

PRACTICAL PROJECTS IN 'N', 'OO9', 'OO' AND 'O' GAUGE

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MODEL RAIL

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40

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2-6-0 Standard 2MT LOCOMOTIVES



R3838 BR, Standard 2MT, 2-6-0, 78010 - Era 4

DCC
READY 8 PIN
CONNECTION



R3836 BR, Standard 2MT, 2-6-0, 78047 - Era 5



R3981 BR, Standard 2MT, 2-6-0, 78054 - Era 5



R3982 BR, Standard 2MT, 2-6-0, 78006 - Era 5



R3839 BR, Standard 2MT, 2-6-0, 78000 - Era 5

Developed from the 1946 LMS 2MT 2-6-0 design, the British Railways' Standard Class 2MT 2-6-0 design benefitted from the work carried out in 1949/50 to improve the steaming characteristics of the Ivatt 2-6-0. Under Robert Riddles, the design principally came from Derby, with input from Swindon, Brighton and Doncaster drawing offices and the sixty-five locomotives ordered were all built at Darlington between December 1952 and November 1956. The principal difference between the two Class 2MT types centred upon the cab, with the

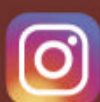
BR Standard using an angled cab side, matched to the tender cab, to improve route availability to almost universal access across the British Railways network. The locomotives were reliable in service, entirely suited to their mixed traffic task and were equally at home hauling short rakes of coaches on rural lines or moving freight across the Pennines. By the end of May 1967 the class had been withdrawn from service, with just four locomotives; 78018, 78019, 78022 and 78059, being saved for preservation.



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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 **106-109**.

Welcome

As I'm among friends, I have a confession to make... back in 2010, I started taking train numbers again. I hadn't done it since I was about 15, but the urge came upon me as I neared middle age. Was it a looming crisis? Should I have bought a sports car instead? Who knows. But it began a little furtively, noting down locomotive numbers while I was out and about or commuting to the office, just for fun and to help pass the many, many hours I was spending in transit.

But then it grew into buying the modern versions of the *ABC* pocket books, neatly underlining my 'spots', to keep a record of every train I saw in a calendar year. I knew I had it bad when I began including DMUs and – I hate to admit this – EMUs too.

I soon began to keep a travel journal, keeping a note of every train journey I made and what I saw/experienced en route. This then spurred me on to travel to new places, so I'd have something interesting to write about, taking photographs and pasting them into the pages. While this has proven a great help in honing my writing skills, it has also given me no end of inspiration for my practical modelling. Indeed, some of my best work for *Model Rail* has come about from ideas I've had while on a train or station platform.

Unsurprisingly, my wanderings have been on hold for over a year now. However, looking through my travel journals recently, I was shocked by how much the railway landscape has changed in the last decade. Heritage infrastructure has been modernised, numerous TOCs have come and gone and several favourite train types have been



Time moves on: HSTs will be retiring from Midland Main Line operation in May, after nearly 40 years. EMR & Porterbrook have painted 43302 into 'Swallow' livery (renumbered as 43102), as a prelude to its retirement and preservation at the NRM.

withdrawn, some without the possibility of a final ride in frontline service.

My takeaway from all this? Stop putting off all those modelling projects I've been planning and seize the day!

George Dent Editor

Meet the team behind the UK's best modelling magazine



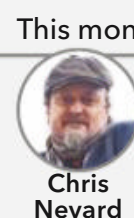
Chris Leigh

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



Chris Gadsby

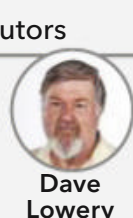
The smaller the detail, the more interested he is.



Chris Nevard



Peter Marriott



Dave Lowery



Paul A. Lunn

This month's contributors

Model Rail essential information

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

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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A: Go to www.greatmagazines.co.uk or call 01858 438884.

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A: Visit www.greatmagazines.co.uk/faq

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A: Call our Subscriptions Department on 01858 438884.

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70 Give old tree models new life



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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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Opening the box

The latest happenings from the world of model railways

The Big Picture

There are some amazing railway stations around the country and they are often the main feature of a layout. If you have the space to create something large, as Mark Wilson has done at 'Penmouth & Curzon St', then you can create an impressive terminus for long trains. Whether you have the space for a large main line station or just a small halt, look out for Mark's layout and our top tips for platform builds in an upcoming issue of *Model Rail*.

Photography:
CHRIS NEVARD





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REVOLUTION TRAINS ANNOUNCES TRI-MODE

Revolution Trains has announced plans to produce a 'OO' version of the all-new Class 93 tri-mode locomotives being built for Rail Operations Group by Stadler Railin Valencia. ROG has ordered ten locomotives, with options on a further 20, and the first is to be delivered in early 2023. Designed to operate on 25kV overhead

power, the locomotives also feature a diesel power unit and powerful batteries.

The model will feature a high level of detail, prototypical lighting arrangements, 21-pin DCC socket and NEM couplers. Full provision will be made for DCC sound, although factory-fitted DCC-sound versions will also be available. The models will be

offered in the stylish green of ROG and, potentially, further client liveries are yet to be unveiled. It is understood that the locomotives are to be named after Roman gods. The models should be available soon after the prototypes enter service in 2023.

Ben Ando, co-director of Revolution Trains, said: "Having delivered our 'N' gauge

Class 92 to rave reviews we are thrilled to have been chosen by ROG and Stadler to produce the Class 93 tri-mode locomotive - perhaps the most exciting and innovative development on the real railway for many years."

The exclusive licence granted to Revolution Trains covers both 'N' and 'OO', so a 2mm scale model is also expected in due course.

CARTIC-ULATED VEHICLES

For 'N' gauge modellers of the BR era, Revolution Trains is serving up a very welcome offering in the form of the famous Cartic-4 car carriers.

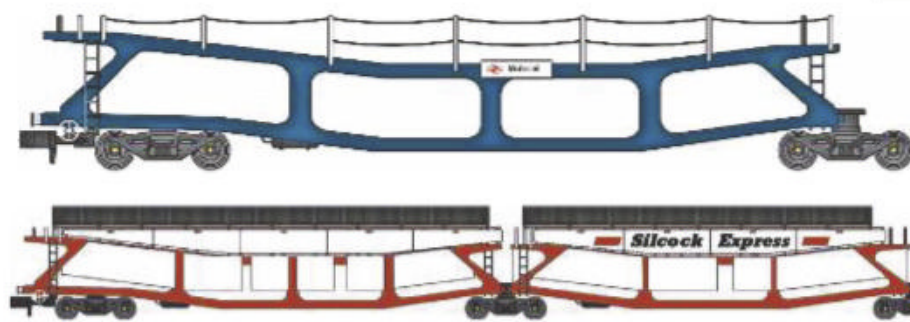
These articulated vehicle sets were one of the most eye-catching new freight designs to appear on British Railways in the 1960s. Two prototypes, designed jointly by BR and the Ford motor company, began trials in 1964 with the main production batch entering service from 1966. The wagons featured twin decks and operated in fixed four-car sets sharing five bogies.

Over 500 sets were built, and

they operated with MAT, Tolemans, Silcock and Collings and in BR Motorail services. From 1982, in response to increasing problems of stone damage caused in transit, side screens and roofs were fitted. The last of the double-deck Cartic-4s was withdrawn in the mid-2000s.

CAD work is under way and when complete the order book will be opened. As always with Revolution, there'll be a heavily discounted early bird price for a short period, then the standard pre-order price and, after production, a higher MSRP.

Web: www.revolutiontrains.com



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The liveries being offered are:

- ◆ BR blue with Motorail branding
- ◆ MAT blue
- ◆ Silcock and Collings brick red
- ◆ Silcock and Collings brick red with side screens
- ◆ Silcock and Collings brick red with side screens and roofs
- ◆ MAT blue with 'Expamet' side screens
- ◆ STVA pale grey with 'Expamet' side screens

BIOMASS HOPPERS TAKE SHAPE

Revolution Trains has received prototype samples of its forthcoming 'N' gauge Drax Power IIA-D 'Tafoos' biomass hoppers. All four livery versions are being offered and the models

are being sold in twin packs with a total of 16 different numbers available, allowing authentic trains to be assembled. Decorated samples are expected in the next month or so,



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with the finished models expected in early summer. These models are available

only from Rails of Sheffield and can be pre-ordered now. **Web:** www.railsofshffield.com



STOP PRESS ♦ STOP PRESS ♦ STOP PRESS ♦ STOP PRESS ♦ STOP PRESS ♦ STOP PRESS

LSWR 'B4' IN 'O' GAUGE FROM DAPOL



Just before we closed for press, Dapol announced a new 'O' gauge steam locomotive – the LSWR 'B' O-4-O 'Dock Tank'. Launched at the Gauge O Guild virtual show, the Welsh company revealed a range of CAD images and indicated that tooling will soon be getting under way. The diminutive O-4-OT is another ideal steam locomotive for 7mm scale layouts, especially for those of us with limited space.

A small fleet of 'B4s' was built at Nine Elms Works in the 1890s, with the short wheel-base making the O-4-OTs particularly suitable for the tight curvature of docksides and smaller goods yards across the territories of the

LSWR – and later the Southern. Prototypes worked at locations such as Southampton and Plymouth docks, while nearly half of the 25-strong fleet lasted into the late 1950s. The last two were withdrawn at Winchester in 1963.

Like Dapol's existing 'OO' gauge 'B4', the 7mm scale version looks like it will be a very attractive model. Four different cab versions are to be offered, along with two different boiler and chimney combinations.

The specification includes: High-torque five-pole, skew-wound motor, compensated chassis, highly detailed exterior and cab interior, firebox glow effect and removable cab roof. DCC-ready (21pin), DCC-fitted and DCC-sound-fitted versions will be available.

Six different versions will be produced

initially, and pre-orders can be made at Dapol stockists now. Delivery is expected in early 2022. With a RRP of less than £250 for a DCC-ready 'B4', they look like they'll be great value too.

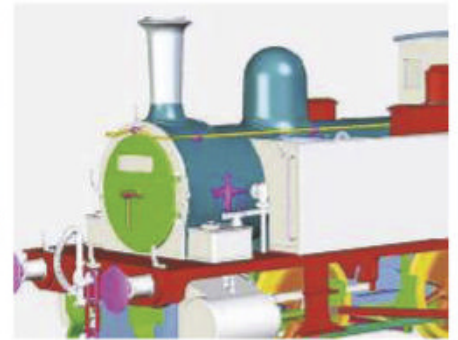
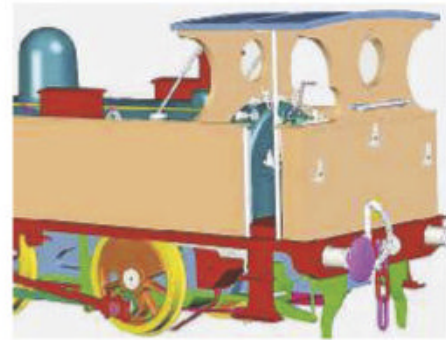
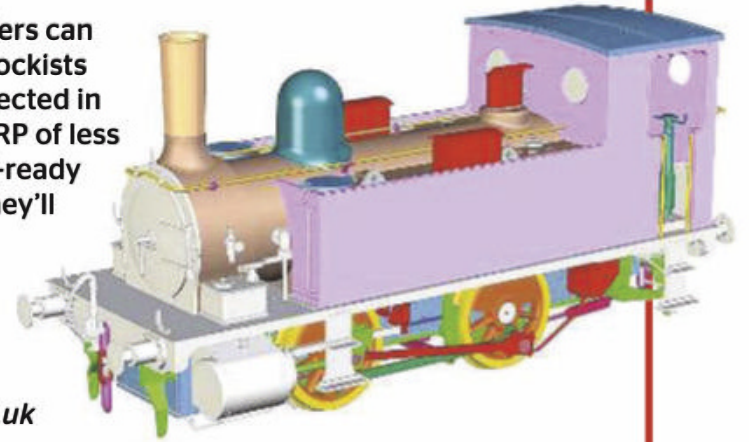
Prices: £230

(DCC-ready), £260

(DCC-fitted), £360

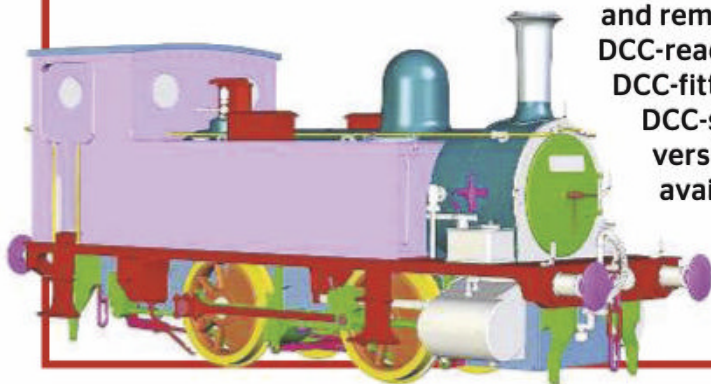
(DCC-sound-fitted)

Web: www.dapol.co.uk



What's planned:

- ♦ 7S-018-001 LSWR 'B4' *Normandy*
- ♦ 7S-018-002 LSWR 'B4' No. 90 *Caen* brown
- ♦ 7S-018-003 SR 'B4' No. 88 black
- ♦ 7S-018-004 SR 'B4' No. 30084 BR black early crest
- ♦ 7S-018-005 SR 'B4' No. 30096 BR black late crest
- ♦ 7S-018-006 LSWR 'B4' No. 91 lined green



DAPOL'S GWR DUO ON TRACK

The folks at Dapol have also been busy testing a working engineering prototype of its forthcoming GWR '78XX' 'Manor' 4-6-0 in 'OO'. Developed in line with the recent 'Mogul' project (MR283), the tooling features a similar specification while also incorporating various improvements following

customer feedback. Notable enhancements include the adoption of a 30:1 ratio transmission – for enhanced slow-speed running – plus superior crosshead, motion bracket and slide bar detail. There's also an improved glow effect in the firebox.

Initially, there will be eight 'Manors' to choose from,



sporting GWR and BR liveries, including an exclusive model of preserved *Dinmore Manor* in association with the Gloucestershire Warwickshire Steam Railway.

Dapol's GWR 2-6-2T 'Large Prairie' is also progressing, with

decorated samples being received. Again, various GWR and BR livery versions are available. Both the 'Manor' and 'Large Prairie' are available to pre-order now from Dapol stockists.

Web: www.dapol.co.uk



PREVIEW OF KATO'S CLASS 800



Kato has revealed pre-production images of its 'N' gauge Class 800. Produced as five-car sets, both the LNER 'Azuma' and GWR versions are being produced and it's the latter's stylish green scheme that has been applied to test samples so far. The five-car trains are also

available as part of a starter train set, with an oval of track and controller for just £40 more. Due to arrive this year, these are sure to be very popular with modern 'N' gauge enthusiasts.

Prices: £209.95 (five-car set), £249.95 (train set)



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 2) 00 CODE PO292

3) 00 CODE PO291
 4) 00 CODE PO293

5) 00 CODE PO295

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GARDENER'S COTTAGE
 00 CODE PO258 / N CODE PN158



GRANGE HOUSE
 00 CODE PO257 / N CODE PN157



CROFTERS COTTAGE
 00 CODE PO259 / N CODE PN159

RAILWAY



COUNTRY STATION
 00 CODE PO237 / N CODE PN137



FOOTBRIDGE
 00 CODE PO236 / N CODE PN136



MAINLINE BOOKING HALL
 00 CODE PO230 / N CODE PN920



MAINLINE PARCEL OFFICES
 00 CODE PO321 / N CODE PN921



DOUBLE TRACK ENGINE SHED
 00 CODE PO313 / N CODE PN913



WALL BACKED CANOPY
 00 CODE PO341 / N CODE PN941



SETTLE-CARLISLE STATION
 00 CODE PO333 / N CODE PN933



SETTLE-CARLISLE GOODS SHED
 00 CODE PO336 / N CODE PN936

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CARGOWAGGON 'TWINS' ON SALE NOW FROM KERNOW

Kernow Model Rail Centre's exclusive 'OO' IZA Cargowaggon twin van sets, produced in collaboration with Revolution Trains, are available and in stock now. Two liveries are on offer, both the original 1986 Cargowaggon and the revised

livery with additional warning labels as applied in the mid 1990s.

Featuring NEM couplers mounted on kinematic mounts, RP25 profile wheels and high levels of detail including separately fitted brake parts and

handrails. Versions are also available fitted with a battery-operated flashing red tail lamp. The twin-packs will be priced at £99.99 (£104.99 for tail-lamp fitted models).

Web: www.kernowmodelrailcentre.com

LSWR/SR JUBILEE 0-4-2 FROM OO WORKS



In this month's Present Your Case (pg145), MR reader Tony Farries staked his claim for a 'OO' gauge Adams 'A12' 0-4-2, describing it as the Southern's 'missing' engine, as far as modellers are concerned. Clearly, the folks at OO Works were thinking along similar lines, as an 'A12' is due to appear this summer.

Although not what you'd call a mass-market RTR 'OO' model, OO Works specialises in short produc-

tion runs of hand-built, fully finished steam locomotives. However, it's the first time that Adams' handsome 0-4-2 has been available off-the-shelf in 'OO'. Orders are now being taken, with three livery versions on offer. Limited quantities are available so, if you want one, don't hang around!

Price: from £298 each, plus p&p

Availability: 01580 882185

Web: www.ooworks.co.uk



HATTONS GENESIS PROGRESS

Hattons' Genesis range of 'OO' four and six-wheel carriages has seen further progress, with painted samples arriving for the GWR-liveried versions.

We received this handsome five-compartment Third class vehicle for assessment and the level of finish appears to be of a very high standard,

especially in terms of lining and printed decoration. Delivery is now expected in late summer/early autumn.

Web: www.hattons.co.uk




In Brief

POINT CARRIER CONVERSION PARTS



Remorphic Models has produced a laser-cut framework to assist in the conversion of a 'OO' intermodal 'spine' wagon to a Network Rail point carrying vehicle. A fleet of these wagons was converted to carry prefabricated points and crossings to worksites, with the loads pitched at an angle to keep them 'in gauge'. While the wooden framework also requires extra parts and materials to complete the conversion, the kit gives wagon bashers a handy headstart.

Web: www.facebook.com/remorphicmodels



'OO' FIGURES AND MORE FROM OSBORN'S

Osborn's Models of Bideford has produced a pack of six 'OO' Edwardian figures, rendered in 3D-printed resin (£9.00). The pack includes three seated and three standing figures, and they're an ideal

accessory for the Hornby and Hattons four/six-wheel coaches, along with Peco's 'OO9' Lynton and Barnstaple stock.

Osborn's has also launched its own range of brass top hat bearings for 'OO'/'EM'/'P4' rolling stock, which will be welcomed by 4mm scale kit and scratch-builders.

Web: www.osbornsmodels.com



ACCURASCALE SHOWS OFF 'DELTAIC' AND WAGON PROGRESS

In February, Accurascale unveiled decorated samples of its forthcoming Class 55 'Deltic'. Various livery and detail versions were received from the factory for assessment, covering the full release programme from original BR green all the way to Porterbrook purple No. 9016 *Gordon Highlander*. A few glitches have been highlighted but, overall, the character of these famous locomotives looks to have been captured effectively. Production should be under way by the time this issue goes on sale, with delivery due in the summer.

Orders for all of the 17 different 'Deltics' can be made direct via the Accurascale website, while six special editions are also available via The Deltic Preservation Society, and Rails of Sheffield. In further news, Locomotion Models also released images showing samples of its exclusive versions

of D9002 *Kings Own Yorkshire Light Infantry*, commissioned from Accurascale, which is being offered in two versions of two-tone green, portraying the National Collection locomotive before and after preservation.

Prices: £160 for DC/DCC-ready; £250 DCC sound-fitted.

Availability: www.accurascale.co.uk and www.locomotionmodels.co.uk



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HOPPERS HERE

Accurascale also announced the arrival of decorated samples of two of its highly anticipated modern hopper wagons, the HYA and IIA. Production will begin imminently, and delivery is also slated for the summer. Excitingly, the cut-down version of the HYA is also to be produced, portraying those hoppers made



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redundant by the run-down of coal-fired power stations, which were rebuilt for use on

aggregate flows. These high-specification wagons include packs with working flashing tail lights at no extra cost, as well as bundle deals. **Price:** £74.95 per twin-pack

In Brief

FIGURES FROM RECENT HISTORY

OO
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Mike Pett's range of 'OO' gauge cast metal figures has expanded to include a number of famous subjects, including legendary Bolton steeplejack Fred Dibnah, plus railway engineers Brunel and Gresley. Plinths, complete with inscriptions, are also available so you could form an interesting statue feature for your station forecourt or town square.



WAGONS NEARLY READY TO ROLL

Also at the decorated sample stage is the BR 21-ton MDO/MDV mineral wagon in 'OO'. These models represent the first RTR version of this important wagon design, which straddled the BR

steam, Rail Blue and early Sectorisation eras. Delivery is expected in autumn 2021, with production about to get under way.

Price per three-wagon pack is

£74.95 with bundle deals available direct from Accurascale.

Accurascale models are available to pre-order direct or from one of over 100 local stockists.

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HELJAN

NEW RELEASE UPDATE

SPRING MODELS IN 00 AND O GAUGE

'OO' CLASS 25

Available Now!

LIMITED STOCK - ALL VERSIONS SOLD OUT AT THE WAREHOUSE!



- 2530 BR two-tone green D7647
- 2531 BR two-tone green D5244
- 2532 BR two-tone green D7550
- 2533 BR early blue D7661
- 2534 BR Blue D7667
- 2535 BR Blue 25252 (LMR)
- 2536 BR Blue 25155 (WR)
- 2537 BR Blue 25093 (ScR/LMR)
- 2538 BR 25912 Tamworth Castle
- 2539 BR Railtour green D7672
- 2540 BR blue/grey
- 2541 InterCity

with small yellow panels
with small yellow panels - weathered
with full yellow ends and BR blue data panel
with small yellow panels
with full yellow ends (twin double arrows – 1,000th loco built at Derby Works)
with full yellow ends (single, central double arrows)
with full yellow ends (single, central double arrows) - weathered
with bodyside numbers (single, centrally placed double arrows)
'Ice Cream Van' livery with silver roof
Tamworth Castle
ETHEL1 ADB97250
ETHEL3 ADB97252

SRP £179.95
Weathered versions: SRP £189.95

'O' CLASS 37/4

Available Now!

- 3741 BR Large Logo Blue, Unnumbered
- 3745 Trainload Freight 3T grey, Unbranded / Unnumbered
- 3747 DRS Blue Unbranded / Unnumbered
- 3748 Colas Railfreight 37421
- 3749 Royal Scotsman Unnumbered



SRP £599.00

LIMITED STOCK - ALL VERSIONS SOLD OUT AT THE WAREHOUSE!

'OO' BR 'AL6' - CLASS 86/0

Available Now!



- 8650 BR Blue E3104 'as built' (red bufferbeams)
- 8651 BR Blue E3114 with small yellow panels (blue bufferbeams)
- 8652 BR Blue E3178 with full yellow ends
- 8653 BR Rail Blue E3146 with full yellow ends

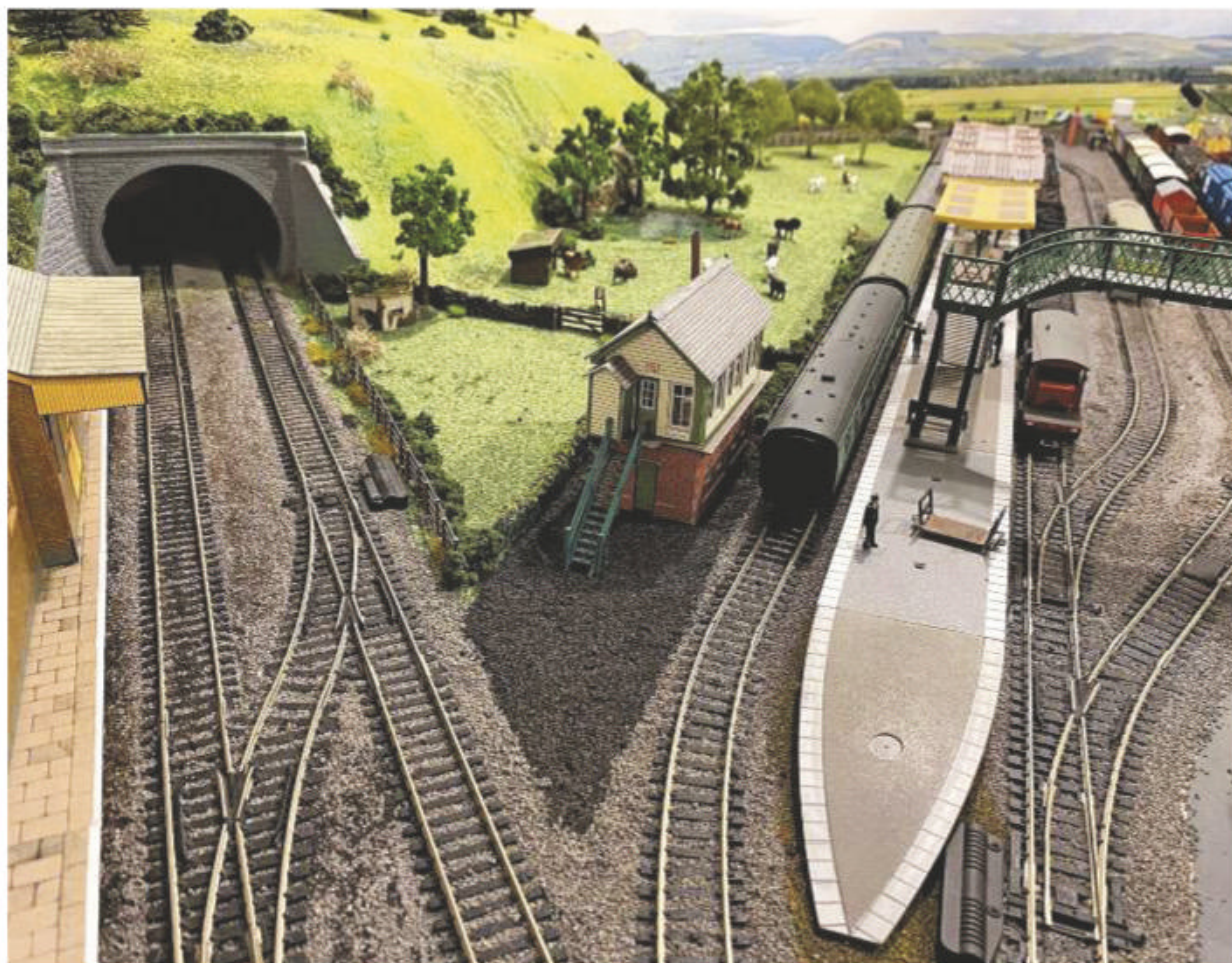
- 8654 BR Rail Blue E3134 with full yellow ends (BR arrows)
- 8655 BR Rail Blue 86036 (orange cantrail stripe)
- 8656 BR Rail Blue 86034 WEATHERED

SRP £189.95
Weathered versions: SRP £199.95

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The place to share your projects with the *Model Rail* community.



What lies beneath...

I read with interest Paul A. Lunn's article 'Railway Hay Days' in the September copy of *Model Rail*, and I was particularly interested in Paul's mention of the Alton to Basingstoke light railway in *Oh Mr Porter*. This now-defunct railway is very close to home - literally in my case. My house, along with a row of houses in Whitedown Lane, Alton, sits on the track bed of the railway and my garden has part of the old embankment leading on to Bridge No. 9, which still exists and is partially buried in my neighbour's back garden.

The land on which my house stands was purchased by the builder from the British Railways Board during the early 1970s. Here are a couple of interesting points about the railway: the 1928 film *The Wrecker* was about the rivalry between a rail and bus company and featured a stunt where two trains were

deliberately run into each other on a curve, which would have been at the end of Whitedown Lane running towards Lasham.

The other point regards Whitedown Lane itself, named, I believe, after the fact that when the railway was being built they had to cut through solid chalk which was striking in its whiteness. The chalk is about 150mm below the topsoil in my garden and makes its presence felt when I'm planting. However, all is not lost. The railway lives on, and trains still run on the track bed. My daughter (12) and I have been building a garage layout over the last 18 months and it's very much a work in progress. The flooded field is her work, taken from an idea in your November 2018 issue.

Robert Vickery

Pocket Rocket

Over the past few weekends I have been making this Dapol kit of *Rocket*, and now that it's finished it's made a somewhat unexpected appearance at Bearham, where Michael Portillo is filming. If it's lucky it might make the final cut passing by in the background.

Mark Patrick



Hunslet express

I've finished my O-16.5 Mercian kit of a 'Quarry Hunslet' which I've painted into a fictional identity and livery of LSWR express passenger green. The nameplates are on order and should be here soon, hopefully.

Mark Pretious



Tractor factor

A Hornby Class 37 is currently residing on my desk. I'm adding scratchbuilt handrails, lamp irons, radiators and frame bracing, correcting the missing slots on the lower body and sorting out the bogies by opening them up, detailing them and adding the correct steps.

Steve Robinson-King



Grave concern

I decided to add a bit of interest to my layout by including a film crew in the church graveyard. In my world they're filming a scene from *Dracula*.

Ken Evans



Number crunching

In between teaching pupils online and home-schooling my own kids, I've renumbered the new Bachmann '94XX' into 9466 and, from what I understand, quite a few others are doing the same.

Nytram Mattat





2nd Production Run

Following the success and overwhelming response to the **1st** run of the **English Electric GT3**, we are pleased to announce that the order book is now open for the **2nd production run**.

There is only a limited number being produced and demand will be high. Delivery is expected to be 3rd qtr 2021 this is subject to change. We expect it to sell to quickly. Once it's gone, it's gone.

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Modelling Lives

Tales from the model-making community.

Like most clubs, Twickenham & District MRC has faced many problems since the arrival of Covid-19, the two biggest being the loss of income from its open days and, perhaps more importantly, the need to retain members...

Clubs like ours basically offer members two things: (1) access to the construction, operation and exhibition of layouts, and (2) companionship and membership of a community with shared values and interests. The pandemic has rendered access to layouts out of the question, and so the club's attention turned to fostering that more elusive and 'spiritual' sense of community. Yet such community, it could be argued, is a real ongoing asset, especially if one remembers that modelling projects come and go, or, as is the case right now, stall all together!

The club therefore began the pandemic with a period of reflection. What should it be offering members in the 'new normal' and what would club life be like post-coronavirus? We decided to put greater emphasis on community and the laudable principle that each and every member was part of the whole.

“The club's attention turned to fostering that more elusive and 'spiritual' sense of community”

This, in certain respects, went against the natural development of the club since its foundation in 1961 – a process of ever more ambitious layout projects which have tended to become

the focus of members' attention to the detriment of other aspects of club life. Faced with the prospect of many members feeling deprived of their main interest/activity, we felt that we should relaunch

a club-wide monthly magazine to replace the various newsletters specific to individual layouts, and thereby boost overall club cohesion.

The new club magazine, *Single Line Working* (SLW), reaches out to members and encourages them to tell other members about



their personal modelling projects and other interests outside our hobby. We took this personal 'connective' element very seriously, and hence SLW is far more member-centric, as opposed to layout-centric, than previous club newsletters. In this spirit, we have tried to commission as wide a range of contributors as possible – 50 members contributing one article a year being, in our opinion, far better than five members contributing ten each. In fact, SLW has been so well received by our existing membership that we have decided to offer a free magazine subscription to any interested party. So we are, in effect, offering FREE trial membership to potential members and included in the package is an invitation to a special open evening once club nights return. So far, we are pleased to report that we have received almost 20 requests to take up this offer; one of which has already resulted in one new full-time member – an ex-pat living in Norway! We have also sent out trial copies to a number of lapsed members, and this too has had a positive result, with one ex-member rejoining. By the way, anyone reading this who wishes to take advantage of our free trial offer should apply by email to chairman.tdmrc@gmail.com

As regards income, in any normal year the sale of donated models at our open day would be an important source of extra funds. We had already accumulated a great many saleable items for our 2020 event, and when it was cancelled we decided to sell the stock on Ebay instead. This turned out to be a good move, as we sold everything and raised a substantial amount – ironically a far greater sum than we might otherwise have expected. Open days, you see, tend to favour a buyer's market – few visitors will be on the lookout for unmade K's wagon kits from the 1960s, but on Ebay it's quite a different story! Another issue is that we never get to sell all our stock at an open day, which means that there is always a 'roll over' to the following year. Ebay, in addition to generating income, has also saved us valuable storage space. The only downside is that having a well-stocked second-hand stall has always been a great incentive for visitors to come to our open day. That is a bridge we shall have to cross at some future date, but for the moment all we can say is that once we're able to re-open our clubrooms, we will welcome any donations of any unwanted model railway items, no matter how old, no matter how battered.

CLUB PROFILE

For full details of Twickenham & District MRC, visit www.tdmrc.org.uk or Facebook www.facebook.com/TwickenhamMRC/



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According to Chris...

...sometimes you have to look back before you can look forward...

Someone, I forget who, when he reached my age, said that he found himself increasingly looking back.

I'm finding that to be true but I also feel that you can't look forward without first looking back. Can you see where you're going without knowing where you've come from?

I started in this hobby at Christmas 1955. I had just turned nine years old and I was given (jointly with my younger brother) a Hornby-Dublo train set. The track, an oval with a single siding, was already on a hardboard baseboard. The train was a die-cast BR 2-6-4T with some cast and tinplate wagons.

The track was tinplate, too, and it was of course, the three-rail 0-12V DC electrical system.

Over the next decade I developed from a kid playing with a train set to a railway modeller. There were also dramatic developments in the model railway industry. Indeed, it

was arguably a new segment of what would become the hobby industry. Hornby-Dublo switched from three-rail to the simpler two-rail system and from tinplate and die-cast to plastic mouldings, only to be taken over by the makers of arch-rival, Tri-ang. The Margate firm was also upping its game as it moved away from crude track and wheel standards and

aligned itself more towards Hornby's level of style and quality, before eventually dropping the Tri-ang name altogether.

Even Trix-Twin, the third player in the train set game and always a poor third in popularity terms, despite making a quality product, ditched its

three-rail AC system handicap and its 'HO' scaling to move to two-rail and a compromise 3.8mm:1ft scale. Despite

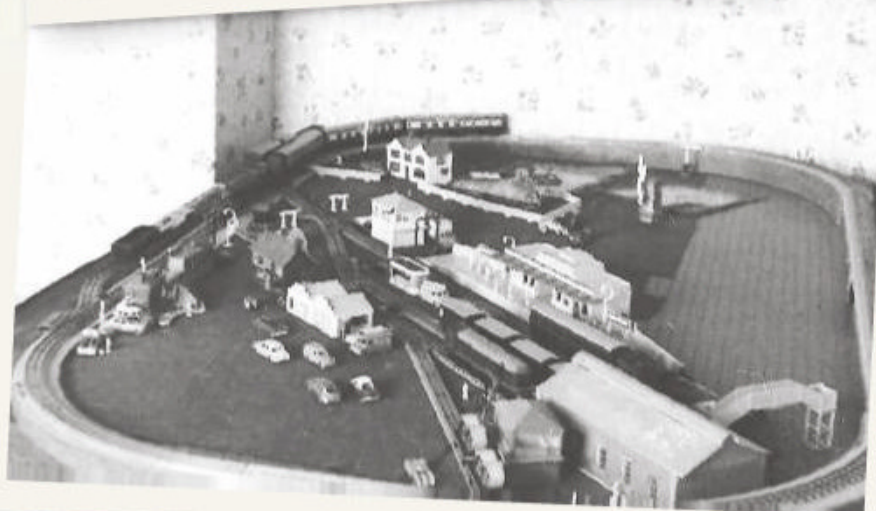
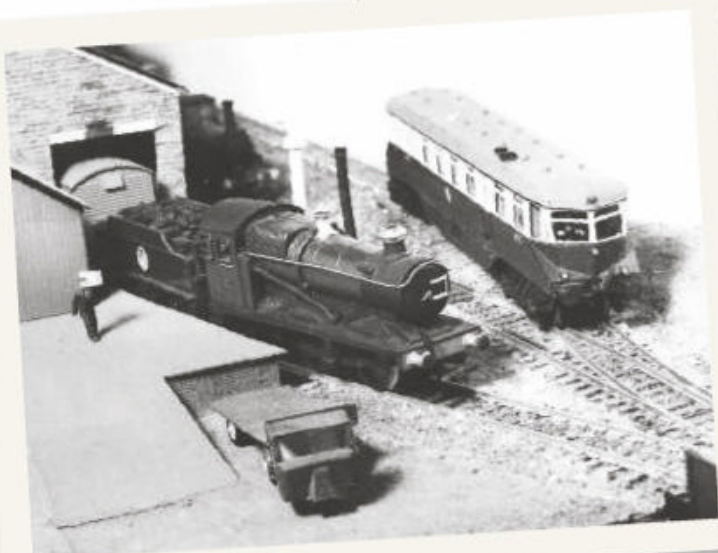
The only picture I have of my three-rail layout, taken after extra sidings and the incline had been added. CJL COLLECTION



I disposed of all my three-rail Hornby-Dublo stuff, so these are the oldest models I still have. The 'Castle' suffered a repaint and was hand-lined. The plastic-bodied wagons still have solid die-cast underframes.

“Electrical systems, couplings, and wheel standards – none of them worked together. It was frustrating”

Whitemetal kit heyday with Wills' '2251' 0-6-0 and K's GWR diesel railcar on my 'Much Wenlock' layout in the mid-1960s. CHRIS LEIGH



being well pleased with my Hornby-Dublo layout, I yearned for the Trix-Twin models. There was a 'Britannia' 4-6-2 and one of those weird boxy Woodhead electric locomotives that I had never seen in real life. But all three proprietary model railway systems were totally incompatible. Electrical systems, couplings, and wheel standards – none of them worked together. It was frustrating. Imagine liking two rock 'n roll bands, one that recorded on HMV and the other that recorded on Parlophone but your record player would only play one or the other?

There was also movement in what we might now call the serious side of railway modelling, hitherto the preserve of model engineers with lathe-turning skills working in gauge 'O' and larger. The era of the cast white metal locomotive kit had dawned, with the Keyser family selling their growing range through their London tobacco shop, and individuals including Bob Wills and George E. Mellor indulging their particular modelling interests with kits that could be built by the average modeller, albeit with limited success.

From that there grew the cottage industries where modellers with varying degrees of skill and business acumen used low-melt alloy casting and chemical etching of components to produce the kits that they wanted, while mitigating some of the cost by selling kits to fellow modellers. I joined that particular bandwagon through my friends Tony Dyer and John Senior, who had started a part-time business, Mopok (Modern Prototype Kits, OO) to make parts for parcels vans that they couldn't find anywhere else. I recall Tony showing me an etched brass kit (the first I had ever seen) for a GER footbridge, assembled with a revolutionary new glue that had been developed for rapid field repairs of flesh wounds in the Vietnam war. We would soon know it as cyanoacrylate, or by the trade name Superglue.

The cottage industries have largely faded away, thanks to the retirement or passing of those who ran them. The businesses which survive today are mostly the full-time occupation of self-employed modellers and it is thanks to them that at least some of those one-time cottage industry products remain available and new ones are still being added.

● To be continued...

Modelling diary: Chris Leigh

I'm actually working on my own layout for the first time in several years...

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Cornish idyll

Phil Waterfield fell in love with Cornwall's china clay railways as a teenager, and successfully recreated the scene in later years.

Chris Trevedra finds out more.

Words: **Chris Trevedra** Photography: **Chris Nevard**



What makes this layout great?

At *Model Rail*, we often talk about building a model to 'scratch an itch'. 'Corwenna' is a perfect example, as Phil had the scene in mind for decades before using it as inspiration for his next model railway.

'OO' GAUGE LAYOUT CORWENNA



Cornwall's railways have long been a source of fascination for enthusiasts and modellers alike. Frequently set in beautiful surroundings and possessing architecture and features that are often unique to the Duchy, they have been recreated in miniature in a variety of ways and scales. Phil Waterfield's industrial-based layout 'Corwenna' is something different in this genre however, with its astonishing attention to detail, where the rolling stock takes a back seat to the scenery.

The story begins not with the construction of 'Corwenna', but with Phil's visit to the Bodmin-Wadebridge branch line in August 1962. Opened fully in July 1834, it carried a variety of freight traffic, with the emphasis being on china clay from the works at Wenford Bridge. Between 1893 and 1962 the line was worked by three hardy and quirky Beattie 2-4-0 well tanks, later to become Nos. 30585-587 under BR renumbering. It was these that Phil travelled to see, after his interest was piqued by a *Trains Illustrated* article, although he arrived too late to see them in use. One – No. 30587 – remained in the shed at Wadebridge after a railtour, but the line had been taken over by ex-GWR '13XX' Pannier tanks, which were later bolstered by a diesel shunter.

The scene remained with Phil, and in 2005 he decided to use it as inspiration for his next project.

"When Kernow Models brought out its Beattie tank I thought 'I can build a Cornish Clay layout,'" he recalls, "I worked in the building industry, and became fascinated by the buildings aspect of modelling."

In fact, the buildings for 'Corwenna' were created before the layout, including the standout clay dry ➤

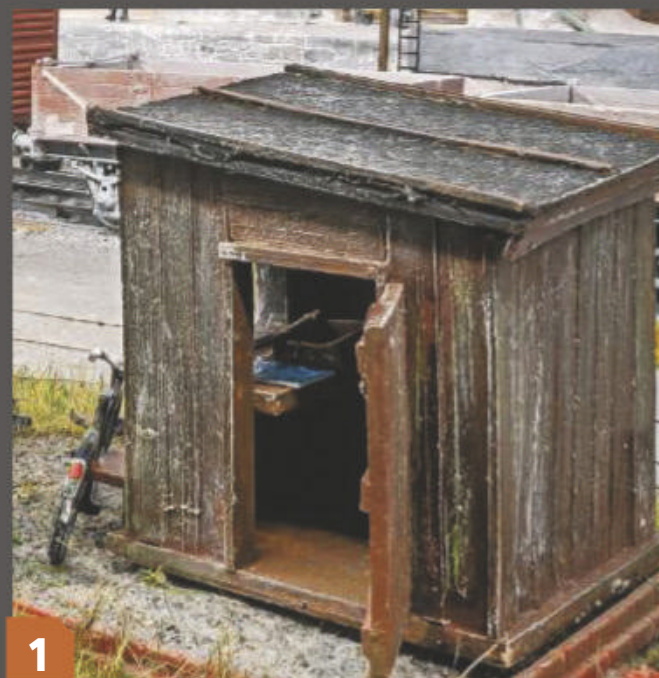


“I worked in the building industry, and became fascinated by the buildings aspect of modelling”



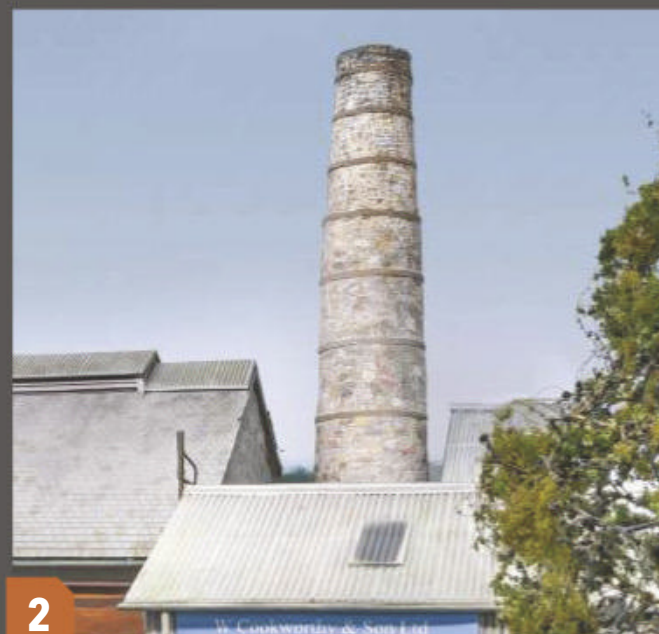
The main clay dry building was constructed with a mix of foamboard and plastic card, overlaid with DAS clay, into which the stonework was scribed.

3 things we like



1

The incredible attention to detail – note the seed tray inside the potting shed on the allotment, for example, and the use of different flowers in the meadow.



2

Phil's use of scratchbuilding using ordinary materials – the chimney made out of the cardboard tube from a cling film roll is a showstopper.



3

The simplicity in controlling 'Corwenna' – with just one analogue controller and simple point levers. This is something that even a novice can attempt with a high chance of success.

“The extension is attached to the right-hand side and was adapted to include the cottages. The trains now also come in from the right – previously they came in from the left”

5



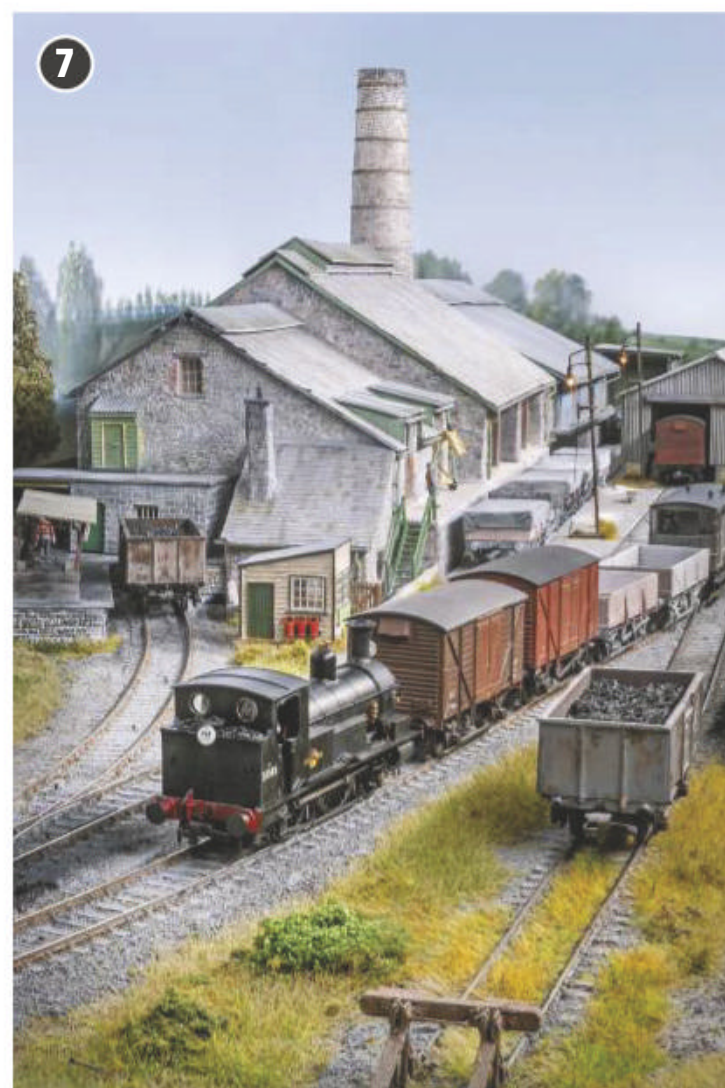


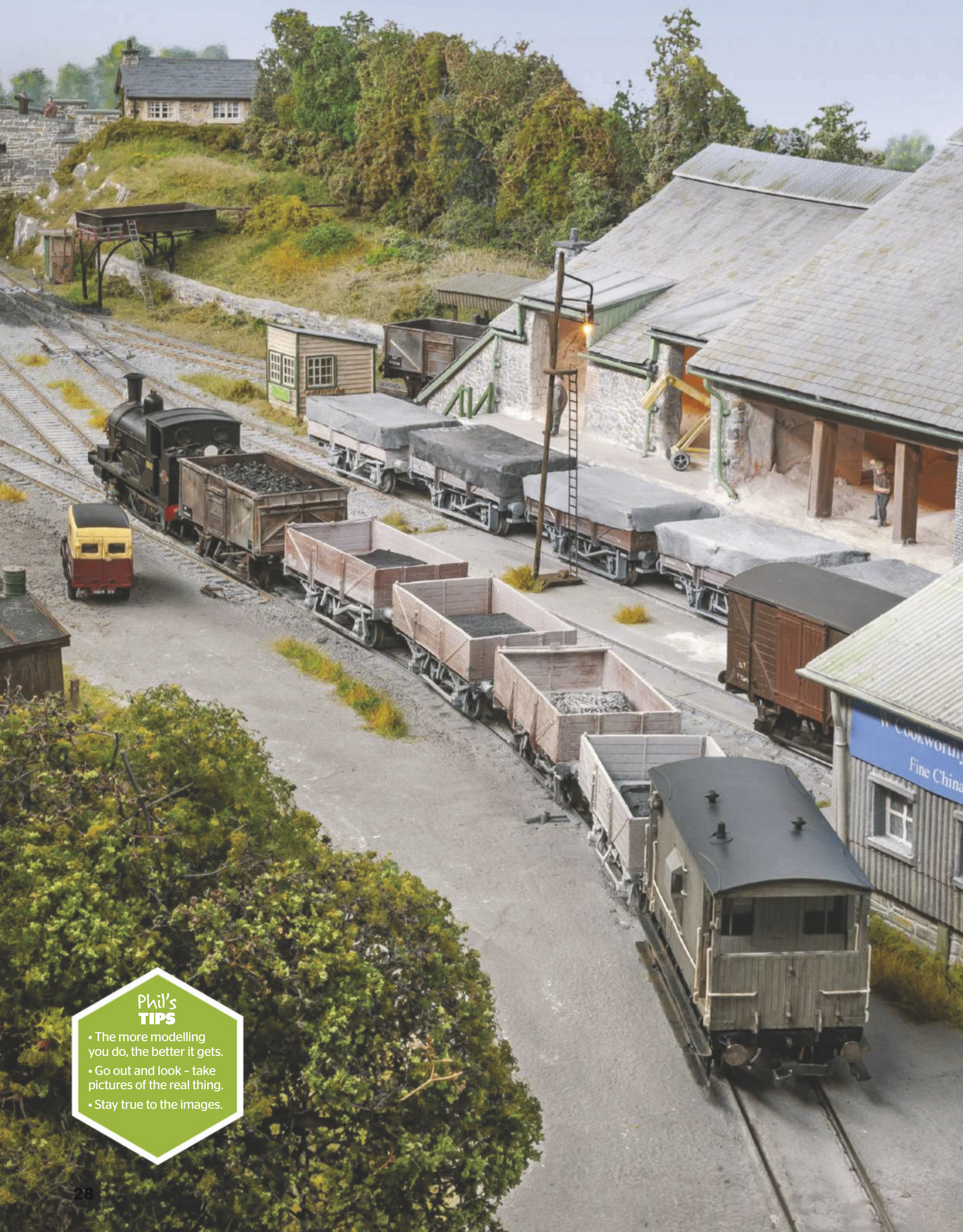
building – more of which later. In essence, ‘Corwenna’ is a much-reduced version of the Wenford clay drying buildings, while other features include cottages based on those at nearby Hellandbridge, and the distinctive water tower from Pencarrow. Phil’s inspiration also came from Iain Rice’s ‘P4’ layout, ‘Trefice’, and he copied the methods used there on his new layout.

SIMPLE CONSTRUCTION

Phil modestly states that the construction of the baseboard for ‘Corwenna’ was simple.

“It’s a standard plywood top on 19mm by 70mm softwood framing, originally 5ft by 2ft 3in, with the track laid on a cork base. Unfortunately, a rogue three-way point proved an operational problem, so I replaced it with two separate units. To maintain a reasonable run-round loop the layout had to be extended by another 6in to allow the main board to fit in the car. This extension is attached to the right-hand side and was adapted to include the cottages. The trains now also come in from the right – previously they came in from the left.” ➤





Phil's TIPS

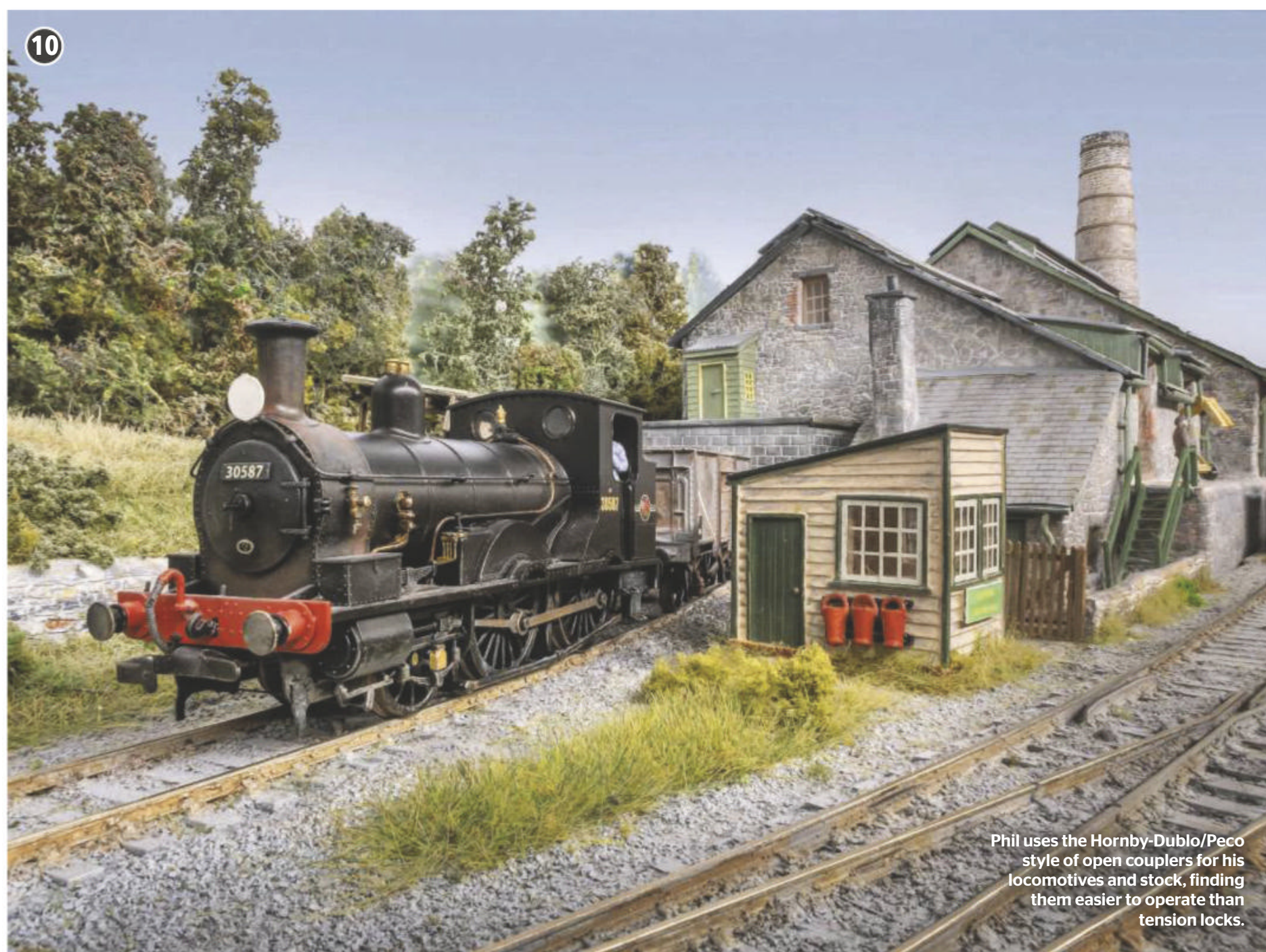
- The more modelling you do, the better it gets.
- Go out and look - take pictures of the real thing.
- Stay true to the images.

Phil's carefully created buildings could now be added onto the framework. Each – like the majority of the layout – is scratchbuilt with a wealth of detail to enthrall the viewer. In Phil's words, "For the main clay dry building I sought out professional modeller Ian Robinson's website regarding construction ideas. These helped considerably with the main building, which included some time-consuming to-scale roof trusses and timberwork, none of which can be seen from the normal viewing angle. Unfortunately, Ian's website is no longer online."

The construction forced him to turn to different methods to achieve the effect that he wanted.

"Nearly all of my previous buildings were either based on kits or constructed in balsawood or plastic card, but following encouragement from David Wright of Dovedale Models the main building was constructed in a mixture of foamboard and plastic card overlaid with DAS clay on PVA glue. The stonework was later scribed into the DAS and then sprayed with white car primer, with the individual stones picked out in Humbrol enamels. Roofing slates are self-adhesive sheets from York Modelmaking. Construction of this building took several weeks.

"On the other hand, the adjacent clay shed was knocked up in a couple of evenings using a foamboard base overlaid with embossed 'asbestos' sheeting from Wills. One elevation and the loading dock were improved with DAS clay after studying the prototype at Wenford Bridge. The chimney is the cardboard tube from a roll of cling film, with masking tape wrapped around to form the taper. DAS clay was then overlaid ➤



Phil uses the Hornby-Dublo/Peco style of open couplers for his locomotives and stock, finding them easier to operate than tension locks.

onto a coat of PVA, as it was for the buildings, and the stonework scribed to match."

The illumination of the layout is a highlight of 'Corwenna' for its creator. In order to make it more effective, Phil also moved the associated rig forwards to avoid a dark strip at the front of the board. He now also uses LED strip lights instead of bulbs. By alternating between the two different coloured LEDs, the lighting can represent either a bright cloudy day or full sunshine.

Another new direction for Phil was the painting of his backscene.

"I'd never painted a backscene before, but a friend said 'why not get some oil paints and have a go?'. I'd just come out of hospital and was a bit bored, and the layout was more or less finished, so I thought I'd give it a go. I did it on foamboard and after a practice and a few efforts I found myself getting better. I made the trees and hills quite basic – you don't want people looking at the backscene and not the layout. It just needs to be a representation."

MINIMAL PROBLEMS

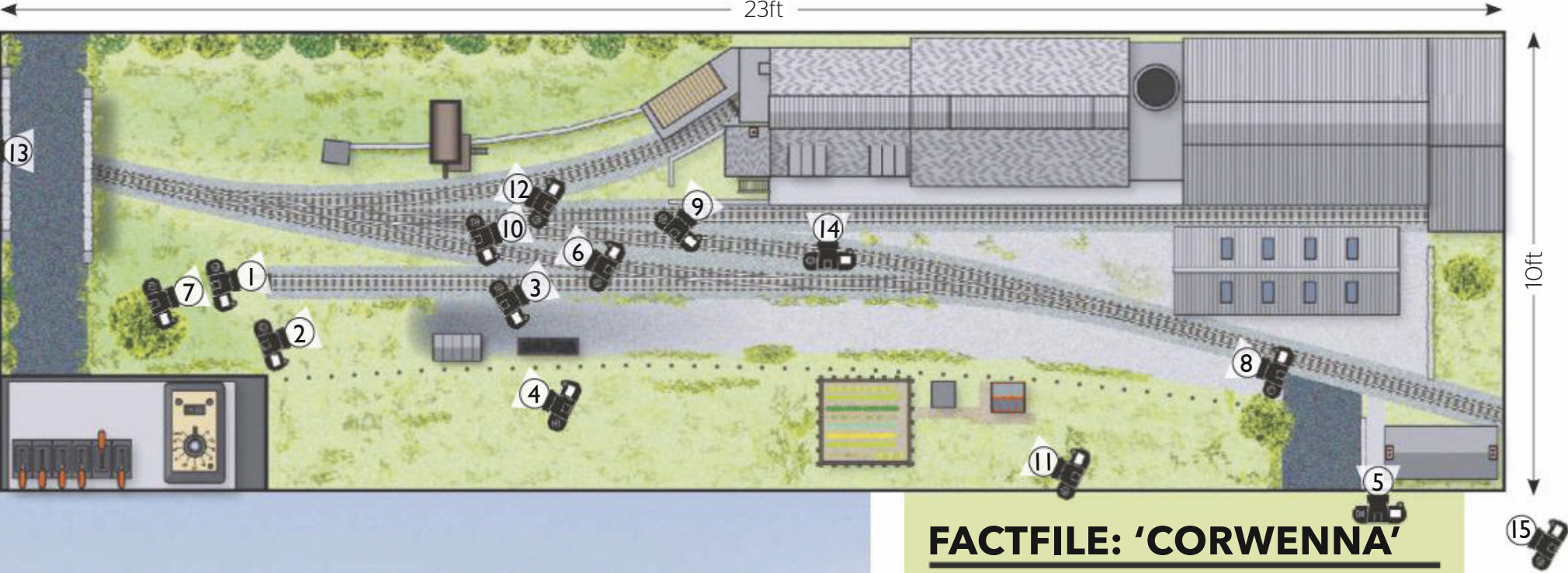
A problem with Phil's previous layouts was untidy wiring. As 'Corwenna' was designed to be manhandled in and out of the car, care was taken to lay all the wiring neatly in conduits below the baseboard. So far there have been no problems with wires becoming loose or snagged during transportation.

'Corwenna's' rolling stock matches its attention to detail, although on a simpler basis. Phil has a choice of six locomotives – three Kernow Models/DJ Models Beattie tanks with coreless motors, a single Heljan '13XX' ex-GWR Pannier tank, a Bachmann Class 03 shunter, and a Hornby Class 08.

Nearly all of his vans or wagons are kit-built, and come from the Parkside or Ratio ranges. Phil stresses that the brake van is the correct one for the layout, being a former LNER design. He has two, a Parkside kit version – "the handrails were a nightmare" – and a Hornby RTR model he bought recently.

At exhibitions many people are surprised to see ➤





FACTFILE: 'CORWENNA'

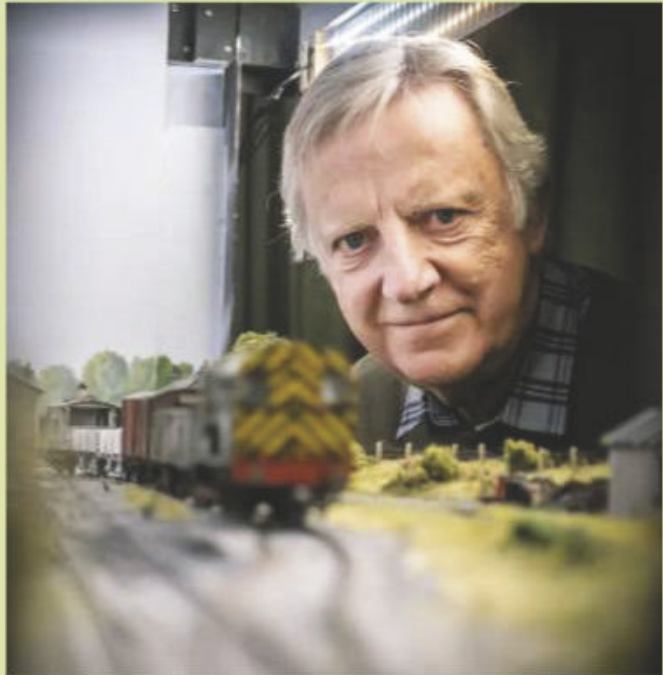
Gauge and scale: 16.5mm gauge, 4mm:1ft, 'OO'

Time to build: 18 months

Size: 5ft by 2ft 9in

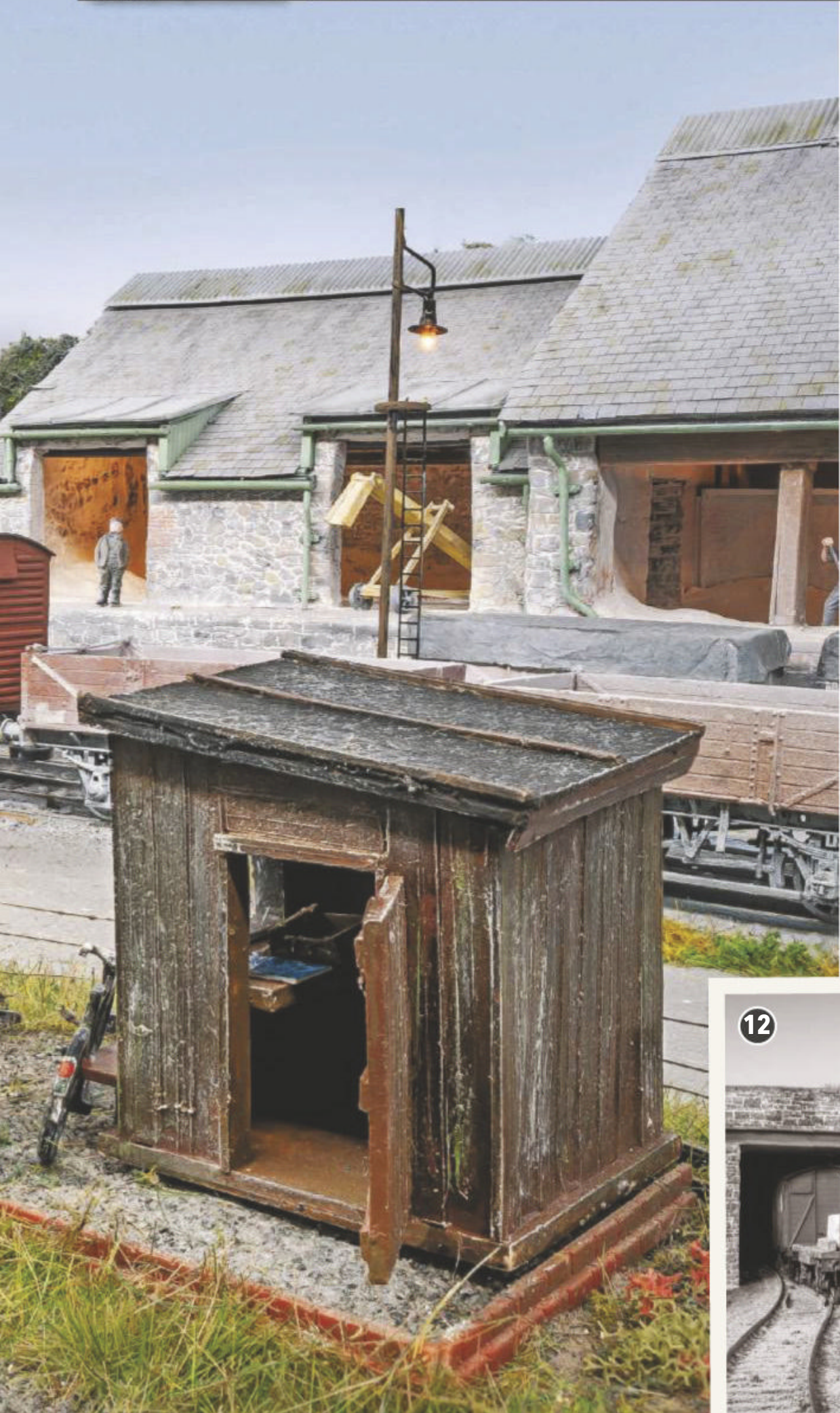
Track: Peco Code 75

Power and control: Analogue



MODELLER CV:
PHIL WATERFIELD

I have always been a railway nut. As a teenager I tried to see as many doomed branch lines as my pocket money would allow. I also enjoy walking in the pleasant scenery in Staffordshire and Derbyshire.



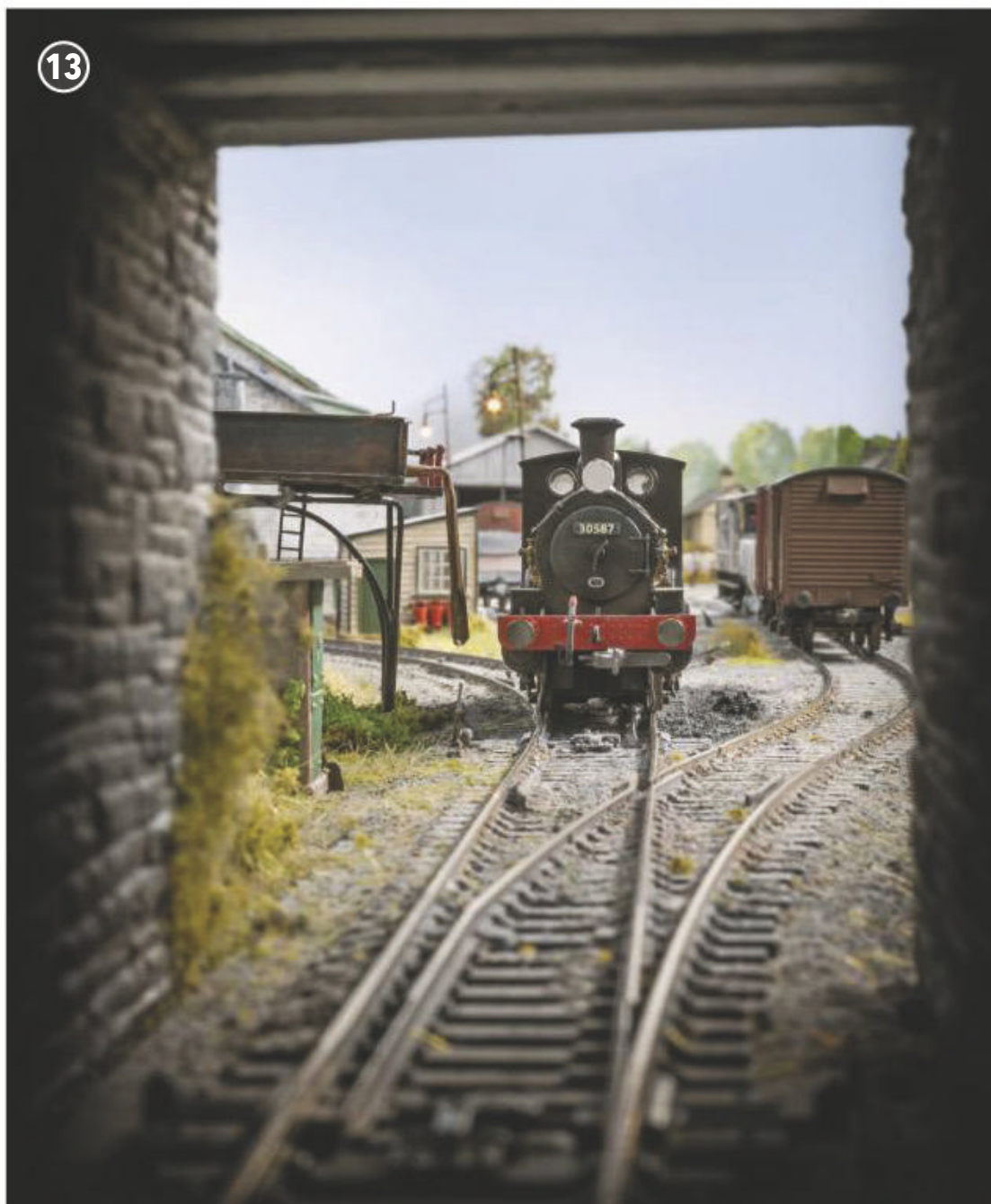
'OO' GAUGE LAYOUT **CORWENNA**

a layout still using the old Hornby-Dublo/Peco-style open couplers. Phil finds these more user-friendly than the normal tension lock couplers – coupling up is usually automatic, but the uncoupling is done with a small tool and the “hand from the sky”.

‘Corwenna’ is strictly an analogue layout, with no hint of DCC control anywhere. To run the board, Phil uses a Gaugemaster Combi controller with two 12V and a single 16V outputs.

“It’s more than adequate,” points out Phil, “the 16V works the points, and the 12V works the trains. The lighting inside the buildings works off an old phone charger. I also use a lever frame with six Peco point levers. My yard was built up using plastic card, while the tarpaulins were created with kitchen roll and foil.”

It’s plain to see that ‘Corwenna’ isn’t just another layout, but a fulfilment of an interest that began in the 1960s. It represents a piece of both Cornish and railway history, and uses skills that anyone can adopt with patience. 



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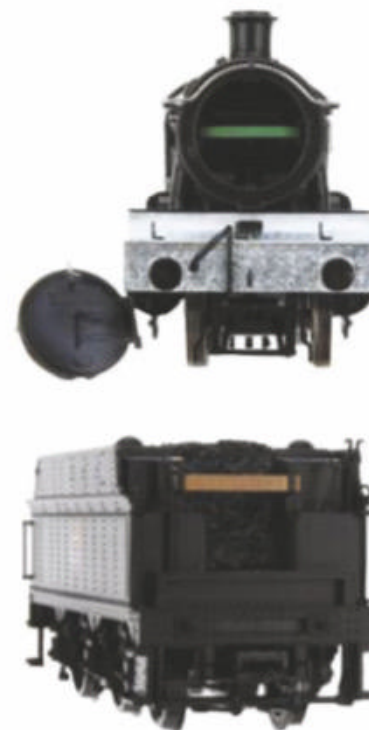
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- 4S-001-002** - Fringford Manor 7814 GW Green GWR
- 4S-001-003** - Compton Manor 7807 GW Green G Crest W
- 4S-001-004** - Hook Norton Manor 7823 BR Black Small E/Crest M/T Lining
- 4S-001-005** - Hinton Manor 7819 BR Black Large Early Crest
- 4S-001-006** - Draycott Manor 7810 BR Lined Green Small Early Crest
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Wainwright D



- 4S-027-001** - D Class SECR 488 Pre Grouping Silk Finish
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- 4F-027-018** - Silver Bullet ICA Ermewa 33 87 7898 008-0 Weathered
- 4F-027-019** - Silver Bullet ICA Ermewa 33 87 7898 024-7 Weathered
- 4F-027-020** - Silver Bullet ICA Ermewa 33 87 7898 010-6

Bogie Bolster Wagon



- 7F-061-001** - Bogie Bolster Wagon E BR 923358 Bauxite (TOPS BEV)
- 7F-061-002** - Bogie Bolster Wagon E BR 923444 Bauxite (TOPS YNV)
- 7F-061-003** - Bogie Bolster Wagon E BR 923528 Bauxite (TOPS YRV S&T)
- 7F-061-004** - Bogie Bolster Wagon E BR 923791 Bauxite (TOPS YNV)
- 7F-061-005** - Bogie Bolster Wagon E BR 923962 Bauxite (TOPS YRV S&T)
- 7F-061-006** - Bogie Bolster Wagon E BR 924327 Bauxite (TOPS BEV)

IOA



Previous model used for illustration purposes only.

- 4F-045-013** - IOA Ballast Wagon Network Rail Yellow 3170 5992 005-6
- 4F-045-014** - IOA Ballast Wagon Network Rail Yellow 3170 5992 015-5
- 4F-045-015** - IOA Ballast Wagon Network Rail Yellow 3170 5992 043-7
- 4F-045-016** - IOA Ballast Wagon Network Rail Yellow 3170 5992 104-7

JNA



Previous model used for illustration purposes only.

- 4F-010-009** - JNA Falcon Network Rail NLU29008
- 4F-010-010** - JNA Falcon Network Rail NLU29042
- 4F-010-011** - JNA Falcon Network Rail NLU29099
- 4F-010-012** - JNA Falcon Network Rail NLU29144

2F-036-027 - Bulk Grain Hopper - LMS 700350

2F-036-028 - Bulk Grain Hopper - LMS 700350 Weathered

4F-013-116 - Gunpowder Van - SR 62139

4F-013-117 - Gunpowder Van - SR 62139 Weathered

4F-021-019 - Box Van - LMS 611428

4F-021-020 - Box Van - LMS 611428 Weathered

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Looking at locomotives in detail

SWEET sixteen

Chris Leigh previews the *Model Rail*/Rapido '16XX' 0-6-0T and researches the individual prototypes.

Photography: **Chris Leigh & George Dent**

It seems a long time since I brought my unfinished Cotswold kit-built '16XX' into the office to show to those on our team who are not familiar with GWR pannier tanks. Three years earlier I had taken a kit-built 'J70' to Toronto to show the Rapido team what we were asking them to make for us. At least, this time, Rapido's steam supremo Bill Schneider is a GWR modeller so he wasn't just familiar with the '16XX', he actually wanted one for his own layout! Bill designed the '16XX' and oversaw it through to completion.

I think, before I go much further into the '16XX' story, I should give credit to the other person who master-minded this latest *Model Rail* exclusive production. *Model Rail*'s former editor, Richard Foster, led the project from the outset and did the research. This included trips to the Kent & East Sussex Railway to examine, measure and photograph

No. 1638, the only surviving member of the class, which once numbered 70 locomotives.

Following on from the very highly rated 'J70' 0-6-0T, the pannier posed a different set

of design problems for Bill, because 'daylight' and detail was needed under the boiler, while the 'J70' has its boiler detail largely hidden within the body shell. It doesn't matter that you can't see much of it, the 'J70' has its full complement of internal detail, too, as one expects with a Rapido product.

Richard Foster told the story of the Hawksworth-designed '16XX' class in *Model Rail* 280 (November 2020) so, suffice to

say here that F.W. Hawksworth's lightweight 0-6-0PT was intended to replace elderly 2021 class pannier tanks which were life-expired. Though designed and ordered just before nationalisation in 1948, the 70 locomotives were built at Swindon between 1949-55. They received a class A power rating and were

“ Branch closures and the spread of the 204hp 0-6-0 diesel shunter were combining to eliminate the need for the '16XXs' ”

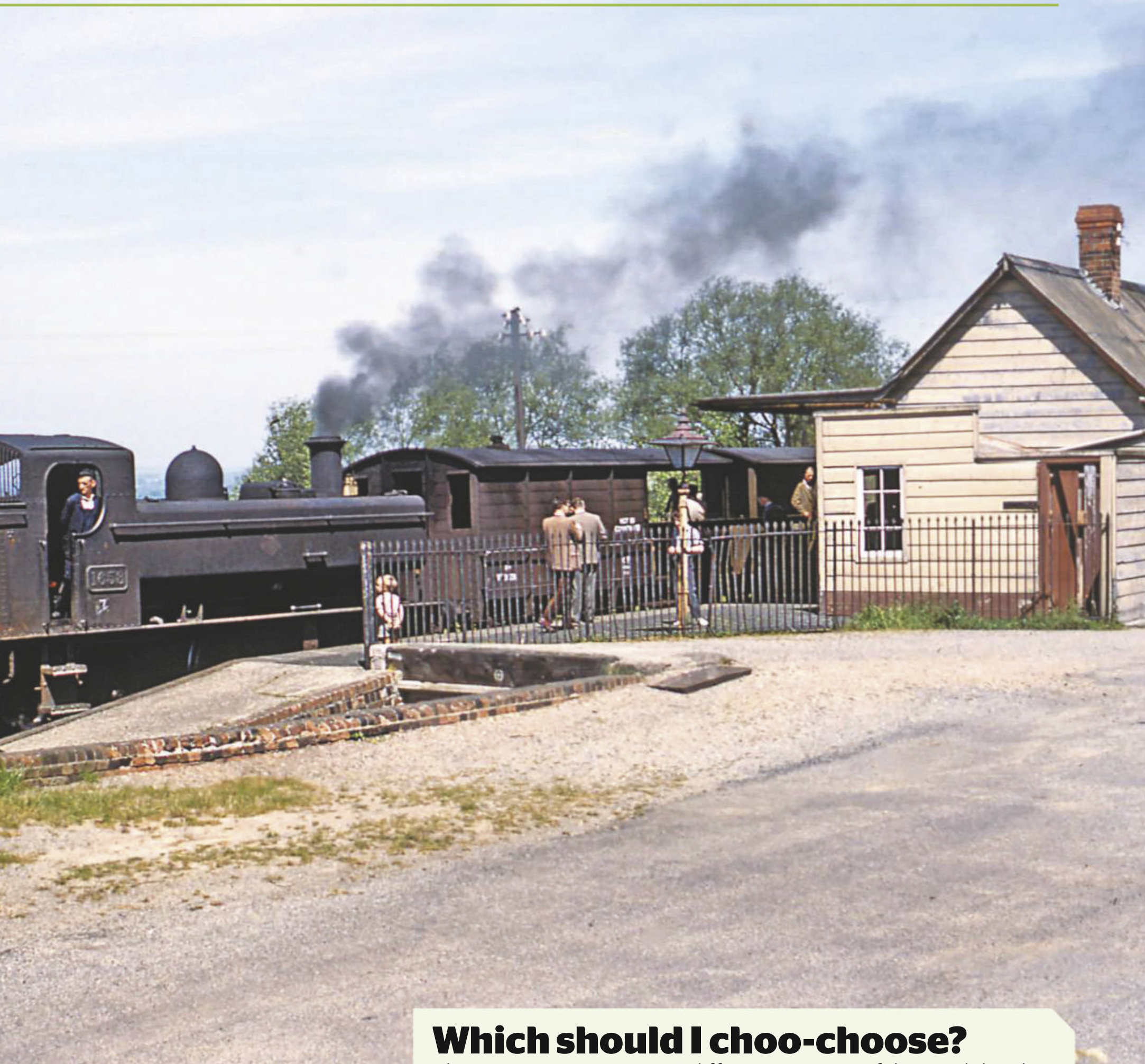
unclassified in the GWR's weight restriction system, which meant they could go anywhere.

'16XXs' were allocated throughout the former GWR system from Slough to South and West Wales, the West Midlands and St Blazey in Cornwall. Even as they were built, the decline in traffic over lightweight branch lines, branch closures and the spread of the 204hp 0-6-0 diesel shunter were combining to eliminate the need for the '16XXs'.

Towards the end of their careers, two members of the class were sent to the far north of Scotland to work the light railway between The Mound and Dornoch after the indigenous

Inspired by my brother's photograph of No. 1664 at Kemble (see pg39), *Model Rail*'s 1664 propels the Tetbury branch brake van through Bolventor's Up platform.





Above: Classic '16XX' in a typical setting. No. 1658 spent its entire career allocated to Swindon, where it was used particularly on the lightly built branches to Highworth, Tetbury and Malmesbury. Here it is at Highworth with a brake van special, passenger services having been withdrawn in March 1953, two years before 1658 was built. R.C. RILEY/CJL COLLECTION

Highland Railway 0-4-4T broke its crank axle and was withdrawn. Two more served for a short time with the National Coal Board after being sold by BR. Only one, No. 1638, was privately purchased, for the Dart Valley Railway, but when the company later put it up for sale, the DVR successor, South Devon Railway, could not afford to buy it. Instead, it was acquired by the Kent & East Sussex Railway, being ideal for the Tenterden-Bodiam light railway, although no '16XX' had previously run in that area.

Which should I choo-choose?

There are a staggering 22 different versions of the *Model Rail/Rapido* '16XX' to choose from, so over the next nine pages we present a potted history of them all, while Chris and George show you how to add extra detail and a lifelike weathered finish.



Prototype and model

As the outline history of the class has already been covered in MR280, I will concentrate on giving a brief summary of each of the locomotives represented in the 22 versions available. Information is taken from *The Pannier Papers* by Kevin Pile. Numberplates are printed flush on the cab sides so that renumbering with etched plates is straightforward. For simplicity's sake I will list the locomotives in BR number order, with the *Model Rail* reference number after.

1600 (MR-309A)

No. 1600 was allocated new to Barry and remained there throughout its career until withdrawal in March 1959. One of two '16XXs' sold out of service to the National Coal Board, it worked at Risca colliery, Newport. The model carries NCB light green livery based on that carried by No. 7754, but it is likely that the livery is fictitious. **Shedcode:** Blank

1604 (MR-303)

No. 1604 went new to storage for a couple of months in late 1949 before being allocated to Oswestry where it seems to have spent its entire career of just 10 years, being withdrawn at Swindon Works in July 1960. The model is black with early BR emblem and comes factory-weathered. **Shedcode:** 89B Oswestry

1607 (MR-309B)

Like No. 1600, No. 1607 was sold out of service to the National Coal Board. The model carries NCB light green livery based on that carried by No. 7754, but it is likely that the livery is fictitious. **Shedcode:** Blank

1609 (MR-301A)

Apart from a spell at Stourbridge between February and November 1953, No. 1609 was allocated to Llanelli throughout its career. The model is black with the early BR emblem. **Shedcode:** Blank

1616 (MR-307A)

Allocated new to Lydney in December 1949, No. 1616 would have worked the freight by-ways of the Forest of Dean and in the Gloucester area until its withdrawal in October 1959. The model has the 'Busby' spark-arrestor chimney and is black with the early BR emblem. **Shedcode:** 85B Gloucester Horton Road, Lydney.

1623 (MR-301B)

No. 1623 was at Lydney and Gloucester before transfer to Llanelli in April 1963. It had works visits to Gloucester, Newton Abbot, Wolverhampton, Barry and Caerphilly and was withdrawn in May 1965. It is modelled with the conventional chimney, in pristine black with the early BR emblem. **Shedcode:** 85B Gloucester



This photograph proves the allocation of No. 1636 as it stands under the coaler at Slough, clearly showing its 81B shedcode. Alongside is '14XX' O-4-2T No. 1445, while a Pressed Steel three-car DMU takes the branch to Windsor in the background. C.J.L. COLLECTION

1624 (MR-301C)

New to Croes Newydd in July 1950, No. 1624 was well travelled in its early years, moving to Stourbridge in June 1951, Machynlletth in July 1951, Plymouth Laira in July 1953 and finally to St Blazey in October 1953, where it remained until withdrawn in February 1962. It is modelled in pristine BR black with the early emblem. **Shedcode:** 87C Danygraig

1627 (MR-305A)

New to Lydney in August 1950, a year later No. 1627 went to St Blazey on loan. It is not clear how long it stayed in Cornwall before returning to Lydney, but in August 1962 it was officially transferred to Oxford, where it was condemned in June 1964. It is modelled in BR black with the

late emblem and is factory-weathered. **Shedcode:** 81F Oxford

1628 (MR-305B)

No. 1628 was very much a Welsh '16XX' and seems to have only left the principality once, for a works visit to Wolverhampton in August 1962. It began in September 1950 at Whitland, went to Llanelli in July 1953, and to Oswestry in July 1959 where it was stored for a couple of months. In October 1959 it was transferred to Croes Newydd. It was apparently hired out in 1964 and returned in November that year. It was withdrawn in September 1966 as the last of its class in BR service. The model is black with a late BR emblem and factory-weathering. **Shedcode:** 6C Croes Newydd

1629 (MR-307B)

Swindon delivered the '16XXs' at the rate of roughly one a month. No. 1629 was new to Cardiff Cathays shed in October 1950 and went to Merthyr a month later. It returned in December 1950 but in September 1953 was transferred to Worcester. There it acquired the spark arrestor chimney, which enabled it to safely work the branch to the armaments depot at Ditton Priors. It lasted in that job until June 1960. The model has the 'Busby' spark arrestor chimney and is in pristine black with the early BR emblem.

Shedcode: 85A Worcester

1636 (MR-304A)

Delivered to Oswestry in March 1951, there are question marks regarding the later allocation of No. 1636. It moved to Machynlleth in February 1954 and to Oswestry in August 1959. It was reported as transferred to Didcot in June 1962 but appears to have actually gone to Slough and certainly carried a Slough (81B) shedplate. It is modelled in pristine black with the later BR emblem. **Shedcode:** 81B Slough (see photo left)

1638 (MR-306)

New in April 1951 to Llanelly, in August 1962 to Oswestry and then in January 1965 to Croes Newydd, No. 1638 was the only member of the class to be preserved, initially at Buckfastleigh and subsequently at the Kent & East Sussex Railway where it still operates. MR-306 depicts No. 1638 in GWR green with the letters GWR on the tank sides, with copper-capped chimney and brass safety valve bonnet as it has appeared in preservation. This livery will suit Great Western modellers who might wish to turn a blind eye to the post-nationalisation introduction of the class as well as those with preservation-era layouts.

Shedcode: 74A

1638 (MR-310A)

Another preservation-era livery carried by No. 1638 has been BR green with the early BR emblem, as depicted by MR-310A.

Shedcode: 83A Newton Abbot

1638 (MR-310B)

As befits its celebrity status, MR-310B depicts No. 1638 in its early preservation condition when its owners applied their own livery, BR green with 'DART VALLEY' on the tank sides. **Shedcode:** Blank

1646 (MR-302A)

No. 1646 had a short career in Wales, going new to Swansea East Dock in May 1951. It moved to Croes Newydd in February 1953. In June 1956 it was transferred to the Scottish Region, to Helmsdale, in order to work the branch line from The Mound to Dornoch, as the '16XX' was the only available class with a light enough axle-loading to work the former Dornoch Light Railway. After the branch closed it worked from Inverness for a while, having had its GWR lamp irons replaced by the BR pattern. No. 1646 is modelled in pristine BR black livery with the early emblem.

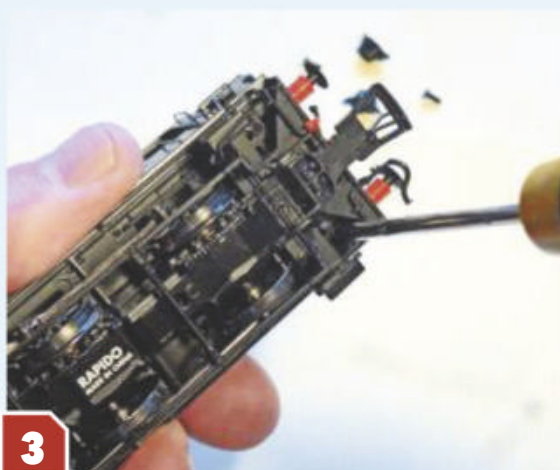
Shedcode: 60C Helmsdale, Dornoch

**STEP
BY
STEP****Dismantling and fitting extra details****1**

Taking the body off the '16XX' is easy. Pull out the two filler caps on the tank top, using your fingers. They are a press fit. Keep them safe, ready to refit.

**2**

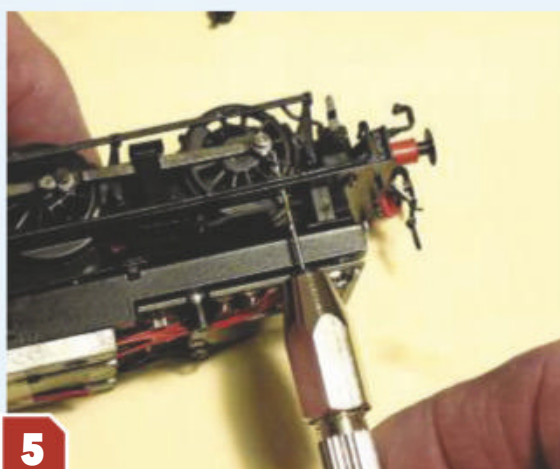
There are two small crosshead screws concealed under the filler caps, for which you will need a small crosshead screwdriver, ideally with a magnetized tip.

**3**

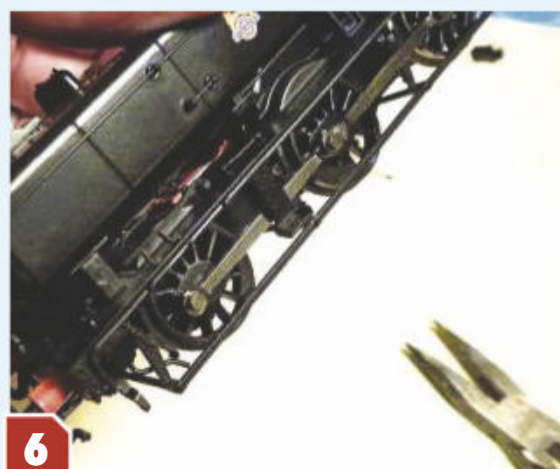
Two similar screws are to be found underneath the bunker, in the corners. With these removed, the body will lift off.

**4**

There are no additional clips, the metal body just lifts off. The cab floor remains attached to the chassis, making it easy to fit a crew at this stage.

**5**

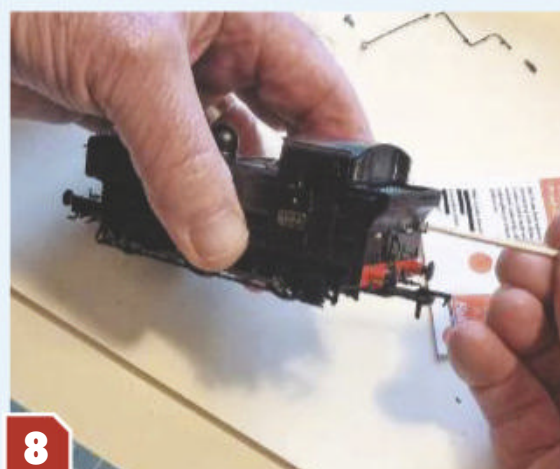
A pin-chuck is used to drill holes for the spare lamp irons. If fitted, these could be three beside the middle splashers or two or three beside the front splashers, left side.

**6**

The lamp irons are pre-shaped and painted. I made mine a press-fit but they can be glued if necessary. No. 1609 had two lamp irons beside the front splashers.

**7**

Two fire-irons, known I believe, as a paddle and a dart, are provided. They were carried on hooks on the back of the bunker.

**8**

The fire-irons can be fixed in place with a spot of white glue such as Velo-Set applied to the hooks with a cocktail stick.



Left: The second of the two '16XXs' to go north to Scotland, No. 1649 rattles a typical branch mixed train over the Dornoch level crossing in 1959. The locomotive retains its GWR lamp irons. The train is formed of a 12ton van, Stanier brake second, open wagon, another van and the brake van. Sub-standard carriageway widths on the road! NEVILLE STEAD/TRANSPORT TREASURY



Above: Branch line railtours in the 1950s/60s required a versatile locomotive suited to the lightest of lines on the itinerary, hence the use of No. 1658 on a Gloucestershire Railway Society outing that included the Malmesbury branch, here seen at Dauntsey. DON LOVELOCK

1649 (MR-302B)

In June 1951 No. 1649 went new to Bristol St. Philips Marsh. It was taken out of WR stock in July 1958 and went, like No. 1646, to Helmsdale on the Scottish Region for working the Dornoch branch, which closed in 1960. Afterwards it was fitted with BR-pattern lamp irons and worked some local duties around Inverness. It was withdrawn from Perth in 1963. The model is in BR black with early emblem and factory weathered. **Shedcode:** 60C Helmsdale, Dornoch (see above)

1655 (MR-304B)

Another all-time Welsh '16XX', No. 1655 was at Burry Port from January 1955 and Llanelly from January 1961. It was withdrawn in July 1965. Our model is in pristine BR black with the late emblem. **Shedcode:** 87F Llanelly

1657 (MR-301D)

No. 1657 was new in January 1955 to Hereford. With a short career of just nine years it was condemned in November

1964, still allocated to Hereford. The model is in pristine BR black with the early emblem. **Shedcode:** 85C Hereford

STEP BY STEP

Changing couplings



1

For those who don't use tension locks, the '16XX' is supplied with two scale screw couplings. The dummy hooks just pull out.



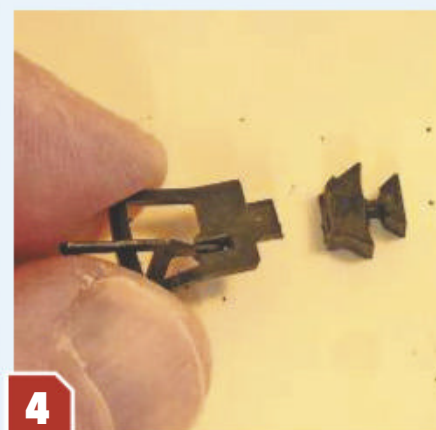
2

The scale screw coupling is a press-fit into the hole using a pair of small pointed nose pliers. It probably won't need glue.



3

If you are keeping the tension lock but want to shorten it, the coupler and the NEM pocket can be cut, as shown, with a razor saw.



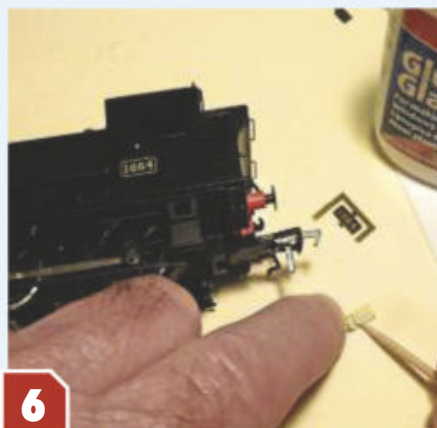
4

The remaining peg on the coupler will need to be glued into the shortened NEM pocket and the pocket refitted to the mounting.



5

A comparison between the original and shortened couplers. I acknowledge 'Rembrow' on RM Web as the source of this tweak.



6

Etched plates from Fox or Shawplan are a perfect fit over the printed plates. Just cut the etched plate from the fret with small sharp scissors, dress the cut edge with a small file and apply Glue 'n' Glaze.



7

Position the plate on the cabside and manipulate it into exact position with the dry end of the cocktail stick. Etched plate sets include a front numberplate which can be applied in the same way.



8

....And finally Rapido Andy, better known as Hardy's Hobbies has tweaked two footplate crews to be a perfect fit for the '16XX'. While the body is off, you just need to put them in place with a spot of glue.

1658 (MR-301F)

Allocated to Swindon throughout its career from new in February 1955 until November 1964, No. 1658 would doubtless have made frequent appearances on the Highworth branch workmen's trains and on the Tetbury branch freights, both of which required lightweight motive power. The model is in pristine BR black with the early emblem. **Shedcode:** 82C Swindon (see left)

1661 (MR-308)

A regular in the West Midlands, No. 1661 was new to Kidderminster in March 1955 and went to Worcester shed from November 1957. There it became the final wearer of the 'Busby' spark arrestor chimney for working the Cleobury Mortimer & Ditton Priors Light Railway. However, with operations on that line being infrequent, it was better known for activity on the 'Vinegar branch' to the Hill Evans vinegar works. Towards the end of its career it received the chalked nickname 'Vinegar Castle' at the time that Worcester shed had the last significant allocation of 'Castle' class 4-6-0s. *Model Rail's* No. 1661 is depicted with the 'Busby' spark arrestor, in weathered BR black with the early crest and carrying the full complement of chalked 'Vinegar Castle' names. **Shedcode:** 85A, Worcester

1664 (MR-301E)

New to St Blazey in March 1955, No. 1664 worked in Cornwall until its transfer to



Swindon in December 1961. It was a familiar sight on the Tetbury branch freight service working the last freight and extracting the empty wagons on August 4 1963. It also worked the final end-of-term school train for Westonbirt Girls School on April 2 1964, formed of a Collett full brake and two LMS Stanier coaches. The branch closed completely just two days later but No. 1664 lasted a little longer, until November 1964. The model is presented in pristine BR black with the early emblem.

Shedcode: 83E St Blazey (see above)

Freight on the Tetbury branch had already ended when my brother caught No. 1664 on the Up line at Kemble with the 'toad' brake van for the Cirencester goods. R.J. LEIGH/CJL COLLECTION

1668 (MR-301G)

Another '16XX' that didn't quite make 10 years in service, No. 1668 went new to Taunton in May 1955. Showing how much the work for these locomotives had dwindled, it was placed in store for a month in July 1960 before transferring to Oswestry, where it lasted until January 1965. The model carries pristine BR black with the early emblem.

Shedcode: 83B Taunton (see below)

Oswestry-based '16XX' 0-6-OPT No. 1668 approaches Llynclys Junction with a train of ballast from Nantmawr Quarry on the Tanat Valley line on November 2 1964. JOHN WHITE





OVERVIEW *Model Rail/Rapido* Trains BR/WR '16XX' 0-6-0PT

While we would not review one of our own products by offering comments, we can provide all the technical information and description that we would normally provide as part of any locomotive review. The diagram in *A Pictorial Record of Great Western Engines* by J.H. Russell (OPC) carries no written dimensions so it is impossible to check that it has been accurately scaled in the reproduction, but it appears to be so. The '16XX' checks accurately against all major dimensions of that drawing.

The body of the model is die-cast metal with a moulded plastic running plate and details. Four small cross-head screws hold the body in place, two under the bunker and two concealed beneath the water filler caps on the tank top. The filler caps are a press-fit and they simply pull out to reveal the screws. Once all four screws are removed, the body simply lifts off, leaving the running plate attached to the chassis. Cab backhead and bunker front details are plastic and glued

into the body, as is the upper part of the bunker. The chimney and safety valve bonnet are separate fittings, as are the whistles and shield.

The backhead is fully detailed with regulator handle, sight glasses and pipework picked out in colour. The firehole doors are modelled 'cracked open' to reveal a red glow when under power. There is planked detail on the cab floor and the reversing lever is bright red. As the floor

remains attached to the chassis, fitting a suitable crew is easy and the pack includes a flyer for a discount on the 3D-printed crew produced by Hardy's Hobbies.

Turning to the chassis, Sprung buffers are fitted front and rear. The three green versions of No. 1638 feature a copper-capped chimney and a brass-finished safety valve bonnet, as does No. 1655 which carried this embellishment in its later years. All the other BR black-liveried models have the plain black chimney and safety valve bonnet.

The model has jointed metal coupling rods and factory-fitted brake gear. NEM coupler pockets with tension lock couplings are fitted front and rear and dummy coupling hooks are fitted to the bufferbeams. If the NEM coupler pockets are dispensed with, the detail pack contains two very neat screw couplings which can be fitted in place of the dummy hooks.

A conventional skew-wound five-pole motor with flywheel is fitted, driving the front-coupled axle via a worm and





“The detail pack contains two very neat screw couplings which can be fitted in place of the dummy hooks”

3 things to note



1

Highly detailed cab interior and firebox glow effect.



2

Daylight under the boiler and cosmetic inside motion.



3

Individual protective bars for the rear glazing panels.

gears. Despite some comments to the contrary on social media, this is not a coreless motor. Plunger pick-ups are fitted behind all six wheels.

There is daylight under the boiler and a non-working representation of the inside motion. The '16XX' does not have the usual plethora of pipework on the boiler and tank top as Hawksworth concealed this between the boiler and tanks and provided the locomotive with a flat top. This has allowed the mechanism to be constructed on a substantial casting which, together with the cast bodysell, provides much of the weight and enables the electronics to be neatly laid out on a circuit board which includes the Next18 decoder socket with its analogue blanking plate. A sugar-cube speaker is attached to the floor in the bunker area for easy installation of DCC sound.

The model is spray-finished in satin black with printed emblems, numberplates and shed code. A small bag of customer-fit extras includes couplings, fire irons and three spare lamp irons. Not all '16XXs' carried the spare lamp irons and their precise location varied so, for this reason, they are supplied separately and small holes will need to be drilled to fit them.

We have operated several '16XXs' on test and performance is remarkably consistent, the model having no problems with a train of 35 four-wheel wagons.

MODEL RAIL/RAPIDO TRAINS '16XX' 0-6-0PT

OVERVIEW

Manufacturer: Rapido Trains Inc
Ref. No. MR-301A
Unit No. 1609
Scale/gauge: 4mm:1ft '00'

Body: Metal/plastic
Chassis: Metal/plastic
Weight: 256g (9oz)
Min. curve radius: R2 (438mm)
Wheel back-to-back: 14.5mm

ELECTRICS

Electrical system: 12V DC two-rail
Motor type: Five-pole skew-wound

Lights: Firebox
DCC ready: Next18 & speaker

MECHANISM

Drive system: Worm and gears to front coupled axle

Flywheel(s): 1
Traction tyres: No

DIMENSIONS

Length (over buffers)
Height
Width
Wheel diameter
Wheelbase

PROTOTYPE

30ft 3in
11ft 6in
8ft 6in
4ft 1½in
14ft 9in

1:76 SCALE

121mm
46mm
34mm
16.5mm
59mm

MODEL

121mm
46mm
34mm
16mm
59mm

SERVICING

How to dismantle: Four screws.
Where to oil: See instructions.





HOW TO

WEATHER A '16XX'

George Dent couldn't resist the urge to portray one of the NCB-liveried '16XXs' in a typically work-stained condition. Here, he shows you how it was done.

My interest was piqued as soon as I realised that our range of '16XXs' was to include NCB liveries and, once they arrived, I couldn't wait to shunt one of them into my weathering siding. Bright shades of green usually respond well to a weathered finish, especially if a preliminary wash coat is applied, as this allows the 'grime' to be retained in any recesses or around raised projections or surface relief – just as in real life.

Since taking over as editor, my modelling time has been restricted lately and this was



a job I had to fit around other responsibilities, working in bursts of 30 minutes here and there. Therefore, I opted for the use of oil paints for the wash coats. These slow-drying paints allow plenty of working time and, even after decanting onto a mixing palette, the paint remains usable for up to 24 hours. Therefore, there was no need for undue haste and the streaking and staining effects

could be modified at leisure, with the help of a little thinner.

The oils were confined to the body and bufferbeams, but the chassis frames, wheel spokes and footplate were stippled with a mix of acrylic paints and dry pigment. This created a discernible texture to the surface and the slightly rough appearance was refined with an airbrush and dry pigments.

As with any locomotive weathering project, it's vital to keep the wheels clean to maintain reliable electrical performance. I tend to clean them as I go, rather than waiting until

A weathered finish brings out the best in the '16XX'. Like Chris, George also employed a footplate crew from the Hardy's Hobbies range.



the end – it's much easier to wipe away thin layers of wet paint than thicker, dry deposits. As well as the treads and flanges, the inner faces of the wheels must also be kept clean and free of paint and debris, as the '16XX' features a set of plunger pickups.

Use of an airbrush for weathering is optional, as the oils, acrylics and powders can create an authentic result on their own (see MR283). However, a fine mist of thinned paint does bring an extra refinement to the weathering and this project allowed me to roadtest a new Iwata airbrush (see review on page 100).

I'm really chuffed with the finished results. Indeed, I find that you learn much more about a model when you take it apart and weather it. I've realised that there's even more fine detail to be found on the '16XX' than I'd noticed before!

STEP BY STEP



1

A mix of Abteilung Brown, Earth and Black oil paints was created on a palette and diluted slightly with the same brand's thinners. The paint was then brushed onto the body, about one square inch at a time.



2

I wiped away most of the paint in vertical strokes, leaving behind the pigment in recessed areas and around raised detail. Mr Hobby or Tamiya cotton swabs are more expensive than cosmetic buds, but they last longer and don't shed fibres onto the model.



3

The smaller swabs are also ideal for working around fine detail and into awkward corners. Dipping into the thinners will help to shift heavier deposits of paint. Keep all strokes in the direction of gravity on the real thing.



4

Once most of the oil paint has been removed, a soft, dry flat brush can be run over the surface to remove any fibres while also introducing some delicate streaking effects. Again, keep any streaking in line with gravity.

What George used

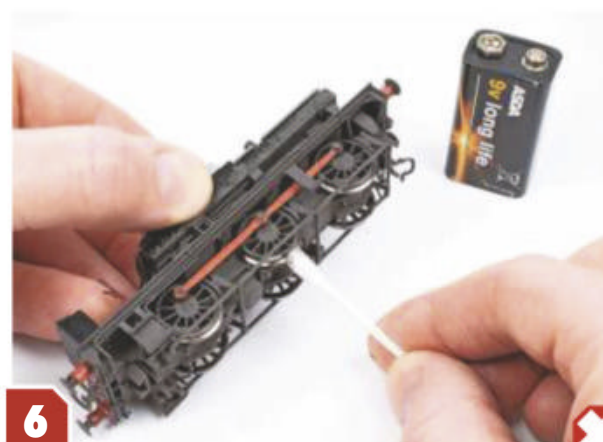


- ◆ LifeColor acrylic paints and dry pigments; Wilder Quick Mask, airbrush and equipment
Availability: The Airbrush Company
Tel: 01903 767800
Web: www.airbrushes.com
- ◆ Abteilung 502 oil paints and thinners; AKI True Metal paints; Tamiya or Mr Hobby cotton swabs
Availability: Scale Model Shop
Tel: 01422 405040
Web: www.scalemodelshop.co.uk
- ◆ RailMatch enamel paints and thinners. **Availability:** Fox Transfers
Tel: 0116 319 4950
Web: www.fox-transfers.co.uk
- ◆ Real coal, medium grade; Ballast Bond adhesive **Availability:** Hattons
Tel: 0151 733 3655
Web: www.hattons.co.uk



5

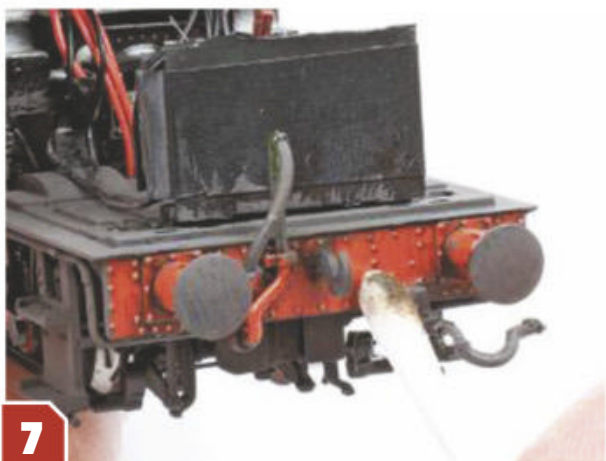
Instead of the oils, acrylic paints were applied to the chassis, with a little dry pigment mixed in to add texture. A mix of black, dark grey and red/brown shades were employed and the paint stippled onto the wheels and underframe.



6

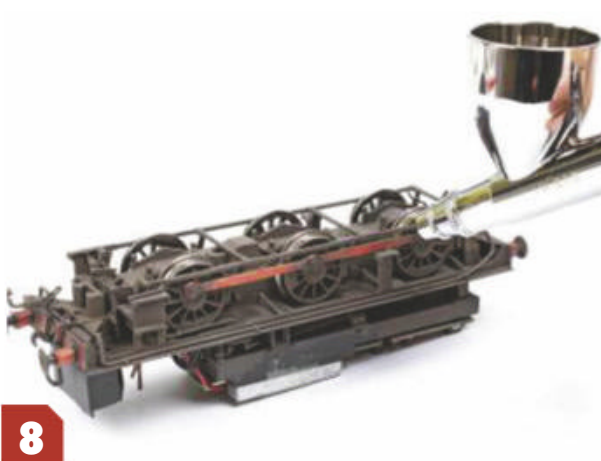
The acrylic paint was carefully wiped away from the wheel treads and inner faces. For models without DCC decoders installed, a 9V battery held against the wheels will rotate them, making cleaning easier.

Masterclass



7

The oil paints were employed on the bufferbeams, to allow a more refined effect to be achieved. The dark pigment clung around the raised relief effectively. The black box at the rear of the cab is the pre-fitted speaker.



8

After 48 hours, the finish was refined with an airbrush, loaded with thinned RailMatch enamel Frame Dirt. A very fine misted layer was applied to the chassis and running plate, followed by targeted spraying of Weathered Black.



9

The same shades of RailMatch enamels were also sprayed sparingly onto the bodyshell, concentrating the mist into recesses and around raised features. This is an optional stage and demands a little care.



10

The use of dry pigments can produce similar results to an airbrush, but they can be messy. A variety of black and brown/grey shades was applied with a soft flat brush, working around the chassis, running plate and parts of the bodywork.



11

The pipework and valves were dry-brushed with metallic Copper and Brass paints respectively. AKI's True Metal paints are ideal for this, applied with a micro brush. The Steel shade is useful for creating burnished effects to handrails.



11

Hattons medium coal chippings were loaded into the bunker and secured with Ballast Bond adhesive, applied via the supplied micro tip. Always apply the glue with the body removed from the chassis, as it may seep through to the interior.

The use of an oil wash coat has allowed the attractive surface relief to be fully appreciated.



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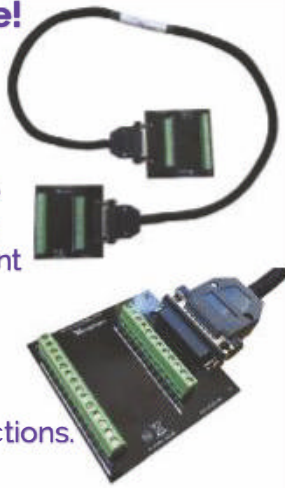
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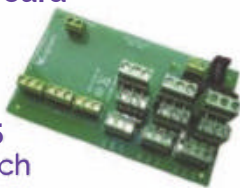


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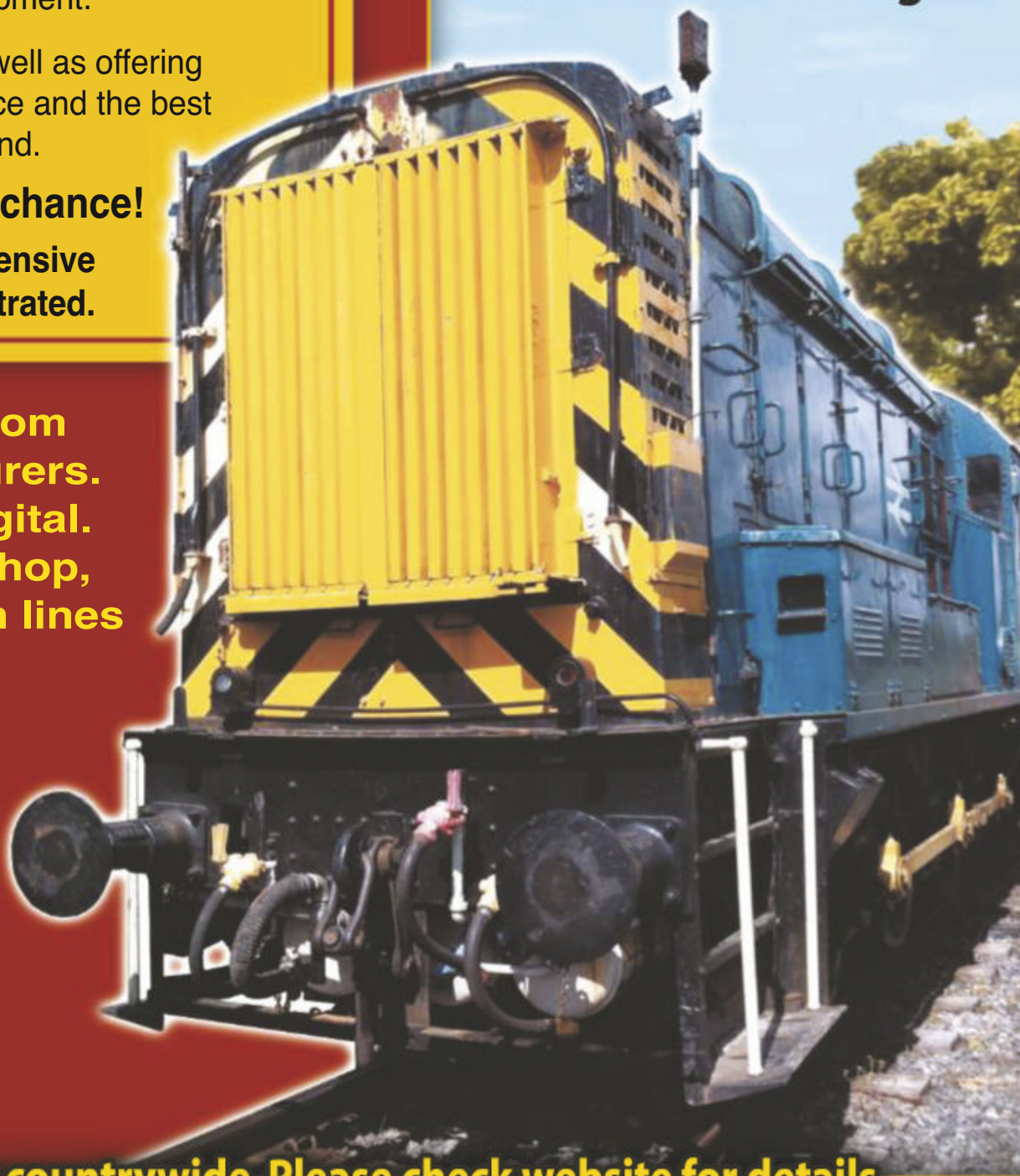
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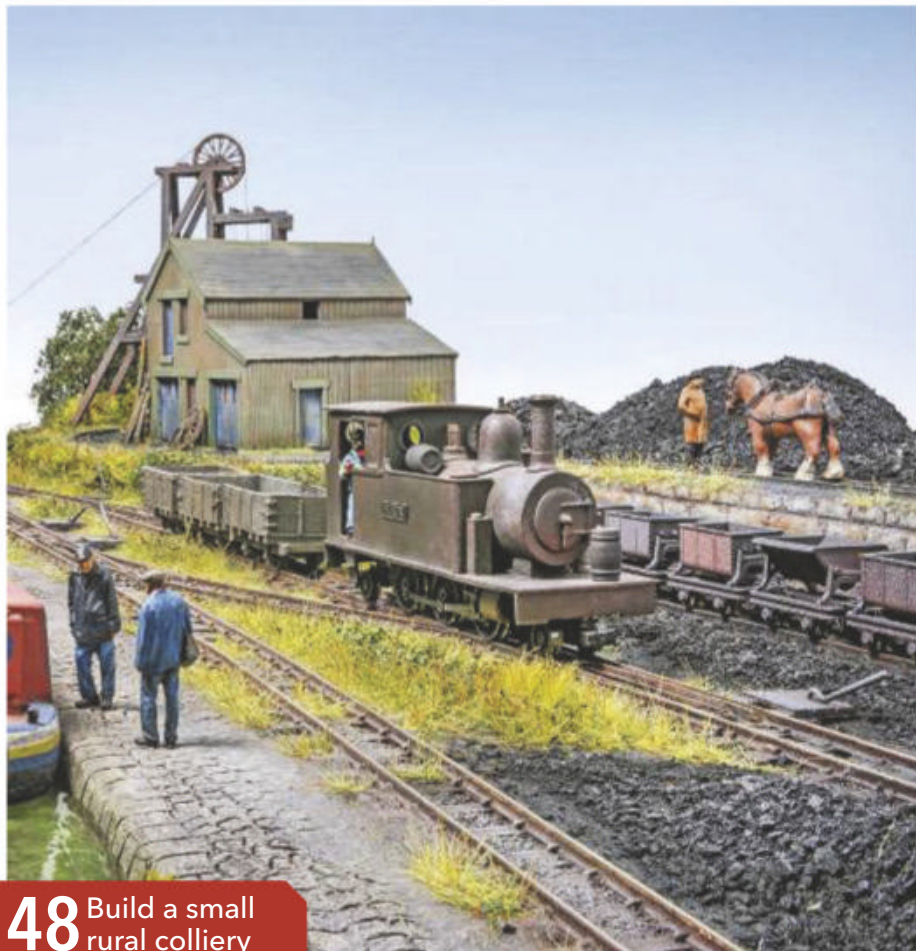


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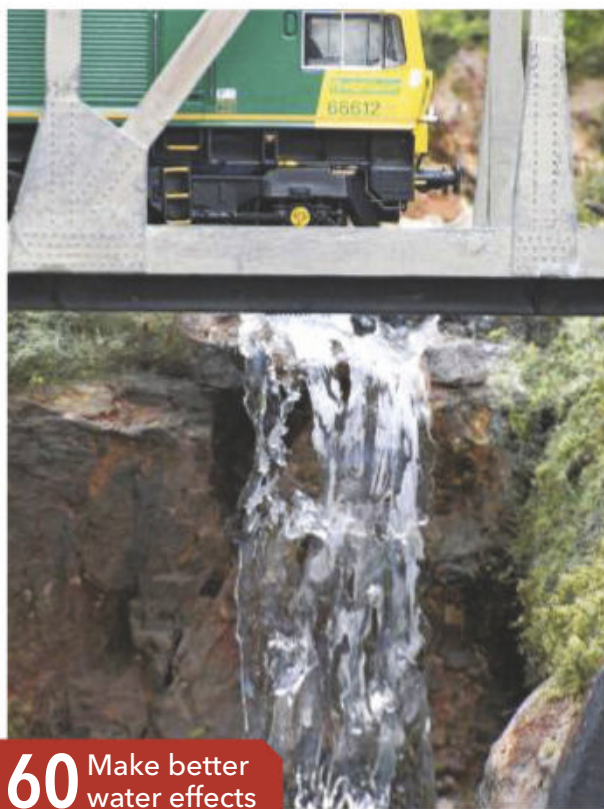
48 Build a small rural colliery



54 Add realism with authentic materials

Workbench

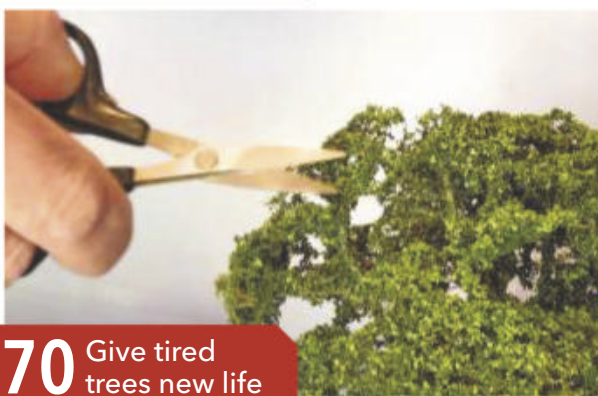
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60 Make better water effects



66 Create an ideal scenic break



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72 Build an 'O' gauge signal

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HOW TO

BUILD A SMALL RURAL COLLIERY

After finding an interesting model gathering dust in one of **Chris Leigh**'s sheds, **Chris Nevard** offered to rejuvenate it – and ended up building an entire layout for it!

Back in the days when we were allowed to visit people, I snuck into Chris Leigh's 'hobby graveyard' shed, while tidying up after a photoshoot for the magazine. Chris has many sheds, even more than Arthur 'Two Sheds' Jackson of *Monty Python* fame. Chris' hobby graveyard shed is used for the storage of unfinished, broken and used model railway projects and is a real treasure trove.

Hiding away on a shelf, under layers of cobwebs and dust, I discovered a damaged wooden pit head, of a type very similar to the one that can be found at the Black Country Living Museum in Dudley. Regular readers of *Model Rail* will know that I'm a sucker for small collieries, so I asked Mr Leigh nicely if I could restore it to its former glory. Happily, he said yes – and I had so much fun sprucing it up. In fact, it inspired me to build this small 3ft by 1ft narrow gauge layout on which to display it.

A little research revealed that Chris' abandoned model was built from a kit in the Craftline Models range. This manufacturer will be familiar to many modellers who have built 4mm scale narrowboat kits. While the pit head kit is not currently in production, a quick Google search suggests that it's due for imminent re-release.

WHAT'S THE SCENARIO?

Moorewood Colliery was one of the most westerly mines of the Nettlebridge Valley

009
GAUGE



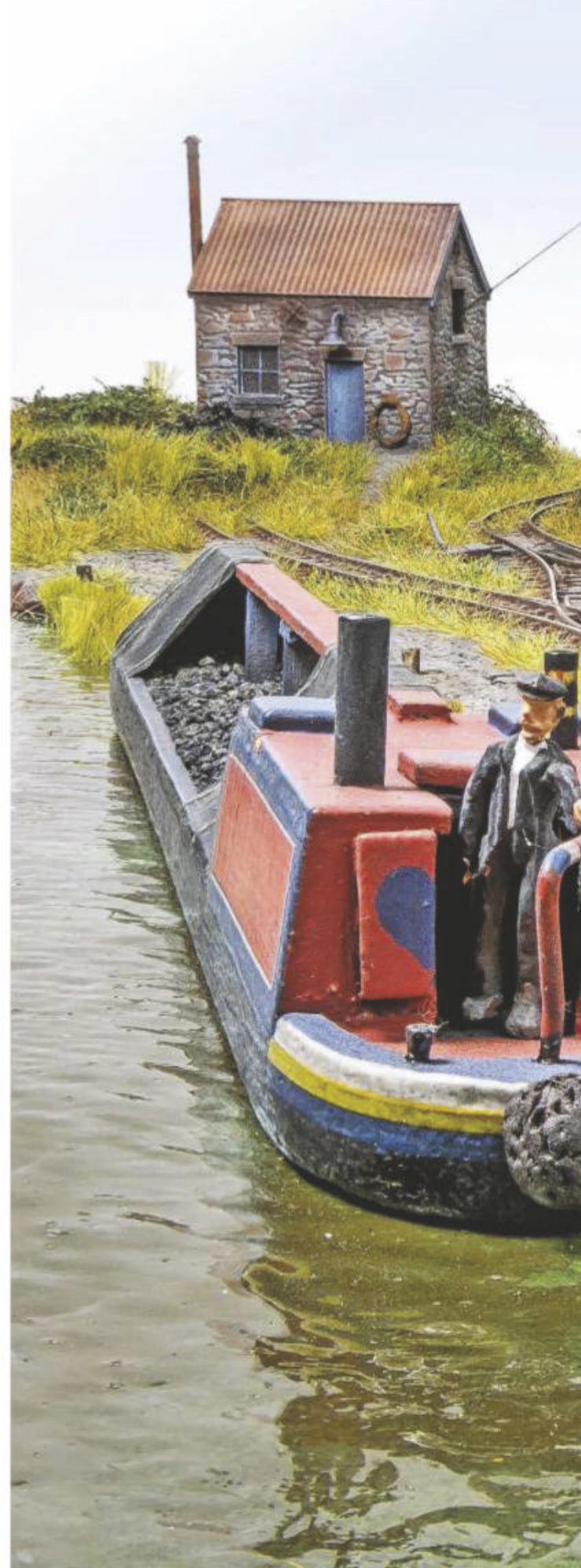
50
hrs



area of the Mendip Hills. First sunk in 1824, the colliery worked a number of major seams and was closed and reopened a number of times during the 19th Century. By 1909, it had been opened again, this time by the Moorewood Colliery Co. Ltd who built a tramway from the pit to connect with the Somerset & Dorset Joint Railway (S&DJR) near Chilcompton. However, it failed to make a consistent profit and was closed for good in the 1930s.

My model takes the Moorewood name and approximate location, but I've upgraded the tramway to a narrow gauge railway running from the colliery to exchange sidings on the S&DJR. For added interest, I've also added a canal basin, suggesting that the never-completed Dorset & Somerset Canal had also built its planned Frome-Nettlebridge extension.

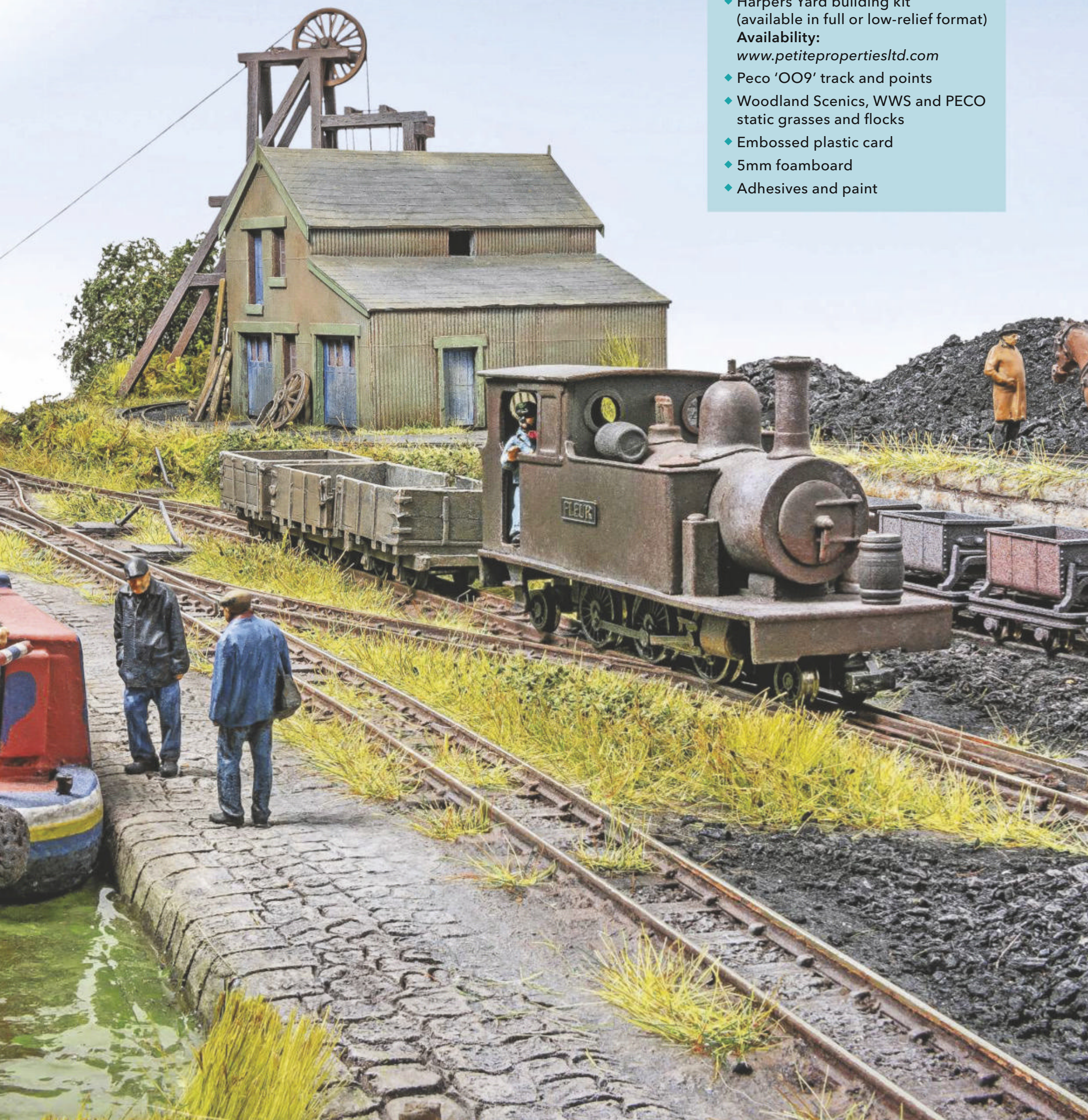
Moorewood started as a simple weekend project, which expanded into a full layout – the whole build being just over a month's worth of weekends. My own projects often start this way with just a few buildings – no rules, just a bit of weekend relaxation. Now, I must order that baseboard to pop it onto – actually, a diorama case with built-in lighting and a curved backscene would be nice...





What Chris used

- ◆ Craftline Models Small Colliery Kit
WTCL09 Availability:
www.scalelink.co.uk
- ◆ Harpers Yard building kit
(available in full or low-relief format)
Availability:
www.petitepropertiesltd.com
- ◆ Peco 'OO9' track and points
- ◆ Woodland Scenics, WWS and PECO
static grasses and flocks
- ◆ Embossed plastic card
- ◆ 5mm foamboard
- ◆ Adhesives and paint



STEP BY STEP

THE BUILDINGS



1

Restoration was simple. The balsawood frame required new sections and these were fixed with cyanoacrylate. Moistening the surfaces speeds up the setting process. The engine winding house was too badly damaged.



2

After a coat of grey primer, I mounted the rebuilt pit head frame onto a small square of foamboard for added strength. This would also make it easier to mount the model onto the layout at a later stage.



3

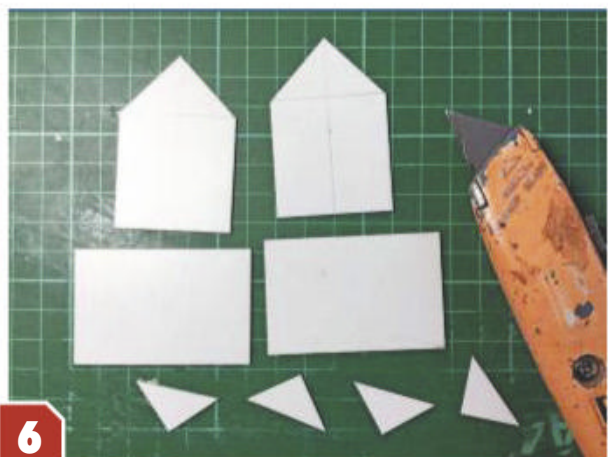
I wanted to make some complementary buildings. I'm a fan of Petite Properties' laser-cut kits, so I ordered the Harper's Yard kit. You can add your own outer finish, so I added an outer veneer of corrugated iron effect plastic card.



4

The plastic veneer was fixed with UHU, while the roof slates - little squares of paper - were applied with PVA. The whole roof took about an hour. Draw horizontal lines with a ruler as a guide.

5 The completed building was initially finished with enamel paints, using various greens, greys and blue. When completely dry, wash layers followed, using diluted brown, grey and beige interior household matt emulsion to give a well-used faded look.



6

The Craftline engine winding house was beyond repair, so I built a new one from plastic card. It took a Sunday afternoon in front of Netflix, after trawling around on the internet and various books for prototype inspiration.



7

Windows are easier to cut if you drill out the corners first. After cutting away the waste, the final shape was formed with a needle file. Embossed plastic card (Southeastern Finecast FBS416) was laid onto each wall.



8

Once the walls had been bonded together and the roof panels installed, further offcuts of plastic card were used to create the doors, windowsills and bargeboards. Corrugated plastic sheet was used for the roof.



9

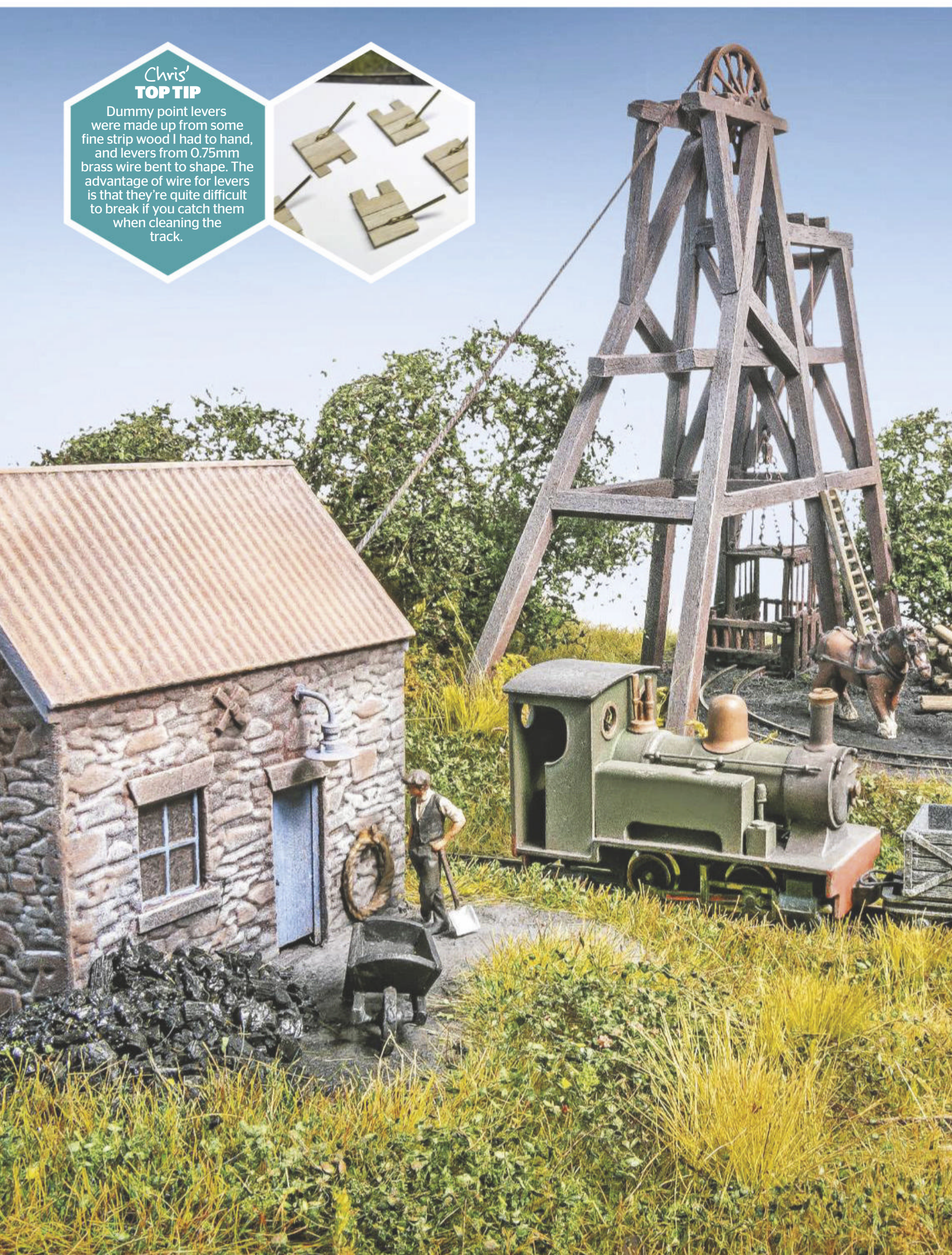
A chimney was added from a length of sprue from a kit. A 3D-printed lantern from Modelu (www.modelu3d.co.uk) created a perfect lamp over the entrance doorway, mounted on a short length of flower arranging wire.

10 Painting is a quick process, I initially blast everything with a mix of Halfords red and grey primers, then top it off with matt black. Top coats are dry-brushed, using interior matt emulsion. A selection of greys, browns and beige shades were employed. I wanted a light Mendip stone look, so that's reflected in the colours chosen. As a rule of thumb, it's better to go too light rather than too dark - what's known as scale colour - as things usually look paler when viewed from a distance.



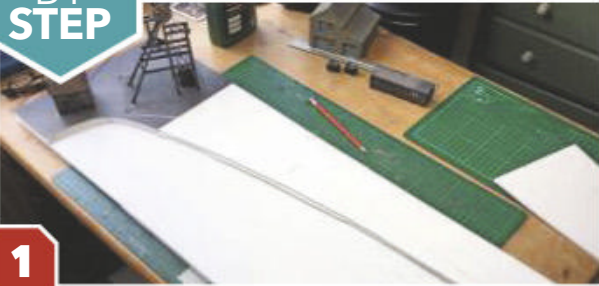
**Chris' TOP TIP**

Dummy point levers were made up from some fine strip wood I had to hand, and levers from 0.75mm brass wire bent to shape. The advantage of wire for levers is that they're quite difficult to break if you catch them when cleaning the track.



STEP BY STEP

THE LAYOUT



1

As with many of my personal projects they tend not have a brief, but now I had a pithead, engine winding house and an industrial building, so thoughts turned to actually building a small layout. I didn't have a baseboard to hand, but had plenty of foamboard, so cut out a sheet to match a 3ft x 1ft proprietary baseboard kit from the likes of Tim Horn Laser Cutting. This would allow me to mess about with ideas and even get some track down, with the plan of ordering or building a proper board later.

2

For years, rather than use cork sheet, I've been laying track on 5mm foamboard as a sub-base. Not for sound-deadening reasons, but mostly because it's easy to draw on, cut and it can be moved around easily when laying track. I then bond it to a proper plywood baseboard. In a bottom of a drawer, I found five Peco 'OO9' points and a little flexi-track, so with the buildings I'd built, I messed about with full-sized mock-ups of possible scenarios. Once happy with a plan, track was fixed to the baseboard with cyanoacrylate. I often use UHU as an alternative, depending on supply. Whatever glue is used, ensure plenty of ventilation.



3



4



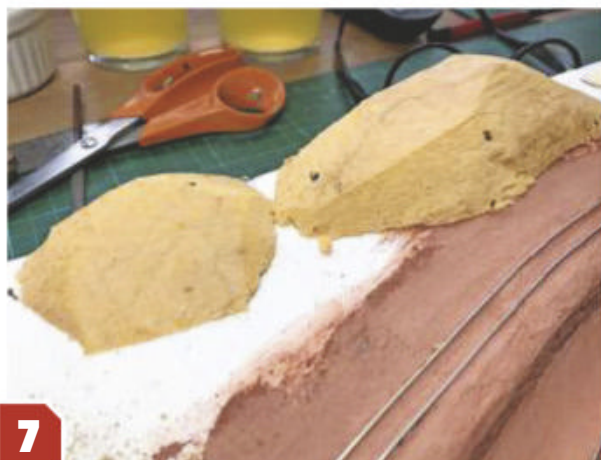
5

My tried-and-trusted method of track laying was employed: the track is primed, with a blend of Halfords red, grey primer and matt black, before ballasting with fine sand. Spray on a little surgical spirit to break the surface tension, followed by diluted PVA to secure the sand in place.



6

For the colliery tub line, I fancied using 6.5mm gauge track to suggest something narrower than 'OO9'. Peco 'Z' gauge flexible track is an easy route, cutting the sleeper base to move the sleepers apart is a simple, cost-effective solution. Another option is to use bespoke Busch 'HOF' narrow gauge track.



7

The smooth ground cover was created with DAS clay, while the basis of the spoil and coal heaps were created from offcuts of insulation foam. The latter is easy to sculpt with a bread knife before gluing to the groundwork with PVA.



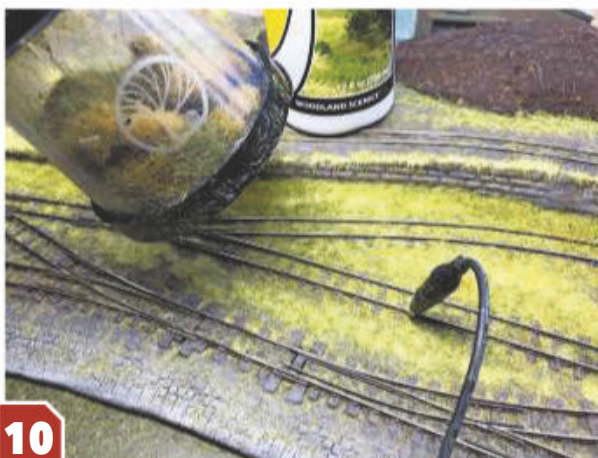
8

The colliery area is a little higher to allow tipping of coal from the 6.5mm system into the 'OO9' gauge system, as well as creating a nice visual effect. This was achieved through building up several layers of foamboard. Embossed stone effect plastic card creates a suitable retaining wall. Nails are purely there to hold everything in place while the glue sets.

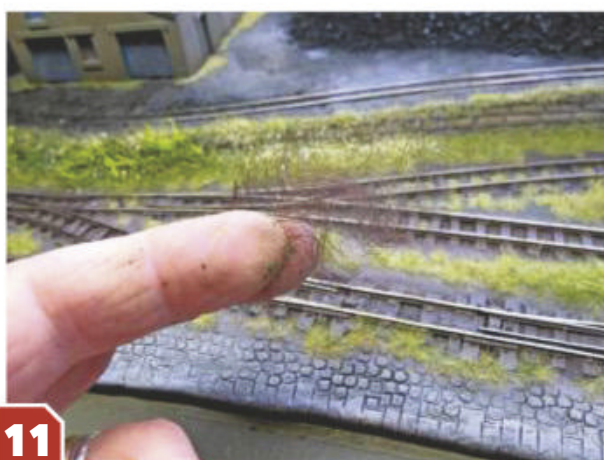


**9**

Track and surrounding areas were painted with grey and brown interior matt emulsion. Such paints won't adhere well to bare metal, hence why the track was primed earlier. Further washes and dry-brushing help to replicate coal dust and rusty rails.

**10**

The grassy areas were created with static grass, avoiding the point blades as much as possible. As a break from the norm, I used Woodland Scenics' 'Static-Tac' rather than my usual PVA - it's slightly more sticky and dries clear with a matt sheen.

**11**

For brambles and weeds, I used a base of postiche artificial hair. Application is simple: tease it apart and then spray it with PVA or hairspray. Postiche can be obtained from several scenic suppliers. Another option is Woodland Scenics' Polyfiber.

**12**

Finally, apply your favourite flock or ground foam, and bind it all together with a light misting of hairspray. Remember to keep your rails clean to avoid any running problems, rubbing them with a track rubber at regular intervals during construction.

Keep it real

Nothing is better for recreating coal than the real material. However, barbecue charcoal is not too far behind. Break up a chunk as coarsely or finely as desired, but be prepared to make a mess! Wrapping it in a scrap of cloth and crushing it with a hammer will do the trick. Fix the loose material by sprinkling it over a layer of thick PVA glue. When the base layer is dry, add further layers, fixing it in the same way as ballast, with surgical spirit applied to break the surface tension before diluted PVA - with a dash of washing up liquid - is then applied.



HOW TO

ADD REALISM WITH AUTHENTIC MATERIALS

Plastic has been a modeller's best friend for decades, but it does have its limitations. **George Dent** found that, by adding real wood and metal to a wagon kit, a far more realistic model was created.



PHOTOGRAPHY: GEORGE DENT



The Parkside kit provides all the parts for the wagon body, plus wheels, bearings and transfers. The plastic trestle parts are ripe for replacement with real strip wood, available in various dimensions from your local model or craft shop.

Making for an eye-catching addition to George's wagon fleet, the Parkside trestle wagon kit has been enhanced with real timber trestles and a metal sheet load.



MODEL Ratio/Parkside PC17 LNER 21t
Trestle Wagon kit ♦ Price (rrp) £10.25

AVAILABILITY
Peco stockists



14hrs



I haven't met many modellers who don't enjoy building plastic kits of one sort or another. It's how most of us got started in model making, and plastic's user-friendly, versatile nature makes it a rewarding material to work with. However, unless you're prepared to put some extra work into creating lifelike textures, it can be difficult to overcome the slightly-too-perfect appearance of the material.

A perfect example is the rendition of bare timber. Plank seams are often too uniform and the lack of wood grain texture may not be noticeable in 'N' gauge, but anything larger will present an overly smooth aspect. A great deal of effort is also required at the painting stage, to mimic grain and creating a faded/ weathered patina.

But here's a thought. Why not use real wood instead? Wood veneer is useful for cutting into planks for wagon decks, but more prominent features, such as a set of trestles, would really benefit from being crafted from strip wood, which is readily available in various sizes from model and craft stores.

Having begun construction of a rake of steel plate-carrying wagons, I wondered how the Parkside plastic kits could be enhanced. The moulded plastic trestle components were good, but they needed a fair bit of fettling work and lacked a suitable surface texture. What really galvanised me into seeking an alternative, however, was the prospect of having to paint and weather them to look like real wood.

Instead, I took the dimensions of the kit components, consulted prototype images on Paul Bartlett's wagon photography website (www.paulbartlett.zenfolio.com) and ordered a few packs of strip wood from an online hobby store. I tried a few different types of wood: balsa, basswood, spruce and mahogany, each of which looked and performed slightly differently. The balsa proved to be a waste of time as the wood split too easily while being shaped, but the others were much better. The mahogany proved more difficult to cut with a knife and was a little too dark compared to

the prototype, leaving the basswood and spruce as the likeliest contenders. These were too pale in their natural state, but the final appearance was easy to refine with shades of wood dye, meaning that there was no need for painting of the trestle at all.

Two sizes of strip wood were employed, the upright trestle brackets being formed from 3.5mm square material, while the horizontal bearers and diagonal braces were cut from 3.5mm by 2mm strip. With rebated joints, the completed trestle unit proved to be very sturdy, especially once fixed to the wagon floor. I considered adding veneer planks, but I was concerned about the strength of the bond between the trestles and the floor. Besides, much of the floor will be hidden once the wagon was loaded, so I opted to roughen up the plastic 'planks' with abrasives before assembly, to add a little texture.

The addition of cosmetic brass joint plates to the trestles is an optional extra, but they do add a greater level of finesse. As for the load, my initial idea was to cut sheets of plastic card and paint them to resemble steel plate. Again, though, much labour could be saved by using something more authentic, so I cut single sheets of lead, from a 1.3mm thick roll (see Shopping List and Warning panels). Suitably prepared with a hammer, the appearance couldn't be bettered in terms of fidelity. And it took about ten minutes!

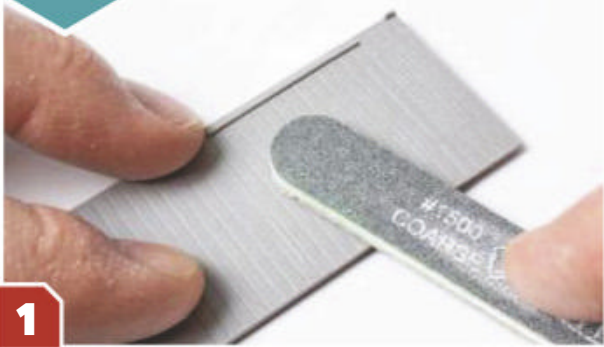
An added bonus of using lead for a wagon load is that it gave the lightweight plastic kit some much-needed ballast. If you intend to run the wagons unloaded, then a small strip of the lead can be secured discreetly below the floor for the same purpose.

While it took me a few attempts to get the timber trestles right (I really should have made a jig to speed things up and ensure greater consistency) the simple plastic kit and the wagon load took no time at all. While I still have a further six of these wagons to build, they're providing a very enjoyable evening project and the time and effort are proving worthwhile.



The texture and colouring of the lead sheet are highly authentic, helped by the dry-brushed rust staining.

STEP BY STEP



1 To make the best of the plastic 'timber' decking, the component was abraded with a coarse sanding stick, rubbed in line with the direction of the planks, in order to create a suitable grain texture. This is much easier to do before assembly commences.



2 The abrasive pad was followed by a miniature steel brush, again rubbed along the length of the planks. This added further grain texture and removed most of the loose debris at the same time. Follow by scrubbing the part with an old toothbrush and clean water.



3 The top edges of the solebars required plenty of fettling to remove prominent mould seams and to create a straight, square edge. To prevent damage, treat the edges while still attached to the sprue. Rubbing over a flat file can be effective.

What you will need

SHOPPING LIST

- ◆ Basswood or Spruce strip wood 1.5mm x 3mm and 3mm x 3mm, from £2.15 per bundle of 10 strips
Availability: Hobbies Tel: 01508 549330 **Web:** www.hobbies.co.uk
- ◆ Lead sheet 150mm x 150mm x 1.3mm, £7.00 Brass flat section 2.0mm x 0.3mm x 250mm, £2.10 each **Availability:** Eileen's Emporium Tel: 01531 828009 **Web:** www.eileensemporium.com
- ◆ Fine brass chain (23 links/in), £3.30 **Availability:** Langley Models Tel: 01293 516329 **Web:** www.langleymodels.co.uk
- ◆ Hold n Fold, Brass burnishing fluid **Availability:** Scale Model Shop **Web:** www.scalemodelshop.co.uk

TOOLS

- ◆ Knife
- ◆ Tweezers
- ◆ Files and abrasives
- ◆ Drill and bits
- ◆ Setsquares
- ◆ Steel rule
- ◆ Metal cutting snips
- ◆ Pliers
- ◆ Plastic filler
- ◆ Ball pein hammer
- ◆ Liquid Poly, cyanoacrylate and Super 'Phatic/PVA glues
- ◆ Wood dye, paints
- ◆ Hold 'n' Fold tool (optional)



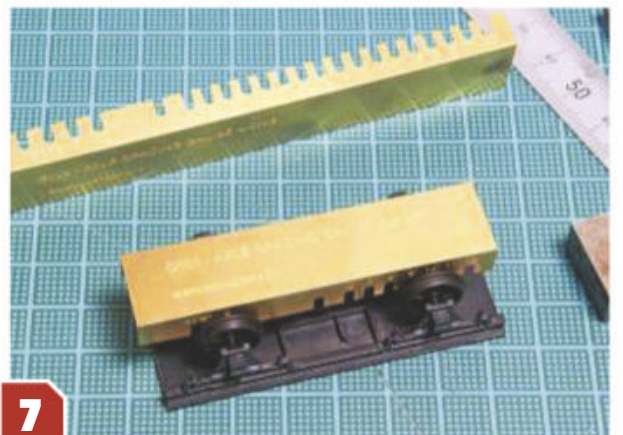
4 After trimming the solebars from the sprue, check that the upper edges are square by placing them on a mirror. Holding them back to back will reveal whether they match up, or whether more material needs to be removed from one side.



5 After tidying the rest of the solebar edges, the brass bearings can be installed, opening out the holes slightly with a 2mm drill bit. A depth gauge can be improvised with masking tape to reduce the risk of drilling all the way through the axlebox!



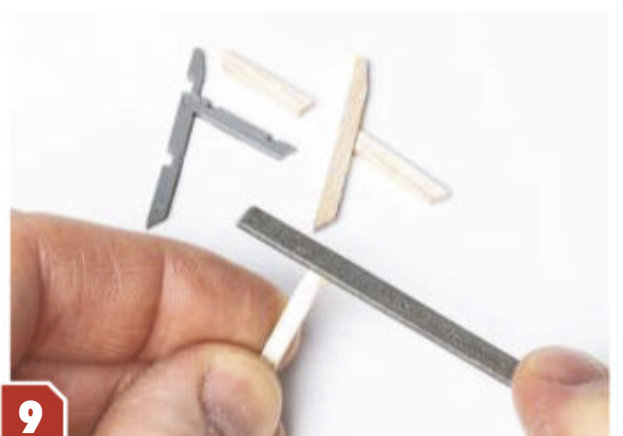
6 Fix one solebar to the floor at a time, using a straightedge to check for correct alignment. When dry, offer up the other solebar, place the axles into position, check alignment and add cement. I always use liquid poly cement for plastic kits, applied with a small brush.



7 It's vital to get the two axles concentric to the wagon sides and parallel. Checks can be made by eye and by placing the wagon on a sheet of glass (all four wheels must be in contact with the surface). Otherwise, this spacing gauge from Brassmasters can be a great help.



8 The trestles were used as a guide for cutting the wood strip to size. More precise modellers than I might prefer to create a suitable jig. A fresh scalpel blade is a must, in order to create clean cuts in the wood, and the parts were cut slightly over-length at this stage.



9 It's rare that a cut edge of timber will be square, so the final shaping and sizing was achieved with a flat needle file, again using the original plastic components as a guide. Test the fit of the parts to ensure clean, strong joints will arise.

**10**

The notches for the longitudinal bearers were carefully marked out and the vertical cuts were made with a razor saw. Work gently and patiently. Again, the notches were marked and cut slightly smaller than necessary.

**11**

The waste wood was pared gently away from within the notches with the scalpel. A square needle file then tidied up the slots. Test-fit the bearers and fettle the notches gradually with the file until a snug fit is achieved.

Prototype inspiration

Parkside's kit represents a BR 21t trestle wagon, as converted in the 1950s from an ex-LNER double bolster vehicle. The timber trestle structure allowed large sheets of metal to be carried at an angle of 45°, which would otherwise be 'out of gauge' if laid flat. Employed on traffic flows from various steelworks to factories and shipyards, the decline of UK heavy industry in the 1970s left them surplus to requirements.

The accompanying images illustrate a slightly different, vacuum-braked version, but the timber trestle arrangement is very similar. Note the signs of repairs and replacement timber sections, as well as the use of securing chains.

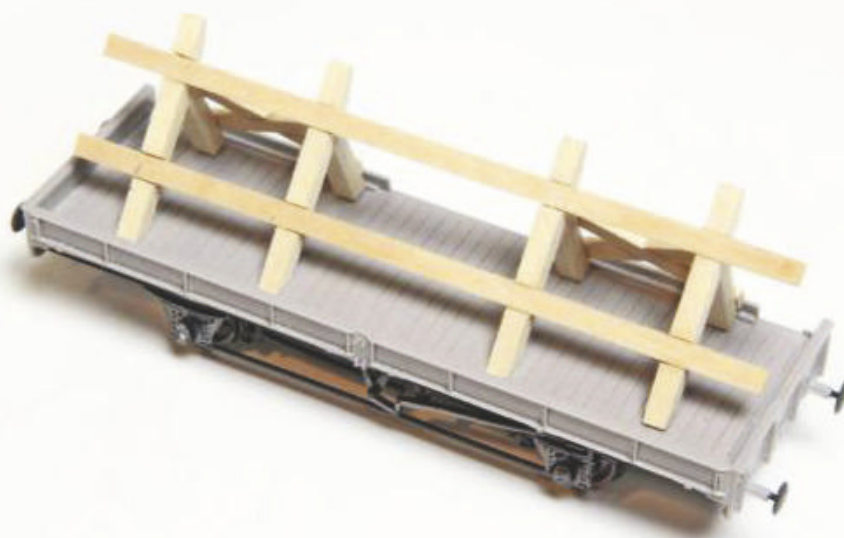


BOTH: PAUL BARTLETT

**12**

The brackets and horizontal bearers were then married up, spaced carefully, using the kit's plastic bits as a guide. PVA glue will suffice, but I used this Super 'Phatic' glue, which can be applied with a precision tip and dries quickly.

13 Checks were made for straightness and square angles before the glue set. The diagonal strengthening beams were then cut and test-fitted before being fixed in position. The trestle unit could then be test-fitted onto the assembled plastic wagon.

**14**

When the glue had cured fully, the timber assembly was lightly abraded with fine sanding sticks and dusted down with an old toothbrush. A dark, random mix of oil-based wood dye was then applied over the bare wood to create a more lived-in appearance.

**15**

To further enhance the trestles, I improvised some strengthening brackets from 2mm wide, 0.3mm thick brass strip. A small Hold 'n' Fold tool made it easier to shape the brass to fit the profile of the timber and the brackets were installed with cyanoacrylate and painted in situ.

**16**

The wood dye needs a day or two to dry fully, so attention turned to painting the wagon. After a black primer coat, the 'timber' decking was picked out with layers of dry-brushed grey, brown and cream acrylics. Each coat was applied along the length of the planks.



17

With the trestles fixed to the wagon (with cyanoacrylate), extra brass brackets were bent and fixed to the floor. Fine brass wire was shaped into hoops to form eyelets for the securing chains. These will be purely cosmetic, so they were just glued into position.



18

A load of sheet metal was created from thin lead sheet. After unrolling and flattening the sheet as best I could, the desired shape and size was marked out with a pencil and set square. The lead can then be cut with a pair of metal cutting snips or stout scissors.



19

The lead was then flattened with a ball pein hammer, working over a scrap of thick wood. Only light pressure is required, as the lead is very malleable, and imprints of the hammer's face are easily created if you use excessive force.



20

To mimic the look of the sheet having been cut with an oxyacetylene torch, the edge of the hammer's face was tapped along each edge of the lead. Again, only light pressure was required to create a very convincing effect.



21

After test-fitting the sheet load onto the trestle, a little dry-brushing with various rust-coloured acrylic paints gave the lead further realism, especially to the edges. Remember to wash your hands after handling the lead.



22

The lead was secured to the trestle with a few small dabs of cyanoacrylate glue. This was also used to fix the cosmetic securing chains. The brass chains had been chemically aged by soaking in a burnishing fluid before a thorough rinse and dry.



WARNING

Lead is a highly toxic metal and must be handled with care. Always wash your hands immediately after handling it (especially before touching food) and keep it well away from children and animals. Brass burnishing (or 'blackening') solutions are also very hazardous and the products' instructions should be followed closely.

There's no match for real timber. Strip wood is an invaluable resource for modellers and it has transformed this humble wagon kit into a lifelike model.



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HOW TO

MAKE BETTER WATER EFFECTS

Peter Marriott passes on tips from his years of experience in making water features.

Water features on layouts can be fun projects to do and can provide a lot of visual interest. But it's one modelling task that can cause a little vexation, as a wrong turn can lead to cloudy or cracked water features. Some may refuse to solidify, even after many days, or they may even end up all over the floor!

Based on my past experience of making water features, I will aim to guide you through the steps to give you the best possible chance of making a great-looking water feature, first time.



TOP TIP 1

Study your chosen type of water feature in real life and work from photographs, paying attention to the colour and depth of the water, as well as how it moves and the water's surroundings.

FIRST THOUGHTS

TOP TIP 2

Not all water is blue and not all water has ripples on the surface. Note what aspects of the water you wish to reproduce, including the surface texture and colours, and buy the best products for these tasks.



'I JUST WANT TO TRY MAKING WATER'

TOP TIP 3

Rather than purchasing a few bottles of water effect fluid, a good way to see if you will get on well with certain products is to purchase a water making kit to try your hand at various techniques on something small first.

Water making kits that offer a good way to learn the various techniques include:

- Busch Complete Water Set 6046 (www.goldenvalleyhobbies.com)
 - Noch Profi Water Making Kit 60814 (available from all Noch stockists)
 - Woodland Scenics River/Waterfall Learning Kit LK955 (all Bachmann stockists)
- All of these kits will enable a small pond, stream or waterfall to be made and allow you to hone your skills.

TOP TIP 4

It's vital to seal the riverbed beforehand, as any fluid will find any gaps in the base and surroundings, leading to seepage and a messy floor.

PREPARING THE LOCATION



TOP TIP 5

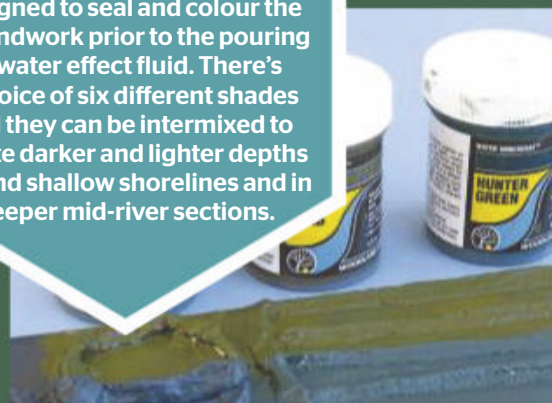
Whatever you use to create the base of the water feature - plaster is a typical example - you'll need to fully cover it with two or more layers of 100% acrylic paint before pouring on the water fluid. This not only colours the surface, but also creates a protective layer over any adhesives or other materials that may interfere with the water fluid product.

TOP TIP 6

Check that the base of your water feature is level before pouring on the water to ensure a consistent water depth in your water feature. A small spirit level will give you a clear idea of how level the baseboard is. Remember to check the level along the length and across the width of the baseboard.

TOP TIP 7

Woodland Scenics Water Undercoats are 100% acrylic and designed to seal and colour the groundwork prior to the pouring of water effect fluid. There's a choice of six different shades and they can be intermixed to create darker and lighter depths around shallow shorelines and in deeper mid-river sections.



TOP TIP 8

Ensure that a water feature is fully enclosed before you pour on the water fluid. For example, using masking tape or a piece of cardboard at any open baseboard edges will prevent the fluid dripping onto the floor.



TOP TIP 9

It is a good idea to do a test application of water effect fluid on scrap material or an inconspicuous area first, before committing to a full 'pour'. Leave it overnight to dry and if the water sets clear you'll know that your material is still good to go (if it has been stored for some time) and that you have sealed the base well.

TOP TIP 10

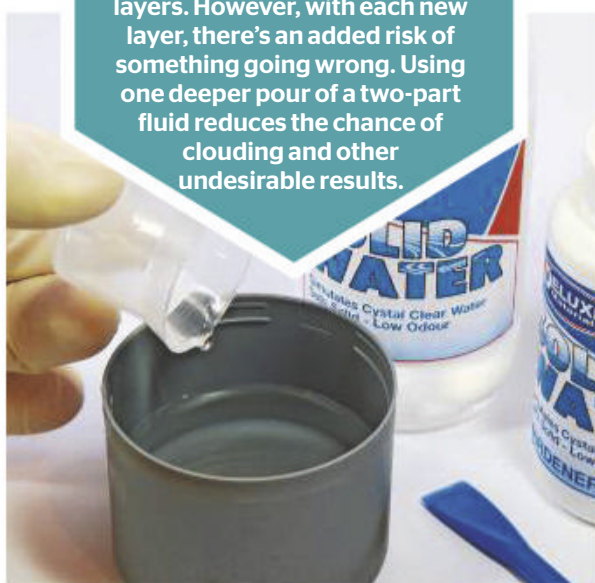
Single-part, ready-mixed water effects work very well for making shallow streams or puddles. Such fluids can be poured to a depth of up to 3mm (each manufacturer has slightly different recommendations) but the fluid will reduce to about half of that depth during the curing stage.



READY-MIXED OR TWO-PART WATER FLUIDS?

TOP TIP 11

Deeper water (over 5mm) is best created with two-part resins that need to be mixed. Some single-part fluids do allow for the depth to be built up over several layers. However, with each new layer, there's an added risk of something going wrong. Using one deeper pour of a two-part fluid reduces the chance of clouding and other undesirable results.



TOP TIP 12

Alternatively, some modellers prefer to use several layers of PVA glue to create the water. Chris Nevard has used this method on his layouts with great success and has also recently discovered Modpodge (MR283), which is very similar to PVA, but dries super-clear. It's available from art stores.



WHAT COLOUR WILL THE WATER BE?

13 Most water effect fluids are designed to dry clear, although several come pre-tinted, such as Woodland Scenics Deep Pour Murky.

14 If you do not want your water to dry clear, add a little 'dye'. Read the instructions with your water fluid to see what is recommended for this. For example, some resins will only mix with oil-based paints.

15 Noch sells various colouring dyes and crystals for using with water fluids, and Woodland Scenics has recently introduced seven different water tints that can be added to their Deep Pour Water, Surface Water and Realistic Water products. These can be mixed to tailor the density from translucent to opaque water.

KEEPING IT CLEAN

16 Over time, the surface of the water may lose its shine or become marked. If it has simply become dusty, a damp cloth will revitalise the surface.

17 Using a Woodland Scenics Dust Dabber or Cyber Clean by Busch is an alternative to a damp cloth to freshen up the surface of the water. Both are dirt-absorbing cleaning gels that remove grime from models. Press the green gel on the model and release it - you can use it until it is full up with dirt. After use, store the cleaning gels in their resealable packing to prevent them from drying out.



18 If the water still appears dull after cleaning, add another coat of water effect to freshen it up.

TOP TIP 19

It's best to leave the pouring of the water effect fluid as late possible, in terms of the layout's scenic work. Vacuum the riverbed and surrounding area thoroughly, to get rid of stray debris and static grass fibres before pouring on the water.



GETTING READY FOR THE POUR

TOP TIP 21

An alternative to pouring water straight from the bottle is to use a plastic pipette or syringe to dispense the fluid. This gives you a lot of control over where the water is going. This is useful if you are making a small trickle of water or puddles. Some bottles, however, feature a useful application tip for precision pouring, such as Deluxe Materials' Aqua Magic.

TOP TIP 22

Make sure all of your tools and mixing bowls are clean before use by rinsing them with hot soapy water and leaving them to dry. Clean them again at the end of the session.



TOP TIP 20

Drag the poured fluid to the sides of the river or pond with a wooden coffee stirrer or plastic spatula, rather than a paintbrush. A brush may disturb the consistency of the fluid or leave behind stray bristles.

**TOP TIP 23**

Rocks and boulders are often found near or within rivers, streams or shorelines. Buy these as modelling products (Talus) or find suitable alternatives in your garden or in your local park. Create rapids and white-water effects around the larger boulders that protrude above the surface of the water.

WHAT ELSE IS IN THE WATER?**TOP TIP 25**

Timber debris floating in rivers or along the riverbank can be made from small twigs from your garden or collected during a walk in the woods. Allow them to dry out for a few days before fixing them to your layout.

TOP TIP 24

To represent submerged junk, supermarket trolleys, dustbins, old tyres and other paraphernalia can be glued to the base of the water feature before the water fluid is poured on. But remember to paint over all glue deposits with acrylic paint before pouring on the water fluid.

TOP TIP 26

Make the river or stream as interesting as possible - add a fisherman, a few reeds, some stones and tall grasses. In real life, there is rarely just water flowing through a field - study the prototype to get the best image of what to aim for in miniature. Add canoes if your river is intended to reflect an area that would be visited by tourists or day-trippers.

TOP TIP 27

Tall grasses, waterside plants, weeds, bulrushes, water lilies and other water-loving vegetation add to the realism of water scenes. These can be made from etched plants, laser-cut card plants, foliage nets, tall grasses, grass tufts and strips, or several layers of static grass.

**BE PATIENT!**

28 Carefully follow the manufacturer's instructions when using water effect products, especially with regard to the drying times. Most manufacturers' instructions are slightly different, so it's best not to assume that you know what you're doing when working with a product you have not used before.

29 Try to make your water feature in the summer if possible. Water products always dry more quickly in dry, warm weather rather than damp weather. Do not rush the drying time because, even in damp weather, a thin layer of water fluid can take several days to dry fully and clear. Put an arch of greaseproof paper over the fluid to stop dust settling on the water.

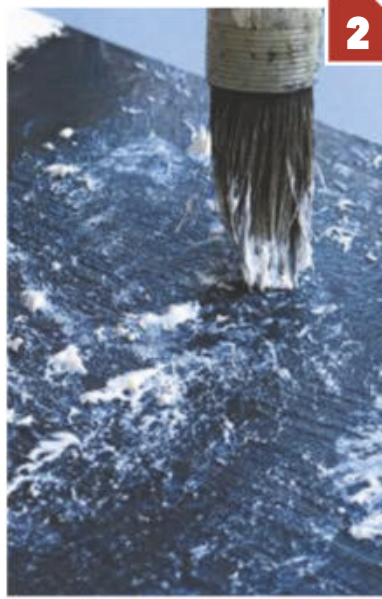
30 Be very patient between pouring on thin layers of water. You cannot rush the drying process when modelling water. If you pour another layer of water fluid onto a layer that has not fully dried the first layer may never dry properly and go cloudy. Don't touch the surface until it has cured completely, otherwise you may leave a fingerprint behind - and don't be tempted to work on any nearby scenery until it has dried completely.

STEP
BY
STEP

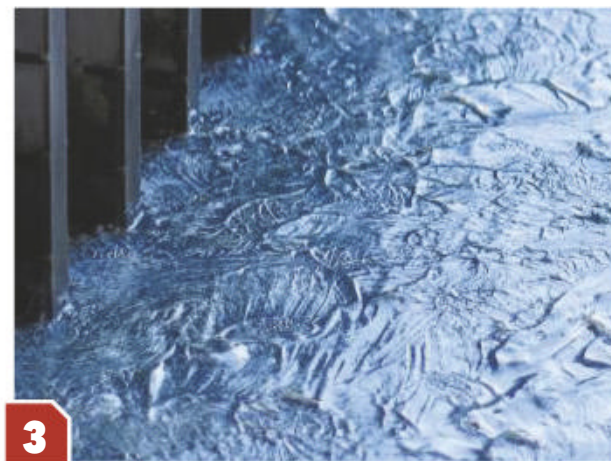
ADD MOVING WATER EFFECTS



1 Making Waves, by Deluxe Materials, is a great product for creating ripples and waves on top of any water effect formula, provided that the base is completely dry.



2 Use a soft or hard paintbrush, or even a toothbrush, to apply Making Waves. A stippling action can create lifelike effects. The material is thick, creamy and easy to use.



3 Making Waves dries crystal clear and it can be built up over several layers to create deeper waves. It can also be manipulated as it dries to form cresting waves.



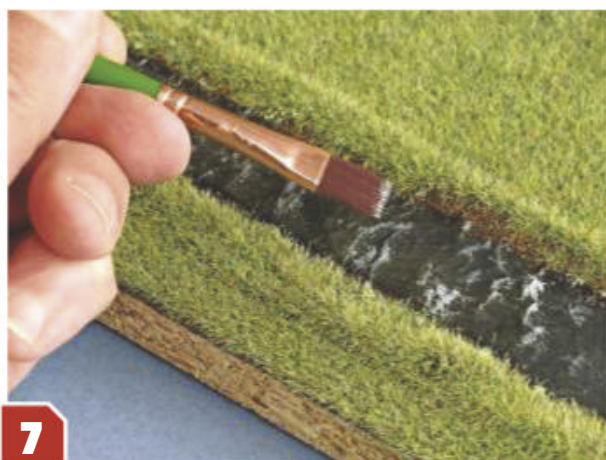
4 When fully dry, the tips of the waves can be picked out with Vallejo Foam Effect, which is perfect for adding white peaks to ripples and waves. It can be simply painted onto the surface.



5 Woodland Scenics White Water Highlight is a similar acrylic product that adds colour to the peaks of waves and rough water.



6 Use a wide, flat paintbrush and wipe away most of the white fluid onto a piece of kitchen tissue, until just a trace remains on the bristles.



7 Gently wipe the bristles of the paintbrush over the peaks and ripples in the river. This creates the appearance of froth and swirling water.



8 This river scene has been made from two dried layers of Woodland Scenics Realistic Water, overlaid with Water Waves. White Water Highlight was then dry-brushed on to give some illusion of movement to the river.



9 To make falling water for cascades or a waterfall, traces of Woodland Scenics Water Effects were applied to the lid of a biscuit tin and allowed to dry overnight.



10 The next day, the tip of a craft knife was run under the end of the dried water effect material, allowing it to be lifted and secured into the waterfall scene with more of the Water Effects fluid.



11 Falling water can also be replicated with Deluxe Materials' Scenic Fibres. Once the base layer of 'water' has been cured, tack bunches of fibres into the scene with Speed Bond adhesive or PVA.



12 When the glue has set, Making Waves can be brushed liberally over the fibres. Build up the material over several coats if necessary and allow to dry.



STORAGE OF WATER PRODUCTS

31 Always replace the tops and caps on bottles and close containers firmly. This will extend the life of the product and prevent it leaking out if it gets tipped over by accident.

32 Keep the water fluids out of reach of children and pets.

33 Always look at the instructions to see what storage conditions are recommended. Storing water fluids in a cold, uninsulated garage or shed may damage the fluid and the product will need to be thrown away. Water fluids that are old tend to produce cloudy water.

34 In my experience, as soon as the seal is broken on a bottle of water fluid it starts to deteriorate, however it is stored. I believe that 'best by' dates should be displayed on the packaging, but this is not very common.

35 Storing water fluids in a warmish room within the house seems to give the fluids a longer working life.



The Scenic Fibres help to bulk out the water, which is perfect for scenes such as this water mill. GEORGE DENT



TOP TIP 40

Clouding of the water could indicate that the water fluid is past its best and it will no longer give a clear appearance. In that case, it would be best to buy some new fluid.

PUTTING IT RIGHT!

36 Have a clean pin handy to burst any bubbles that occur as you are pouring the water effect fluid. These need to be removed before the fluid cures.

37 If there is any clouding of the cured water, it may have to be dug out and the project restarted, being sure to paint a couple of coats of acrylic paint over the area before pouring the water effect fluid on again.

38 Alternatively, paint two coats of acrylic paint over the affected area and, when dry, pour a new layer of the water effect fluid.

39 If cracks occur in the water, some water products allow reheating of the top surface which will then reform without cracking. Read the manufacturer's instructions to see if this is an option for the product you have used.

A summary of the best water products for...

Deep water - two-part fluids to be mixed or to be heated include Deluxe Materials Solid Water, Noch Water Drops and Woodland Scenics Deep Pour Water (Clear or Murky).

Puddles - use very thin layers of Deluxe Materials Aqua Magic, Faller Premium Natural Water and Woodland Scenics Realistic Water dragged across the base with a wooden stick or piece of hard cardboard.

Ripples - use a soft paintbrush to gently shape Deluxe Materials Making Waves, Woodland Scenics Water Effects and Woodland Scenics Water Ripples.

Still water - multiple layers of yacht varnish works well for many modellers, in addition to Deluxe Materials Aqua Magic,

Noch Modellwasser, Woodland Scenics Realistic Water and Vallejo Still Water. Remove any bubbles as soon as they form with a wooden stick or needle.

Rough water and waves - use a harder paintbrush or toothbrush to shape Deluxe Materials Making Waves, Noch Water Effects, Woodland Scenics Water Effects and Woodland Scenics Water Waves.

Waterfalls - Deluxe Materials Scenic Fibres and Making Waves, Green Scene Easy Water, Noch Water Effects or Woodland Scenics Water Effects - not as difficult as you might imagine!

Water Froth - use white acrylic paint, Vallejo Water Froth and Woodland Scenics White Water Highlight dry-brushed on with a small, wide paintbrush.



HOW TO

CREATE AN IDEAL SCENIC BREAK

Chris Leigh builds an 'N' gauge scenic break that ticks all the boxes.

I suppose the ideal scenic break is a matter of personal taste, but it seems that for a long time my ideal scenic break has eluded me. If you're fortunate enough to have a large continuous-run layout, you probably won't need any scenic breaks. However, in 50 years I have built a number of layouts based on, or inspired by, actual places and that usually means a 'fiddleyard-to-terminus' track layout. With one of those, you usually need to disguise the point where the trains go off-stage and into the fiddleyard.

Probably the worst was 'Black Dog Halt', a small through station layout, which required a fiddleyard at each end. Neither end offered a natural scenic break although I did extend the layout at the Chippenham end to include one of

N
GAUGE



2 days



the distinctive over-line bridges as a scenic break. Nothing could be done at the other end beyond contriving an arch of trees over the line to disguise the hole in the backscene.

My 'N' gauge Staines branch layout posed a similar problem. I have modelled the southern end of the branch, from the terminus out onto Staines Moor and with the various bridges on that section. However, two of them are underline bridges and the only overline bridge is too close to the terminus to give the length of run that I wanted. My track plan meant that the branch would reach the fiddleyard in open

countryside at Yeoveney halt with absolutely no way of making an effective scenic break. Even the contrived 'trees over the line' would not work in an area that was open water-meadow and pasture.

So I worked on the terminus and completed that area just before the spring 2020 lockdown and a marooned Cornish harbour layout prevented access to the 'N' gauge. With 'Polwyddelan' now out of the way and a third lockdown offering time to do the work, I turned my attention to the other end of the layout.

I decided to abandon Yeoveney halt. I had seen the place only once, shortly before it closed in May 1962, and immediately afterwards its wooden platform had been burned.

A much better scenic break was possible if



What you will need

SHOPPING LIST

- ◆ 2mm mount board
Availability: Art stores, stationers
- ◆ Balsawood, plastic rod
Availability: Model shops
- ◆ Scalescenes brickpaper
Availability: www.scalescenes.com

TOOLS

- ◆ Craft knife
- ◆ Steel straight-edge
- ◆ Pencil
- ◆ Paint and brushes
- ◆ Liquid poly cement, Velo-Set PVA



Poyle Halt for Stanwell Moor and Lintell's Bridge seen from the front of an Up DMU in 1962. This is the perfect, orderly look of a branch line in its twilight years that I am trying to replicate in 'N' gauge. CJL COLLECTION

I turned my attention to Poyle Halt for Stanwell Moor, a little further up the line. This area was once the western edge of Hounslow Heath, a remote area of rural activities and highway-men. Today most of it is Heathrow Airport. Poyle Halt was built and opened in 1927, during the Great Western's massive halt-building programme between 1905 and the start of the Second World War. The GWR had recognized the competition that was coming from motor omnibuses and set about providing numerous 'bus stops' for local rail services, operated by steam railmotors or push-pull trains.

These halts, with just a basic platform and waiting shelter, were unstaffed and provided at places where a village road approached or ➤

STEP BY STEP



1

On this side of the room, the shelf is a single plank 5in wide, surfaced with 5mm thick foamboard. I used 5mm foamboard for the backscene where trains pass into the fiddleyard on the left.



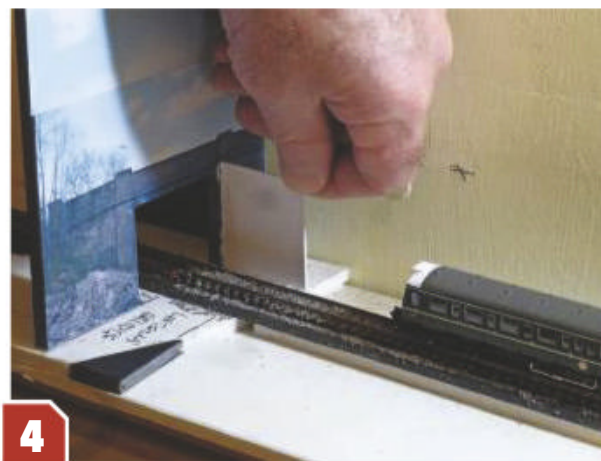
2

At every stage of this project I had to check clearances as they are, of course, much tighter in 'N' gauge, and I am accustomed to working in 'OO'. Among the issues revealed, that shelf bracket strip will have to be moved.



3

During the long demise of the Staines branch I took lots of photographs, including a good square-on view of Lintell's bridge shortly before it was demolished. Reduced to scale size, this made a perfect backscene.



4

To create my scenic break I planned to use the bridge photograph as a guide to size and to retain the picture of the sky and the bridge parapet. The eagle-eyed may spot an out-of-period Concorde in the sky behind the trees!



5

I built outwards from the photograph using 2mm mount board assembled with Deluxe Materials Speedbond to create the road and the supports for it. It can now be seen how the photograph forms the rear parapet wall.



6

I recall the lane as being quite narrow, so I used a suitable Oxford Foden as a guide. Gravel-raising was a major industry in this part of the Thames Valley and big Fodens were commonplace, especially those of Drinkwater.



7

I cut the front face of the bridge from 2mm mount board and faced it with Scalescenes TX07 'N' gauge brown brick, allowing a wrap-round under the bridge to avoid the risk of exposed corners.



8

The bridge was double-track width, though only one was ever laid. Using the scaled photograph as a guide, I detailed the bridge with buttresses and string courses all papered with the Scalescenes brick before assembly.

crossed a railway. At Poyle there was little habitation, but to the south-east was the village of Stanwell Moor, and there was a convenient bridge over the West Drayton-Staines branch line. So the halt was named Poyle Halt for Stanwell Moor. Though the halt is long gone, the village remains, bounded by the M25 motorway, the King George VI reservoir and the western edge of Heathrow Airport.

A substantial industrial estate was established at Poyle, best known as the engineering base for McLaren racing cars. On January 4 1954 this development acquired a halt of its own, Poyle Estate Halt, a concrete platform provided as a request stop for peak-hour trains just a few hundred yards north of Poyle Halt.

Like many GWR halts, Poyle was built at a point where the line was crossed by a bridge. Known as Lintell's Bridge, it fascinated me because the dark brown brick structure actually had lintels like a window or door opening - metal girders that supported the brickwork and the road above.

Though the halt platform survived several years after closure it was eventually removed, and in 1981 the branch finally closed to all traffic and was lifted in preparation for the construction of the Yeoveney-Poyle section of the M25 motorway. Though little of the trackbed is actually under the motorway, it is crossed at such an oblique angle that the whole section between the two halt sites became part of the motorway construction site. Today, the best way to see the former route is on Google Earth, where its course can be followed all the way from Staines West station to the present end of track in the Heathrow fuel discharge terminal on the site of Colnbrook station. From there through to West Drayton, the branch is, in normal times, used frequently by trains delivering fuel into the Heathrow pipeline.

From the viewpoint of a perfect scenic break, Poyle Halt offered everything that Yeoveney did not. A little halt platform and a substantial over-line bridge would surely give me the perfect scenic break before trains enter the fiddleyard. My fiddleyard is tiny because I had initially intended to use a shuttle of just two single railcars, a Graham Farish GWR railcar and a Dapol Pressed Steel single unit. The latter has DCC sound fitted by Trains4U in Peterborough and is really the reason that I started building an 'N' gauge layout.

A Pressed Steel railcar and trailer passes under Lintell's Bridge at Poyle with a Down working to Staines West. The double-track width of the bridge is evident. CJL COLLECTION



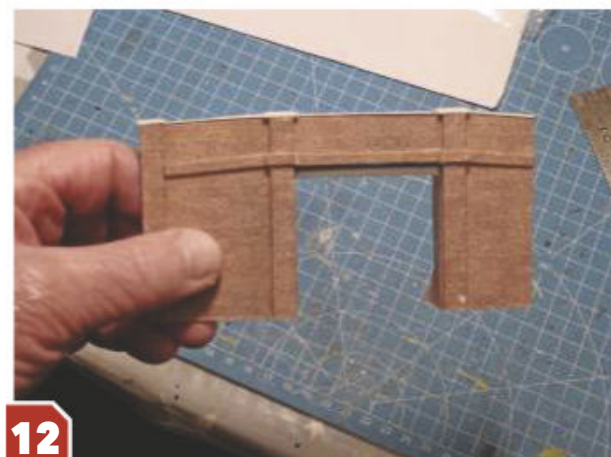
The next job was to fit the iron girder 'lintels' which carried the brickwork over the opening. I used Evergreen styrene strip (274 3.2mm I-beam) painted dark grey before gluing it in place.



Once the girder strip was in place I added the vertical buttresses either side. The brick paper was wrapped round these strips to avoid any exposed card edges. Velo-Set quick-setting PVA was used.



The bridge parapet is angled slightly downwards each side of the actual span and I next added the capping to the wall (postcard) and the horizontal string course from postcard wrapped with brickpaper.



The string course was marked and cut to fit over the buttresses. I wished I had allowed for a little more space to the right of the bridge as there were some signs that I would like to have included.



With the cappings painted matt grey, the completed bridge front could be glued in place. Again the clearances under the bridge were checked and I couldn't resist the old bus on a bridge cliché!



With the shelf bracket strip out of the way, work commenced on the platform. The base is an 'egg-box' of 2mm mount board surfaced with postcard while the front is surfaced with 1/32in thick balsa scribed with planks.



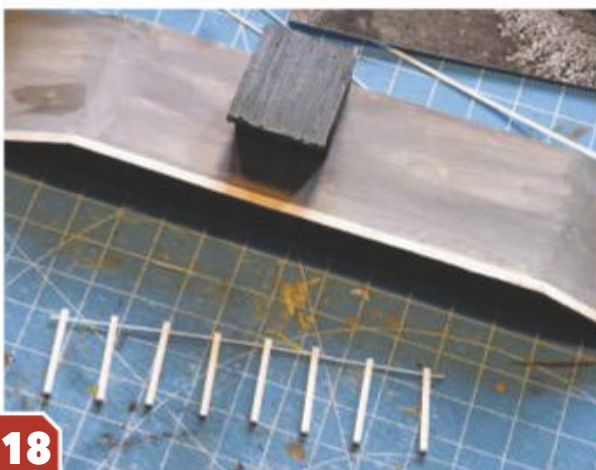
Yet again clearances were checked as it will be difficult to correct any errors once the platform is in place. The point for the abandoned wartime spur was intended to be at Yeoveney but it is too late to remove it now.



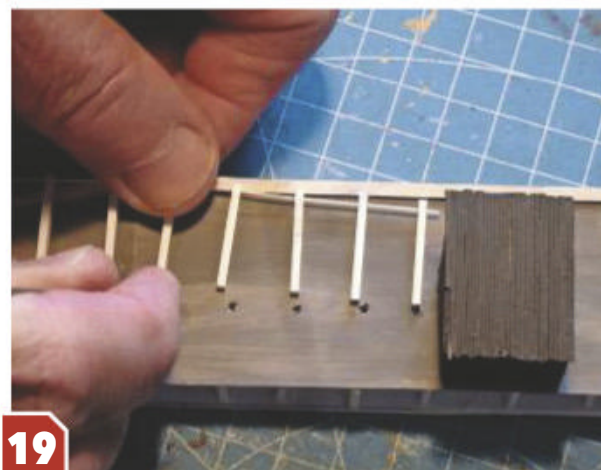
I would usually build a station platform in situ on a 'OO' layout but I built the halt on a separate 2mm mount board base so that I could build it on a cutting matt away from the layout, under a better light.

**17**

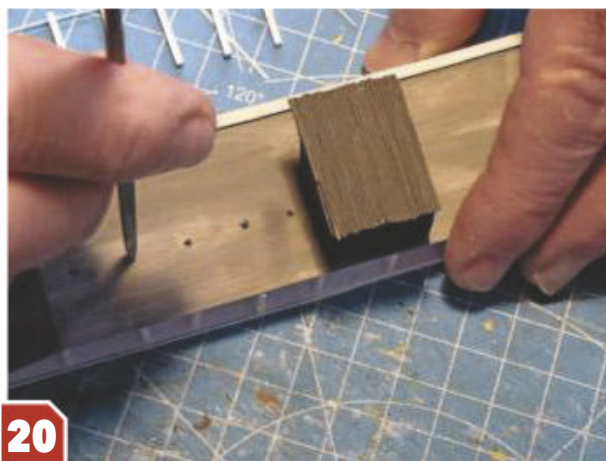
Building away from the layout was easier, but it did mean that frequent test-fitting was necessary. However, it was important to have easy access to all my reference photographs as I wanted the halt to look just right.

**18**

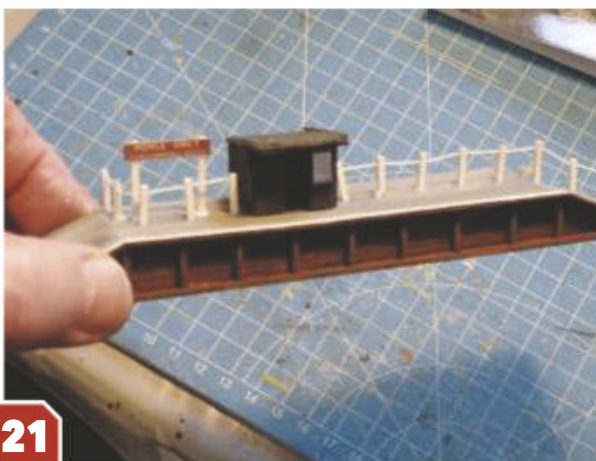
The shelter is little bigger than an Oxo cube. I folded the walls from one strip of postcard and faced them with $\frac{1}{32}$ in balsa scored to represent planking. The corrugated roof is parallel strips of Evergreen .020in plastic rod.

**19**

Poyle's wonky fence was a distinctive feature. Thick timber posts and a single tubular metal rail seems to have been a GWR standard. I encountered it last year when I built Tetbury. Evergreen plastic rod and strip were used.

**20**

Having drilled the posts and threaded them onto 0.020in plastic rod, I fixed them with liquid poly cement. I then marked the post positions on the platform and made holes in the card surface with the point of a triangular file.

**21**

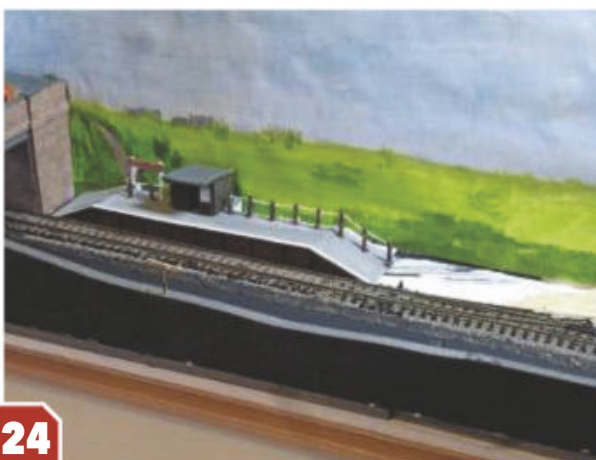
The posts were then pressed into place and secured with a spot of Speedbond PVA. I made up the running-in board on computer. The original was just painted plywood and the only sign I had not bothered to photograph!

**22**

The halt platform is wedged between the Woodland Scenics track underlay and the wall so it was time for another check of clearances before fixing it in place. The timetable poster board is from a Scalescenes sheet.

**23**

Before fixing the halt in place I needed to paint a backscene. As I wanted to reflect the flat grassland of the area, I felt that getting the right look was more important than professional art skills, so I did all my own painting.

**24**

I've gone for an impression of the light green water meadow, with a flat horizon and lots of sky, all painted on cartridge paper with water colours. I incorporated the approach path to the halt but little else by way of specific detail.

**25**

For the scenic base I used foamboard and screwed up tissue paper covered with Woodland Scenics plaster cloth. I found 'N' gauge scenery required more precision than the larger scales.

**26**

I cut the plaster cloth and fixed it by brushing with water. I always use this method as it is less messy but when working with foamboard and card it is vital to minimize the amount of water and to keep it away from printed brickpaper.

**27**

I used a mix of Polyfilla, coloured with Woodland Scenics Earth Undercoat and smoothed it with a damp finger. Again, this is more precise than would be needed in larger scales.

**28**

To represent the undergrowth I used Woodland Scenics Polyfibre, well teased out. The final covering was with 2mm static grass fibres applied over dilute PVA and fixed with hair spray.

HOW TO

GIVE TIRED TREES NEW LIFE

As **Peter Marriott** demonstrates, it can take less than an hour to give a dead-looking specimen tree a second life.

Whenever I demolish dioramas and layouts, I always save the trees to reuse on the next layout. As I was building this new project, I came across a plastic bag of sad-looking stored trees from previous layouts. On many of the trees the foliage colour had faded, much of the leaf effect had fallen off and the trees looked like the end of autumn rather than being in mid-summer, as they did when they were purchased.

I examined one of my best quality trees, made originally by Anita Décor (www.anitadecor.nl), that I bought 15 years ago, to see if it was worth rejuvenating. The 18cm tall tree looked very tired indeed, but it had a convincing trunk and a good branch structure, which confirmed that it was worth saving and reusing.

The steps I took to renovate the tree were:

- ◆ Add some additional foliage in some gaps using Woodland Scenics Poly Fibre.
- ◆ Add two layers of Woodland Scenics Fine Turfs of slightly different colours.
- ◆ Add additional leaf effect on top of the turfs.
- ◆ Review and reshape the tree with a small pair of scissors.

The project took less than an hour and cost very little, considering the small amount of material required to treat a single tree. Naturally, if buying the scenic products and adhesives from scratch, the cost will be higher, but you'll be able to treat a huge number of individual trees!

Once it was finished, I had an impressive specimen tree that would provide an attractive focal point for my new layout.

ANY
GAUGE

Price Less than £1 per tree
(excluding cost of original tree!)

1hr



STEP BY STEP

1 This 18cm tall tree was purchased about 15 years ago and was once one of my prized tree models. It was manufactured by Dutch company Anita Décor and graced some of my earlier layouts, but was now ready for the waste bin – or I needed to do some work on it.



2 The tree trunk is one of the reasons I decided to keep this tree – it is made from real wood and looks the part. I just needed to try to bring some life into the dead-looking foliage.



3 Some of the foliage has dried out and become thin so I decided to use teased-out pieces of Woodland Scenics Poly Fibre to bolster the existing foliage where it was needed.



4 The teased-out pieces of poly fibre would be attached to the tree using extra-hold unscented hairspray. Supermarket own brands are usually the cheapest, but I have found that they all work well for scenic modelling.



5 The pieces of Poly Fibre bolstered the existing foliage, filling gaps in the tree. I wanted to keep it relatively light and airy even though it would represent a summer tree with full foliage and leaves.



6 For demonstration purposes, the aerosol is shown closer than it should be. I suggest holding the hairspray can around 12-15cm from the tree and moving it over the surface of the foliage as you spray.



7 A little more hairspray preceded a sprinkling of Woodland Scenics Blended Turf. Go gently with the scatter material - it's best to keep your hands moving across the tree to prevent a build-up of scatter in one place.



8 Once the two sprinkled layers of Fine Turf had been added I noticed that I had created an area where the foliage was now too dense, so I thinned it in a couple of places using a small pair of scissors.



9 Another company that retails leaf effect is Scenic Express (www.scenicexpress.com). I experimented with one of its Super Leaf products and was pleased with it. The company produces leaves in many shades of green.

What you will need

SHOPPING LIST

LEAVES

- ◆ Noch Leaves (Laub) Light Green 7142
- ◆ Scenic Express Super Leaf
Web: (www.sceneryexpress.com/SuperLeaf/products/1289/)
- ◆ Woodland Scenics Blended Turf T49
- ◆ Woodland Scenics Fine Turf Weeds T46
- ◆ Woodland Scenics Coarse Turf Medium Green T64

FOLIAGE

- ◆ Woodland Scenics Poly Fibre FP178
- ◆ Supermarket unscented extra-hold hairspray

TOOLS

- ◆ Small pair of scissors



10 Various companies make leaf effect scatter material, including Noch. This is the light green pack of tiny leaves. Other colours and brands will be available from your local model shop, or from Gaugemaster.



11 After the additional layer of leaf effect had been added (using hairspray again) I was very satisfied with the results. The tree now has a pleasing depth of foliage.



12 To mount the tree, I cut out a piece of scrap foam to support it, with a hole in the middle. This was painted brown using Woodland Scenics Earth Undercoat.



13 The hole in the foam was filled with Woodland Scenics Scenic Glue, which is a strong, tacky-setting adhesive. The tree was 'planted' in the glue and left to dry overnight.

HOW TO

BUILD AN 'O' GAUGE SIGNAL

SEE MORE

To watch this being built visit our YouTube channel:
<https://youtu.be/Si5-7VgknWQ>

Chris Gadsby discovers that just a handful of tools, a clear weekend and some basic problem-solving skills are all you need to construct this latest Routemex signal kit

0
GAUGE



10 hrs

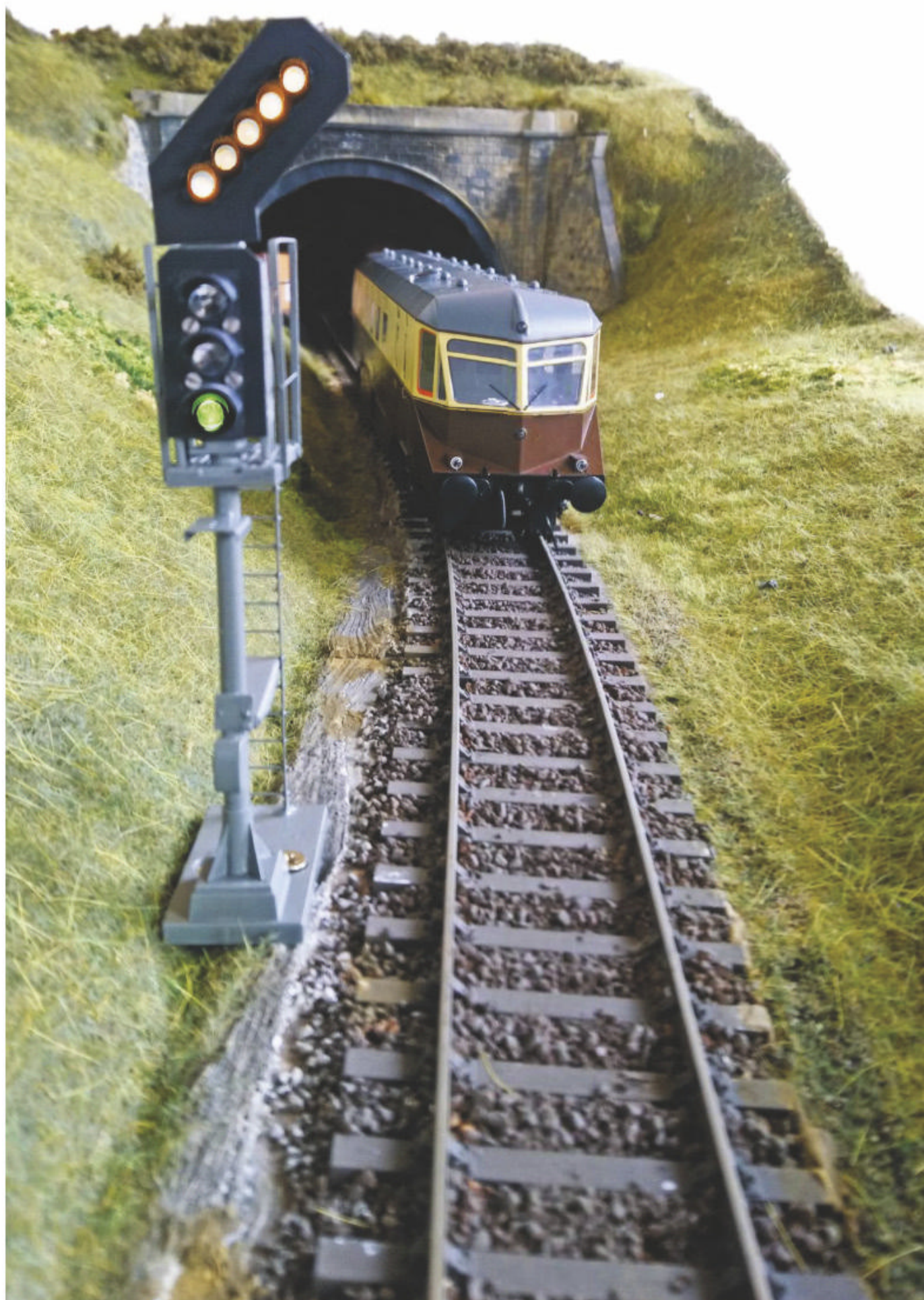


Everything surrounding model railways has improved dramatically over the last decade, and anyone who has been regularly reading *Model Rail* over the past three years will know that there is nothing I love more than a good kit. One of my mantras is to show that you don't have to have all of the latest gizmos and gadgets to build a great kit and a great model railway. When Routemex contacted us to say that it had produced a new 'mix and match' signal kit in 'O' gauge, I jumped at the chance to put it together and see how easy it would be to add to your layout.

As the use of circuit boards has become even more prevalent on layouts around the world, and numerous companies have taken advantage of this, signals are one of the areas which has improved the most. It wasn't that long ago in the grand scheme of things that the lights on model signals were nothing more than a blob of red paint, and now we have products which can not only change automatically but control your trains as well.

The Routemex offering doesn't do this, however there's no reason you couldn't add a circuit board to control it automatically if you wanted to. Bear in mind though that with more automation there's more to go wrong. What Routemex's offering does allow you to do is change the aspects of the signal with the flick of a switch and gives you the option of lighting the route indicator as well. Additionally, if you were to use a four-way rotary switch with your signals, you could wire several to the same switch and light them in the correct sequence without having to manually change each one.

I was able to build this kit over a couple of days with minimal tools, my only expenses being the kit itself and the recommended adhesives from Deluxe Materials, of which I have plenty left for other projects. There were some challenging aspects but nothing overwhelming that would put you off building this kit. I just have to find a permanent home for it now!

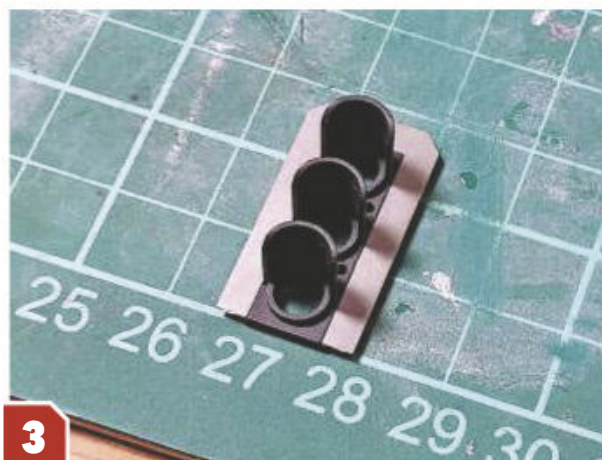


**STEP
BY
STEP****1**

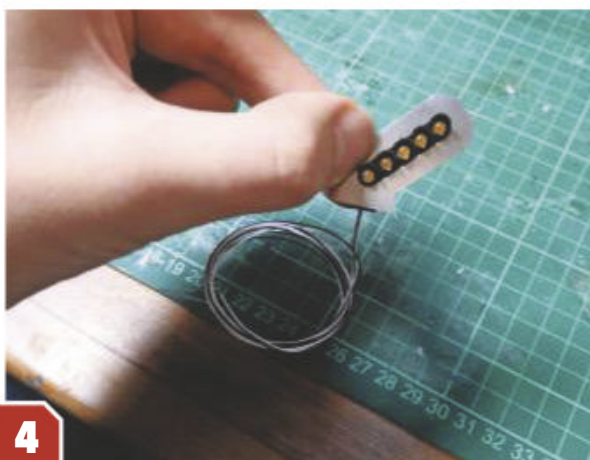
Give the metal parts a clean and light scrub in some warm, soapy water to get rid of any residue or debris that may be left on the parts from the manufacture. Dry the pieces on some paper towel afterwards.

**2**

With a piece of wire wool, polish the brass components to a shine. I wore marigold gloves to reduce the risk of the wire wool giving my hands any painful cuts. Achieving the finish should only take a minute or so.

**3**

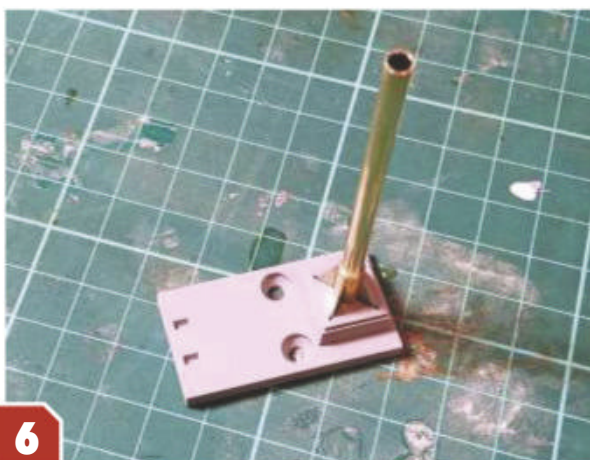
The first stage, once the parts are prepared, is to fix the target board to the front plate. I used two-part Speed Epoxy resin from Deluxe Materials, pushing the two parts together and immediately removing any excess.

**4**

Do the same thing with the feather signal. In this photograph, I gave the LEDs a dry fit to see what they would look like, but it's important not to fix them in at this stage as the mounting has not been sprayed.

**5**

Remove the mount from the sprue and trim each side depending on the number of aspects your signal has. I had a three aspect signal and already removed the additional material at the bottom.

**6**

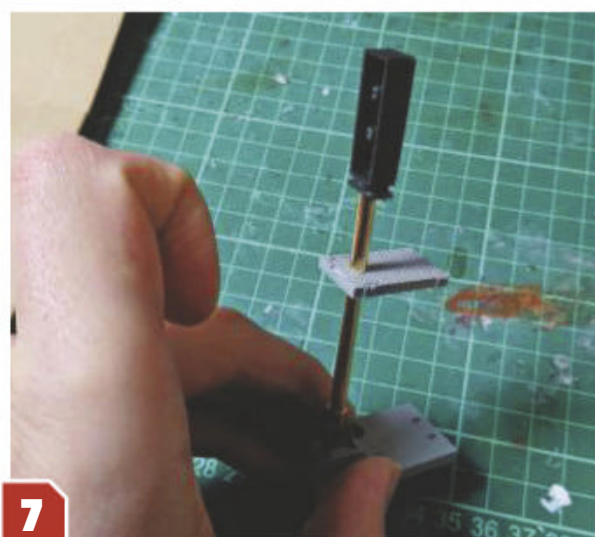
Cut the brass rod, but ensure it's no greater than 70mm from the top of the post to the top of the base. An outer sleeve of tube is then slid over the post to 'flesh out' the base, before the angle plates can be secured.

What you will need**SHOPPING LIST**

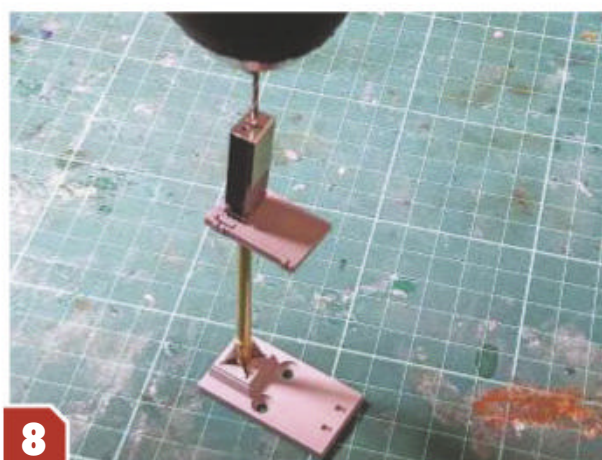
- ◆ Routemex Three-aspect head only kit Price: £15 Availability: www.routemex.com
- ◆ Routemex Position 4 Route Indicator kit Price: £20 Availability: www.routemex.com
- ◆ Routemex Junction Signal post kit Price: £20 Availability: www.routemex.com
- ◆ Deluxe Materials Speed Epoxy II 4 min Price: £10.75 (71g) Availability: www.deluxematerials.co.uk
- ◆ Deluxe Materials Rokat Hot cyano glue Price: £6.65 Availability: www.deluxematerials.co.uk

TOOLS

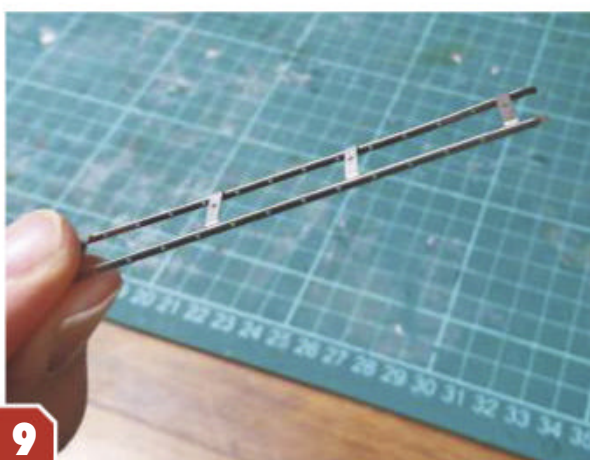
- ◆ Wire wool
- ◆ Pliers
- ◆ Cutters
- ◆ Spray paint
- ◆ Soldering iron
- ◆ Solder
- ◆ Extra wire

**7**

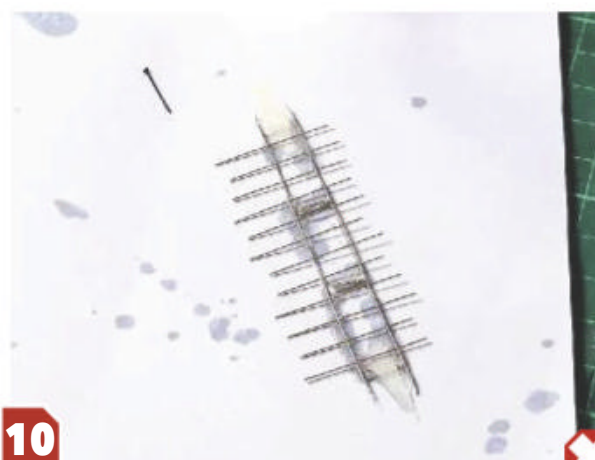
Slide the platform over the top of the post and leave it loose. Use the Speed Epoxy to fix the back box to the top, using the setting time to ensure it is square and plumb. Leave to fully set then slide the platform up to meet it.

**8**

Once the epoxy is set between these two components, fold over the metal jig and drill a 1.5mm hole in the top of the back box. This will form the passage for the wires once the signal is complete.

**9**

Move on to making the ladder, the most fiddly bit of the build. Create the jig by carefully bending the metal to right angles. Do not remove the connecting bars yet or you will have difficulty in making a square ladder.

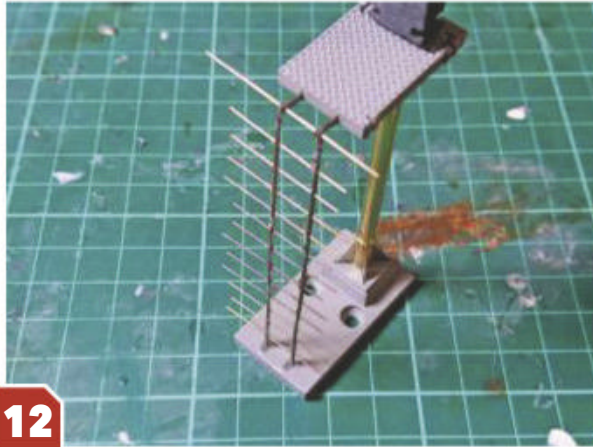
**10**

Cut the rungs to an excess length and thread them through the holes, using Rokat Hot glue from Deluxe Materials to fix them in place. Be careful as this will stick to your skin instantly and it's very difficult to get off!



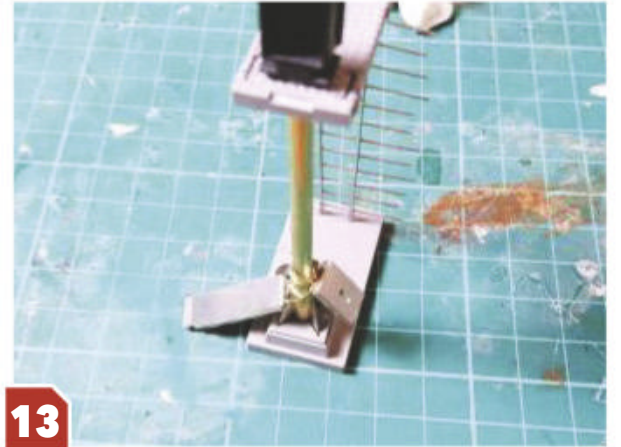
11

Come back to the front plate and feather signal, spraying them black. Once this has dried, which varies in time depending on the temperature, glue the lights in place using the Speed Epoxy but don't do anything further with it at this stage.



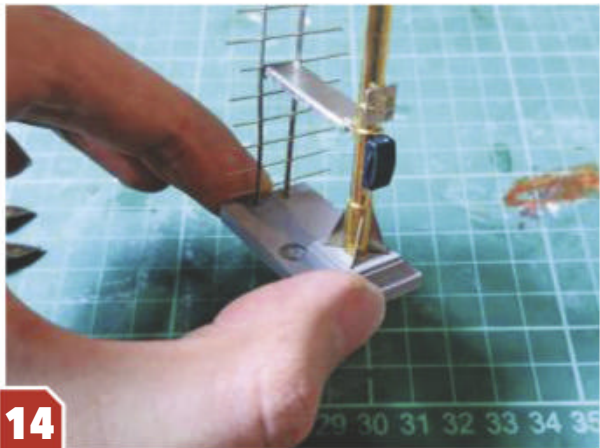
12

Add the two connecting bars to the platform and slot the final rung through those and the ladders to fix it in place. Again, use the Rocket Hot glue to set it and the bottom of the ladder should sit nicely in the slot in the base of the signal.



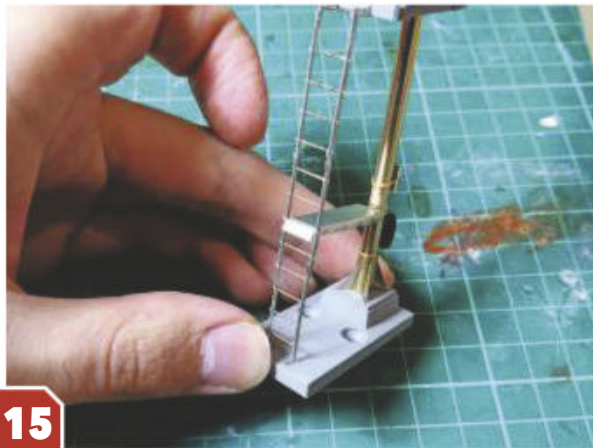
13

At this point, the signal should be coming together nicely. Fold the ladder support plate and position light bracket metal and fix to the post in the desired position with a piece of 0.4mm brass around the post. I found it easiest to do this loose then move them to position.



14

Here the support plate is in position and the end has been folded over to grip the ladder. The telephone box has also been added to the front of the model. Make sure this is at a height where it could be reached by a figure.



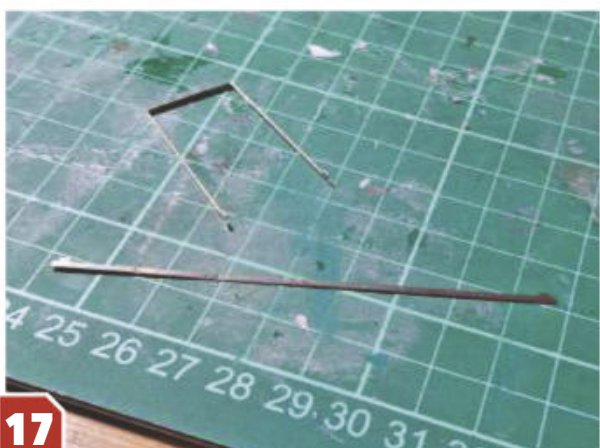
15

Use some sharp cutters to remove the excess from the rungs on the ladders and remove the connecting bars across the middle. I found this to be challenging as the thin parts meant if I used too much force they could bend.



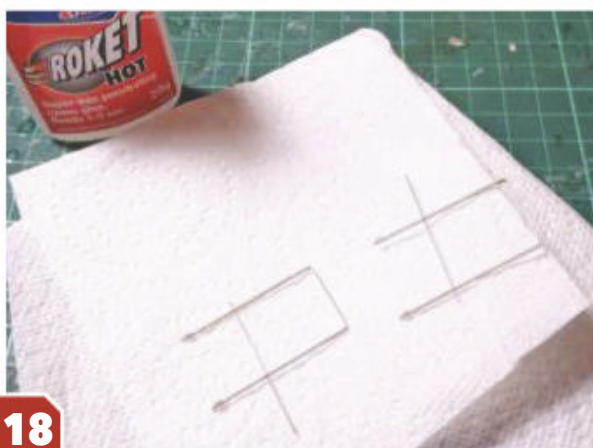
16

Add the head kit around the top of the back box. If you have bent it correctly at right angles it should fit nicely into the U-shaped slot on the platform, giving you a firm hold to help keep it in place while the glue sets.



17

You can now begin to work on the safety cage around the platform. This consists of thin and fiddly pieces, but as you are bending across the width rather than along the length it isn't too difficult. Again, bend the pieces to right angles.



18

Similarly to when you made the ladder, use the Rocket Hot glue to fix the thin wire after you have threaded it through the holes. Glue it with the pieces resting on kitchen roll or paper to stop the parts getting fixed to the workbench.



19

Fit the remaining cage pieces and once the glue has set trim the excess wire from the sides of the holes, similarly to how you did with the ladder. At this point you can spray paint the signal. Usually, the main colour is grey.



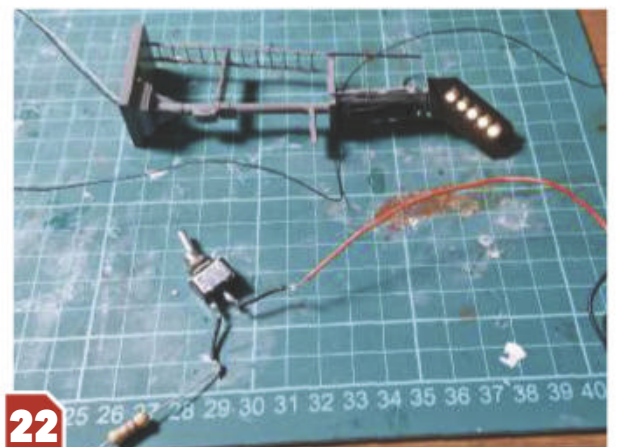
20

After spraying with primer then some Halfords grey paint, this is how the signal looked. I left it overnight to ensure the paint was completely dry before adding the lights. You can see the screw holes to fix the signal to the baseboard.



21

It is better to fit the feather first as you can see inside the backbox to thread the wires. Feed them through the hole you drilled at the top and into the brass rod. Keep going until they come out the bottom and the feather is flush.



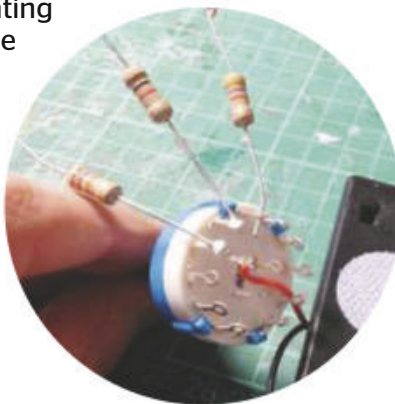
22

Solder the white (positive) wire to the resistor supplied and then to an on/off switch. The black wire can go straight to the switch. I connected it to a battery pack to test it before gluing the feather in place.

**23**

Once I was happy that everything was working, I glued the feather into position, using the setting time to make sure that it was square while I could still move it, if necessary. Then I knew that I could just leave it while I turned my attention to the three aspect lighting.

24 The three aspect signal requires a three-way switch and, after discussions with Routemex, I used this rotary switch, capable of operating four signals at the same time when used to its full potential. Use a multi-meter to determine which output is powered with the switch in each position and wire the corresponding resistor to each part. As with the feather, if you find you need to extend the wires to get the switch to a control panel you can do this, but for this demonstration I didn't have to.

**25**

Feeding the wires through as before, the signal was then put in position, not with glue this time but with the four supplied screws. It may seem odd with this being the only screwed section, but it is prototypical in case the cover needs removing for repairs to a signal in the real world.

**26**

With the signal finished and wired you can fix it in place on your layout and enjoy it. The build took me a couple of days and while it was fiddly in parts it was one of those builds where, if I did it again, I could probably do it in half the time. Not having an 'O' gauge layout of my own, I posed the finished signal on Chris Leigh's 'Oakworth' layout (below), to get an idea of how it would look within a scenic setting.



'OO' GAUGE LAYOUT **RUFFLES ROAD**

All mod cons

For a small layout, 'Ruffles Road' manages to include many of the latest control systems and ideas. Its creators **Simon Veasey** and **Alain Turner** talk to Chris Trevedra about what lies inside

Words: **Chris Trevedra** Photography: **Chris Nevard**





What makes this layout great?

“ Simon and Alain have used visual tricks to make the layout look bigger than it is. Whether it's the addition of disconnected track at the front or the tube line on the higher level, they've done a great job of making 'Ruffles Road' look larger. ”

W

hen creating their layout, most modellers hark back to a period they remember, and 'Ruffles Road' – a microcosm of suburban London in the late 1980s and early 1990s – is no different. Its builders, Simon Veasey and Alain Turner, aimed to recreate something from their past, and have a lot of fun in the process. They succeeded admirably on both counts.

Both Alain and Simon met as volunteers on the Colne Valley Railway (CVR).

"It began in 2018, on and off", says Alain. "We both ran the model railway at the CVR and wanted to try something ourselves. We split the expenses 50/50 between us and decided it couldn't be too big

because of transport – it needed to fit into a small van.

"We thought we could achieve something – we thought we'd build one we could take to other shows."

From the start, the motto was to achieve as much movement as possible in a small space. The pair dedicated themselves to different aspects of the layout.

"I work below the board and Simon works above", laughs Alain.

Initial construction proved to be simple, with help from Murray Beamon, who also happened to be a shop fitter. Sitting on bespoke folding legs, the baseboard breaks into two sections and a fiddleyard.

"We worked it out as we went along," Simon remembers. "It was mainly built in my conservatory, ➤



“We worked it out as we went along... It was mainly built in my conservatory, a weekend at a time”

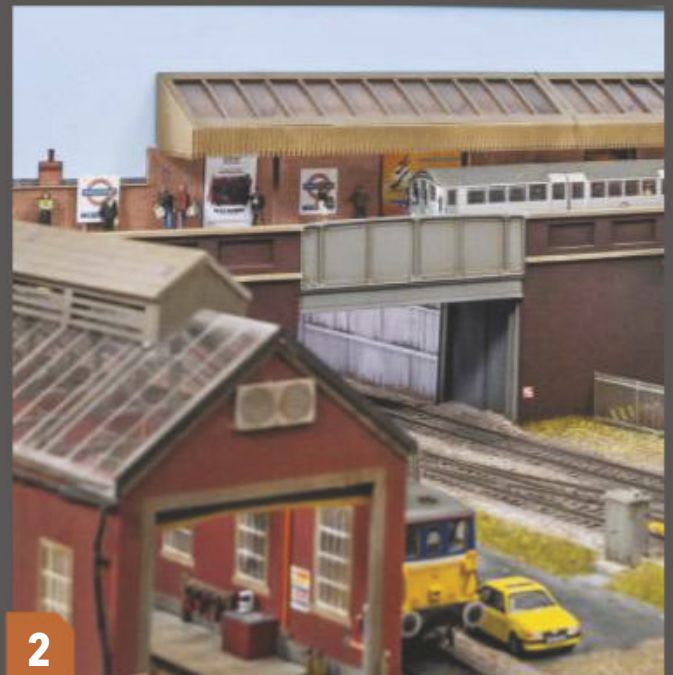


3 things we like



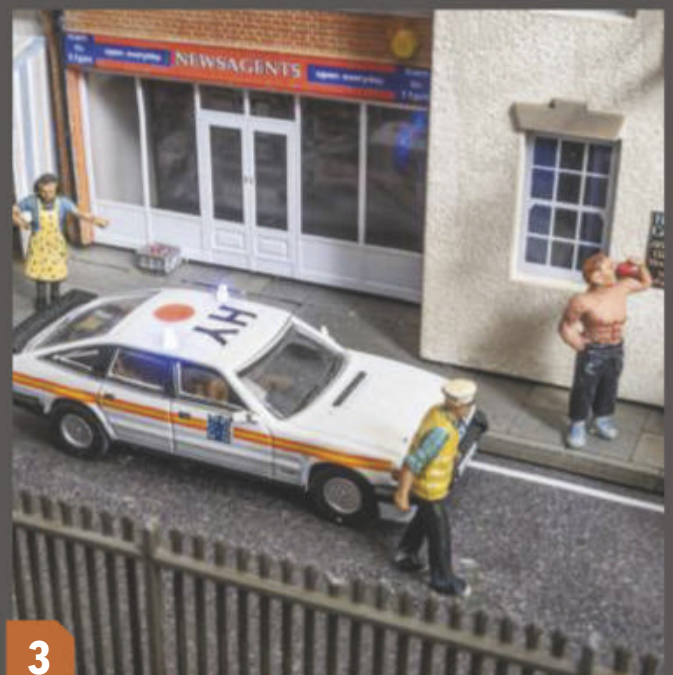
1

The cameras allow Simon and Alain to see the stock even in the blind sections, to avoid accidents and maximise space.



2

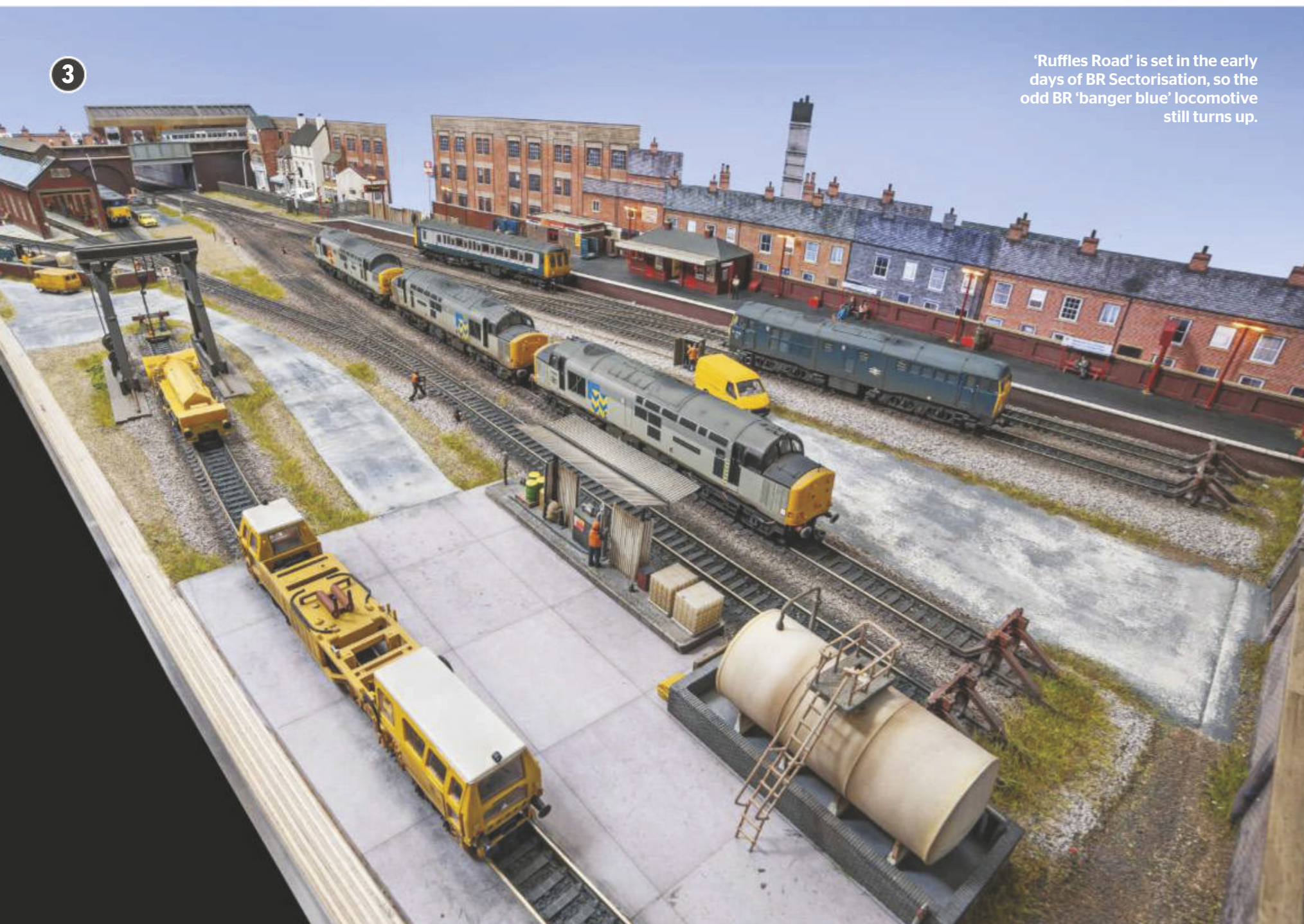
The higher level London Underground station adds some valuable height to the layout and brings it closer to the real world.



3

A number of cameo scenes around the layout keep viewers looking at the small details, such as this policeman arriving to chat to this individual.

'OO' GAUGE LAYOUT **RUFFLES ROAD**



'Ruffles Road' is set in the early days of BR Sectorisation, so the odd BR 'banger blue' locomotive still turns up.

a weekend at a time. It took us three sessions before deciding on a track plan – what does and doesn't look right. There were no major challenges, though; we're both very flexible, and we were very confident."

Even at the early stages, both Alain and Simon had several clear requirements for 'Ruffles Road'.

"We wanted to make sure that all track had power feeds," notes Alain. "We didn't want to rely on joins. There's this myth of DCC being just two wires, and that's not always the case. We looked at everything that could go wrong and tried to get round it."

"Also, there needed to be decent copper cladding on the edges of the board," adds Simon. "That was something I made to add more strength to the track."

INTERACTING AND INTERLOCKING

The track for the layout is Peco's Code 100.

"You don't have to use finescale track to make it look nice", explains Simon. "As long as you do a nice job on weathering and ballast that's fine."

Attention was also closely paid to the Electrofrog points, which use DCC Concepts iP point motors. These were selected because of their lifetime guarantee, and to ensure that they were slow-acting but easy to use.

Alain also runs through some of the other technical aspects of the layout.

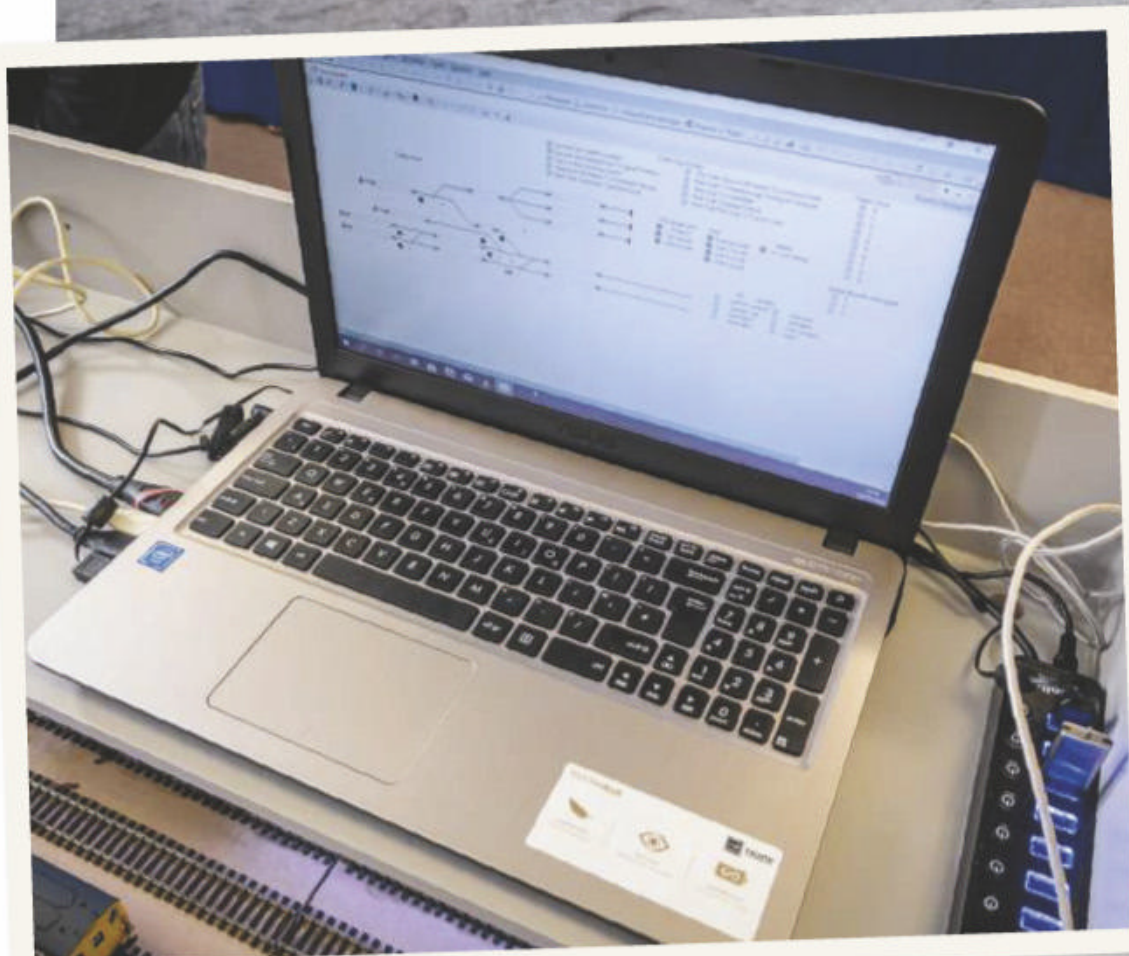
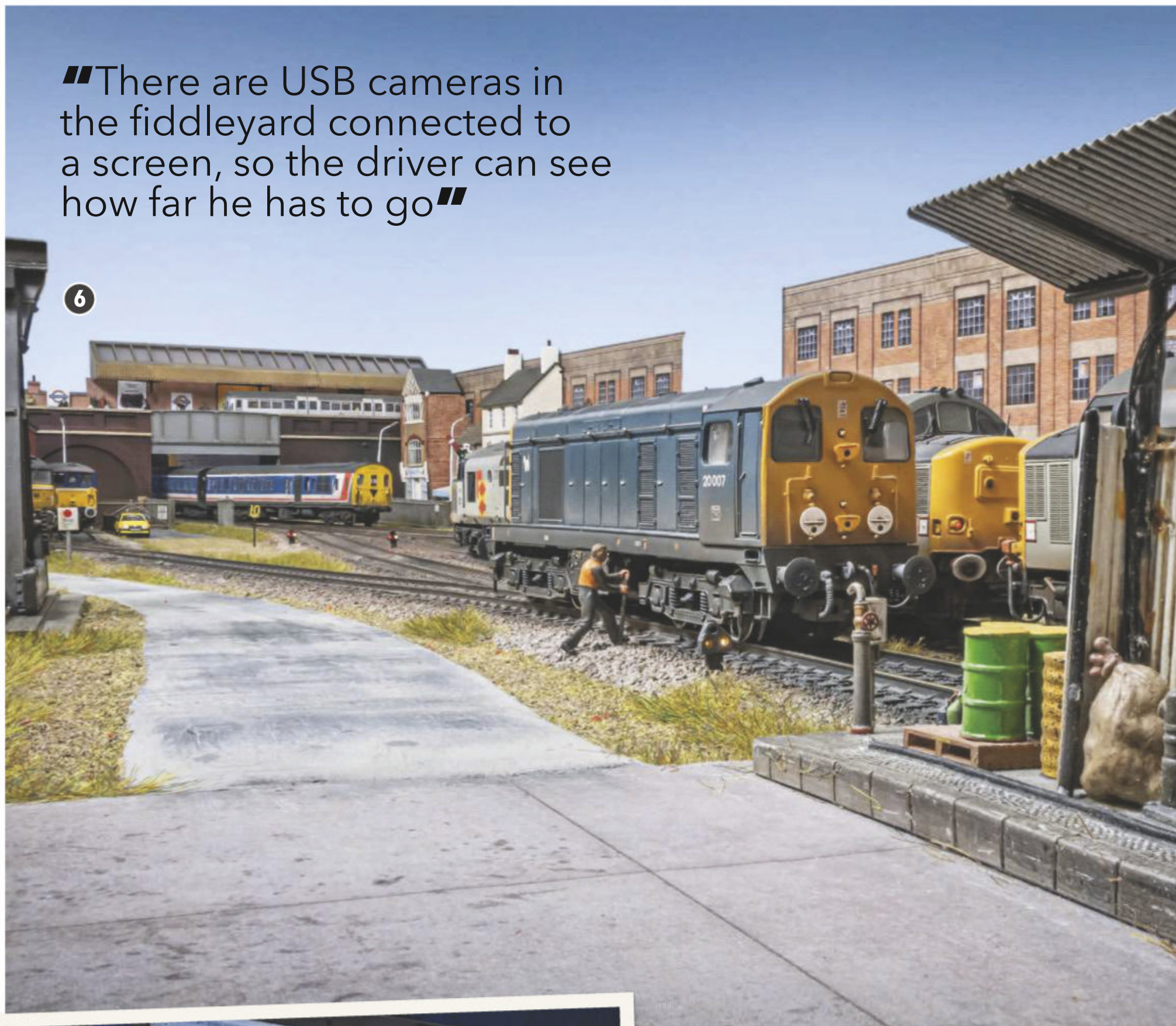
"We went for all the bells and whistles. We use a Digitrax control system, which is essentially plug and play, and we use a computer programme so our points and signals interlock in the same way as an actual railway. It was time consuming – the manual for the ➤





“There are USB cameras in the fiddleyard connected to a screen, so the driver can see how far he has to go”

6



programme was 400 pages long – but we got everything we wanted, and beyond.

“We’ve got locomotive feedback, which shows if a locomotive is on the line, and prevents problems. There are also USB cameras in the fiddleyard connected to a screen so the driver can see how far he has to go. There are two Train Tech smart screens, programmed so you can click on them and change destinations.”

The screens are visible, but Simon and Alain are aware that some older members of the public can have difficulty seeing what’s going on, so the information is also displayed on a larger LCD screen for viewers to read. In addition, there’s a display for the operator to explain the moves and therefore avoid the need for shouting at shows.

“It benefits the operators as much as possible,” says Alain, “If there’s a problem, we work out a solution.”

For its main controller, ‘Ruffles Road’ uses a PC

The ‘brains’ of the layout lie in a PC laptop, which uses Train Controller software to set routes and operate the trains.



programme called Train Controller, which acts as the brain of the layout.

"If there's a problem, it doesn't short out," says Alain. "We picked it up from walking round shows and seeing what others were using. It splits the layout into three sections. Half is in one section, then the other half in another, and finally the fiddleyard in the third."

For Alain, one highlight is being able to run the models off his mobile phone.

"I also love being able to see everything from the computer screen," he enthuses. "It's like being a modern-day signaller. You push the button, and everything is set. It's our own little railway in a model. Day and night, lights and sound... Each step we progressed, we did that little bit more. And we haven't compromised on anything. It would have been nice to automate everything, but the other guys like running trains."

ATTENTION TO DETAIL

Just as 'Ruffles Road' possesses a state-of-the-art control system, its scenery and rolling stock also features the same exacting attention to detail when portraying the



'OO' GAUGE LAYOUT **RUFFLES ROAD**



The 3D-printed figures on the platform represent Alain, Simon and layout operator Sam.



end of British Rail's blue/grey period as it moved into Network SouthEast branding.

A look round the layout takes in a Tube station and ornate station building, together with plenty of detail to delight most modellers.

For Simon, building the station provided a great deal of satisfaction.

"I scratchbuilt the platform and set it on an angle, just to be a bit different. The Tube station is 90% built from scratch. For the station building I used a heavily modified Airfix/Dapol building, and included interior lighting and window blanking among other things."

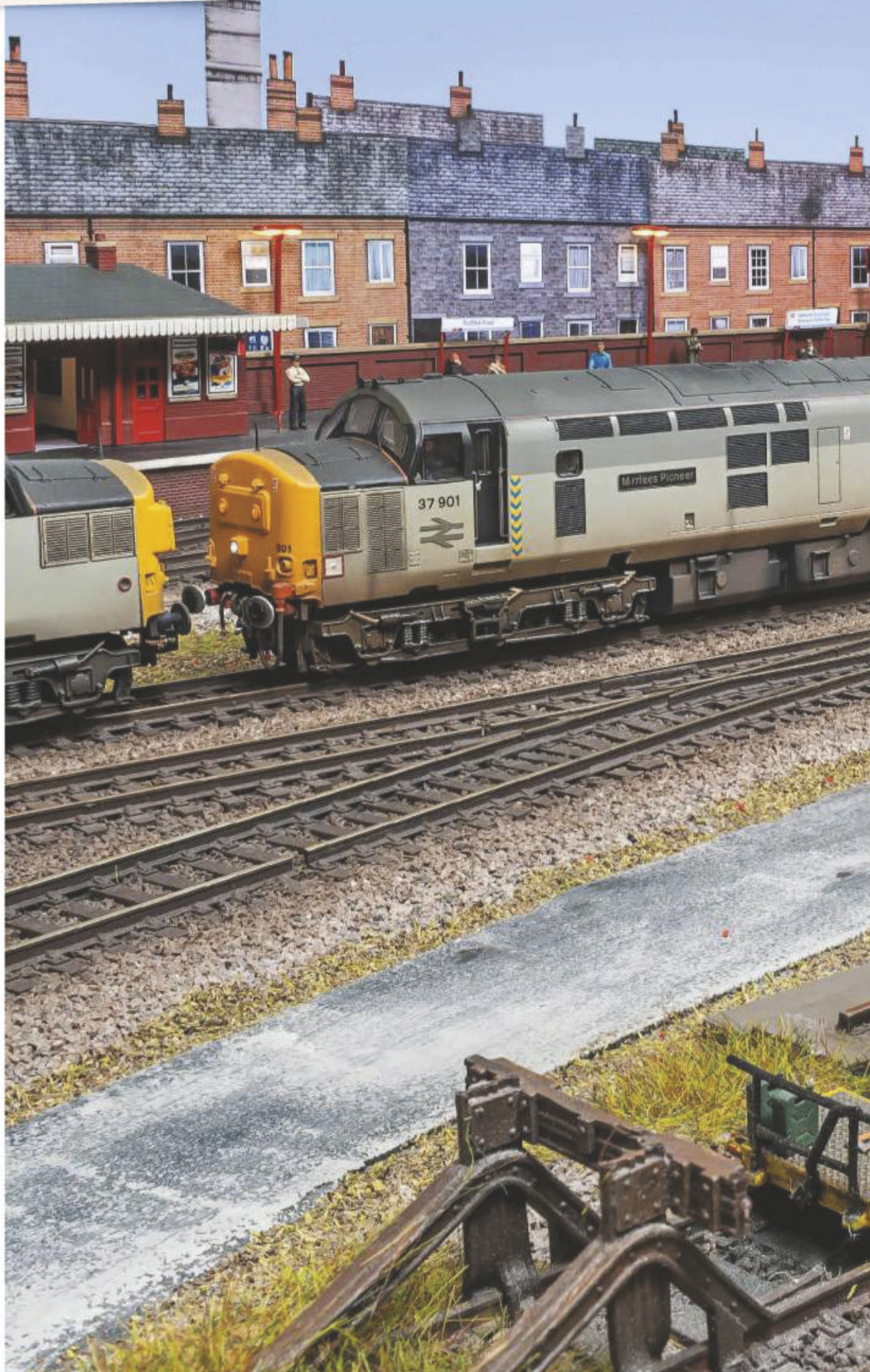
Other notable scratchbuilt features include a lifting hoist on one of the sidings and concrete hardstanding. Simon recounts that it was painted using emulsion paint.

"I'd seen lots of kits, but never one I was happy with", he says. "Emulsion is different for me as most of the time I paint with acrylics which have quicker drying times. Everything is then finished off with matt varnish. I use a homemade oil wash to pick out the finer details."

Move in a little closer, and you can see other details such as a Wills relay box which was modified to show the interior wiring and a toolbox. Eagle-eyed viewers will also notice three familiar 'spotters' at the end of the platform (pictured, above).

"That's us," Simon laughs, when talking about the figures. "We used 3D-printed pictures of me, Alain and Sam our operator."

The rolling stock at 'Ruffles Road' matches the layout perfectly, with most being modified in some way by Simon. The majority uses Legomanbiffo sounds, while the weathering is professionally done by GC Weathering. ➤



“The Tube station is 90% built from scratch. For the station building I used a heavily modified Airfix/Dapol building”



One of the highlights of the layout is the lifting hoist in the foreground, built from scratch by Simon. **11**



MOVING FORWARD

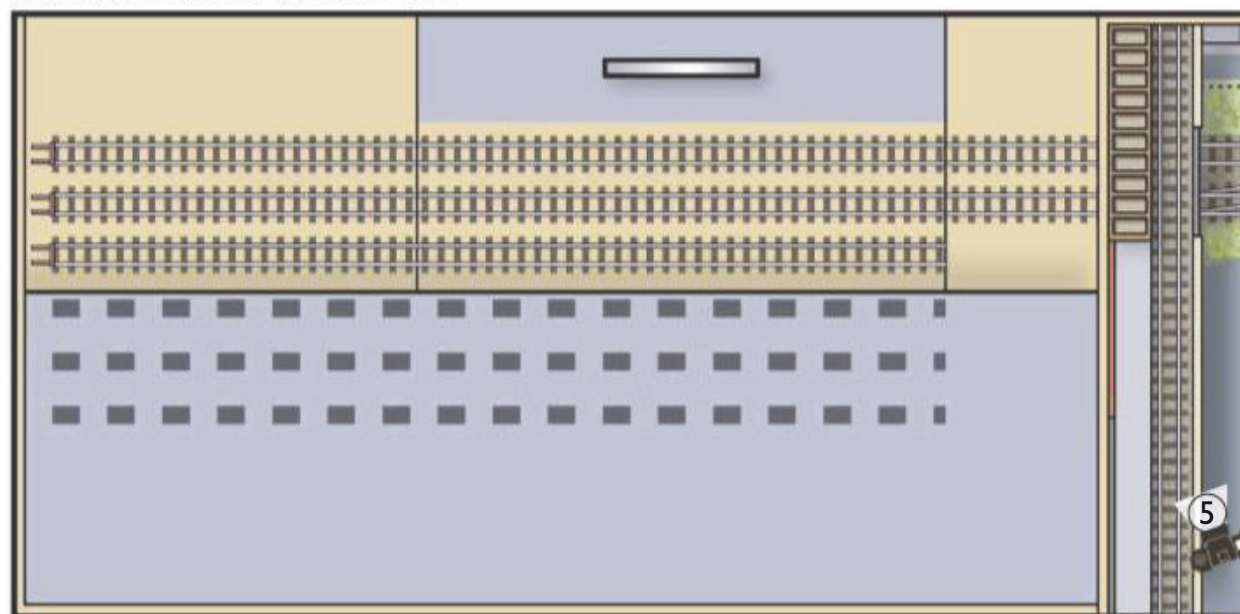
What does the future hold for 'Ruffles Road'? It spent the first full season of 2019 attending shows. The following year, for obvious reasons, was not as busy.

"It was a shock to the system," notes Simon. "Sometimes we got negative comments, but that's going to happen. I know what I would do better, but most of the time I look and think 'actually that's quite nice'.

"Our future plans could involve a new section, and I'd like more sidings, but at the time enough was enough. It's a really enjoyable layout to operate because it's a period we're fond of, and one I remember well. I lived in East London and remember things like the introduction of the Class 315 units, for example."

"You should never be afraid to show your work," says Alain. "Although shows are quite hard work to do. In that respect I have to say thank you to everyone who's helped us along the way; we have a great team." **MR**

Artwork: **Andrew Mackintosh**





Alain & Simon's TIPS

- Join a model railway club.
- Support your local preserved railway – they need help.
- Do your research and go from there – remember, there's never a stupid question.



MODELLER CV: SIMON VEASEY & ALAIN TURNER

When he isn't working on 'Ruffles Road', Simon (above, left) is busy fitting DCC into models for his DCC fitting service Propersounds. Alain spends his free time helping out and volunteering at the Colne Valley Railway.

FACTFILE: 'RUFFLES ROAD'

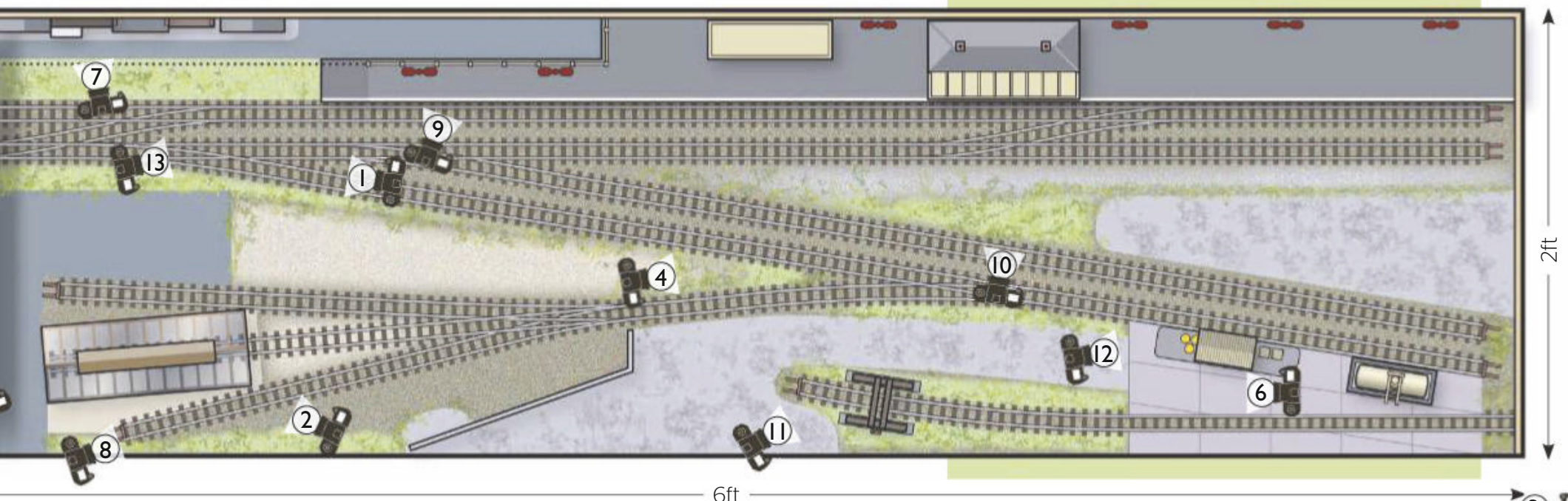
Gauge and scale: 4mm:1ft, 16.5mm gauge, 'OO'

Time to build: 18 months

Size: 6ft by 2ft

Track: Peco Code 100

Power and control: DCC/computer



Masterplan Overhead railways

Track plans to get you thinking in three dimensions



6ft x 4ft **SAME SPACE, MORE ROUTE**

With an eye on creating a twin-level arrangement, **Paul A. Lunn** offers two interesting plans for a 'train set' footprint, based on a pair of famous overhead urban transport systems.

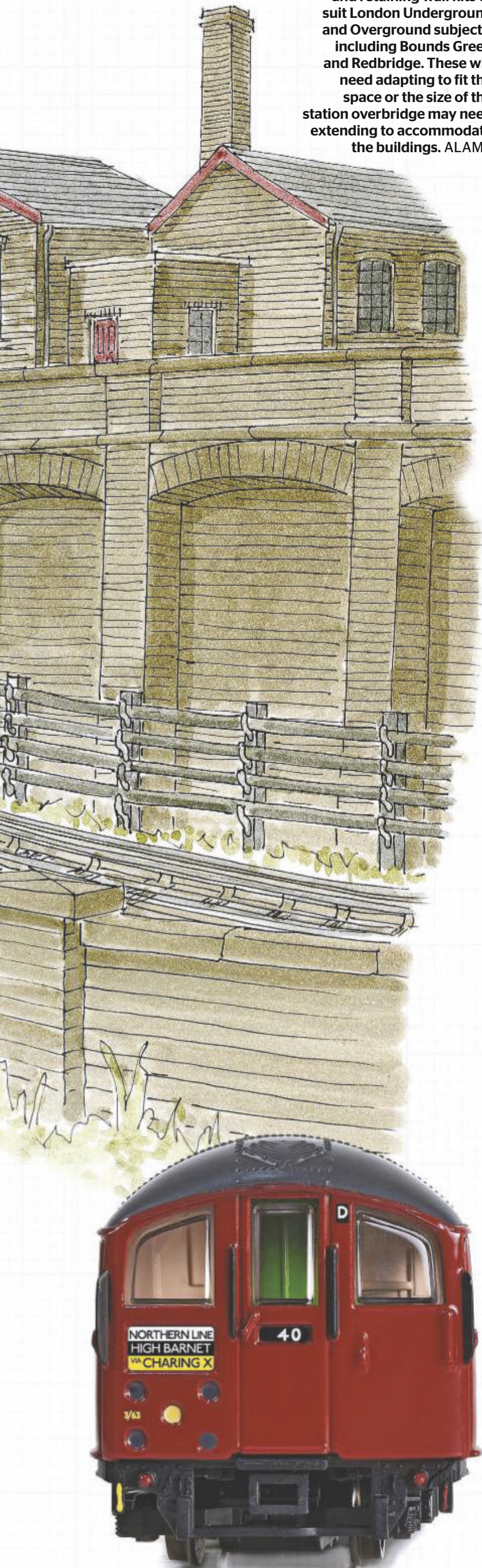
All artwork and photography by **Paul A. Lunn** unless stated otherwise.

I've been advocating twin height layouts for a long time, having been inspired by numerous urban prototypes and, while there may be many locations to choose from, I always find myself coming back to two favourites – London Underground

and the Liverpool Overhead Railway.

Although both systems shared some similarities, visually they couldn't be more different and their individual characters are important to capture in miniature, even if you're not intent on being faithful to an exact location.

Right: Kingsway Models offer a range of cardboard station and retaining wall kits to suit London Underground and Overground subjects, including Bounds Green and Redbridge. These will need adapting to fit the space or the size of the station overbridge may need extending to accommodate the buildings. ALAMY



PLAN 1 - LONDON OVERGROUND AND YARD

Building a layout on two levels hugely increases the amount of running track, no matter how big the baseboard may be. Although it may complicate access to the lower level for cleaning and maintenance, it shouldn't deter us. Indeed, we can factor in access to the low-level tracks from the outset.

To this end, I've used a short, uncovered non-scenic section where key points and a solitary diamond crossing occur. As the plan (p90) shows, there's a side access panel on the left-hand end of the layout, plus a group of removable buildings (RB) covering an opening to the lower level. More advanced modellers may consider having the whole upper section, except the headshunt bridge, as a lift-off unit, although weight and bulk could make the lifting a two-person job.

The station is designed to be

operated as a modest junction with two through lines, one an oval, with a pair of minor gradients employed at A and B (see plan), thus raising the main running line about an inch, towards the rear of the layout.

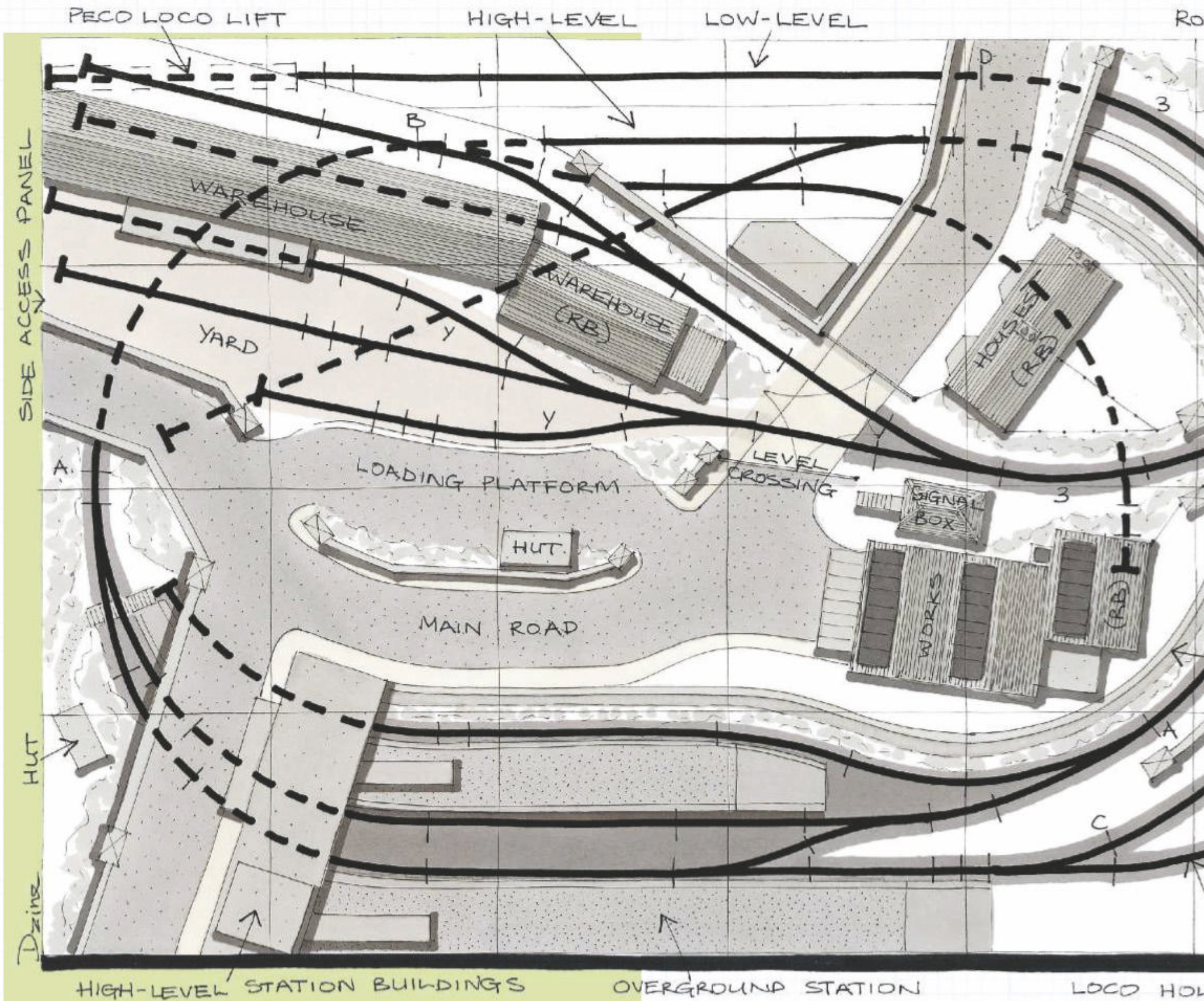
There's also a bay platform and two non-scenic storage roads off the diamond crossing, all capable of holding a two-car unit. Alternatively, trains can just go round and round.

The front platform can also make use of the circuit and non-scenic storage sidings, but also has its own non-scenic terminating line, on a downward grade from C to D, falling about 2in overall. While the gradients work to create a more dramatic scene, the low-level tracks could be kept on the level for the sake of simplicity. Whatever you choose, a Peco Loco Lift makes the task of 'turning' locomotives to the outer end of an inbound train easy.



Above: The sight of London Underground trains running above ground can be striking, offering modellers the chance to recreate something a little different. ALAMY

Left: As for rolling stock, EFE Rail's motorised 1938 Tube stock is perfect, although the four-car units will need to be shortened to two-car units to fit the bay platform and non-scenic storage roads. For locomotives, we have Heljan's *Sarah Siddons* and Bachmann's '57XX' 0-6-0PT in LT red, while a handful of wagons for Permanent Way Department trains would complete your fleet. Alternatively, Radley Models (www.radleymodels.com) provides an extensive range of London Underground stock kits, featuring resin cast bodies, along with suitable power units and detailing parts. If you don't fancy assembling the kits yourself, they also offer a building service.

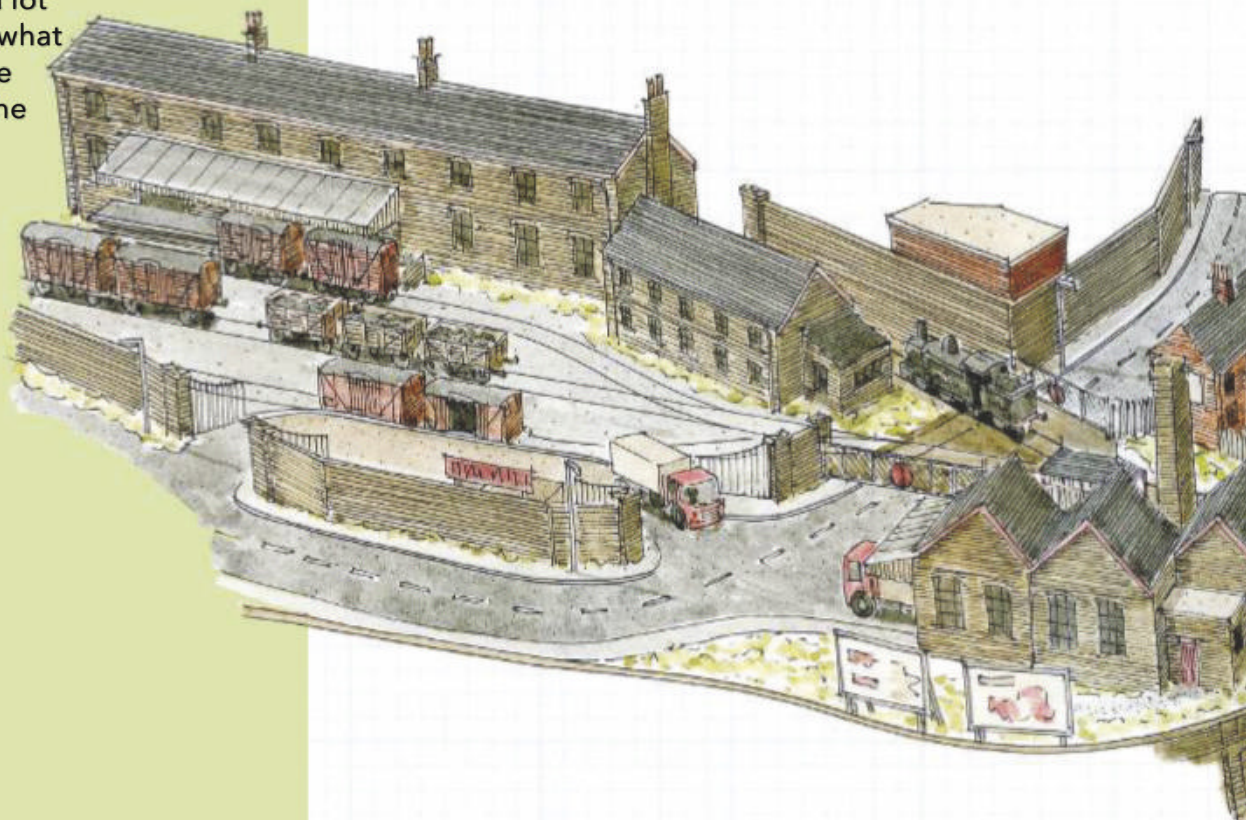


Setting the layout during BR steam days gives us the opportunity to include a high-level inglenook-type goods yard with the added benefit of a few non-scenic sidings. The long warehouse building has no rear wall and actually overhangs one of the sidings at the rear to maximise space. I've packed a lot in here, trying to create a typical 1950/60s feel, on what could be a truncated line, beyond the bridge, at the right-hand end. Trains therefore come and go via the rearmost hidden track.

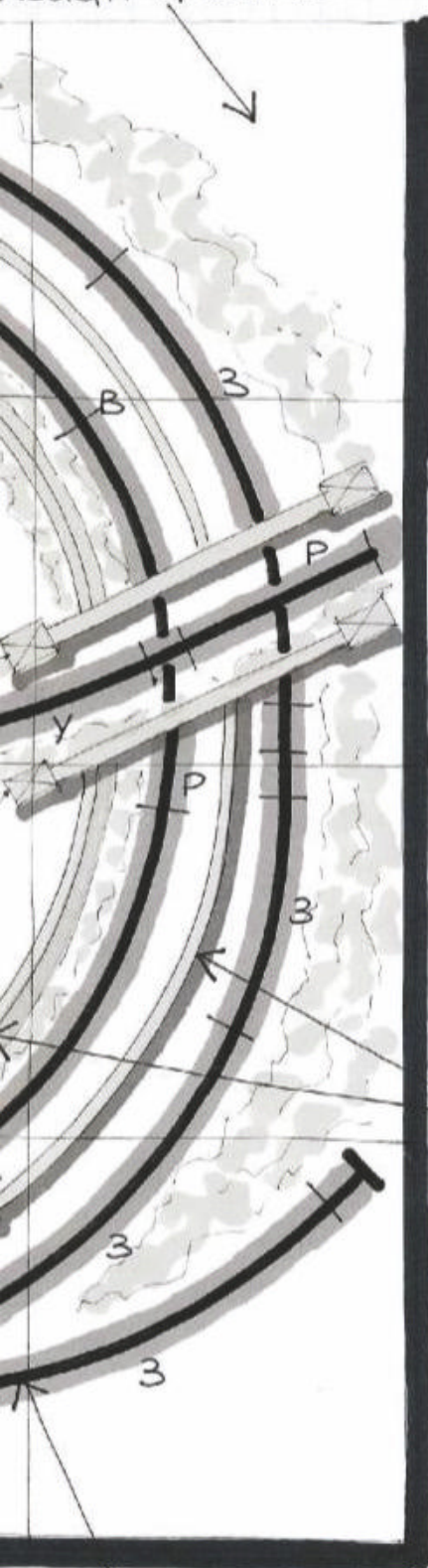
One major difference with this design is the lack of a 2D backscene. Instead, I've arranged buildings and perimeter walls in such a way as to block almost all angles, when viewed at or near eye level.

PLAN 1 - PECO TRACK COMPONENTS

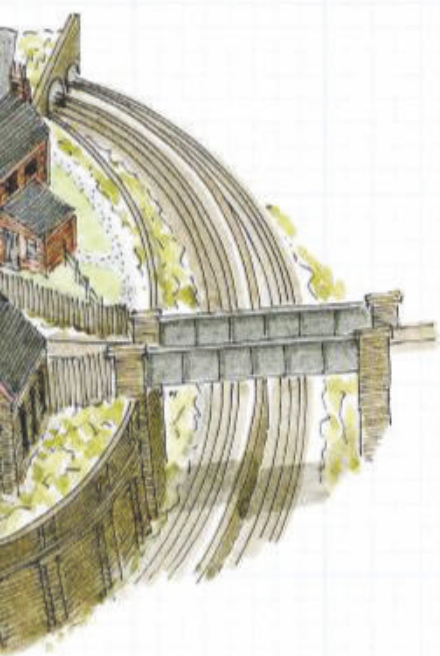
Upper Level	Lower Level	
◆ ST-200 x 7	◆ ST-200 x 3	◆ ST-241 x 4
◆ ST-201 x 3	◆ ST-201 x 5	◆ ST-244 x 1
◆ ST-203 x 8	◆ ST-203 x 11	◆ ST-245 x 1
◆ ST-204 x 1	◆ ST-204 x 2	◆ ST-250 x 1
◆ ST-225 x 1	◆ ST-225 x 4	
◆ ST-227 x 2	◆ ST-226 x 10	
◆ ST-230 x 1	◆ ST-227 x 4	
◆ ST-238 x 3	◆ ST-230 x 1	
◆ ST-240 x 2	◆ ST-231 x 4	
◆ ST-241 x 2	◆ ST-240 x 1	



ROUGH GROUND

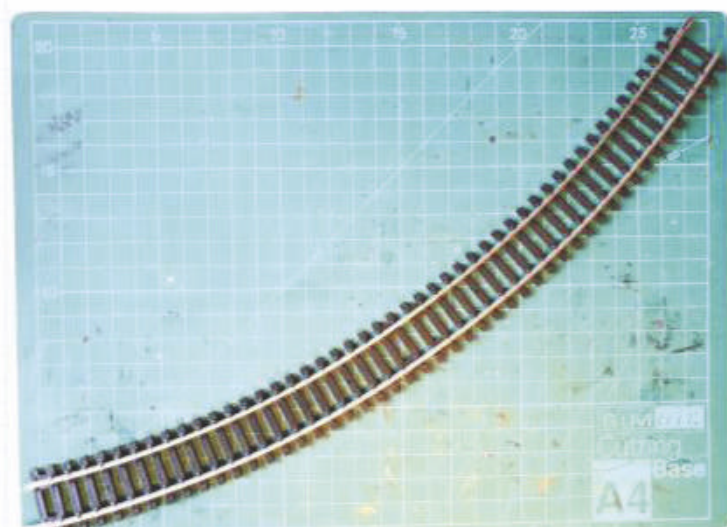


OLDING SIDING

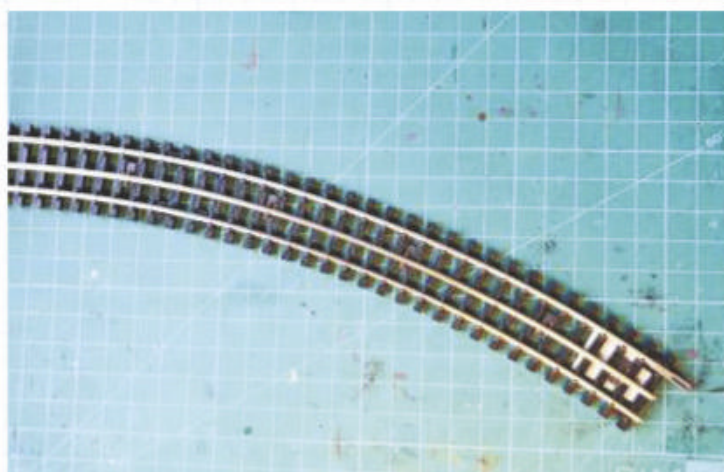


Quick fix: London Underground track

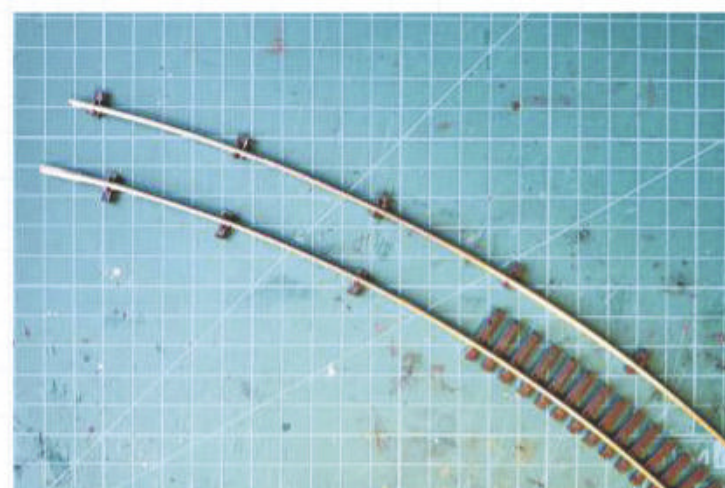
Employing four rails per track (including two conductor rails), London Underground's distinctive track is absolutely fascinating. Here's a very simple - and cheap - way of adapting regular Peco or Hornby track...



Start with a base unit, in this case a double second radius curve, Peco ST-226 or Hornby R607.



Use the longer outer rail from the donor track for the central, 'negative' rail, removing unwanted chair/sleeper stubs, but retaining one to fit at every sixth sleeper on the running line. Position the central rail carefully, spaced as equally as possible between the outer rails. Hold it in place with masking tape while the glue sets.



Take a second unit; cheap second-hand steel track is ideal for this. Cut as shown, so that the two rails are separated from each other and centre sleepers are discarded. I used a mini drill with a cutting tool, set at a slow speed, holding each sleeper as tight as possible so as not to break the chair fixing from the running rail, be careful with your fingers during this operation. Carefully cut off any burr with a knife.



Add the shorter inner rail in a similar way, this time to create the 'positive' conductor rail, retaining sleeper/chair stubs at regular intervals. Adding the extra rails once the track has been laid on to the baseboard is recommended.



Four-rail track, tunnels with limited clearance and an array of electrical cables create an unmistakable image of the London Underground network. This is a Northern Line train emerging from a tunnel into Hendon station. ALAMY



JACQUES PORTAL

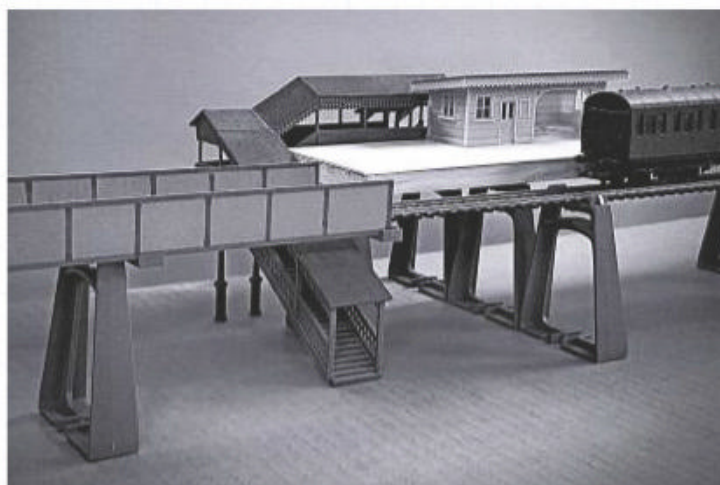
PLAN 2 - LIVERPOOL OVERHEAD RAILWAY AND MERSEY DOCKS

Although appearing, as a larger and more complex 6ft x 5ft layout, in a previous issue of *Model Rail* (MR233), I include this modestly revised plan of the Liverpool Overhead Railway (LOR), complete with Mersey Docks & Harbour Board (MDHB) lines running below. It offers an interesting contrast with the London Underground design and I've attempted to keep the design close to an entry level, in terms of difficulty, as possible.

While the layout is designed for ease of construction, the difficulty lies in finding suitable rolling stock, especially for the LOR trains. Etched metal kits are available from Judith Edge (www.ukmodelshops.co.uk/catalogue/judithedge), as demonstrated by George Dent in MR92/101/118, but the fact that it took three magazine instalments to demonstrate assembly reveals that they're a fairly complex proposition! Alternatively, 3D-printed bodysell kits are available (www.rue-d-etropal.com) but, like the Judith Edge kits, sourcing a power unit and various detail fittings is left to the modeller.

If you're open to a less precise LOR re-creation, there are plenty of RTR EMUs to choose from, although my first choice - if I could get a good quality example - would be a Tri-ang R156 panelled two-car EMU. Your local model shop may be able to help with a modern replacement power unit if needed, but there appears to be quite a good number of second-hand units on the internet, and a relevant paint job would make all the difference. If you're looking for something of today's quality, then either Bachmann's 2-BIL or Hornby's 2-HAP would be my preference. Another alternative would be Walthers 'HO' scale New York City 'R17' subway car available powered and unpowered in various liveries.

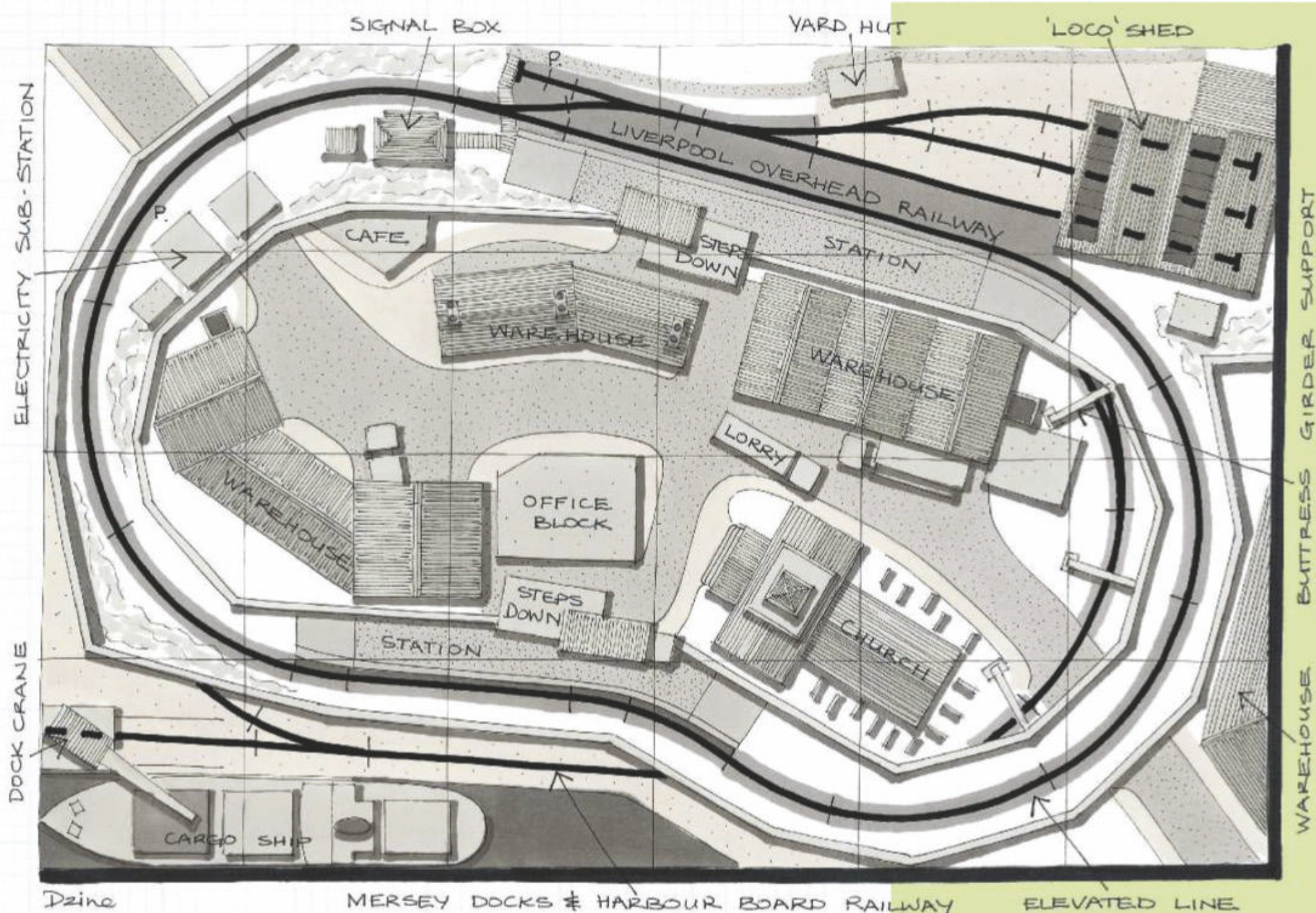
On the low-level MD&HB lines, we can be perfectly accurate, with 'Pugs' as the mainstay and, if you are taking a less-than-strict prototypical approach, a *Model Rail* 'USA' 0-6-0T looks at home in any post-1950s, steam-era dockland scene. Liverpool's docks would provide the basis for a great wartime layout, due to the vast amount of material being shipped via the Mersey. *Model Rail*'s 'USA' No. 1968 in USATC black (MR-101) would be an ideal solution.



At entry level we can use Hornby R909 and/or R659 elevated track supports for the overhead railway, with mounting card employed to represent the girders. If you're looking to be a bit more realistic, then Peco's Vari-Girder kits would be useful for the side panels. Single track bridge girders are also available from 3D Print Studio (www.3dprintstudio.co.uk), but they would need to be cut very carefully to form the necessary curves and angles.



The Liverpool Overhead Railway was the first elevated electric railway in the world when it opened in 1893. Running from Dingle to Seaforth & Litherland, the 'Dockers' Umbrella' skirted the edges of the Mersey docks for nearly seven miles. This 1910s view is looking north, with Pier Head station just visible in the left foreground, while the imposing spire of the Church of Our Lady and Saint Nicholas is on the right. Locally referred to as the 'Dockers' Church', it has been a place of worship for port workers and mariners since the middle ages and was severely damaged by bombing during the war. ALAMY



The main station, signal box and maintenance shed is a single-track version inspired by the infrastructure at Seaforth Sands, and can be represented with a Hornby R510 Platform Shelter, Scalescenes' Northlight Engine Shed downloadable card kit (track centres may require some adjustment to fit), Gaugemaster (ex-Hornby) GM403 Footbridge (can be cut in the middle to make two sets of steps) and a Dapol (ex-Airfix) Signal Box kit.

By contrast, the opposite side of the layout is a basic, fictitious arrangement

making use of Hornby products.

I anticipate that warehouses and an obligatory 'Dockers' Church', in the central area will be from Metcalfe and Scalescenes card kits. You may need more than one kit to create a warehouse tall enough to act as a 3D backscene to both of the long sides.

With this layout offering three levels - water, harbour railway and elevated railway - viewing height needs to be where you can comfortably see under the elevated decking, so a tall set of legs may be required!

PLAN 2 - PECO TRACK COMPONENTS

The easiest way to deal with track is just to use standard rigid geometry on top of the Hornby elevated track supports, improved further with an outside third rail, using similar methods to those shown for the London Underground plan.

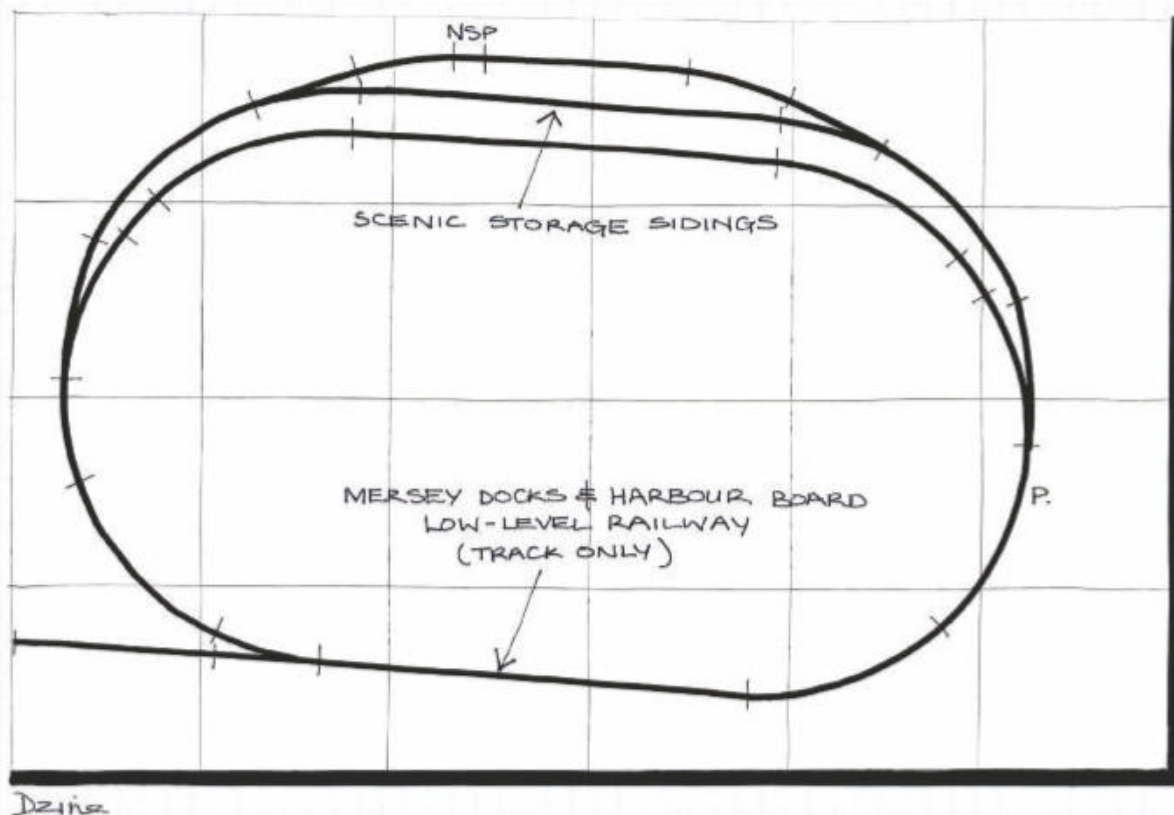
Upper Level	◆ ST-201 x 3
◆ ST-225 x 3	◆ ST-203 x 3
◆ ST-226 x 8	◆ ST-204 x 2
◆ ST-227 x 2	◆ ST-240 x 1
◆ ST-200 x 1	◆ ST-241 x 3

Lower Level	◆ ST-240 x 2
◆ ST-225 x 3	◆ ST-241 x 1
◆ ST-226 x 7	◆ ST-244 x 1
◆ ST-227 x 2	◆ ST-245 x 1
◆ ST-201 x 2	◆ NSP x 1
◆ ST-204 x 3	

NOTES TO ALL PLANS

All track components are listed as Peco products but can be substituted with Hornby or similar. Two ST-203s occurring together 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 locomotives and stock.





Cable single and Bi Colour



Multicore



Diodes



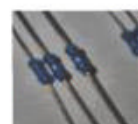
Pushbuttons



Nylon fixings



Resistors



LED'S



Crimps

DCC Decoders



ET 203 6 output

The decoder is fully NMRA compatible.
Dimensions: Length 1.1" (28mm) Width 0.6" (15.5mm) Thickness 0.2" (5mm)
DCC standard decoder suitable size for OO/HO scale locomotives
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Motor overload protect adjustable
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See website for our expanding range

LED's

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Many other types Available

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LD1 - 1.8mm (white)
LD3 - 3mm (white, red, green, yellow, amber)
LD14 - 3mm 12V (white, red, green, yellow)
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)
LD9 - 5mm Bi-Colour (rd/yl, gn/yl, gn/rd)
LD11 - 5mm Tri-Colour
LD13 - 5mm Flashing Red
LD4 - 5mm Flickering Orange

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£0.20
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£0.50
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colours & clear
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Din Plugs & Sockets



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CDP4 4pin.....65p	CM4 4pin.....65p
CDP5 5pin...180...70p	CM51 5pin...180...70p
CDP5 5pin...240...70p	CM52 5pin...240...70p
CDP6 6pin.....75p	CM6 6pin.....75p
CDP7 7pin.....80p	CM7 7pin.....80p
CDP8 8pin.....85p	CM8 8pin.....85p



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joining engine to tender or other
micro use



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CMP 101 3 pin
CMP 102 4 pin
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10+ from £5.50 pr

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CTS2
CTB4
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CTB6
CTB10

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Screw Terminal Block 5 amp.....£0.95
12 way Plug and Socket 6 amp.....£5.50
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Layout Wiring

* colours RD YL BL BK WH GN VI OR GY PK BR

	10m	100m
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EW16/02	£2.30	£17.99
EW24/02	£3.29	£26.25
EW32/02	£4.29	£36.00
EW01/06	£1.60	£10.95
EW10/01	£1.50	N/A

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£3.20 per m



Ultra fine wire
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Miniature Toggle Switches

SP/DP- single/double pole ST/DT- single/double throw

[] indicates spring return

1+ 20+

SMT1 -SPST on-off
SMT2 -SPDT on-on
SMT3 -SPDT on-off-on
SMT4 -SPDT on-on
SMT5 -DPDT on-off-on
SMT6 -SPDT [on]-off-[on]
SMT7 -DPDT [on]-off-[on]

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£1.40	£1.30
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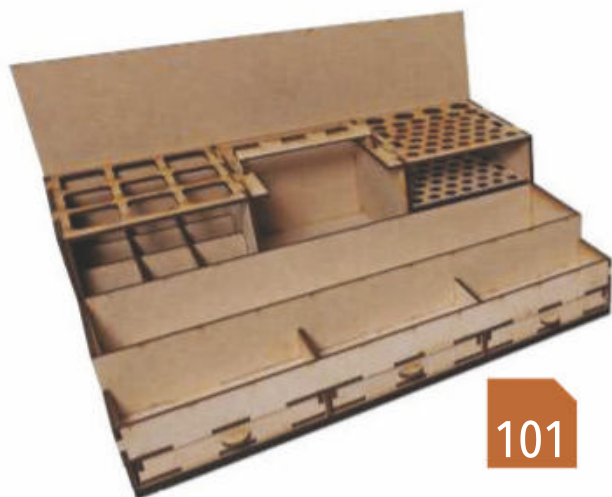
Reviews

In-depth and unbiased reviews of the latest products

- 96** **Heljan**
GWR railcar
- 100** **Iwata Revolution**
HP-CR3 airbrush
- 101** **Omen Miniatures**
paints
- 101** **JSP Force 8**
face mask
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GWR buildings



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Our reviewers

George Dent

Model Rail's modern image expert.

Chris Leigh

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

Peter Marriott

Model Rail's scenic expert.

How we test

At *Model Rail*, we pride ourselves on the quality, thoroughness and unbiased nature of our reviews. We assess models on their looks, performance, features and value for money. We also run them on our test track, which features 1-in-30 and 1-in-60 gradients in both 'N' and 'OO', not to mention numerous challenging track configurations.





Heljan GWR railcar

◆ GAUGE 'O' ◆ MODEL Heljan GWR railcar ◆ PRICE £466.65 ◆ AVAILABILITY Heljan stockists Web www.gaugemaster.com

Railcars Nos. 19-33 have been the subject of kits in 'O' gauge in the past but Heljan's is the first modern ready-to-run 'O' gauge model. It has been an eagerly awaited follow-on to the four-wheel railbus in the self-contained one-coach train category which is so useful to 'O' gauge modellers with limited layout space.

At this point I should admit a minor involvement with these models and their 'OO' counterparts, in that I checked the livery artwork at Heljan's request. At that time it was intended only to produce a single model in BR green and that was to be the dark shade used post-1960, and probably only applied to one car. I suggested that the earlier light green should also be produced and I'm pleased to see that a light green model is included in the production run. No. W22W, which is now

preserved at Didcot Railway Centre, was initially transferred from Worcester to Bridgnorth, still in the light green livery, while No. W20W went to the Kent & East Sussex Railway at Rolvenden in carmine and cream.

In most respects the railcar follows established Heljan practice. Weighing in at over three and a half pounds, it requires a substantial box and system of packing to ensure safety in transit. So, it is mounted by two screws to a wood plank which would make a decent stand for a static display model, and it is packed around with foam material.

Our sample arrived in one piece and it was good to see that no parts had come adrift in transit which had, in the past been a problem with some Heljan-made products. It is, however, on the layout that this model really comes into its own.

On straightforward analogue it is smooth and quiet with a great deal of what the Americans would call 'heft' – a certain presence which is really evident when it thumps over rail joints. However, I have jumped the gun and should really have begun by describing what you get for a very modest £466, which is not by any means expensive for a Gauge 'O' model.

At an impressive 18in long, the railcar is a big model which warrants careful handling as the bodysell is plastic on a substantial cast metal 'floor'. The underside of this floor is largely flat and, surprisingly, there is nothing concealed behind the





“On straightforward analogue it is smooth and quiet with a great deal of what the Americans would call ‘heft’”

drop in the skirting between the bogies. This is the area where one’s fingers tend to grip the model when handling it and the skirt areas do feel a little flimsy, though you would need to be pretty ham-fisted to break them.

IN DETAIL

On the underside of this floor area is a panel held with two screws which gives access to the location of the decoder socket. An ESU LokPilot/LokSound V5 DCC decoder is recommended and the head and tail lamps and interior lighting are configured to work with this particular decoder. There is also a mounting point for a 66mm by 29mm speaker if the model is to be fitted with digital sound. Analogue users will find a bank of nine microswitches under the floor which enable control of the lighting on DC layouts.

On the real thing the engines, batteries and mechanical systems were in this area but Heljan has created a motor bogie with the motor and drive concealed completely within the bogie frame, which is more than adequate for the railcar and the one vehicle it might haul. It comprises a double-ended motor with

a direct worm and gear drive to both axles.

The body is spot on dimensionally in all major respects and the proportions look just right. The distinctive shape of the cab ends captures the character, and for those who are accustomed to the Lima/Hornby ‘OO’ model with its missing cab droplights, Heljan has them all present and correct and picked out in wood finish, as they were on the GWR livery.

The large picture windows are refreshingly clear and without prismatic edges, revealing a good view of the interior with the correct style of seats. It would benefit from attention with a paintbrush and the fitting of a few passengers. Windows in the guards compartment have convincing security grilles.

The body is held in place by four cross-head screws, two in the floor at the inner end of each bogie. With these removed, the skirts can be eased carefully outwards to unclip the body. The interior is surprisingly simple, a dark green plastic moulding forming the floor and seats.

Cab rear bulkheads and those either side of the main door are quite fragile as I found to my cost when I turned the unit upside down without the body, and managed to break three of them. The outer bulkheads support an LED lighting strip for the interior lights which can be switched off by a microswitch on the underside of the floor.

The bulkhead in the guards van carries detail of the communication equipment and bell and the cab has the seats

3 things we like



1

Crisp, legible printing.



2

Clear glazing of big windows.



3

Detailed cab interiors.

and the main controls, the latter picked out in colour.

The centre part of the bufferbeam is fitted with the vacuum and multiple working pipes and scale screw couplings, but our sample had the lower part of the coupling missing on both ends.

The bogie sideframes are plastic mouldings correctly detailed and with good relief, spring and rivet detail. ➤

Performance

I have part of my ‘Oakworth/Railway Children’ layout erected at home, but with only about four yards of track. Nevertheless, I could not resist a test-run of the railcar. It proved smooth and quiet in operation but I thought I detected a slight ‘surge’ at very low speed. The railcar had not been run-in and that was clearly impossible on a short layout, running back and forth.

I took it to Dave Lowery’s railway room and allowed it to run for a while on his large circuit. It quickly settled down and ran smoothly throughout the speed range. The ‘tails’ of the drive shafts stayed in place on the 5ft 6in radius curves and there was very little noise, other than that satisfying clunk of wheels on rail joints.

Factfile: GWR diesel railcar

Critics of the Great Western would accuse it of a lack of innovation and 'nothing new after Churchward'. The Collett era takes the brunt of that criticism due to the CME's many updates of much older designs, not least the replacement of '517' class autotanks with the very similar-looking '48XX' (later '14XX') class.

However, in 1912 the GWR had acquired a four-wheel petrol-engined railbus which was tested on the Windsor branch, and for the next two decades it dabbled with internal combustion-engined locomotives for light shunting. In the early 1920s, in co-operation with Hardy Motors, an open-cab rail-mounted lorry was trialled at Slough, and shunted wagons on the Estates railway.

From this came the development, in 1932, of a streamlined diesel railcar intended for 'Flying Hamburger'-style use, on fast, limited stop services where demand was low. More of these railcars followed. They were particularly successful on Cardiff-Birmingham services and soon had to be replaced by locomotive-hauled trains. One was tried on branch line services but its braking power proved inadequate and its inability to haul a tail-load was a handicap. However, a branch line railcar was needed in order to bring economies on lines where it was becoming difficult to justify autotrains with a crew of three. This became increasingly important as the GWR found it difficult to recruit adequate numbers of steam crews in the London area during the 1930s. A situation which would continue during and immediately after the war.

The result was a new railcar, No. 18, known as 'the Lambourn car' because it was specifically designed (and geared to 40mph) to haul a tail-load of a couple of horseboxes and spent most of its career on the Newbury-Lambourn branch. With the approach of the Second World War the GWR brought the construction of railcars in-house and produced a new angular body design which could be built at Swindon. Nos. 19-33 were delivered from 1940. No. 34 was a window-less version of the same vehicle, for parcels traffic and Nos. 35/36 and 37/38 were single-ended cars built as two-car units. These were the fore-runners of the fleet of DMUs ordered by BR a decade later.

These later-style GWR railcars, more recently called by railway modellers 'razor-edge' cars, lasted in service until displaced in the early 1960s by the Gloucester RCW single units (Nos. W55000-19). As a consequence there were quite a lot of livery variations, at least three versions of GWR, two of carmine and cream and three of lined green.

The railcars operated branch lines and local services in the London area, including the Greenford loop, Staines, Uxbridge and Windsor during the early 1950s and were

also to be found working from Bristol, the Wye Valley and ending their careers working from Worcester on the Severn Valley routes and some West Midlands local services. The last examples were withdrawn in October 1962. No. W20W, still in carmine and cream livery, was acquired by the Kent & East Sussex Railway. It was withdrawn in 1980 for major body repairs which remain ongoing.

No. W22W, in light green livery, was acquired by the Great Western Society. Restored to GWR livery, it operated from Bridgnorth on the Severn Valley Railway until transferred to Didcot Railway Centre where it remains in operation.



1: A GWR railcar, possibly W20W, pulls away from Droitwich Spa between Worcester and Kidderminster on August 30 1962, just weeks away from withdrawal. CJL COLLECTION



2: On June 24 1967 during a Severn Valley Railway open day, No. W22W stands at Bridgnorth, still in the BR light DMU green which it carried at withdrawal in October 1962. K.A. JAGGERS

3: Some six months after its withdrawal, No. W21W languishes, dumped on Swindon shed but complete, apart from one section of skirting. CJL COLLECTION



4: Recently arrived at Rolvenden, when the KESR depot was little more than a field, GWR railcar No. W20W is already receiving attention. It would work the KESR's re-opening train in 1974. CHRIS LEIGH



Dummy final drive units are fitted to the right side of both bogies and these are connected by a moulded prop shaft representing the units as built and operated by the GWR. On the real thing, the outer final drive and its prop shaft were removed later in their careers, only one axle of each bogie then being powered.

Prop-shaft extensions which fit into the innermost final drive and then pass behind the skirt are supplied separately for fitting by the customer. These are plastic mouldings and need to be glued in place. However, they may need to be cut short or omitted altogether if the model is to operate round sharp curves.

The roof carries separately fitted ventilators and boiler exhaust detail and there are

separate handrails beside the passenger doors. One small omission is the pair of brackets for a small destination board adjacent to the passenger entrance doors but it seems that these may have been fitted as an afterthought as they do not appear in the early official portraits of the railcars.

PAINT AND PRINT

Our sample carries the post-war GWR chocolate and cream livery with the Great/coat-of-arms/Western insignia on the sides and the number displayed as No. 29. The chocolate and cream areas are separated at waist level by yellow and black lining. The painting and printing is to a high standard and the reproduction of the GWR

coat-of-arms is particularly impressive, with the wording on the crests of London and Bristol, *Domine Dirige Nos* and *Virtute Et Industria* legible under a magnifier. The waist lining is also impressively neat and the cab droplights have a wood-coloured finish, topping off a faultless decoration job. We don't have the old score system, otherwise I'd have given this aspect a 10.

CONCLUSIONS

The railcar is a fine piece of work by Heljan. It stands up very well alongside my 40-year-old BR Models brass kit, which is a few millimetres under scale length while the Heljan model's proportions are correct. In particular, it is not obvious that

the newer model is plastic. Detail-wise this material definitely scores points in areas such as the two radiator grilles in the side skirts, which appear to have real depth to them - something that was not possible with etched brass.

I think this model may well prompt a resurgence in the popularity of the GWR branch line terminus layout amongst 7mm scale modellers, and I am eagerly awaiting the 'OO' version, due from Heljan later this year. (CJL)



HELJAN GWR RAILCAR

OVERVIEW		Body: Plastic	DIMENSIONS	PROTOTYPE	1:43 SCALE	MODEL
Manufacturer: Heljan		Chassis: Metal/plastic				
Ref. No. 1901		Weight: 1,625g (3lb 9.3oz)				
Unit No. 29		Min. curve radius: 800mm				
Scale/gauge: 7mm:1ft 'O'		Wheel back-to-back: 29mm				
ELECTRICS			SERVICING			
Electrical system: 12V DC two-rail		DCC ready: 21-pin				
Motor type: N/A		Current consumption				
Lights: Nine switched lighting functions		Max. speed: N/A Stalled: N/A				
MECHANISM						
Drive system: Single-motored bogie		Traction tyres: No				
Flywheel(s): N/A						

System builder

Other items to complement this model...

FIGURES

Passengers/driver - Omen Miniatures
Web: www.omen-miniatures.com



FREIGHT STOCK

Parcels vans/horseboxes - Parkside kits/PECO



GWR AUTOCOACH

Dapol/Lionheart



SUMMARY

PROS

- Looks great.
- Top-notch finish.
- Varied lighting functions on DC or DCC.
- Imposing weight.
- Mechanism does not intrude into interior.

CONS

Nothing of note.

FINAL VERDICT

Superb.

Iwata Revolution HP-CR3 airbrush

◆ **PRODUCT** Iwata Revolution HP-CR3 airbrush ◆ **PRICE** £130 ◆ **AVAILABILITY** The Airbrush Company ◆ **Tel** 01903 767800 **Web** www.airbrushes.com

I've been using Iwata airbrushes for nearly 20 years and my first tool, the Revolution CR, remains one of my favourites. Apart from routine maintenance, it hasn't required any repairs, being totally dependable for a whole range of general-purpose painting tasks. That said, its 0.5mm diameter nozzle does preclude its use on more delicate work, such as weathering, as the spray pattern can be a little too broad.

That's where an airbrush with a 0.3mm nozzle comes into its own, offering a narrower spray pattern and more control over the paint. Within the same range, Iwata offered the Revolution BR, which is great, but I found the small, lid-less paint cup to be rather annoying. Happily, the Revolution HP-CR3 solves that issue, offering a 0.3mm nozzle with a larger 7ml paint cup and a lid - so no more paint-stained trousers!

The HP-CR3 is a gravity-fed, dual-action airbrush, that allows the paint and air to be controlled with a single trigger. The tool delivers a 'soft', finely atomised paint flow at lower air pressure settings (below 15psi), provided that the paint is thinned correctly. Fitted with a finely machined spring steel needle and solvent-proof PTFE packings, it's an affordable workhorse that's ideal for smaller paint jobs in 'O' or 'OO' and general use on 'N' gauge subjects. It doesn't have many bells and whistles, but the build quality is superb. It's comfortable to use and - if cared for - will last a lifetime. I've been trialling this



airbrush on a number of modelling projects recently (including the weathered '16XX' on page 42) and have been very happy with the results. Presented in an attractive foam-lined case,

a small tube of lubricant is provided, to keep the needle and trigger moving smoothly, along with a nozzle wrench for maintenance purposes. Highly recommended. (GD)



SUMMARY

PROS

- User friendly, ultra-reliable airbrush for modest-sized paint jobs and general weathering.

CONS
None.

FINAL VERDICT

Excellent.



EBMA storage system

◆ **PRODUCT** EBMA 215TU006 tool stand; 21512010 six-drawer unit ◆ **PRICE** £20/£21 each

◆ **AVAILABILITY** EBMA Hobby & Craft ◆ **Web** www.ebmahobby.co.uk

EBMA Hobby & Craft's modular storage system allows all of your tools, paints and modelling miscellany to be kept safely in one place, so you always know where they are. There are over 30 different modules available, designed for storing everything from Humbrol and LifeColor paints to all of your tools and sheets of building materials. Each one requires assembly but has been made from laser-cut wood, and a good PVA glue is all that's required to build the modules.

Each one took a couple of hours, including the waiting time for the glue to go off before adding the drawers. Modules can also be painted and connected together using the supplied magnets. While they bring an odour of burnt wood to the workshop when first unpacked, they're proving to be very handy for keeping my workspace organised! (CG)



PROS: Great system for storing tools and materials.
CONS: None.



JSP Force 8 face mask

◆ **PRODUCT** JSP Force 8 mask and A2P3 Press to Check filters ◆ **PRICE** £39.95

◆ **AVAILABILITY** The Airbrush Company

◆ **Tel** 01903 767800 **Web** www.airbrushes.com

Like many modellers, I've been building and painting more kits at home recently, which has involved spraying paint via aerosols and airbrush. A good quality face mask is an essential piece of kit to protect one's health and this unit from JSP is one of the best that I've found so far. The rubber mask is comfortable to wear, with adjustable straps and a 'Typhoon' exhalation valve to prevent condensation building up inside the mask.

Various types of interchangeable filters are available to match and I trialled the Press to Check versions, which help to identify whether you're wearing the mask correctly. By pressing both filters while inhaling, you can instantly tell whether any air is coming through the mask (it shouldn't be). By adjusting the straps, you can create a more effective seal around your face, thus preventing the ingress of any harmful vapours. Meeting all necessary safety standards, this is a worthy investment for anyone spraying paint or creating dust while modelling. (GD)

PROS: Comfortable and effective.
CONS: Not cheap, but essential safety wear.

A good Omen

Omen Miniatures introduced two packs of acrylic paints last year, which we reviewed in MR279. Thanks to healthy sales of both the figure and scenic paint sets, Omen has produced a third pack, Set C, comprising the most popular 35 colours from the previous sets. Included free in Set C is the new Brindle shade, a slightly more brownish shade than the previous brick base colour, produced specially at the request of Pete Waterman.

The Brindle shade is included free of charge in the new set C but will also be available to purchase on the website individually. Among the other popular colours in Set C are flesh, jacket

blue, faded vest orange, and leather for figures and scenic shades including tree green, wooden grime, dirty black and worn Tarmac. All the colours are available separately in handy 18ml pots (£3 each) with flip-up lids.

These paints dry to a super-matt finish and are water-based. They're also thixotropic - that is, they require stirring thoroughly, not shaking, before use. Wooden coffee stirrers are ideal for this. The paints can be thinned with water and brushes can be cleaned under the tap. The set includes matt white and matt black for changing the shade of individual colours where necessary. Single-coat coverage is excellent and the pack offers great value. Indeed, I'm currently using them for nearly all my scenic modelling work. (CJL)

◆ **PRODUCT** Omen Miniatures acrylics paint Set C ◆ **PRICE** £76.00 (35 x 18ml pots) plus £4 p&p

◆ **AVAILABILITY** Omen Miniatures ◆ **Tel** 07812 983313 **Web** www.omen-miniatures.com



Mini Test

This month, we tested five modelling products to help you make the most informed choices

Static grass applicator tools

Peter Marriott reviews a selection of electrostatic grass planting tools in the £50+ range.

These more expensive electrostatic grass planting devices let you cover a large area of layout in the minimum of time. Some of the tools are battery-powered, while others can also work off a mains transformer. The more powerful of these tools can successfully plant any grass fibres between 1mm and

12mm, so they're good for working with any scales from 'N' gauge through to Gauge One.

If you are going to plant static grass fibres on a regular basis then the investment in an electrostatic tool will definitely be a good move, especially compared to the use of a puffer bottle!

1 Noch Gras-Master 3 Profi

PRICE £180 **POWER** Batteries (supplied) **Web** www.noch.com

AVAILABILITY www.gaugemaster.com and other Noch dealers

PROS The tool by which others are judged. Most powerful device for modellers.

CONS Price, mains power not possible.

The Noch Gras-Master 3, introduced in 2020, is a hand-held tool that has a container into which the grass fibres are placed. It has three screw-on sieves, the fine mesh sieve is best suited for the 1-2mm grass fibres while the middle mesh sieve is best for 2.5-6mm fibres and the largest mesh suitable for 10-12mm grass fibres. The power supply is eight integral 9V alkaline batteries that uses an electrical circuit to convert the 16kV current. This is the improved

tool that really started the static grass revolution in 2005, and it plants grass fibres amazingly well. The cheaper Gras-Master 3 also plants fibres very well, just not quite as well as the Profi.

Ease of use	8/10
Grass laying ability	9.5/10
Value for money	5/10
OVERALL RATING	8/10



2 Faller Grass Fix

PRICE (rrp) £170 **AVAILABILITY** all Faller dealers, including Gaugemaster

Web www.faller.de

PROS Good quality tool.

CONS Price, not as effective as other tools.

Because the grass fibre holding hopper is not covered, some of the fibres fall out over the top when the device is shaken. In my view, it would have been better if the hopper was deeper or had a top on it. Faller recommends holding the tool about 10-15cm above the area to be covered and then to shake lightly.

The tool comes with a funnel that can be pushed onto the device for planting grass

in small areas. The tool is powered by an integral 9V battery (supplied).

Ease of use	8/10
Grass laying ability	6/10
Value for money	6/10
OVERALL RATING	7/10



3 Woodland Scenics Static King

PRICE (rrp) £101 (mains adapter sold separately)

AVAILABILITY All Woodland Scenics dealers **Web** www.woodlandscenics.com

PROS Well thought-out tool with possibility of mains power.

CONS None.

The Static King electrostatic tool is good for covering large areas with grass fibres and, having an ergonomic design, it's comfortable to use and can be stood securely on its end, leaving both

hands free to fill the hopper with grass. The tool comes with different sieve sizes for creating a varied effect using 2-12mm lengths of grass with a divider that allows for simultaneous use of multiple colours and lengths.

The clear hopper ensures you always know how much static grass you have left and an indicator light makes it easy to know if the Static King is turned on or off. Usefully, power can be supplied via a separate mains Power Supply (an optional extra) or a 9V battery that fits into the handle of the device. For the longest fibres I would suggest using mains power for better results.



Ease of use	7/10
Grass laying ability	9/10
Value for money	9/10
OVERALL RATING	8.5/10



CAUTION
Keep all electrostatic devices away from children and pets.

Expert tips

- When using the longest grass fibres (10-12 mm) hold a vacuum cleaner nozzle a few centimetres above the surface of the newly planted grasses a few minutes after planting into the adhesive to ensure they stand upright.
- If you want tall grass or weeds, add a second or third layer of grass fibres over the whole or parts of the area to be treated. Just paint or spray on more adhesive over planted grass fibres and add more fibres in various shades to build up the height of the grass.
- Longer fibres have a tendency to clump together in the packaging and this makes it more difficult to work with them in electrostatic tools. To separate the clumps, use your fingers to rub the bundles together so that they break down into smaller clumps and eventually into individual strands.

4 WW Scenics Detailer Applicator

PRICE £74.99 **AVAILABILITY** online and at some shows **Web** www.wwscenics.co.uk
PROS Ideal for planting grass in restricted spaces.
CONS Not suitable for extensive grass planting.

If you want to plant a few weeds next to a building or in a difficult-to-access corner of your layout, this is the one for you. It is a simple and small tool that plants the shortest of fibres very well. If you need to plant acres of grass fibres, look to buy one of the larger tools instead. Revised in 2020, this tool now comes with two alternative head attachments for narrow and wide planting of grass.

WW Scenics produce static grass applicators for Peco too, including this tool.



Ease of use	6/10
Grass laying ability	6/10
Value for money	3/10
OVERALL RATING	5/10



5 WWS Grass Pro Applicator

PRICE (rrp) £99.99 **AVAILABILITY** online and at some shows **Web** www.wwscenics.com
PROS An impressive tool that plants a lot of grass quickly.
CONS None.

A well-built tool suitable for planting a lot of grass fibres quickly and easily. Comes with three sieves with different-sized holes for working with all sizes of grass fibres. WW Scenics produces a good range of static grass applicators, and this is the one suited best to larger layouts and the modeller who needs to plant fields of grass, rather than just the occasional weed.

WW Scenics produces static grass applicators for Peco too, and the Peco equivalent of this tool is retailed under their stock number PSG-2.



Ease of use	8/10
Grass laying ability	9/10
Value for money	9/10
OVERALL RATING	8.5/10





Hornby Skaledale GWR buildings

◆ **GAUGE** 'OO' ◆ **MODEL** Hornby R7284 Skaledale GWR water tower (£32.99) Hornby R7282 Skaledale GWR goods shed (£49.99)

◆ **AVAILABILITY** Hornby stockists ◆ **Web** www.hornby.com

Resin buildings provide a quick and easy way to bring life to your layout, but they do mean a compromise. They can be quite costly and you don't end up with a unique model. However, there's definitely a place for them in the modelling world, particularly as a means of encouraging new entrants who may lack time or kit-building skills. That's why I was pleased to receive two new additions to the Hornby Skaledale range, the GWR goods shed and GWR water tower for review.

Hornby, as demonstrated once again in its 2021 product range announcement, has always tried to be a 'one stop shop' for modellers, particularly those on a budget. Accordingly, the prices of its ready-to-plant accessories are very competitive, especially when compared to other similar products on the market. However, the lower price has sometimes been accompanied by a compromised level of finesse on some of its resin-cast structures.

Examining the GWR water tower, there are a number of positive aspects to highlight. The corrugated roof has subtle colour variations to suggest some

weathering and the brickwork is also excellent, with clean mortar lines and, again, patches of a different colour to avoid an overly uniform appearance.

The pipework runs right the way from the tank down to the ground, making it easy to integrate into your layout without an unprototypical gap. Unfortunately, on closer inspection, a few quality control issues are apparent: the pipes have been fixed to the side of the tower and the excess glue hasn't been wiped away, leaving large blobs at the joins; one of the windows is misaligned and there are quite a few areas either missing paint or with a stray paint mark.

HAND-CRAFTED

It's worth remembering that these models have been assembled and painted by hand, so there are bound to be some imperfections. Happily, the majority of them aren't visible from a 'normal' viewing distance.

It's a similar situation with the GWR goods shed. The brickwork is excellent and even though the roof tiles aren't overlapping, they give that impression from a distance. The relief from the

windowsills is also pleasing and gives resin models an advantage over older card kits.

The shed isn't without fault though, and there are two main issues with our review sample. Firstly, the paint is missing from the inner faces of the parapet walls at each corner, and secondly the structure is not square. This is highlighted in the attached office and a close inspection of the underside seems to suggest that this is down to the resin being thicker at one end than the other.

Aside from those problems (the first one could be solved with a quick dab of a paintbrush and the second isn't visible at viewing distances), the only issue I could find is a couple of missing downpipes from the guttering. As before, this might not even be visible from the viewing side of the layout, depending on the orientation of your building.

Although not based on specific prototypes, both structures have an archetypal Great Western feel about them, helped by the light brown and cream paintwork and red/brown shade of brick. While they look pleasing straight from the box, both models could be

easily improved with some extra weathering and detailing, plus various plants and bushes around the base to really set them into the layout.

Careful planning regarding their location will hide almost all of their imperfections and they could really look at home in your miniature world. They're ideal for budget conscious and time-starved GWR/BR Western Region modellers who want to progress with their layout build quickly. **(CG)**

SUMMARY

PROS

Provide a quick addition to your layout.

CONS

Several flaws upon close inspection.

FINAL VERDICT

Good models for quick expansion but crying out for customisation.



BELLEROPHON

Bellerophon was one of six almost identical locomotives built for the Haydock Collieries between 1868 and 1887, Bellerophon herself being completed in 1874. KR Models will produce a DC and DCC Fitted OO gauge model. The 0-6-0 configuration will be very complex with the Stephenson/Gooch valve gear.

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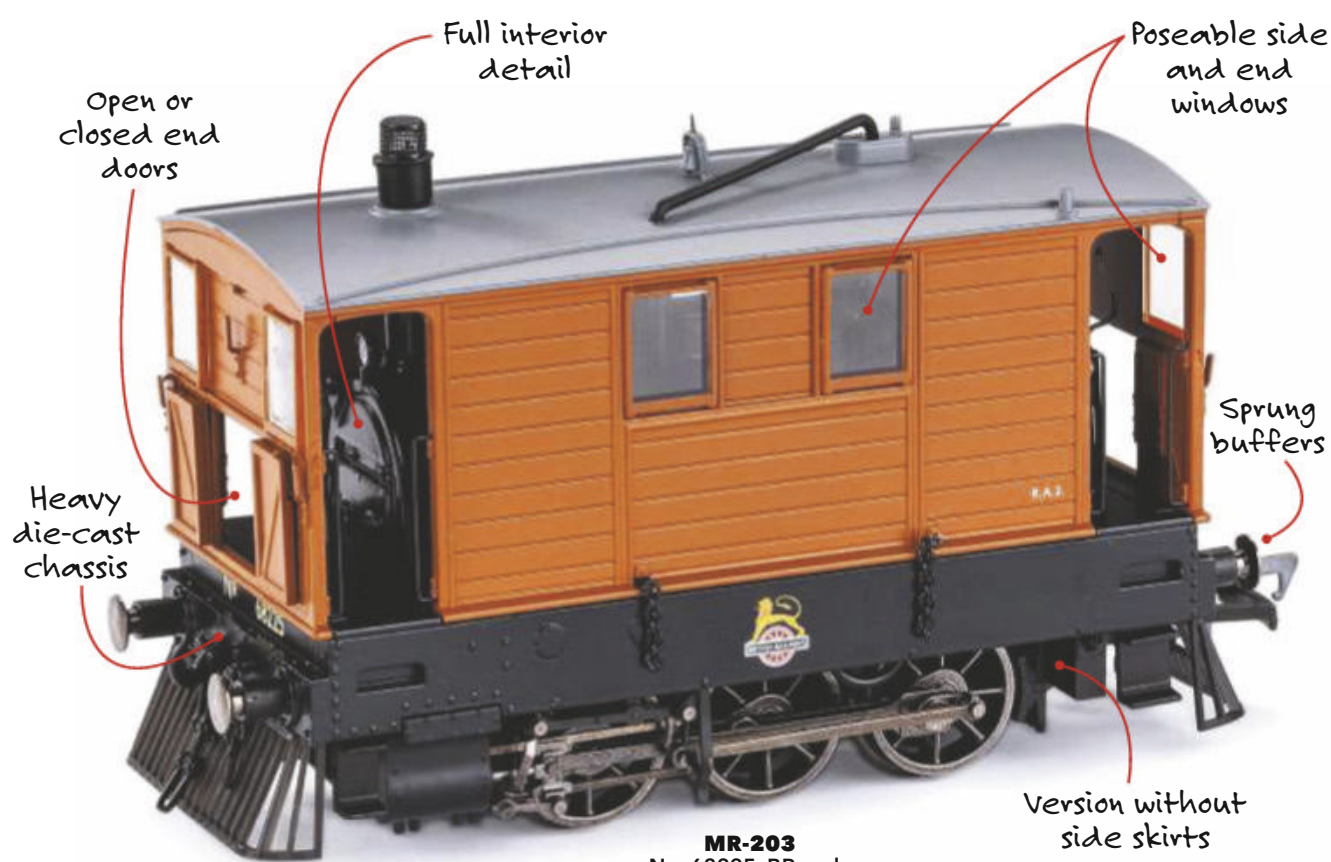
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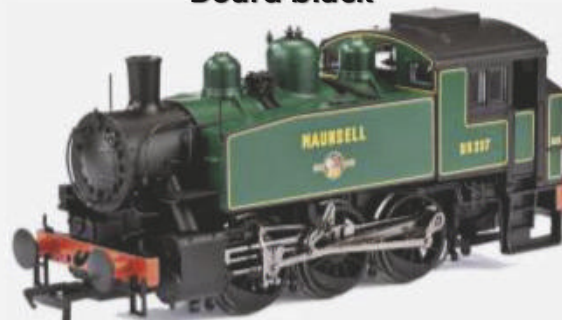
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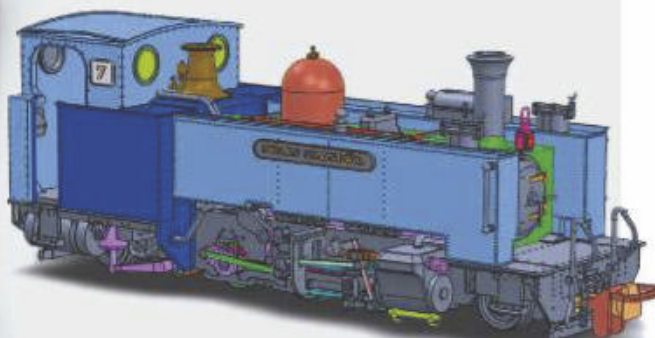
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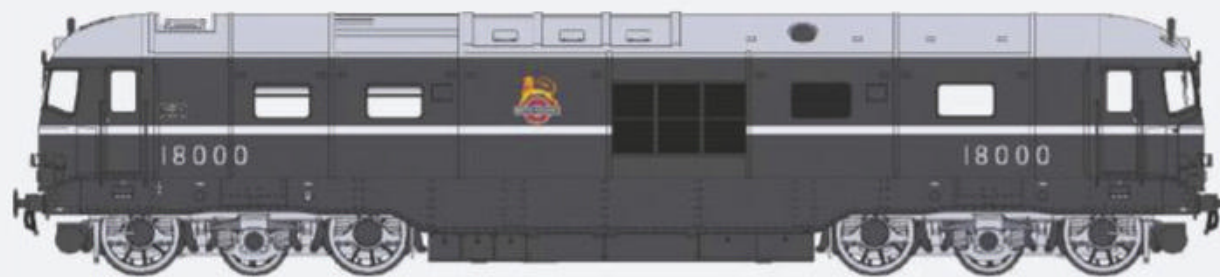
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GWR Streamlined Railcar

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

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NEW TOOL



British Rail Class 59

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

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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

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NEW TOOL



Class 5101 'Large Prairie' 2-6-2T

Stage: Painted Samples Due: TBC
Price: from £115.56 Digital: NEXT-18

hattons.co.uk/dapollargeprairie

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NEW TOOL



Genesis 4 & 6 Wheel Coaches

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

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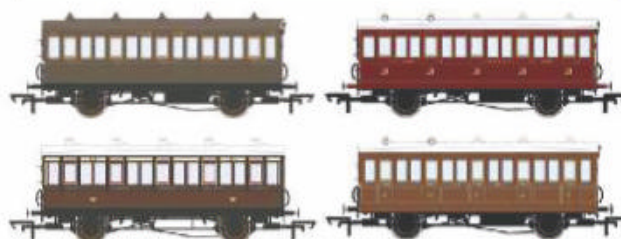
Batch 1 - Due Q2 2021

- 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



GWR chocolate & cream painted samples shown

HELJAN

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Lynton & Barnstaple 2-4-2T

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

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NEW TOOL



Class 25/3 & ETHEL Units

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

hattons.co.uk/hel253

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NEW TOOL



GWR AEC Railcar

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

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NEW TOOL



Class 31/1 & 31/4

Stage: Painted Samples Due: Q3 2021
Price: £466.25 Digital: Compatible

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HORNBY

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NEW TOOL



Class 5101/ 61xx 'Large Prairie' 2-6-2T

Stage: Livery Renders Due: Q4 2021
Price: £132.50 Digital: 8-pin

hattons.co.uk/hornbylargeprairie

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NEW TOOL



Class 800 5-car Bi-Modal Multiple Unit

Stage: Livery Render Due: Mar 2021
Price: £335.50 Digital: 8-pin

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NEW TOOL



Class W4 Peckett 0-4-0ST

Stage: Livery Renders Due: 2021
Price: £189 Digital: 4-pin

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OXFORD RAIL

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NEW TOOL



LNER 10t Banana Van

Stage: Livery Artwork Due: TBC
Price: £12.50 Digital: N/A

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NEW TOOL



BR Pilchard Wagon

Stage: Engineering Sample Due: Q4 2021
Price: £13 Digital: N/A

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NEW TOOL



LNER Class J27 0-6-0

Stage: Painted Samples Due: Q2 2021
Price: from £94 Digital: 8-pin

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NEW TOOL



Class 37

Stage: Engineering Samples Due: Q2 2021
Price: from £169.99 Digital: 21-pin

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NEW TOOL



Class 800 5-car Bi-Modal Multiple Unit

Stage: 3D Render Due: Sep-Nov 2021
Price: from £178 Digital: Proprietary

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H4-AB14-001 Andrew Barclay 0-4-0ST 14" 2047 '705' in BR black early emblem (Hat) (RRP £99) **BARGAIN** ... £84



H4-AB14-006 Andrew Barclay 0-4-0ST 14" 2069 'Little Barford' in Acton Lane Power Station blue wasp stripes (Hat) (RRP £99) **BARGAIN** ... £84



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



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



H4-AB16-001 Andrew Barclay 0-4-0ST 16" 2244 'No.10' in NCB lined black (Hat) (RRP £99) **BARGAIN** ... £84
266214 Beyer Garratt 2-6-0 0-6-2 4984 in LMS black original coal bunker - lightly weathered (Hel) ... £221



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



R3864 Class 4000 Star 4-6-0 4003 'Lode Star' in GWR green (Hor) ... £162



OR76AR006 Class 415 Adams Radial 4-4-2T 3520 in Southern Railway green (Oxf) ... £94



R3462 Class 42xx 2-8-0T 4287 in BR Black early emblem (Hor) (RRP £105.99) **BARGAIN** ... £86

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4S-043-004S Class 43xx Mogul 2-6-0 6324 in BR black early emblem - DCC sound fitted (Dap) **NEW** ... £263.46



4S-043-003 Class 43xx Mogul 2-6-0 in GWR green BR smokebox numberplate (Dap) ... £135.96



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



R3725 Class 5101 'Large Prairie' 2-6-2T 4160 in BR lined green late crest (Hor) ... £126

R3725X Class 5101 'Large Prairie' 2-6-2T 4160 in BR lined green late crest - Digital fitted (Hor) ... £144



R3463 Class 52xx 2-8-0T 5231 in BR black early emblem (Hor) (RRP £105.99) **BARGAIN** ... £86



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



R3723 Class 61xx 'Large Prairie' 2-6-2T 6145 in BR black early emblem (Hor) ... £126



R3557 Class 7P 'Royal Scot' 4-6-0 6126 'Royal Army Service Corps' in LMS wartime black (Hor) ... £154



R3866 Class 7P6F 'Bulleid Battle of Britain' 4-6-2 34051 'Winston Churchill' in BR green late crest (Hor) ... £198



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



R3711 Class 8P Princess Royal 4-6-2 46206 'Princess Marie Louise' in BR express passenger blue (Hor) ... £171



R3854 Class 8P Princess Royal 4-6-2 6212 'Duchess of Kent' in LMS crimson lake (Hor) ... £171



R3617 Class 8P Rebuilt Merchant Navy 4-6-2 35030 'Elder Dempster Lines' in BR green late crest (Hor) ... £144



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



R3848 Class A1X Terrier 0-6-0T 13 'Carisbrooke' in SR malachite green British Railways lettering (Hor) ... £85.50



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



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

R3418 Class K1 2-6-0 62006 BR black BRITISH RAILWAYS lettering (Hor) £109



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



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



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



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



R3825 Class W4 Peckett 0-4-0ST 614 in grey - Centenary Year Ltd Ed (Hor) ... £109.99



R3640 Class W4 Peckett 0-4-0ST 882 'Niclausse' in Peckett works leaf green (Hor) ... £90



4S-018-010 LSWR Class B4 0-4-0T 'Sussex' in Stewarts and Lloyds Ltd yellow (Dap) (RRP £110) **BARGAIN** ... £79



4S-018-009 LSWR Class B4 0-4-0T 87 in SR wartime black (Dap) (RRP £110) **BARGAIN** ... £79

R3631 SECR H Class 0-4-4T 31265 in BR black early emblem (Hor) £117



H4-P-016 SECR P Class 0-6-0T 31556 in BR black early emblem (Hat) (RRP £99) **BARGAIN** ... £84



H4-P-013 SECR P Class 0-6-0T 5027 in ROD green (Hat) (RRP £99) **BARGAIN** ... £84



H4-P-014 SECR P Class 0-6-0T 5753 in ROD green (Hat) (RRP £99) **BARGAIN** ... £84

Diesel locos



R3577 4-wheel Sentinel 0-4-0 'Graham' in Oxfordshire Ironstone Company red (Hor) ... £60



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

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



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

2715 Class 27 27104 in BR blue (Hel) ... £118.96



4D-014-003 Class 29 D6107 in BR blue (Dap) ... £129.15

4D-014-002S Class 29 D6129 in BR blue - DCC sound fitted (Dap) ... £249.84



3441 Class 330 33025 'Sultan' in BR blue grey roof (Hel) ... £126.65



4D-003-018 Class 52 'Western' D1041 'Western Prince' in BR blue (Dap) ... £129.16

R3901 Class 60 60021 in Colas Rail (Hor) ... £162



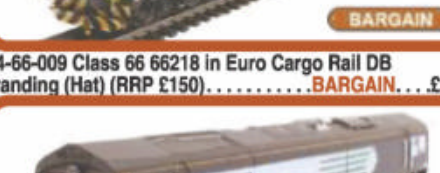
R3885 Class 60 60062 'Stainless Pioneer' in DB red (Hor) ... £162

R3657 Class 60 60070 'John Lounoun McAdam' Load-Haul triple grey (Hor) £162

H4-66-008 Class 66 66033 Euro Cargo Rail EWS branding (Hat) (RRP £150) BARGAIN



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



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4D-022-015 Class 68 68026 in Direct Rail Services plain blue (Dap) £131.71

Diesel train packs



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

HSTs



R3944 Pair of Class 43 HST Power Cars 43123 and 43065 'City of Edinburgh' in Intercity Swallow - buffers fitted (Hor) £270

Electric locos



R3374 Class 71 71012 in BR Blue (Hor) (RRP £128.99) **BARGAIN** £109
 R3373 Class 71 E5001 in BR Green (Hor) £116



O071-004HAT Class 71 E5013 in BR blue full Golden Arrow headboards, arrows and flags pre-fitted - Exclusive to Hattons (DJ) (RRP £139.95) **BARGAIN** £96
 7602 Class 76 EM1 Woodhead electric E26049 in BR blue - Ltd Ed for Olivias Trains (Hel) £160



7700 Class 77 EM2 Woodhead electric 27000 "Electra" in BR black early emblem - gloss finish - Ltd Ed for Olivias Trains (Hel) £165

DMUs



4D-009-HAT04 Class 121 single car DMU 'Bubblecar' 121020 in Chiltern Railways blue - Hatton's limited edition (Dap) (RRP £129.95) **BARGAIN** £89



4D-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-015-008D Class 122 single car DMU 'Bubblecar' W55018 in BR green speed whiskers - Digital fitted (Dap) . . £148.75



R3773 Class 156 2-car 'Super Sprinter' DMU 156401 in Provincial (Hor) £112.50



4D-011-008 Streamlined Railcar W8W in BR crimson and cream (Dap) £126.40

EMUs



R3606 5-BEL Pullman Brighton Belle EMU end vehicles in Pullman umber and cream small yellow panels (Hor) £149



R3699 Class 2-HIL 2 car EMU in BR green (Hor) . . . £126



R3215 Class 373 Eurostar 4 car EMU in new (post-2014) Eurostar (Hor) £99

Train sets - analogue

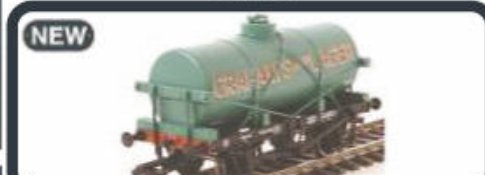


R1167 'Flying Scotsman' starter train set 4472 "Flying Scotsman" loco in LNER green and three Gresley teak coaches (Hor) £157

Coaches

R4886B Bulleid 59' composite corridor S5713S in BR green (Hor) **NEW** . . . £45

Wagons



OR76TK2006 12-ton tank wagon "Graham's Golden Lager" (Oxf) **NEW** £18.50



R6983A Bogle Bolster A in BR grey (Hor) £19
 R6641B ex-LMS 4 wheel CCT Van M37241M in BR crimson (Hor) . . £22



H4-FEAE-001A FEA-E intermodal wagon 641003 in Freightliner green (Hat) (RRP £32) **BARGAIN** £25

H4-FEAE-002A FEA-E intermodal wagon 641013 in Freightliner green (Hat) (RRP £32) **BARGAIN** £25

H4-FEAE-004A FEA-E intermodal wagon 641058 in Freightliner green (Hat) (RRP £32) **BARGAIN** £25

H4-FEAE-003A FEA-E intermodal wagon 641060 in Freightliner green (Hat) (RRP £32) **BARGAIN** £25

H4-FEAS-002A FEA-S intermodal wagon 640633 GBRf blue (Hat) (RRP £32) **BARGAIN** £25



H4-FEAS-001A FEA-S intermodal wagon 640666 in GBRf blue (Hat) (RRP £32) **BARGAIN** £25



ICI006CW ICI Hopper wagon 19052 in battleship grey body, underframes & bogies PHV TOPS panel (black backing, no ICI lettering) - weathered. 1992 - 1997 (Oxf) £25

ICI006DW ICI Hopper wagon 19110 in battleship grey body, underframes & bogies PHV TOPS panel (black backing, no ICI lettering) - weathered. 1992 - 1997 (Oxf) £25



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



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

H4-RHTT-002 Rail Head Treatment Train 'Water Jet' 2 wagons and water jetting modules (Hat) (RRP £118) **BARGAIN** £99



H4-WW-006A Warwell wagon 50t diamond frame bogies M360337 in BR grey (Hat) (RRP £33) .. **BARGAIN** £28

Analogue controllers

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

Digital controllers

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

Point motors

R8014 Mark 2 Point Motor (Hor) £8.50

R8243 Surface Mounted point motor (Hor) £8.50

Electronic components

R8211 Rolling road for all types of steam loco (utilises live rollers) (Hor) . . £89

Cables & Wires

PL-80 Power feed joiners - Code 100/124 (x4 pairs) (Pec) £6

Buildings - railways

R7282 GWR Goods Shed (Hor) £45
 PO235 Platform kit in stone - card kit (Met) £10.50



R8009 Station terminus building pack (Hor) £49

Man-made scenic structure - railway-related



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

LC-100 Catenary system Start-up pack: 12 masts, 12 registration arms, 2 jigs and 16-page Shows You How Guide (Pec) £85
 R636 Double track level crossing (Hor) £27
 4A-002-006 GWR water tower flat top chocolate and cream - motorised (Dap) £42.50
 R514 Platform Canopy x 2 (Hor) £17

Signals

4L-001-005 Signal - motorised, GWR bracket right hand junction bracket signal - two arms (Dap) £55.50

Buildings - general

PO261 Pair of red brick terraced houses - card kit (Met) £9

PO283 Small factory - card kit (Met) £12.50

Man-made scenic structure - non-railway



PO293 Castle Curtain Walls - Card kit (Met) £10

PO291 Castle Gatehouse - Card kit (Met) £16.50

PO294 Castle Hall - Card kit (Met) £15

PO292 Castle Watch Tower - Card kit (Met) £6

Bridges, Tunnels & Walls

R8008 Grand suspension bridge (Hor) £39

PO244 Retaining wall in red brick - 4 sections per pack - card kit (Met) . £11.50

Track - Code 100 Setrack

R605 1st radius double curve (8 make a circle) (Hor) £2.60

R605 Circle of 8 (Hor) £20

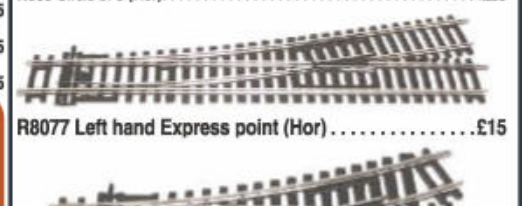
R606 2nd radius curve (Hor) £1.80

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

R607 Circle of 8 (Hor) £20

R609 3rd radius double curve track (8 make a circle) (Hor) £2.70

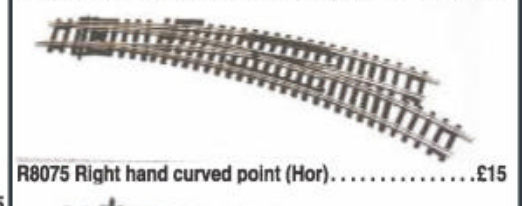
R609 Circle of 8 (Hor) £20



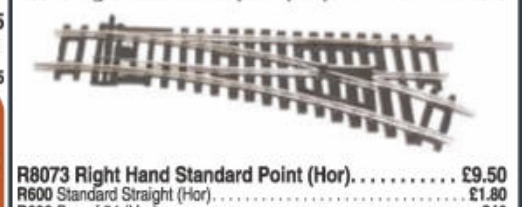
R8077 Left hand Express point (Hor) £15



R8072 Left Hand Standard Point (Hor) £9.50



R8075 Right hand curved point (Hor) £15



R8073 Right Hand Standard Point (Hor) £9.50

R600 Standard Straight (Hor) £1.80

R600 Box of 24 (Hor) £40

R8076 Y Point (Hor) £11

Track - Code 100 Streamline



SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) £76

SL-100 Single (Pec) £3.10

SL-87 Left hand curved point - insulfrog (Pec) £13.50

SL-89 Left hand large point - insulfrog (Pec) £12.50

SL-88 Right hand large point - insulfrog (Pec) £12.50

SL-95 Right hand medium point - insulfrog (Pec) £11

SL-91 Right hand small point - insulfrog (Pec) £10

Track - Code 75 Finescale

SL-108F 1 yard (91.5cm) length of Code 75 Wooden-sleeper nickel silver bullhead rail flexible track (Pec) £94

SL-108F Box of 25 (Pec) £98

Publications - model and prototypical railways

R8160 Homyby 2021 range Catalogue - 67th Edition (Hor) £9.99

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2D-003-017D Class 52 'Western' D1041 "Western Prince" in BR blue - Digital fitted (Dap) **NEW** £135.96



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1751 Class 17 'Clayton' in BR green full yellow ends - unnumbered (Hel) **NEW** £466.65

NEW



1750 Class 17 'Clayton' in BR green small yellow panels - unnumbered (Hel) **NEW** £466.65
3403 Class 33/0 'Spitfire' in Network SouthEast blue (Hel) £465
3406 Class 33/0 D6508 'Eastleigh' in BR green - 1990s style (Hel) £466.65



SL-E792FB Finescale Left Hand Point With Flatbottom Rail. Electrofrog (Pec) £45

Cars

NEW



43CCC001B Ford Cortina MkII Crayford Convertible in Blue Mink (Roof Down) (Oxf) **NEW** £22
VA14300 Ford Escort Mk4 XR3i Diamond White (Cor) £27

Any or Multiple Scales

Analogue controllers

TS 3 Track power controller (1 brake simulator) (Gau) £179



COMBI Combi 12v 1Amp Single Track Controller Transformer (Gau) £38



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

Analogue point control

PLS-100 SmartSwitch Set for 4 servo control & operation, switches, control board & digital readout for Analogue operation (Pec) £64
PL-55 Turntable control motor - for use OO and N scale Peco turntable kits (Pec) £54

Digital decoders

DCR-21Pin-Direct-V2 21-pin 6-function 1.1Amp direct plug decoder back EMF (Hat) £16.50
DCC93 6 pin 2 function small digital decoder - "Ruby Series" (Gau) £21
DCR-6PIN-Direct 6-pin 2-function 1.1Amp direct plug decoder back EMF (Hat) £17



R8249 Box of 6 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) £92
R8249 Single (Hor) £16
DCR-8PIN-Direct 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) £17
DCR-8PIN-Direct Box of 5 (Hat) £77
DCR-8PIN-Direct Box of 10 (Hat) £136
DCR-SND-66 Class 66 digital Sure Sound chip Rail Rumble speaker 65mm x 29mm x 14mm - requires fine decoder wire (sold separately) (Hat) £130



R8114 TTS DCC Sound Decoder 8 pin plug - LMS 5MT 'Black Five' steam loco (Hor) £38

Digital control accessory decoders

DCD-ADS-8SX 8-way accessory decoder for solenoid point motors (DCC) £77

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
DCP-CB12OMG Cobalt Omega slow-action analogue point motor - pack of 12 (DCC) £165
DCP-CBSS-12 Cobalt SS surface mounted point motors controller - pack of 12 (DCC) £245
DCP-CBSS-2 Cobalt SS surface mounted point motors controller - pack of 2 (DCC) £46.50
BPPM20 Pack of five Surface mounted seep point motors (Gau) £40.50
PM-2 Seep point motor (Gau) £3.50
PM-2 Pack of 6 (Gau) £20



PM-4 Seep point Motor Self Latching Switch (Gau) £6
PM-1 Seep point motor accessory switch (Gau) £5



HAT-PM-01 Solenoid point motor including pin extension and 2-way arm for use points and signals. Exclusive to Hatton's (Hat) £6.50
HAT-PM-01 Pack of 6 (Hat) £35
PL-10E Solenoid point motor extended pin - for use PL-9 (Pec) £7
PL-10E Bag of 6 (Pec) £40
PL-1000 Twistlock turnout point motor (Pec) £11.50
PL-1000 Pack of 6 (Pec) £66

Switches and levers

DCP-CBS12 Cobalt S - Lever all accessories - unpainted x 12 (DCC) £178
PL-26R Passing Contact Switch - Red Lever (Pec) £6

Electronic components

DCD-AVA-1 Alpha Meter - current draw meter for analogue or digital layouts (DCC) £67.50

Track underlay

JCS18L Cork underlay sheet - 1/8" thick - 24" x 36" (Jav) £10

Glues

AD-57 Rocket Card Glue. Clean, Neat & Instant Card Modelling Glue (Ideal For Superquick & Metcalfe) - 50ml (Del) £6.70

Tools

PT-100 Track layers tool set (Pec) £63.50



2D-007-010 Class 66/6 66623 "Bill Bolsover" in Freightliner blue (Dap) £89.80

HSTs



2D-019-012 Class 43 HST 4-car book set in East Midlands Railway (ex LNER) red and white - 43251, 43295 and two coaches (Dap) £170

EMUs



HN3006 5-BEL Pullman Brighton Belle EMU end vehicles in Pullman umber and cream small yellow warning panels (Arn) £179.50

Cables & Wires

PL-82 Power feed joiners - Code 55/80 (x4 pairs) (Pec) £6

Signals

2L-002-001 Signal - Motorised, LMS home upper quadrant (ex-NSIGN3) (Dap) £28.48

Track - Code 80 Setrack

ST-19 N Setrack No. 4 radius double curve (Pec) £2.60

Track - Code 80 Streamline

SL-300 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) £3
SL-300 Pack of 25 (Pec) £69

Track - Code 55 Finescale

SL-300F 1 yard (91.5cm) length of Finescale Nickel Silver Flexible Wooden Sleeper track (Pec) £3.20
SL-300F Pack of 30 (Pec) £93
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

7S-007-011 Class 57xx 0-6-0PT pannier 7714 in BR black late crest - as preserved (Dap) £199.75
7S-007-012 Class 57xx 0-6-0PT pannier 8763 BR lined black early emblem (Dap) £199.75
7S-007-010 Class 57xx 0-6-0PT pannier 8784 in GWR green (Dap) £199.75



7S-006-051 Class 58xx 0-4-2T 5809 in GWR green shirtbutton logo (Dap) (RRP £225) **BARGAIN** £174



7S-006-052 Class 58xx 0-4-2T 5819 in BR black early emblem (Dap) (RRP £225) **BARGAIN** £174
6103 Class 61xx 'Large Prairie' 2-6-2T 6111 in BR unlined green late crest (Hel) (RRP £699) **BARGAIN** £495
6123 Class 61xx 'Large Prairie' 2-6-2T in BR lined green late crest - unnumbered (Hel) (RRP £699) **BARGAIN** £495



H7-A3-001 Class A3 4-6-2 2750 "Papyrus" in LNER Grass green unstreamlined corridor tender - "Record Breaker" (Hel) (RRP £750) **BARGAIN** £579
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
H7-A3-005 Class A3 4-6-2 60035 "Windsor Lad" in BR green early emblem and 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



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
H7-A3-008B Class A3 4-6-2 unnumbered double chimney, banjo dome and unstreamlined non-corridor tender in BR green late crest (Hel) (RRP £750) **BARGAIN** £579



H7-A3-004A Class A3 4-6-2 unnumbered single chimney, banjo dome and unstreamlined corridor tender in BR Express blue 1949-1952 (Hel) (RRP £750) **BARGAIN** £579



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-A4-006 Class A4 4-6-2 60007 "Sir Nigel Gresley" in BR express blue unstreamlined corridor tender - "Record Breaker" (Hel) £750
H7-A4-009 Class A4 4-6-2 60008 "Dwight D Eisenhower" in BR green late crest and streamlined non-corridor tender (Hel) (RRP £750) **BARGAIN** £579



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-A4-008B Class A4 4-6-2 unnumbered double chimney and streamlined non-corridor tender in BR green late crest 1958-1966 (Hel) (RRP £750) **BARGAIN** £579
H7-A4-008A Class A4 4-6-2 unnumbered double chimney and unstreamlined corridor tender in BR green late crest 1958-1966 (Hel) (RRP £750) **BARGAIN** £579



7S-005-006S Sentinel 4wVB 2 "Isebrook" in GWR light green - DCC sound fitted (Dap) £297.50

Diesel locos



7D-008-013D Class 08 shunter 08717 in BR blue - Digital sound fitted (Dap) £339.15



7D-008-007 Class 08 shunter 13003 in BR black early emblem (Dap) £191.25



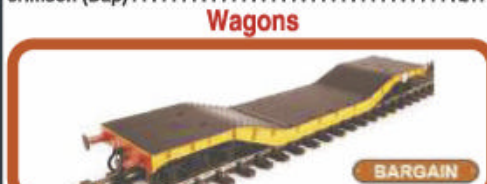
7D-008-008 Class 08 shunter D3305 in BR green early crest and wasp stripes (Dap) £191.25



7D-008-017UD Class 08 shunter in EWS red and gold - unnumbered - DCC sound fitted (Dap) £340



1753 Class 17 'Clayton' D8607 in BR green small yellow panels - weathered (Hel) **NEW** £466.65



7P-004-009 GWR Diagram 'N' 59' Autocoach W36 in BR crimson (Dap) £170

Wagons



H7-WW-707 Warwell wagon 50t diamond frame bogies ADRW96501 in BR engineers yellow (Hat) (RRP £85) **BARGAIN** £69



H7-WW-706 Warwell wagon 50t diamond frame bogies M360329 in BR gulf red (Hat) (RRP £85) **BARGAIN** £69
H7-WW-702 Warwell wagon 50t diamond frame bogies WW.55 in War Department (LMS) (Hat) (RRP £85) **BARGAIN** £69
H7-WW-703 Warwell wagon 50t diamond frame bogies WW36 in War Department (LNER) (Hat) (RRP £85) **BARGAIN** £69
H7-WW-709 Warwell wagon 50t Gloucester GPS bogies MODA95537 in MOD 1990s olive (Hat) (RRP £85) **BARGAIN** £69

Analogue controllers

100MO Single track controller for O gauge - 2.5amp (Gau) £80

Signals

7L-001-001 Signal - motorised, GWR home - square post (Dap) £47.56

Track - Code 124 Bullhead Streamline

SL-700BH 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec) £7
SL-700BH Box of 12 (Pec) £79

Track - Code 143 Flat Bottom Streamline

SL-700FB 1 Yard O Gauge Flexible Nickel Silver Track (Finescale Flatbottom) (Pec) £7
SL-700FB Box of 12 (Pec) £80

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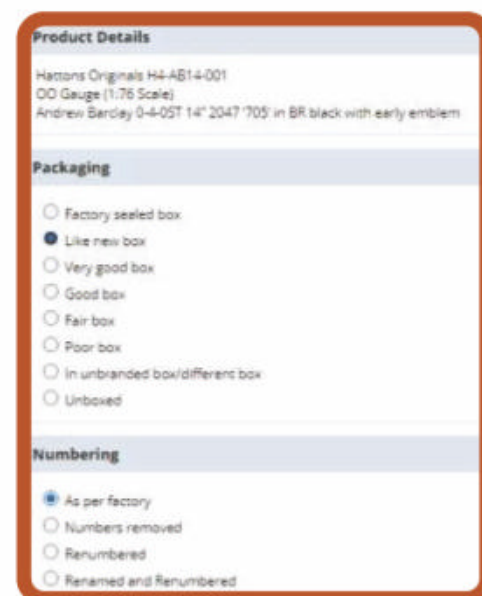
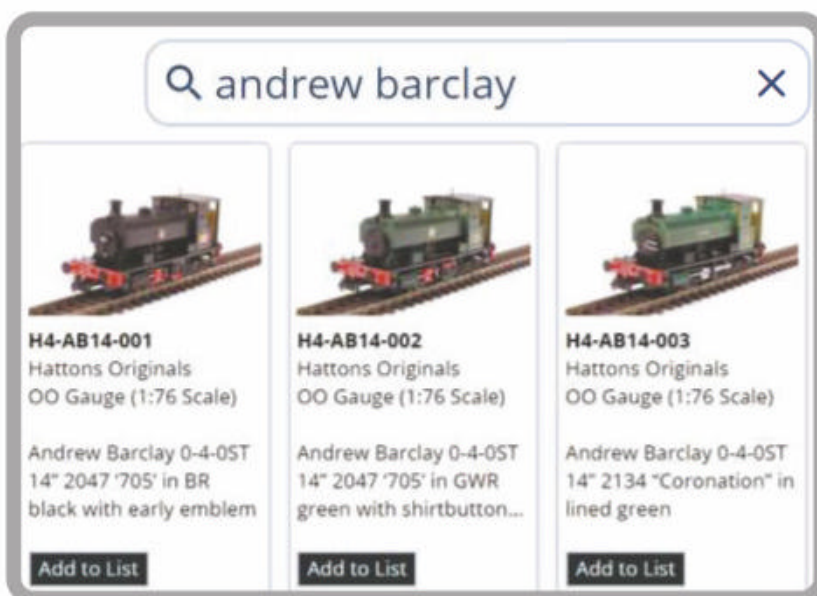
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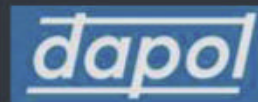
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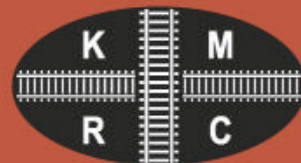


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R40074A LNWR 6 Wheel 3rd Class Coach No. 4671 LNWR. **£26.99**
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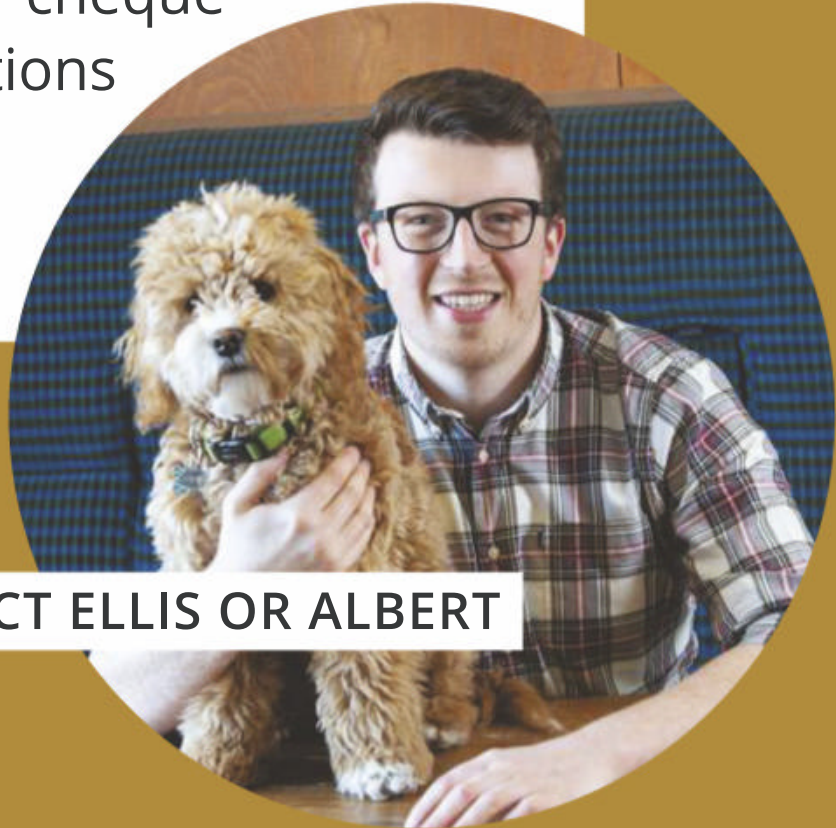
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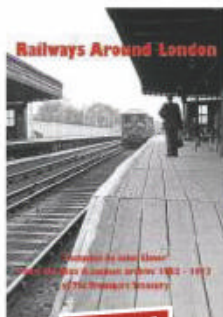
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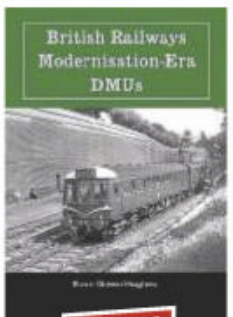
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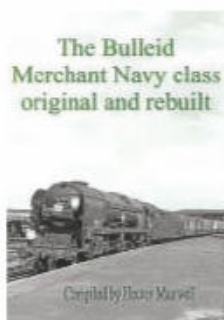
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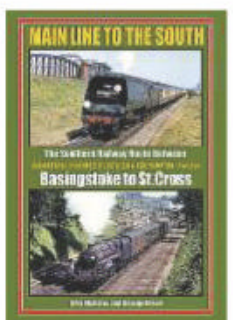


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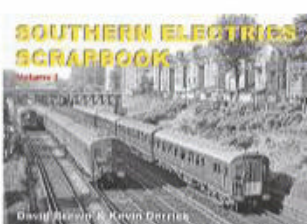
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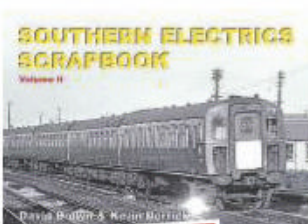
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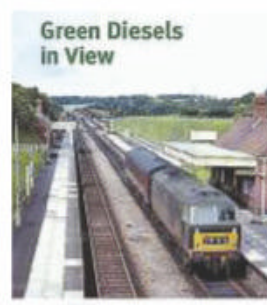


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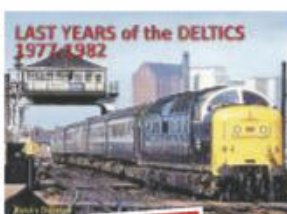
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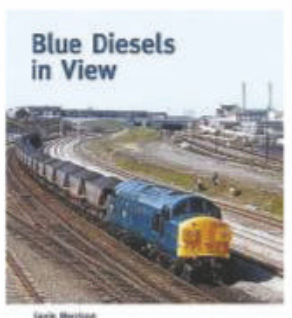


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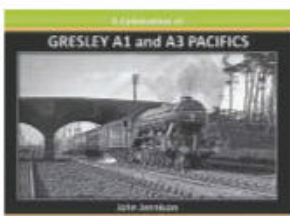
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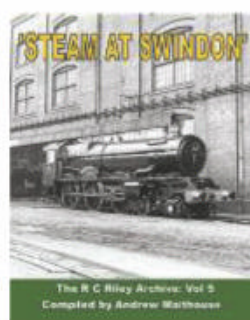


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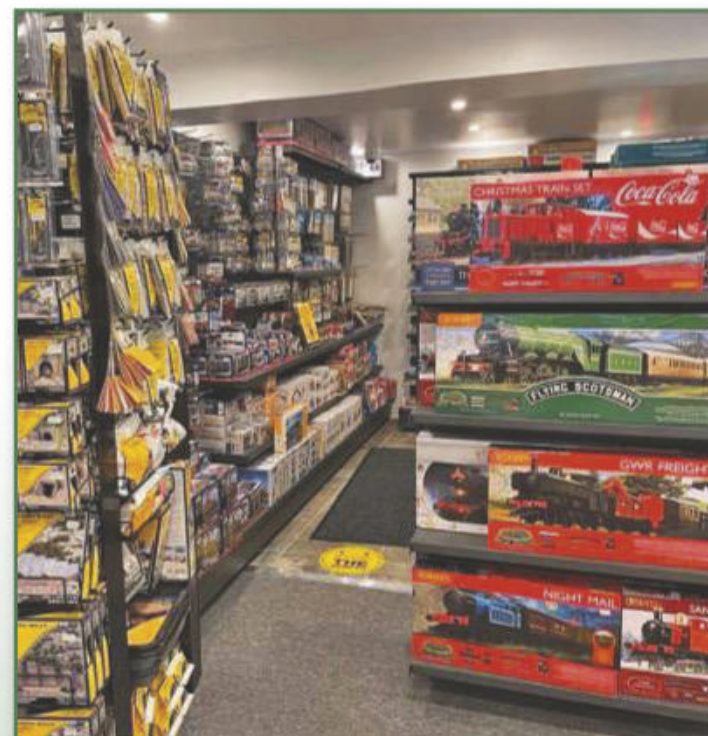
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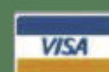


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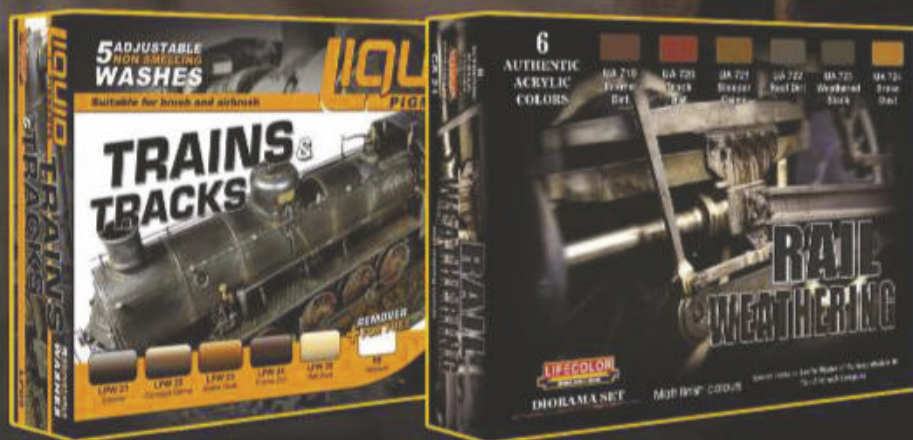
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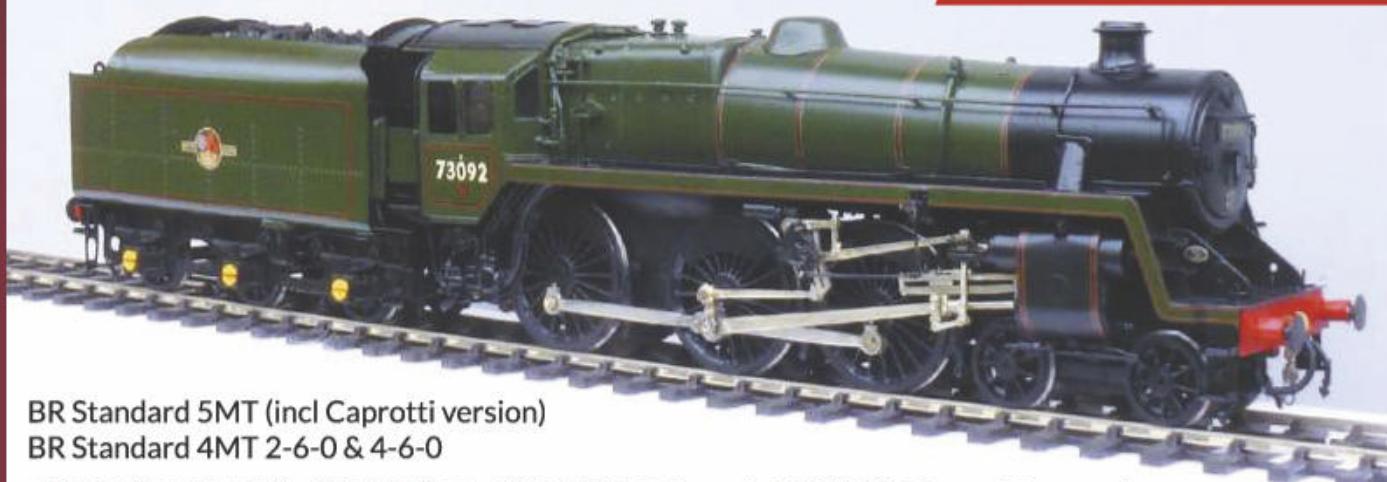
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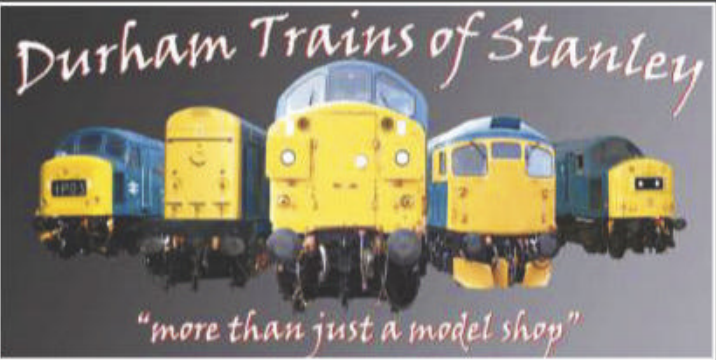



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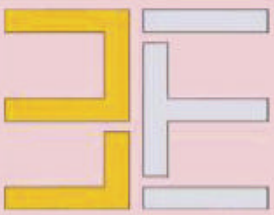
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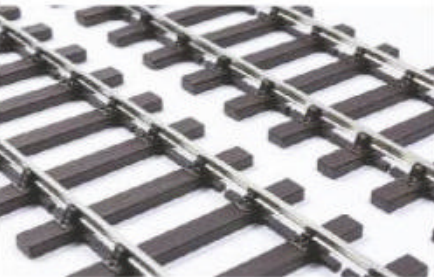
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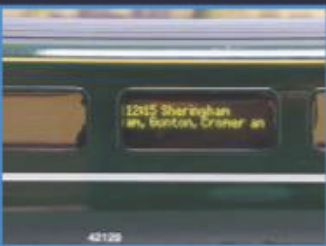
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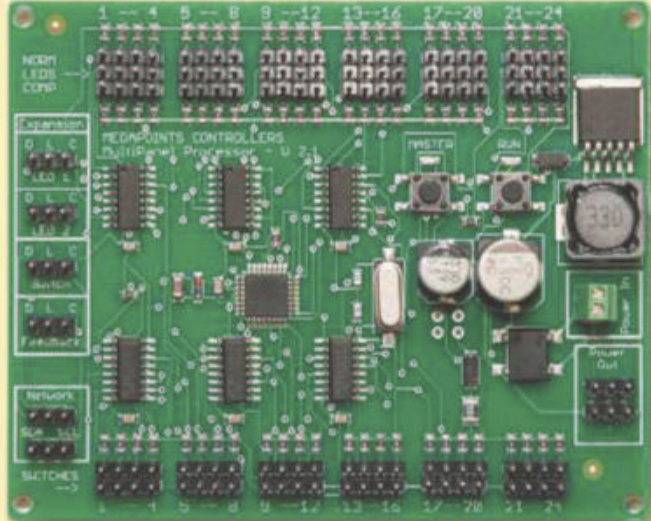
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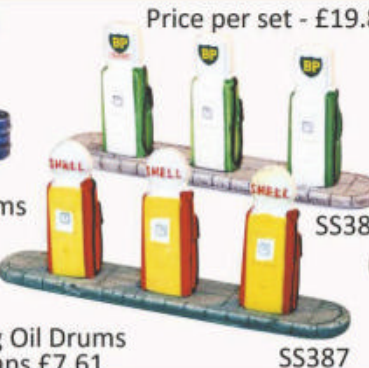
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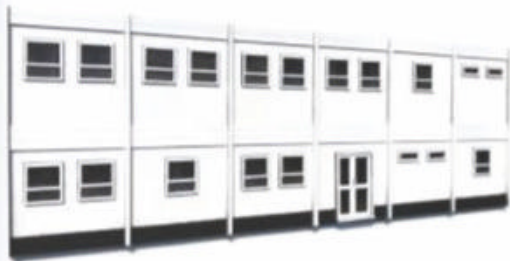
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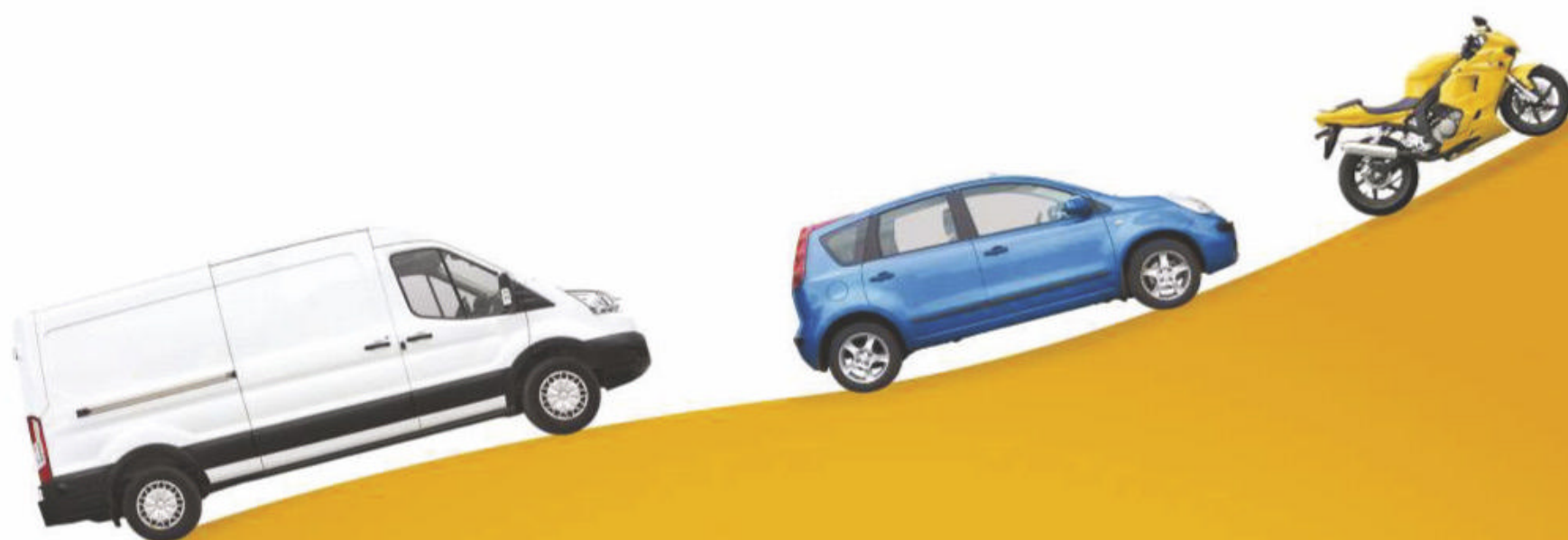
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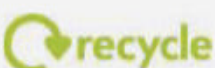
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Present your case

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

Locomotive: LSWR/SR Adams 'A12' 0-4-2 'Jubilee'

Gauge: '00'

Proposed by: Tony Farries, France

What is it?

William Adams' Class A12 0-4-2, built for the LSWR, was a successful design of 90 tender locomotives, introduced from 1887, the year of Queen Victoria's Golden Jubilee. Intended for mixed traffic duties, they boasted a wide route availability, leading to 'A12s' working freight, excursion, local passenger, military, parcels and goods duties for nearly 60 years.

Built at the LSWR's Nine Elms Works and Neilson & Co., they were eventually displaced from the LSWR's London-South West freight services and cascaded to lesser duties, at which they excelled. Six were fitted with Westinghouse gear to pull inter-regional coaching stock, such as troop trains off the Great Eastern lines. 'A12s' returned to heavier duties during the First World War, when the LSWR's 0-6-0s were conscripted, with a fleet of 25 'A12s' being based at Guildford to handle traffic towards the south eastern ports.

While numerous 4-4-0s were later built by the LSWR for the same duties, they never wholly displaced the 'Jubilees', and many footplate crews preferred them.

Withdrawals began in 1928, but 30 remained in service with the Southern Railway and a number of those awaiting disposal at Eastleigh were put back into service during Second World War, with examples serving on the Longmoor Military Railway, at Oxford/Bicester and at Stratford-upon-Avon. The last few examples

continued in service until withdrawal in 1947/8.

Initially seen all over the LSWR system, from Wadebridge and Plymouth in the west, to Strawberry Hill and Fratton, in 1932 they were working from Feltham, Guildford, Basingstoke, Eastleigh, Fratton, Bournemouth, Salisbury, Yeovil and Exmouth. They shunted, worked excursions (10 coaches at Eastleigh in 1932 off the Andover line), local passenger and goods services on lines in Hampshire and, until 1937, ran into Waterloo from Alton.

They were seen at Petersfield on the Portsmouth Direct, on the Longparish to Fullerton branch, at Bulford, on fruit trains at Swanage, at Woking and Alton, on Gosport goods trains and on the Watercress and Meon Valley lines and Midhurst and Lymington branches. After the Second World War, the last few worked van trains from Woking into Waterloo as well as local freights.

Would it be viable?

Who could resist the Southern's 'missing' engine? The 'A12' was a large class which is visually different - not another 4-6-0 or 0-6-OT. Indeed, they were the last of their kind. They had long careers and would be ideal for smaller layouts. There's also a good choice of liveries, tender differences and various detail modifications. The tooling may also be useful for a LSWR 'T1' 0-4-4T.

Can I see a real one?

Unfortunately none survive.

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See page 11 for news of an upcoming '00' gauge release from OO Works.



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Behind the Backscene

Model Rail fires the questions at Mike Hale and discovers a love of rock... and Star Wars.

Mike Hale is a director of Revolution Trains

“My perfect Sunday would be a remote walk in Scotland or the Lakes, then a few pints”

1 What was your first train set/model?

Does Brio count? It was a green Hornby Class 47. I sold it to my dad so that I could buy a Graham Farish Class 25.

2 Are you working on a layout now?

Yes, it's a small test piece based on Neasden engineers sidings.

3 What piece of modelling are you most proud of?

Anything that I finish! Probably a kit-built Class 59 in Yeoman livery that I built as a teenager.

4 Have you ever finished a model railway?

Not as many times as I'd like.

5 What model have you've always longed for?

An 'N' gauge Class 92... which is lucky as Revolution's version has just arrived.

6 Favourite trainspotting location?

Carlisle.

7 Favourite locomotive?

Class 60, with the Class 59 close behind.

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

Just over five years ago.

9 What did you do beforehand?

I was an environmental scientist.

10 What modeller has influenced you the most?

I don't want to embarrass any of my friends, some of whom produce some great modelling, but I've always liked the work of Kier Hardy.

11 Strangest thing you've ever eaten?

Snails.

12 What is one of your weird quirks?

I'm perfectly normal... though I'm not sure some of my friends would agree.

13 What book are you reading at the moment?

The Hand of Thrawn by Timothy Zahn [one of the Star Wars novels].

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

Is it cheating to say a satellite phone? That and an iPad.

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

Set up Revolution Trains.

16 What is one food you wouldn't want to give up?

Pizza.



17 What is your favourite song?

Where do I start? I love music and there are so many great songs to choose from. Let's say *Master of Puppets* by Metallica.

18 First record you bought?

New Jersey by Bon Jovi.

19 What is the best advice you ever had?

Er... don't eat yellow snow?

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

Camp Nou stadium, in Barcelona, on May 26 1999 to watch the European Cup final between Manchester United and Bayern Munich.

21 What was your favourite cartoon show growing up?

Ren and Stimpy.

22 Favourite film?

The Empire Strikes Back.

23 Temptation you wish you could resist?

Snacks of almost any variety.

24 What is your best childhood memory?

Various trips on the West Highland and Kyle of Lochalsh lines with my dad and brother.

25 The hidden talent which would surprise people?

I'm not sure that I have one.

26 If you could pass any new law?

Stricter environmental rules and more climate change action.

27 What do you drive?

I don't – I prefer to take the train. That and my Brompton bike.

28 Perfect Sunday?

Walking somewhere remote in Scotland or the Lakes, followed by a few drinks in a nice pub.

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

Nicolas Cage.

30 How would you like to be remembered?

On a personal level, having been a good husband; from a wider perspective, hopefully for having delivered some good models to people.



ALAMY

Next Month: *Model Rail*'s new(ish) editor George Dent faces the questions.

Selling your model railway

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