had to be cut out to allow the LED lighting strips to be installed.



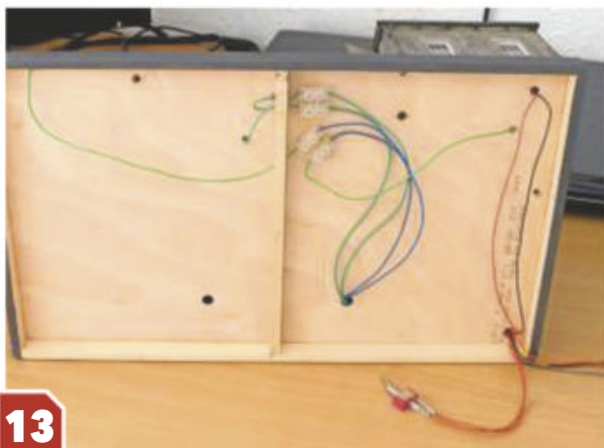
11

A section of the roof was also cut out to allow light to appear through the dormer windows. Packs of Ratio's plastic guttering and down pipes were then installed and painted, which enhanced the appearance of the card buildings.



12

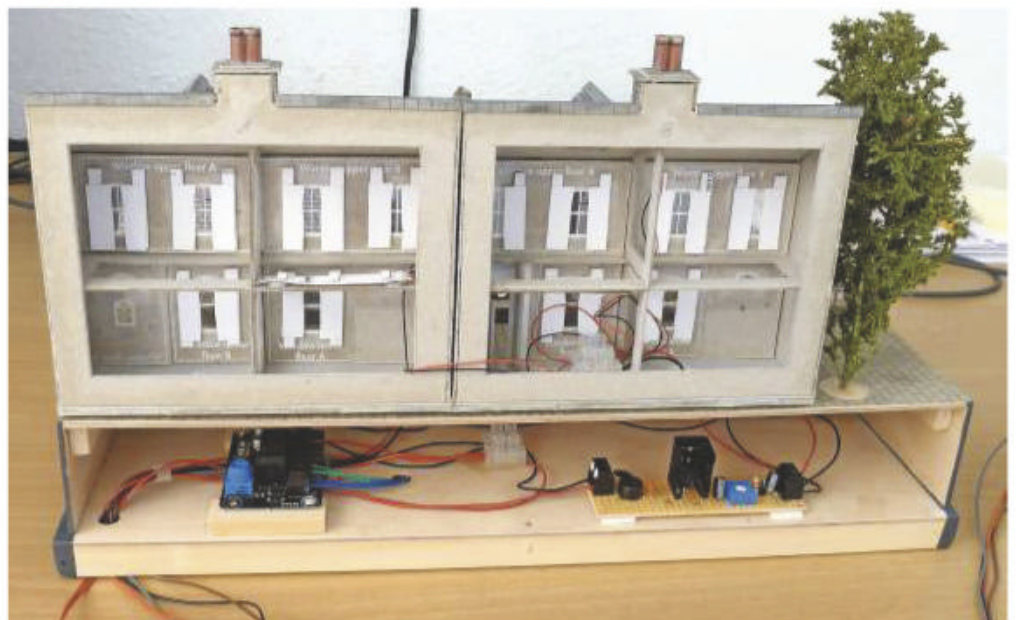
A sheet of stiff blue card was cut to form the backscene and give extra support to the terraced houses. Because of the large panels cut into the rear walls, coloured paper was fixed to the card to add different lighting effects.



13

The wires from the track feeds, shuttle system and lighting units were all passed through the holes in the baseboard and connected with screw terminals. A small switch was installed, again using crimped spade connectors.

14 The various control circuits (see panel) were housed beneath the substructure supporting the terraced houses, which is easily removed via a pair of screws. The LED light strips were added to the houses once they were secured to the substructure.



Automated shuttle modules

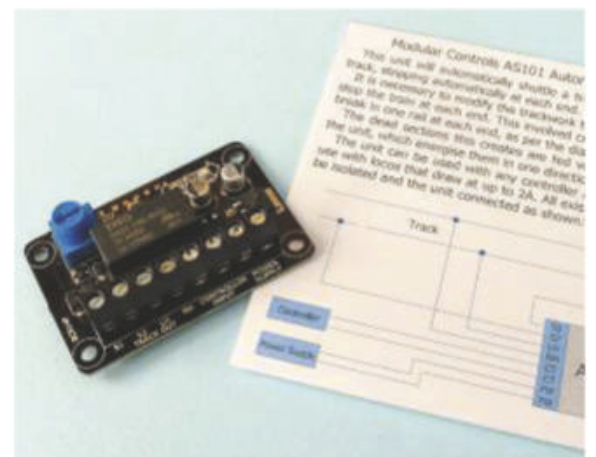
There are two analogue systems currently available which essentially reverse locomotive direction at a predetermined point at each end of the track. The first system uses diodes to block current in one direction and allowing current to flow in the other direction. The second system works by infrared which detects the position of the locomotive without having to modify the track. The locomotive pause time can be varied with both systems which work in tandem with conventional analogue controllers.

I chose to use the 'Simple Shuttle' priced at £15, supplied by Black Cat

Technology, which has the diodes built into the module thus avoiding having to solder them directly to the track. Power can be supplied from the accessory terminals on a train controller or a 9V battery.

Availability:

- ◆ Heathcote Electronics (infrared system)
Web: www.heathcote-electronics.co.uk
- ◆ Black Cat Technology (diode system)
Web: www.blackcattech.co.uk
- ◆ Mr Rails also supplies a module with a built-in controller Web: www.mrrails.com
- ◆ Gaugemaster controls
Web: www.gaugemaster.com



An automated shuttle unit from Black Cat Technology was used to operate the locomotive. The pause time is regulated by turning the blue dial.



Display cases

Various sizes and styles of case are available online and from some model shops. I chose a clear acrylic display case with a black plinth measuring 330 by 200 by 200mm from Inperspective. Other sizes are available from this supplier. The same construction method can be applied to other similar micro layouts that incorporate a mirror.

DISPLAY CASE SUPPLIERS

◆ Inperspective

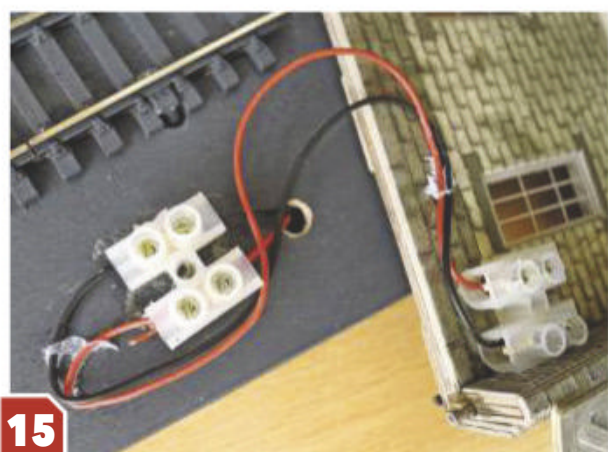
Web: www.inperspective.com

◆ Hobby's Web: www.hobby.uk.com

◆ Striking Displays (made-to-measure cases) Web: www.strikingdisplays.co.uk



The entire layout fits within a 300 by 200 by 200mm Perspex display case.



15

Lighting was also installed in the engine shed building. The shed was made removable by gluing panel pins into the bottom of two opposing corners, which plug into corresponding holes on the layout base.



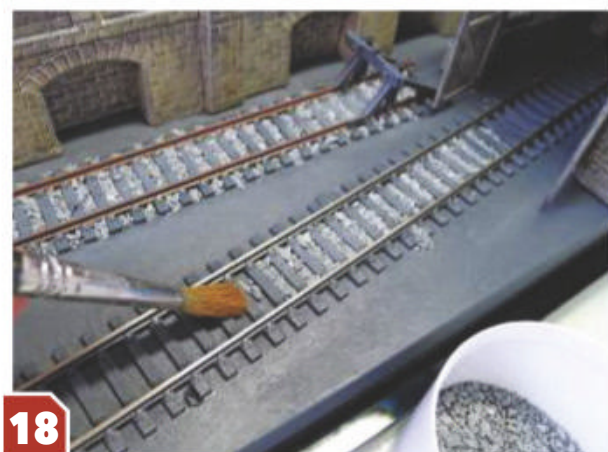
16

Rubber feet were glued to the underside of the case plinth. These provide a sure grip for the layout on a shelf and clearance for the outgoing wires that run to the separate power supply.



17

The clearance afforded by the rubber feet also allows the twin toggle switches to be fixed underneath the plastic base, once the timber baseboard had been secured. The switches govern the lighting and operation of the shuttle system.



18

Once the structures and wiring were complete (and testing undertaken), the scenery could be completed, including ballasting the track. I used 'N' gauge ballast, secured with diluted PVA glue coloured with diluted black paint.

19 Mirror-coated styrene sheet was obtained from Hobby's (see panel) and was cut to fit just shy of the inside of the right-hand end of the display case. The styrene is quite thin, so I glued it to a sheet of 2mm (0.080in) plywood to avoid distortion.



There are still so many pre-war carriage types that aren't available RTR, so plastic kits offer an easy and enjoyable solution.



HOW TO

BUILD A PLASTIC COACH KIT

Ratio's recently relaunched plastic coach kits are the perfect basis for a modelling project. **George Dent** reveals how he built and improved an ex-Midland Railway suburban coach kit.

Why build a coach kit, when there are so many RTR 'OO' gauge carriages to choose from? One good reason is that it provides a very enjoyable pastime – something we're all searching for at the moment. Another factor is that there's still a relatively limited array of pre-Grouping designs available off the shelf, so kit-building is the natural alternative.

Etched metal coach kits offer a potential route, but most demand a degree of skill and experience, along with a need for soldering tools. Plastic kits, on the other hand, are fairly cheap and suited to modellers of all skill levels. Furthermore, they can be easily upgraded or customised with only a handful of tools and equipment. Indeed, if you can make a half-decent job of an Airfix Spitfire, you can certainly build a plastic rolling stock kit!

In recent years, 3D-printed components

OO GAUGE **MODEL** Ratio/Parkside R0713 LMS/MR 48ft Suburban Brake Third coach kit ♦ **Price** £17.60 | **AVAILABILITY** Peco stockists | **20 hrs** |

have provided another option for carriage building but, for me, they don't offer the same kind of pleasure as gluing bits of plastic together to form a working model. The styrene employed in plastic kits is a very user-friendly material, that can be cut, filed, drilled and shaped with very little effort and even kits that have been around for years can still offer tremendous results.

One such example features here, a Ratio LMS (ex-Midland Railway) 48ft Suburban Third Class Brake coach. I've had a few of these kits in my stash for nearly a decade and their intended use was always as part of a colliery worker's train for my freelance 'Maudetown Colliery' layout. The moulded components are good, although some of the plastic parts do need fettling to improve

their appearance. Replacing a few fixtures and fittings with superior castings and fine brass wire also makes a dramatic difference, as does replacement of the supplied wheels.

TOP DOWN OR BOTTOM UP?

One issue I've had with building coach kits in the past is the lack of provision for internal access once the vehicle has been assembled. Plastic kits, in particular, are often designed so that the body is glued to the chassis, with the roof also permanently fixed in place. But what do you do if a passenger comes loose and how do you paint the body without ruining the glazing?

Modifying the kit to allow the body to be screwed onto the chassis is, therefore, a very



WHAT IS (AND ISN'T) IN THE BOX?

The former Ratio LMS (ex-MR) 48ft Suburban Coach kit is now packaged under the Parkside Models by Peco brand, in a clear plastic carton, although the contents remain unchanged.

Injection moulded plastic components form the bodyshell, chassis and bogies, along with the wheels. I chose to replace the latter with a set of turned metal 'OO' wheels (14mm diameter, Mansell disc pattern), with pinpoint axles.

A set of matching 'top hat' shouldered brass bearings was also required, and the combination affords superior performance.

No interior fittings are supplied, but another Ratio pack (ref. 433) provides

seats that can be cut to the required length. Other detailing parts and materials included cast metal roof ventilators, draw hooks and vacuum pipes, plus plenty of brass wire to form handrails and pipework.

Availability: Wizard Models

Tel: 01652 635885

Web: www.wizardmodels.ltd



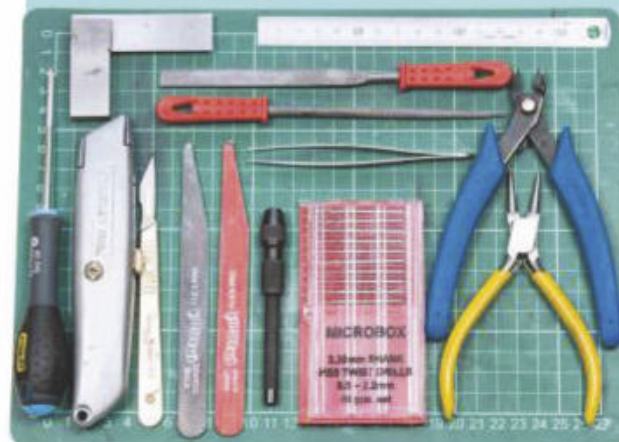
What you will need

SHOPPING LIST

- ◆ Pan-head, self-tapping screws
- ◆ Liquid Poly, epoxy and cyanoacrylate glues
- ◆ Plastic filler
- ◆ Sheet of MDF or plywood
- ◆ Plastic sheet

TOOLS

- ◆ Knife
- ◆ Tweezers
- ◆ Files and abrasives
- ◆ Drill and bits
- ◆ Setsquares
- ◆ Steel rule
- ◆ Mini screwdrivers
- ◆ Round-nose pliers



welcome improvement. As shown in the demonstration, this is a straightforward task and requires just a few scraps of thick plastic card, some self-tapping pan-head screws and a drill. That said, we do need some help in getting the bodyshell assembled squarely, without the aid of the chassis as a guide, as would normally be the case. A sheet of MDF, or other hard and flat surface, plus a pair of steel setsquares will be a great help in getting everything straight and true.

READY FOR THE ROAD

As a project carried out on the dining room table over a number of dark, winter evenings, it proved to be great fun and the bright red fictitious livery adds a vibrancy to the coach. Out of convenience, I applied the numerals with a fine calligraphy pen and white ink, so they're not perfect, but they do suit the slightly rough and ready appearance that I was aiming for. The extra detail fittings proved worthwhile and the weathered finish will certainly suit its intended surroundings. It's ironic, however, that while I may have finally started work on this miners' train, my 'Maudetown Colliery' layout had to be dismantled before a house move last year. My hope is to build a new version of the layout in the coming years but, in the meantime, I'll have to concentrate on building more interesting stock for it.

STEP BY STEP



1

In most instances, it's best to remove plastic components from the main sprue with a set of cutters. However, some sprues have the parts packed close together, making access for the cutters tricky.



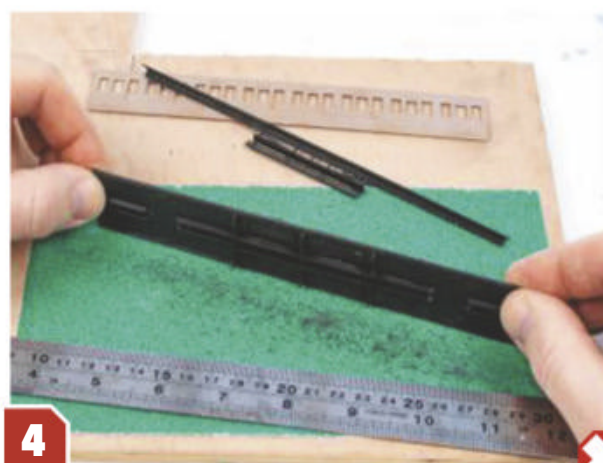
2

Where the cutters won't reach, use a stout, sharp blade. Work onto a sheet of wood or a cutting mat and make several passes with the blade to cut through larger attaching points. Work away from the edge of the component.



3

The remains of the sprue mounting points can be flattened with a flat file. Larger components can be gripped in a vice, which makes it easier to flatten longer parts. Ensure that the dressed edge is square.



4

Alternatively, fix a strip of abrasive paper onto a flat surface with double-sided tape and rub the plastic parts over the surface. Use a steel rule and a set square to keep checking that the edges are straight and true.



5 More delicate parts can be cleaned up with shaped needle files and sanding sticks. I cut away the diagonal truss rods and brake 'V' hangers from the chassis side frames, as these will be replaced with finer components.



6 I used an offcut of 9mm MDF as a makeshift assembly jig. Two holes were drilled into the chassis floor (which will later act as mounting points for the body), and the component was secured to the board with pan-head screws.



7 Keeping the floor perfectly flat, the side frames, headstocks and bogie mounts were fixed in position. 0.9mm brass wire was shaped to form the new trusses. New gas tanks were cut from plastic rod.



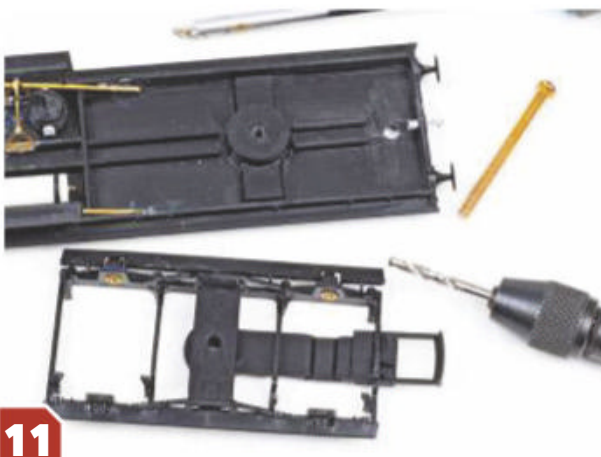
8 The gas tanks' straps are thin strips cut from insulation tape and brass wire formed the outlet pipes. Brake 'V' hangers were from an etched brass wagon detailing sheet and more brass wire created the actuating shafts.



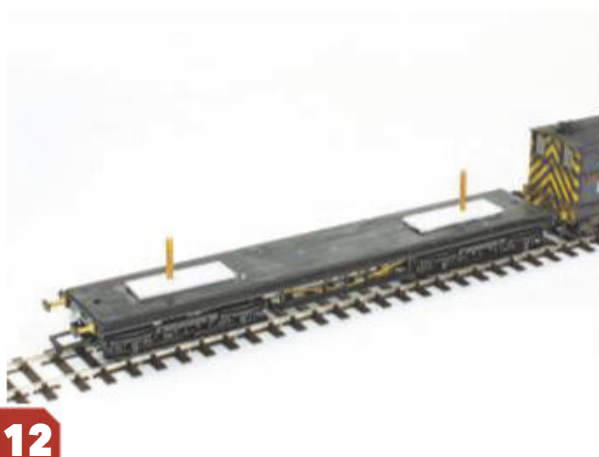
9 A set of brass pinpoint bearings was fixed into the axle holes, which were opened up slightly with a drill bit. The bearings were secured with cyanoacrylate. These bearings complement the replacement metal wheels.



10 The bogies were assembled around the new wheels, working on an old mirror to ensure everything was square. All four wheels should be in contact with the glass at all times and they must be able to rotate freely.



11 The kit is designed so that the bogie mounting pin is glued into the bolster on the chassis. To make future access easier, drill a pair of holes to allow a pair of brass pan-head screws to secure the bogies instead.



12 Thick plastic sheet was bonded atop the floor to give the screws extra purchase. The holes in the chassis were drilled smaller than the screws, which cut their own thread into the plastic. The bogie holes were larger to allow free rotation.



13 Work on the bodyshell began. The ends received layers of thick offcuts of styrene sheet, bonded at right angles, just above the bottom edges, allowing clearance for the floor. Allow the cement to cure overnight.



14 Using the assembly jig as a reference surface, the ends were mated with the sides, one at a time. A setsquare helped to ensure a correct 90° bond, while a magnetic clamp (www.yorkmodelrail.com) kept the parts secure.

15 After a few hours' curing time, the two halves of the body were mated. Strips of wood were tacked onto the MDF with track pins to create a simple former, keeping everything true. The parts were then left to cure completely overnight, before they were removed from the jig.





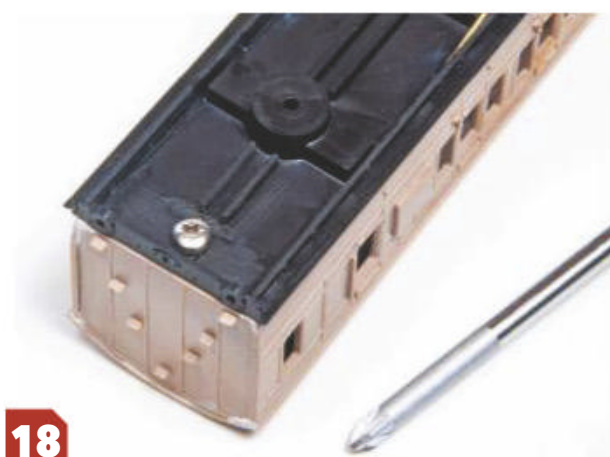
16

The roof was then secured, applying the liquid cement from the inside. Masking tape held the roof in position and the body was then taped to the chassis to help keep everything straight and avoid any bowing of the sides.



17

When cured, the tape was removed and any gaps at the corners and roof joint were filled. Holes for a set of self-tapping screws were drilled into the plastic brackets, aligning with the holes cut in the chassis at the outset.



18

The holes were drilled 0.5mm smaller than the screws, which were driven home gently. For every turn clockwise, I reversed the screw a quarter turn. Care was taken to ensure the screws went in vertically.



19

With the bulk of the assembly over, the smaller details can be added. I fitted metal roof vents and added wire handrails, piping and emergency brake equipment to the roof and end, along with brake hoses and lamp brackets.



20

A flat metal weight was fixed to the centre of the floor. This was taken from a scrap RTR wagon and is thin enough not to interfere with the carriage's interior. It's important not to overdo the amount of weight (see panel).



21

Ratio's pack of bench seats provided enough material to fill the six compartments, with the seats being cut to the required lengths and fixed to plastic sheet. When cured, the interior unit was fixed to the chassis.

TOP TIP Weighing things up

As I'm planning on building a short rake of similar coach kits, it's important to ensure that each vehicle has a roughly similar mass. The odd coach (or wagon) that is significantly lighter or heavier may cause problems with derailments, especially on tight curves and pointwork.

My wholly unscientific approach is to weigh all the intended parts of each carriage during assembly, to gain an idea of what the total weight will be. Then, as other vehicles are built, their overall mass can be adjusted to match. Adding whitmetal passenger figures is an easy way of adding a little extra ballast. Conversely, plastic passengers offer a weight-saving option.



22

After trial assembly, the carriage was test-run to make sure everything was correct before the priming and painting stage could begin. It's better to iron out any issues at this stage, rather than damage the paintwork later.



23

The primed body was sprayed with a Tamiya aerosol (TS-86 Pure Red), which produced a very vibrant shade. Tamiya acrylics took care of all the other elements, including weathering, applied with an airbrush.

24 A thin bead of Glue 'n' Glaze adhesive was applied to the inside of the body and left to turn tacky before the glazing (supplied with the kit) was fixed in place. The same glue was used to fix the Preiser 'HO' plastic figures to the seats. Let the glue cure fully before final assembly.





HOW TO

ANIMATE YOUR LAYOUT

Peter Marriott tests a system that can give movement to cyclists, boats... and skiers!

For many years we have seen moving road vehicles using the Faller Road System, but when I was sent a Cross-Country Ski Trail by Noch to test I realised that a similar system can add movement to any 'OO'/'HO' gauge scene. This limited edition kit enables three skiers to move around a defined course using a ready-to-connect motor and power unit that drives a 'Magnorail' system. This consists of a plastic chain studded with magnets that runs below the baseboard. On the surface, the skier figures have metal plates on one of the skis enabling them to move around the predetermined course. Of course, the system does not only move skiers, it can also be used for cyclists and moving road vehicles.

USING MAGNORAIL

The Magnorail system was designed in the Netherlands and is manufactured and distributed in France. In a nutshell, it's a flexible plastic chain running in a 'U'-shaped track that runs under the surface of a road, footpath, stretch of water, snow scene or any scenic setting. It's powered by a 12V DC motor and all sorts of objects can be fitted with tiny metal plates to allow them to be pulled along

OO GAUGE | 7 hrs |

'above ground' by the magnets positioned in the chain. The motor needs to be installed under the baseboard and it is necessary to cut out a 12cm by 8cm hole below to take it.

The Magnorail range features various cyclists, including a tandem, delivery bike plus pedalling cyclists (male, female or sportsman on a mountain bike). Some are available as kits, others are ready-assembled. Tiny metallic sliders are available as spare parts for road vehicles and boats in 'HO'/'OO', 'TT', 'N' and 'Z' gauge.

There are various starter sets available with 2.25m of track and a single motor for use with two or three cyclists or cars. This can be extended to 2.5m when the loop is kept simple, while further extensions are also possible using Magnorail return loops, which are designed to have very low friction using a 180° curve. For longer lengths, it may be necessary to use more than one motor with the proviso that the distances between the motors are more or less equal. Incidentally, the speed of movement can be adjusted by powering the 12V DC motor via a regular analogue layout controller.

WHAT I LEARNED

Assembly and installation offered a few minor challenges, but here is a list of points that users may find helpful...

- The blue plastic links of the chain need to be removed from the sprue and the curved end smoothed with a sanding strip. They plug together easily with a pin and hole system - just be sure to bring the pieces together at an angle.
- It's important to check that the two gears are the same height. One fits directly on top of the metal post on the top of the motor. The other fits over a plastic post - the metal ring must be inserted into the base of the plastic gear before the gear is pushed on to this post. Then a plastic plug is inserted into the top of the middle of the gear. In my case, I found that the first gear (on the top of the motor shaft) sat a little lower than the other side - I might have pushed it too far home on the metal post - so I loosened it off very slightly.
- Also, double-check that the two rubber O rings are the same height and are fitted snugly under the three retaining lugs on each of the two gears.
- Fine-tune the chain so that it has no kinks and does not zig-zag in the channel when it's working. If your chain is too loose, use some of the smaller links shown as 'S' and 'T' links on the



Magnorail systems and bicycles

The Magnorail system is also available in a range of formats, either as complete kits or extension and accessory packs, allowing running circuits of varying lengths to be created. 'Slider' packs are offered, to fit under any road vehicle to allow it to be moved around the circuit, along with a choice of cyclists (from €26.25 each) and small boats.

At the time of writing, there's isn't a UK-based distributor of the Magnorail range, but European stockists will happily supply UK modellers. A list of stockists can be found on the Magnorail website, along with details of the full range.

Web: www.magnorail.com/en

To see moving road vehicles in action using Magnorail see: www.youtube.com/watch?v=PytWrYI4hOI

◆ Noch 66832 cross country skiing kit

Price: €249.00

Availability: Noch stockists

Web: www.noch.com

sprue to reduce the amount of slack in the loop. Conversely, use one or two of the longer links to replace some shorter ones if the chain is too tight. There needs to be just a tiny amount of slack in the chain.

Slot the chain the right way round in the 'U' track channel so that the rounded end of the chain is pointing in the direction of travel. The chain will lift out of the track if the curves are too severe or if the chain is too tight.

Fix a cover over the motor drive section of the loop. There are four screw holes ready to take a piece of thin acetate which will ensure that the chain does not have room to jump out from the rubber rings as the cyclist or skier passes overhead. I found this to be crucial to satisfactory operation of the system because, without this acetate, the chain lifted out of the two rubber rings as the magnets were drawn up to the base of the skiers and came out of the running groove.

To cover the chain and motor, Magnorail recommend using photo paper of about 0.4mm thickness. To help modellers, there are 180 different street patterns available to freely download and print from the Magnorail website (see panel). The company suggests adding a layer of clear varnish to the printed sheet and slightly abrading the surface. Ideally, do not have any joins in the covering material but, if there is a seam, ensure the join is as smooth as possible both above and below the surface.

Fully test the system before fixing the road/top surface down. It will be difficult to make adjustments afterwards and may mean that the road would need to be remade.

CONCLUSION

I was really pleased to have moving skiers and a cyclist on my layout. A few years ago, I would not have thought this was possible. Now all we need is a system for some downhill racers at speed... that would be a lot of fun.

STEP BY STEP

INSTALL A MAGNORAIL SYSTEM



1

What to look out for in the shops: the Noch 66832 limited edition Cross Country Ski Course comes complete with a compact AC/DC power adaptor plus speed control with an on/off light. Note that the kit features a two-pin European mains plug.



2

Four pieces of 4mm MDF come pre-cut and are assembled to form the basis of the Magnorail running channel. Each of the pieces is screwed together using the supplied 7mm screws. I also added a little white glue between the layers to ensure a good fix.



3

At the base of the picture is one of the plastic sprues for the running 'U' channel track of the Magnorail system. The screws shown are for fixing the Magnorail track to the MDF sub-baseboard. To the top left is the housing for the motor.



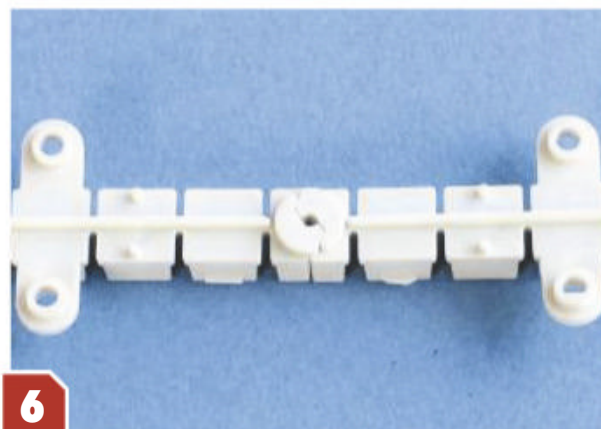
4

These are the plastic chain links that need to be cut off the plastic sprue and the rounded edge smoothed down to ensure that the chain runs smoothly in the track. Even on this small track, cutting the chain links off the sprue and then smoothing their ends took over an hour.



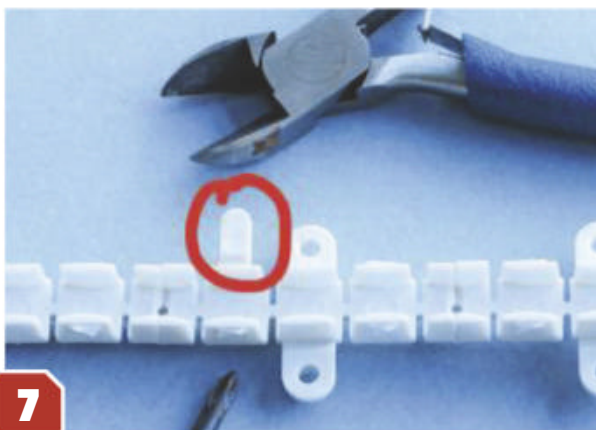
5

When cutting the track pieces from the sprue, cut at the indicated position to retain the clip fit connection hook. I accidentally cut a couple of the loops off before I realised their purpose. Fortunately, my mistake didn't affect the running of the layout.



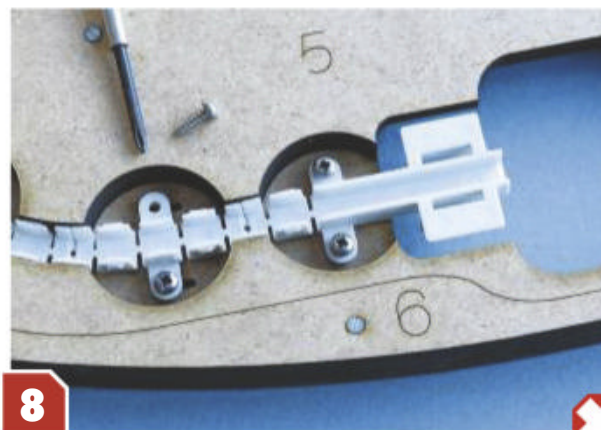
6

The underside of the track shows how the moulded loops help the sections of 'U'-shaped channel to clip together securely. The tracks have a good degree of flexibility and mounting holes are moulded into the 'winged' sections at regular intervals.



7

The track sections also feature extra mounting tags (circled). For the ski run model, they weren't needed so I cut them away. If you were making your own bespoke model, they may need to be retained to help support the road surface above.



8

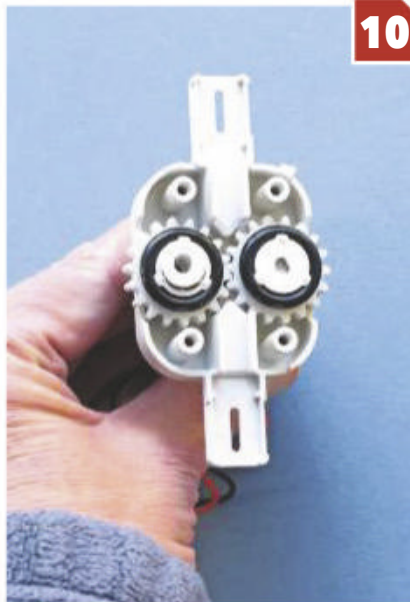
As advised in the instructions, I worked from the left side of the motor assembly hole and began screwing the track into the MDF base. Take care not to overtighten the screws.

STEP BY STEP



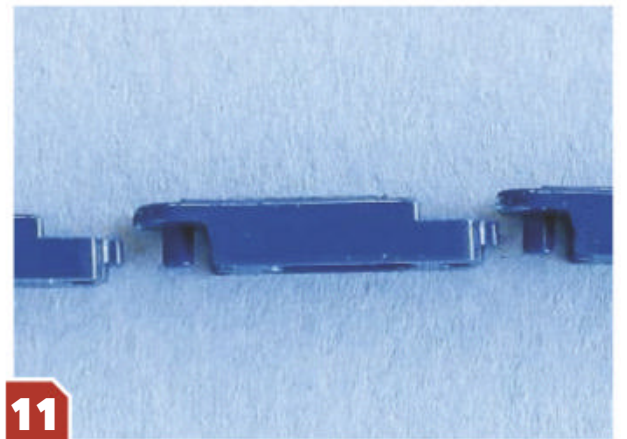
9

The track is nearly all in position. The last few screws were not fitted until I had the motor housing in place, to allow the track to be aligned properly.



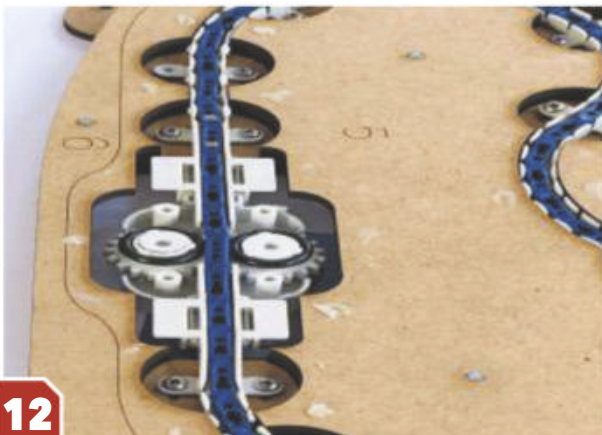
10

The motor and drive assembly, seen from the top. The motor uses two 7mm screws to fix it to the plastic housing. The housing then clip fits into the 'U'-shaped channel track.



11

The chain sections are moulded in blue plastic, and are designed with a pin-and-slot connection. Assembly of the chain is easy - put the pin into the slot at an angle, then bend it horizontally until they marry up correctly.



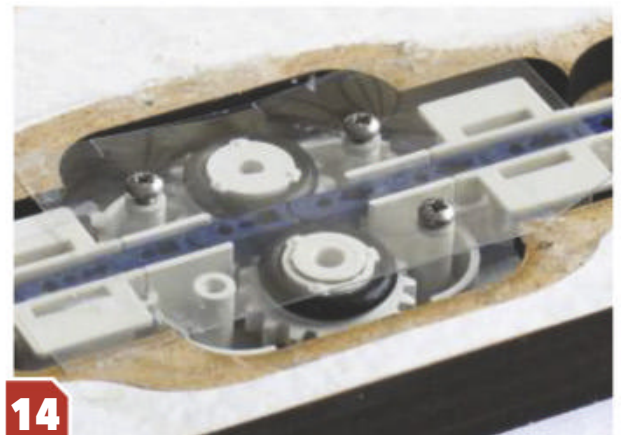
12

My first attempt at installing the chain wasn't quite right. There was a little too much slack. I remedied this by removing two longer pieces of the chain and replacing them with one medium and one short piece.



13

The Noch kit comes with six tiny magnets, a pair of which is needed to move each skier around the track. The square magnets need to be pushed into two adjacent chain links, spaced to provide optimum contact with the metallic strip on the base of the skier.



14

After initial tests, I found that the chain came out of the motor drive when the skier passed overhead, so I added a piece of thin, clear acetate sheet, 5cm by 9cm, and held in place with screws in each of the four posts in the plastic motor housing.



15

A piece of cardboard for the course is supplied. The central area and outer edge can easily be cut out, to just leave the central skiing course if desired. After the border of the cardboard had been removed, the cardboard was positioned over the lines on the sub baseboard.



16

After testing, the Magnorail system can be fixed to the baseboard and the surrounding scenic work completed. The Noch kit provides a bag of 'snow' scatter material and a handful of trees, plus a laser-cut wood kit of an Après Ski hut.



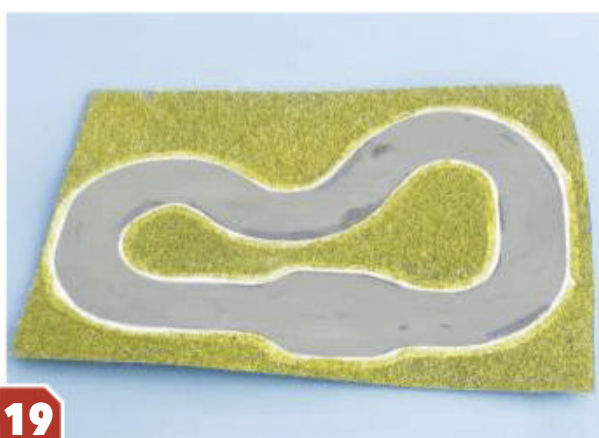
17

The Magnorail system is also suited to everyday street scenes, with various pre-painted cyclists available. The figures' legs are fixed to discs of clear plastic and they perform a realistic pedalling action while the cycle is in motion.



18

A pair of small triangular metal pads on the base of the tyres 'connect' with the magnets in the running loop beneath the road surface.



19

So I could reuse the Noch trail base, I used the card snow scene overlay as a template for creating an oval road circuit. The road was painted and laid over the Magnorail base, then the landscaping and scenic work could begin.



20

It might be worth placing some discreet markings on the surface to help align the moving object with the magnets hidden beneath the surface. Alternatively, Magnorail produces a handy magnet-finding device.

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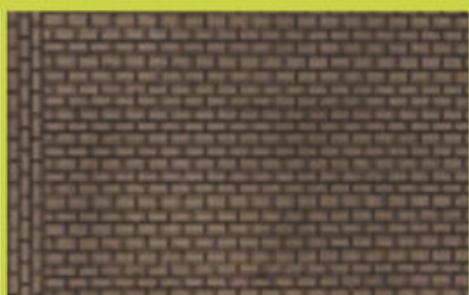


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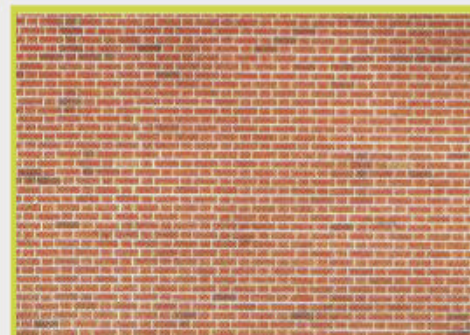
COBBLESTONES
00 CODE M0051 / N CODE PN903



DRESSED GRITSTONE
00 CODE M0052



ENGINEER'S BLUE BRICK
00 CODE M0053



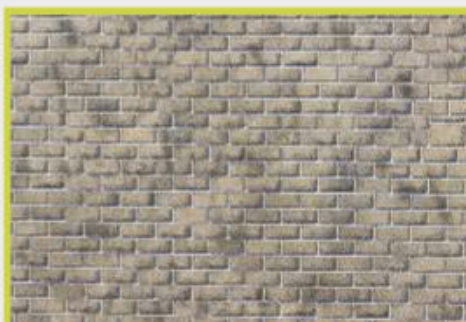
RED BRICK
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COBBLESTONES
00 CODE M0055 / N CODE PN903



TARMAC
00/N CODE M0056



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00 CODE M0057 / N CODE PN901



SEMI-CUT STONEWORK (B1 STYLE)
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TOP TIP

During construction, I put a 4mm figure next to the building to get a sense of scale and realism.



HOW TO

SCRATCHBUILD A MODERN DEPOT

As **Steve Nall** demonstrates, modelling a modern depot, such as that you'd find on a preserved railway, is all about careful observation of the finer details.

Most preservation societies, unless they've been very lucky and inherited an ex-BR shed, have had to create their own engineering facilities from scratch. Some have extended and transformed existing structures - the Severn Valley Railway's extensive workshops feature the old Bridgnorth goods shed at its core - or they've had to build their own. The Great Central Railway's Loughborough shed, for example, is an old aircraft hangar.

My layout, 'Trevean Sidings', depicts a small preserved railway in Cornwall that requires a shed for its engineering business. I imagined an ultra-modern building, packed with modern utilities like air-con, water, gas, electricity, broadband and compressed air. I wanted an open, skeletal structure set

00 GAUGE



3-4 months



within a building site atmosphere, with all the accessories that normally accompany such a scene, such as packing crates, and all the while the building would have to fit within the limited space available.

With a small layout such as this, you really need to focus on the tiny details to maintain the viewer's interest. I really wanted to achieve crisp, sharp, finescale edges and open, detailed girder work - and that would need careful planning. Having researched the steel-framed buildings on the internet and armed with personal observations from building sites, I was ready to begin.

Having built many plastic kits and scratchbuilt items over the years, I know that certain solvents can damage and even warp plastics. I needed to work out how I would keep the fragility and straight alignments of the girders, yet produce a model that was strong enough to handle but without using strong solvents that could affect the plastic girders. I used what I call the 'tack and secure' approach. I used just enough plastic solvent to join the girders together and then applied PVA glue from behind to strengthen the joint.



**STEP
BY
STEP**

1 I used Microsoft PowerPoint to draw a rough plan, estimating the size of girders and key dimensions. Total height was 8cm and the square wall panels would be 5cm by 6cm. Total length would be 40cm.



2 Using the mock-up was an important part of the construction process and following a few minor tweaks, the mock-up was placed on the layout to check scale and looks. Happy with the initial outcome, I could now start the build.

What you will need**SHOPPING LIST**

- ◆ Ratio 436 Chainlink Security fence, £12.90, Ratio 538 Gutters & Downpipes, £5.55 **Availability:** Gaugemaster Tel: 01903 884488 **Web:** www.gaugemasterretail.com
- ◆ EMA Plastic Weld, £3.70; Brass Channel 1.5mm by 1,000mm, £6.25 **Availability:** 4D Model Shop Tel: 0207 264 1288 **Web:** www.modelshop.co.uk
- ◆ Evergreen 283 350mm by 2.5mm H Column, £4.99; Evergreen 282 350mm by 2mm H Column (ref no. 283), £4.99; Evergreen 4530 Metal Siding, £6.75 **Availability:** Active Scale Models, Unit 22 Foundry Business Park, Hockley, Essex SS5 4HS Tel: 01702 202155 **Web:** www.activescalemodels.co.uk

TOOLS

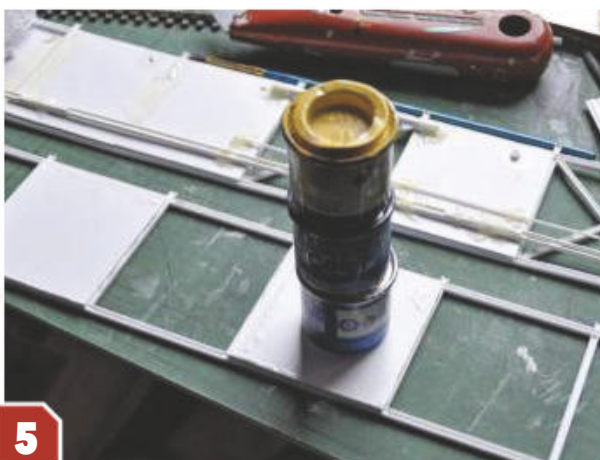
- ◆ Selection of paint brushes
- ◆ Stanley knife
- ◆ Scalpel and fresh blades
- ◆ Self-healing cutting mat
- ◆ Pair of tweezers
- ◆ Steel rule



3 I cut the columns and eave struts from Evergreen H-section plastic strip. Using my drawing, I cut a template out of foamboard from which I could cut the girders. I tacked the pieces in place with EMA Plastic Weld.



4 I used Evergreen 283 for the base girth and then cut the slightly thinner cross members from Evergreen 282. Tolerances are tight and it took me a few attempts. I fixed them in place with solvent adhesive.



5 I turned the structure over and applied PVA adhesive over the joints with a fine paintbrush to strengthen it. I cut the wall sections from Evergreen ribbed sheet 4530 and fixed the sections in place with PVA.



6 On the panel nearest the door, I formed the utilities hub. Gas, water, electricity etc all start here. I used a thin piece of plastic card, a few offcuts of pipe and some odds bits of etched brass from my scrap box.



7 Having built a second wall as a copy of the first one, it was now time to focus on the front end. Having prepared a paper mock-up, the front was cut from more Evergreen 4530. This was also an opportunity to define the roof profile.



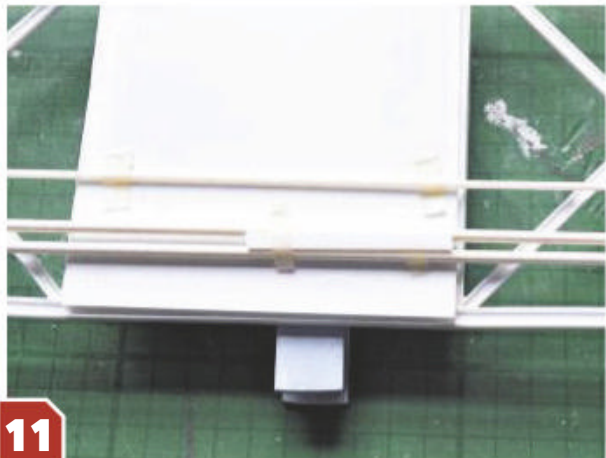
8 I placed what I had built so far on the layout to check that rolling stock would fit inside. The door was made, complete with a small electronic access keypad, and holes so I could fit some exterior lights at some point.



9 I wanted to suggest that the walls are insulated. Deception is permissible and dimensions do not have to be accurate for both walls. I cut rough panels from a block of balsa to represent insulation material and 'roughed them up'.

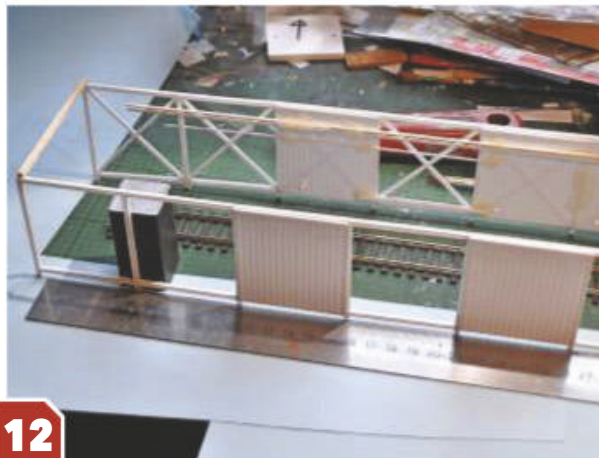


10 I painted the insulation pale yellow. Struts of grey-painted Evergreen H column were glued on. Once dry, the balsa pieces were glued in. A thin section of rod was glued across them, and a sheet of inner wall was secured in place.



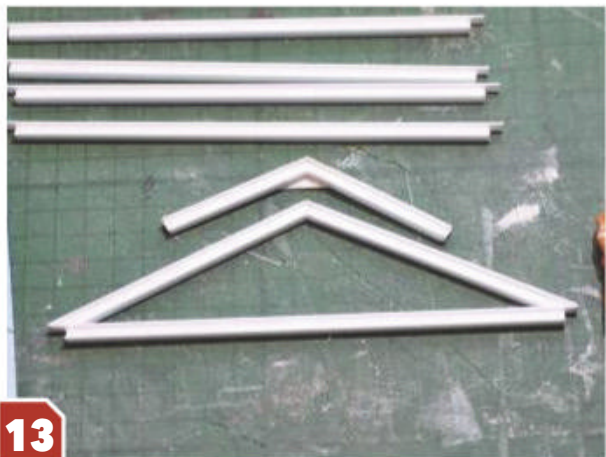
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Support pipes were created with stiff wire and plastic tube, tacked into position with masking tape. When happy, I secured them with epoxy cement. The tubes give the impression that utilities installation is well under way.



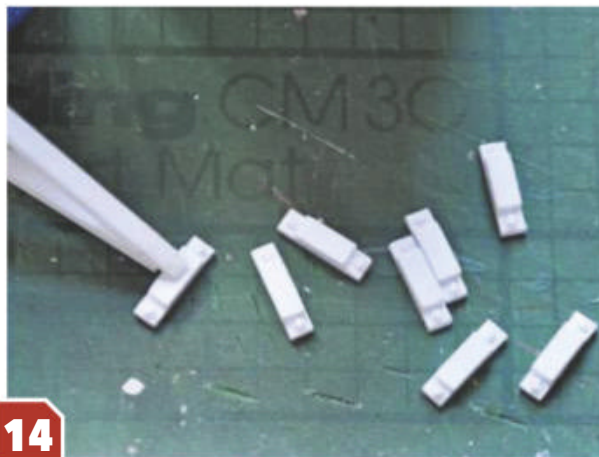
12

The far side wall structure could then be glued to the front entrance, checking for alignment across the columns. This also confirms the exact width for the separate roof beams. Once dry, the roof stage can get started.



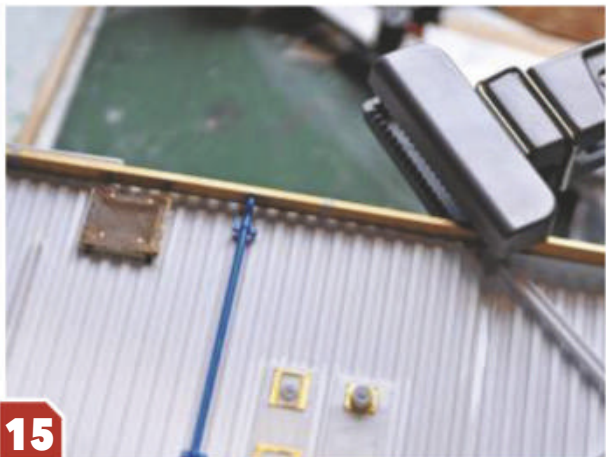
13

Armed with sizes of the roof profile and beam widths, I started making elements of the shed's roof. I cut Evergreen 283 to size using a template. What you might call the hypotenuse is cut shorter so it can sit on the eave struts.



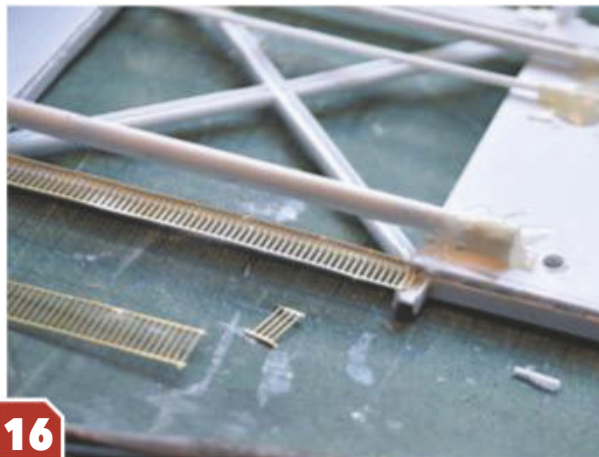
14

For the beams to sit on the struts, I made these mounts using plastic strip. The bolts were cut from plastic rod. I assembled them using tweezers and solvent and then glued one to each end of the beam, aligned with the strut.



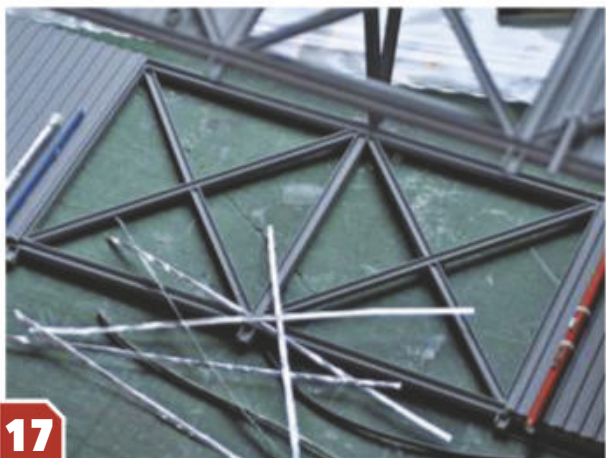
15

To hide any warps in the eave struts, I cut a length of brass channel and glued it to the side to form the gutters. I used strips of masking tape to represent joints. Downpipes were added along the length of the channel.



16

Finally, etched brass louvres (from a 1:700 scale battleship kit) were cut and glued between some of the lower beams at ground level, representing some sort of ventilation or rodent deterrent system. It looks good, so it stays!



17

All it now needed was a few light sprays of primer. A light spray helps to highlight the lines in the panels, columns and etches. I added extra pipes to represent utilities. Thin strips of kitchen foil were cut and twirled as insulation.



18

I cut squares of Ratio 'wire' security fencing and sprayed them blue, then lightly tacked them to a couple of gaps in the structure. I also added black power cables, draped over and through the girders, using flexible wire.



Dressing the scene

As a frequent traveller through Reading station during its multimillion pound refurbishment, I was able to take note of what you'd see around a carefully managed construction project, but there would obviously be debris and packing materials everywhere.



Bachmann Scenecraft and P&D Marsh figures really help to suggest movement and building site activity.

**TOP TIP****Think like Downes**

One bit of advice from the great model building master Allan Downes found its way into this shed – you only need to model what you can see. Given that my layout is designed to be viewed from low

down and from the front, only one visible surface needs detailing for each side. And as long as it looks right from the relevant viewing angles, one wall can actually be much thicker than the other.



What looks like scale models of new water pipes are simply drinking straws bound together with thin straps of plastic strip.



The portable cabins are from Knightwing.

I noticed wooden packing crates at Reading. I had no idea what was in them, but I liked them and decided to model them.

I used thick plastic H columns cut into 10mm lengths and infilled them with cork tile offcuts. They were clad with Evergreen strip around three sides with thin plastic card tops and bases.

I painted them a thin, pale yellow, weathered and gloss varnished them. The 'this way up' arrows and instructions are tiny decals, and the finishing touch is some plastic shrink wrap (cling film, in this instance).



A childhood dream **come true**

Rapido Trains UK's operations manager **Andy Hardy** tells *Model Rail* the story of how 'Lynsford' came to be.

Words: **MR Team** Photography: **Chris Nevard**





**What
makes this
layout great?**

“ Although the layout is only 6ft long, there is plenty of detail to enjoy. The 3D-printed figures have been expertly painted and placed in such a way that all of the miniature people look perfectly at home in their surroundings. ”

'OO' GAUGE LAYOUT **LYNSFORD**



ne of the great things about the model railway industry is that, generally speaking, the professionals are also modellers just like you. That means that

whether you speak to the *Model Rail* team or a manufacturer at a show, you're chatting with a kindred spirit who enjoys the same things as you, struggles with the same techniques as you or suffers from the same modelling frustrations as you do.

Rapido Trains has never shied away from the fact that its eccentric founder Jason Shron is a dedicated modeller, but what of the team behind the new UK business?

New operations manager Andy Hardy is a familiar face in the world of real preserved railways, thanks to an enviable CV. Worked at the National Railway Museum? Check. Oversaw the Kent & East Sussex Railway's day-to-day operations? Worked on new-build 'A1' *Tornado*? Guilty as charged. Written a book about the LNER 'P2s'? Oh, yes that too.

But Andy is also a passionate railway modeller. Ever bought a figure or industrial locomotive kit from Hardy's Hobbies? The fact that the name is the same isn't a coincidence.

The fabulous little Southern Region terminus layout that you see before you – dubbed 'Lynsford' – shows just how far back Andy's interest in model railways goes. It's a joint project and the culmination of a long-time dream of Andy and his best friend Steve Bassett, whom he met at school.

They initially bonded over music but, one day, Steve saw Andy reading a copy of *Railway Modeller*. Not only did it turn out that Steve was also a budding modeller, but his dad Chris was also a layout builder of some repute.

The pair pledged that they would, one day, build a layout together but, as with most projects, life has a habit of getting in the way. Steve went off to university in Birmingham while Andy also left Kent to study in Leeds.

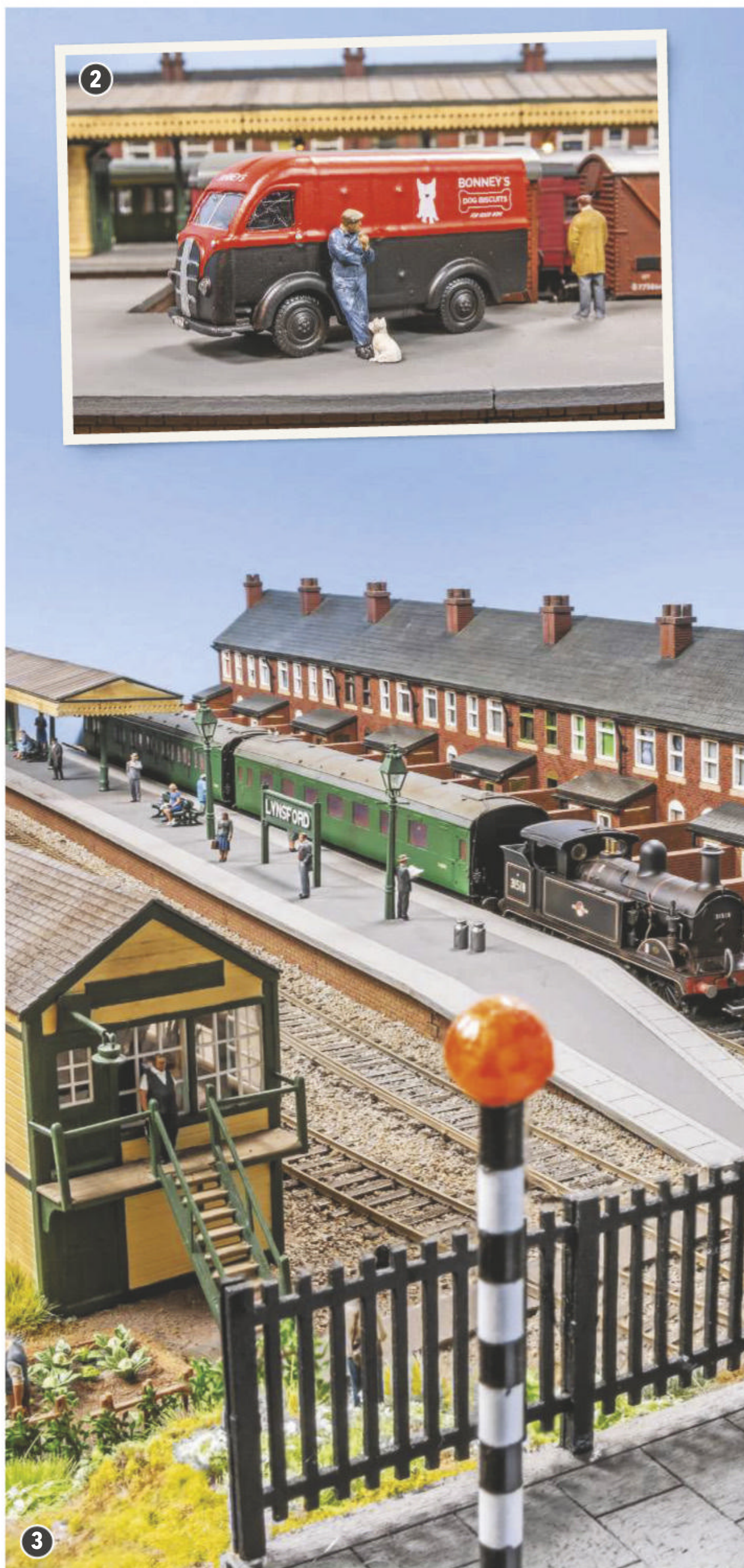
Fast-forward to 2016 and the pair were both back in their home county once more. Surely, the time was right to finally fulfil that pledge? ➤

Presenting 'Lynsford'

Layout presentation was just as important to Steve and Andy as detailing a building or weathering the track. "We wanted people to see the layout from a distance and think 'that looks nice, I'd better go and look at that'," Andy says.

The classic station-esque valance was drawn on a computer and then cut with a CNC machine. It was designed to slot and screw together and the finishing touches were a Southern-style livery and some station 'hotdog' signs.

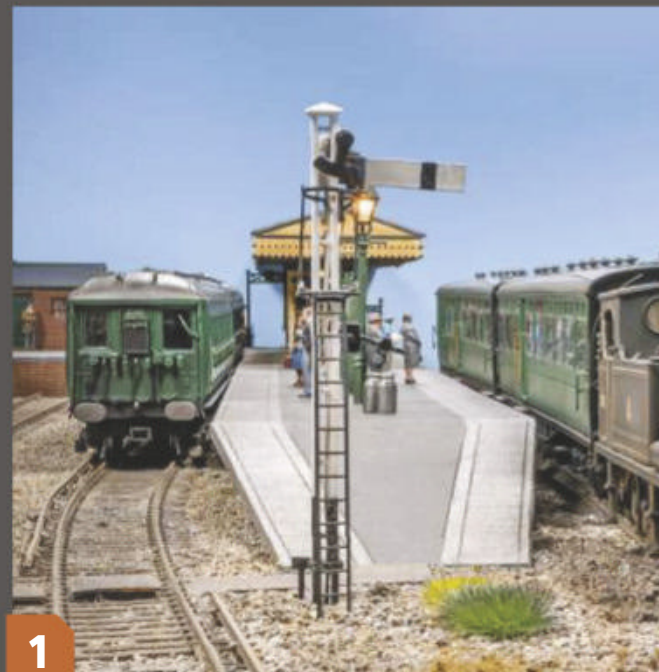
The layout is lit by two LED lighting strips. One produces a warm, yellowy light and the other is a brighter white light. Both strips can be dimmed so the lighting can be mixed and matched to depict different times of day or to cope with different environments. With its one-piece construction and bolt-together valance and robust wiring system, the entire layout can be assembled in less than 20 minutes. 'Lynsford' made its exhibition debut in January 2020 but Covid-19 obviously put paid to any further excursions. However, if you'd like to book 'Lynsford' for an exhibition, get in touch via www.hardyshobbies.co.uk/contact-us



“The fabulous little Southern Region terminus layout that you see before you – dubbed ‘Lynsford’ – shows just how far back Andy’s interest in model railways goes”



3 things we like



1

The modified Dapol signals are linked to a mini computer that produces a variety of movement speeds and a realistic 'bounce effect'.



2

As well as interior lighting within the buildings, the road vehicles have also been equipped with working head and tail lights.



3

All of the figures are 3D-printed, using scans of real people. They have all been expertly painted to give them extra realism.

"We found an alcove in my house for a layout that measured 202cm by 45cm," Andy recalls. "We laid a big sheet of paper out on the floor and started planning. It took nearly two years to complete and we only just finished it the night before its first public appearance."

Being Kentish men, it's natural that both Steve and Andy are fans of the Southern Region, including its third-rail electrified network. That plan became 'Lynsford', a fictitious Southern Region branch terminus in an equally fictitious south-of-England seaside resort. The trackplan is minimal, but it reflects the crammed in, slightly squeezed nature where the railway fought for space against the high demand for housing and accommodation that these

rising watering holes demanded. 'Lynsford' may be a fictional place, but there's more than a hint of the North Kentish coast mixed in with a pinch of Swanage and a drop or two of, say, Ventnor West on the Isle of Wight.

Sadly, the limited space means that you won't find Bulleid 'Pacifics' hauling ten-coach holiday specials here. "The maximum we can get in the platforms is three coaches and a tank locomotive," Andy says, "but our trains usually comprise just two coaches."

One of the benefits of modelling the Southern Region of British Railways in 'OO' is that there is a wealth of locomotives, coaches and EMUs to take advantage of. In fact, there are so many excellent ➤



“It took nearly two years to complete and we only just finished it the night before its first public appearance”



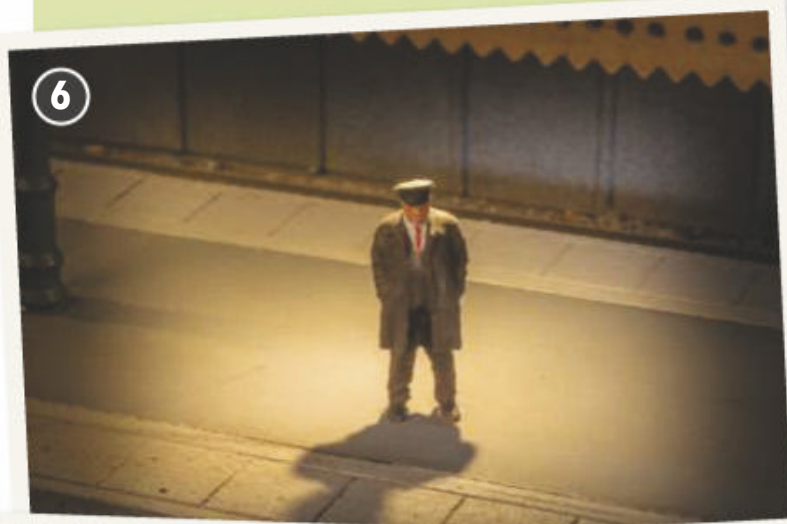
Populating 'Lynsford'

It's probably no surprise that not only do figures play a prominent part on 'Lynsford' but that most of them are from the Hardy's Hobbies range. The benefit of running your own figure manufacturing business is that you and friends can not only be immortalised in model form but that you can have immense fun in dressing up and posing for scans.

In fact, the only non-Hardy's Hobbies figures is a ModelU representation of Andy himself and his West Highland terrier Ted, who sadly died in 2020. Andy's passion for Westies is reflected in the fact that there are four to be found on the layout, as well as cats.

"There are never enough cats on layouts," he explains. "At one point seemingly every factory, station and such like had a cat for controlling pests. You don't often see this modelled but we've got five or six cats on the layout including one asleep on the signalman's chair."

All the figures were sent to Elliot Ashcroft for painting. "He worked his magic on them," added Andy, "giving them a level of depth and detail that we couldn't achieve with a brush ourselves."



8



Simple baseboards

The one-piece 202cm by 45cm baseboard is a simple construction of 9mm ply on softwood battens. It's a combination that Andy has used before but, this time, he went for 70mm deep battens so that all wiring, point motors and servos were safely protected in the recess under the board.

To support the layout at exhibitions, Steve and Andy use a pair of Ikea Finnvard trestles. "I can't believe that more people don't use these," Andy says. "They're height-adjustable, well made and they have a shelf that's really handy for storing stock or power supplies off the floor. What's more, they're only £25 each."

10





pre-Grouping Southern coaches that Steve and Andy have been able to invoke a 'no Mk 1' rule. Maybe, seeing that BR's standard bogie coach never made it across the Solent, that's where that Isle of Wight-esque feeling comes from.

A minimal trackplan is key to the success of a micro layout. Steve and Andy have not fallen into the trap of trying to squeeze in a bit more track here or an extra siding there. There are just two points on the 122cm long scenic section and a double-slip in the fiddleyard that gives access to both platforms. That's right, a complete layout with just four points (all of which are powered by Gaugemaster solenoids).

"Like some Southern stations, trains are propelled out of the station area before a run-round," Andy says, "or, if there's a spare locomotive kicking around, a shunt release takes place."

'Lynsford' is the first 'proper' layout that both Steve and Andy have built, although both have dabbled with layouts before. It was very much a team effort, with them sharing key responsibilities. That said, Steve took the lead with one of the key scenic features, the row of terraces behind the station.

"We both like terraced houses," Andy jokes. "They're built from laser-cut kits and Steve did all the wiring inside. It took him a year on and off and he basically turned up with them ready to install."

Andy hails Chris Nevard as an inspiration. Chris' layouts may be small but they have enough subtle detail to hold your attention for as long as a giant tail-chasing exhibition floor filler. 'Lynsford' takes that Chris Nevard approach and, not surprising for someone who launched a business 3D-printing people from laser scans, technology plays a key part in achieving this.

Those terraced houses, for example, not only have detailed gardens (making good use of the myriad detailing parts from European manufacturers alongside his own 3D-printed accessories) but they have 3D-printed interiors – including furniture and people. The 3D-printer has been employed elsewhere too (most notably figures – see p75) but it has also made brackets to hold the Gaugemaster Autofrog polarity switching devices and mounts for the signal servos and computer under the baseboard.

Lighting plays a key part too. There are the usual suspects – streetlights and platform lamps and so on – but even the houses have interior lights. These are wired in a way so that different combinations of lights come on to mimic people moving about inside.

It's all very well having lights in buildings but, when the sun goes down, road vehicles also put their lights on. As yet, one of the very few 1:76 scale road vehicle

'OO' GAUGE LAYOUT **LYNSFORD**

with working lights is Rapido's Birmingham 'New Look' Guy Arab bus. Steve bought the bus before he joined Rapido. "We saw the bus being advertised and thought 'we like the look of that,'" he remembers.

What started the team down a slippery slope was when they bought a 1:76 scale motorbike with working lights too.

"We sent a box of Oxford Diecast models off to Leigh Hobbies & Models," Andy said. Proprietor Chris Bate fitted them with battery-powered lighting units for the headlamps and rear lights. This is a much neater solution than having lots of trailing wires under the baseboard and also allows the vehicles to be repositioned.

Having produced a range of industrial locomotive kits – and now responsible for Rapido's forthcoming Hunslet 16in 0-6-0ST, it's no surprise that Andy has a love of industrial locomotive kits. In fact, he readily admits that he likes "dirt and grime". "I love Dave Hall's industrial layouts," he says.

Weathering is, therefore, an important factor and Steve and Andy have been careful to weather everything on the layout (using a mix of washes and powders).

"I like to see consistency across the layout," Andy explains. "On some layouts, you see beautifully toned-down scenery but the locomotives are straight from the box. Or you see fantastically weathered locomotives but the buildings are still pristine. Either way, it jars. That's why we've weathered everything, just to ensure that visual consistency."

What does it feel like having finally fulfilled that childhood pledge of building a layout together? Did they achieve everything that they set out to do? "Well, we've always said that we wanted to build a layout that was better than Steve's dad's," Andy jokes.

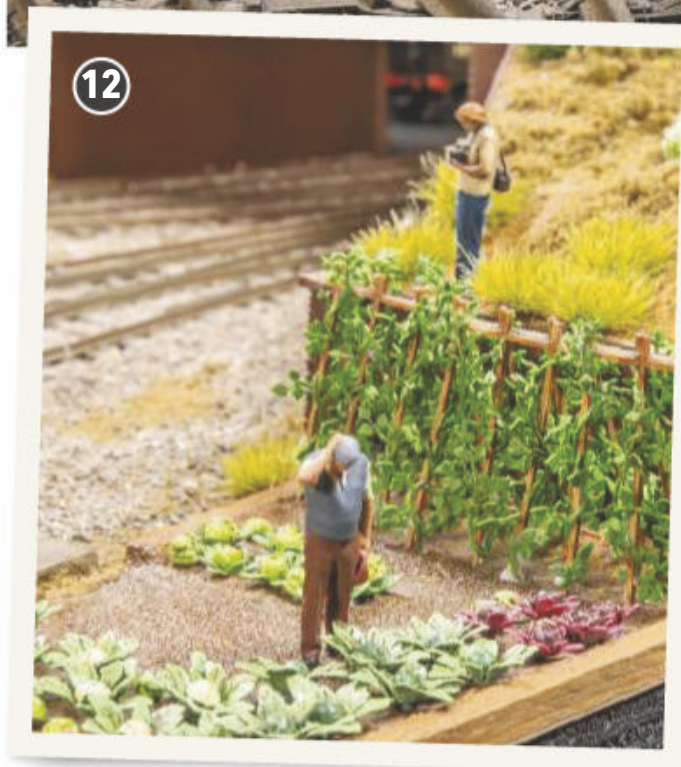
"Seriously, building 'Lynsford' has felt really rather good. Considering that even in the time we started building it we have both started families, it's quite an achievement to build something to this standard. "We both think we've created something that would be a worthy next door neighbour to Steve's dad's layout at a show." 

Clever signals

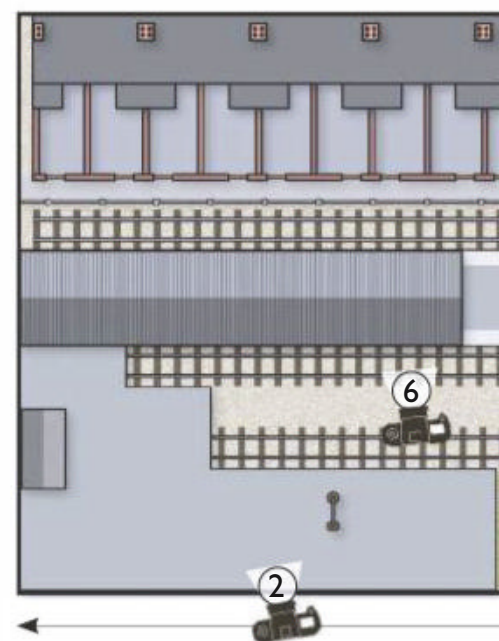
Though there were strict procedures to follow, signalmen were human beings. The majority were sticklers for the rules but some were a little more slapdash. Signals could be pulled off late or a heavy-handed touch could lead to the arm bouncing. In order to maximise 'Lynsford's' impact, its signalling has been designed to mimic this human fallibility.

The signals themselves are shop-soiled Dapol items (they were bought from Dapol with failed motors) and they've been connected to servos. They're powered, however, by an Arduino micro-computer, which Andy's brother (another Steve) has programmed with a variety of different pull-off speeds and an arm-bounce on their return to Danger. But these are programmed to be random, so neither Steve nor Andy will know what will happen when they flick a switch.

"If we were building the layout again," Andy says, "we would like to do something similar with the lighting to make it more lifelike and random... just like Miniatur Wunderland!"



Artwork: **Andrew Mackintosh**





MODELLER CV: ANDY HARDY

I am Rapido Trains UK's Operations Manager. When I'm not running a model manufacturing business or driving real steam locomotives, I enjoy building Lego railway models, keeping animals and playing the trumpet.

Plumber Steve is also an accomplished bass player and drummer, and a keen campanologist.

FACTFILE: 'LYNSFORD'

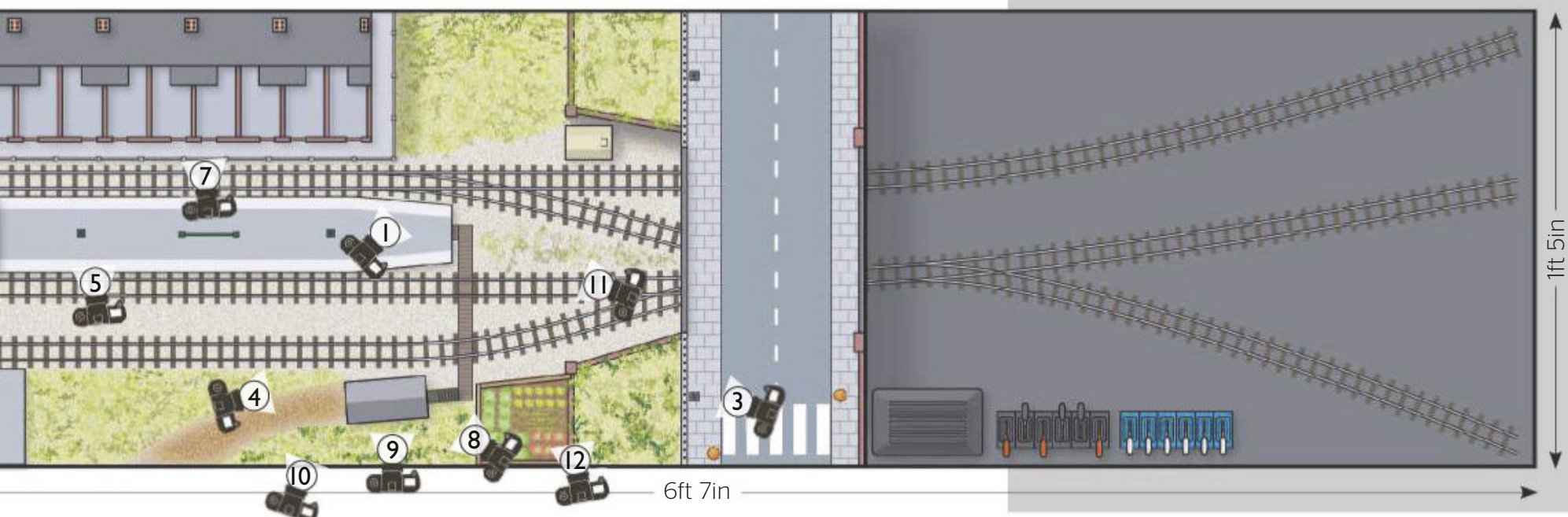
Gauge and scale: 'OO'

Time to build: Two years

Size: 6ft 7in by 1ft 5in

Track: Peco

Power and control: DCC, Gaugemaster Prodigy Express



Masterplan 'L'-shaped layouts

Track plans to get you thinking in three dimensions

BR Standard classes frequently appeared on the S&DJR, as this image illustrates. No. 73051 stands at Evercreech, with the Evercreech-Bournemouth service in May 1964. Note the typical station building with forward-sloping canopy, it's a structure, in terms of size, relevant for the proposed layout. RICHARD INWOOD, PAUL A. LUNN COLLECTION



6ft by 4ft 'L'-shaped

Paul A. Lunn offers a couple of slight variations on the 6ft by 4ft theme, inspired by the popular Somerset & Dorset line and the Cromford & High Peak route through the wilds of Derbyshire.

All artwork and photography by Paul A. Lunn unless stated otherwise.

Here are just two possibilities for a 6ft by 4ft 'L'-shaped layout. Both are quite different; one with fairly intensive traffic, including passenger and freight, the other a more sedate, freight-only shunting line. The Somerset & Dorset plan has scope for an intensive locomotive fleet, largely BR Standard steam types, along with ex-LMS and Southern traction, along with the odd ex-GWR interloper. The Middleton

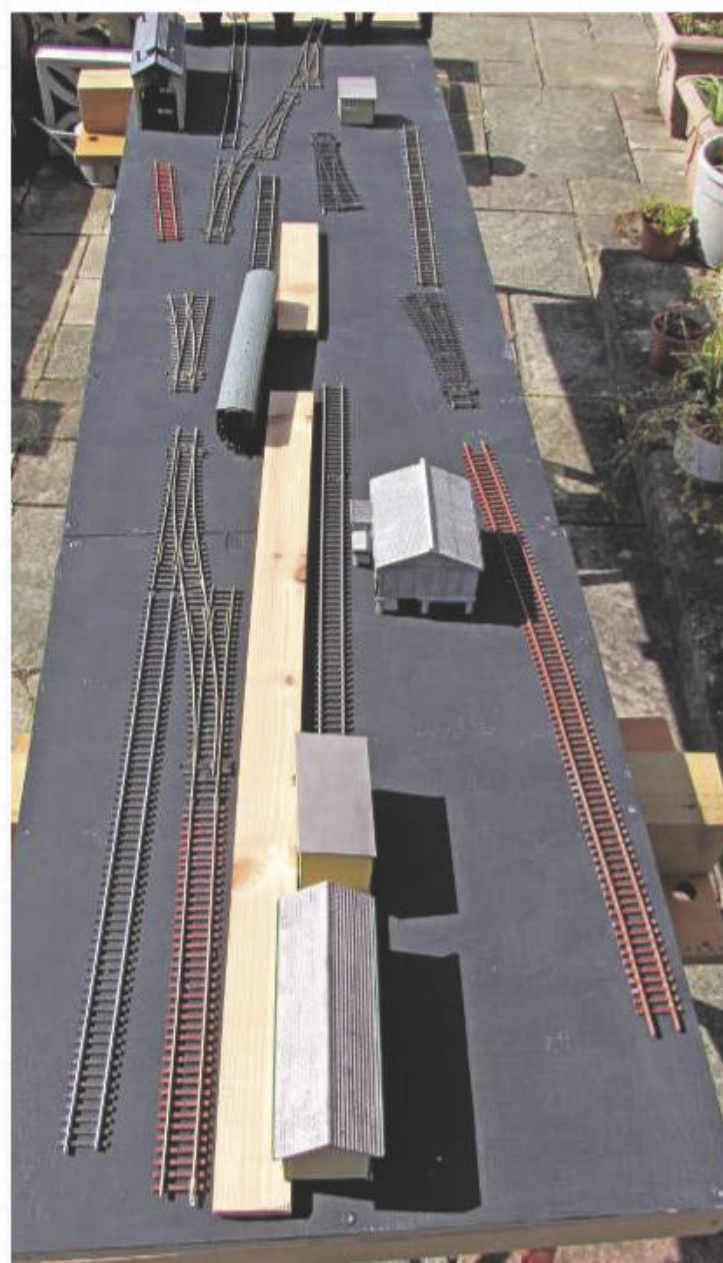
Top plan, however, will require only a couple of Class J94 'Austerity' 0-6-0Ts and perhaps a Class 03 diesel.

Although the 'L' shape is in the same format for both plans, track intensity along the short 4ft leg couldn't be more different. These designs, along with others I've devised, suggest there are potentially numerous varied options that can be successfully fitted into a standard baseboard size.

PLAN 1 - SOMERSET AND DORSET BRANCH

In recent years there's been an ever-increasing fascination with the Somerset and Dorset Joint Railway. Perhaps much of the raised awareness can be traced back to a number of articles by Mac Pyrke, which appeared in *Railway Modeller* magazine well over half a century ago (*Berrow*, September 1958 and April 1967 and *Operating the Berrow Branch*, October 1963).

I was reminded of Mac Pyrke's plans by good friend and fellow modeller, Jonathan Stockwell, as he aimed to replicate something similar, though at 9ft by 1ft 6in in linear format (right and below). You can see from his preliminary work that one of the best ways to sort out what you want is to assemble various pieces of track components and, wherever possible, relevant buildings. There are certainly more ready-to-plant items nowadays than in Mac's time, but scrap boxes or card templates will also suffice. In this way, you can check out both operational potential and appearance before committing to actual building.



● Each square represents 1ft.

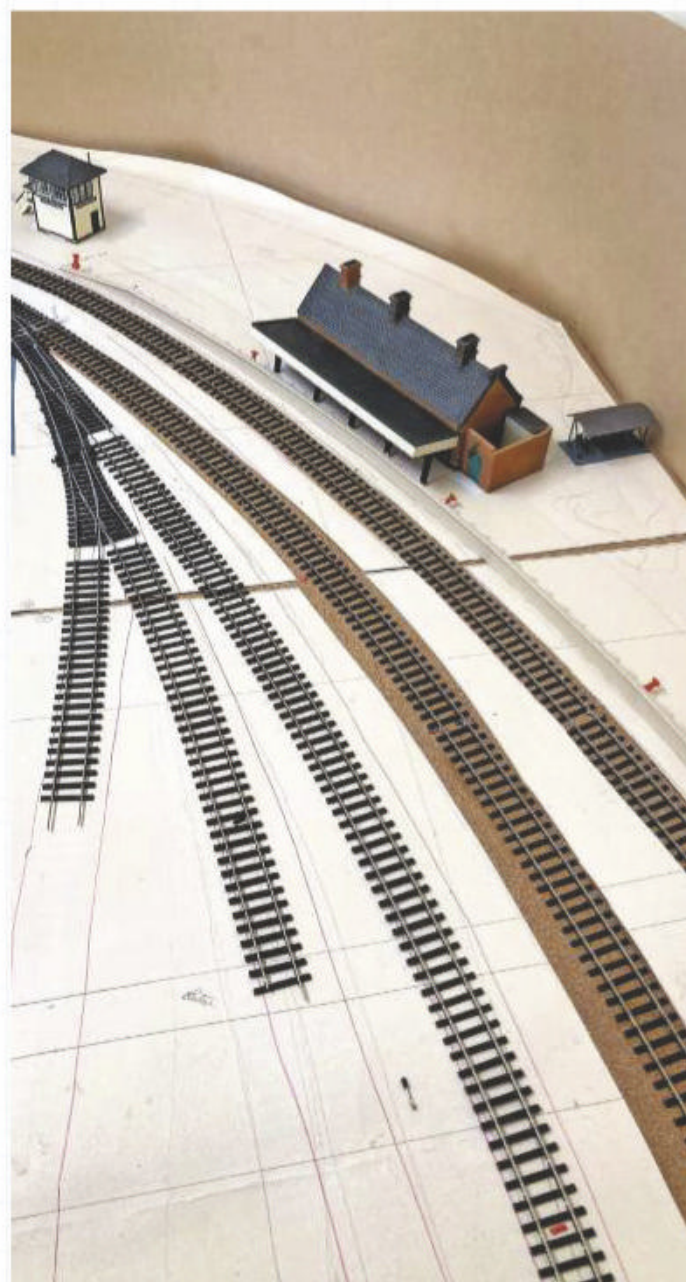
Whatever layout is being built, it's always worth investing the time to find the optimum appearance. I've been designing a fictitious arrangement, based closely on S&D practice, for Jonathan Brown. It consists of the gracefully curving Midford Station and viaduct with a repositioned goods yard. There's a variation of the locomotive shed at Templecombe, Windsor Hill twin single bore tunnels, a fairly generic colliery and substantial fiddleyard.

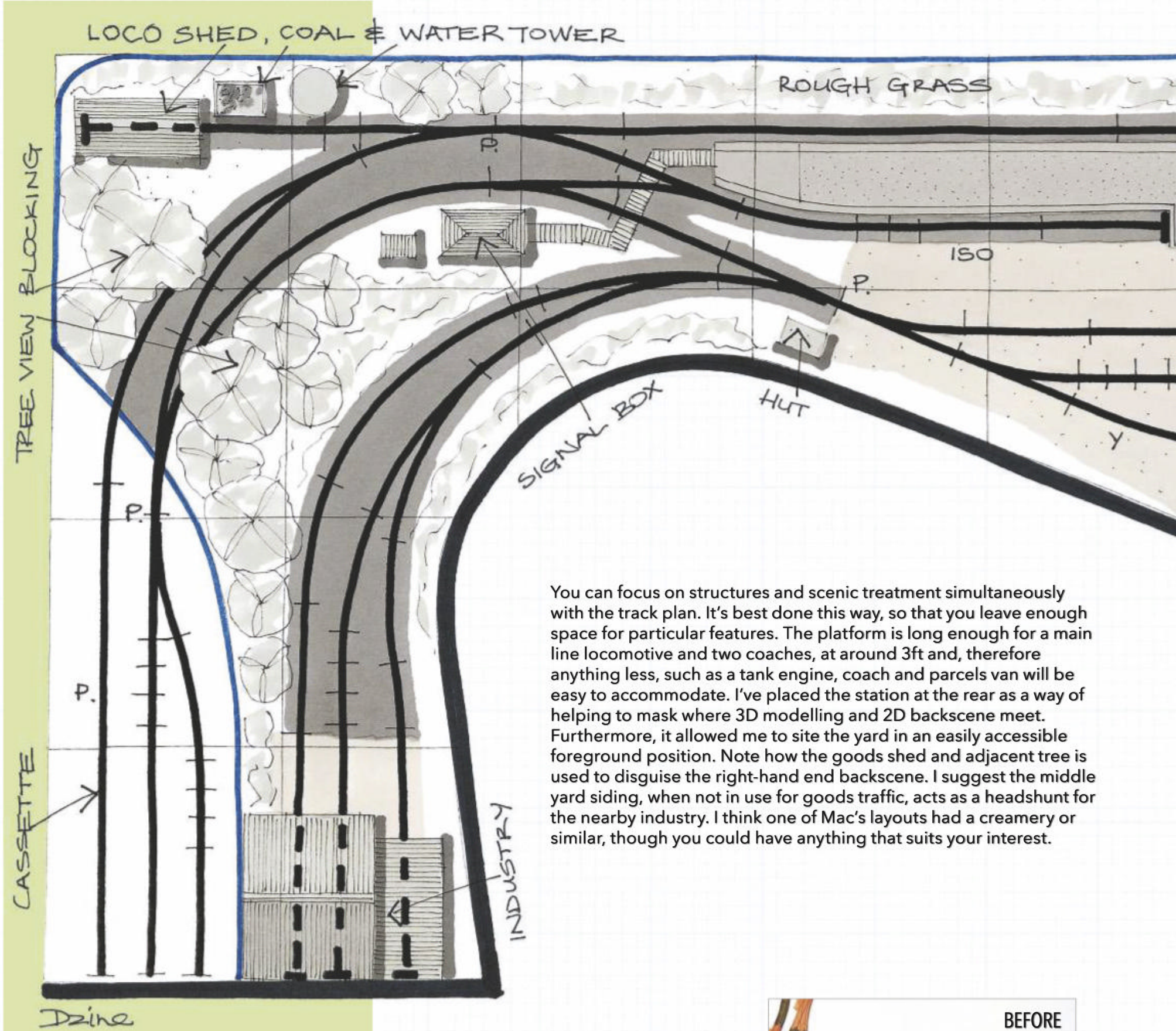
Scenically, the major feature is the viaduct with the ex-Great Western branch line passing below. Because of potential issues in dropping a baseboard section, I've suggested to Jonathan that he makes a prototype to ascertain the best height between

upper and lower tracks. The accompanying image shows his first attempt. My advice at this point was to consider several increased heights.

While there's no space for a viaduct on the accompanying layout plan, the method described here applies equally to the sizing and grouping of industrial buildings and any view-blocking groups of trees, especially on the curve between scenic and non-scenic sections.

Along with Mac Pyrke articles, the two projects mentioned above inspired the design seen here. There's an increased amount of prototype fidelity, compared to most standard 6ft by 4ft layouts, along with a less obtrusive 'L'-shaped baseboard. The important question is: can you have a successful layout within these confines?





You can focus on structures and scenic treatment simultaneously with the track plan. It's best done this way, so that you leave enough space for particular features. The platform is long enough for a main line locomotive and two coaches, at around 3ft and, therefore anything less, such as a tank engine, coach and parcels van will be easy to accommodate. I've placed the station at the rear as a way of helping to mask where 3D modelling and 2D backscene meet. Furthermore, it allowed me to site the yard in an easily accessible foreground position. Note how the goods shed and adjacent tree is used to disguise the right-hand end backscene. I suggest the middle yard siding, when not in use for goods traffic, acts as a headshunt for the nearby industry. I think one of Mac's layouts had a creamery or similar, though you could have anything that suits your interest.

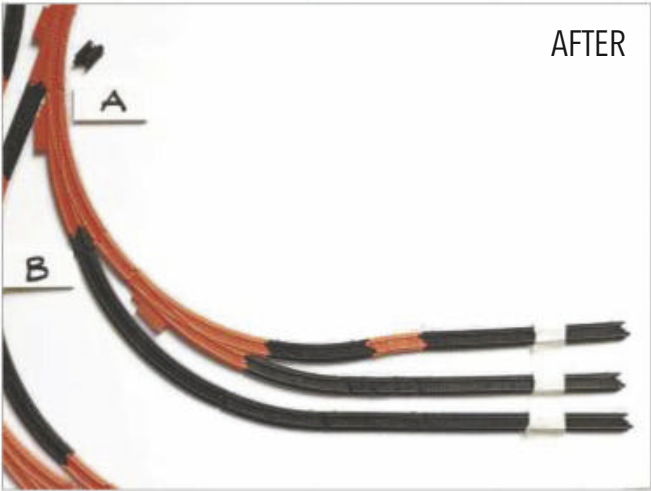
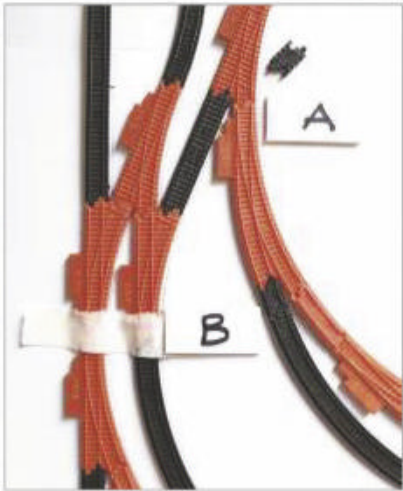
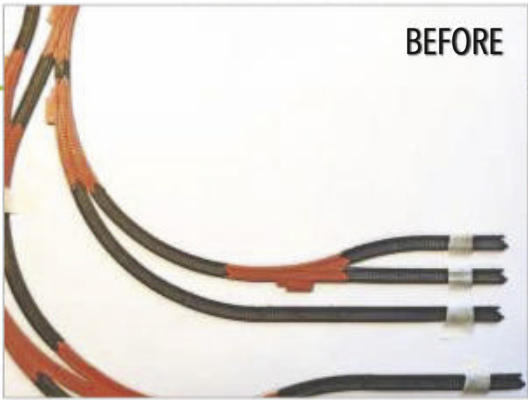
PECO SETRACK COMPONENTS

- ◆ ST-200 x 6
- ◆ ST-201 x 8
- ◆ ST-203 x 17
- ◆ ST-204 x 2
- ◆ ST-205 x 1 ISO
- ◆ ST-225 x 5
- ◆ ST-226 x 3
- ◆ ST-227 x 4
- ◆ ST-238 x 1
- ◆ ST-240 x 2
- ◆ ST-241 x 6
- ◆ ST-244 x 1
- ◆ ST-245 x 3

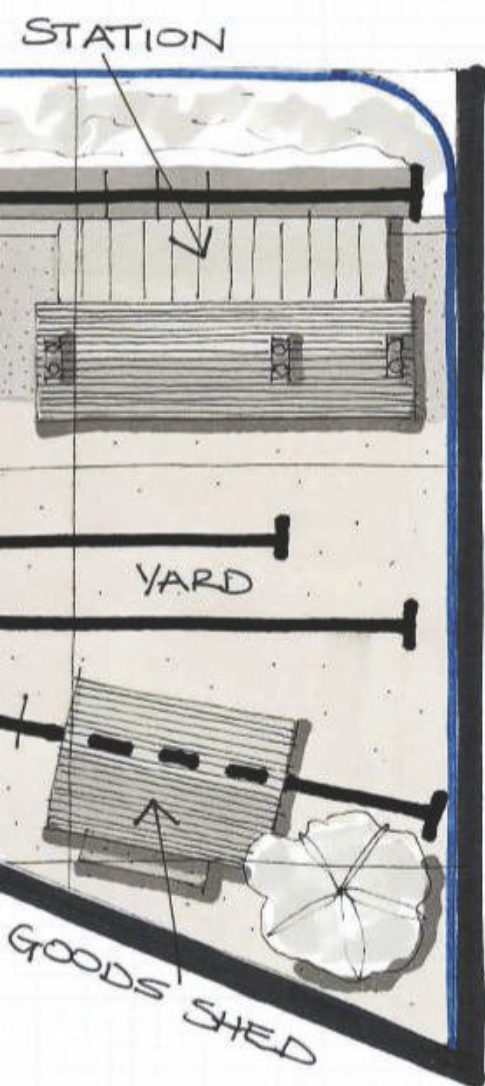
Whenever I work on a minimum space project, regardless of the track to be used, I more often than not start with Hornby's Quarter Scale Track Planning Templates (R619). They're extremely reliable and you know in an instant what you're going to get; number of tracks within a baseboard width, length of sidings and so on, and it's easy to make improvements or rectify mistakes, as the following images show.

EARLY STAGES

Here's the layout design in its early stages. Most of it came good from the start but I was disappointed in how short two of the three industry sidings were. By changing two ST-203s at A and B and adding a second curved point, it's easy to rectify.



AFTER



Right: Ex-LMS Ivatt '2MT' No. 41242, with a suitably short mixed train, on the Highbridge Branch, with an Evercreech to Highbridge service, on April 20 1964. RICHARD INWOOD, PAUL A. LUNN COLLECTION



Above: Ex-LMS type locomotives were part of the mainstay on the S&DJR, from the lowliest 'Jinty' 0-6-0T to '7F' 0-8-0s. Here we see '4F' No. 44422 on the Templecombe - Bath service, May 20 1964. RICHARD INWOOD, PAUL A. LUNN COLLECTION



Below: Ivatt 2-6-2T No. 41296 on a Templecombe Upper to Lower service, with a train that would fit very comfortably alongside the 3ft model platform length, on August 22 1964. RICHARD INMAN, PAUL A. LUNN COLLECTION



Above: Although Hatherleigh is miles away from the S&D, I want to share this perfect minimum-space branch train from the BR steam era. Another Ivatt '2MT', No. 41208 is hauling a single Bulleid coach on August 20 1964. RICHARD INWOOD, PAUL A. LUNN COLLECTION



Right: It would be remiss not to include an image of a 'West Country' class locomotive, so here's No. 34094 *Mortehoe*. The original light 'Pacifics' were regular performers on the S&D with only three or four coaches, as seen in the opening scene of *The Titfield Thunderbolt*. RICHARD INWOOD, PAUL A. LUNN COLLECTION



PLAN 2 - MIDDLETON TOP

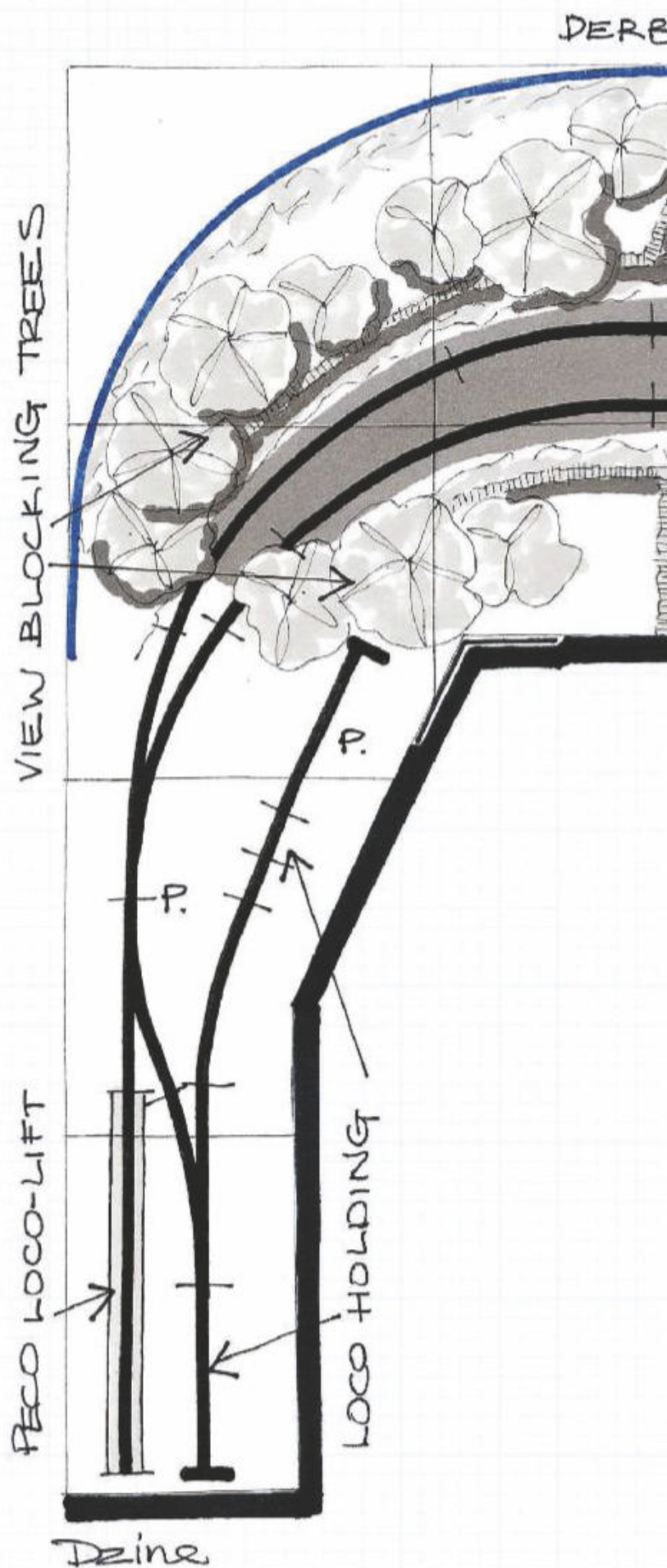
There are numerous locations along the Cromford and High Peak Railway that are worth modelling. I chose Middleton Top with its modest arrangement of sidings, a locomotive shed, winding house and narrow gauge railway. Having turned a blind eye to any relevant dates, they're all included in one composite scene. I've avoided the incline, due to complex build issues, providing instead an off-stage, non-scenic short section of track where wagons can be removed/added, by hand, according to direction and load. This facility, while extremely useful, creates an issue in that it requires a hole in the backscene. I have employed some careful manipulation of nearby structures and been inspired by a similar area at the top of Sheep Pasture Incline, albeit with slightly more vegetation. In addition, I've suggested a 'baffle panel' to block any view of the non-scenic narrow gauge line behind. With the layout viewed near eye-level, all of these factors should come together to hide the hole.

I love the idea of trains passing behind structures and vegetation and, with this in mind, there's a gap between engine house and locomotive shed for a glimpse of the main line and narrow gauge railway behind. I've repeated the process, further left, between shed and water tower, but with a larger viewing gap. The track plan is quite faithful to the prototype although more geometrically rigid. Advanced modellers may wish to substitute with flexible track, retaining the Setrack left-hand non-scenic curved point, adjusting track centres as you come round the curve to suit the narrower spacing of Streamline points. It's worth noting that Setrack straight points are 168mm long, whereas Streamline are 185mm, so there's very little difference between them, other than appearance! The non-scenic arrangement, extreme left, does not purport to be a fiddleyard, merely a headshunt and for locomotive stabling.

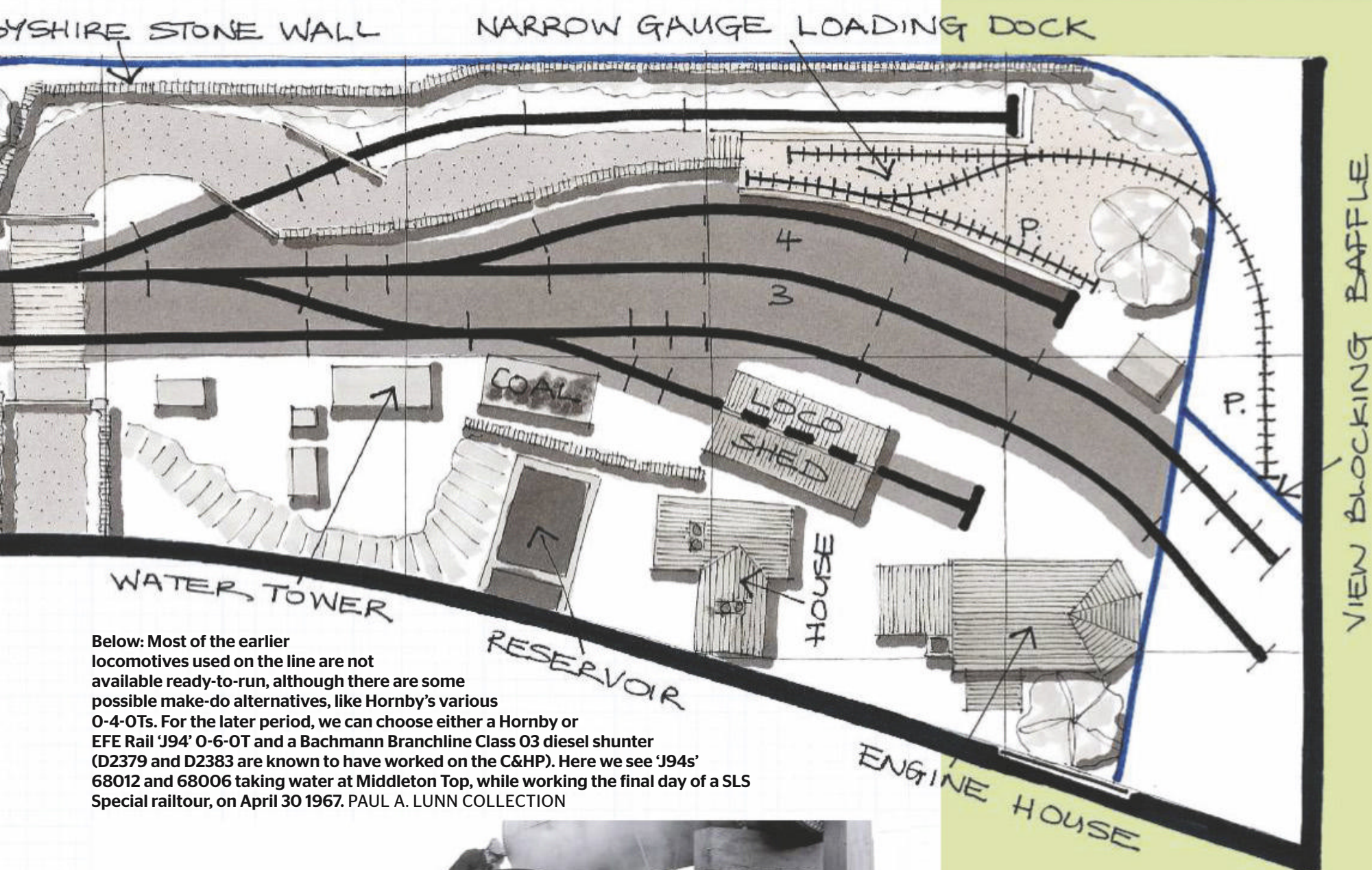


Above: One last wagon. By the time of my first visit to the Cromford and High Peak Railway, almost everything had either been removed or demolished. For the benefit of visitors, Derbyshire County Council has contrived this scene which, in black and white, almost creates the impression of pre-closure days. I can wholeheartedly recommend a visit here and to other sites along the line.

Below: The engine house was built in 1829 by the Butterley Company to haul wagons up Middleton Incline and is constructed from dressed Gritstone blocks with a pitched slate roof. The adjacent boiler room has a single pitched roof made of tiles with walls from blue and red brick. Much greater detail and approximate footprint sizing is available at <https://her.derbyshire.gov.uk/MONUMENT/MDR9457>



If you look very carefully on the opposite side of the tracks, from the visitor centre, there are remnants of a long-defunct narrow gauge line and loading dock which once served a quarry at nearby Middleton.



Below: Most of the earlier locomotives used on the line are not available ready-to-run, although there are some possible make-do alternatives, like Hornby's various 0-4-OTs. For the later period, we can choose either a Hornby or EFE Rail 'J94' 0-6-OT and a Bachmann Branchline Class 03 diesel shunter (D2379 and D2383 are known to have worked on the C&HP). Here we see 'J94s' 68012 and 68006 taking water at Middleton Top, while working the final day of a SLS Special railtour, on April 30 1967. PAUL A. LUNN COLLECTION



PECO SETRAK COMPONENTS

- ◆ ST-200 x 9
- ◆ ST-201 x 4
- ◆ ST-203 x 12
- ◆ ST-225 x 6
- ◆ ST-226 x 2
- ◆ ST-227 x 1
- ◆ ST-230 x 1
- ◆ ST-235 x 1
- ◆ ST-240 x 3
- ◆ ST-241 x 4
- ◆ ST-244 x 1

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-203's occur together these can be substituted with a ST-202.
- ◆ P indicates power supply to track
 - ◆ All track plans use second radius curves unless shown otherwise with a 1, 3 or 4 nearby, first, third and fourth radius respectively.
 - ◆ NSP indicates Non-Standard Piece of track - requires cutting to length.
 - ◆ Peco Loco Lifts are suggested for ease of transferring/turning locos and stock.
 - ◆ ISO - Isolating standard straight.

Left: Structures and vegetation at the top of Middleton Incline were minimal, as it was at Sheep Pasture Incline Top, which is seen here in 1961. Note the well-tended flowerbed and BR-pattern signal arm. PAUL A. LUNN COLLECTION

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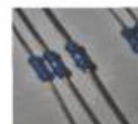
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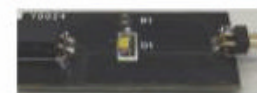
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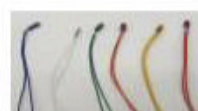
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LD8 - 3mm Bi-Colour (rd/yl, gn/yl, gn/rd)
LD10 - 3mm Tri-Colour
LD12 - 3mm Flashing Red
LD5 - 3mm Flickering Orange
LD17 - 5mm (red, green, yellow, amber)
LD15 - 5mm 12V (red, green, yellow)
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LD11 - 5mm Tri-Colour
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SMT7 -DPDT [on]-off-[on]

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**Bachmann
Class 20/3**

92

**Revolution
Class 92**

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**KR Models
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**Hornby 4 and
6-wheel coaches**



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Bachmann Class 20/3

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Since their emergence in the late 1990s, Direct Rail Services' Class 20/3 fleet has been a firm favourite with enthusiasts. The fusion of a heritage traction type with modern external fittings, handsome livery and their use on eye-catching traffic flows - especially nuclear flask workings - has cemented their place in modern traction history.

Modellers tempted to recreate the modified 'Choppers' have been faced with the need to hack

existing models around, with a variety of etched metal and resin detailing parts being provided from Shawplan/Extreme Etchings and PH Designs. Having rebuilt a number of Bachmann Class 20s in this way, I can vouch for the job being a labour-intensive one.

Thanks to the folks at Bachmann Branchline, there's now an opportunity to purchase a ready-made Class 20/3, with an all-new Type 1 hitting the shelves of model shops this month. And

oh my, what a beauty it is. As soon as the locomotive is removed from its box, it's clear that this is a completely revamped Class 20, not simply a new body tooling atop an existing chassis. Bachmann's previous 'OO' Class 20 (first released in 2004) is a very fine model, but it has begun to lag behind more contemporary products in terms of lighting and finer details. This version, however, has all the 'bells and whistles' that we've come to expect in the 2020s.

First announced in 2017, it's great to finally see one of these models in the flesh. It's quite a weighty beast for such a compact locomotive, giving the Bo-Bo an impressive tractive effort. But we'll come to performance shortly. Firstly, let's admire the aesthetics...

HOW DOES IT LOOK?

The rebuilt cab and nose ends are exquisitely rendered, with the WiPAC light clusters, multiple working equipment



Sprung buffers

(the sockets of which are excellent), reinforced window frames and radio aerial all present and correct. The addition of the upper, central headlights confirms the tooling within the 20306-315 number range (see Factfile panel) and I was particularly impressed by the presence of the tiny, 'L'-shaped washer jet nozzles beneath the windscreens.

Other rooftop antennae are present, along with a radiator grille that features a fine,

resilient mesh and a 12-bladed fan. The vertical louvres on the bonnet sides are crisply moulded, as are the various grilles and access doors on each side. The long-range fuel tanks feature delicate lifting eyes and curved pipes, while the various handrails are neatly installed and the sprung Oleo buffers are another highlight, with a central recess in the faces, just like the real thing. Separate lamp brackets and coolant filling nozzles add the finishing touches.

The flush glazing is universally flawless and there's a fully detailed cab interior

“The base colours are immaculately applied, with barely a hint of fuzziness between elements”

visible, with control handles, dials and electrical cabinets on the bulkhead, plus a red hand brake wheel. Below the solebar, the battery boxes are adorned with warning legends and safety catches and the battery isolation switches are separately moulded and look fantastic. Fuel and oil filler and drain cocks are also separate items, along with strips of electrical conduit, all of which are picked out in appropriate colours.

The bogie frames are an upgrade on Bachmann's older Class 20, with greater definition in the detail and separate white air piping, although having these as separate plastic mouldings inevitably mean that they're slightly over-scale. The axleboxes have BR TIMKEN legends moulded into their casings, with square blocks fitted to one axle to represent the speedometer/odometer devices. Sanding equipment is installed at the outer corner of each bogie, the pipes curving elegantly to line up with the adjacent wheel treads. There are also guard irons running down from the bogie frames which, again, align with 'OO' track. Conversely, although they're only just visible, the brake shoes do not line up with the wheels, being placed closer to the bogies frames, presumably due to clearance issues. This doesn't detract from the overall appearance of the bogies which, it has to be said, is very impressive.

Other notable features of the underframe include the air cylinders between the battery boxes, which easily unclip to reveal a set of switches to control the various lighting functions. The nose end footsteps are etched metal components, featuring the correct open frame brackets, which is another great touch. A full set of bufferbeam hoses is provided, along with a set of cosmetic screw couplings and a very fetching pair of miniature snowploughs

3 things we like



1

Overall attention to detail is impressive, but the windscreen washer jets are a highlight.



2

There are plenty of options for the exterior and interior lights, controlled by a row of switches hidden beneath the air tanks.



3

The small white safety marks on the wheels are a welcome extra detail. Is this a first for UK RTR 'OO'?

that screw into holes behind the headstocks. The latter feature a prototypical rake that is far superior to most plastic snowplough sets provided with RTR diesels in the past.

The quality of the livery application equals the finesse of the tooling. The attractive 'Compass' style of DRS' livery really suits the Class 20s and the base colours are immaculately applied, with barely a hint of fuzziness between elements. Logos, numerals and the various data and safety panels are tidy and crisp. Surprisingly, there are even small white marks printed onto the wheels - employed to



Bachmann Class 20/3 - in detail



Factfile: Class 20/3

The English Electric Type 1 had been one of the unlikely success stories from British Railways' Modernisation Plan of the mid-1950s. The first of over 200 locomotives appeared in 1957 and, while other smaller diesel electric classes fell by the wayside over the following decades, the Class 20s continued to find plenty of work on freight traffic, especially merry-go-round coal services, into the 1990s.

Following privatisation of British Rail, Direct Rail Services' parent company, British Nuclear Fuels Limited (BNFL), acquired a number of redundant Class 20s, with a view to overhauling them for use on nuclear flask workings around Cumbria. The first five Type 1s were sent to Brush at Loughborough in 1995 and emerged as 20301-305, while a second batch of rebuilds was authorised in 1998, after DRS won the contract for moving all nuclear flask traffic. This time, the rebuilding work for 20306-311 was contracted to RFS/Wabtec at Doncaster.

As DRS continued to gain traffic, four more Class 20s were also treated at Doncaster, eventually forming 20312-315. All 15 Class 20/3s received similar modifications, most notably a set a long-range fuel tanks, plated-over ends and reinforced window surrounds, plus an array of new electronic engine management equipment to bring them up to contemporary standards. However, the Brush and RFS/Wabtec overhauled machines did show a few minor differences, most notably the lack of central square headlights on 20301-5.

In recent years, DRS began disposing of its Class 20/3 fleet. Harry Needle bought 20311/14 in 2012, while GBRf leased a number of locomotives for London Underground stock moves. Others have been stripped for spares or scrapped, with a handful of examples still on DRS' books (20301-5/8/9/12), all currently in storage and likely to be put up for sale. Their last sustained period of main line use was the 2019 RHTT season, while 20302/5 hauled a farewell railtour in January 2020.



1: As one of the initial batch of Class 20/3 conversions, 20302 lacks the upper, central headlamps.



2: DRS 20312 poses for the crowds at Carlisle Kingmoor, during the July 2017 open day.

3: With the new paint barely dry, HNRail's 20311/14 pose at Barrow Hill in 2012. ALL: GEORGE DENT



System builder

Other items to complement this model...

FLASK WAGONS

DRS' Class 20/3s were refurbished for working nuclear flask traffic, so Bachmann's FNA wagons are the ideal accompaniment.

Price: £54.95

Availability: Bachmann stockists www.bachmann.co.uk



RHTT STOCK

Recreate some of Network Rail's most popular seasonal workings with a set of Hattons' RHTT wagons sandwiched between a pair of DRS Class 20/3s.

Price: £118 per pair

Availability: Hattons www.hattons.co.uk



RAILTOUR STOCK

DRS '20s' have long been popular traction for railtours and a farewell tour ran in January 2020, consisting of a rake of Mk 1s, almost exclusively in BR chocolate/cream. Models are available from Bachmann and Hornby.

Price: from £39.99 each

Availability: Hornby and Bachmann stockists www.hornby.com and www.bachmann.co.uk



help identify a slipping tyre – and this is something I don't ever recall seeing on RTR 'OO' locomotives before. Bravo!

RUNNING TO WIN

Opening up the model is simple: just a pair of screws hold the bodysheet in place and, with these removed, it easily lifts away to reveal the chassis block and circuit board. A PluX22 decoder socket is provided and a DCC sound speaker comes pre-

installed. Beneath the PCB is a diminutive, centrally mounted motor with twin brass flywheels, that powers all four axles. Performance proved to be quiet, sure-footed and responsive straight from the box. The directional and cab interior lighting is impressive, with a number of options available to both digital and analogue users, with full instructions provided with the model.

After the prescribed period

of running in, performance improved further, with superb slow-speed running on DC/analogue control. While our usual *Model Rail* test facility is still not available to us, it coped

with my own basic test track perfectly and had no difficulty hauling as much stock as I would ever realistically ask of it.

Bachmann is offering three versions of the Class 20/3 initially, with the original iteration of DRS livery (as 20306) and HNRC orange/black (20311) being the other livery options. I've long hoped that Bachmann would offer a 'dummy', unpowered Class 20 for dinosaurs like me who don't use DCC. Like a HST power/dummy car twin pack, it would allow me to replicate a pair of '20s' in double-headed or top-and-tail form without having to resort to disconnecting one drive unit.

Alas, we can't have everything. What we do have here, though, is a real showstopper of a model, one that raises the bar even further for diesel-outline models in 'OO'. Following the GWR '94XX' that so impressed us a couple of months ago, Bachmann Europe has made an impressive start to 2021. With Bachmann also revamping the 'standard' Class 20, 'Chopper' fans have cause to cheer! (GD)



BACHMANN CLASS 20/3 DIESEL ELECTRIC LOCOMOTIVE

OVERVIEW

Manufacturer: Bachmann Europe
Ref. No. 35-127
Unit No. 20312
Scale/gauge: 1:76 scale, 'OO' gauge
Body: Plastic with metal parts
Chassis: Metal with plastic parts
Weight: 342g
Min. curve radius: Second radius (438mm)
Wheel back-to-back: 14.5mm

DIMENSIONS

	PROTOTYPE	1:76 SCALE	MODEL
Length (over buffers)	46ft 9.5in	188mm	186mm
Height	12ft 8in	51mm	53mm
Width	8ft 9in	36mm	36mm
Wheel diameter	3ft 7in	14mm	14mm
Bogie wheelbase	8ft 6in	34mm	34mm

SERVICING

How to dismantle: Body unscrews from chassis.
Where to oil: Axle bearings.

MECHANISM

Drive system: Power to all driving axles via cardan shafts and nylon gears
Flywheel(s): Yes, two
Traction tyres: No

ELECTRICS

Electrical system: 12V DC two-rail
Motor type: Five pole, twin shaft
Lights: Directional head/tail, cab interior
DCC ready: Yes, 22-pin PluX socket

SUMMARY

PROS

- Superb level of finesse and attention to detail.
- Virtually flawless finish.
 - Realistic and user-friendly lighting options.
- Smooth performance.
- Vital prototype for the post 2000s scene.

CONS

- Brake shoes not aligned with wheels.

FINAL VERDICT

A fantastic rendition of a very popular prototype.



Revolution Class 92

◆ **GAUGE** 'N' ◆ **MODEL** Revolution Trains N-92023 Class 92 92023 Caledonian Sleeper livery, N-92036 Class 92 92036 Bertolt Brecht Railfreight/EWS livery

◆ **PRICE** £175.00 each ◆ **AVAILABILITY** Revolution Trains stockists **Web** www.revolutiontrains.com

There was great excitement among 'N' gauge modern image enthusiasts when Revolution Trains launched its crowdfunding campaign for a Class 92 in 2016. Designed and manufactured by Rapido Trains, the models are now available and, while pre-orders have accounted for the majority of the production run, extra stocks have been made available via Revolution's retail partners.

The Class 92 occupies an important place in the UK's train building history, albeit one of slightly dubious honour. It was the final fleet of main line electric locomotives to be built for British Rail and it also provided the final locomotive hauled train on BR before privatisation in 1997. While the fleet's career hasn't really lived up to the original expectations, due mostly to external factors, it has remained a popular prototype. Indeed, these state-of-the-art machines have been a regular sight on freight

flows around the South East of England, up the West Coast main line to Scotland and, in more recent years, as staple traction for Caledonian Sleeper services.

Revolution Trains has covered all bases in terms of livery options, with the long-lived two-tone grey Railfreight Distribution livery being offered in various guises. EWS red/gold, DB red, GBRf/Europorte blue/orange and Caledonian Sleeper teal liveries have been produced, along with an exclusive rendition of 92017 *Bart the Engine* in Stobart livery, for Kernow Model Rail centre.

OPENING THE BOX

We received a pair of review samples from Revolution Trains, featuring 92023 in CS teal and, my personal favourite, Railfreight grey with EWS 'Three Beasts' stickers, in the form of 92036 *Bertolt Brecht*. These are impressive models, with plenty of detail to enjoy. For 'N' gauge locomotives, there's quite a bit of

heft to them, just like the prototype. Although the real bodysells are fairly functional in some respects, the stylish curves of the front ends have been captured nicely. The flush glazing is superb, revealing the detailed cab interiors and the recessed handrails have been neatly rendered in fine wire. The horizontal front

handrails, meanwhile, look to be formed from an etched metal component, adding an extra degree of finesse to the ends, complemented by the delicate horns, wipers and lamp brackets.

Some of the clear plastic head/tail lamp covers have not been fitted perfectly on our samples,



“The overall level of detail and finish is excellent and the Class 92 will look stunning at work on a modern layout”

Cosmetic pantographs



Next18 DCC decoder socket

Working head/tail lights

although that's only really noticeable when studying the enlarged photographs.

The liveries look very convincing in terms of colours, and feature an exquisite level of printed detail. The CS logos, with their stylised stags, look great. Similarly, the EWS logos, BR emblems and Channel Tunnel logos are also impressive, as are the minuscule warning symbols and instruction panels.

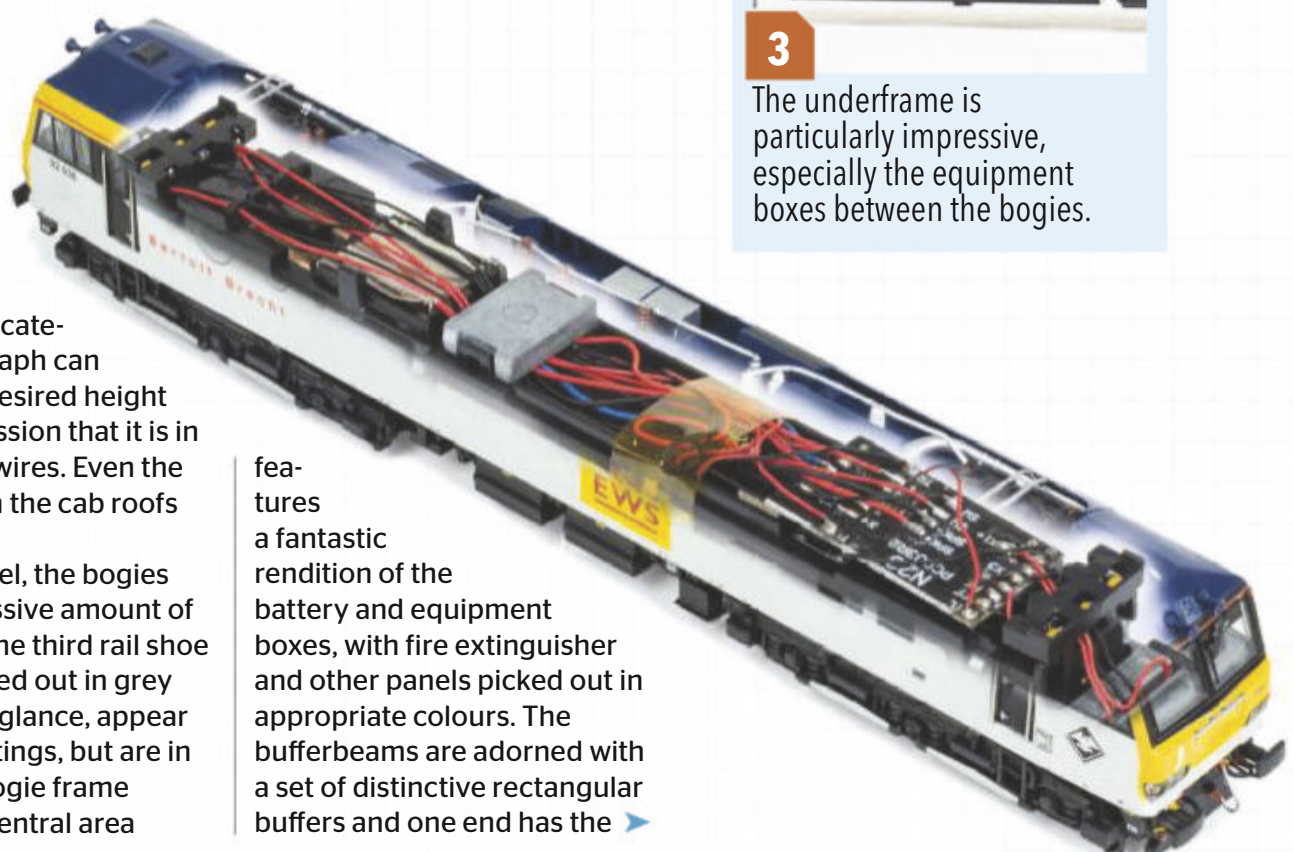
There are a few areas where the level of finish isn't quite perfect, with the edges of the yellow panels appearing rather fuzzy, especially on the CS livery version. However, when viewed from a normal distance, there is little obvious issue other than a slight lack of register on the Crewe Electric depot plaques of No. 92036. Incidentally, a set of etched stainless steel 'Chunnel' logos, BR double arrows and depot plaques are provided as

separate fittings for installation by the customer.

Atop the roof, there is a full array of insulators and conductors, while the twin pantographs are fully articulated, albeit without springs. If your layout does have catenary, the pantograph can be posed at the desired height to give the impression that it is in contact with the wires. Even the various aerials on the cab roofs are present.

Below floor level, the bogies feature an impressive amount of moulded relief. The third rail shoe brackets are picked out in grey paint and, at first glance, appear to be separate fittings, but are in fact part of the bogie frame mouldings. The central area

features a fantastic rendition of the battery and equipment boxes, with fire extinguisher and other panels picked out in appropriate colours. The bufferbeams are adorned with a set of distinctive rectangular buffers and one end has the



3 things we like



1

Although not sprung or able to collect power, the pantographs are fully articulated, allowing them to be posed at the desired height.



2

The distinctive sun visors, with cantilever frames, have been neatly printed onto the inside of the windscreens.



3

The underframe is particularly impressive, especially the equipment boxes between the bogies.

Revolution Class 92 - in detail



Factfile: Class 92

The Class 92 was built primarily for Channel Tunnel passenger and freight traffic and was assembled at Brush's Loughborough works between 1993-96. Equipped with dual voltage apparatus, they could draw power from either the overhead 25kV AC supply or the 750V DC third-rail system of the former Southern Region.

Sharing the same basic bodyshell and bogies as a Class 60, ownership of the 46-strong fleet was split between British Rail's Railfreight Distribution sector, France's state railway (SNCF) and European Passenger Services (EPS). To allow them to operate on both sides of the Channel - and within the tunnel itself - the locomotives featured an ambitious technical specification, although this has led to various reliability issues over the years.

At the time, there was an intention to introduce regional 'Nightstar' overnight services from various UK cities to Continental destinations, with new coaching stock also put into production. Hence why the '92s' were created as a true mixed traffic locomotive, with a top speed of 90mph and a full suite of electric train heating and power equipment. Alas, the Nightstar plan was doomed to failure and, in addition to forecast freight traffic levels not being realised, the expensive Class 92 fleet found itself chronically underutilised.

BR's fleet of '92s' eventually passed into EWS' hands following privatisation, followed by DB, and they were employed predominantly on long-range WCML freight traffic. Over the years, many examples have been stored for long periods and some have been stripped for parts. DB has also exported a number of locomotives to Bulgaria for use across Eastern Europe. Meanwhile, the EPS and SNCF locomotives were eventually sold to Europorte, leading to a number being refurbished and employed by Europorte subsidiary, GBRf. Indeed, GBRf has provided the power for the Caledonian Sleeper service since 2015, leading to a fleet of revamped '92s' receiving the stylish teal livery and CS logos.

1: Europorte/GBRf has provided traction for the London-Edinburgh/Glasgow sleeper services since 2015, with a small fleet of Class 92s being refurbished and repainted into the fetching Caledonian Sleeper teal livery, as modelled by 92010 at Edinburgh Waverley, March 2019. GEORGE DENT

2: When they first emerged in the 1990s, the Class 92s really did look state-of-the-art. Each was adorned with cast Crewe Electric depot plaques and named after famous UK and European writers, artists and composers, with the names applied with vinyls, rather than cast nameplates. Brand new 92016 *Brahms* is seen at Crewe Depot open day in the summer of 1994. COLOUR RAIL



System builder

Other items to complement this model...

Mk 5 STOCK

Revolution Trains has been working on a range of 'N' gauge Mk 5 coaches, including a fleet of Caledonian Sleeper cars, with orders now being taken. **Price:** From £180 per set **Availability:** Revolution Trains **Web:** www.revolutiontrains.com



INTERMODAL STOCK

Class 92s have worked with a large range of intermodal flat cars and there are a few to choose from in 'N' gauge, such as Dapol's 'Megafret' twin sets. **Price:** From £36.95 per pair **Availability:** Dapol stockists **Web:** www.dapol.co.uk



SLURRY TANKS

Recreate the stunning sight of a rake of ICA 'Silver Bullet' china clay slurry tanks being hauled by a Class 92 with Dapol's model, available in pristine and weathered condition. **Price:** From £29.57 each **Availability:** Dapol stockists **Web:** www.dapol.co.uk



multiple working and brake hoses pre-fitted, along with the obstacle deflector plates, while the other end has a standard coupler installed to the bogie frame. The small bag of extra details provides another NEM Rapido coupler, plus a second obstacle deflector and a bunch of bufferbeam hoses.

Also included is a set of spare tyres, as one wheel per bogie is fitted with a rubber traction aid. Performance proved to be in

keeping with the overall quality of the '92'. Despite the CS blue version being a little noisy straight from the box, a running-in period was all that was needed to get both samples to settle down and perform smoothly and reliably. Peering inside, after removing the bodyshell, revealed the Next18 decoder socket and a pre-installed speaker atop the chassis block. A switch beneath the locomotive allows the tail lights to be switched off, while

further lighting options are available to DCC users.

A BRILLIANT BRUSH

This is a very attractive and necessary addition to the 'N' gauge market and one that has been welcomed by the many modellers who crowdfunded the project from the beginning. Aside from the minor flaws mentioned earlier, the overall level of detail and finish is excellent and the Class 92 will look stunning at

work on a modern layout, with plenty of suitable RTR freight stock available to complement it. Furthermore, Revolution Trains' forthcoming Mk 5 sleeper stock will open up even more opportunities. Great stuff! **(GD)**

REVOLUTION TRAINS CLASS 92 ELECTRIC LOCOMOTIVE

OVERVIEW					
Manufacturer: Revolution Trains/ Rapido Trains Inc.		Body: Plastic with metal parts			
Ref. No. N-92023, N-92036		Chassis: Metal with plastic parts			
Unit No. 92023, 92036		Weight: 71g			
Scale/gauge: 1:148 scale, 'N' gauge		Min. curve radius: R2 (263.5mm)			
		Wheel back-to-back: 7.6mm			
ELECTRICS					
Electrical system: 12V DC two-rail		Lights: Directional head/tail, cab interior			
Motor type: Can		DCC ready: Yes, Next18 interface			
MECHANISM					
Drive system: Power to all driving axles via cardan shafts and nylon gears		Flywheel(s): Yes, two			
		Traction tyres: Yes, one per bogie			
		DIMENSIONS	PROTOTYPE	1:148 SCALE	MODEL
		Length (over buffers)	70ft 1in	144mm	144mm
		Height (pantograph lowered)	13ft 0in	26.8mm	26.6mm
		Width	8ft 8in	18mm	18mm
		Wheel diameter	3ft 6in	7mm	7mm
		Bogie wheelbase	14ft 1in	29mm	29.5mm
		SERVICING			
		How to dismantle: Body unclips from chassis.			
		Where to oil: Axles and gears.			

SUMMARY

PROS

- Looks like the real thing.
- Impressive level of detail.
- Easy access to interior.
- Performance.

CONS

- A few minor flaws in the finish.

FINAL VERDICT

Captures the look of these handsome locomotives perfectly.





KR Models English Electric gas turbine GT3 4-6-0

◆ GAUGE 'OO' ◆ MODEL KR Models English Electric gas turbine GT3 4-6-0 ◆ PRICE DCC ready: £195 DCC sound: £295 ◆ AVAILABILITY www.krmodels.co.uk

I'll admit, I was sceptical about the wisdom of a mass-produced 'OO' GT3 and I'm still sceptical about a whole range based on obscure and/or unsuccessful prototypes, but maybe there's a market there and I'm happy to be convinced. Certainly, KRM's GT3 impressed from the moment I opened the white and red box.

At a little over 1lb in weight,

GT3 is a beast. The smooth, seamless lines of J.O.P. Hughes' design have been well captured in this model. Researching GT3 is not easy, but such dimensions as I can find are accurate. There wasn't much requirement for separate details on the body but there's a very fine handrail and cab door handrails, a non-slip surface to the running plates and legible English Electric

Vulcan Foundry builder's plates.

Unlike the diesels of the day, GT3 was not disfigured by lots of unsightly grilles, just three small rectangular grilles on top and two substantial air intakes for the turbine, at the sides. On the model these side air intakes are a work of art and look spot-on from every angle. It is, however, the finish which really distinguishes this model. The

smooth, slightly glossy, beech-leaf brown, set off by green and gold trim and lining, cannot fail to impress. There's a minimum of lettering but the cast cabside numberplates are picked out in colour and there are EE logos mimicking the BR emblem of the day on the tender. Roller bearing axlebox ends are marked 'SKF'.

GT3's cab was more like



“The side air intakes are a work of art and look spot-on from every angle”



American practice, with the back enclosed as there was no need for frequent access to the tender. There's a central glazed door and a route through from the cab by way of a Mk 1 gangway connection to the first coach of the train, similar to the LNER corridor tenders in concept. The sides and rear of the model cab are fitted with clear glazing which gives a particularly good view of the interior, which is lit when power is applied.

CHASSIS AND TENDER

As one would expect with a steam-style chassis, there is little need to be innovative and KRM has gone for a pretty

standard format, with fully flanged wheelsets, driven on the centre-coupled axle. The outside-framed bogie is reminiscent of that on the GWR *City of Truro* and requires nothing more than a slot in the bolster and a substantial spring to enable it to pivot. Road-holding was 100%, on curves and through pointwork.

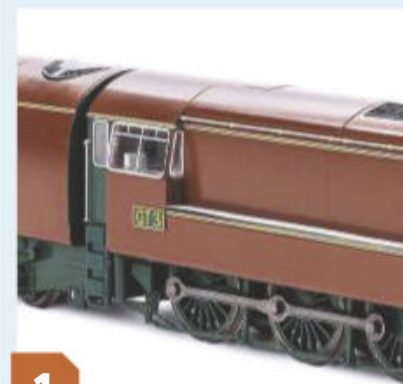
The green, spoked wheels have blackened metal tyres and the very substantial metal coupling rods are held in place with standard model railway hexagonal bolts. The curious semi-globular fittings used on the real thing are separate mouldings to be fitted by the customer. The bag of extras

includes additional folding discs for the front headcode lights and a tension-lock coupler for the front NEM pocket.

Electrical pick-up is by wiper contacts on the rear four-coupled wheels and all six wheels of the tender, the latter through brass frames on a split chassis, split axle arrangement. Power is transmitted between tender and locomotive by an eight-pin plug and socket arrangement built in to the coupling. This is a simple press-fit. Place the model on straight track and press the two parts of the coupling together. Pull apart to uncouple. The coupling is mounted on a simple close-coupling arrangement, ➤



3 things we like



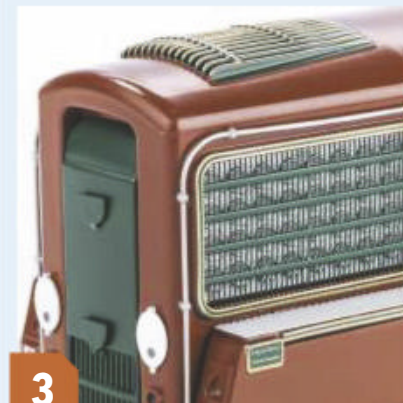
1

Semi-gloss paint finish.



2

Tender close-coupling.



3

Detailed turbine air intakes.

Performance

As this model had been round the houses with other reviewers before it reached *Model Rail*, it was already well run-in. Still without access to the *Model Rail* test track, I tested it on my layout with 3ft radius curves and Code 83 track. It performed well after some wheel cleaning and was smooth, quiet and efficient at the head of my 35-wagon test train. Regrettably, I have no gradient on which to test it.

A DCC sound version has also been produced, using specially produced sounds.

KR Models English Electric Gas Turbine - in detail



Factfile: English Electric gas turbine GT3 4-6-0

From the very dawn of railways, engineers have produced some cranky and misguided contraptions intended to resolve a particular problem or test out some pet theory. In Stephenson's time, one of the Rainhill test 'locomotives' was powered by a horse on a treadmill. The steam era featured strange locomotives like the Paget, LMS *Fury* and Gresley's 'W1'. Today we have a multiple unit powered by hydrogen.

Back in the early 1960s there was GT3, built by English Electric to test its gas turbine in a rail application.

Its two Western Region predecessors, Nos. 18000/18100, had already been abandoned as being too inefficient on the WR's 'billiard table' track, when GT3 was completed in 1961. It was, however, a very different gas turbine, designed to overcome that very inefficiency. The WR machines were gas turbine-electrics using the gas turbine to power a generator to supply electricity to traction motors. GT3 employed a mechanical drive to make more efficient use of the power.

When GT3 design began, there were only the handful of LMS and Southern main line diesel-electrics. English Electric's J.O.P. Hughes, for whom the railway gas turbine seems to have been a personal project, avoided the complications of mechanical drive to two bogies by adopting a steam locomotive-style chassis with a 4-6-0 wheel arrangement. Even so, it took more than 10 years to get GT3 built and in that decade developments on BR changed the scene dramatically. Steam traction would be replaced by the double-ended main line diesel-electric, BR would have no further interest in pursuing gas turbine traction, and steam-era facilities such as turntables would be demolished.



Unlike the other two gas turbines, GT3 was never taken into BR stock. It remained EE property but BR provided facilities for testing, including accommodating the locomotive at Whitchurch in Shropshire, close to one of the EE works. It operated test trains of empty stock on the North Wales coast line and over Shap on the West Coast Main Line, but it never hauled a service train. It is said that it never failed to complete a test run but its experimental use lasted little more than one year. It was subsequently scrapped. Yet its striking appearance has endeared it to many. Perhaps the last of the great railway contraptions, it looked so much like a steam locomotive that rumours persist that it was built on a redundant 4-6-0 steam chassis. It had a tender which carried kerosene rather than water, but it was the plush, carpeted cab which repeatedly caused comment.

It is hard to imagine how that would have been practical in the filthy steam environment of 1961. The twin-cab diesel-electric was the future for BR and GT3 was, sadly, a dead end.



System builder

Other items to complement this model...

STANIER COACHES

GT3 ran tests with trains of Stanier coaching stock. **Price:** From £12
Availability: Hornby, Bachmann second-hand but you'll need to repaint into BR maroon.



CLASS 71 ELECTRIC

GT3 was exhibited with a new BR E5000 class electric locomotive. **Price:** £116 from Hattons
Availability: Hornby



CLASS 85 ELECTRIC

GT3 was exhibited with a new AEI-built AL5 electric locomotive. **Price:** From £140
Availability: Bachmann/second-hand



1: GT3 at its most impressive, against a spectacular sky, storming Shap at Scout Green with a lengthy test train of old LMS stock on an unrecorded date. The locomotive's steam styling makes the absence of a magnificent column of exhaust seem almost strange. COLOUR RAIL

2: Close-up photographs of GT3 are rare, as are any pictures of the locomotive. I chose this, as one of the best, taken at Newton-le-Willows in September 1963 when the locomotive's working career was over but it had yet to be dismantled. A. WILD/COLOUR RAIL

which brings locomotive and tender close on straight track but allows them to open out on curves.

The large etched fan grille on the tender top is an outlet for sound on DCC sound-fitted models. A mounting for a 28mm speaker is incorporated but the rather meagre instructions give little clue how to access it. Perhaps, as this model had been elsewhere, an instruction sheet might be missing from the package. Windows in the tender front and rear are glazed, and

both locomotive and tender are fitted with sprung and blackened oval metal buffers.

A standard tension-lock coupling in a pivoted NEM pocket is provided on the tender rear, and the front bogie also carries an NEM pocket.

CONCLUSIONS

J.O.P. Hughes' steam-style design, which was largely a Hobson's Choice when he designed it, not only simplified the gas turbine-mechanical arrangement it also makes a rather helpful first

project for someone new to ready-to-run model design. It has a basic six-coupled chassis which is devoid of the complication of outside cylinders and valve gear and the long, sleek 'bonnet' has no requirement for daylight under the boiler or any of the other aspects that constrain models of steam locomotives.

KR Models has used that simplicity to its advantage and created a model which is sleek and attractive and very well executed. Customers who

pre-ordered should be well pleased when their models arrive. For the rest of us, expressions of interest are open at www.krmodels.co.uk and I understand a pre-order arrangement for batch two will open shortly. Bulleid's 'Leader' and the 'Fell' diesel mechanical could be next! **(CJL)**

KR MODELS ENGLISH ELECTRIC GAS TURBINE GT3 4-6-0

OVERVIEW		DIMENSIONS	PROTOTYPE	1:76 SCALE	MODEL
Manufacturer: KR Models	Body: Metal/plastic				
Ref. No. N/A	Chassis: Metal/plastic	Length over buffers	68ft 0½in	272mm	275mm
Unit No. GT3	Weight: 494g (17.4oz)	Height	13ft	52mm	52mm
Scale/gauge: 4mm:1ft 'OO'	Min. curve radius: R2 (438mm)	Width	8 ft 10in	35mm	35mm
ELECTRICS		Wheel diameter	5ft 9in	23mm	23mm
Electrical system: 12V DC two-rail	DCC ready?: 21-pin	Coupled wheelbase	14ft 9in	59mm	59mm
Motor type: Sealed	Current consumption	Wheel back-to-back			14.5mm
Lights?: Twin front markers	Max. speed: N/A Stalled: N/A	SERVICING			
MECHANISM		How to dismantle: Not stated.			
Drive system: Worm and gears to centre axle	Flywheel(s): 1	Where to oil: Not stated.			
	Traction tyres: No				

SUMMARY

PROS

- Looks good.
- Top-notch finish.
- Detailed cab with light.
- Easy loco-tender coupling.
- Great-looking air intakes.

CONS

- Brief instruction sheet.

FINAL VERDICT

A very good first product.





Hornby 4 and 6-wheel coaches

◆ **GAUGE** 'OO' ◆ **MODEL** R40066 GWR 4-wheel Third Class coach, R40067 GWR 4-wheel Brake Third coach, R40076 LNWR 4-wheel Brake Baggage coach, R40078 BR 6-wheel Third Class coach, R40091 NBR 6-wheel Composite coach ◆ **PRICE** £29.99 each ◆ **PERIOD** 1880s-1950s ◆ **REGION** Various ◆ **AVAILABILITY** Hornby stockists **Web** www.hornby.com

Last month, we reviewed one of the first of Hornby's substantial new range of 'generic' four-wheel and six-wheel carriages, whose appearance came as a surprise to the model press and customers alike. More variations on the theme are now hitting the shelves and Hornby has kindly sent us a further selection of models to peruse.

Comments on the overall level of detail remain the same, with a fairly basic underframe carrying a plastic body with some nice detail touches, such as door handles and rooftop

ventilators of differing patterns. These samples feature a few additional underframe elements, such as gas tanks or battery boxes and dynamo, to suit the livery/period. The brake carriages feature attractive lookout duckets and glazing panels. Livery application is to a universally high standard, with the NBR, GWR and LNWR examples looking particularly attractive, with crisply applied metallic gold lining.

In contrast to the twin-axle versions, the six-wheelers do not employ pinpoint axles, with



all three rotating within an inner plastic bearing. Each provides a degree of lateral movement, especially the central axle, which also has a degree of vertical 'float'. As a result, the carriages negotiated curves and points without issue on my test track

and the arrangement is, visually, rather discreet.

Each of these models is also available with interior lighting units (£35.99 each). (GD)

SUMMARY

PROS

- Easily accessed interior.
- Super-smooth running.
- Separate wire handrails.
 - Impressive lining and finish.

CONS

- Limited underframe and interior detail.

FINAL VERDICT

Lacking some finer details, but attractively finished.



“Livery application is to a universally high standard, with the NBR, GWR and LNWR examples looking particularly attractive”



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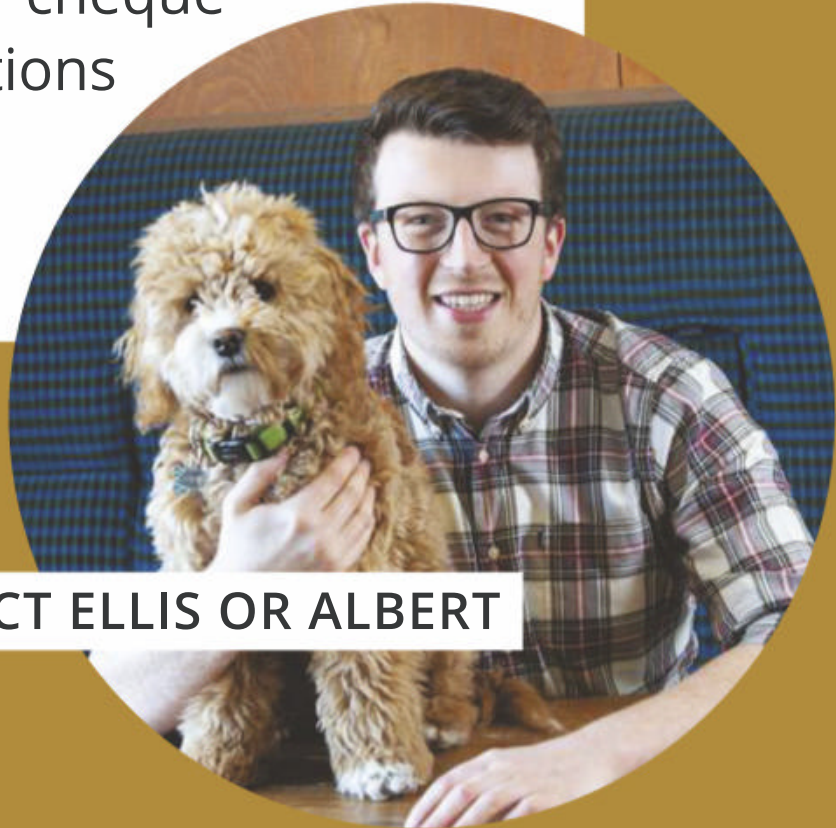
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- ◆ MR-304A: No. 1636
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GWR GREEN

- ◆ MR-306: GWR green No. 1638

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NCB GREEN

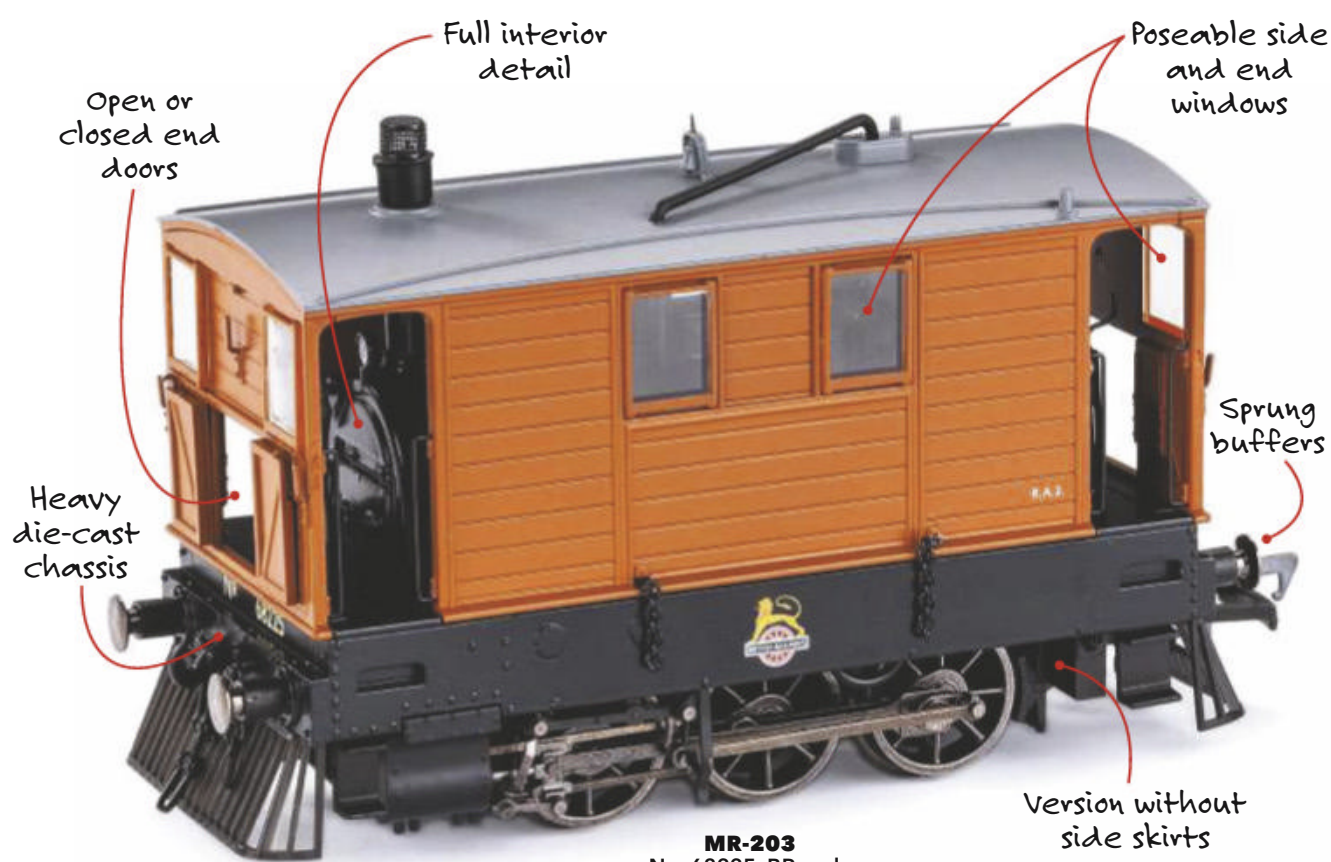
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'USA' 0-6-0T

No. 30064, in BR lined green

Specification list

Made by: Bachmann/Kader

Motor: Three-pole

DCC socket: Six-pin

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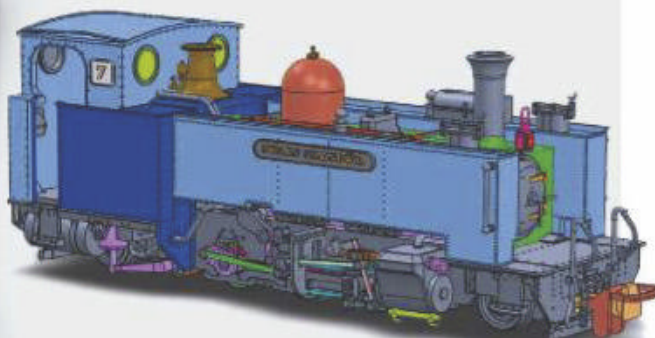
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● Order book for these new models not yet open.
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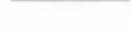
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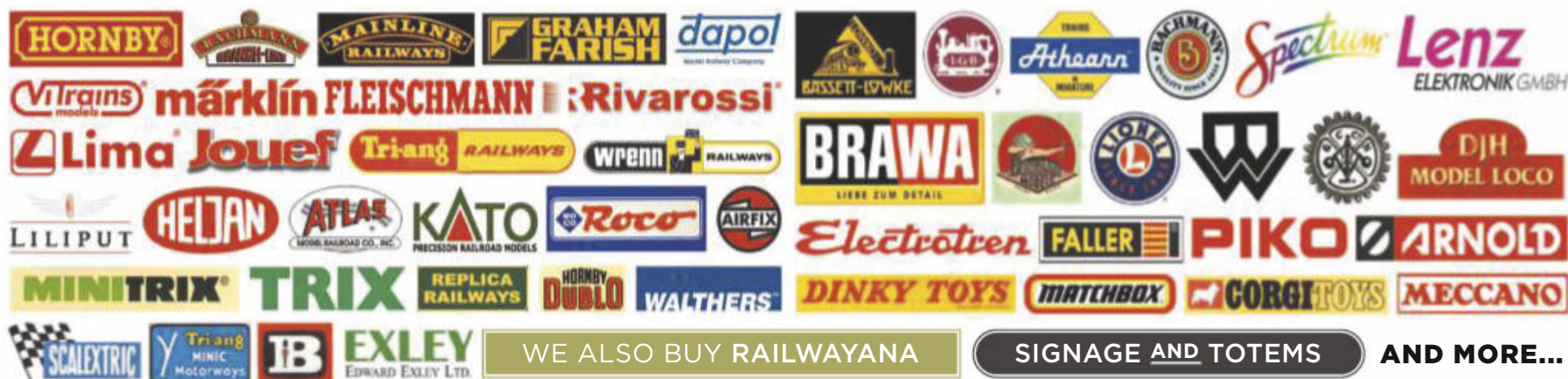
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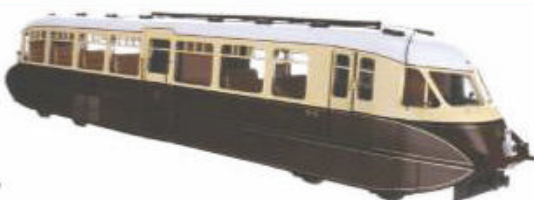
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dapol

0
NEW
TOOL



GWR Streamlined Railcar

Stage: Painted Samples Due: Jun 2021
Price: from £297.50 Digital: 21-pin

hattons.co.uk/dapolrailcar

00
NEW
TOOL



British Rail Class 59

Stage: Painted Samples Due: Q1 2021
Price: from £131.71 Digital: 21-pin

hattons.co.uk/dapol59

00
NEW
TOOL



JHA Hopper Wagons

Stage: Painted Samples Due: Q1 2021
Price: from £38.25 Digital: 6-pin*

hattons.co.uk/dapoljha

* - Outer wagons feature controllable tail lamp

Hattons

00
NEW
TOOL



Genesis 4 & 6 Wheel Coaches

Stage: Engineering Samples Due: Q2 2021
Price: £30 / £36 Digital: 18-pin

hattons.co.uk/genesis

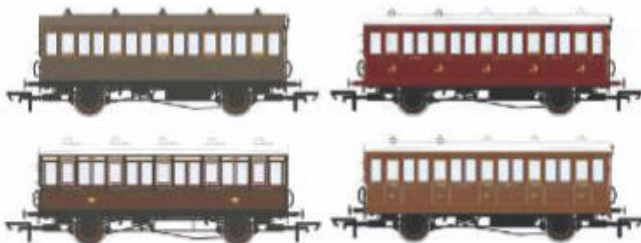
Batch 1 - Due Q2 2021

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

Batch 2 - Due 2021

- GCR French grey & brown
- L&Y brown & umber
- Midland crimson lake
- LSWR brown & umber
- BR crimson
- NCB blue

Batch 3 - Due Date & Liveries TBC



HELJAN

009
NEW
TOOL



Lynton & Barnstaple 2-4-2T

Stage: Painted Samples Due: Q1 2021
Price: £203.96 Digital: 6-pin

hattons.co.uk/landb242t

00
NEW
TOOL



Class 25/3 & ETHEL Units

Stage: Production Samples Due: Q2 2021
Price: from £152.96 Digital: 21-pin

hattons.co.uk/hel253

00
NEW
TOOL



GWR AEC Railcar

Stage: Painted Samples Due: Q1 2021
Price: £160.65 Digital: 21-pin

hattons.co.uk/gwraec

HORNBY

Hornby 2021 Range

hattons.co.uk/hornby2021

HORNBY

00
NEW
TOOL



Ruston 88DS Shunter

Stage: Painted Samples Due: July 2021
Price: £85 Digital: 8-pin

hattons.co.uk/ruston88ds

00
NEW
TOOL



Class 9F 2-10-0

Stage: CADs Due: Oct 2021
Price: £189 Digital: 8-pin

hattons.co.uk/hornby9f

00
NEW
TOOL



Class P2 2-8-2

Stage: CADs Due: Dec 2021
Price: £189 Digital: 8-pin

hattons.co.uk/hornbyp2

00
REVISED
TOOL



Class A1 & A3 4-6-2

Stage: Livery Renders Due: Sep 2021
Price: £189 Digital: 8-pin

hattons.co.uk/hornbya1a3

00
NEW
TOOL



Mk1 BCK Coaches

Stage: Painted Samples Due: Jun 2021
Price: £31.50 Digital: N/A

hattons.co.uk/hornbymk1bck

00
NEW
TOOL



L&MR 'Rocket' & Rolling Stock

Stage: Painted Samples Due: Q3 2021
Price: £180/ £63 (Wagons) Digital: 6-pin

hattons.co.uk/hornbyrocket

00
NEW
TOOL



Class W1 'Hush Hush' 4-6-4

Stage: Painted Samples Due: Apr & Dec 2021
Price: £189 Digital: 8-pin

hattons.co.uk/hornbyhushhush

00
NEW
TOOL



Mk4 Coaches & DVT

Stage: CADs Due: Q4 2021
Price: £33.50/ £63 (DVT) Digital: 8-pin (DVT)

hattons.co.uk/hornbymk4coaches

00
NEW
TOOL



Class 47 (Railroad Plus)

Stage: Renders Due: Aug 2021
Price: from £67.50 Digital: 8-pin

hattons.co.uk/hornby47

00
NEW
TOOL



Class 43 HST Packs

Stage: Renders Due: Q4 2021
Price: from £270 Digital: 8-pin

hattons.co.uk/hornbyhst

00
NEW
TOOL



Class 390 Pendolino

Stage: Painted Samples Due: Dec 2021
Price: £236/ £40.50 (Coaches) Digital: 8-pin

hattons.co.uk/hornbypendolino

00
NEW
TOOL



Class B2 'Peckett' 0-6-0ST

Stage: Renders Due: Sep-Nov 2021
Price: £103.50 Digital: 6-pin

hattons.co.uk/hornbypeckett2

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00 Gauge (1:76 Scale)

Steam locos

H4-AB14-001 Andrew Barclay 0-4-OST 14" 2047 '705' in BR black early emblem (Hat) (RRP £99) **BARGAIN**... £84
H4-AB14-006 Andrew Barclay 0-4-OST 14" 2069 'Little Barford' in Acton Lane Power Station blue wasp stripes (Hat) (RRP £99) **BARGAIN**... £84



BARGAIN

H4-AB16-002 Andrew Barclay 0-4-OST 16" 2043 'No 6' in NCB green (Hat) (RRP £99) **BARGAIN**... £84



BARGAIN

H4-AB16-003 Andrew Barclay 0-4-OST 16" 2226 'Katie' in lined maroon (Hat) (RRP £99) **BARGAIN**... £84



BARGAIN

H4-AB16-001 Andrew Barclay 0-4-OST 16" 2244 'No.10' in NCB lined black (Hat) (RRP £99) **BARGAIN**... £84
R3462 Class 42xx 2-6-OT 4267 BR Black early emblem (Hor) (RRP £105.99) **BARGAIN**... £86



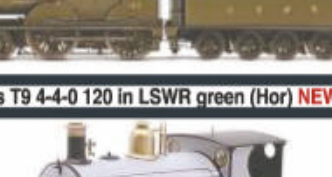
BARGAIN

R3463 Class 52xx 2-8-OT 5231 in BR black early emblem (Hor) (RRP £105.99) **BARGAIN**... £86
R3639 Class 8P 'Streamlined Coronation' 4-6-2 6244 'King George VI' in LMS crimson lake (Hor) (RRP £189.99) **BARGAIN**... £139.50



BARGAIN

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



BARGAIN

R3863 Class T9 4-4-0 120 in LSWR green (Hor) **NEW** £153



NEW

R3825 Class W4 Peckett 0-4-OST 614 in grey - Centenary Year Ltd Ed (Hor) **NEW**... £109.99
H4-P-016 SECR P Class 0-6-OT 31556 BR black early emblem (Hat) (RRP £99) **BARGAIN**... £84



BARGAIN

H4-P-014 SECR P Class 0-6-OT 5753 in ROD green (Hat) (RRP £99) **BARGAIN**... £84
R3828 The Aberdonian train pack Class A1 4-6-2 60163 'Tornado' in LNER apple green British Railways lettering and 3 Mk1 coaches (Hor) **BARGAIN**... £180



BARGAIN

MM0124 Class 121 124 in Iarnród Éireann (Mur) £149.50
MM0134 Class 121 134 in Iarnród Éireann (Mur) £149.50
4D-014-003 Class 29 D6107 in BR blue (Dap) £129.15



BARGAIN



LOW STOCK

BARGAIN

H4-66-005 Class 66 66088 in EWS DB branding (Hat) (RRP £150) **BARGAIN**... £119
H4-66-009 Class 66 66218 Euro Cargo Rail DB branding (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



LOW STOCK

BARGAIN

H4-66-020 Class 66 66504 in 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** **LOW STOCK**... £119



LOW STOCK

BARGAIN

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
H4-66-017 Class 66 66621 in Freightliner (Hat) (RRP £150) **BARGAIN** **LOW STOCK**... £119



BARGAIN

H4-66-036 Class 66 66623 in Freightliner/G&W orange (Hat) (RRP £150) **BARGAIN**... £119
H4-66-022 Class 66 66704 in GBRI original (Hat) (RRP £150) **BARGAIN**... £119



BARGAIN

H4-66-023 Class 66 66705 in GBRI original Union Flag 'Golden Jubilee' (Hat) (RRP £150) **BARGAIN**... £119
H4-66-033 Class 66 66743 GBRI/Royal Scotsman (Hat) (RRP £150) **BARGAIN** **LOW STOCK**... £119
H4-66-034 Class 66 66746 GBRI/Royal Scotsman (Hat) (RRP £150) **BARGAIN**... £119



BARGAIN

H4-66-035 Class 66 66780 in GBRI/Cemex 'The Cemex Express' (Hat) (RRP £150) **BARGAIN**... £119

Diesel train packs

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



NEW

R3903 Pair of Class 43 HST Power Cars 43021 and 43132 'A New Era' in ScotRail '7 Cities' (Hor) **NEW**... £261



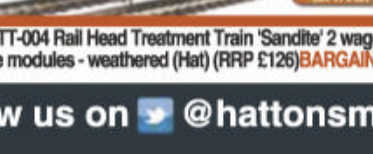
NEW

4D-015-HAT01 Class 122 Gloucester RCW 'Bubblecar' single car DMU TDB975023 in Route Learning BR blue - Hatton's limited edition (Dap) (RRP £129.95) **BARGAIN**... £99
4D-015-008 Class 122 single car DMU 'Bubblecar' W55018 in BR green speed whiskers (Dap) £123.25



BARGAIN

H4-RHTT-001 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules (Hat) (RRP £118) **BARGAIN**... £99



BARGAIN

H4-RHTT-004 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules - weathered (Hat) (RRP £126) **BARGAIN**... £119



BARGAIN

H4-RHTT-002 Rail Head Treatment Train 'Water Jet' 2 wagons and water jetting modules (Hat) (RRP £118) **BARGAIN**... £99
H4-WW-002A Warwell wagon 50t diamond frame bogies WW.52 in WD (LMS) (Hat) (RRP £33) **BARGAIN**... £28

Track - Code 100 Setrack

R607 2nd radius double curve track (8 make a circle) (Hor) £2.60
R607 Circle of 8 (Hor) £20



R8072 Left Hand Standard Point (Hor) £9.50



R8073 Right Hand Standard Point (Hor) £9.50

Track - Code 100 Streamline

SL-92 Left hand small point - insultrog (Pec) £10

N Gauge

Diesel locos



2D-003-015 Class 52 'Western' D1043 'Western Duke' in BR chromatic blue small yellow panels (Dap) **NEW**... £110.46

Track - Code 55 Finescale

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

O Gauge (1:43 Scale)

Steam locos



BARGAIN

7S-006-052 Class 58xx 0-4-2T 5819 in BR black early emblem (Dap) (RRP £225) **BARGAIN**... £174

H7-A3-001 Class A3 4-6-2 2750 'Papyrus' in LNER Grass green unstreamlined corridor tender - 'Record Breaker' (Hel) (RRP £750) **BARGAIN**... £579



BARGAIN

H7-A3-002 Class A3 4-6-2 4472 'Flying Scotsman' in LNER Grass green unstreamlined corridor tender - 'Record Breaker' (Hel) (RRP £750) **BARGAIN**... £579



BARGAIN

H7-A3-004 Class A3 4-6-2 60072 'Sunstar' in BR Express blue unstreamlined non-corridor tender (Hel) (RRP £750) **BARGAIN**... £579
H7-A3-006 Class A3 4-6-2 60077 'The White Knight' in BR green late crest and unstreamlined non-corridor tender (Hel) (RRP £750) **BARGAIN**... £579



BARGAIN

H7-A3-007 Class A3 4-6-2 60103 'Flying Scotsman' in BR green late crest and unstreamlined corridor tender (Hel) (RRP £750) **BARGAIN**... £579



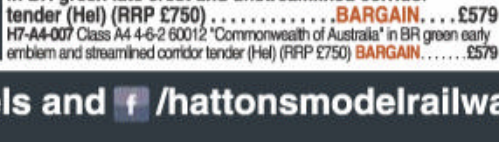
BARGAIN

H7-A4-001 Class A4 4-6-2 2509 'Silver Link' in LNER silver streamlined corridor tender (Hel) (RRP £750) **BARGAIN**... £579
H7-A4-004 Class A4 4-6-2 4489 'Dominion of Canada' in LNER Garter blue steel numbers/letters and unstreamlined corridor tender (Hel) (RRP £750) **BARGAIN**... £579
H7-A4-009 Class A4 4-6-2 60008 'Dwight D Eisenhower' in BR green late crest and streamlined non-corridor tender (Hel) (RRP £750) **BARGAIN**... £579



BARGAIN

H7-A4-008 Class A4 4-6-2 60009 'Union of South Africa' in BR green late crest and unstreamlined corridor tender (Hel) (RRP £750) **BARGAIN**... £579
H7-A4-009 Class A4 4-6-2 60012 'Commonwealth of Australia' in BR green early emblem and streamlined corridor tender (Hel) (RRP £750) **BARGAIN**... £579



BARGAIN

Diesel locos



BARGAIN

2007 Class 20 in BR Railfreight grey full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hatton's (Hel) (RRP £599) **BARGAIN**... £395



3396 Class 33/0 in BR blue - 1970s condition - unnumbered (Hel) £466.65



BARGAIN

4027 Class 50 50015 'Valiant' in BR civil engineers 'Dutch' grey and yellow (1990s Railtour condition) - Exclusive to Hatton's (Hel) (RRP £699) **BARGAIN**... £495

Coaches

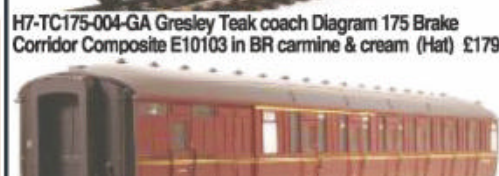


H7-TC115-004-GA Gresley Teak coach Diagram 115 Corridor Third E12675E in BR carmine & cream (Hat) £179

H7-TC115-003-GA Gresley Teak coach Diagram 115 Corridor Third unnumbered in BR carmine & cream (Hat) £179



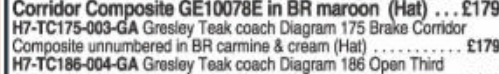
H7-TC175-004-GA Gresley Teak coach Diagram 175 Brake Corridor Composite E10103 in BR carmine & cream (Hat) £179



H7-TC175-006-GA Gresley Teak coach Diagram 175 Brake Corridor Composite GE10078E in BR maroon (Hat) £179

H7-TC175-003-GA Gresley Teak coach Diagram 175 Brake Corridor Composite unnumbered in BR carmine & cream (Hat) £179

H7-TC186-004-GA Gresley Teak coach Diagram 186 Open Third E13293E in BR carmine & cream (Hat) £179



Cars



VA14300 Ford Escort Mk4 XR3i Diamond White (Cor) **NEW** £27

Any or Multiple Scales

Analogue controllers



D Double/Twin track power controller (Gau) £86

Digital decoders

DCR-21Pin-Direct-V2 21-pin 6-function 1.1Amp direct plug decoder back EMF (Hat) £16.50

DCR-8PIN-HarnessMini 8-pin (harness) 2-function 1.1Amp small & thin (mini) decoder back EMF (Hat) £16

DCR-8PIN-HarnessMini Box of 5 (Hat) £72

DCR-8PIN-HarnessMini Box of 10 (Hat) £128

R8249 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) £16

R8249 Box of 6 (Hor) £92

DCR-8PIN-Direct 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) £17

DCR-8PIN-Direct Box of 5 (Hat) £77

DCR-8PIN-Direct Box of 10 (Hat) £136

Point motors

DCP-CB12DIP Cobalt ip slow-action digital point motor - pack of 12 (DCC) £255

DCP-CB6DIP Cobalt ip slow-action digital point motor - pack of 6 (DCC) £127.50

PM-1 Seep point motor accessory switch (Gau) £5



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HAT-PM-01 Pack of 6 (Hat) £35

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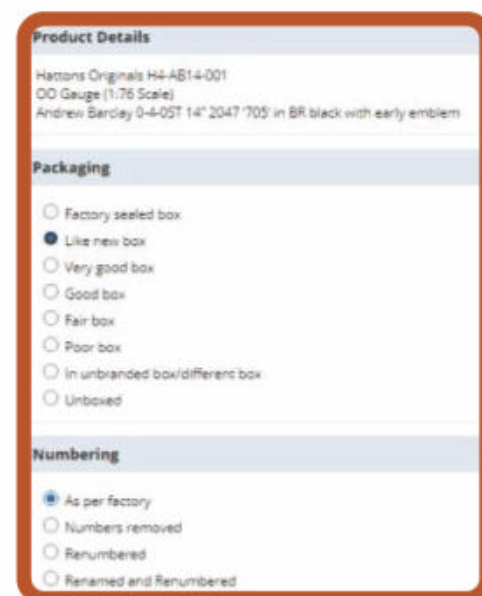
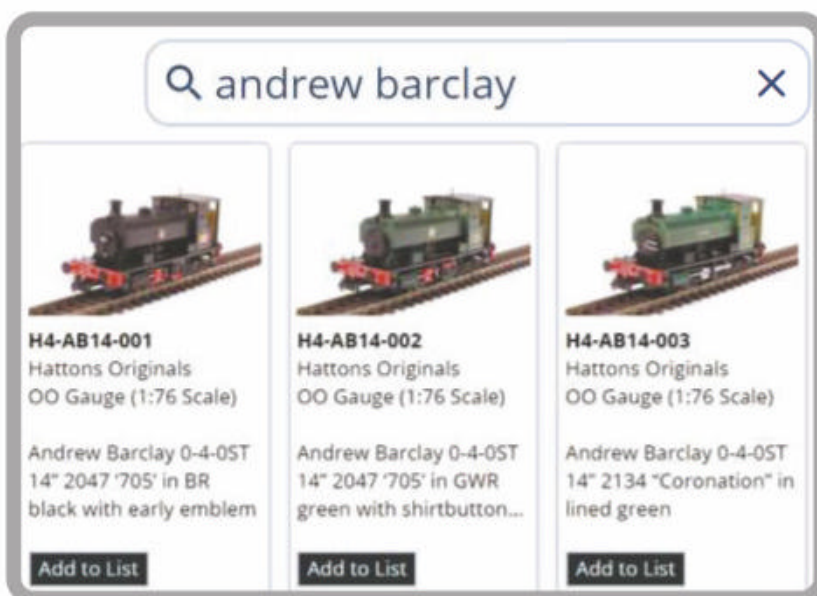
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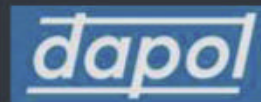
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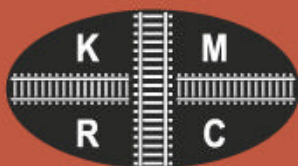


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R40126 BR 6 Wheel 3rd Class Coach No. E31185 BR Crimson.....£32.49
R40127 LNER 6 Wheel 1st Class Coach No. 4172 LNER Teak.....£32.49
R40128 LNER 6 Wheel 3rd Class Coach No. 4141 LNER Teak.....£32.49
R40128A LNER 6 Wheel 3rd Class Coach No. 4142 LNER Teak.....£32.49
R40130 LNER 6 Wheel Brake 3rd Class Coach No. 4589 LNER Teak.....£32.49



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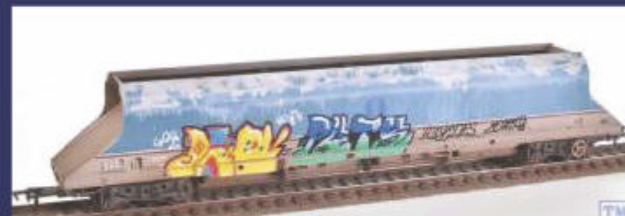
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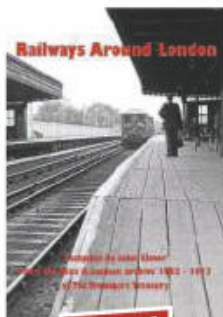
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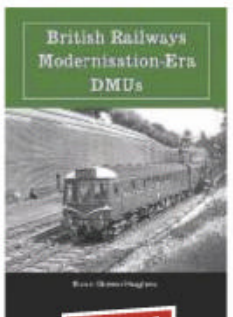
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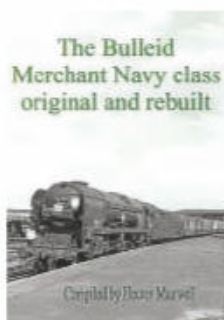
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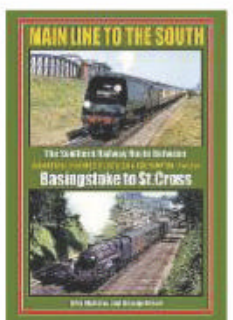


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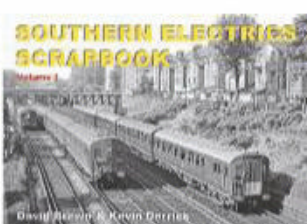
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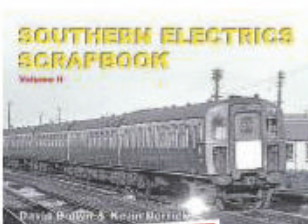
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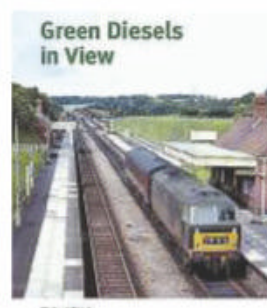


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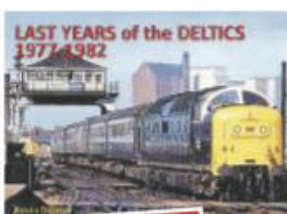
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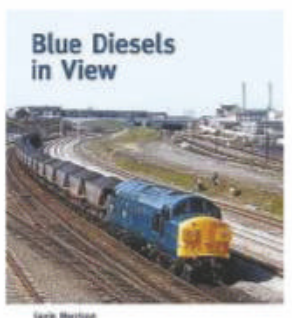


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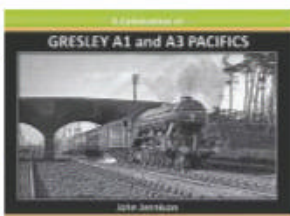
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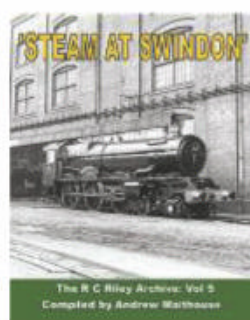


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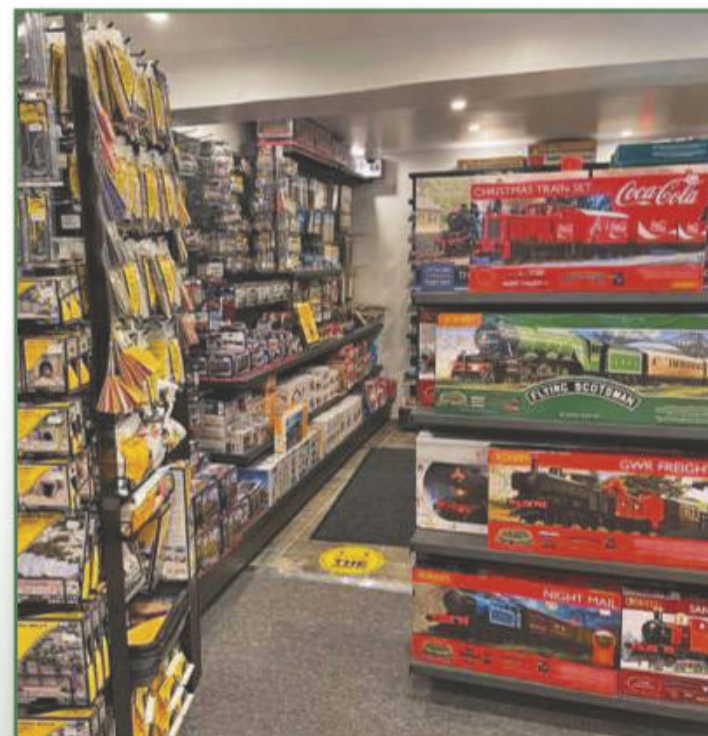
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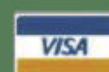


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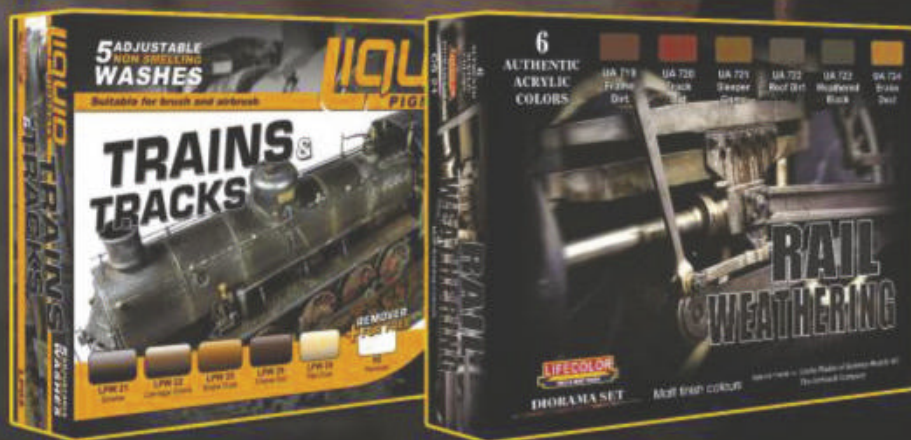
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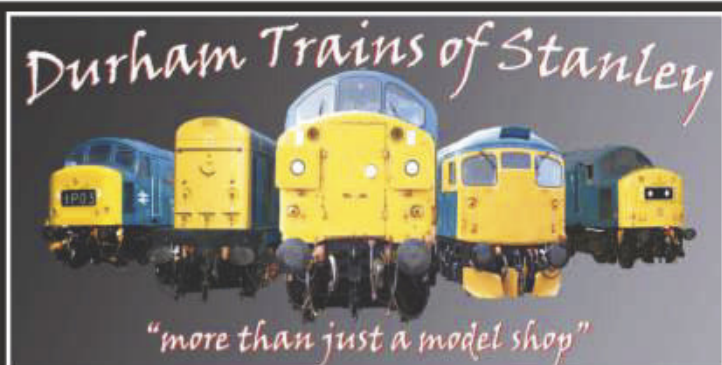
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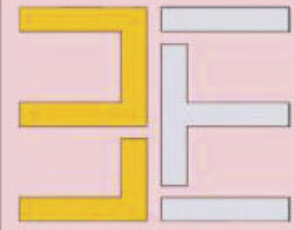
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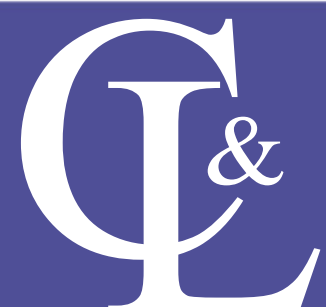




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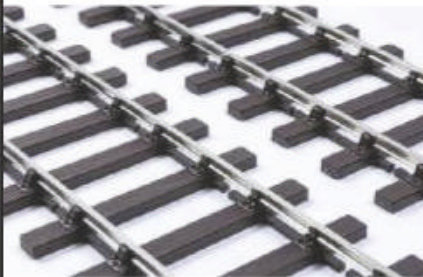
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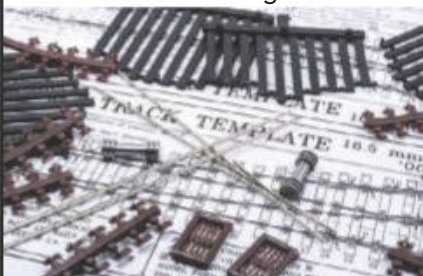
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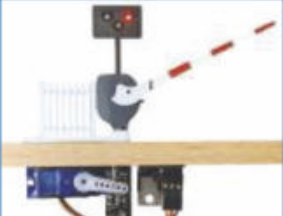
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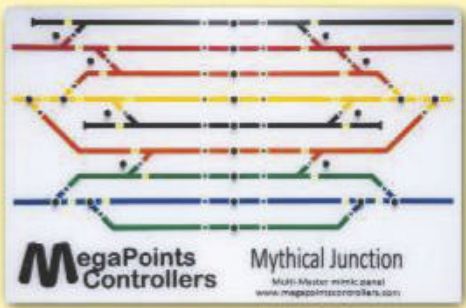
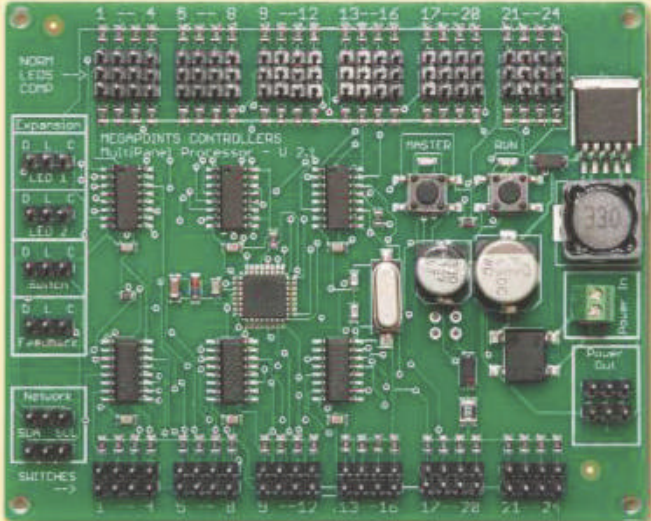
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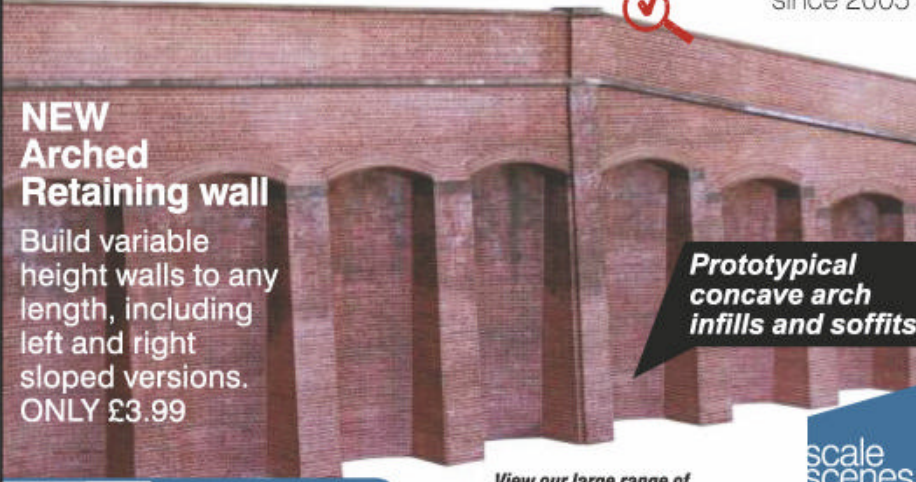


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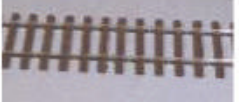


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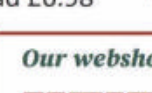
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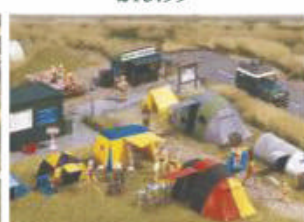
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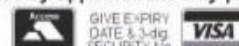
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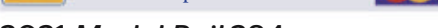
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COLOUR RAIL

Present your case

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

Locomotive: Ex-Crosti '9F' 2-10-0

Gauge: '00'

Proposed by: Paul Otway, by email

What is it?

Just imagine if the Crosti-boilered '9Fs' had actually worked. BR might have developed a whole range of locomotives with the curious water pre-heater barrel and side-exit exhaust that might have helped steam compete with diesel or electric power... sadly, it wasn't to be. The expensive, complex equipment didn't offer the savings its inventors claimed and BR decided to rebuild the class with conventional boilers.

Authorisation was given in 1959 but it took until 1962 before all ten - Nos. 92020-92029 - had been rebuilt. Though the boilers might be conventional, they retained their somewhat ugly smokeboxes and the cabside handrails, while a gap in the running plate where the side chimney used to be was covered by a hefty blanking plate.

Transferred to the North West, the rebuilt Crosti '9Fs' put in several more years work,

although they were only rated '8F' compared to their classmates. They lasted until almost the end of steam, with the last being withdrawn in November 1967.

What would make it viable?

Hornby has already produced a Crosti '9F' as part of its RailRoad range, but because it's a RailRoad model it's not as finely detailed as the main range models or those produced by other manufacturers. The rebuilt Crostis do have their place in railway history, so that surely leaves a gap for someone to reproduce them to a high standard?

The rebuilt locomotives were all fairly standard with very few differences between them, which would help keep costs down. And though they only appeared in BR black with the late emblem, the locomotive's striking lines would fill a gap in the ranks of ready-to-run BR Standards in '00' gauge.

Can I see a real one?

No. 92028 was the first to be withdrawn in 1966 and the final seven were condemned from Birkenhead in November 1967. Unlike their conventional sisters, of which nine survive, all the rebuilt Crostis were scrapped.



Have your say

Do you agree with Paul's argument?

Go to www.model-rail.co.uk and take part in our vote.

How to join in

Want to present your own case? Send us 400 words explaining your choice to modelrail@bauermedia.co.uk, putting 'Present Your Case' in the subject line.



JOE RICHARDSON/COLOUR RAIL

Behind the Backscene

Model Rail fires the questions at Class 37 aficionado and self-confessed sugar addict **Gareth Bayer** of Accurascale.

Gareth Bayer is Senior Project Manager at Accurascale Ltd.

“When I’m out taking railway photographs, I’m usually the only one still taking pictures after the locomotive part of the train has passed!”

1 What was your first train set/model?

First one I can really call my own was Hornby’s ‘Industrial Freight’ train set with an 0-4-0ST in Stewarts & Lloyds livery. Before that, I was given my Dad’s Tri-ang RDX Goods Train Set with a BR black ‘3MT’.

2 Are you working on a layout now?

I’ve been ready to cut wood for a long while now, but haven’t got the time or space to actually get on with it.

3 What piece of modelling are you most proud of?

Probably the Class 13 hump shunter 13003 that I built almost 20 years ago.

4 Have you ever finished a model railway?

Sadly, no.

5 What model have you’ve always longed for?

A high-specification Class 37!

6 Favourite trainspotting location?

The ‘West Bottoms’ area of Kansas City, Missouri.

7 Favourite locomotive?

Class 37, but the ‘Peaks’ come a close second.

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

I started writing reviews for *Rail Express* magazine in 1999, but didn’t start working there full-time until mid-2003. I started working for a model railway manufacturer in 2014.

9 What did you do beforehand?

I ‘digitised’ photos for the Norfolk & Norwich Reference Library.

10 What modeller has influenced you the most?

Lawrence Dickinson, who wrote some incredible in-depth diesel modelling articles for *Model Rail* when it was a supplement in *RAIL* in the early 1990s. His Class 40 and 47 projects were sublime.

11 Strangest thing you’ve ever eaten?

Probably chicken feet...

12 What is one of your weird quirks?

When I’m out taking railway photographs, I’m usually the only one still taking pictures after the locomotive part of the train has passed! I’ve had many a strange look or bemused comment because of that.

13 What book are you reading at the moment?

The Ragged Trousered Philanthropists by Robert Tressell.

14 Favourite film?

Get Carter.



15 If you were stranded on a tropical island, what two things would you want with you?

My cat Toby and my camera.

16 What have you done that you are most proud of?

I’m aiming for the ‘OO’ gauge Class 37 project I’m working on to grab this title, but before that being the editor of *Rail Express*/*Rail Express Modeller* magazine.

17 What is your favourite song?

New Face in Hell by The Fall.

18 First record you bought?

Some cassette tape of movie themes from Woolworths, which included C.W. McCall’s *Theme from Convoy*.

19 What is the best advice you ever had?

Measure twice, cut once!

20 What is one food you wouldn’t want to give up?

Japanese-style curry rice.

21 If you had access to a time machine, where and when would you go?

Tinsley Yard in 1981.

22 What was your favourite cartoon show growing up?

Chorlton & The Wheelies.

23 Temptation you wish you could resist?

Sugary things!

24 What is your best childhood memory?

A school trip from Norfolk to Interlaken in Switzerland in 1984 – by rail!

25 The hidden talent which would surprise people?

I can actually make my way in society without being a complete railway and model railways bore!

26 If you could pass any new law?

The punishment for graffiti would be a life sentence removing graffiti from railway equipment.

27 What do you drive?

A bike (although my wife lets me borrow our Mazda 3 from time to time).

28 Perfect Sunday?

Train trip to a random town or village in Japan for sightseeing, including local ‘eki-ben’ (railway station lunch box featuring a specialty dish from that area).

29 What actor would you like to play you in a film?

Ewan McGregor.

30 How would you like to be remembered?

As someone with integrity and someone who did his best to push the hobby forward.



COLLECTION CHRISTOPHEL/ALAMY

Next Month: Mike Hale, Director of Revolution Trains, faces the questions.

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