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MODEL RAIL

INNOVATIVE ♦ IN-DEPTH ♦ INDEPENDENT



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glue

Dirty Secrets

Wagon weathering tricks revealed

MAKE 'EM MUCKY

Easy-to-follow tips for
freight stock

**CABIN
FEVER**

Build a timber
signal box kit

REVIEWED

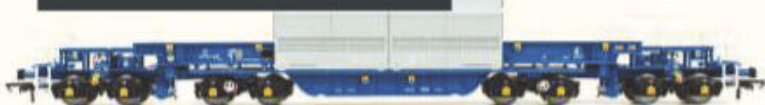
LOCOMOTION/DAPOL D CLASS



LIONHEART Mk 1



ACCURASCALE KUA



BACHMANN CLASS 24



**MODERN
MARVEL**

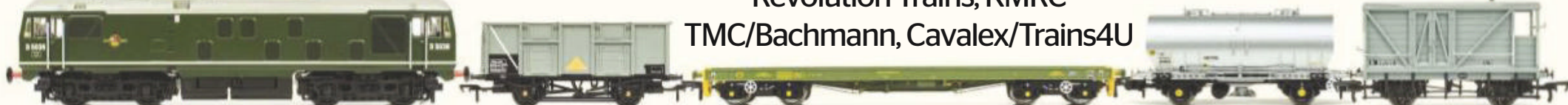
Recreate GBRf's
new Class 69



Wagon reviews special!

Revolution Trains, KMRC

TMC/Bachmann, Cavalex/Trains4U



dapol

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2D-002-005 - Class 50 - Defiance 50149
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2D-002-007 - Class 50 - Resolution 50018 Late NSE Refurbished
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Class 142



2D-142-001 - Class 142 - Northern Rail (Debranded) 142096

2D-142-002 - Class 142 - Merseyrail 142042

2D-142-003 - Class 142 - Mock Great Western Chocolate & Cream 142022

2D-142-004 - Class 142 - Manchester PTE 142001

2D-142-005 - Class 142 - Provincial 142053

DCC Fitted also available

MJA



2F-025-008 - MJA Freightliner Heavy Haul Bogie Box Van 502019 & 020

2F-025-009 - MJA Freightliner Heavy Haul Bogie Box Van 502005 & 006

2F-025-010 - MJA Freightliner Heavy Haul Bogie Box Van 502011 & 012

2F-025-011 - MJA Freightliner Heavy Haul Bogie Box Van 502039 & 040



2F-025-012 - MJA GBRF Bogie Box Van 502009 & 010

2F-025-013 - MJA GBRF Bogie Box Van 502027 & 028

Previous models used for illustration purposes only

Turbot Bogie Bolster Wagon



4F-043-013 - Turbot Bogie Ballast Wagon Engineers Dutch 978281

4F-026-014 - Turbot Bogie Ballast Wagon Engineers Dutch 978115

4F-026-015 - Turbot Bogie Ballast Wagon Engineers Dutch 978339

4F-026-016 - Turbot Bogie Ballast Wagon Engineers Dutch 978665



4F-026-017 - Turbot Bogie Ballast Wagon EWS 978255

4F-026-018 - Turbot Bogie Ballast Wagon EWS 978101

Previous models used for illustration purposes only

HIA



4F-026-019 - HIA Freightliner Green Heavy Haul Limestone Hopper 369003

4F-026-020 - HIA Freightliner Green Heavy Haul Limestone Hopper 369007

4F-026-021 - HIA Freightliner Green Heavy Haul Limestone Hopper 369011

4F-026-022 - HIA Freightliner Green Heavy Haul Limestone Hopper 369016



4F-026-023 - HIA Freightliner White Heavy Haul Limestone Hopper 369023

4F-026-024 - HIA Freightliner White Heavy Haul Limestone Hopper 369039

Previous models used for illustration purposes only

Milk Tanker



2F-031-020 - 6 Wheel Milk Tanker United Dairies 44018

2F-031-021 - 6 Wheel Milk Tanker CWS Green 4409

2F-031-022 - 6 Wheel Milk Tanker Express Dairy E 37

2F-031-023 - 6 Wheel Milk Tanker United Dairies 4430

2F-031-024 - 6 Wheel Milk Tanker CO-OP London 133

2F-031-025 - 6 Wheel Milk Tanker West Park Dairy 142

Decorated samples shown for illustration only

Class 121



7D-009-001 - Class 121 W55020
BR Green Speed Whiskers

7D-009-002 - Class 121 W55027
BR Green SYP



7D-009-003 - Class 121 W55029
BR Blue/Grey

7D-009-004 - Class 121 W55023
BR Blue



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

DCC and DCC & Sound versions also available

Bogie Bolster Wagon



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

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

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

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

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

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



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

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

2F-014-011 - Fruit D - BR Maroon W2910

2F-014-012 - Fruit D - BR Blue W3461W

2F-047-009 - CCT - BR Southern Region
Green S2413S

2F-047-010 - CCT - BR Maroon M527047

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

2F-047-012 - CCT - BR Blue S2536S

7F-051-052 - 5 Plank - BR Grey M318260

7F-051-052W - BR Grey M318260

Weathered

7F-071-044 - 7 Plank - LMS 60950

7F-071-044W - 7 Plank - LMS 60950

Weathered

7F-071-045 - 7 Plank - SR 40035

7F-071-045W - 7 Plank - SR 40035

Weathered

Product Scale Key

O Gauge

OO Gauge

N Gauge

SPECIAL COMMISSION WAGONS

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Get in touch

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

modelrail@bauermedia.co.uk

Postal address

Model Rail, Media House, Lynchwood, Peterborough Business Park, Peterborough PE2 6EA

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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 **102-105**.

Welcome

It has been a bumper month for new wagon models, with a whole host of review samples arriving within the space of a week. From a space-age KUA nuclear flask carrier to a Victorian brake van, the models reflect the fact that we're in a golden era of ready-to-run freight stock, particularly in 4mm scale, but also in 'N' and 'O'.

As someone who grew up building wagon kits by the dozen, as a means of adding some variety to my freight trains, all of these new models are very welcome. I'm especially excited by the post-1970s designs emerging from the stables of Accurascale, Cavalex and Revolution Trains. My youthful layouts, depicting the 1980s British Rail scene, depended heavily on Cambrian and Parkside kits, thanks to the main RTR brands concentrating on steam-era wagons with which my father and grandfather would have been familiar, but were mostly alien to me.

Now that I'm in middle age, it's funny to see that many of the new releases – and the latest announcements of forthcoming models – deal with the wagons of my youth and which may be unfamiliar to today's younger enthusiasts. That said, there are also plenty of contemporary vehicles on offer these days, so fans of the modern scene are well catered for.

After ruminating on this recently, I recalled repainting a number of Lima and Airfix LMS and BR box vans into the red/grey Railfreight livery. Not prototypical, but it gave me a start and, most importantly, allowed me to run something on my layout that reflected what I was seeing in real life, even if that only related to the colour scheme!

This remains an important element in the



You don't need to be an expert with an airbrush in order to achieve life-like weathering effects. This month, I share some of my techniques that require only simple tools and materials – see page 40.

creation of a model railway – capturing the essence of time and place in miniature. Greater choice in the RTR market is a help in this respect and, as my Workbench feature on wagon weathering tips (p40) illustrates, there is still plenty of scope for hands-on modelling and customisation, even if the need for kit-built rolling stock is diminishing.

Happy modelling!

George Dent Editor

Meet the team behind the UK's best modelling magazine



Chris Leigh

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



Chris Gadsby

The smaller the detail, the more interested he is.

This month's contributors



Chris Nevard



Peter Marriott



Dave Lowery



Dave Spencer



Paul A. Lunn

Model Rail essential information

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

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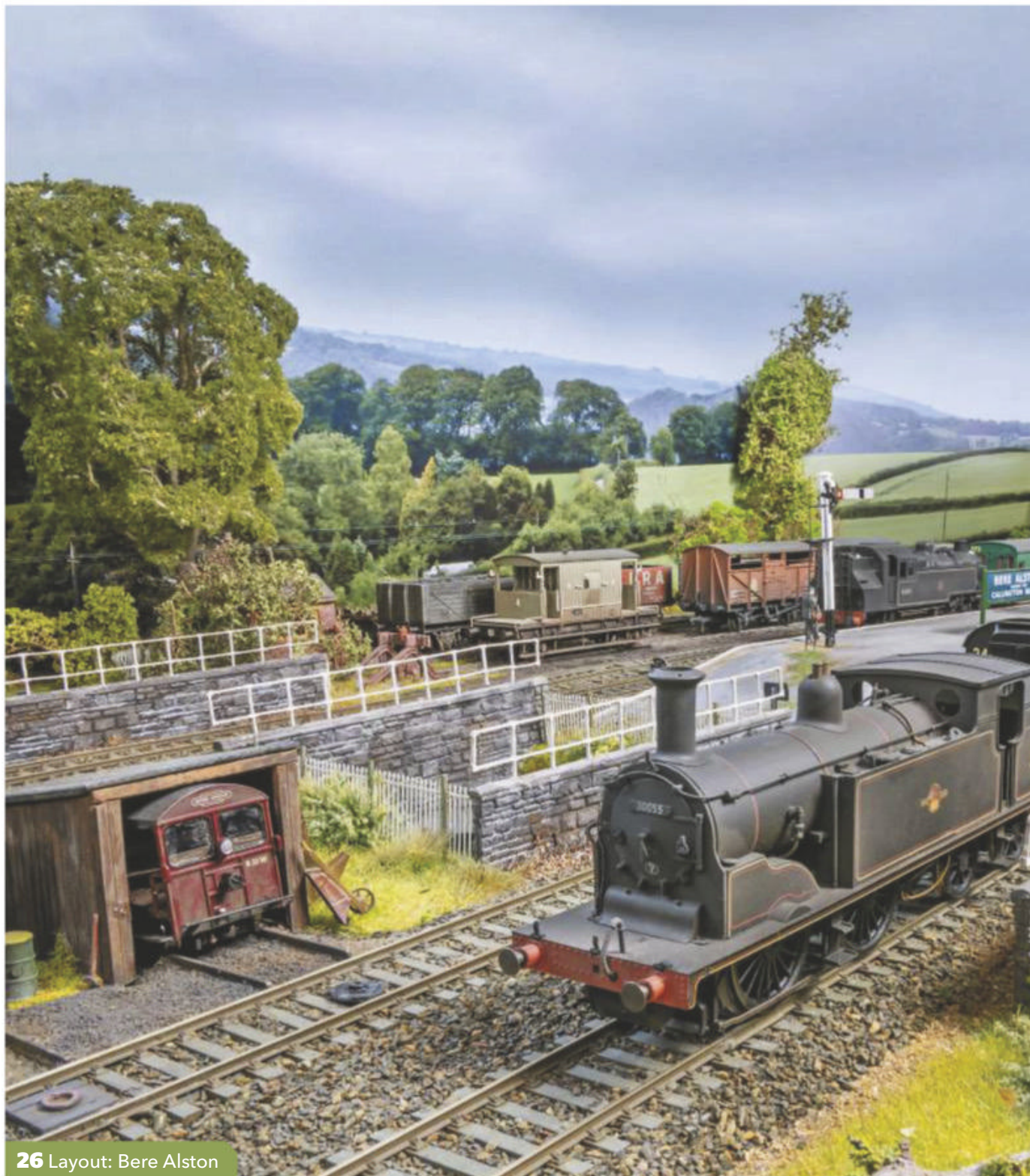
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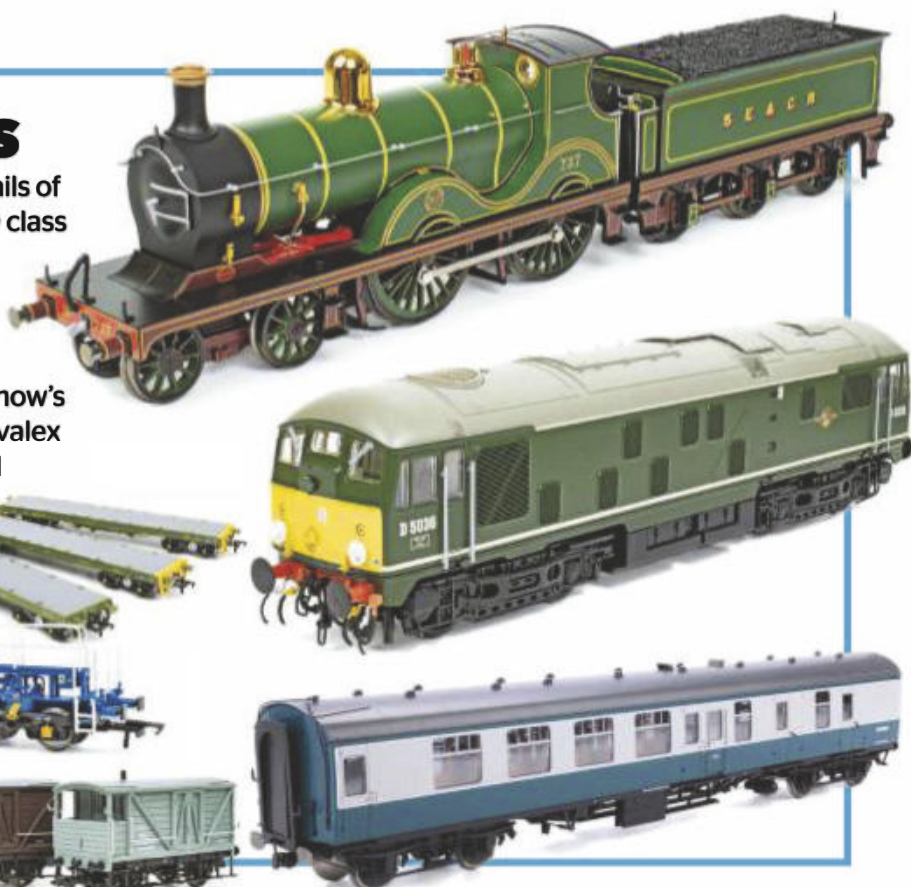
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Search the online index at:
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Model Rail exclusive models

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

BACHMANN TO PRODUCE CLASS 69 IN 'OO' AND 'N'

Bachmann Europe has announced that it will be producing models of GBRf's new Class 69 in both 'OO' gauge, under the Bachmann Branchline range, and 'N' gauge, under the Graham Farish range.

Converted from Class 56 locomotives by American company Progress Rail, the Class 69 features the same powerplant and many other mechanical and electrical features as the Class 66. The original Class 56 bogies, wheelsets and traction motors have been retained, following extensive overhaul.

Ten locomotives, with an option for six more at a later date, are being re-engineered for GBRail-freight, to meet its growing motive power requirements. The first,



BOB TILLER



BOB TILLER

69001, had been undergoing tests for the past few months, before final painting and was officially unveiled on June 15 at Eastleigh Works. Carrying a special livery that incorporates the UK and US flags, symbolising the co-operation between our two countries over the centuries and the hybrid nature of the Class 69 project.

A further symbolic gesture was the choice of name for 69001: *Mayflower*. This was the name of the ship that carried pilgrims to America, to an area that would eventually become Massachusetts.

Bachmann's managing director David Haarhaus has cited the close relationship Bachmann Europe has formed with GBRf during the 'Pride of Britain' train packs as one of the reasons this project has been so successful, and states that an additional model will be made, the profits from which will go to a charity of GBRf's choosing.

More details, such as a release date and a price for the Class 69 will be released in due course.

For more about GBRf's Class 69, see page 46.

BACHMANN SHOWS OFF FARISH CLASS 319 IN THREE LIVERIES

N
GAUGE

Bachmann has also released photographs of the upcoming Graham Farish Class 319 EMU, due for release in early 2022. The model will be fitted with a coreless motor and flywheel, electrical pickup from all axles, conductive couplings, sprung Brecknell Willis or Stone Faiveley pantographs, fully detailed interior, plus a Next18 decoder socket.

Three livery options are on offer: revised Network SouthEast, Thameslink and Northern Rail.

Price: £319.95.

Web: www.bachmann.co.uk






CAVALEX MODELS ANNOUNCES HIGH-SPECIFICATION CLASS 56

With the BR/Brush Class 56 in the news recently, Cavalex Models revealed that it will be producing a range of high-specification 'Grids' in 'OO' gauge. This will be an ambitious project, encompassing each of the many variants within the 135-strong class. Based on original works drawings from Electroputere and BREL, Cavalex says prototypes have been deliberately chosen not to conflict with existing models of the class, principally the Hornby Class 56, and that the model was an obvious choice given Cavalex's previous and upcoming RTR wagon releases.

Four designs are being created by Cavalex: Romanian-built 56001-66030 with full bufferbeam cowling, square mesh side grilles, cant rail grilles and roof grille; Doncaster-built 56031-56055 with partial bufferbeam cowling, removed side plates, steel cabside windows and diamond mesh side, cant rail and roof grilles; Doncaster-built 56056-56090 with cutaway buffer beam, diamond mesh side, cant rail and roof grilles and steel cab and cab side window frames; Doncaster and Crewe-built 56091-56135 which featured an additional air conditioning vent on the Secondman's side.

Individual detail differences of specific prototypes will also be replicated, such as different cab styles at each end, plus various headlight, air conditioning vents and coupling bang plate anomalies.

Cavalex's Class 56 will be powered by a five-pole motor with twin flywheels, geared for prototypical running speeds and slow speed control, a 21-pin



Cavalex Models Class 56

What's planned?

- ◆ CM-56008-BRB: Class 56, 56008, BR blue
- ◆ CM-56018-EWS: Class 56, 56018, EWS
- ◆ CM-56019-RSR: Class 56, 56019, Red Stripe Railfreight
- ◆ CM-56023-TGCS: Class 56, 56023, coal sector grey
- ◆ CM-56046-TGC: Class 56, 56046, construction sector grey
- ◆ CM-56055-LH: Class 56, 56055, Loadhaul black
- ◆ CM-56070-BRB: Class 56, 56070, BR blue
- ◆ CM-56074-TGCS: Class 56, 56074, coal sector grey
- ◆ CM-56077-OR: Class 56, 56077, original Railfreight
- ◆ CM-56093-LL: Class 56, 56093, BR blue with large logo
- ◆ CM-56097-TGM: Class 56, 56093, metals sector grey
- ◆ CM-56120-LL: Class 56, 56120, BR blue with large logo

decoder with stay alive options and all-wheel pick-up. 'EM'/'P4' wheelsets will also be made available once the model has reached the UK.

Currently in tooling, the RRP of the Class 56 has not yet been revealed, nor has a delivery date, but Cavalex Models is keen to stress that this is not a crowdfunded project and will not need a minimum number of orders to proceed.



Cavalex has also recently received painted samples of its HAA and CDA hopper wagons.

For more updates on Cavalex's wagon and Class 56 projects, see www.cavalexmodels.com



In Brief

LYN'S ON HER WAY

Heljan's Lynton & Barnstaple Baldwin 2-4-2T *Lyn* is now in transit from the Heljan factory in China, with delivery in stores expected by July. Six different liveries will be available, including a plain black version for freelance narrow gauge layouts.

CLASSIC BEDFORD TRUCKS FROM OSBORN'S

A range of 3D-printed Bedford TK trucks is available from Osborn's Models. Featuring a cement mixer, road sweeper, tipper and a tractor unit with low-loader trailer, they're available in unpainted kit form, or as fully finished models. Prices start at £7.95.

Web: www.osbornsmodels.com



EXCLUSIVE C&HPR WAGON

A five-plank open wagon, in the livery of George Lovegrove & Co., who operated a quarry near Wirksworth on the Cromford & High Peak Railway, is available. Prepared using material in the archive of the Wirksworth Parish Council, the wagons are priced at £15.00 each or £42.00 for three, plus postage of £4.00 for up to four wagons.

Send a cheque to T.J. Oaks, 13 Trenchard Drive, Buxton SK17 9JY. Payment can also be taken via Paypal. Email: sleepermonster@yahoo.com



DAPOL'S 'MANOR' IS NOW AT 'DECO' STAGE

00
GAUGE



Decorated samples of Dapol's '78XX' 4-6-0 'Manor' have been received and the design team have been busy evaluating each of the different versions prior to production commencing later this year. The models feature a super-detailed cab interior, with printed dials and painted pipework and controls. The tender interior is also detailed, with the top modified slightly to allow modellers to stow fire irons more easily than

was the case with the earlier 'Mogul' models. Four different tender options will be available, thanks to the all-new tooling.

Lots of detailed images of the 'Manor' samples have been posted on Dapol's website and constructive feedback is welcomed. See www.dapol.co.uk/OOgaugeManor/decoratedsamples

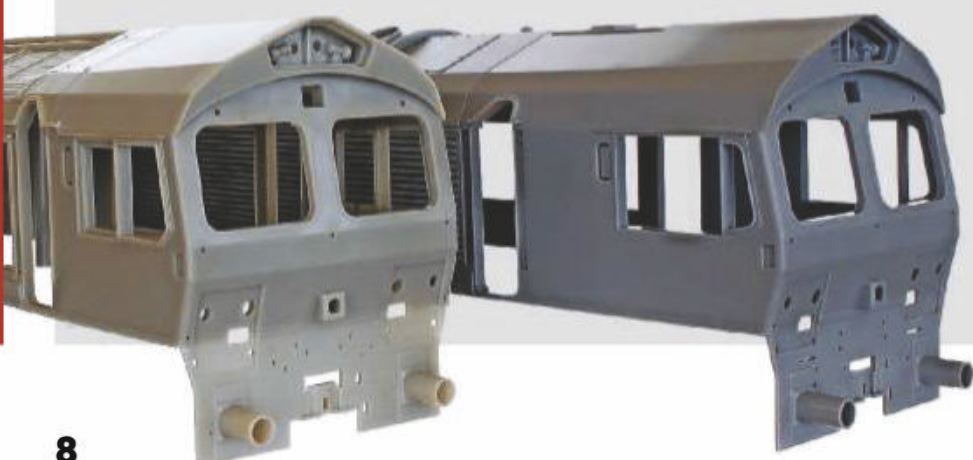


BIG 'SHED' MAKES PROGRESS

0
GAUGE

Dapol's forthcoming 'O' gauge Class 66 has taken a huge step forward, with the first test mouldings created. Consisting of bodyshells, bogie frames, plus lots of underframe and small detail components, initial results are looking promising. Both the original and 'low emission' body variants are being replicated.

Also in 7mm scale, Dapol's HBA/HEA hoppers have now been allocated livery and number specifications. Various Freight Brown, Railfreight red/grey, EWS maroon, Mainline and Transrail blue options will be available. With an RRP of £55.00 each, they're due early next year.





ACCURASCALE TACKLES THE WHOLE MGR FAMILY

Accurascale continues its mission to replicate the most important BR era wagons by announcing a comprehensive range of wagons relating to the iconic MGR hopper. On the bill will be the HAA, HBA, HCA, HDA, HFA, HMA and HNA as well as the CDA china clay hoppers. Almost 11,000 of these wagons were built between 1964 and 1982, with 98% of them assembled at Shildon Works.

Initially built with four internal strengthening bars spanning both bodysides, these were quickly damaged resulting in a significant loss in structural integrity. Towards the end of the 1970s, Doncaster Works began fitting horizontal strengthening beams along the inside top edges, with wagons built after 1977 featured this from new.

With the closure of collieries, coal trains began travelling longer distances and BR began fitting canopies in an attempt to reduce spillage of coal dust. Unfortunately, this increase in height meant many collieries couldn't accept them. In the early 1990s, an aerodynamic canopy was introduced to solve the problem.

As an extra treat, the later MHA ballast/spoil wagons, built on reclaimed HAA chassis, is also being offered.

As we have come to expect from Accurascale, there will be a large variety in tooling to account for detail differences throughout the wagons' service life. The full breakdown of the tooling suite is as follows:



- ◆ CDA china clay covered hopper
- ◆ HAA/HOP AB as-built body
- ◆ HBA 'rebodied'-style body with uprated brakes/suspension and 'aerodynamic' canopy (ex-HDA)
- ◆ HCA/HOP 32 AB with 'as-built'-style body and canopy
- ◆ HDA 'rebodied'-style body with uprated brakes/suspension
- ◆ HMA 'rebodied' with modified brake distributor (ex-HAA)
- ◆ MHA with later-style body
- ◆ HAA rebodied
- ◆ HFA rebodied with 'aerodynamic' canopy
- ◆ HNA 'rebodied' with modified

brake distributor and 'aerodynamic' canopy (ex-HFA)

- ◆ MHA early-style body
- ◆ CBA lime hopper
- ◆ MAA/MAB box open (ex-HAA)

A staggering 23 different triple-packs will form the first production run and these will be split into two batches, but all are expected to be in stock by the middle of 2022. HAA, HCA and CDA wagons are due at the end of 2021 with the others due in Q2 2022. Accurascale has also said it will cover all the liveries from BR freight brown to DB red.

Each triple-pack will be priced at £74.95 with a 10% discount if two or more packs are bought together.



In Brief

'PENDOLINO' SECOND RUN AVAILABLE FOR PRE-ORDER



Missed out on the 'N' gauge 'Pendolino' first time around? Don't worry, because the Revolution Trains/Rapido Trains model is now available to pre-order ahead of its second run. You voted it as your 'N' gauge Model of the Decade and you can purchase either a nine or 11-car set (£389.99/£434.99). Production will begin in Q3 2021 and the model is estimated to be delivered early in 2022.

HORNBY RESURRECTS INTERNATIONAL PLASTIC KITS



Hornby has decided to bring back a range of MKD plastic kits from its international brands. Although they are aimed primarily at the Continental market, being rendered to 1:87 scale/'HO' gauge, some of them would still be suitable at the back of your 'OO' gauge layout to help with perspective. Five products have initially been made available and are in stock now. They range from garden fences to car dealerships and everything in between.

What's planned?

- ◆ MKD2020: Modern European house with garage kit, £17.49
- ◆ MKD2021: Tractor and Agricultural Engineers Kit, £23.99
- ◆ MKD2022: Garden Fences, £9.99
- ◆ MKD2023: The Petrol Station, £19.49
- ◆ MKD2024: The Peugeot Dealership Kit, £26.49

Web: www.hornby.com



CLASS 37 UPDATE

Accurascale has also provided an update on the upcoming Class 37, showing a range of hand-assembled, unpainted samples. Several areas for improvement have already been identified, which will be addressed before production begins in earnest. Unfortunately, staffing problems at the factory has slowed production.



Decorated samples are expected to arrive in October, with production now due to be completed in summer 2022.

Owing to the delay, Accurascale will not be extending the production run any further and, as 85% of the models have already been sold in pre-orders, it is expected that all models will be sold before they arrive in the UK. You can order yours direct via the Accurascale website.

Web: www.accurascale.co.uk



TOWN & COUNTRY

1) TOWN END COTTAGE



2) COACHING INN



3) PARISH CHURCH



4) VILLAGE SCHOOL



5) VILLAGE SHOP & CAFE



6) WORKERS COTTAGES



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 2) 00 CODE PO228 / N CODE PN128

3) 00 CODE PO226 / N CODE PN926
 4) 00 CODE PO253 / N CODE PN153

5) 00 CODE PO254 / N CODE PN154
 6) 00 CODE PO255 / N CODE PN155

RAILWAY



COUNTRY STATION
 00 CODE PO237 / N CODE PN137



SETTLE-CARLISLE STATION
 00 CODE PO333 / N CODE PN933

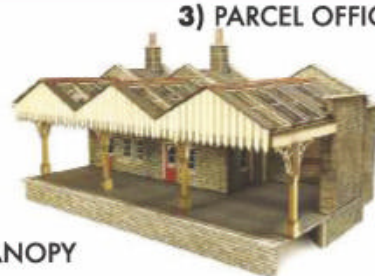


1) BOOKING HALL

THE MAINLINE STATION RANGE
 OF KITS CAN CREATE A STUNNING
 TERMINUS OR THROUGH STATION



2) WALL BACKED CANOPY



3) PARCEL OFFICES



4) PLATFORM CANOPY



5) ISLAND PLATFORM BUILDING

1) 00 CODE PO320 / N CODE PN920
 2) 00 CODE PO341 / N CODE PN941

3) 00 CODE PO321 / N CODE PN921
 4) 00 CODE PO340 / N CODE PN940

5) 00 CODE PO322 / N CODE PN922

CASTLE RANGE



CASTLE HALL
 00 CODE PO294 / N CODE PN194



CURTAIN WALLS
 00 CODE PO293 / N CODE PN193

VARIOUS
 LENGTHS OF
 STRAIGHT WALLS
 PLUS 2 X 45°
 CORNERS AND 1
 X 90° CORNER



CASTLE STONWORK SHEETS
 00 CODE PO295 / N CODE PN195



BUILD A MODEL RAILWAY DVDS
 DVD01 / DVD01 / DVD03



CASTLE GATEHOUSE
 00 CODE PO291 / N CODE PN191



WATCH TOWER
 00 CODE PO292 / N CODE PN192

BUILD WITHIN THE
 WALLS OR AS A
 STAND-ALONE
 FOLLY

ALL CASTLE KITS
 CAN BE PLACED
 TOGETHER TO
 FORM A FORT



FINE TIP GLUE APPLICATORS
 MT907

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HELJAN 'O' GAUGE UPDATE

Latest news from Sønderød, Denmark, is that Heljan's eagerly awaited 'O' gauge centre headcode Class 40 and refurbished Class 31 are en route to Europe. Arrival at retailers is due in August. With five livery options for the '40' and nine for the '31', there are certainly plenty to choose from. The impressive Brush Class 60 should follow a few months later, in a wide range of modern liveries, from GBRf blue to DB red.

A second batch of Class 50s has now entered production and they're bound to be popular, not least as pre-orders have already been strong. Indeed, the BR 'large logo' blue versions have already sold out! A third batch of Class 37/4s is now in preparation, building on the success of previous production runs. 'O' gauge modellers can't seem to get enough 'Tractors', so early ordering is strongly recommended, before these too sell out!



What's planned? Heljan Class 37/4, third batch

- ◆ 3741 BR Large Logo Blue unnumbered
- ◆ 3745 Trainload Freight 3T grey unbranded/unnumbered
- ◆ 3753 Railfreight Petroleum 3T grey 37418 *Pectinidae*
- ◆ 3754 BR Large Logo 37426 *Y Lein Fach/Vale of Rheidol*
- ◆ 3755 BR Large Logo 37404 *Ben Cruachan* (weathered)
- ◆ 3756 Railfreight Construction triple-grey 37425 *Sir Robert McAlpine/Concrete Bob* (weathered)
- ◆ 3757 Railfreight Distribution triple-grey 37413 *Loch Eil Outward Bound*



The first production sample of the BR Mk 1 CCT has just been received (below) and a few modifications are required before production can commence, with delivery expected early next year. The Mk 2 coach range is also progressing well, with tooling having been approved and the artwork currently being finalised.

For steam fans, it's bad news, at least in the short term, as the 'O' gauge GWR '2251'/Collett Goods 0-6-0 project has been put on hold. It will be reviewed again when work on other outstanding models has progressed.



RETURN TO TARA MINES



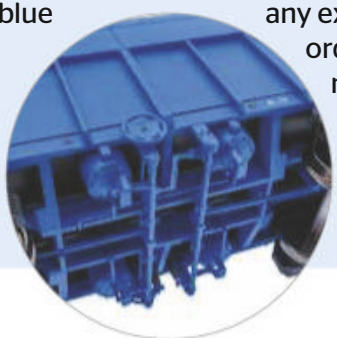
Irish Railway Models is offering a re-run of its impressive Tara Mines mineral wagons, including a batch in its most famous blue livery, complete with Tara branding. Built by CIÉ in 1977 to carry zinc and lead ore from Tara Mines Ltd's mine near Navan, Co. Meath to Dublin Port for export, they're still in regular use today on what are Ireland's heaviest freight trains.

The vibrant blue livery was applied from new on the real wagons. However, IRM's earlier release of its 4mm scale model portrayed the later red oxide colours scheme only. Owing to popular demand, the blue scheme will now be produced, along with packs of red oxide wagons with all-new numbers and later style hood.



The wagons feature lots of separately applied detail, plus rotating axle hubs, kinematic couplings with NEM pockets and full provision for 21mm axles. A number of twin-packs are available (€79.95), with bulk deals also on offer and delivery expected later this year.

For UK-based modellers, orders will be despatched from within the UK, avoiding any extra charges if ordered from the new website: www.irishrailwaymodels.co.uk/collections/tara-mines



TMC 'G5' 0-4-4T ADVANCES



The Model Centre's exclusive LNER G5 class 0-4-4T is progressing well, with unpainted tooling samples revealed recently. Produced for TMC by Bachmann, the models will feature Next18 DCC compatibility, pre-fitted speaker and a firebox glow effect.

Various detail options are available, including push-pull equipment and a choice of original or hopper-style bunker. Pre-orders can be placed now, on the



TMC website, although the final pricing has yet to be finalised. As usual, TMC is offering a variety of high-quality weathering and customisation options.

See www.themodelcentre.com for more details.



MULLETS COMING BACK INTO STYLE!

00 GAUGE N GAUGE

Revolution Trains is offering BR's distinctive 'fishbelly' Borail wagons, and their air-braked engineer's derivatives, the Mullet, Parr and Super Tench, as its next wagons in both '00' and 'N'.

Dating from 1959, British Railways built a total of 165 flat wagons – some with bolsters (Borail B) and some without (Borail C) – for carrying concrete beams, girders, rail and other heavy loads. The wagons had 8ft plate bogies, vacuum brakes and solid fishbelly underframes, rather than traditional trusses, for strength.

The wagons were exception-

ally useful and, in 1981, most of the fleet was rebuilt with air brakes, new Y25 bogies, revised decks with tensioning ratchets and recoded BRA under TOPS.

After a short period on steel traffic in the Speedlink network, most were transferred to the Civil Engineers Department and given new TOPS codes and 'fishkind' names YLA Mullet (with bolsters) and YQA Parr (with longitudinal baulks for sleepers).

In 2010, some YQA Parr wagons were refurbished and fitted with ISO modules with drop-down mesh side doors. They retained the YQA code, but were renamed Super Tench. Many remain in service in 2021, 60 years after they were built.

Revolution's models will feature NEM couplers, the manufac-



turer's usual levels of accuracy with prototypical variations in bogies and brake equipment and numerous separate wire, plastic and photo-etched parts where appropriate.

All versions will be available to pre-order via the Revolution

website for a limited time at a lower, early bird price, which will increase in due course. CAD work is complete and first samples are due shortly. The models are expected to be ready to ship in Q1-2 2022.

Web: www.revolutiontrains.com



SECR WAGONS FROM RAPIDO

00 GAUGE

Southern Railway enthusiasts will be excited by Rapido Trains UK's new five and seven-plank wagons. Representing the South Eastern & Chatham Railway's most numerous wagon types, over 2,000 were built between 1915 and 1927.

Designed wholly in the UK, the models are based on the Southern Railway Diagram

1347/1349/1355 wagons, many of which survived well into BR days, with some seven-plank vehicles lasting into the 1970s. In BR days especially, examples of these wagons could be seen across the Southern Region, as well as further afield.

A number of key detail variations will be produced, including the later sheet rail-fitted versions, and an impressive specification is promised, including metal axle bearing cups, NEM coupler pockets and plenty of separate detail fittings.

They're available to order now,



with the order book closing on September 1 2021.

What's available?

◆ Both the Dia. 1355 seven-plank and Dia. 1347/1349 five-planks will come in SECR, Southern and BR liveries. See the website for the full list.

Price? £32.95

What stage is it at?

Engineering Prototype

When's it due?

Early 2022

Where can I find out more?

www.rapidotrains.co.uk



In Brief

POSTCARDS FROM SILVERDALE

Our friends at Postcard Models have created an amazing scale diorama, based partly on Silverdale in Lancashire, but with an element of Los Angeles thrown into the mix. The model has taken centre stage in the latest music video by Aquilo, a pop duo who hail originally from Silverdale, as well as the cover of the single. Check out the superb model and video for the song *Out in LA*, at:

https://youtu.be/k19a13QxE_4

Web: www.postcardmodels.co.uk



IT'S A WRAP

Just as we closed for press, StudioCanal informed us that production of the new *Railway Children* movie has been wrapped up. Due to hit UK cinemas in April 2022, the film features Jenny Agutter and a new generation of Railway Children, who have been evacuated to the Yorkshire countryside during the Second World War.



HELJAN

SUMMER RELEASE UPDATE

EXCITING NEW MODELS IN OO9, OO AND O GAUGE!

CENTRE HEADCODE CLASS 40 O GAUGE

AVAILABLE SOON



4060	Class 40 V2	BR green (unnumbered)
4061	Class 40 V2	BR green with small yellow panels (unnumbered)
4062	Class 40 V2	BR green with full yellow ends (unnumbered)
4063	Class 40 V2	BR blue with full yellow ends (2 x arrow) (unnumbered)
4064	Class 40 V2	BR blue 40155 (with domino headcodes)

SRP £549.00

'OO9' L&BR BALDWIN 2-4-2T LYN

- #9980 Baldwin 2-4-2T Lyn Black - undecorated
- #9981 Baldwin 2-4-2T Lyn L&BR dark green (pre-1906)
- #9982 Baldwin 2-4-2T Lyn L&BR dark green (1906-22)
- #9983 Baldwin 2-4-2T E762 Lyn SR dark green (1923-29)
- #9984 Baldwin 2-4-2T E762 Lyn SR Maunsell green (1929-32)
- #9985 Baldwin 2-4-2T E762 Lyn SR Maunsell green (1932-35)

SRP £239.95

AVAILABLE SOON



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

Available Now!



8650	BR Blue E3104 'as built' (red bufferbeams)	8654	BR Rail Blue E3134 with full yellow ends (BR arrows)
8651	BR Blue E3114 with small yellow panels	8655	BR Rail Blue 86036 (orange cantrail stripe)
8652	BR Blue E3178 with full yellow ends	8656	BR Rail Blue 86034
8653	BR Rail Blue E3146 with full yellow ends		WEATHERED

SRP £189.95
Weathered versions: SRP £199.95

'OO' GWR RAILCAR

AVAILABLE SOON



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

SRP £189.00

VISIT OUR NEW WEBSITE! For the latest HELJAN news, information and images visit www.heljan.co.uk and sign up to our UK newsletter. Or follow us at facebook.com/heljanas!

www.heljan.dk

UK contact - heljanuk@gaugemaster.co.uk

VISIT US AT [FACEBOOK.COM/HELJANAS](https://facebook.com/heljanas)

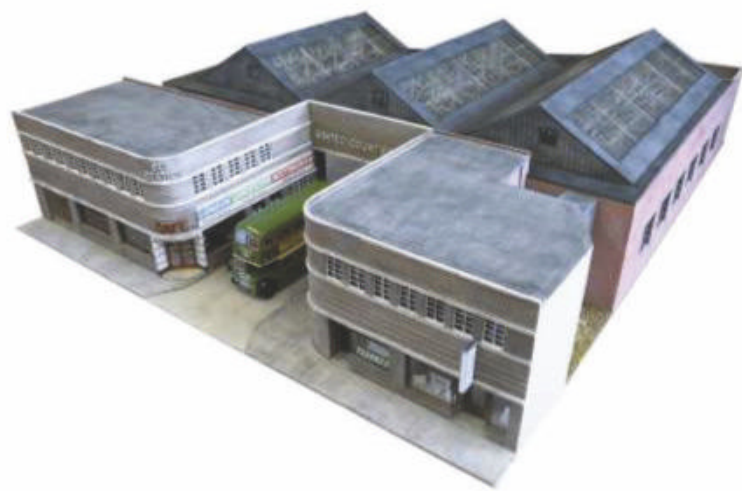
HELJAN

Subject to misprints and price changes. Please note that colours shown are for illustration purposes only.

CLIVE'S ICONIC BUILDINGS GO ON DISPLAY

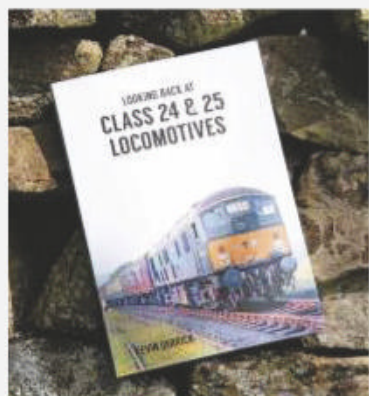
The work of long-standing *Model Rail* contributor Clive Hardwick will be on display in the recently extended Northampton Museum, as part of a new 'We Are Northampton' exhibition. Opening on July 10, Clive's superb re-creations of iconic buildings such as The Guildhall (MR260), All Saints Church (MR275) and Derngate Bus Station (MR229) are featured, with the exhibition being designed to allow visitors to celebrate Northampton's rich heritage through a sense of identity and place.

The exhibition runs for six months. For more information, visit www.northamptonmuseums.com



Modeller's Bookshelf

Some of the projects in this month's issue have necessitated a bit of research for the *MR* team, so here are a couple of books that we've found particularly useful. There's also a great new volume in HMRS' series of titles covering LBSCR coaching stock.



When Bachmann's all-new Class 24 arrived for review (page 88), we needed plenty of colour archive images to compare the model against. Various detailed accounts of the Sulzer Type 2s have appeared in book form over the years, but this all-colour photo album provides a real visual feast. Documenting the Class 24 and 25 locomotives throughout their BR careers, it's an essential companion for anyone interested in these modest locomotives.

Book: *Looking Back at Class 24 & 25 Locomotives*, by Kevin Derrick (Amberley Publishing, 2016)



Although long out of print, this book remains a superb resource. Charting the history of the signal box, it provides an account of designs of every British railway company and various signalling contractors. Illustrated with plenty of black and white photographs and scale drawings, anyone contemplating building or modifying a signal box should have a copy. Pre-owned copies can be found online, including on the Abe Books website: www.abebooks.co.uk

Book: *The Signal Box - A Pictorial History and Guide to Designs*, by The Signalling Study Group (OPC, 1986)



This weighty hardback, A4-sized book is the fourth volume in the Historical Model Railway Society's series dedicated to the coaching stock of the London, Brighton and South Coast Railway. Along with arc-roofed standard stock, various Pullman designs are studied, along with electric motor and trailer cars, plus ambulance/troop trains from the First World War period. There are plenty of photographs and scale drawings, making for an ideal reference source for modellers.

Book: *LBSCR Carriages, Volume 4 Bogie Stock 1906-1924*, by Ian White (HMRS, 2021)

GIMME SHELTER

New from Scale Model Scenery is a Wooden Platform Shelter kit (ref. LX384-00), providing a perfect adornment for a wayside halt or rural station platform, complete with decorative valancing. Rendered in laser-cut wood and board, assembly looks to be straightforward, with plenty of fine detail incorporated.

For a more contemporary scene, packs of low-relief shipping containers are also available (refs. AX145-00/AX146-00), consisting of laser-cut MDF formers and printed paper overlays. Various designs of container are available.

Price: From £3.99 each

Availability: Scale Model Scenery

Tel: 01530 456952

Web: www.scalemodels scenery.co.uk





On the Workbench

George Dent looks at the new products to land on his workbench this month

VALLEJO MECHA VARNISH

ANY
GAUGE

I've tried countless acrylic clear coats over the years and been dissatisfied with all but a few brands and formulas. This is one of my most recent discoveries: Vallejo's Mecha Varnish. Part of a new paint range aimed ostensibly at sci-fi modellers, the clear varnish is available in matt, satin or gloss. They dry to a super-clear finish (no yellowing), and they produce a tough, even coating. Equally suited to hand-brushing or airbrushing. Simply shake the eye-dropper style jar thoroughly before use and, if spraying, add a few drops of water or acrylic thinners.

Price: £2.70 per 17ml jar

Availability: Scale Model Shop

Tel: 01422 405040

Web: www.scalemodelshop.co.uk



TAMIYA EXTRA THIN CEMENT

ANY
GAUGE

Formulated for easy penetration, Tamiya's Quick Setting Extra Thin Cement helps to produce neat bonds between plastic components, especially those rendered in styrene. Perfect for plastic kit assembly and scratchbuilding with plastic sheet and section, the glue is a useful companion for a more generic formula of liquid poly cement, with the Extra Thin version taking care of smaller parts or clear plastic components. For best results, the parts need to be snug-fitting and a fine applicator brush is fitted to the jar's lid.

Price: £4.50

Availability: Tamiya stockists

Web: www.tamiya.com



PRECISION MODEL LIGHT OIL

ANY
GAUGE

Keeping your locomotives, rolling stock and other mechanical devices in fine fettle is important, following any guidelines supplied by the manufacturer. Occasional topping up of lubricating oil is often recommended, especially to axle bearings and gears. A high-grade model oil is highly recommended and this formula from Peter's Spares ticks all the right boxes. Formulated in the UK, using a blend of fully synthetic oils and supplied in a 15ml jar with a long needle-tip applicator, the lubricant is easy to apply to axles, gears and other moving parts.

Price £7.25

Availability: Peter's Spares

Tel: 01642

909794

Web: www.petersspares.com



EXHIBITION DIARY - AUGUST 2021

(ALL SUBJECT TO GOVERNMENT GUIDANCE ON COVID-19)

August 14

BEXHILL-ON-SEA. Bexhill MRC MRE. St Richards Catholic College, Ashdown Road, Bexhill-on-Sea TN40 1SE. **Time:** 1000-1700.

Admission: Adult £5, Child £2, Family £12.

August 21

LUDLOW, SHROPSHIRE. Craven Arms & District Model Railway Circle MRE. Ludlow Racecourse, Bromfield, Ludlow, Shropshire SY8 2BT. **Time:** 1000-1600. **Admission:** Adult £5. **Tel:** 07867 752301.

August 29

BROXBOURNE, HERTS. Hoddesdon MRC MRE. The Old Mill, Mill Lane, Broxbourne. **Time:** 1000-1600. **Admission:** Adult £3, Child £1. **Tel:** 07708579822. **Web:** www.hoddesdonmrc.org.uk

LET'S PLAY FETCH!

This cameo set of a woman throwing a frisbee for her dog also includes a pair of bicycles, park bench and litter bin.

Product: Busch 7899 Dog playing frisbee set

Price: £13.00

Availability:

Golden Valley Hobbies

Tel: 01981 241237 **Web:**

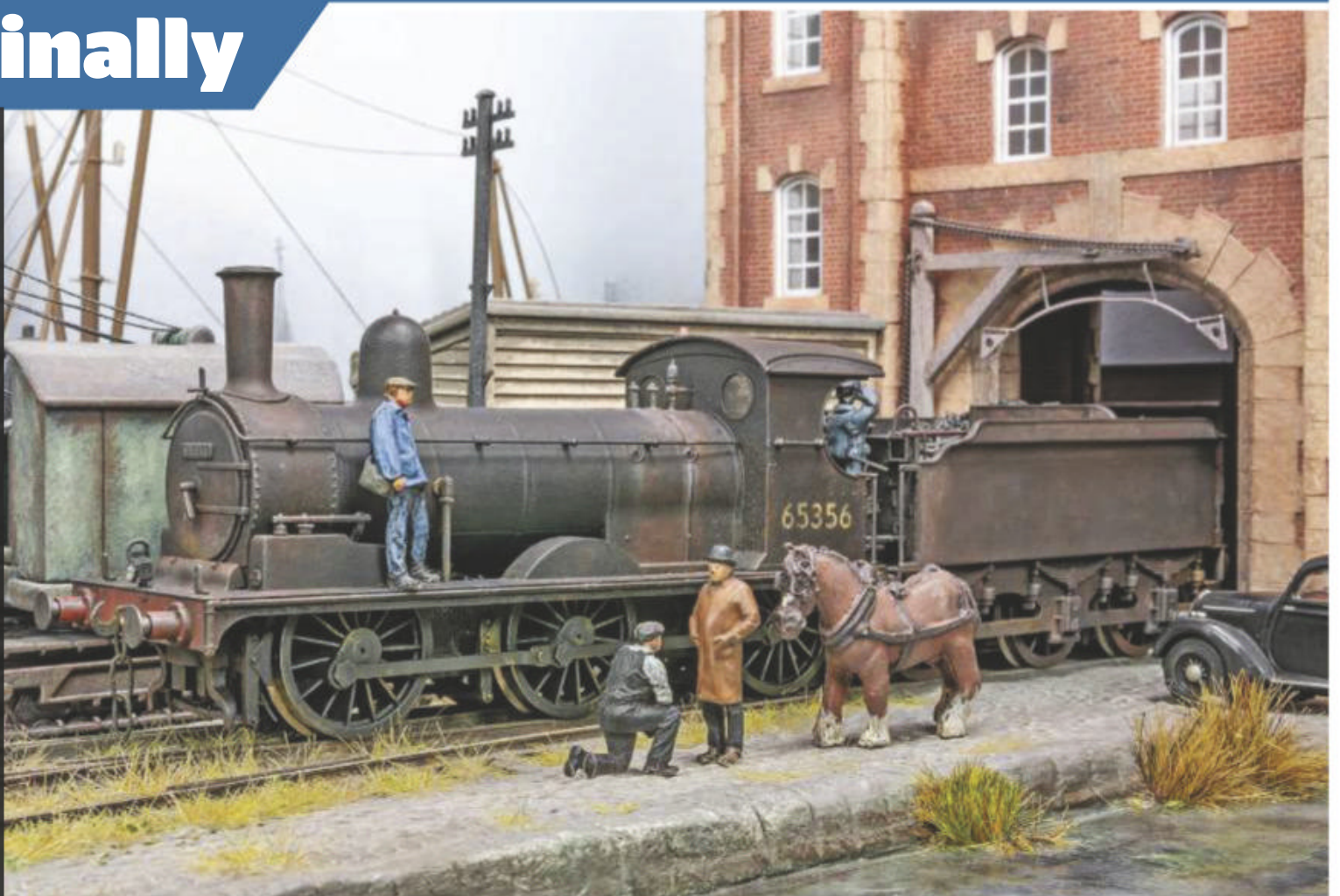
www.goldenvalleyhobbies.com



...and finally

Unusual scenes captured by the lens of Chris Nevard...

"What are you doing boy? Get up at once, you look like you're about to propose!"
"No sir, last night I was under my model railway trying to replace a faulty point motor, now I'm stuck in this position. It's taken me ages to get to work, crawling on all fours".



Staff Show & Tell

'Lisburn Lane' – the rising

George Dent has been finalising the trackplan for his new layout, but can he rise to the challenge of elevating the rails satisfactorily?

Last month, I outlined the motives behind my new layout project, which will be (hopefully) an improved version of a previous micro layout. Rather than repeat several earlier mistakes, I really want to ensure that I get the track plan spot on before any rails are laid. Therefore, I've been setting out a few different alignments, using lengths of flexi track and points, leaving them in situ while I think things over.

It's surprising how you can feel like you've found the perfect setup one day but, a little later, you realise that things could be vastly improved simply by shifting things around slightly. Of course, this could potentially go on for ever, but a little time for reflection has proven worthwhile.

Ultimately, my aim is to place the tracks in the optimum position, relative to the boundaries of the scenic baseboard and the proposed structures. There needs to be a natural-looking sweep to the curves, displaying the trains to full effect, wherever they may be on the layout. Basically, I want the whole composition to be as photogenic as possible.

As well as the course of the tracks, the positioning of the buildings and structures also plays a key role in the overall composition, so their locations have been considered carefully. Paul Lunn looks into the use of physical mock-ups to plan a layout in this month's Masterplan (see page 76), with an eye on recreating a real location. In my case though, I have the luxury of portraying a fictional scene, so I can base my choices purely on what looks right.

RAISING SPIRITS

One of the major frustrations of the original 'Lisburn Lane' was the lack of track elevation, giving the landscape a rather two-dimensional appearance. This time, after experi-



Above: A pair of sector plate fiddleyards is to be employed (built by Tim Horn). The track will need to be elevated with foam risers to match the scenic board.

Below: The salvaged buildings from the first 'Lisburn Lane' have been employed to help decide on the overall composition.



menting with a variety of track heights, I've settled on an elevation of 30mm, using sheets of 10mm expanded polystyrene and 5mm foamboard. Even in this early mock-up phase, it's clear that the trains will have ample prominence and there'll be scope for realistic landscape contouring too. The dropped section of the baseboard adds greater depth and, while I'd initially thought of adding a stream or river, I'm now leaning towards a farm track or cattle creep instead, with a small iron overbridge for the railway.

A knock-on effect of raising the trackbed on the scenic baseboard is the need to do the same for the tracks on the sector plate fiddleyards. This isn't such a big problem, but it will involve some extra work and materials costs. But I'm sure it'll be worth it!

After copious sketches on paper, I've decided to improve 'Lisburn Lane's' original track plan by adding a run-round loop, one end of which will use the sector plate off-scene. Also, the foreground siding has been reversed, to be accessed from the left-hand side. Using points and spare offcuts of track, the revised plan was set out on the board, helping me to visualise the new arrangement.



1: The 10mm thick expanded polystyrene foam (bought in 600mm by 400mm sheets, from Amazon) were cut to form the necessary scenic contours. Two layers were employed to form the base for the trackbed.

2: Atop the two layers of polystyrene will sit two layers of 5mm foamboard. My plan is to try Chris Nevard's method of assembling the track away from the layout, which avoids the need for me to lean inside the diorama case. The laminated layers of foamboard should provide a sturdy enough backing.

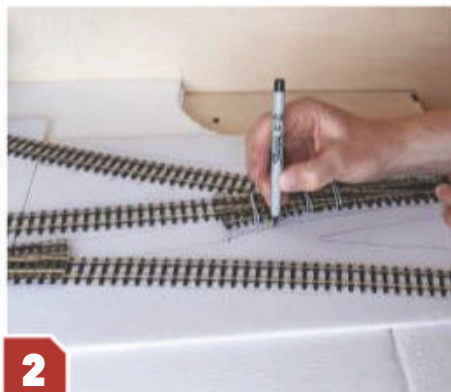
3: After sketching out the outline of the tracks with a fine Sharpie marker pen, a flexible ruler was used to create more defined lines.

4: The layers of foamboard have been arranged so that the joints overlap, thus creating a stronger composition.

STEP BY STEP



1



2



3



4



Top Tool



This Proxxon hot wire cutter and mains power pack has had plenty of use in my workshop over the years. It makes light work of cutting sheets of expanded polystyrene foam without leaving any mess. The jaws can be adjusted - as can the temperature - and the tool only heats up while the trigger is depressed. Be sure to work in a well-ventilated area, as the fumes created during cutting can be noxious.

Tools: Proxxon Hot Wire Thermocut 12E (£36.98); Proxxon Micromot mains adaptor (£30.28)

Availability: Axminster Tools

Tel: 03332 406406

Web: www.axminstertools.com



Above and below: Again, the track layout was set out, along with the buildings, to gauge how things look. The elevation offers a huge improvement.



Above: The farm track will pass under the railway at this point, so the foam will have to be modified to create the overbridge.

WHAT'S NEXT?

I'm leaving the mock-up of track and buildings in place for a week or two, before committing to cutting the access holes in the backscene or laying the track. This gives me the chance to get used to the arrangement and make any small adjustments if necessary. I also need to decide on whether to operate the points by motors or wire-in-tube.

Show & Tell

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



Ticking the box

I may not be in the same modelling league as Chris Nevard and others, but I'm very critical of my own modelling - generally only scoring myself at 5 out of 10. Occasionally I get a 6, but building roofs always seem to cause me problems and often I only score a 3!

With Halwill Junction Signal Box, there were no plans to work from, only photographs and one dubious ground plan of the whole station site - the latter giving a roughly scale footprint for the signal box. After a lot of thought, I decided to get the windows 3D-printed first and then build the signal box around them.

The building is constructed from plastic card and readily available embossed plastic card. Unfortunately, there wasn't any embossed 'shiplap' of the correct scale size, so the main woodwork is produced using tongue and groove joins.

Although the signal box is pure LSWR, I would hope that the colours are reasonably accurate for BR(W) for the 1950s/1960s following its takeover of lines west of Exeter Central in the early 1950s - although reasonable quality colour photos from the 1960s are quite rare.

The extension to the signal box, with its 'flat' roof nearest the camera, was built in the 1920s with the arrival of the North Devon and Cornwall Junction Light Railway from Torrington.

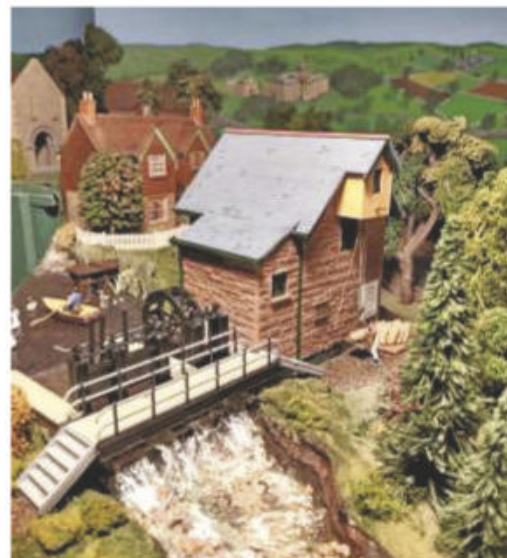
I have no idea how long I've spent building the signal box, but it certainly adds up to many, many hours. I have to thank Chris Knowles-Thomas for allowing me access to his photographs and Tony Heselden for producing the 3D-printed windows.

Martin James

Mill fits the bill

Inspired by George Dent's two articles in issues 276 and 277, I bought the Wills Watermill kit and replaced an old cardboard mill with one of my own design. Your articles proved to be very helpful, and following all the tips you gave, the finished product exceeded my expectations. Thank you!

David MacDougall



Pier group pressure

My harbour diorama is coming along nicely. I now have the boats ready and just need to paint them. I've ordered the building for the pier and the base colour is painted for the harbour water. What's not to like?

Paul Andrews



Signal boost

I'm continuing to paint my 7mm signal box (Leek station) which I've scratchbuilt using photos. It's a McKenzie and Holland design for the North Staffordshire Railway. The box was removed from the yard in the 1970s, before I was born, and the area is now a supermarket.

Andy Sollis

THE MERRY GO ROUND – POWERING BRITAIN

Introducing our brand-new range of MGR based coal hoppers in 4mm/00 gauge, featuring the classic HAA, hooded HBA, HCA, HDA with correct uprated brakes and suspension, MHA and more.

It would be rude to leave out the classic CDA for English China Clay workings and the MHA spoil wagons, right? We have you covered there too!

With 23 different packs in the first run alone, there are over 80 different wagons available.

But how much are all these variants? Well, just £74.95 per three pack. With our bundle deals it works out at just £22.50 per wagon. Suffice to say that our range, quality and value for money is peerless.



1:76/4mm scale. 00 gauge
Available from Q4 2021
Priced from £22.50 per wagon
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Accurascale; all the detail, all the value



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Modelling Lives

Tales from the model-making community.



Two weeks in quarantine led Swiss-based Kosta Kowatschew to discover the beauty of the Scottish Highlands – and an obsession with recreating them in miniature.

PHOTOGRAPHY:
KOSTA KOWATSCHEW

Grüezi from Switzerland! No, this isn't an awkward pandemic holiday ad. Neither have you accidentally bought the wrong magazine. This is about a guy from Zurich and his unusual love for modelling British railways. Now, you might wonder why someone living in a country with majestic mountains and daring cogwheel railways would keep himself busy with railways from Scotland. You may think he was bananas! Well, maybe I am.

I'm a 43-year-old native Berliner, but I've been living in Switzerland (almost next door to Tina Turner) for nearly half of my life. I won't bore you with how I got into model railways, or with details of my job as a station manager. Instead, let's have a look at why I'm more interested in 'MacRats' and 'Black Fives', than double-decked trains and scenic mountain railways.

Back in 2011, the swine flu pandemic was raging and, after visiting Australia, I went into quarantine after testing positive with the virus. Netflix didn't exist back then, so regular TV was my companion during isolation. I'd never been a fan of *Harry Potter* before, but watching the movies repeatedly seemed a better choice than binge-watching silly talk shows. It was in one of those movies that I saw the 'Hogwarts Express' passing through a breathtaking landscape, which immediately grabbed my interest.

With time on my hands, I began researching the filming locations, and a few weeks (and a ridiculously large credit card bill) later, I found myself riding a ScotRail Class 156 from Glasgow to Fort William.

It must have been shortly past Rannoch, when my eyes fell on never-ending fields of green, yellow and brown, with shallow waters stretching into a loch on the horizon, as the sun set behind heavy rain clouds. I fell in love with the Highlands instantly.

The next day, I climbed Ben Nevis via the Carn



Beag Dearg route in heavy snowfall and bright sunshine at the same time, with temperatures ranging from 0 to 23°C. A day later, I took my first steam-powered journey on British rails, riding 'The Jacobite' from Fort William to Mallaig. I returned to Zurich with a bottle of Islay whisky, an 'N' gauge replica of the Mk 1 TSO I'd ridden on the 'Jacobite' and lots of memories and ideas on how to build my own little piece of Scotland in Switzerland.

Over the years, I've revisited Scotland on numerous occasions and made both online and offline friends who provide me with priceless knowledge and inspiration for my modelling projects. As a side note, my partner and I got married in kilts and celebrated our honeymoon in the far north!

It's a real drawback that there's never been – and still isn't – a single hobby shop in Switzerland offering products from Graham Farish or the like. I guess British outline 'Kings', 'Tractors' and 'Sheds' look strange to the continental European modeller. VAT and customs on items ordered online from the UK add extra cost. Yet my rolling stock for the West Highland Line and my whisky collection have still grown considerably. I'm still waiting for an 'N' gauge LNER 'K2' though!

I've developed a deeper interest not only in the West Highland Lines, but also in the Killin Branch, Kyle and Far North Lines, and I'm taking regular plunges into researching the Conwy Valley, Hayle Wharves branch lines and the Weymouth Harbour Railway. All of which have led to micro layout ideas and justified investment in non-Scottish rolling stock. I'm also fascinated by the little-known Leadhill & Wanlockhead narrow gauge railway, leading me to consider building a 'OO9' micro in future.

That said, I love challenges and enjoy working on little projects that can be finished in a short period of time. I have already built some micro layouts and lots of dioramas in the past few years. And I find a lot of pleasure in showing them off online, either in the only German-speaking 'Britische Bahn Forum', on Instagram or various Facebook groups. I take special pride in comments on my skills making everything look 'genuinely Scottish'. Especially when people realise where I'm situated. Such feedback gives me motivation to finish plans for a future 'Highlands & Islands' empire.

I want to grab the opportunity to thank Sophie Brown, Andrew J. Ditton, John Maher, Neil Rushby, Derik McLay, Paul Marshall-Potter, Amy Henwood and, of course, George Dent and Chris Nevard at *Model Rail* for your regular inspiration, appreciation and support.

Ciao zämme!

Modeller CV:

Kosta Kowatschew is a life-long railway modeller and a station manager on the Swiss Federal Railway.



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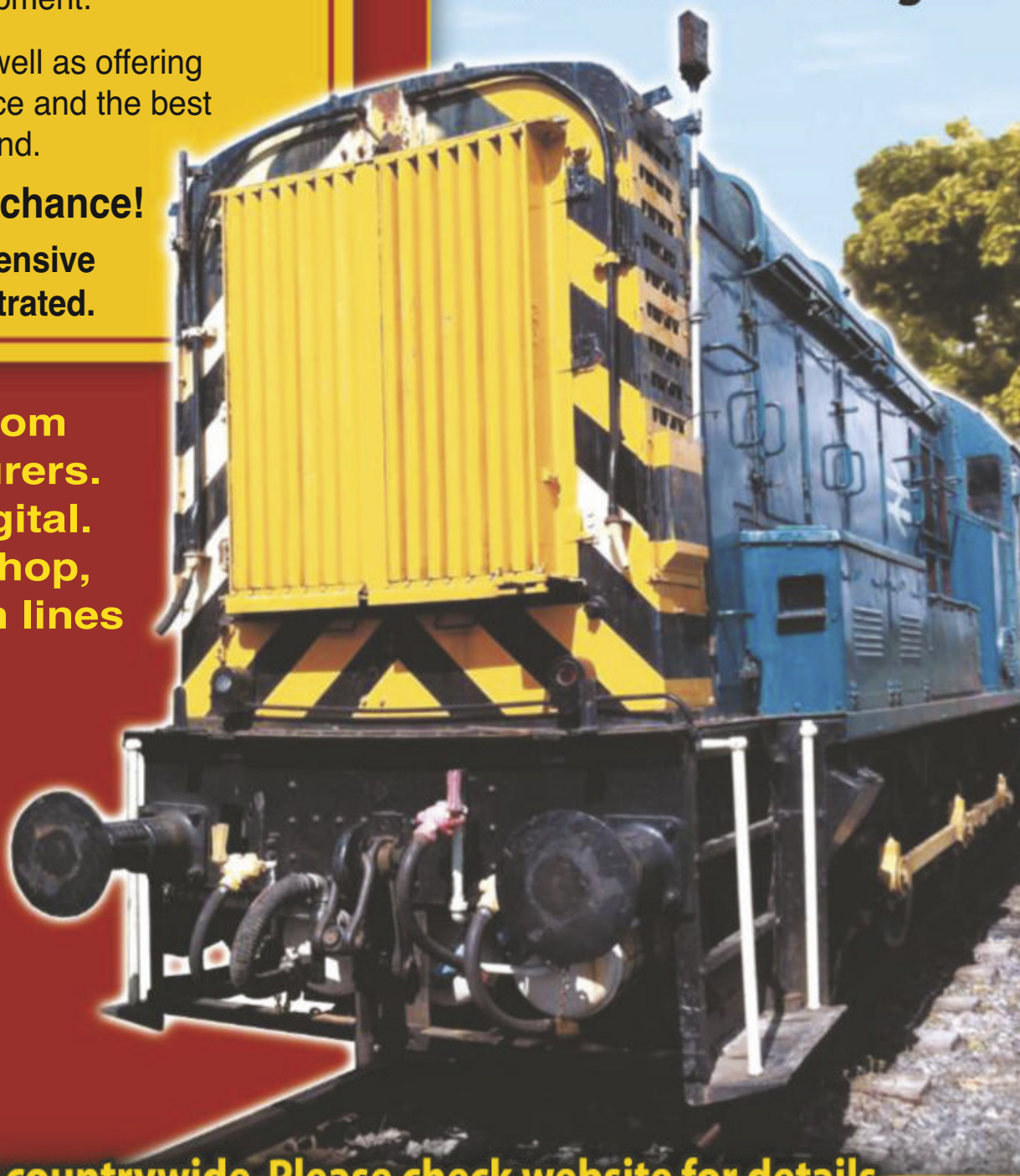
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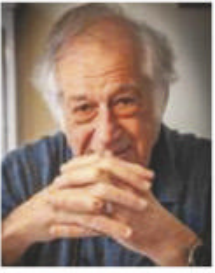
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According to Chris...

...there's no room for one-upmanship in the modelling community.

It used to be said that the model railway hobby was 'a broad church'.

That was back in the days when pretty much everything had to be made, either from kits or scratchbuilt. Today, the hobby is a good deal broader. Back then, gauges ranged from 'OO' up to Gauge 1. Now we have 'T' gauge, 'Z', 'N', and 'TT' before we reach the various gauges devised to make '4mm:1ft scale modelling more accurate than 'OO' gauge. Then there are the 'accurate gauge' versions of various other scales.

Usually, each of these has its own society to provide advice, a forum, and sometimes bespoke parts and models.

Long-time *Model Rail* readers may remember that I once expressed some thoughts about online forums, under the heading 'Forum or against'. Today, railway modellers have lots more online options within social media. *Model Rail*'s Facebook presence with Skills Station and Modelling Monday, is one of many, providing an opportunity for modellers to exchange

thoughts and ideas and to show their latest projects.

During the prolonged pandemic, with clubs (at the time of writing in early June) still unable to open their doors, online exchanges of thoughts and information have been extremely important. But the 'unsocial' side of social media has

never been far away and I've noticed a divisiveness creeping into comments where a poster has bemoaned the lack of a particular ready-to-run model. Perhaps the tooling for a new locomotive doesn't allow for the particular version they wanted or the manufacturer has not produced a favourite number/name. The responses to such a post can often be dismissive, rude and hurtful. "Get a such-and-such kit and convert it yourself."

"Renumber/name it and be a proper modeller, not just a box-opener."

It's a pity that some folk have adopted this

seemingly arrogant sectorising of the hobby into 'real modellers' and 'box-openers'.

In truth, there can be no such distinction. I've heard some of the best scratchbuilders in the business – the epitome of the real modeller – happily admit that they couldn't match the standard of finish



and finesse of the latest ready-to-run. There's a perverse one-upmanship – "I build my models. You just buy yours".

So, inevitably I wonder into which sector do I fit? I've built a few whitemetal locomotive kits. Most were long ago and I can't single out any one as a resounding success. Few people made a success of them, and those who did, had exceptional perseverance if nothing else. On the other hand I have shelves of ready-to-run models to which I've done absolutely no 'real modelling'.

I have only scratchbuilt two steam locomotives in a lifetime. The first, built at the age of about 19, was Midland & South Western Junction Railway Sharp Stewart 4-4-4T No. 17. At that time I was captivated by the MSWJR. I was proud that I spotted an error in the published drawing and my model has a correctly shaped cab door cut-out. I was proud, too, of my hand lettering, there being no suitable transfers.

I had no building experience and used 1/16in thick brass for my chassis frames. I could not solder this with my 25 watt iron and resorted to heating the parts on top of the paraffin heater that was used to heat my bedroom.

It has never run and I'm not sure all the wheels are actually on the rails at the same time! Years later I bought an Albion Models etched kit for the GWR version of this locomotive, with the intention of using the chassis under my model. I've opened the box a couple of times and put it back on the shelf without even making a start.

My other scratchbuilt locomotive, the Hunslet 2-4-2T *Torridge* of the Bideford, Westward Ho! and Appledore Railway, dates from the 1980s by which time I might have had a quarter-century of scratchbuilding experience, but I didn't. A club colleague had turned a brass chimney and dome for a project of his own. I borrowed them and cast copies. I embossed rivets into brass shim and made an altogether better job this time. Somewhere along the way I lost *Torridge*. I loaned it out for museum display and I'm not sure it ever came back. Or maybe I told them they could keep it. Anyway, *Torridge* now exists only as a couple of colour slides.

These days I get as much pleasure from a superb ready-to-run model as I ever did from my meagre scratchbuilding record, so does that make me a real modeller or a box-opener? Maybe, and proud of it.

Modeller CV: Chris Leigh

On a promise: A visit to a garden railway show at Peterborough Showground for Fathers' Day.

“It's a pity that some folk have adopted this seemingly arrogant sectorising of the hobby into 'real modellers' and 'box-openers'”



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'OO' GAUGE LAYOUT **BERE ALSTON**



All in the **detail**

When **Bruce Hunt** decided to recreate the West Devon station of Bere Alston for his layout, detailing was key. Chris Trevedra found out more.

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



“What makes this layout great?”

Bruce has put a lot of time and effort into his research, and it shows with the end result of 'Bere Alston'. The plan is exactly right, the platforms are the perfect length and the buildings are spot on. It's simply superb.

”

It is often the case that recreating a real-life area or scene is more taxing for the modeller because, in order to reproduce the prototype well, research is vital. When Bruce Hunt decided to model Bere Alston, he wasn't going to cut any corners.

Bere Alston is a picturesque station on the Tamar Valley Line, dating from 1890. Before Beeching, however, it was a busy junction on the former LSWR main line from Plymouth to Waterloo.

"It's a good location," explains Bruce, "and, as it's still there, you can measure what's needed. The station buildings still exist, as do the signal box, waiting shelter and goods shed, which always helps."

So why that location?

"In the period I'm covering – 1950-65 – everything from the 'Atlantic Coast Express' to local stopping trains would have passed through it, including lots of branch line traffic, so there's a nice variety of stock you can use. There's also lots of operating flexibility."

Bere Alston's platforms are fairly short, capable only of accommodating five coaches, making them easy to model at full scale length. The Callington branch line, which ran from the island platform, was truncated in 1966, but trains still reverse here and head as far as Gunnislake.

Having picked his subject, Bruce visited the ➤

2



“In the period I’m covering – 1950-65 – everything from the ‘Atlantic Coast Express’ to local stopping trains would have passed through it”



3 things we like



1

Bruce's incredible attention to detail – his persistence in measuring the prototype has paid dividends to the look of the finished layout.



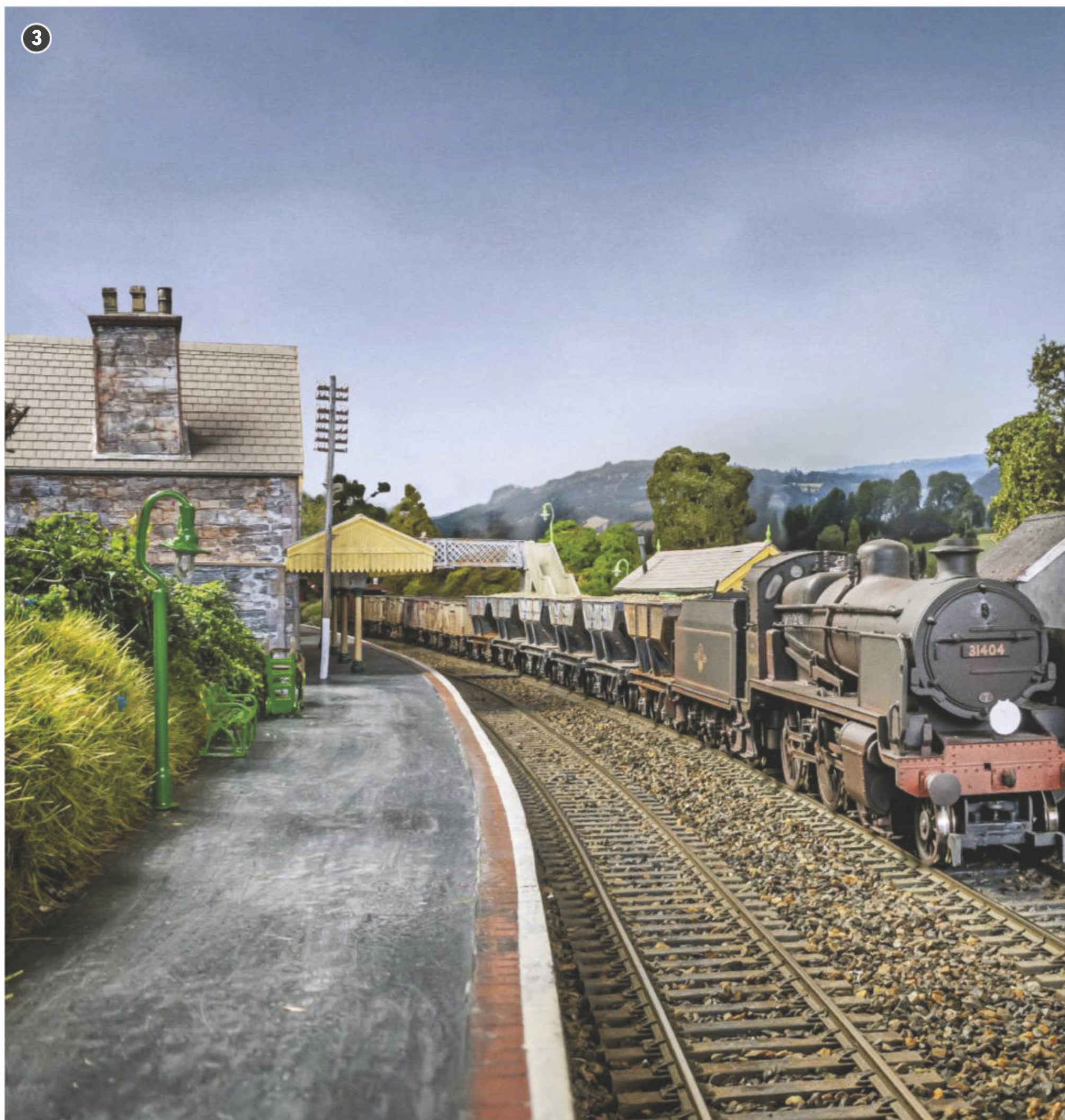
2

The wide variety of historical stock 'Bere Alston' can host.



3

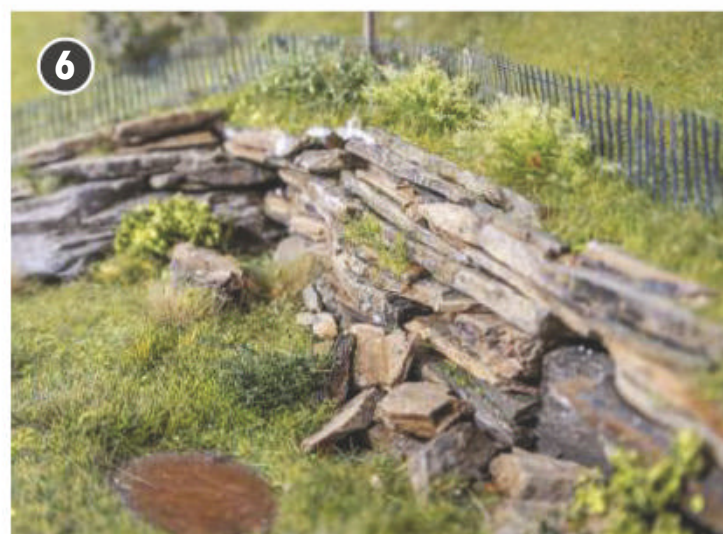
Bruce's trusted H&M controller – it's not all about DCC you know!



station multiple times accompanied by a friend and armed with a tape measure, and carefully took all the necessary measurements required to reproduce the station in miniature.

PURE INDULGENCE

From the start, 'Bere Alston' – Bruce's version – was never designed to be a portable exhibition layout, he describes it as "pure indulgence", and it was built in his garage. Beginning in 2015, planning developed it into a 14ft by 8ft loop with a lifting flap at the end. The station and accompanying Tuckermarsh Sidings are at one side, with a fiddleyard on the other side. ➤



BRUCE'S TOP TIPS

◆ Find yourself a good local model shop – they're invaluable. My local store in Plymouth is more like a friendly social club.

◆ Design your layout so that all parts are accessible – and will be in the future.

◆ Use the best quality materials that you can afford – treat them as an investment for the future.

◆ Don't be afraid to experiment. If something doesn't work, or it doesn't look right, you can always change it.



It has main Up and Down lines and a branch line which, in reality, descended 200ft at a 1-in-36 gradient to Calstock.

The layout's strong initial construction means it's built like a tank, to use Bruce's words, using solid wooden framework and bracing with 12mm plywood over the top. All the timber was sealed, because the layout would be housed in a dehumidifier-equipped garage. Bruce runs the layout mainly in the summer, spending the winter months building and detailing rolling stock and cameo scenes.

Once the basics were finalised, the hard part began, and the painstaking research began to pay off.

"The station platforms are on a curve, and I made them the same length in scale. At the actual station I measured them in situ and worked out the curve angle, which I duplicated on the layout.

"The platforms are cut from MDF and were placed precisely where I wanted them. I've laid the track exactly as it was at Bere Alston during the period I'm modelling, and I've used Peco Code 75 track on a cork underlay."

When it came to the buildings, the urge for detailing came to the fore once again.

"I initially create a shell from plastic card," explains Bruce, "although the station itself was built from local stone that's not available in miniature. The nearest I could get was an embossed card made in Spain, which was built up in layers over the rigid shell."

All but two of the buildings are scratchbuilt, each being painstakingly modelled on real prototypes.

Scenery was mainly created using expanded foam with plaster bandages over the top, and plaster over that. Bruce points out that the quarry and stone walls are actually local stone, which was chipped ➤





LOCAL TRACTION

For his rolling stock, Bruce uses a variety of locomotives from all the main manufacturers, many modified to represent particular prototypes that would have operated through Bere Alston in real life. This includes a number of Western Region locomotives that were frequently seen on the daily driver familiarisation workings that both the Western and Southern Regions ran. It was also common for the Western Division to divert some workings over the Southern

and broken down into manageable pieces.

"Static grass is a brilliant invention; I initially used a lot of sea moss trees, but they tend to grow brittle over time, so they're all being gradually replaced. Luckily, the layout is set in Spring, which can hide a lot of things. As my modelling skills improve, I look at parts built a couple of years ago and think 'I can do that better now', so I often replace bits."

For his backscene, Bruce went the extra mile and took a series of 40 photographs along the horizon from Bere Alston. By using ICE (Image Composite Editor) – a Microsoft image program that's free to download (<https://bit.ly/35eFvHK>) he stitched the images together. Then, with the aid of a helpful local printer, he created a 1ft by 15ft image on self-adhesive vinyl, which is exactly the view you get from the station.

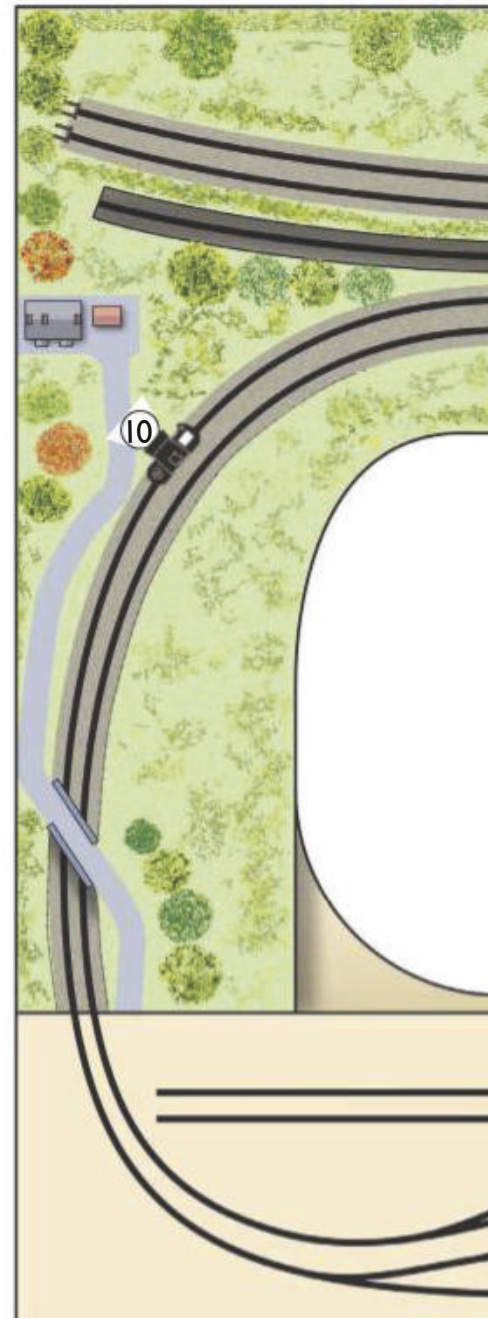
route in bad weather, avoiding the high waves around Dawlish.

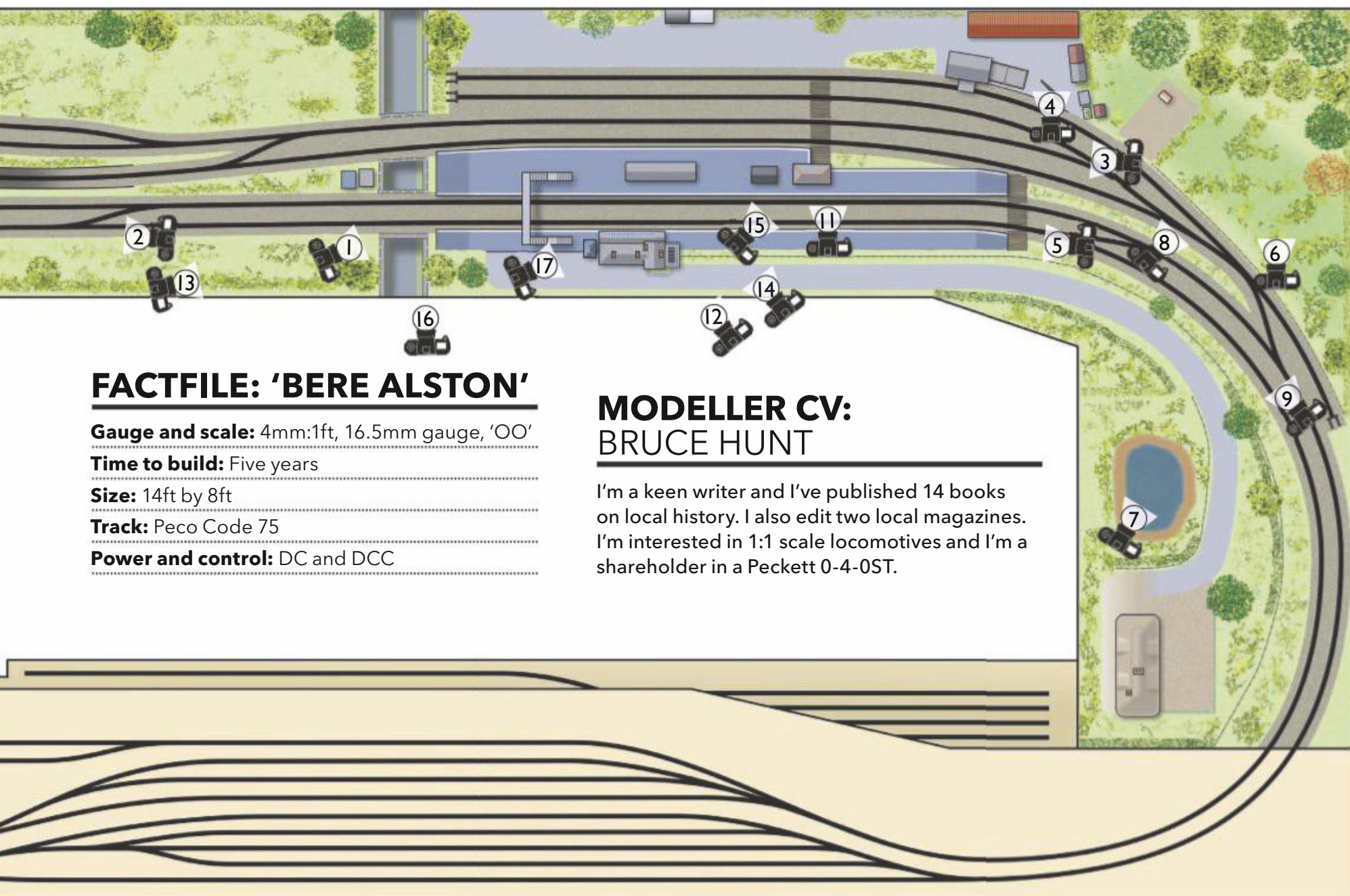
Bruce's wagon fleet is made up of numerous kit-built examples, featuring the names of local companies where possible. Often he will use either Parkside or Ratio underframes and add on a rebuilt top. The coaches used on the layout are all off the shelf, and Bruce has a good range of Southern Region stock. He is keen to point out that the branch also used an odd mixture of cascaded stock, including former London suburban coaches, although for many years the line was home to the distinctive 'Gate Stock'.

The rakes of coaches are permanently coupled, with Kadee couplings on each end. Like much of his other stock, they have been modified with pipework and other details, then treated to a weathered finish. ➤



Artwork: **Andrew Mackintosh**





FACTFILE: 'BERE ALSTON'

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

Time to build: Five years

Size: 14ft by 8ft

Track: Peco Code 75

Power and control: DC and DCC

MODELLER CV: BRUCE HUNT

I'm a keen writer and I've published 14 books on local history. I also edit two local magazines. I'm interested in 1:1 scale locomotives and I'm a shareholder in a Peckett 0-4-0ST.

'OO' GAUGE LAYOUT **BERE ALSTON**

When selecting crews, Bruce prefers 3D-printed figures from the Modelu range, which are being painted and added all the time.

Currently, the main Up and Down lines have been converted from analogue to DCC, controlled by a Gaugemaster Prodigy system. So far, 20 locomotives have been fitted with sound. Meanwhile, the branch line is still analogue control and runs independently, using a trusted H&M Clipper. But that's due to change in the next month or so, as more locomotives are being upgraded with digital decoders.

For his points, Bruce uses DCCconcepts' Cobalt slow action point motors on the scenic sections, with surface-mounted solenoids on the fiddleyard. They're controlled by a homemade diode matrix network, where any one of 14 storage sidings can be selected at the touch of a button.

ALL ABOUT PATIENCE

Surprisingly, a layout as complex as 'Bere Alston' provided few major construction challenges.

"I've always worked with electronics and I've always been very hands-on," he explains, "I was a Royal Navy weapons engineer. Ironically enough, my first tree was made when my then-ship was in pack ice off the Arctic. I still have it on the layout."

If Bruce had to pick any one thing that he finds a bugbear, it's weathering.

"I just don't really have the patience or the knack," he exclaims, "I use a mixture of hand-painting and airbrush, with mostly LifeColor acrylics."

Building and running 'Bere Alston' has had many high points for Bruce, but two stand out for him.

"That feeling of being able to put the first train on the track, then sitting back to watch it go round. And there's also the 'wow' factor, when visitors see it for the first time". **MR**



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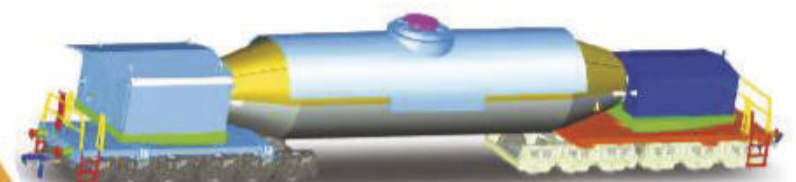
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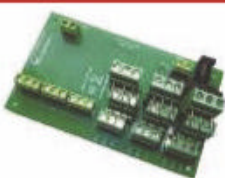


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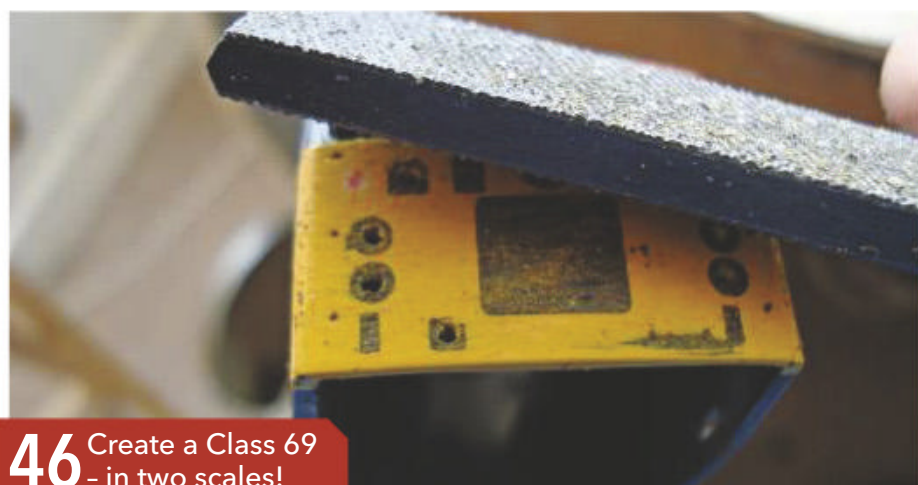
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Workbench

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Meet the *Model Rail* Expert modellers



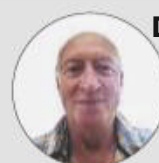
George Dent

Learn from one of the country's best modellers. George has written a number of books and teaches courses on the art of weathering.



Dave Lowery

Professional model maker with a lifetime's experience. He has produced countless presentation models for railway companies.



Dave Spencer

Our guest writer this month offers some useful tips for repurposing natural materials to create realistic scenics.

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



HOW TO

IMPROVE YOUR WAGONS

WITH SIMPLE WEATHERING TECHNIQUES

George Dent shares his secrets for enhancing timber and steel-bodied wagons, using a basic array of tools and materials.

With so many new wagons coming in for review recently, it got me wondering about how the proliferation of RTR rolling stock has reduced the need for kit-building. Chris Leigh's opinion piece (page 23) also gave me food for thought. When it comes to practical versus out-of-the-box modelling, like Chris, I've always had a foot in both camps and see little point in drawing distinctions – or a hierarchy – between the two.

That said, I do prefer to add some degree of



customisation to as much of my traction and rolling stock as possible. For freight stock, that invariably entails weathering to some degree and, here, I aim to show readers how it's possible to create authentic visual effects with minimal equipment and materials. Just a handful of acrylic paints, a couple of enamel weathering

washes, some pots of dry pigments, plus paintbrushes and cotton swabs are all that's required. Oh, and some old newspaper, as some aspects of the weathering process can get messy.

An airbrush can be a great asset to a keen 'weatherer', but it's not essential. True, it can speed up the process and minimise the use of those mucky weathering powders, but top-notch results can be achieved without it.

So put some old clothes on, protect the carpet and join me on a journey to Grimesville!



What George used



PAINTS, PIGMENTS, WASHES

◆ Lifecolor acrylic paints, brushes and dry pigments Availability: The Airbrush Company Tel: 01903 767800 Web: www.airbrushes.com

◆ MIG enamel weathering washes and thinners, MIG dry pigments, pigment fixative, Tamiya cotton swabs, Ammo Drybrush paints, Mr Hobby matt topcoat aerosol paints Availability: Scale Model Shop Tel: 01422 405040 Web: www.scalemodelshop.co.uk

TOOLS

◆ Paintbrushes ◆ Cotton swabs

STEP BY STEP

PLANKED VANS



1 Picking out individual planks with a variety of similar shades to the base colour can have a profound effect. With a handful of acrylic paints, they can be inter-mixed to create infinite variation.



2 Brush the paint in the direction of the planks, so any brush strokes will suggest timber grain. The results may look odd at this point, but things will be toned down later. In fact, it helps to exaggerate the variance in shades a little.



3 The steel ends of this Bachmann van were also treated, using a flat brush and a lighter shade of red-brown (LifeColor's Worn Brick). Work around printed number panels and other details where possible.

4 The same process can be followed regardless of the wagons' livery. Simply tailor the shades to suit. Here, various greys are being applied, some mixed with brown and a stone shade to suggest bare timber or replacement planks.



5 For the roof, I mixed a dark grey acrylic paint with some dark brown dry pigment to create a textured, grimy coating. The pigment thickens the paint a lot, so thinners may be required (LifeColor paints can be thinned with water).



6

Using a good quality flat brush, the textured paint mix was applied to the van's roof, working from side to side. Streaking and fine ridges will be created, but they will mimic staining created by rain and gravity.



7

Allow the acrylic paints to dry for 24 hours before applying a dark coat of enamel weathering wash. Shake the jar thoroughly before opening and treat a small area of the wagon at a time.



8

Immediately wipe away most of the wash in vertical strokes with cotton swabs. Depending on the formula, the wash may cause the acrylic paint to blister slightly, which is just the effect we're looking for.



9

Repeat the procedure, working around the wagon's bodywork, one panel at a time. With brake vans, don't forget to treat inside the verandas. The grey solebar of this LMS van was also treated with the dark wash. Allow to dry.



10

To make the underframe authentic, dry pigment and acrylic paints were combined to create a dark brown/grey textured shade. This was stippled over the entire chassis, removing the wheels and treating their faces too.



11

In order to allow dry pigments to adhere more effectively, a light coat of clear matt or satin varnish is recommended at this point, preferably sprayed with an aerosol over the entire wagon. Set aside to dry overnight.

TOP TIP

DRY-BRUSHING

Finishing touches can be added by dry-brushing certain areas with pale grey or a metallic gunmetal paint. Brake levers, door latches and handles are a good example, as well as sliding door runners, as seen on this Bachmann wagon. Basically, any surfaces likely to be burnished in use by handling or foot traffic will benefit from a light dry-brushing. Ammo's new acrylic Drybrush paints are perfect for this, being rather thick with a dense pigment. Apply with a flat brush, having wiped away most of the paint onto tissue beforehand. Gentle strokes will deposit a small amount of paint on the edges of the surfaces.



12

The flatter the finish of the varnish, the more the dry pigments will stick to the surface, so you can tailor the level of weathering to your own whims. A mix of brown and grey pigments were brushed over the underframe.



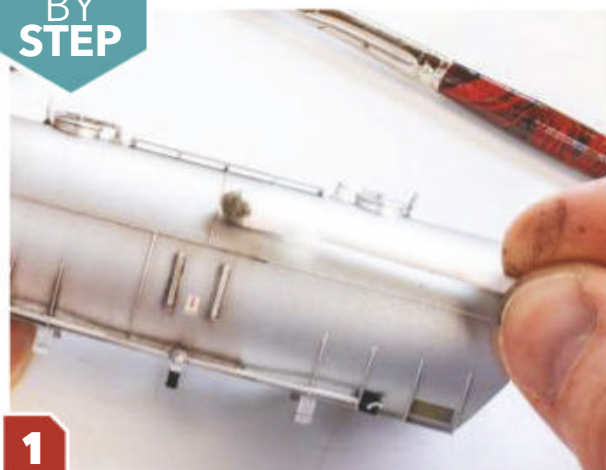
13

A brush helps to dust away the excess and create a subtle, dusty appearance. Don't use your breath to blow it away - moisture will cause staining. Repeat the application with a few different shades for more visual interest.

14

The pigments can also be brushed sparingly onto the bodywork. Use darker shades at the upper edges, which creates a shading effect under the lip of the roof. Earthier, brown shades suggest a dusting of 'road dirt' from the rails.




**STEP
BY
STEP**
CEMENT WAGONS

1

Apart from picking out individual planks, a similar approach was taken with Accurascale's 'Cemflo' cement wagons. After unclipping the tanks from the chassis, they were treated to a coat of MIG Brown enamel wash.


2

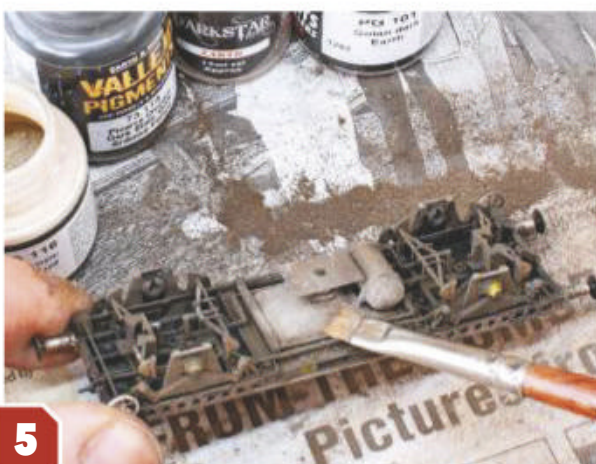
Again, the wash was brushed on and most of it wiped away with swabs. The grey areas of the chassis were also treated, with a little Black wash added to the mix. Tamiya's small swabs are great for reaching into nooks and crannies.


3

After an overnight break, the wheels were removed before the tanks and chassis were sprayed with a matt varnish. These wagons are destined for a heavy coating of dry pigments, so a flat matt surface is essential.


4

When the clear coat has dried, a mix of dark grey and brown acrylic paints, plus Dark Earth dry pigment, was brushed over the lower areas of the chassis frames. A gentle stippling action worked the paint around all the equipment.


5

After an hour or so, a variety of grey and earth brown dry pigments were applied liberally over the chassis, concentrated around the discharge chute. The different shades were built up in layers using a dry, flat brush.


6

For heavier deposits of dust, a Pigment Fixer solution was mixed with the dry powder and the solution stippled into deeper recesses and platform ends of the chassis, especially around the vacuum cylinders.



7 Several layers of the grey, brown and cream dry pigments were brushed over the tank barrel, working from around the filler hatches and using downward strokes with a flat brush in order to create streaking effects.



8 It took about half a dozen separate applications to achieve the desired effects, brushing away the loose powder. The work surface – and my hands – got very messy by this point! Be careful not to inhale the fine dust.



9 With all loose powder brushed away, a stiffer brush (an old toothbrush will do) can impart some extra texture and streaking effects. Keep strokes in a vertical direction, to mimic the effects of rain and gravity.

10 After reuniting the barrel and chassis, any discrepancies in appearance can be addressed with more pigment. A further coat of matt varnish will seal the finish. Re-fit the cleaned wheels and the wagons are ready for service.



WHAT ABOUT 'N' GAUGE?

1 Exactly the same approach was adopted for the Revolution Trains 'N' gauge 'Cemflo', with enamel wash coats complemented by the mix of acrylic paint and dry pigment applied to the chassis for added texture.



2 Following the clear matt varnish coat, the same mix of dry pigments were brushed over the chassis and bodywork. Pigment fixer fluid was also harnessed for adding thicker deposits to the chassis and frames.



3 Like the 'OO' models, the wheels were removed and the disc faces painted and weathered to match the chassis. It's important to clean the wheel treads and flanges before the wagons enter service.



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HOW TO

CREATE A CLASS 69 IN 4mm AND 7mm SCALE

Dave Lowery recreates GBRf's newly rebuilt Class 56, with the help of some bespoke 3D-printed components and custom decals.



PHOTOGRAPHY: DAVE LOWERY/JACQUES PORTAL

Bob Tiller, Engineering Strategy Director for GB Railfreight, has come up with a novel solution to address the freight haulier's need for more locomotives. New-build diesels for the UK market are hard to come by these days owing, mostly, to the need to comply with emissions regulations and no existing 'kit' available to fit within our restricted loading gauge.

Clearly, a more creative approach was required, so GBRf has opted to add new EMD power units to an old but established fleet of ex-BR Class 56 diesel-electrics. Thus, Bob has combined English and American engineering knowhow to create a fascinating hybrid. Importantly, though, it's a design that can be maintained alongside GBRf's Class 66 fleet.

OO GAUGE | O GAUGE | 16 hrs | 5 screws

Apart from the remodelled roof and cab fronts, plus a new grille on one side, at first glance there isn't a massive outward change to the new locomotives – it still looks like a '56'. But when the engine is fired up, the ringing 'ying-ying' from the engine compartment is unmistakable! It's a flippin' '66' in 'Brush' clothing!

A '69' IN MINIATURE

Having been asked to produce some commemorative models for GBRf, I enlisted the help of Simon Brooking to produce a

set of 3D-printed roof panels, plus some revised underslung tanks for the chassis. The engineers' drawings were kindly supplied by EMD Longport. GBRf/EMD also supplied me with a colour livery diagram and I asked John Peck of Precision Labels to create transfers in both 'OO' and 'O' gauge – and a splendid job he did too.

Funnily enough, a small detail of the livery was changed on the shop floor at the last minute, with the US and UK flags being arranged differently to the original plan. As I'd already finished my models, I had to order some new decals and make some alterations. Oh well, these things happen...

For the 'OO' models, Hornby's Class 56 was used as the basis for the conversion and it



While Dave's 'OO' Class 69 was created from a Hornby Class 56, his 'O' gauge version (above) was based on a brass kit and adapted with a set of bespoke 3D-printed components. The lifelike driver figures are from the Detailed Miniatures range (www.detailedminiatures.co.uk). The last-minute alterations to the real 69001 meant Dave had to swap the flags around on his model too!

Useful contacts

- ◆ Simon Brooking 3D-printing
Email: simonbrblue@yahoo.co.uk
- ◆ Precision Labels custom transfers
Web: www.precisionlabels.com
- ◆ PR Model Railway Products, 'O' gauge Class 56 kit
Web: www.prmrp.com
- ◆ Rainbow Railways
Web: www.rainbowrailways.co.uk
- ◆ Scale Link fretcetera, brass modelling components
Web: www.scalelinkfretcetera.co.uk



was a question of removing the cab front detail, cutting out the roof between the cabs and then glueing in the replacement 3D-printed sections. The fuel tanks were also cut away and, again, new 3D-printed parts were installed in their place. The accompanying demonstration focuses mainly on the 'OO' models, but I've also captured a few interesting facets of the 7mm scale project.

Indeed, a different approach was needed in

'O' gauge, as Heljan's new RTR Class 56 is not yet available, so I used a metal kit from PR Model Railway Products. Again, the cab fronts had to be flattened and, having built up the cabs and body, sections of the roof were cut out, one at a time, to retain structural integrity.

Sound decoders have been fitted to both 'OO' and 'O' models, produced by Bryan Robertson who creates the sounds for Howes Models. Instead of the usual screaming din

you'd expect from a Brush Class 56, the pseudo-Class 66 'ying-yinging' is, to say the least, different.

Just as this article was being finalised, we heard the news that Bachmann is to produce a RTR Class 69 in 'OO' and 'N', although the timescale for delivery has yet to be revealed. In the meantime, why not follow my lead and create your own '69'? Trust me, it was great fun and hugely rewarding.

STEP
BY
STEP

CLASS 69 IN 'OO' GAUGE



1

We start with the Hornby Class 56. There are two versions: the older, cheaper version is a prime candidate for conversion. But, if you want DCC gizmos, the premium version is a must, although it's nearly double the price.



2

Remove the chassis and the cab interiors, plus the glazing and all handrails, placing the small bits in a bag. Start removing the moulded detail on the cab fronts, using a craft knife, taking small bites at a time.



3

Then, with a coarse file, take off the remaining detail until you're flush with the surface. Move to a finer file to remove the tool marks, eventually finishing off with wet-and-dry paper wrapped around a small wooden block.



4

The holes will need to be filled with putty (see Know Your Stuff, page 74). When this has cured, the surfaces can be smoothed down. It may be necessary to add more filler and re-abrade, until the surface is perfect.



5

With a razor saw, make a cut behind the cab roof, not right up against the bulkhead, but a millimetre or two away - enough to allow for the edges to be made good later and to prevent the removal of too much material too soon.



6

Here, I've used a slitting disc to cut along the edge of the roof line. Again, I'm working a few millimetres onto the 'waste' side of the line. Alternatively, drill a row of holes close to the line and cut away the waste with a stout knife.



7

Using a coarse file initially, file away the rough edge to the top of the body, making sure it is straight and true. Follow this with a finer file to create a smoother edge.



8

With the back of the cabs now open, a bulkhead needs to be added. I used plastic card, cut and filed to shape, then glued in place. When the glue has set, fill and sand any gaps to create a smooth finish.



9

These are Simon Brooking's 3D-printed parts for the Class 69 contained roof panels, front light clusters and chassis tanks. Some parts require the resin supports to be carefully cut away with a fresh scalpel blade.



10

I use a thin covering of UHU along the inside top of the bodyside and the base of the roof panels, plus a spot of cyano on the corners, which can be 'zapped' with an accelerator once the part is in place, creating an instant bond.



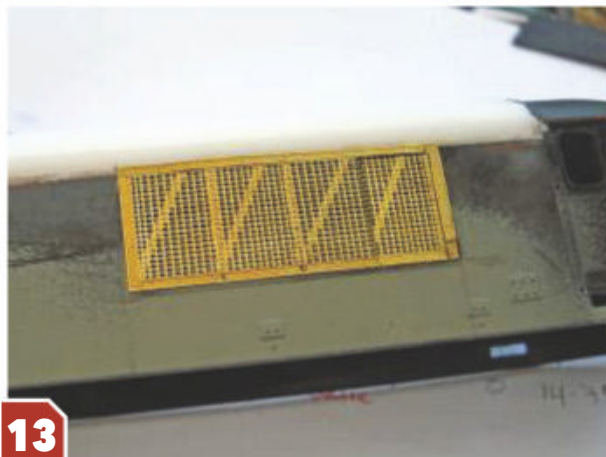
11

With the replacement roof panels in position, extra cyano glue (preferably a slightly thicker formula) can be added from the inside to fill any gaps. Again, an accelerator was used to ensure a rapid bond.

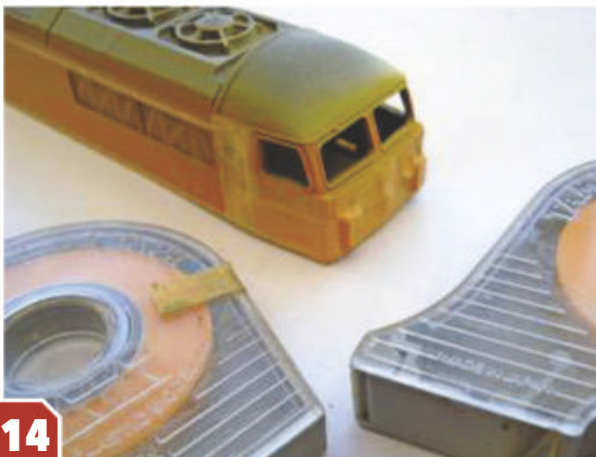


12

The replacement 3D-printed lamp units and central headlight also need to be glued in position, taking care to get everything aligned. I left the multiple working socket until later, as it will get in the way of the 'whisker' decal!

**13**

A major addition to one of the body sides is a new grille. Here I have used some leftover grilles from the spares box. Never throw anything away, you just never know when you'll need it! The grille was secured with cyano glue.

**14**

With all of the new parts in position, give the model a few coats of filler primer via an aerosol - Halfords' formula is recommended. Rub down any imperfections, if necessary, then spray the cab fronts Warning Panel Yellow.

Dave's TOP TIP

To fix the 3D-printed parts to both models, I used a combination of UHU and cyanoacrylate glue (Hafix). While the cyano can be used to hold the part in place with a quick spray of accelerator to give an instant bond, the UHU sets over a couple of days but will be much more resilient, making the bond more likely to survive accidental knocks.

**15**

Let the yellow cabs harden fully before masking them off with tape. The GBRf mustard was then sprayed, followed by GBRf blue. I used paints from Rainbow Railways (Tel: 07879 511403), which are superb and give excellent coverage.

**16**

Using a ruler and a mapping pen, I drew on the cant rail stripe along the top of the cab front and body side. When this was dry, the whole body received a few coats of clear gloss varnish, as a prelude to the transfers.

**17**

Once again, John Peck of Precision Labels worked his magic on these custom transfers, producing an excellent set for *Mayflower*, complete with metal-effect nameplates and 'cat whiskers' for the cab fronts.

**18**

Highlighting the blend of UK and US engineering, the relevant flags straddle the *Mayflower* nameplate and with the whiskers bringing relief to the otherwise austere ends; it's a very striking livery. Well done Mr Tiller!

**19**

As well as parts for the bodyshell, Simon also 3D-printed some tank sides to fit to the chassis. Measure the width and slice off the required amount of material from the old tank sides before glueing the new parts in place.

**20**

After final reassembly, the finished 'OO' gauge model is ready! Sod's Law dictated that the real 69001 would emerge with the flags applied in reverse order, so I ordered a set of modified decals, which have subsequently been applied.



STEP
BY
STEP

CLASS 69 IN 'O' GAUGE



The basis for this model is the Class 56 kit from PR Model Railway Products. The body was assembled, giving a sturdy shell to work with. Then I cut the roof with enough room to fit the first replacement roof section.



Work your way along the roof, cutting away enough to glue in the next replacement. Again, I used cyano and UHU glues to fix the roof sections. When the glue had cured, the next section was cut out and replaced.



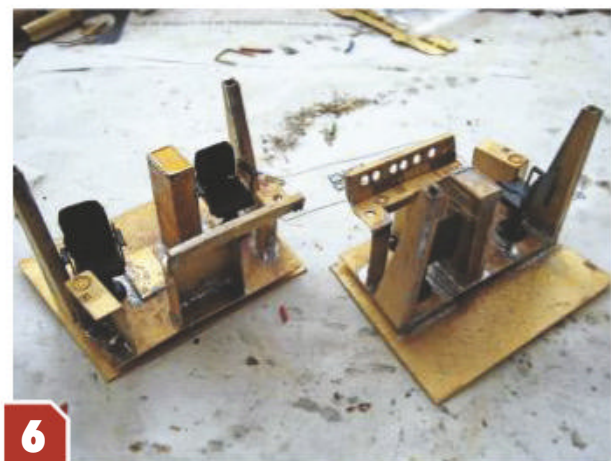
I used etched diamond mesh from the Scalelink fretcetera range (sheet number SLF 061 2.5mm Diamond Mesh Fine) to make the bodyside grilles. Thin brass strip was added around the outside to represent the framing.



Simon Brooking 3D-printed the correct tanks, electronics box and sandboxes that are glued in place on either side of the fuel tank. They are specific to each side, so pay attention to your reference images or plans.



With DCC, the front lights need to be drilled out ready to accept the various LEDs. The top standalone headlight, plus the upper lamps in the light clusters, are white, while the lower lights are both red and white.



In order to assimilate with the Class 66, the '69s' have had their cab interiors remodelled extensively, including the driver's consoles, with the addition of the power control column in the centre of the cab.





Prototype factfile: Class 69

Richard Clinnick writes...

The Class 56 fleet, built between 1976-84 in Romania, Crewe and Doncaster, had been nominated for a re-engineering programme by EWS in the late 1990s. The original Ruston-Paxman power units were notoriously thirsty for fuel and, by the turn of the millennium, were beginning to show their age. These plans came to nought, however, as EWS opted to invest in an all-new fleet of 250 Class 66s.

Having acquired a number of redundant Class 56s, why has the idea of a re-engineering programme been resurrected by GBRf, over 20 years later? Speaking to our sister title *RAIL* in 2020, GBRf engineering director Bob Tiller explained how the plan to rebuild an initial ten Class 56s was primarily based on a need to improve emissions, save costs through improved fuel economy and to encourage standardisation across its fleet.

Tiller also said that the conversion work is much more in-depth than when Brush Traction rebuilt Class 47s as '57s', or the rebuild of '73s' (which, along with fitting MTU engines to HST power cars, was also one of his projects). He explained: "The cooler group is from an EMD GT42AC locomotive, the alternator is from a metre gauge GP-type locomotive and the electrical cubicle was specifically designed for the Class 69 project to fit within the Class 56 bodyshell.

"The cab interior is all new - the Brush controls have gone and it's much more similar now to a '66'. We have kept the curved Class 47-style desk, but other than that it's very Americanised. The front end has been redesigned and all the draughts have now gone.

"The '56' bogies, wheelsets and traction motors have all been overhauled. One of the problems the '56s' had was, when accelerating from a stand, the fourth powered wheel would invariably raise up and suffer wheel spin, due to weight shift. So we have fitted a better



Above: Unveiled on June 15, the name of 69001 *Mayflower* harks back to the famous ship that set out from Plymouth to what is now Massachusetts, in 1620. It also marks the fact that the Class 69 is a hybrid of British and American engineering. BOB TILLER



Left: While most of the '69' fleet is due to receive GBRf's house colours, 69002 (ex-56311) has been turned out in 'large logo' blue, as a homage to the Class 56's BR heritage. BOB TILLER

traction control system, which should make it more controllable."

The cost of all this work remains lower than buying new locomotives. Also, there is currently nothing available that meets one of the main criteria - standardisation.

"We looked at ways of enhancing the GBRf fleet, but keeping as much standardisation with the Class 66 as possible," said Tiller. Class 47s and '60s' were also considered for re-engineering, but the '56s' were available straight away. They were acquired from UK Rail, which had several examples stored at its Leicester depot.

"We looked at fitting a twin-engine Caterpillar design, an MTU V16 engine or even two Cummins engines, before settling on the EMD12N-710" said Tiller. These are what's fitted in a Class 66".

Despite the engines being new and compliant with current regulations, they are still of a design that had been discontinued. However, GBRf was able to prove that their emissions were an improvement on what had been in the locomotive previously. Furthermore, because the Class 56 retains grandfather rights on the network, the approval process was a lot quicker. Retaining the main structure, weights, bogies, motors and drawgear enables GBRf to retain the track dynamics and rail interface of a Class 56, and thus the project can be classified as an upgrade rather than an all-new design.

"These are a very clever design. We've been able to shoehorn everything into a UK locomotive, with the work carried out here in the UK," said Tiller.



Above: In November 2020, the former 56031 is in an advanced state of conversion at EMD's Longport works, eventually to emerge as 69001. BOB TILLER

Right: Prior to final painting at Eastleigh Works, 69001 is seen during running trials at the Severn Valley Railway in February 2021. JACK BOSKETT/RAIL



George's

TOP TIP

It's a subjective thing, but I generally prefer to use 'OO' and 'N' gauge grades of ballast when working in 7mm scale, particularly when portraying a branch line setting. For instance, with this 'O' gauge diorama, Geoscenics' 'OO' gauge limestone ballast really looks the part alongside the bullhead rails, complemented by 'N' gauge ballast for the shoulders of the formation.



HOW TO

BALLAST YOUR TRACK – BETTER!

George Dent has been testing a new ballast glue from Geoscenics – and he's impressed!

Hands up anyone who looks forward to ballasting their track?

It's not something I usually enjoy, but it does have a therapeutic

quality, which is something other modellers frequently tell me. Certainly, if undertaken in short shifts, it can be fun – particularly when everything goes to plan and there's an interesting programme on the radio. But the diluting of PVA adhesive can be a pain and, if the glue then disturbs your neatly arranged scatter material, then the task can soon descend into a sticky mess. That radio show suddenly becomes irritating, and you wish you'd spent your time doing something else.

Wetting the freshly arranged ballast with water and surgical spirit, prior to the application of the glue, helps enormously. This can be done with an airbrush or plant mister, and this simple step reduces the friction on the surface of the stone chippings, allowing the thinned glue to penetrate the material more effectively. But that does add more time and effort into the equation.

So imagine my elation when ready-to-use ballasting glues began to appear a few years ago. The latest of which is this new glue from Geoscenics, supplied in a 500ml plastic bottle with a handy nozzle cover to keep the contents fresh after breaking the seal. The glue is white and has a thin viscosity, although not as thin as I'd anticipated. There's very little odour, save for the feint whiff of traditional PVA.



MODEL Geoscenics Ballast & Scenery glue, 500ml

AVAILABILITY

www.geoscenics.co.uk



1 hour per metre



After a thorough shake, I tried applying the glue direct onto a variety of real stone ballast chippings (also from the Geoscenics range) and, to my surprise, the glue penetrated the material almost instantly, without disturbance. There was no need to mist the ballast beforehand with water and/or surgical spirit – the glue worked perfectly on its own. Working from the bottle did prove a little tricky, though. But with the glue decanted into a syringe, pipette or eye-dropper, the flow could be controlled more readily and the job proved even easier. Hoorah!

Geoscenics has formulated this adhesive specifically for use with stone ballasts and other similar scatter materials such as coal, so the glue is not only ideal for track work but also for creating authentic wagon loads or other scenic applications. Incidentally, I also tried it as a base for applying grass scatter and it was OK, but lacked the rapid 'tacking' of other proprietary adhesives for this purpose, so I'll be sticking to using it for its primary purpose.

In terms of coverage, it's always hard to quantify, as much depends on the depth, type and size of ballast involved. However, for my one metre-long 'O' gauge diorama, employing a mix of 'OO' and 'N' gauge limestone ballast, I used less than a quarter of the 500ml bottle. On this evidence, Geoscenics' glue offers good

value, especially when considering the level of performance and convenience. And, for a limited time, you can save a few bob with our exclusive reader offer (see panel, right).

To conclude, this new glue is definitely worth trying. It could revolutionise how you ballast your track and fill your coal bunkers, taking away much of the drudgery of a vital scenic task. Indeed, I will now try it on a steam locomotive's coal load. Watch this space...

What George used

BALLASTS

- ◆ Geoscenics 'OO' and 'N' gauge limestone ballast, 1kg bags (£12.00 each) Tel: 07811 673341
- Web: www.geoscenics.co.uk

TOOLS

- ◆ Spoons
- ◆ Syringe and pinpoint applicator tip
- ◆ Paintbrushes
- ◆ Halfords red oxide and Khaki camouflage aerosol paints
- ◆ Track rubber



STEP BY STEP

**1**

Fix the track in place. The track can be painted if desired. Using Chris Nevard's technique, I applied light layers of red oxide, black and khaki aerosol paints (wearing a mask).

**2**

Allow the paint to dry before spooning the ballast over the track. I like to decant the ballast from the bag into a tub to minimise spillage. Sprinkle the material between the sleepers and along each outer edge of the rails.

**3**

Use a flat brush to distribute the ballast evenly around the sleepers, so that it sits at a uniform depth and covers the plastic webbing beneath the rails. This stage takes a little time, so work on short sections at a time.

**4**

When happy with the arrangement of the ballast, the glue can be applied. I tried pouring it straight from the bottle at first, but the flow of the thin glue was tricky to control and I made a bit of a mess.

**5**

Instead, I loaded the glue into a plastic syringe, which allowed for greater control. The glue penetrates the loose ballast easily. Flood the gap between each sleeper and allow the fluid to work through the chippings.

**6**

In a matter of seconds, the milky glue will seep into the ballast. If any areas remain dry-looking, add a little extra glue. Continue with this approach and then repeat the same process along each outer edge.

**7**

There's plenty of time to make any adjustments if the ballast is disturbed by the glue or the syringe tip. I had little cause to intervene, save for a few areas, which were tamped down lightly with the handle of a paintbrush.

**8**

I like to apply a finer grade of ballast to the shoulders of the track formation, so 'N' gauge branded chippings are being applied here, contrasting nicely with the 'OO' bag of ballast used around the sleepers.

**9**

Again, the Geoscenics glue was applied with the syringe. With the syringe tip just above the surface, I ran the glue along the upper edge and allowed gravity and capillary action to let it seep down through the loose material.

**10**

The glue is great at penetrating the ballast chippings without disturbing them, even if applied in generous amounts. And yet it's thick enough not to run off down the sides of this embankment!

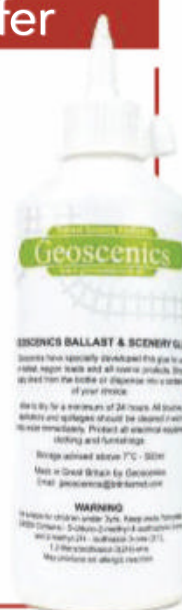
**11**

After an overnight rest, the glue had set just enough to allow work to continue. Before starting on the greenery, I cleaned the heads of the rails with a track rubber. The ballast will need a couple of days to harden completely.

Exclusive reader offer

Model Rail has teamed up with Geoscenics to offer readers a £1 discount on 500ml bottles of Ballast & Scenery Glue. Normally priced at £11.50 per bottle, readers can claim the special price of £10.50 by quoting **MRglue1** at the checkout stage, when ordering direct from the Geoscenics website. The offer is valid until July 31 and is available for web orders only.

Web: www.geoscenics.co.uk



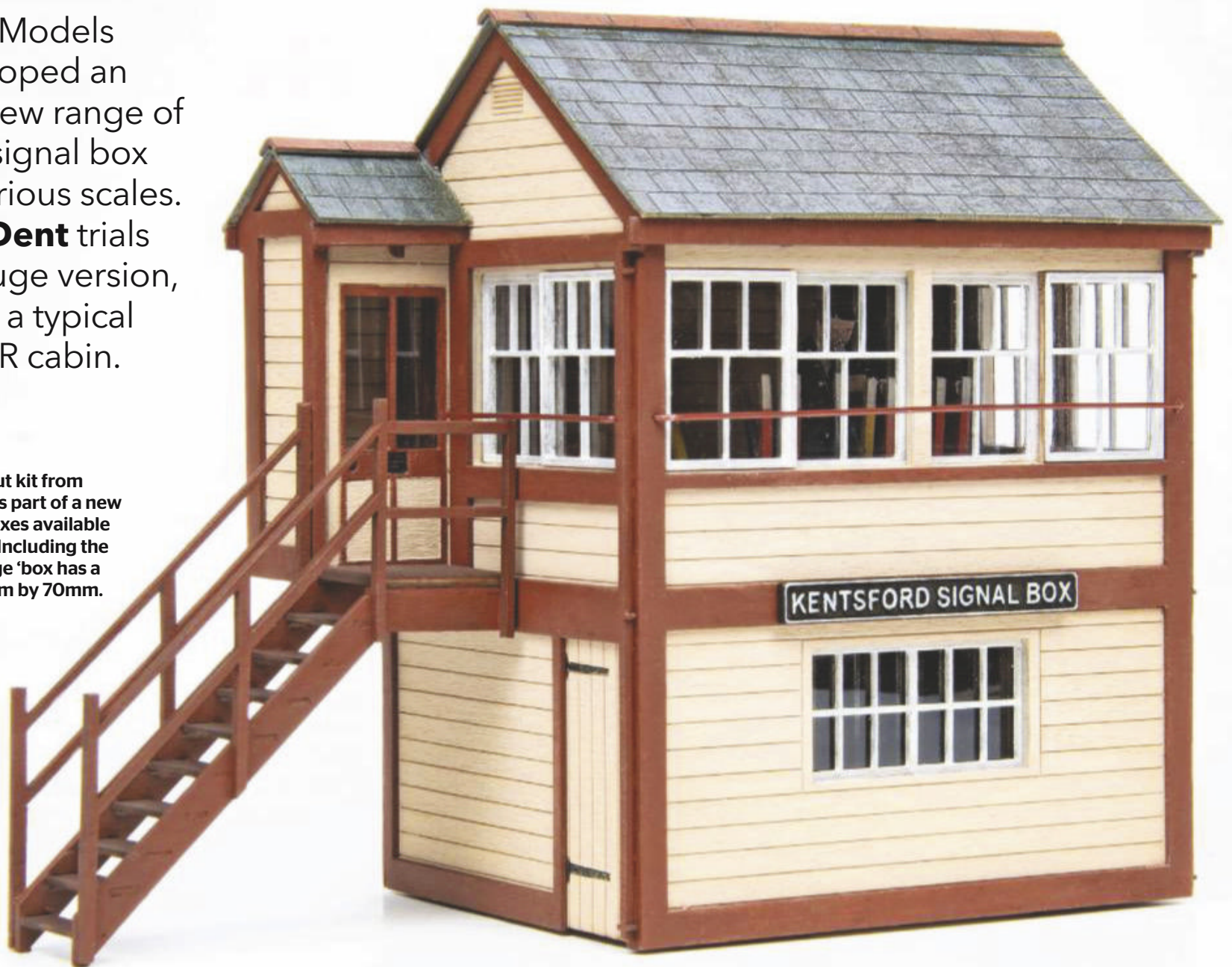
HOW TO

BUILD A SIGNAL BOX KIT

Osborn's Models has developed an exciting new range of laser-cut signal box kits for various scales.

George Dent trials an 'O' gauge version, depicting a typical small GWR cabin.

This great laser-cut kit from Osborn's Models is part of a new range of signal boxes available in various scales. Including the steps, the 'O' gauge 'box has a footprint of 150mm by 70mm.



MODEL Arch Laser ARCH04 GWR Small Signal Box (11-lever) kit ♦ Price £39.95

AVAILABILITY Osborn's Models
Web: www.osbornsmodels.com



14 hrs



The traditional timber-built signal box is a quintessential feature of the British railway landscape. Conjuring up an image of a bygone age, with the sound of bells, clanking levers and comfy chairs beside a stove, the signalman's lot always looked to be an idyllic one, especially on a rural branch line.

A signal box is an equally important element of a model railway, so the appearance of a new kit is always welcome. The folks at Osborn's Models of Bideford have been working on a number of kits recently, including this attractive GWR design. Based on Kentsford Signal Box, which once stood on the Minehead branch, between Watchet and Washford, the kit is being offered in both 'OO' and 'O' gauge. Another kit has also been released, of a larger Great Eastern design, again in both 4mm and 7mm scales.

The kit comes in an attractive package and contains several sheets of laser-cut plywood and card, plus pre-cut glazing panels. Assembly is straightforward, aided by tab-and-slot construction which helps the walls to marry up neatly and effectively. Indeed, the finished structure is very robust.

There's also plenty of scope for customisation, and the windows can be posed open if desired. Interior fittings are provided, including an 11-lever frame, with corresponding locking bars for the lower floor, plus a tablet machine, block instruments and a wall clock. There's also a 3D-printed pot-bellied stove, flue and signalman figure.

Extra details can be easily sourced, such as a set of fire buckets, chair, ledger desk, tea caddy (and the essential cat!) from various sources, including Peco and Modelu, while it's a simple

task to draw or print your own track diagram. Holes have been provided in the floor and base to allow for easy installation of interior lighting, which is a helpful touch.

One of the things I like most about the kit is the delicate grain texture of the real wood components. This is very important for a timber building, especially in 7mm scale and, after a few light coats of acrylic paint (no need for primer) the grain texture is retained to the planking and exterior framework.

Providing an enjoyable modelling project, the kit went together very well, with no difficulties encountered. The instructions recommend painting virtually all of the parts before assembly and, while I thought this was a little unusual, it did prove to make the assembly stage so much easier. So, it does pay to read the instructions after all!



STEP BY STEP



1

LifeColor UA225 Light Stone 61 was applied to the interior and exterior walls, with a flat brush, while LifeColor UA702 Rust Base Color provided the contrasting shade. Both colours required two coats to build up an opaque finish.



2

Instead of paint, I treated the interior floorboards with enamel-based weathering washes, using a few different shades diluted with thinners. Wood dye could also be used. Varying the shades highlights the plank detail.



3

When the paint had dried, the parts were cut from the frets with a heavy-duty knife. Work on a cutting mat to absorb the pressure and protect the blade. Cutting gradually from both sides produces a neater edge.



4

Any raised burrs on the edges of the parts were flattened with a file and sanding sticks. This will ensure that the parts slot together nicely. It also removes any carbon deposits left by the laser, thus improving adhesion for the glue.



5

Fit the front and side walls around the upper floor, holding the parts together for a minute while the glue 'grabs' the parts. Check with a setsquare. I didn't glue the base yet, using it to keep the structure square, helped by clamps.



6

Allow each wall to dry for an hour before adding the next element. The rear wall was then added, removing the base to allow access for the magnetic corner clamps. Wipe away any excess glue with a damp cotton swab.



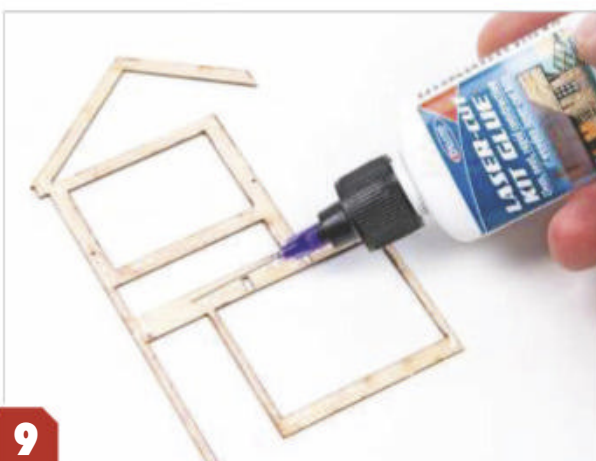
7

In the most part, the corner joints sat together cleanly, but a slight bowing to the front and rear walls had to be corrected with mini ratchet sash clamps. Once tightened enough to bring the parts together, the assembly was left to cure.



8

After adding the porch, the pre-cut glazing panels were fixed to the window frames with a fine bead of Glue 'n' Glaze adhesive. When dry, the windows were glued to the walls. The base could then be secured in place.



9

The framework overlays came next, with the glue applied sparingly to the inner face. The side overlays were added first, followed by the front and rear wall framework, which overlapped the sides at each corner.



10

A few thin gaps were formed at the corners, but these were easily filled with putty when the glue had dried. When the filler had cured, the corners were tidied with a file and sanding sticks before the paintwork was touched up.

What George used

GLUES AND PAINTS

- ◆ Laser-Cut Kit Glue, Speed Bond, Glue 'n' Glaze Availability: Deluxe Materials stockists Web: www.deluxematerials.co.uk
- ◆ LifeColor acrylic paints Availability: The Airbrush Company Web: www.airbrushes.com

TOOLS

- ◆ Stout knife and spare blades
- ◆ Scalpel and spare blades
- ◆ Steel rule
- ◆ Setsquare
- ◆ Flat file
- ◆ Tweezers
- ◆ Abrasives
- ◆ Magnetic corner clamps (www.yorkmodelrail.com)
- ◆ Ratchet sash clamps
- ◆ Cutting mat





11

The kit includes some interior detail, including an 11-lever frame, token and block instruments, a wall clock, pot-bellied stove and a signaller figure. Once assembled, they were painted in appropriate colours prior to installation.



12

With the interior details installed, the rafters were placed in position, followed by the block instrument shelf. Other details could be added, such as a chair, ledger desk, tea caddy and a track layout plan.



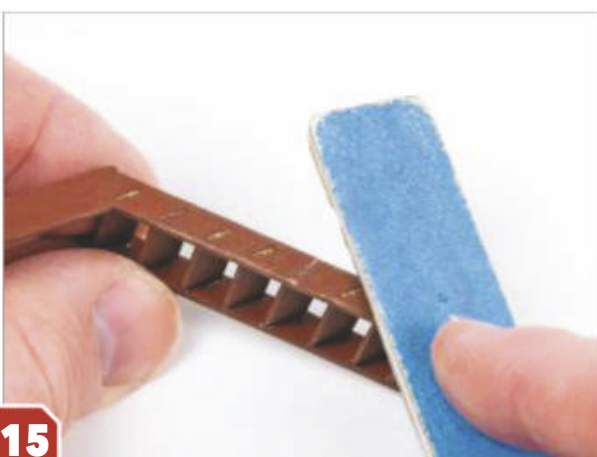
13

I tacked the roof in place with a small blob of Glue 'n' Glaze at each corner. This adhesive dries to a flexible film, which can be broken easily should I need access in future. When the glue had set, the roof was painted and weathered.



14

The staircase is made up of individual treads which slot into the riser frames. They were a snug fit into the slots, so just a tiny amount of glue was required. Add the other riser and check that all is square before leaving to dry.



15

When the glue had cured, the outer faces of each riser were abraded lightly to ensure the tabs were flush and any glue deposits removed. The handrails could then be installed and, when complete, the paintwork was tidied up.



16

Plastic rod is provided for the handrails, the holes for which are pre-formed into the walls. With these in place - plus the gutter downpipes - the staircase could then be installed and the nameboard added.



The grain texture of the wood components shows through the paintwork, creating a truly authentic appearance. The finished structure is rugged and there's plenty of scope for further interior and exterior detailing.

TOP TIP

Stay sharp

A heavy-duty retractable trimming knife is essential for cutting laser-cut wood parts away from the fret - a regular scalpel won't be strong enough. Always use a sharp blade, as a keen edge will produce cleaner, more accurate cuts and avoid the risk of damaging the parts or yourself. Holding a stock of fresh blades is recommended, and they can be bought in a handy dispenser which keeps new blades safe and razor-sharp, while minimising the risk of cutting yourself during handling. Various brands are available - see your local hardware store.



"Precision Perfect"

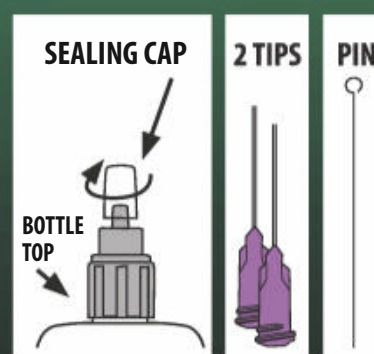
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Photo courtesy of George Dent Model Rail

HOW TO

TURN WEEDS INTO TREES



Dave Spencer reveals how he created realistic trees using a blend of natural and man-made materials.

Autumn or winter is the time to harvest meadowsweet, as the plant dries out and turns a brown-grey colour, with seeds appearing at each tip.



30 mins
per tree



In MR286, Peter Marriott demonstrated how grape stalks, poly fibres, and leaf scatter could create convincing scale trees for around 10p each. I've also worked with natural materials with some success, but I'm always on the lookout for alternatives. A winter walk along the towpath of my local canal provided the inspiration to experiment with the tips of a plant that, at first glance, looked like it had considerable modelling potential.

WEED OR HERB?

A little research revealed that the plant in question was meadowsweet, a member of the rose family. Sometimes described as a weed, but regarded as a perennial herb by botanists, it grows in dense patches between 1 and 1.5 metres tall in damp (but not waterlogged) locations, such as river and canal banks. In summer, it has tight clusters of cream-pink coloured flowers. In autumn and winter, plants dry out and take on a brown-grey colour, with their tips covered with hundreds of seeds. This is the time to harvest it.

Hopefully, this project will encourage modellers to be resourceful and imaginative in their approach to landscaping and to explore ways of adapting tried and tested techniques to new situations. It's possible to spend time rather than cash on tree-making projects and get very acceptable results - results that will show the value of skill and patience and lead to

Using meadowsweet stalks as the basis, in conjunction with proprietary foliage products, can create a very convincing scale tree for a very modest cost.



Left: Meadowsweet (*Filipendula ulmaria*) is a weed to some, but botanists class it as a herb. ALAMY

a real sense of achievement. If you mess things up, you'll learn from your mistakes but won't feel you've wasted money.

While these trees have been created for a 4mm scale layout, the techniques could easily be adapted for other scales. I doubt whether any of my trees were produced for as little as 10p, but the overall cost of small quantities of the materials listed was a fraction of the price of good quality ready-made items of a similar size.

Fabric wadding - what is it?

- Supplied in four grades: 2, 4, 6, and 8 ounce. The heaviest grade is coarser and stiffer than polyfibre.
- Usually cut from 1 metre wide rolls, but smaller quantities may be available - a little goes a long way!
- A 20cm by 1m offcut costs less than £3 - significantly cheaper than proprietary modelling products.
- Costs nothing if recovered from discarded padded shirts, jackets, certain soft furnishings etc. Make sure that the grade and texture is suitable.
- White as supplied, so needs to be pre-coloured before use. Spray-painting is highly recommended to maintain its texture. Dilute paints (and water-based glues) applied by brush will ruin it.

Completed examples



Some of my better trees, positioned around the edges of my latest micro layout to complement the photographic backscene. The tall and medium-sized trees are typical examples, created by fixing a small bunch of meadowsweet strands together and foliating them with a blend of parsley and Greenscene products.



What Dave used

MATERIALS

- ◆ Meadowsweet plant stems
- ◆ Tacky PVA and impact adhesives
- ◆ Cyanoacrylate
- ◆ Acrylic paints
- ◆ Fabric wadding
- ◆ Fine wire
- ◆ Decorating filler
- ◆ Green weathering powders
- ◆ Leaf scatters
- ◆ Extra firm hold hairspray

TOOLS

- ◆ Sharp, pointed nail scissors
- ◆ Old paintbrushes
- ◆ Wire cutters
- ◆ Tweezers
- ◆ Cocktail sticks

STEP BY STEP

1



2



3



4



STEP 1: PRELIMINARY WORK

First, I removed as many seeds from the meadowsweet stems as possible without damaging the fine tips. Dried meadowsweet can be flimsy, but can be strengthened by soaking in dilute PVA for a couple of hours. While damp, the stalks were gently straightened and shaped. When dry, it could withstand gentle handling but remained slightly brittle. Once the foliage has been added it can be handled with more confidence.

Individual lengths can be used to make generic trees, large woody shrubs, and small saplings. Ideally, trees need a little work to thicken their trunks (see Step 3) but they can be planted close to dense undergrowth to disguise the fine stems. Trees with a more complex structure require extra attention. I started by laying a number of stalks together and adjusted their position until they looked like the real thing. A few side branches were broken off where necessary. My example has stems held together temporarily with a plastic tube that originally protected the bristles of a paintbrush.

STEP 2: BONDING PLANT STEMS TOGETHER

If you've ever made trees from wire or cable, you'll be familiar with what follows. Lengths of fine florists' wire were twisted around the base of the stalks to hold them together, leaving just enough slack to enable them to be moved around if required. Cotton thread or freezer bag ties will also work. Once you're satisfied, a permanent bond can be made by applying neat PVA, universal adhesive, or cyanoacrylate glue, avoiding the plastic tube so that it could be removed for re-use.

STEP 3: IMPROVE SHAPE AND STRENGTH

A layer of decorating filler mixed with a little PVA and water-based paint is a good way of concealing the way the trunks have been made. Carefully applied filler will also improve the shape of single stem trees, while simultaneously strengthening them.

I chose a piece of real tree bark to use as a colour guide, then mixed Humbrol matt acrylics 29, 102, and 64 to match it. The paint was stirred into the wet plaster and spread slowly and carefully onto the stems, adding a few irregularities. It was left to dry thoroughly. Each part-made tree was lightly spray-painted with Humbrol acrylic 155 (Olive Drab) to blend the colours together.

STEP 4: DETAILING THE TRUNKS

The thickened trunks were dry-brushed with Tamiya XF4 (Yellow Green) and XF55 (Deck Tan). Some modelers may prefer to take the detailing process further. Very fine brown/green scatter can be sprinkled onto tacky PVA (to add texture), and green weathering powders will simulate moss or algae. Dark green scatter material glued onto fine strands of hessian (or similar) will simulate ivy.

5



6



7



8



STEP 5: PREPARING A FOLIAGE MESH

Fabric wadding was used to represent fine twigs. Offcuts of various grades can be purchased very cheaply from high street fabric stores. Humbrol acrylic 155 (Olive Drab) was sprayed onto my samples from an aerosol can, giving the wadding a little more 'body'.

STEP 6: ATTACHING THE FOLIAGE MESH

Small amounts wadding were cut into random shapes and teased out thinly, then fixed carefully to the frame of each tree. Undiluted tacky PVA, impact adhesive, and cyanoacrylate all worked well. Once dry, the mesh was trimmed into realistic shapes.

STEP 7: CHOOSING LEAF SCATTER MATERIALS

I prefer the appearance of relatively small, thin, and roughly oval-shaped leaf scatters because they look remarkably like the real thing. I've never been able to make my own, so I chose products by Greenscene, Jarvis, and Noch. I discovered that some herbs - such as

dried parsley and basil - are cheap and can also look authentic, provided that individual fragments are not over-scale. All these products can be used as supplied or mixed to give realistic colour blends. For example, a little basil mixed with pale or medium greens can produce a faded, late summer appearance.

STEP 8: APPLYING THE LEAVES

Rather than use spray glue, I dabbed neat, tacky PVA onto small sections of the foliage mesh with a brush, then sprinkled on leaves sparingly. Because the glue was targeted, I felt in control of the process. The leaves didn't stick onto any wayward spray glue that had fallen randomly onto the trunk and branches, so there was no need for tidying up afterwards. I managed to create a realistic 'lacy' appearance as the leaves were gradually added - exactly the outcome I was hoping for!

I found it best to work on a small area at a time, adding thin layers of leaves. Entire trees took 5-15 minutes to complete (depending on size). Once dry, a quick spray with acrylic matt varnish or hairspray helped the trees to retain their overall shape.

Highlands and lowlands **Timeless scenes**

After holidaying in Scotland as a child, **Mike Le Marie** decided to recreate a Highland scene for his Kinlochlaggen layout. Chris Trevedra ventures north of the border to take a look.

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

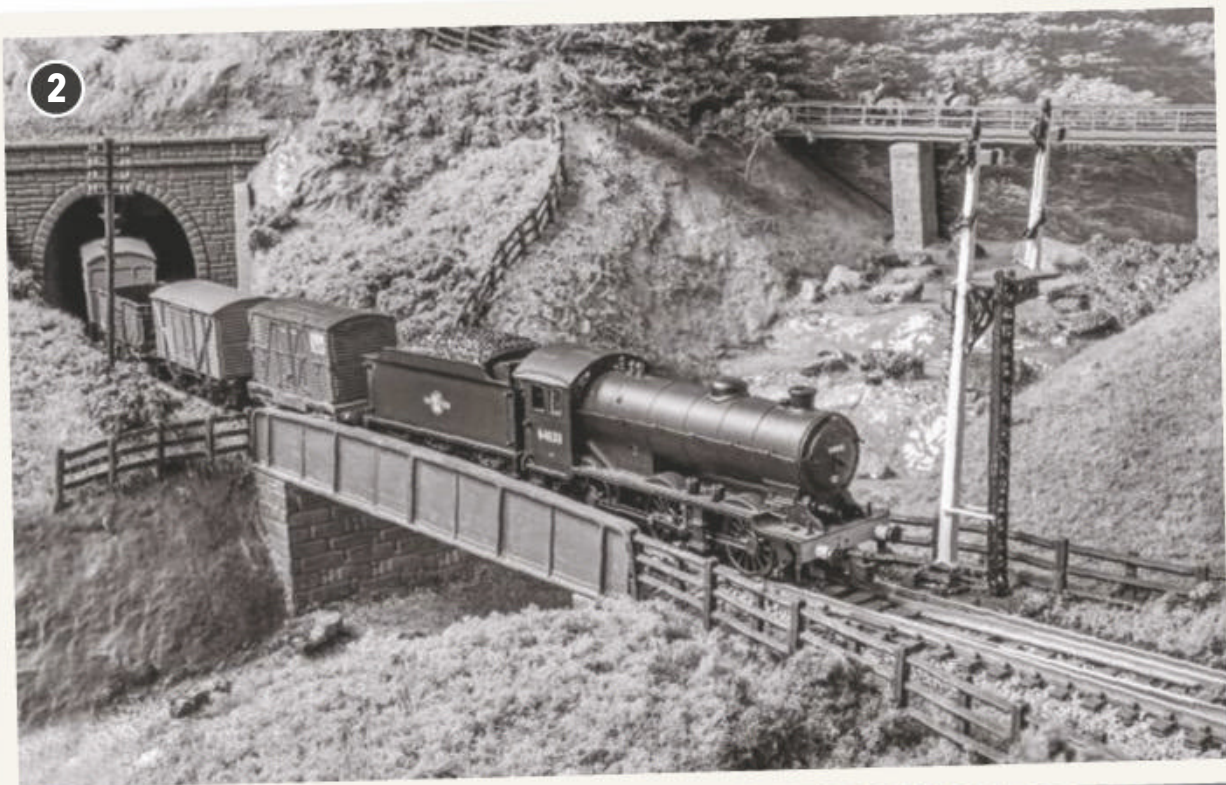




“ What makes this layout great? ”

A challenge with all layouts, but particularly hilly ones, is to make it look as though the line came second, even when we build it first. Mike has done a superb job of making it look as though the line has been carved into the landscape.

'N' GAUGE LAYOUT **KINLOCHLAGGEN**

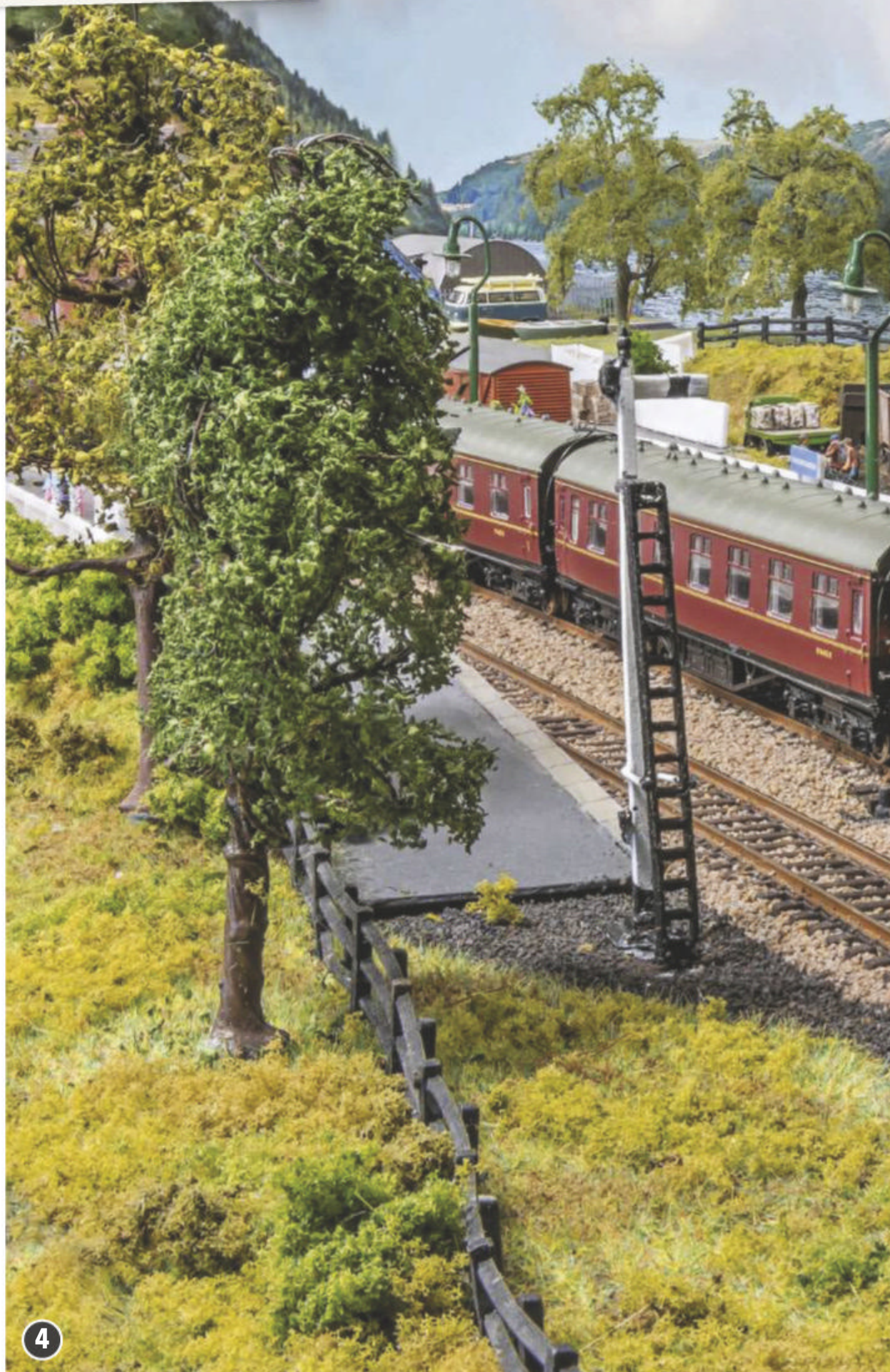


The rolling and rugged scenery of Scotland with its picturesque but lonely routes has long been a source of fascination for both modellers and enthusiasts alike.

Having spent much of his childhood there on holiday with his parents, Mike Le Marie knew where to turn for inspiration when he began planning his next 'N' gauge layout in 2017.

Mike had become particularly interested in the West Highland and Kyle of Lochalsh routes, and quickly decided that the new layout needed that kind of wild atmospheric feel, although without being based on any singular location. Having stuck a pin in the map he came upon Kinlochlaggan which, with a suitable change of one vowel, became 'Kinlochlaggen' and work duly began with it taking two years to build in his carpeted, heated and insulated garden shed.

From the start, 'Kinlochlaggen' was designed to be exhibition standard and to be able to fit into an estate car. Portability of layouts has been a prime consideration for Mike since his days in the RAF, when he'd take his layouts with him between postings – something facilitated by the more convenient dimensions of 'N' gauge. The concept also imagined 'Kinlochlaggen' to be essentially timeless, with its rolling stock covering the late steam period, through the diesel transition and Rail Blue eras to virtually the present day. The near-untouched fabric of many of Scotland's more isolated stations and lines meant that this has proved relatively easy to incorporate. ➤





Things we like



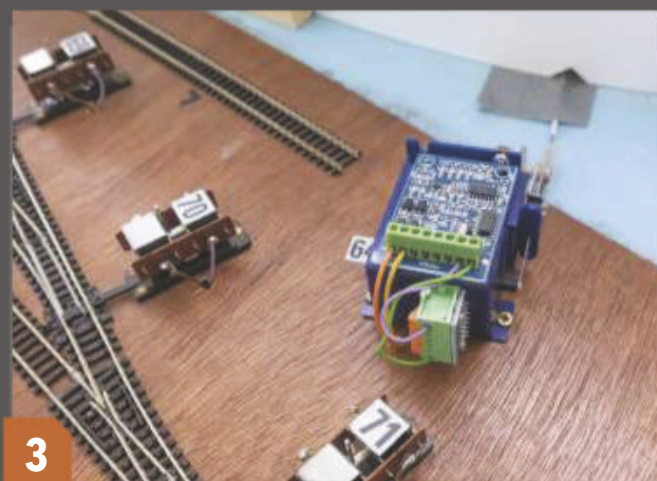
1

Nothing helps to reinforce the hilly nature of the layout more than a stream falling down the hillside.



2

The seamless backscene. Mike's method is very effective – we might even give it a go ourselves!



3

Rather than running wires underneath the layout, all of Mike's point motors are behind in the fiddleyard – easily accessible if there is a problem.





Some aspects are based on real-life scenes, such as the wall featuring an integrated entrance at road level, similar to that seen on Balquhider station on the Callander-Oban line.

CONTOURS AND CONSTRUCTION

Initial construction of the layout began with boards made from Styrofoam and plywood with a honeycombed substructure. To this was added the scenery, which includes carved Styrofoam for contours. These were then overlaid with Sculpamould, painted earth brown and completed with Woodland Scenics materials. To create 'Kinlochlaggen's' roads, thin plywood was used, while such scenic features as the waterfall incorporated a mix of real gravel and stones.

The layout's buildings are a mixture of kits and scratchbuilt models.

"The station platforms are just standard Peco edging and built-up plastic card," notes Mike, "while the buildings are Metcalfe kits. The signal box is overlaid with downloaded planking. It's also likely that at some point the station will be replaced."

Mike's backscene is also something of which he is justifiably proud. Often a bone of contention with modellers, he thought of a method to get round what many people see as more of a chore than a pleasure.

"I wanted it to be all one piece and printed onto 2mm Styrofoam. I found what I was looking for, and the proprietor agreed to send the file to a local printer who then machine-mounted it onto the backing.

"This means it can be rolled up for movement and ➤

"The station platforms are just standard Peco edging and built-up plastic card, while the buildings are Metcalfe kits"





there are no wrinkles on the backing – especially on the curves. It was mounted using rollers and heat and that's worked really well. I'm very pleased with it."

ROLLING AND DABBLING

'Kinlochlaggen' uses a variety of stock, although it's mainly a mixture of Graham Farish, Dapol, CGM and Revolution. Mike prefers his rolling stock ready-to-run, although he admits he does sometimes dabble in customising and kit-building.

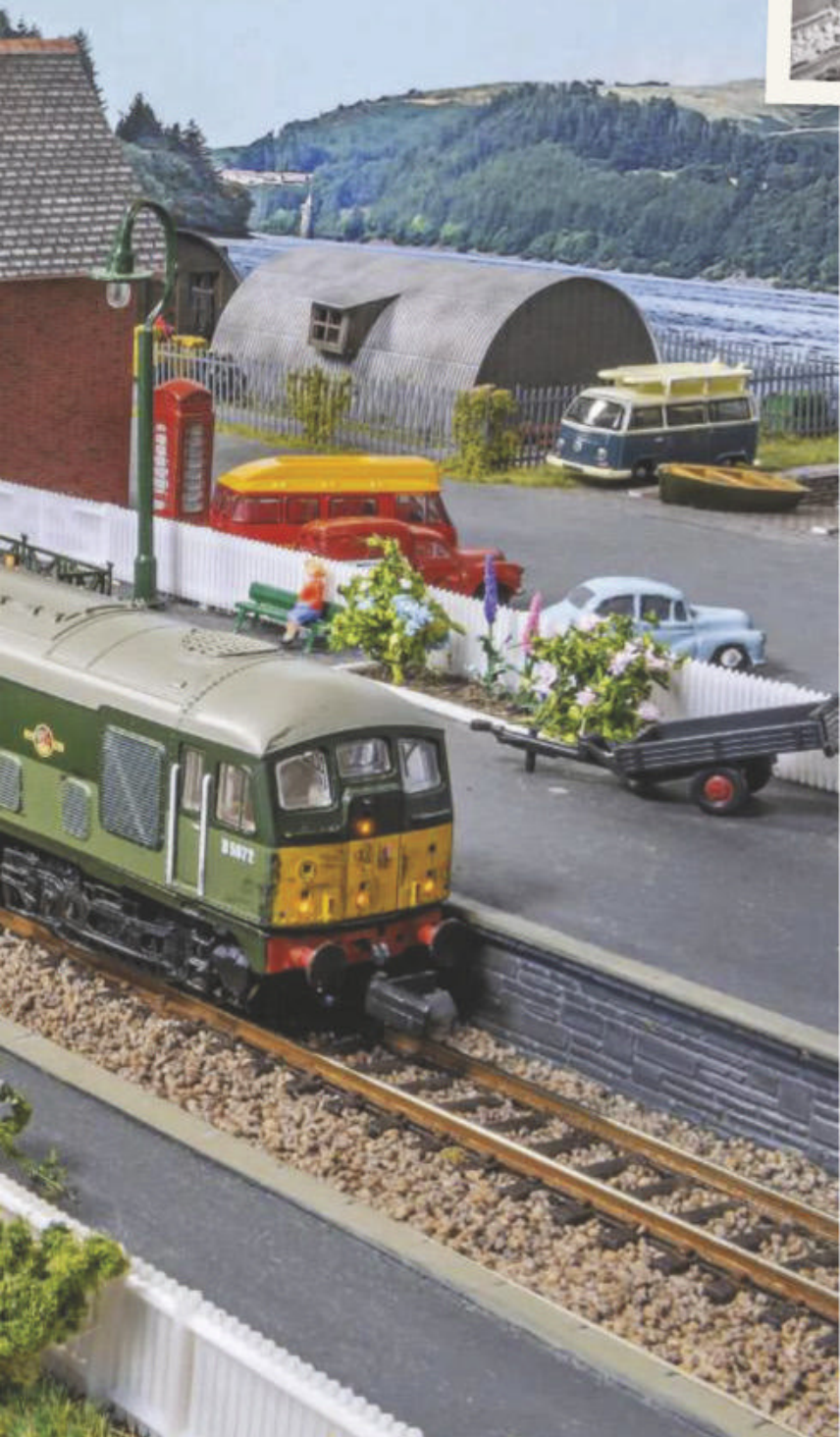
"I do dabble a little, yes. My box vans are N Gauge

Society kits, while I added things like tarpaulins to wagons and the ScotRail brandings to the blue and grey coaching stock.

"I'm very fond of my new green and cream West Highland coaching stock set, although I do also run things like maroon Gresley and Stanier coaches and blood and custard Thompsons."

In terms of control, 'Kinlochlaggen' has been somewhat of a DCC experiment for Mike. It features a single line, passing loop and freight yard, and can be controlled from a single handset – no control panel at all.

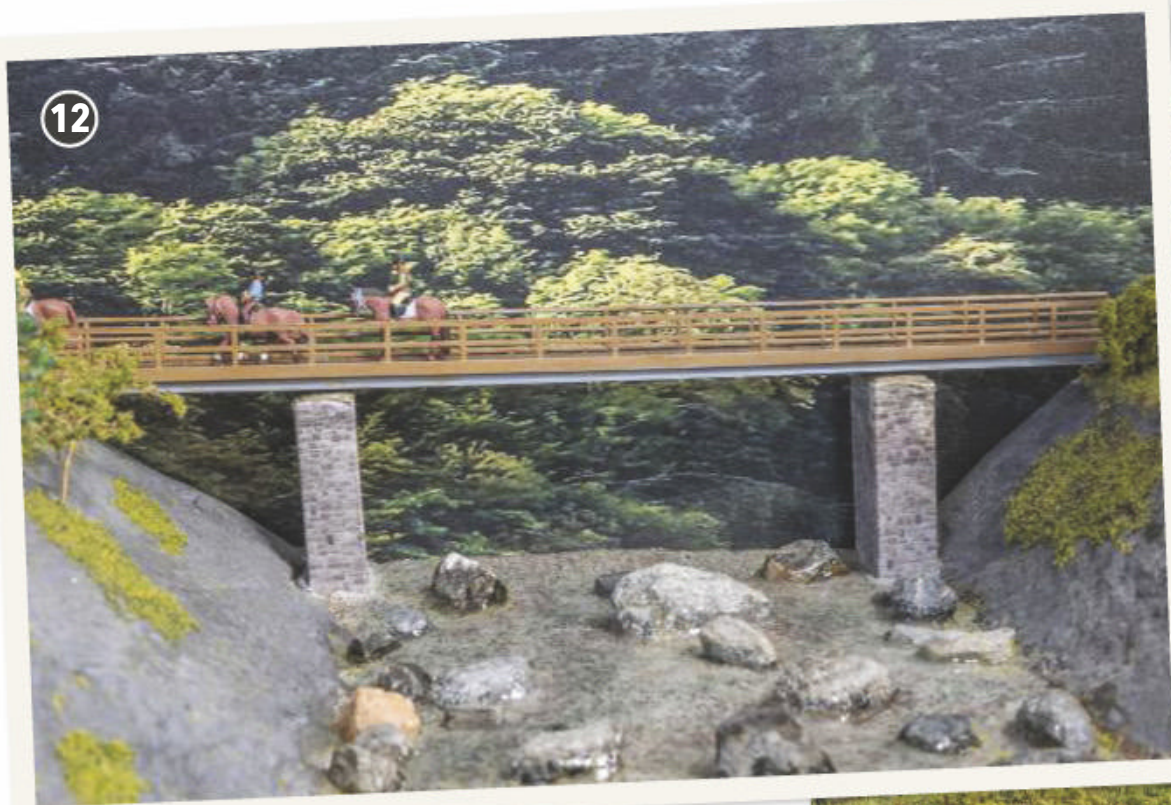
“I use a
Gaugemaster
Prodigy controller,
while all the points
in the fiddleyard
are controlled
by standard Peco
point motors”



“I use a Gaugemaster Prodigy controller,” explains Mike, “while all the points in the fiddleyard are controlled by standard Peco point motors, the ones on the front are controlled by DCCconcepts Cobalt point motors through wire and tube.”

Solo operation of the layout is possible, but it ‘takes an awful lot of concentration’ says Mike. He adds: “It works fine for two people as one can set the route, while the other controls the trains and remembers which train has which DCC code.” ➤

'N' GAUGE LAYOUT **KINLOCHLAGGEN**



In fact, Mike is considering incorporating a more conventional panel for points and DCC equipment for train control alone.

Building 'Kinlochlaggen' posed few challenges for Mike, with minor aspects such as getting the river carved out efficiently and getting the curves incorporated in the hidden section being the main issues. During initial runs, long wheelbase stock might derail, but this was eased, and it is now suitable for even Mk 3 coaches and longer wagons.

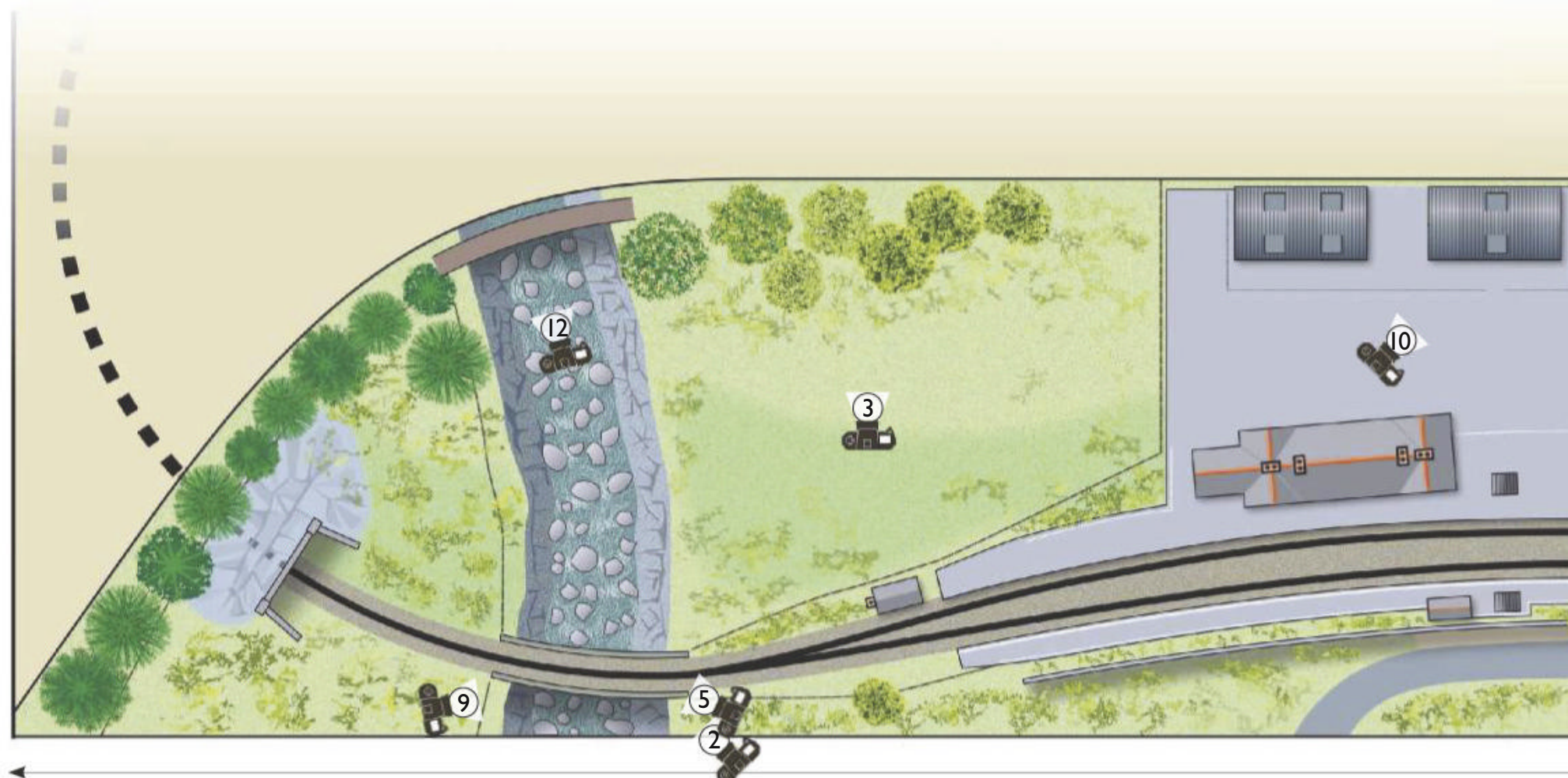
For Mike, exhibiting the layout remains a high point, and it's always gratifying for him to hear compliments on his work. He's also pleased that there are few derailments, with most 'being down to operator error', as he wryly puts it.

So, what does the future hold?

"I have another layout planned for the winter," smiles Mike. "I'm more than happy with 'Kinlochlaggen', but I want to try something new." 



Artwork: **Andrew Mackintosh**





MODELLER CV: MIKE LE MARIE

I was born in Surrey, and my first memories were of standing with my mother at Barnham station, aged four, when an un-rebuilt Bulleid 'Pacific' lifted its safety valves. She finally caught up with me 400 yards from the station and still running from the noise. At the age of five, I moved near to the East Coast Main Line at Durham and remember the express passenger trains, coal and other freight passing through Reilly Mill Junction.

For my first train set, I wanted a Hornby-Dublo three-rail *Silver King*, but my father had the foresight to see that two-rail was the future, and - being a GWR lover - insisted on a 'Castle'. Age 13, I moved to Appleby where my school overlooked the Settle & Carlisle line, treating me to views of such engines as 'Crabs', '4Fs' and 'Jubilees'. My previous layout - 'Garsdale Head' - was based on my memories of this time.

I discovered 'N' gauge in 1972, and have since been involved with the N Gauge Society and the Farnham and District Model Railway Club. I also spent about 18 years running Townfoot Models in Northumberland.

FACTFILE: 'KINLOCHLAGGEN'

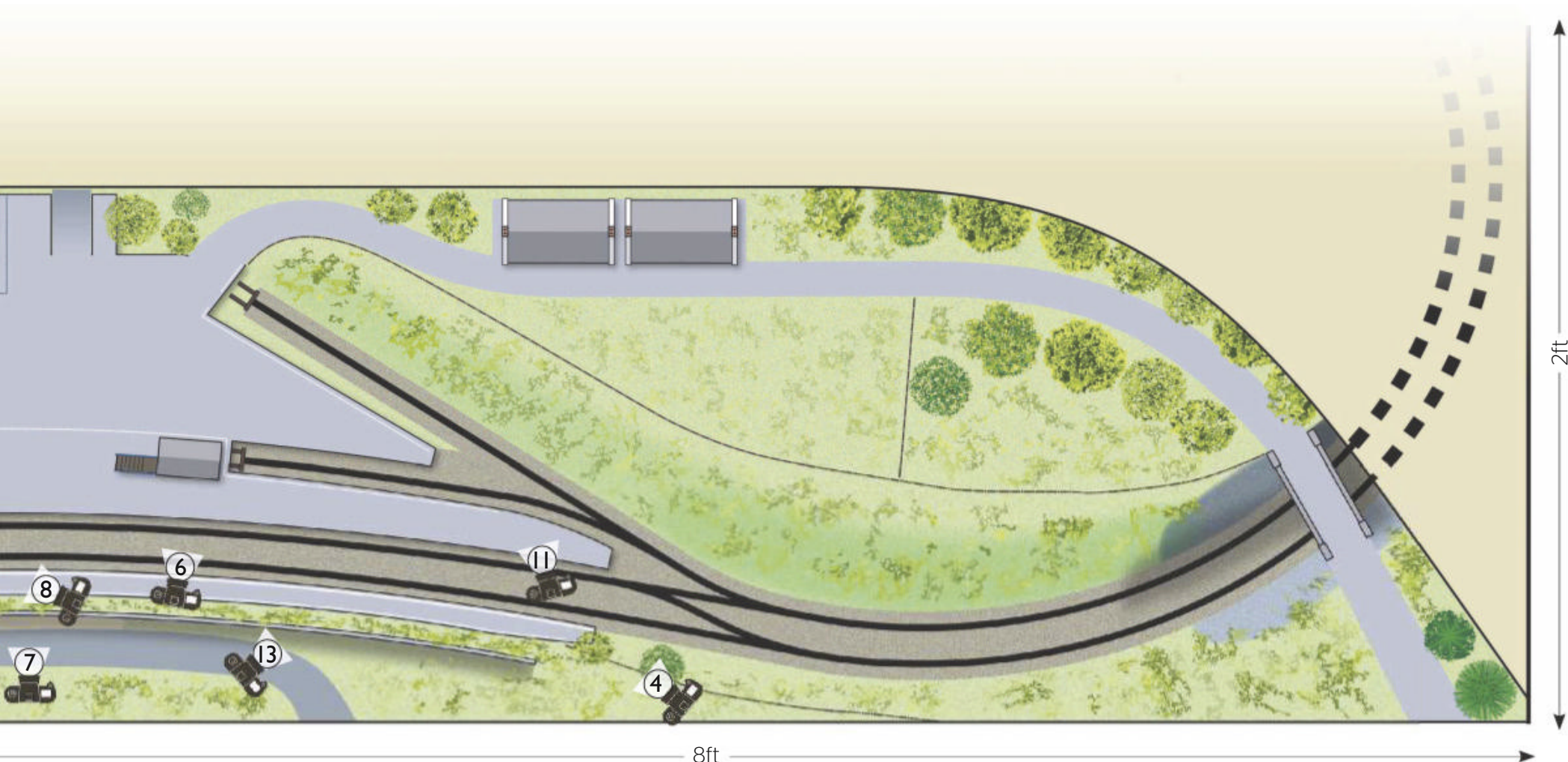
Gauge and scale: 'N'

Time to build: 2 years

Size: 8ft by 2ft

Track: Peco Code 55

Power and control: DCC



Know your stuff

This is where our team of experienced modellers answer YOUR questions. Email your queries about railways – real or model – to modelrail@bauermedia.co.uk



George Dent
MR's editor and chief model maker can offer advice on almost any subject.



Chris Nevard
MR's ace photographer has a sharp eye for detail, both in front of and behind the lens.



Peter Marriott
Rumour has it that MR's resident scenery buff even uses a Gras-Master on his own front lawn...



Dave Lowery
Professional model maker who's been there, done that and got the T-shirt!



Keep up to date with **Model Rail News** online.

MORE SECRETS OF GREENOCK PRINCES PIER LOCOMOTIVE SHED



I really enjoyed Chris Nevard's article about his model of Greenock Princes Pier locomotive shed in last month's *Model Rail*. I'd be interested to know how he created the water columns. I'm guessing they were built from scratch? And who made the lovely yard lamps?

C. Ramsden, by email

Chris Nevard says: The various lamps around the yard were created using some test 3D prints from Modelu (www.modelu3d.co.uk), based on a Sugg's design which seemed to be employed at many railway locations around the UK. Just the heads of the lamps were 3D-printed, leaving me to fashion the supports and posts myself from various bits of brass wire. I mounted some of them to Ratio plastic telegraph poles, while I also made use of an old wooden paintbrush handle to create a timber post. The lamps were a little fiddly to make, but well worth the effort. Indeed, making small details like this can be great fun, especially if you're not in a hurry.

As for the water columns, these were also great fun to build. Looking at prototype images of Princes Pier shed, the columns were quite unusual. I certainly couldn't find anything remotely similar in kit form, so I had to make them from scratch.

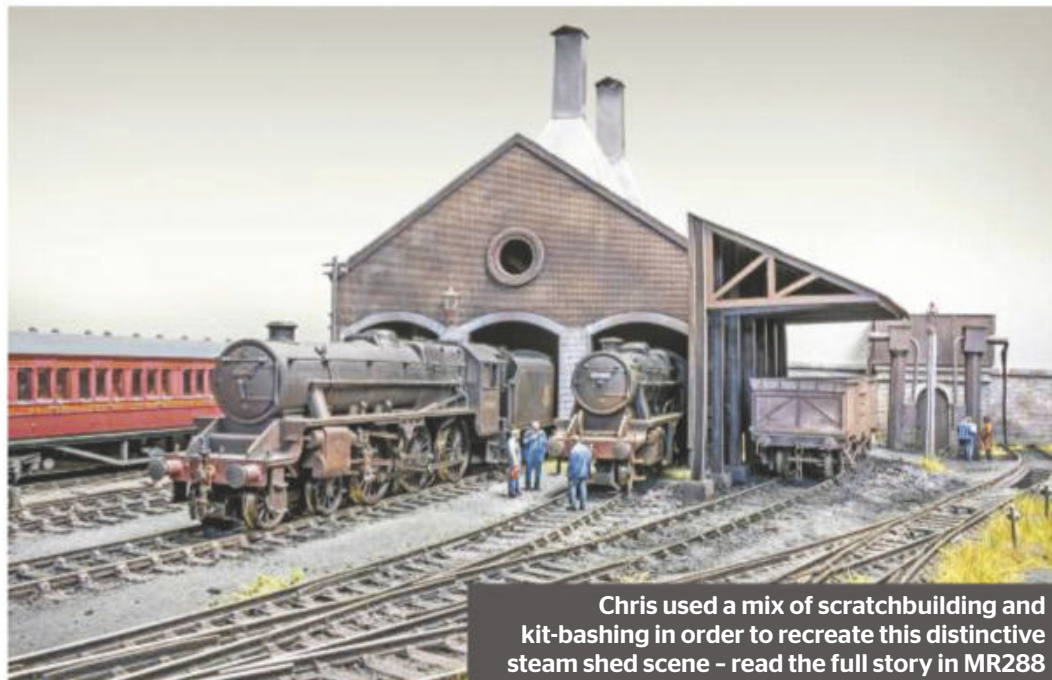
The columns started life as disposable ballpoint pens and the square tops were formed from sections of plastic card glued into a box shape. The filling 'bags' are strips of masking tape rolled into a cylinder and flattened randomly. Both the texture of the cloth-backed tape and the creased



Following what could be seen in old photographs, the brass wire was shaped into brackets to allow the lamps to be hung from telegraph poles – Ratio's trusty poles can be easily modified and can look very convincing with the addition of lanterns, which were a common feature of railway yards.

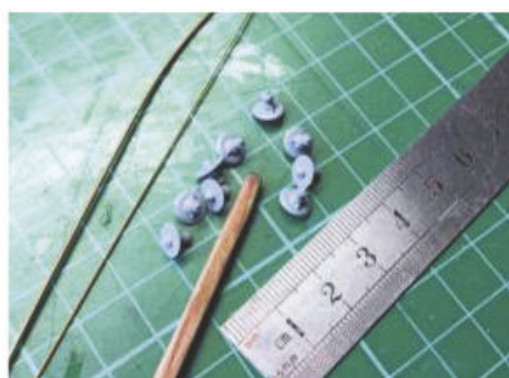
surfaces capture the look of the real thing, especially once paint and weathering have been applied.

Another detail from the layout is also worth mentioning: the cosmetic yard point levers were fabricated from brass wire and plastic card. Unlike delicate proprietary levers, these can survive the inevitable meeting with a track rubber!

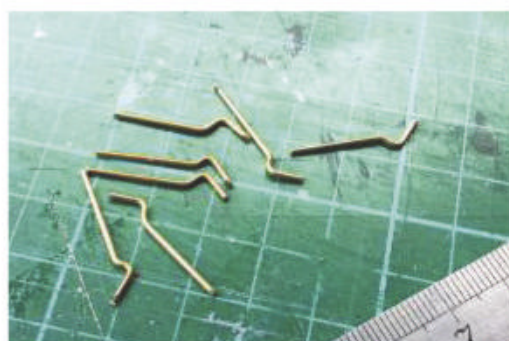


Chris used a mix of scratchbuilding and kit-bashing in order to recreate this distinctive steam shed scene – read the full story in MR288

Chris Nevard's re-creation of Greenock Princes Pier shed featured in last month's Workbench pages.



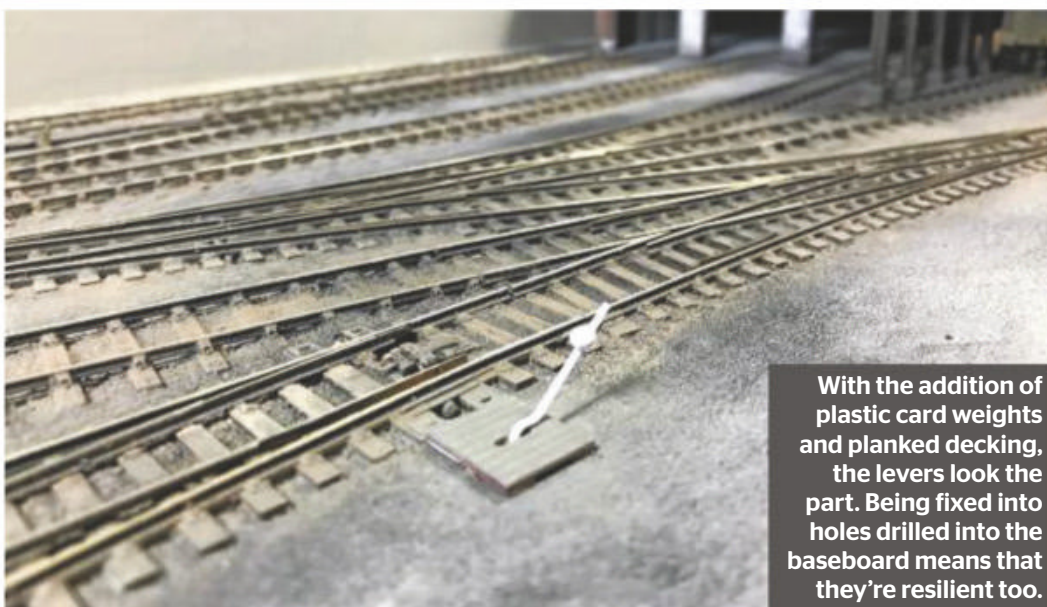
The attractive Victorian-style yard lamps were created with 3D-printed components from Modelu, mounted onto wire supports.



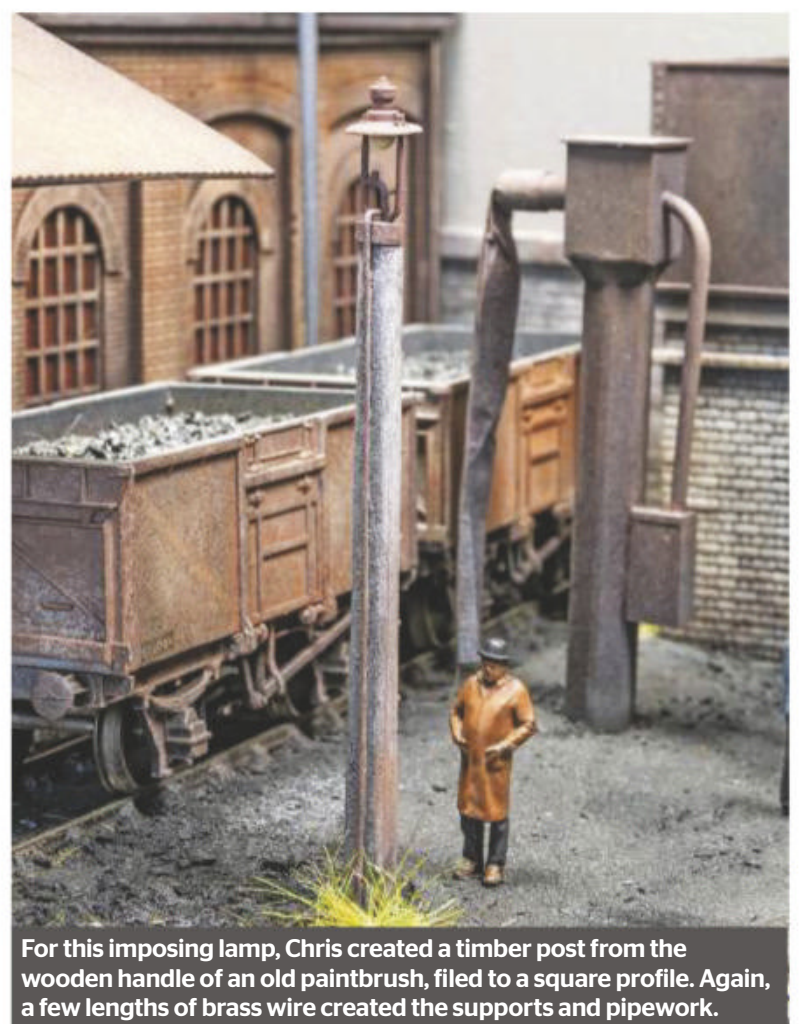
Cosmetic point levers are available as scenic accessories, but many of them can be fragile. You can make your own from brass wire, shaped with a pair of round-nose pliers.



With nothing remotely similar available in kit form, the unusual water columns were scratchbuilt. Plastic ballpoint pens provided the posts and the box-shaped tanks were fabricated from plastic card. The limp 'bags' were formed with flattened cylindrical rolls of cloth-backed masking tape. A very cheap, but convincing solution!



With the addition of plastic card weights and planked decking, the levers look the part. Being fixed into holes drilled into the baseboard means that they're resilient too.



For this imposing lamp, Chris created a timber post from the wooden handle of an old paintbrush, filed to a square profile. Again, a few lengths of brass wire created the supports and pipework.



STEP BY STEP

1 It's not essential, but unscrewing the bogies allows easier access for dismantling. Be sure to keep the two small screws in a safe place.

BACHMANN 'SUBS' ACCESS



I wish to fit lighting in some Bachmann Mk 1 Suburban carriages. However, I'm not sure how to remove the bodysides.

Should I leave well alone, as I don't want to damage them?
David Kean, by email

George says: Bachmann Branchline's 'OO' BR Suburban stock is deceptively easy to dismantle... but only if you've done it before and know where the hidden retaining clips are located. There are no obvious, outward signs, so it took me a while to work out how to do it for the first time. The fit of the parts can be quite tight, so care is required to avoid

damage to the plastic bodywork.

Reassembling the carriage is much easier, as everything simply clips back together. However, note that the inner clips are located off-centre, to ensure that the chassis is re-fitted the right way around. So be sure to check that the clips and slots align before trying to push the body and chassis together.

OO
GAUGE



10
mins



2

Cut about 10 shims of 1mm thick plastic sheet and begin by pushing them between the coach sides and chassis. After inserting a few along one side and gently prising the bodysides open, it should be possible to see the retaining clips.



3

Repeat the shimming along the other side, manipulating the sides outwards slightly to disengage the clips. A little more force may be needed at the corners to free the ends. A flat screwdriver will help, but work carefully.



4

The body will then lift away, revealing the three retaining clips on each side of the chassis/body. The interior can be pulled out by gripping the moulded floor section with a set of pliers. Reassembly is simply a case of clipping the parts back together.

READER'S TIP

Ron Naman says: My retirement project was to build a large 'OO' layout, which has about 200ft of track. I found that Flexitrack seemed to have a mind of its own and, using the tried and trusted method of fixing the track with pins, even using templates, didn't quite give the smooth curves and junctions that I sought to achieve. I used the standard track spacing of 2in and minimum radius of two feet, as advised by Cyril J. Freezer, but found that as soon as I fixed and tested the second outer track, modern rolling stock clashed on the curves.

I decided that I didn't want to fix the track in position with pins until I was sure that it was in the right place. Instead, I fixed the track down temporarily with small 6mm long screws fitted between the sleepers with small washers which overlapped the sleepers on each side. This allowed the track to be moved to either side by simply loosening the



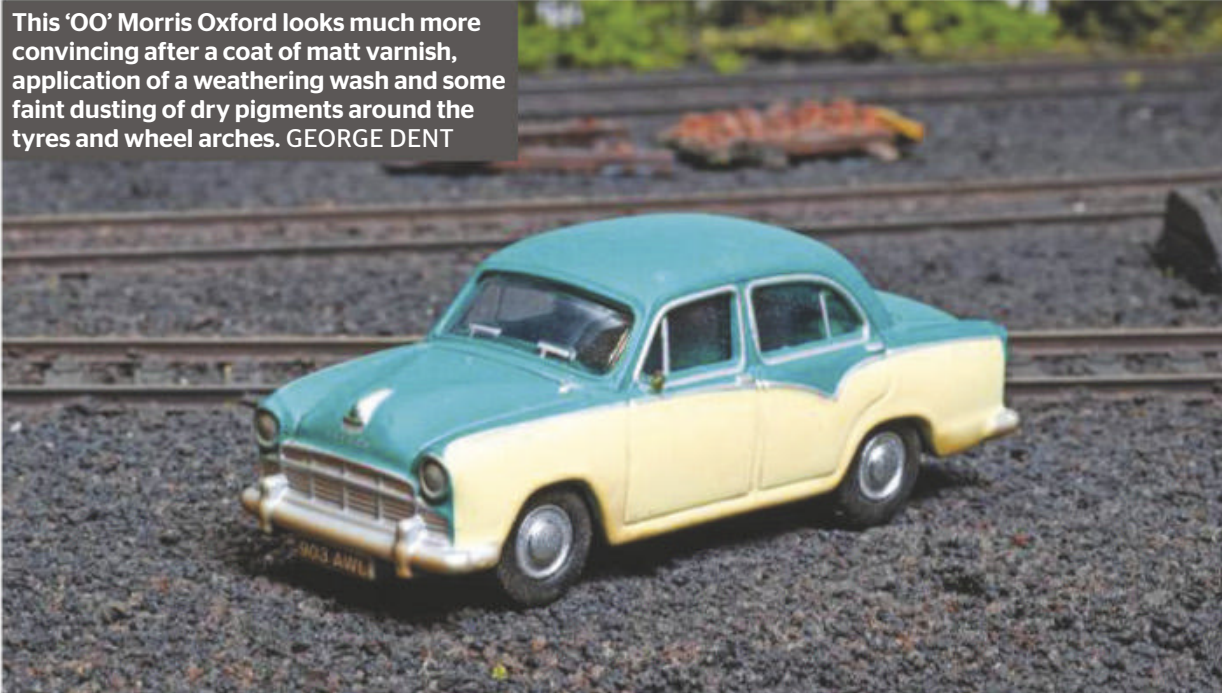
screws slightly and retightening. If more adjustment was required, I simply drilled another hole in the baseboard between the adjacent sleepers in an offset position.

The washers fit snugly between the rails and do not interfere with trains during track testing and the screws were tightened just sufficiently to hold the track in position without deforming it. When electrical and clearance testing was complete, I then pinned the track in position and removed the screws. Sleepers were pre-drilled to avoid the pins deforming them. The ballast filled the tiny holes left in the baseboard by the screws.

Most of the track on my layout is curved, as the main line is arranged as a folded figure of eight to avoid seeing trains going around in circles. This method of temporarily fixing down the track enabled me to achieve the smooth flowing curves that I desired.



This 'OO' Morris Oxford looks much more convincing after a coat of matt varnish, application of a weathering wash and some faint dusting of dry pigments around the tyres and wheel arches. **GEORGE DENT**



SIMPLE TIPS FOR ADDING REALISM TO ROAD VEHICLES

STEP BY STEP



1 Some die-cast road vehicles can be dismantled easily, but others are riveted together. If in doubt, mask the glazing in situ before spraying the varnish. Masking fluid is an easy option, applied with a brush or cocktail stick.



2 Allow the clear coat to cure fully before applying a weathering wash (thoroughly shaken beforehand) to the panel seams with a fine brush. For rich colours such as red, blue and green, choose a darker wash shade.



3 The thin wash should find its own way along the recessed seams and dabbing the brush at intervals should help it flow. If any excess gets on the bodywork, wipe it away with a cotton swab moistened with thinners.



4 For a paler bodywork colour, there's no need for such a dark wash shade, so a lighter Neutral wash can be very effective, providing a subtle shading to the recesses. Apply it in the same way, swabbing away any excess if necessary.



5 As well as panel seams, it also helps to apply the weathering wash to the wheel rims, radiator grilles or other areas with recessed detail. Set the model aside overnight to allow the wash to dry completely.



6 Masking fluid dries to a film, which can be peeled away. Loosen a corner with a cocktail stick, then peel the film away, taking care not to scratch the plastic. Don't leave the mask in place for more than a few days.

ANY GAUGE | **45 mins** |

Q: I'm looking to improve the look of die-cast cars. I want to reduce their shininess and make them look at home on my layout, without wishing them to look dirty.
Trevor Carey, Whitstable

A: George says: This is something of a perennial question, as the proliferation of die-cast road vehicles for 'N', 'OO' and 'O' has been a real boon for modellers in the past few decades. Their high gloss paintwork does stand out, however, but it can be toned down simply by applying a satin or matt varnish.

The clear coat is best sprayed from an aerosol or airbrush, to produce an even finish. Some preparation is required though, including cleaning the surface of any debris or finger-prints. Unless the model can be dismantled, the glazing will need to be masked off.

Once the clear coat has been applied and left to harden completely, a dark weathering wash can be run into the panel seams and other recesses, to increase the definition in the surface relief. Tidying up any excess with a cotton swab dipped in thinners will keep the bodywork appearing clean. The shade of weathering wash can be tailored according to the underlying colour - the darker the 'livery', the darker the wash will have to be. Acrylic or enamel washes are suitable, although I prefer enamel washes as their slower drying time allows for easier manipulation and tidying up.

If you do feel the need to add a little road dirt to the tyres or bodywork, Tamiya's Weathering Master packs are perfect for the job. The supplied applicator sponge and brush allow the pigments to be subtly deposited, while the satin or matt clear coat will aid adhesion. Indeed, matt varnish will greatly increase the adhesion factor of any weathering paints, pigments or powders.

PRODUCTS:

- ◆ Wilder Quick Mask fluid **Availability:** The Airbrush Company Tel: 01903 767800 **Web:** www.airbrushes.com
- ◆ Mr Hobby Premium Topcoat, Semi-Gloss or Flat
- ◆ MIG Weathering washes, Dark or Neutral shades, plus Thinners
- ◆ Tamiya Weathering Master, Pack B **Availability:** Scale Model Shop Tel: 01422 405040 **Web:** www.scalemodelshop.co.uk



7 If a little weathering is desired, dry pigments or Tamiya's Weathering Master packs are ideal. Dusting the pigment over the tyres and the lower edges of the bodywork can impart a subtle coating of road dirt.

Notes from the Workshop

DAVE LOWERY'S TOP TIPS

FILLING IN

When building brass or whitemetal kits, I'm happy filling in any gaps between parts with solder. When cool, the solder can be filed flush with the surface, leaving a seamless bond. If it's a big gap, more than a millimetre say, then I cut a length of flat brass to bridge the gap, flood it with flux, lay a length of four-core solder on top, add more flux and then gently heat the surface with a blow torch flame. This has a 'fluid effect', allowing the whole joint to melt and gel together giving a smooth and resilient joint.

All this is fine for metal, but boy, have I struggled over the years trying to find a suitable filler for use with plastic kits and parts. Now that I'm using more and more 3D-printed components, the need for a reliable plastic-compatible filler has become more urgent. I know you can't solder them, which is my first love, but now I've finally found the solution, in the form of P38 two-part filler. Yes, it is a big tin, and it does whiff a bit, so always be sure to use it on top of a mountain or, at the very least, a well-ventilated room!

Using a small spatula, fetch a small amount of the grey compound out of the tin and you can use the lid as a mixing palette. Add a small amount of the red Hardener and mix thoroughly to a pink solution, free of any colour streaking, then apply the putty to the gaps or holes needing to be filled. My Class 69

ANY GAUGE | 30 mins

conversion project (see page 46) required quite a lot of filler, making good various unwanted holes and recesses, along with blending in new components.

The P38 filler goes off quite quickly, so don't hang around with the application and don't worry about getting things perfect yet. After an hour or so, you'll be able to file and sand the surface back to a super-smooth finish.

No shrinking, no dips, this stuff just works well. Shrinking is one of the most irritating problems I've encountered with other fillers and putties over the years. The big tin will last for (almost) a lifetime, provided you keep the lid of the tin clean and the lid on tightly. And don't be worried about using up the small sachet of hardener, as you can get spare pouches easily enough on Ebay or other internet sites.



A tin of P38 two-part car body filler provides an excellent medium for filling holes in various materials, especially plastic, resin and 3D-printed parts. It's readily available from automotive stores, such as Halfords. Aerosol-based filler primers are also recommended, particularly for 3D-printed components, as the thicker paint helps to smooth out the ripples on the surfaces. The primer needs to be built up over several thin coats though.

Solvent based fillers must be used with care. Work in a well-ventilated area and wear a facemask when filing and sanding the cured filler.



STEP BY STEP



1

Mix the filler and hardener compounds on the inside of the lid, using a small spatula. The filler is ready to use once the colour pigment has been evenly dispersed.



2

Work the filler over the parts and into the holes. Leave the filler sitting slightly proud of the surface. Allow to cure fully - an hour or two is usually enough - before filing and sanding the surface flush and smooth.



3

After cleaning up the dust and debris, work on the model can continue. After priming and painting, there's no signs of shrinkage in the filler, leaving a flawless finish.



MODERN CABLE TROUGHS, AND WHERE TO GET THEM

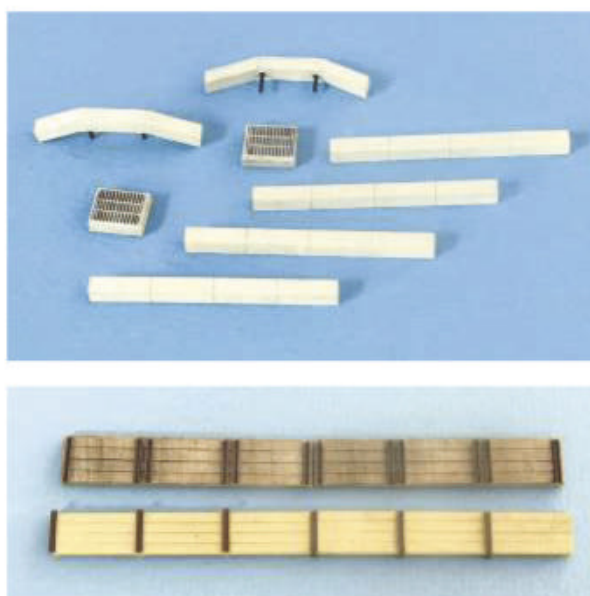


I want to add concrete cable troughs and other modern lineside details to my layout. Does anyone make any suitable parts?

Ian Penkridge, by email

Peter says: Lineside troughs have been available in recent years, in ready-to-lay or kit form. Most recently, Bachmann Scenecraft added a new Lineside Troughs and Catchpits pack, which makes modelling this ubiquitous lineside 'furniture' quick and easy. Drainage is also an important part of lineside infrastructure, so the pair of drain covers supplied in each pack are a bonus.

Also in Bachmann Scenecraft's recent releases is packs of Kingpost Concrete Retaining Walls and Wood Sleeper Retaining Walls. Each pack contains four wall sections, giving a total length of around 285mm. These are a great help when forming cuttings or embankments, or for modelling short sections of ground stabilising works. All of these packs are for 'OO' gauge and come fully finished and ready to use.



PRODUCTS:

- ◆ 44-0509 Wood Sleeper Retaining Walls
- ◆ 44-0508 Kingpost Concrete Retaining Walls
- ◆ 44-0507 Lineside troughs and Catchpits

Price: from £10.95 per pack
Availability: all Bachmann dealers

Tool of the month

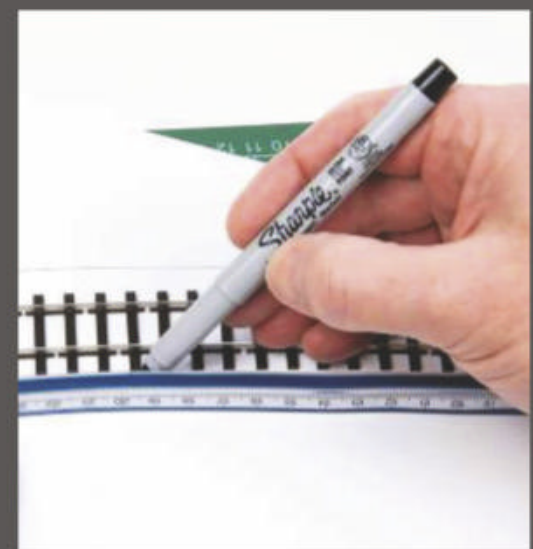
George says: Flexible rulers are great for measuring and marking out objects of any shape or size. This pack was found on Amazon and contains both a 30cm and 60cm long ruler and they're both highly flexible. They maintain whatever profile you form and have proven very useful for marking out track underlay and scenic materials before cutting out with a knife or saw. They're not quite up to the task of guiding a knife while cutting - so that had to be done freehand. However, being able to mark out precise shapes and contours gave me a headstart.

The measuring facility also helped when working out the overall length of plastic sheet required to form a tunnel lining. There are countless other potential uses for these cheap and cheerful tools - a handy thing to have in the toolbox.

Product: Flexible rulers, twin pack 30cm and 60cm

Price: £8.99

Availability: Arts and crafts stores or www.amazon.co.uk



THREE CAMEO IDEAS FOR YOUR LAYOUT



1 **READY TO LOUNGE:** This jaunty pair of deckchairs, set amid a sea of flowers, look inviting. What better place to snooze away a summer's afternoon?



2 **HELLO SAILOR:** A contrasting pair of characters are waiting for the same train. Will they strike up a conversation, or maintain an uneasy silence?



3 **UP THE ROVERS!** There's a hint that Ewood Town FC's ground was built by a Blackburn Rovers fan. It certainly makes for an eye-catching addition to the townscape.

Masterplan 'OO' micros

Track plans to get you thinking in three dimensions

INSTANT MICRO MOCK-UP

ENTRY LEVEL - PLANNING AND DESIGN

Aided by Gaugemaster's range of 'OO' building kits, **Paul A. Lunn** mocks up a micro layout plan based on Dunster, on the West Somerset Railway.

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

Getting the best result from a mock-up comes from a combination of understanding prototype practice, limitations and opportunities available both in skill and materials – plus the capacity to arrange your work so it's compositionally pleasing. For me, there's a logical way to commence any layout build by identifying those things which are a 'given'; baseboard size and particular prototype building are typical examples. In the next section I will show you my process and the logic behind it as I work through the stages of 'dressing' the mock-up.

Modelling wise I rarely have time to finish anything. If you factor in design, making improvements and, more importantly, making mistakes, anything ready-made or in kit form can only make our lot that bit easier.

Many structures are available from the trade, with those for Dunster, originally made by Pola for Hornby, dating back some time and now part of Gaugemaster's Fordhampton range. Bachmann also used to sell a similar resin station building. Grouped with other accessories, it's easy to get the Dunster feel.

Based on what I've said, the best place to start on this example is with the goods shed.



Line it up with the front left-hand end of the layout so that it effectively blocks the view of any access hole in the backscene. Also, there should be no exposed end section of backscene if you set the goods shed back from the front edge. Furthermore, it predicts exactly where the goods loop line will be.

Once the goods loop is determined, you can position the main line with a pair of Peco Setrack left-hand points. Note how the spacing of rigid track geometry creates a reasonable gap between the main line and the goods shed's rear wall. From this step you can also accurately position where an aperture needs to be cut in the backscene to access a non-scenic section beyond.



With the main line in position, we can now predict the amount of space required for the platform and station building and, if modelled fully rather than in part-relief, these initial steps quantify minimum baseboard width, at a little over 325mm (13in), with a backscene immediately behind the station.

The next step is to plot length and there's more opportunity for modest variation, both in overall baseboard (see minimum space plan at 1 metre long) and in structure positioning;



goods shed could be modelled at half-length, station building placed anywhere on its base platform, provided in the kit, and although there is a centrally positioned oblong hole in the platform, this can easily be filled when the whole platform is recovered, for improved effect. You could also reduce platform length in the section between station building and signal box.



PAUL A. LUNN COLLECTION



Once you've settled on linear position, you can start to think about detail and view blocking. Notice here how I've added prototypically correct trees near the platform's left-hand end to distract from the backscene. Similarly, at the opposite end, I've added fictitious trees for the same purpose, with the level crossing scene acting as a distraction.

I completed this view by adding minor details. Note how careful use of smaller trees to the rear creates a greater sense of distance

It's really important to check every possible viewing angle and to make sure that each one can be as effective as possible both in terms of the entire layout and in each individual cameo. I've particularly focused on a couple here – down the line from the level crossing and, in the final modelling, I'd strive to improve on this view, perhaps by moving



trees a little further away from the line, adding a figure or two and making sure the far aperture to the non-scenic section (not shown) is masked as much as possible.

The image above, looking through the goods shed, could be very atmospheric. I might be tempted to use real glass in the windows so as not to obscure any view beyond.

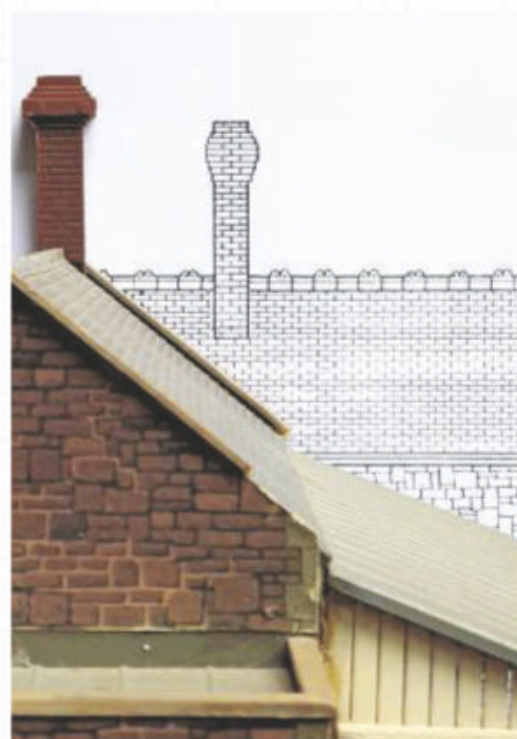
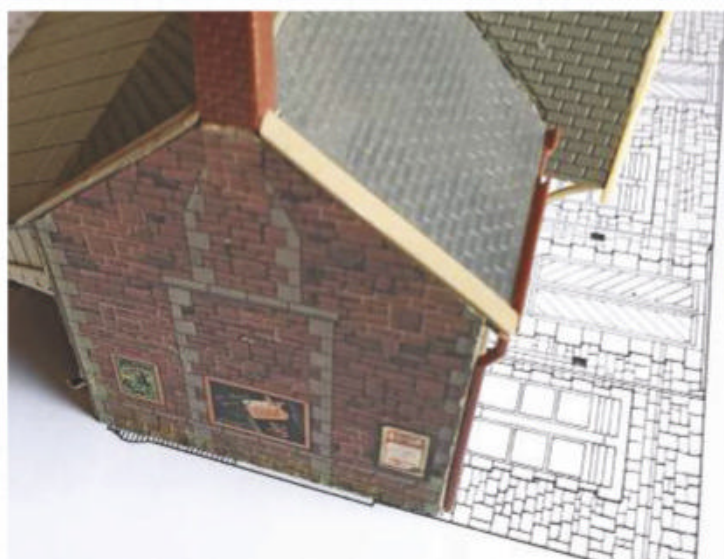


ENTRY LEVEL

Entry level is a relative term, whether starting with your first train set, building a scale model, moving on to 'EM'/'P4', scratchbuilding everything, and all points in between. Certainly, wherever you are along that line, and if my experience is anything to go by, you'll want to improve things and be as realistic as possible. So, with this in mind, let's have a look at principal structures, compare how they fair against scale drawings and prototype photographs, assessing any possible modifications or maybe justification to accept them as they are!

DUNSTER STATION GALLERY

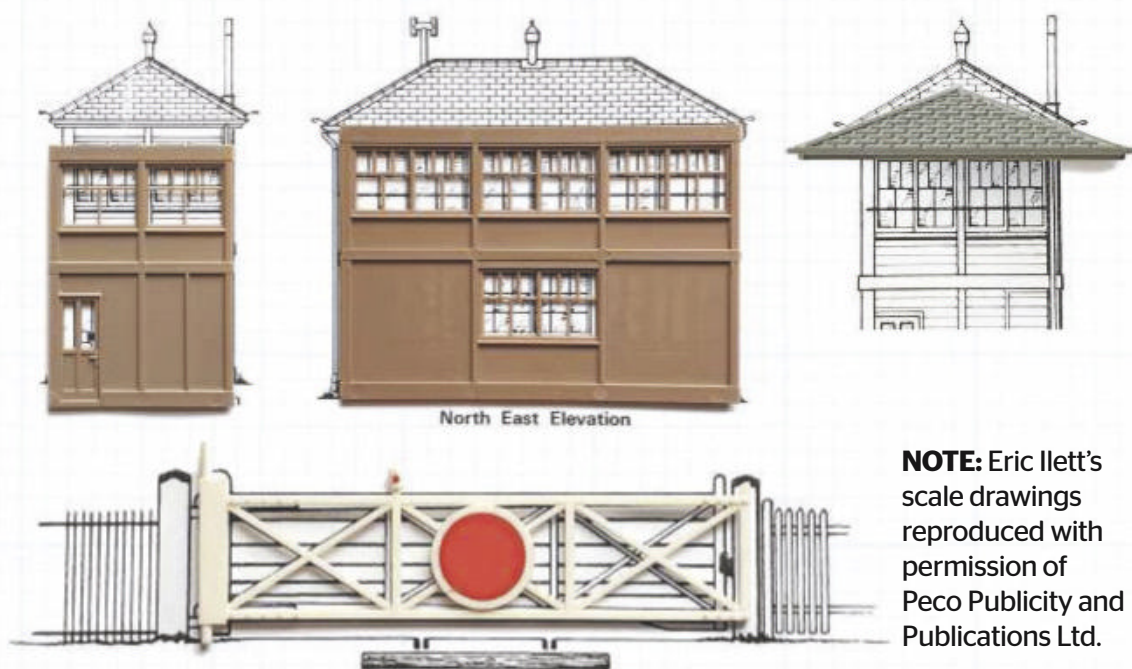
Here you see a selection of prototype images, plus Gaugemaster's GM401 (ex-Hornby R418) Dunster Station, compared with Eric Ilett's scale drawings from *Ericplans - GWR & LMS Buildings and Structures* (Peco Publications and Publicity Ltd, 1977, ISBN: 9780900586484). They show us that the model is fairly accurate, with a few minor issues such as roof and chimney height, angle and width of canopy and the lack of an external chimney breast at one end. I'd want to address the chimney issues, leaving everything else as very minor discrepancies.



SIGNAL BOX

Gaugemaster's GM402 (ex-Hornby R421) Signal Box and Level Crossing also compare very well with Eric Ilett's scale drawings, save for one major fault: the shallow roof. If you feel comfortable building a new roof then go for that, otherwise leave it as it is. The building is a tad long and wide, but hardly noticeable.

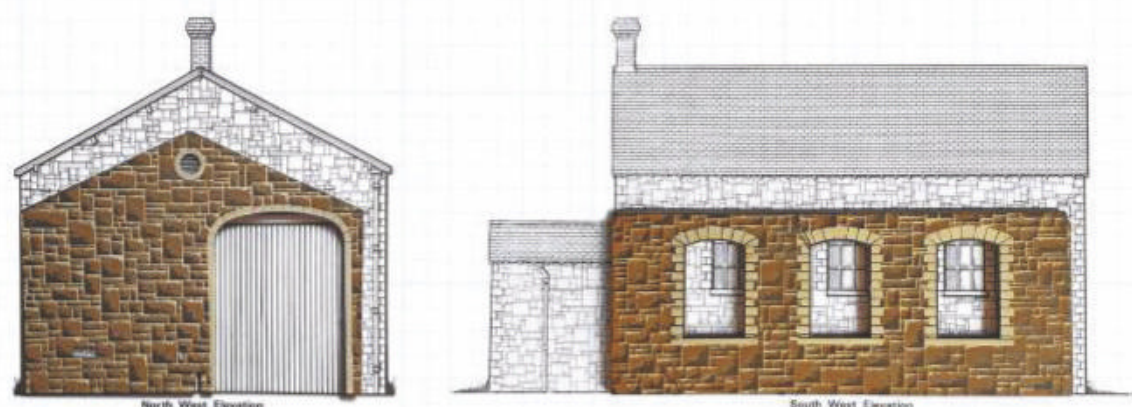
The level crossing gates are virtually spot on. Please note the accompanying prototype photographs of the signal box were taken after it was moved to Minehead Station.



NOTE: Eric Ilett's scale drawings reproduced with permission of Peco Publicity and Publications Ltd.

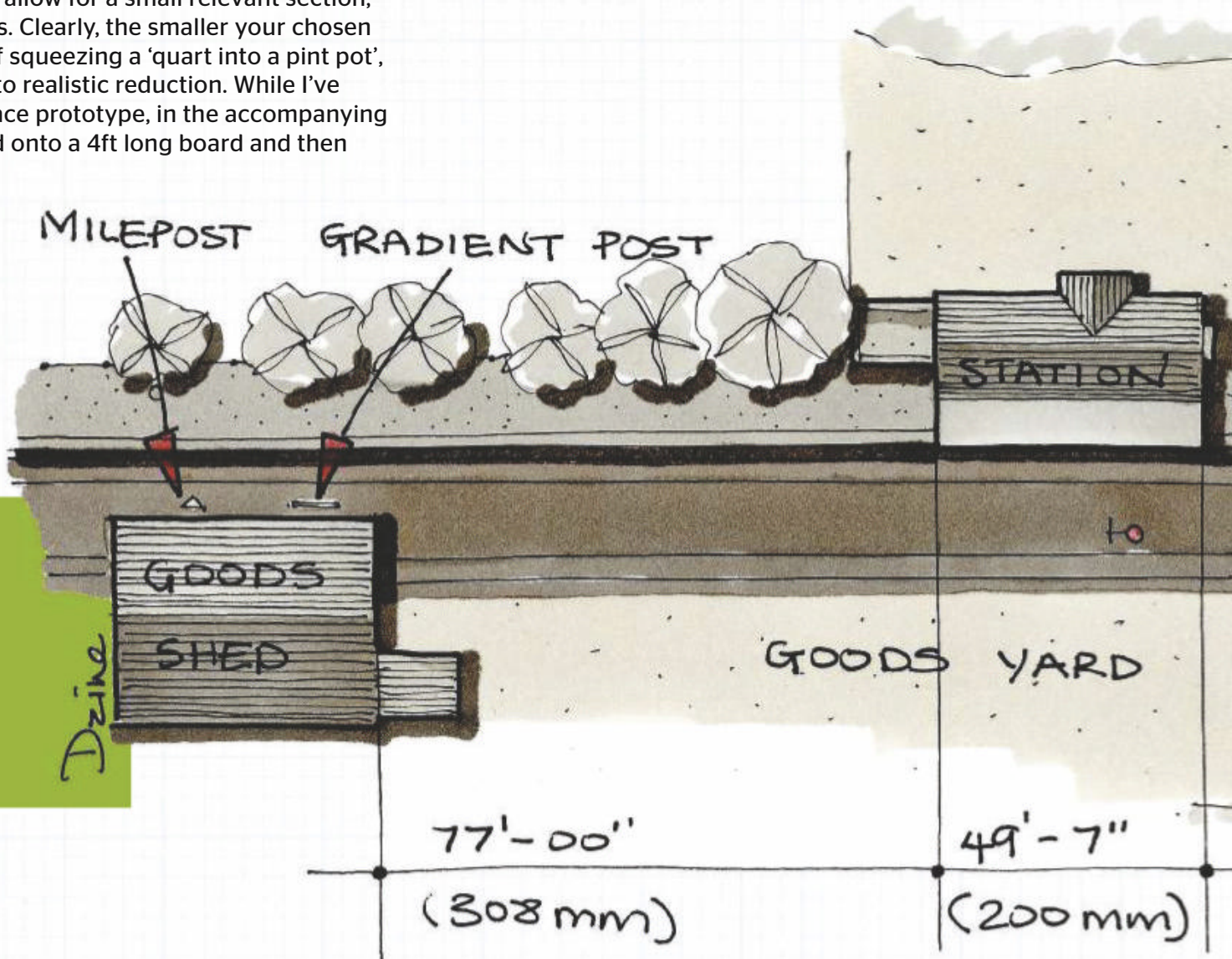
GOODS SHED

Hornby's R8002 Goods Shed was never part of the Dunster range and, as such, is considerably different in size from the prototype. That said, its broad appearance is very similar, particularly the roof angles and, most important, the reduced size fits compositionally and proportionally better on such a limited micro baseboard.



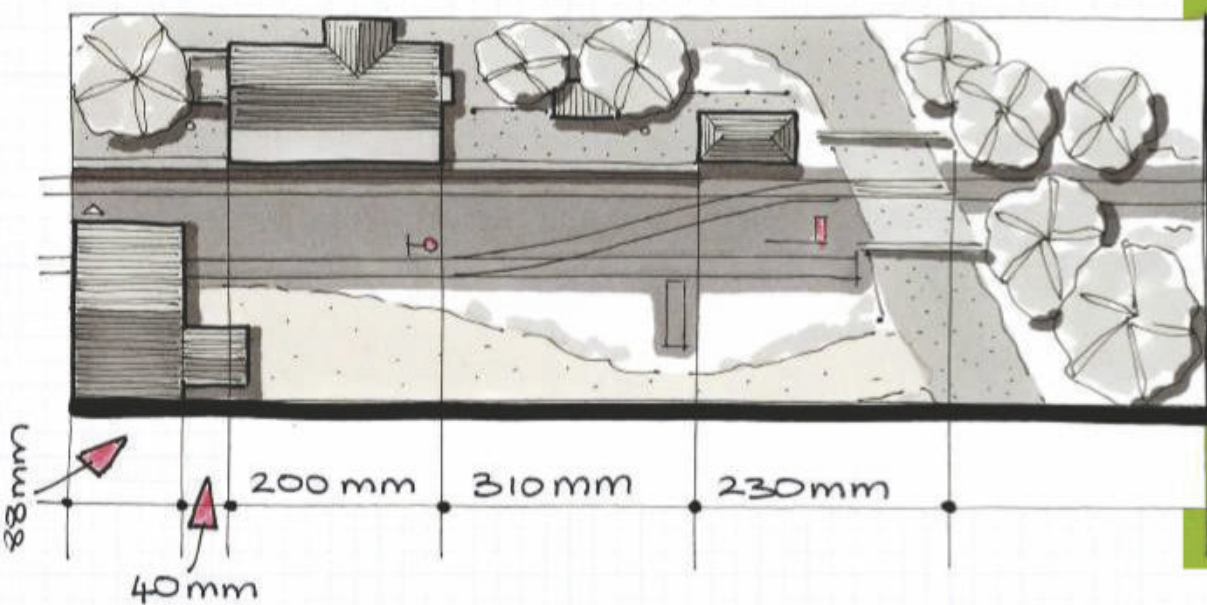
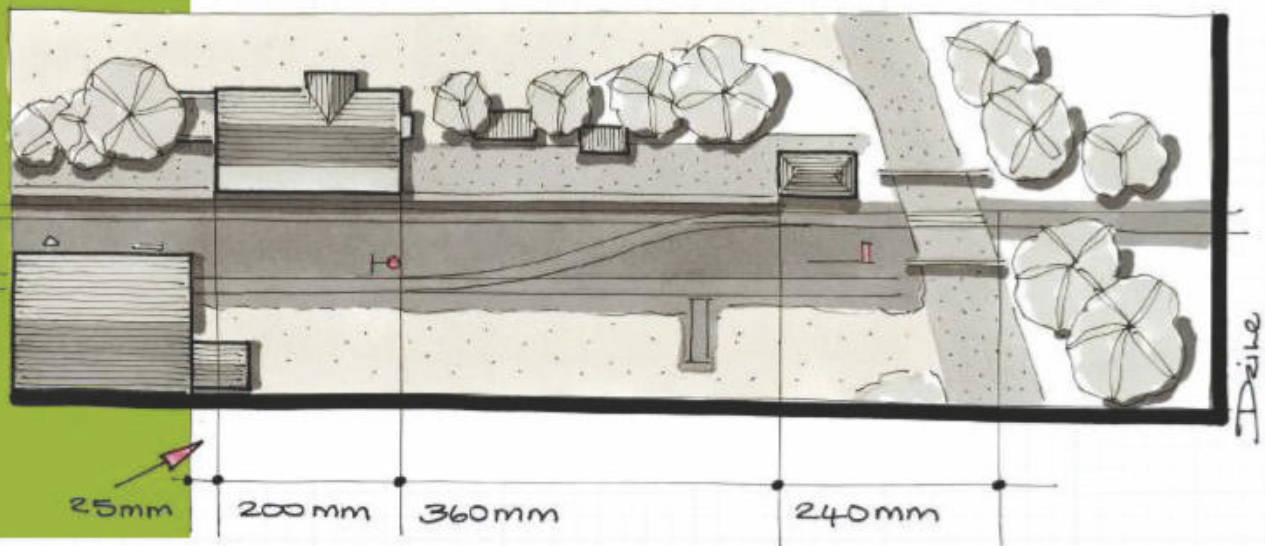
COMPRESSION BY DESIGN

We've been compressing layouts, for very obvious reasons, since the earliest days of railway modelling. It's a finite method, restricted by your influencing prototype. Some locations are just too large to even consider as a micro layout, whereas others might allow for a small relevant section, conveniently 'view-blocked' at both ends. Clearly, the smaller your chosen prototype the better chance you have of squeezing a 'quart into a pint pot', even smaller if your subject lends itself to realistic reduction. While I've settled for Dunster, itself a minimum space prototype, in the accompanying plans you can compare reality, squeezed onto a 4ft long board and then again into a 3ft 3in long footprint.



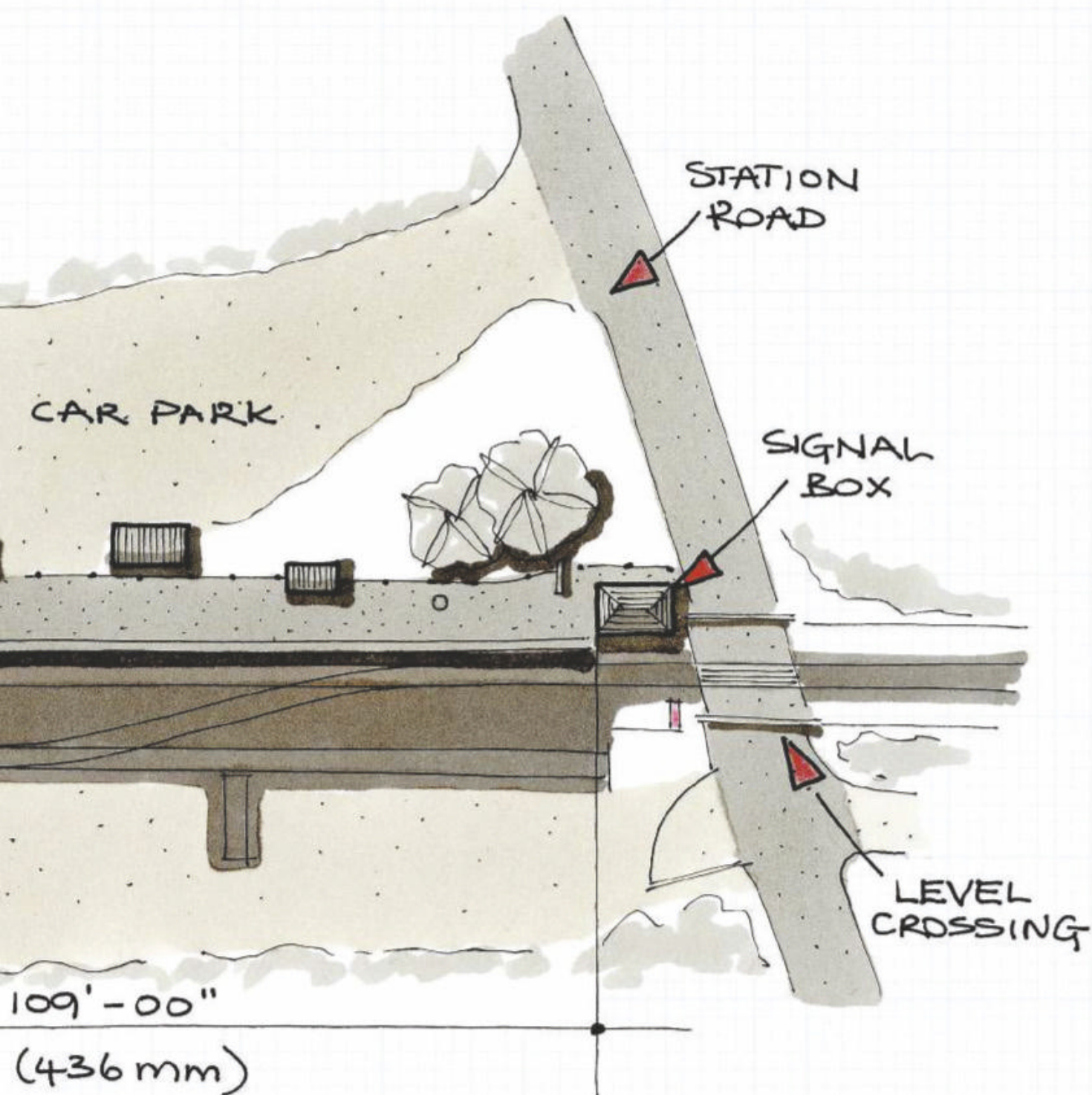
This plan shows the prototype arrangement. Measurements, in feet, are approximate distance between real structures, those in millimetres show model length, at 4mm:1ft. Note there's quite a gap between the goods shed and station building on the prototype.

This is my initial 4ft long take on Dunster station. Measurements are again for 'OO' gauge and I draw your attention to the closed-up position between Goods Shed and Station, all part of my grouping to view-block and distract the eye from any backscene aperture. By contrast, the platform from Station building to Signal Box is not far from prototype length. When it comes to building the layout I might be tempted to shuffle these about to create more of a balance... I suppose it will depend on how it looks, though I certainly don't want them to be equal.



The first plan is based on the 4ft mock-up. For those tight on space there's chance for further compression, in this case to 3ft 3in. If you choose to do so, there's a visual limit on reducing a prototype - and on a fictitious model too - as to how close you can put things together before it becomes unrealistic.

One of the many benefits of arranging a mock-up is that you can assess what looks right for very little effort and cost. If you get it wrong, you can move things around. For me, the minimum reduction for Dunster is about 1m (3ft 3in) (see second plan). Clearly, reducing the goods shed to half-relief is one of the main space-saving devices. Although I don't want to cut my goods shed in half, I've concocted the accompanying photo to look as such.



● Each square represents 1ft.

FINAL THOUGHTS

So, there you have it. A full-size mock-up is a great aid to ensuring that you end up with an attractive layout on a baseboard size that suits your design. You can check those all-important viewing angles and adjust scenic lengths or volumes. I've already spotted some improvements to be made with the height of a couple of trees and increasing baseboard width for a little bit of in-the-distance scenery. No doubt there'll be more 'finds' when it comes to the actual build.

I am extremely grateful to Ben Arnold, managing director, at Peco for his assistance with this article.



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24.5t mineral wagon

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Our reviewers

George Dent
Model Rail's modern image expert.

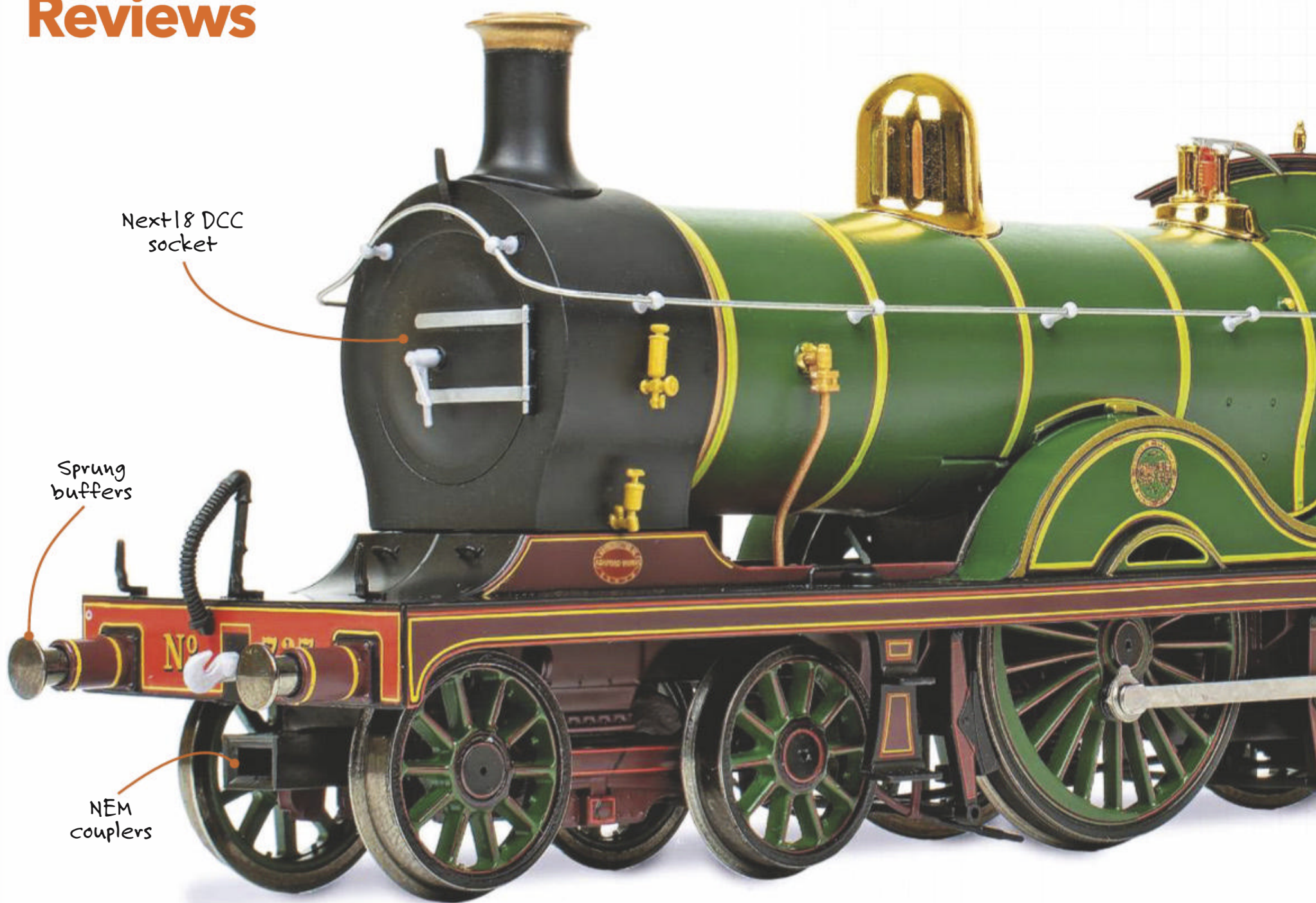
Chris Leigh
Wrote his first review in 1964!

Paul Marshall-Potter
A top-notch, innovative modeller.

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Locomotion Models/ Dapol/Rails of Sheffield SECR Wainwright D class 4-4-0

◆ GAUGE 'OO' ◆ MODEL Locomotion Models/Dapol/Rails of Sheffield SECR Wainwright D Class ◆ PRICE £199.99 (£324.99 DCC sound)

◆ AVAILABILITY Locomotion Models Tel 01904 685785 Web www.locomotionmodels.com

Back in the early 2000s, when I was a conservation assistant at the National Railway Museum, I had a few 'pet' locomotives in my charge. My daily responsibility was to ensure that they were spotless and sparkling in all the right places, before retreating to my little workshop when the doors opened to the public. Along with '9F' *Evening Star*, with its endless amount of copper and brass work, the other locomotive that took up plenty of time (and elbow grease)

was Wainwright D Class No. 737.

Posed at the time in the Station Hall, the elegant profile, gleaming green paintwork and intricate lining scheme often enraptured visitors, despite the rather gloomy ambience of the building. More recently, she has enjoyed time in the Great Hall, where I always thought she belonged.

It was with some excitement, therefore, that I opened the high-quality packaging containing this new 'OO' model, produced as a joint venture between Locomotion Models, Rails of Sheffield and

Dapol. While Rails and Dapol are offering a range of 'in service' D class models - in SECR, Southern and BR guises - No. 737 is exclusive to Locomotion Models and is part of its National Collection in Miniature series.

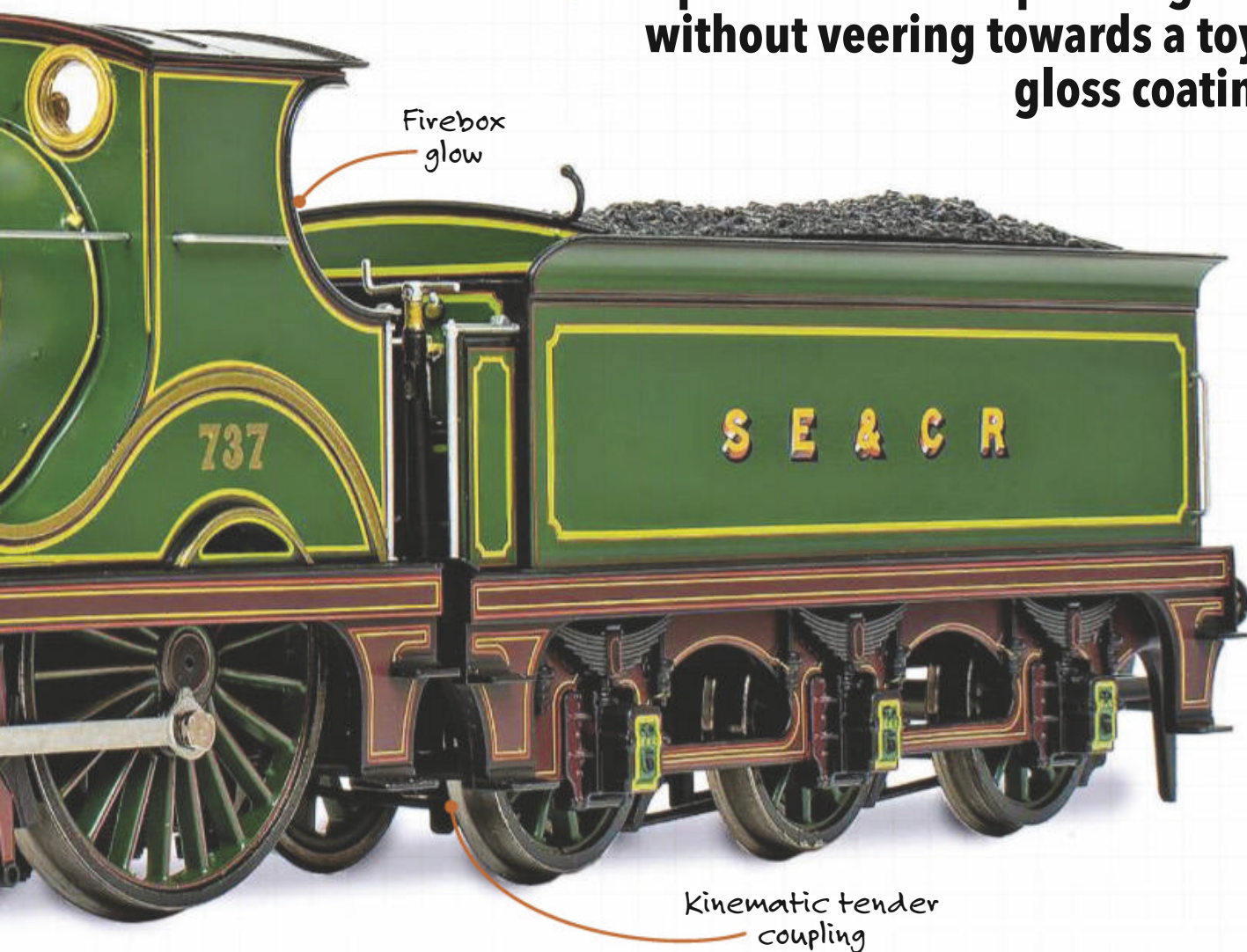
EDWARDIAN SPLENDOUR

First impressions were positive, as the handsome appearance of Wainwright's design has been captured exceedingly well. There's something visually satisfying about a 4-4-0 tender locomotive anyway, but the D

class possesses a particularly graceful nature. It's hard to see past the beautiful livery, but we'll come to that in a moment. Concentrating on the profile and proportions, the design team seem to have got this model just right. There is plenty of detail and finesse, from the refined wheels (with authentic stubs between the spokes of the tender and pony wheels) to the curved, perforated splashers.

Oil pots and gravity lubricator fittings are well rendered and the steam reversing gear is impres-

“The paintwork has a pleasing sheen, without veering towards a toylike gloss coating”



sive, with plastic pipes and valves picked out in realistic metallic shades of copper and brass.

The bolt and rivet head detail on the frames is effective, while the brake and sanding gear looks great. There's a cosmetic rendition of the inside valve gear visible beneath the boiler and the cab spectacle plates have been glazed exceptionally well. The access doors for the inside cylinders even feature small wire handles and the smokebox door looks to have the correct convex profile.

Furthermore, the smokebox door, despite appearing to fit seamlessly, can be prised off with

a special tool (supplied) to give access to a pull-out DCC decoder and speaker interface. The PCB simply slides out (again, using the special extraction tool), promising the easiest means of installing digital control and sound that I've yet come across on a steam-out-line model. And it works too! Full instructions are provided and they should be read carefully, especially if you're contemplating adding a speaker to the tender instead of (or as well as) inside the boiler.

Returning to the subject of



appearances, the cab interior is also worthy of note. This is an area of the prototype that I remember fondly, despite the monotony of having to

clean the metalwork so often. The model features the two large bench areas covering the wheels (invariably enlarged to account for 'OO' wheelsets), while the firebox is adorned with rivet heads, pipework, valves, sight glasses and regulator, all in shiny metallic finishes where appropriate. The firebox doors also feature polished steel levers, being posed in the open position to allow for the lighting effect to be seen. The flickering firebox operates on both DC and DCC and the open cab allows it to be viewed readily.

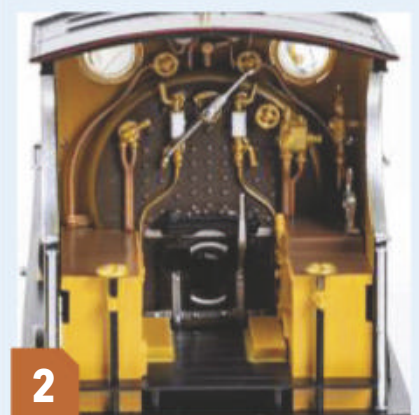
FINE FINISH

The overall standard of finish is excellent, with the key colour elements appearing to be a close match to the preserved No. 737. The paintwork has a pleasing sheen, without veering towards a toylike gloss coating. The dome and safety valve bonnet do stand out, however, being portrayed with a highly polished finish. The effect is very pleasing, matched by the burnished steel

3 things we like



1 Intricate lining and general level of finish. Finely printed crests.



2 Detailed cab interior with firebox flicker effect that works equally well on analogue control.



3 Cosmetic inside motion enhances the area between the frames.

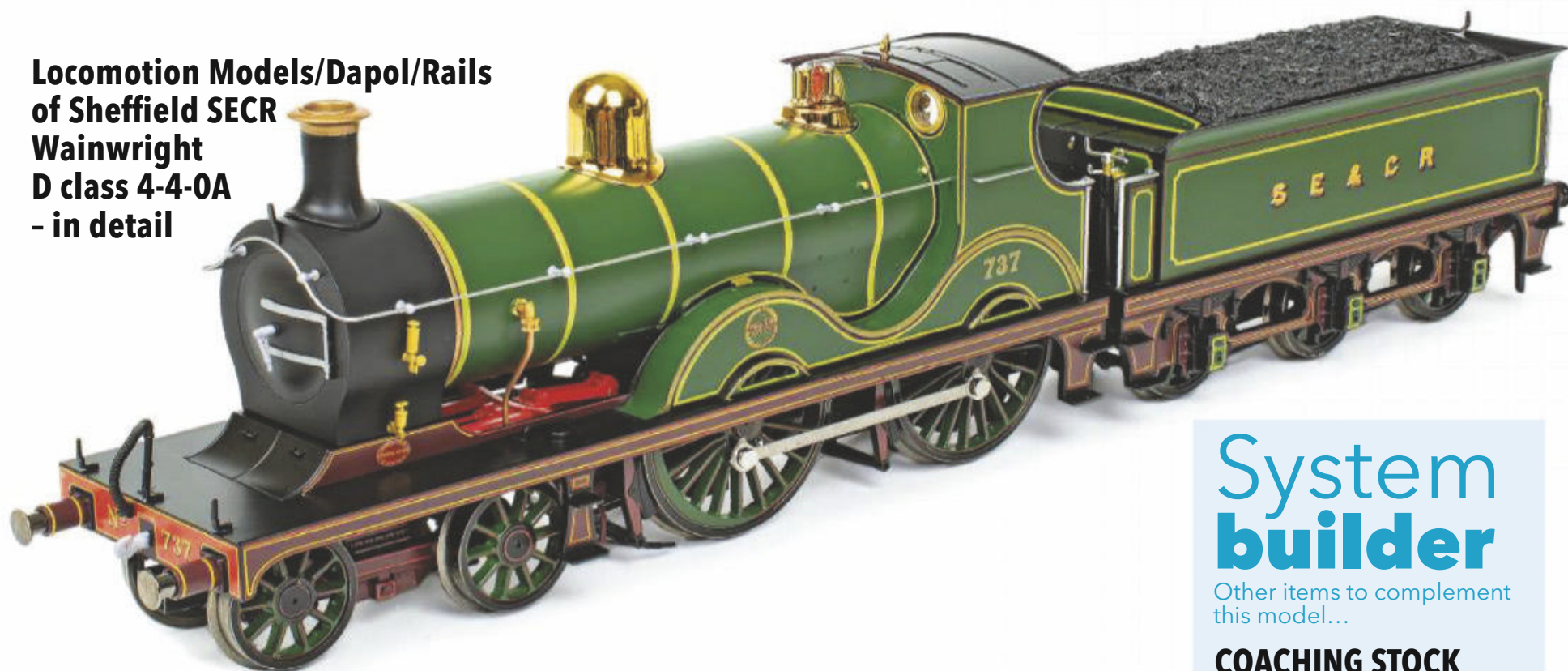


of the safety valve lever and red spring, creating an impressive ensemble.

In comparison, the copper-painted chimney cap is a tad restrained, but the chimney's profile is convincing, nonetheless. The lining is also impressive, both on the locomotive, tender, frames and wheels. The complex arrangement of different colours has been captured faithfully, save for a few areas where economy and production limitations have got in the way. The most notable is the lining on the edges of the cab's front, which end abruptly at waist height, rather than ➤

Reviews

Locomotion Models/Dapol/Rails of Sheffield SECR Wainwright D class 4-4-0A - in detail



Factfile: SE&CR D class 4-4-0

Designed initially to operate express passenger trains to Hastings and the Kent Coast, a fleet of 51 D class locomotives was built between 1901-1907, under the auspices of Harry S. Wainwright. While some were built at Ashford, construction was also undertaken at Sharp, Stewart & Co. (Glasgow), Robert Stephenson (Newcastle), Dübs & Co. (Glasgow) and Vulcan Foundry (Leeds).

A rebuilding programme began in 1921, with 21 examples receiving Belpaire boilers and larger cylinders, creating the D1 class. Gradually superseded by larger locomotives such as the 'King Arthur' 4-6-0s, D class 4-4-0s were redeployed on secondary services on former LBSCR routes into Sussex and Surrey.

Upon nationalisation, 28 of the remaining un-rebuilt D class were taken into British Railways stock, although all had been withdrawn by December 1956. Sharp, Stewart-built No. 31734 (formerly SE&CR No. 734) was originally earmarked for preservation as part of the National Collection. However, after inspection, Ashford Works' No. 31737 was chosen instead.

Withdrawn by BR at Guildford shed in November 1956, No. 737 was stored at Tweedmouth MPD for a few years before returning to Ashford in late 1959 for restoration to original, albeit non-working condition. It arrived at Clapham Museum in 1960 and was transferred to the National Railway Museum at York for its opening in 1975.

● With thanks to Dennis Lovett of Locomotion Models for help with prototype information.



1: Awaiting departure from Charing Cross, SE&CR No. 488 is seen atop a service bound for Kent, circa 1903. RAIL ARCHIVE STEPHENSON

2: Two years prior to withdrawal, No. 31737 (ex-737) is seen at Mayfield, East Sussex in November 1954. RAIL ONLINE

3: Built at Ashford Works in 1902, No. 57 storms towards Orpington, Kent, around 1910. RAIL ARCHIVE STEPHENSON



System builder

Other items to complement this model...

COACHING STOCK

Bachmann's SE&CR 'Bird Cage' coaches are a good match for a D Class 4-4-0, for pre-Grouping, Big Four or BR days. **Price:** £84.95 each **Availability:** Bachmann stockists **Web:** www.bachmann.co.uk



FOOTPLATE CREW

A set of Edwardian-era footplate crew would complete the cab interior. Modelu offer a range of 3D-printed characters. **Price:** From £4.50 each **Availability:** Modelu **Web:** www.modelu3d.co.uk



ACCESSORIES

Pre-Grouping pattern oil head and tail lamps will add the finishing touch. Also available from Modelu, with clear or red lenses, in packs of five. **Price:** £7.50 **Availability:** Modelu **Web:** www.modelu3d.co.uk



carrying on along the upper face of the splashers. Similarly, the gold lining atop the upper edges of the frames, beneath the boiler, also terminate abruptly. I also have some doubts as to the size and spacing of the SE&CR lettering on the tender sides, despite the shaded characters looking splendid.

The SE&CR crest on the leading splasher is nicely done and legible under a magnifying glass, as are the Ashford Works builder's plates, but the cabside numbers would look better as etched metal digits. Those printed on the right-hand cab side are ever so slightly off-kilter on our sample, but none of these minor quibbles detract from the overall impression of quality and realism.

ON THE RAILS

Dapol has installed a 'kinematic' coupling between locomotive and tender, which pivots on a cam system to allow for close coupling on straight track, while compensating for curves. The two units are simply pushed together (preferably while seated on the rails) until it clicks. The coupler also conducts power from the tender wheels to the motor in the locomotive. It's a system that seems to work effectively, free of any delicate cables dangling between the two vehicles. There also seems to be enough vertical movement in the coupling to account for any minor inconsistencies in track levels. That said, it may find out any areas that require attention from the P'way Department.

The locomotive itself is a little light, with most of the body and

running plate rendered in plastic. Much of the mass is at the cab end, with the flywheel-equipped motor located in the firebox. This means that there isn't much mass bearing down onto the pony truck, especially the leading axle. However, under test conditions, the locomotive coped well with curves and pointwork, albeit over well-laid track. The concentration of mass at the cab end may account for the fitting of traction tyres to the leading driving wheels, which allowed the locomotive to haul a decent load of passenger and freight stock.

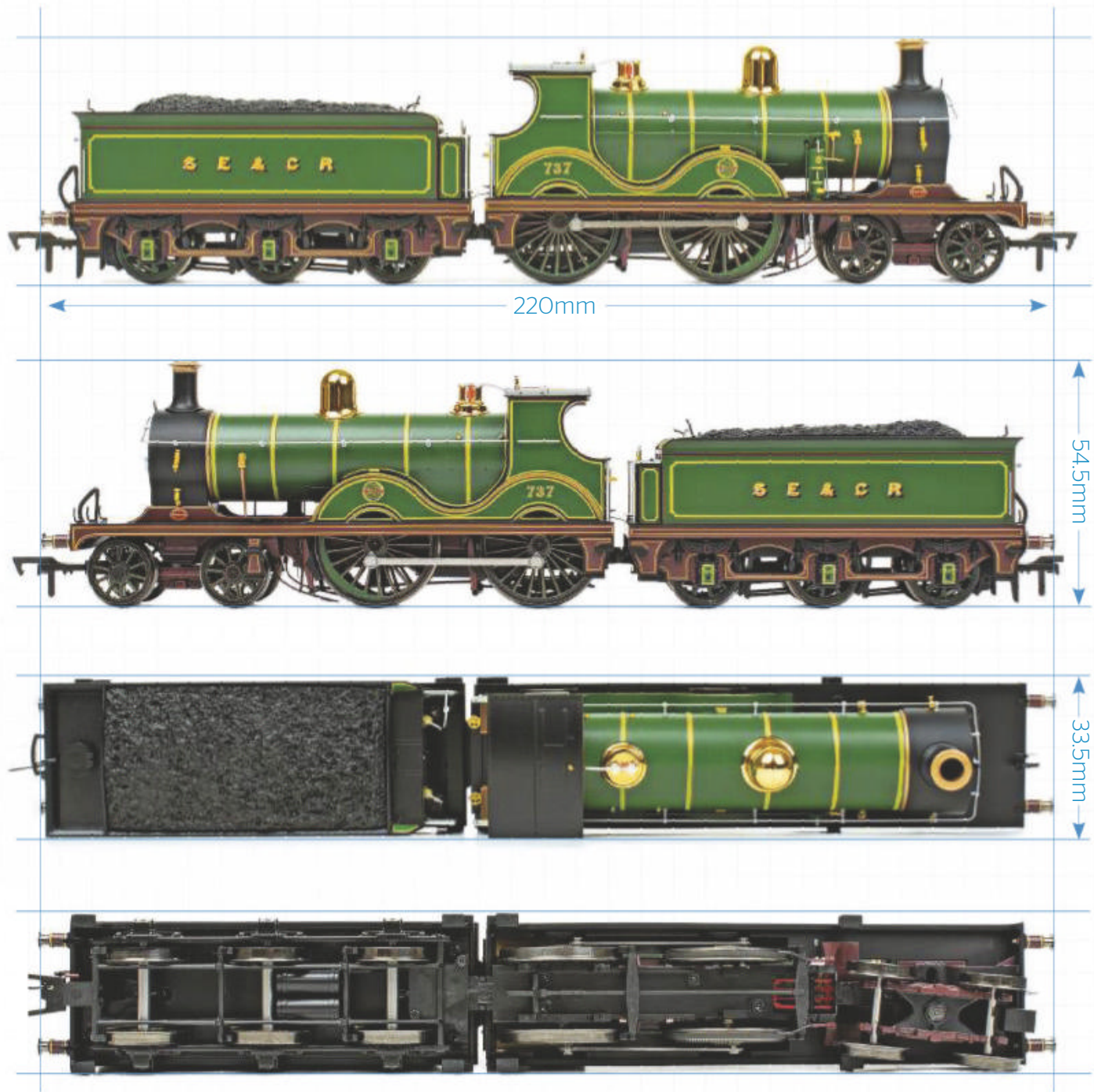
Performance was good all-round, with the motor and

transmission settling down to run smoothly after the prescribed bedding-in period. The tender wheels collect power via wiper pick-ups, which add a small degree of drag, but the cam-pivoting rear coupling complements the close-couplers on modern coaching stock.

Quite a few extra bits and pieces are supplied as separate fittings. Most notable is a replacement set of driving wheels, if you'd prefer to forego the traction tyres. A special tool is provided for removing and re-fitting the crankpins (the inclusion of spare crankpins is welcome) and it's a relatively

simple task to complete, following the illustrated instructions. A bag of extra detail fittings include a pair of cab doors (fully lined), vacuum brake hoses and a set of guard irons for the front end.

Collectively, Dapol, Rails and Locomotion Models have done a splendid job with this model. Sure, a couple of minor compromises have been made with the decoration, but the elegance of the prototype has been faithfully captured. It has certainly brought back some fond memories... although the smell of Brasso is not something I miss. (GD)



SUMMARY

PROS

- Prototypical looks.
- Overall quality of finish.
- Performance.
- Easy access to DCC/speaker socket.

CONS

- Minor quibbles with the lining and cabside numbers.
- Loco and tender running plates should be the same height.

FINAL VERDICT

Beautiful.

LOCOMOTION/DAPOL/RAILS SECR WAINWRIGHT D CLASS 4-4-0

OVERVIEW		DIMENSIONS		PROTOTYPE	1:76 SCALE	MODEL
Manufacturer: Dapol	Chassis: Metal with plastic parts	Length		57ft	228.6mm	220mm
Ref. No. 4S-027-NRM02	Weight: 232g	Height		13ft 7in	54.5mm	54.5mm
Unit No. 737	Min. curve radius: 438mm (second radius)	Width		8ft 6in	34mm	33.5mm
Scale/gauge: 1:76 scale, 'OO' gauge	Wheel back-to-back: 14.3mm	Wheel diameter (bogie)		3ft 7in	14.4mm	14.3mm
Body: Plastic with metal parts		Wheel diameter (driving)		6ft 8in	26.7mm	26.7mm
		Wheel diameter (tender)		4ft	16mm	16mm
ELECTRICS		SERVICING				
Electrical system: 12V DC two-rail	Lights: Firebox glow effect	How to dismantle: Body unscrews from chassis.				
Motor type: Can motor	DCC ready: Yes, Next18 socket	Where to oil: Gears, bearings and axles.				
MECHANISM						
Drive system: Power to leading driving wheel via brass worm and nylon gears	Flywheel(s): Yes, one					
	Traction tyres: Yes (see text)					



Bachmann Class 24

◆ GAUGE 'OO' ◆ MODEL Bachmann Branchline 32-415 Class 24/0 diesel locomotive ◆ PRICE £179.95 ◆ AVAILABILITY Bachmann stockists Web www.bachmann.co.uk

The early Sulzer Type 2s had a relatively short career, but they were undoubtedly an important element of BR's Modernisation Plan. Their demise also served to illustrate the changing nature of Britain's rail network, as the demand for a modest Bo-Bo locomotive dwindled during the late 1960s and early 1970s. Indeed, the death of local freight traffic and closure of countless branch lines was the undoing for many of the new diesel locomotive types ordered only a decade earlier.

Bachmann's 'OO' Class 24, of early 2000s vintage was, in many ways, a lovely model. Aficionados of the prototype did find areas that were less than perfect, ultimately leading Sutton's Locomotive Works to create its own high-specification RTR model. I must admit to

being less obsessive with my own fleet of Type 2s, being happy enough with my dozen or so Bachmann '24s' and '25s'. However, with the appearance of Bachmann's all-new '24/1' last year (MR272), the uplift in realism, specification and performance has been tangible.

Bachmann's disc head-code-fitted version of the Sulzer Type 2 (Class 24/0) has now arrived. Like the '24/1', it has been created completely from scratch rather than adapting aspects of the original tooling. Available initially in four guises: plain green (D5094), green with yellow ends (D5036 as reviewed here), BR blue (24035) and RTC red/blue as 97201 *Experiment*.

IS IT BETTER?

The new model looks splendid straight from the box, with a refined air and impressive level of finish. There's no faulting the

complex profile of the roof and characterful 'face' and, by placing the new model alongside a '24' from nearly 20 years ago, there are a number of discernible improvements.

In fact, the new model is superior in many ways. In terms of looks, the front ends have been upgraded with gangway doors of the correct width and hinge detail has been added. However, the door panel seams are much less defined on the new version, which is a minor disappointment. The quality of the glazing and the fine, twin-arm windscreen wipers are far superior, however. The cab side and door windows are now the correct size (they were originally too small) and the various handrails, grilles and louvres adorning the bodysides are superb. Atop the roof, the fan grille is infinitely better, while the various panels and exhaust



ports are much more authentic. Furthermore, this portrayal of D5036 correctly boasts an original-style circular engine exhaust port.

The raised panels above the engine room are well executed, with just a fraction of daylight visible around the edges. This is a tricky aspect to get right on a

“There’s no faulting the complex profile of the roof and characterful ‘face’”

3 things we like



1

Finely rendered body moulding, especially in terms of the grilles and louvres.



2

Correct wheel pattern, with circular perforations. A small, but characteristic prototype feature.



3

Superbly detailed cab interiors, painted in appropriate colours. All they lack is a footplate crew.



scale model – such things are prone to looking untidy, but that’s not the case here. Boiler tank filler recesses are the correct size and there are even fine wire grab handles on the hatches. I was also impressed by the recessed panel for the train heating boiler’s safety valves.

A full set of valancing is fitted around the lower edges of the bodywork, creating a very pleasing appearance of an early condition ‘24’. These valances were invariably removed

during servicing, so Bachmann has omitted the side

sections on the BR blue and RTC versions for greater authenticity. Also of note is that BR blue 24035 will feature an isolated boiler, with attendant plating-over of vents and access steps, along with removal of the underslung water tank.

Talking of the underframe, the same comments apply as per my review of the ‘24/1’ from April 2020. In short, there is an impressive level of detail relief in the bogie frames and tank/battery box area. The perforated disc wheels also add extra character to the chassis.

The paint finish is superb, with a super-smooth sheen and no discernible imperfections. I’ve noted

that the paintwork on various new models, from other manufacturers, has been beset with debris trapped under the finish, but no such issues here – it’s virtually flawless.

Interestingly, the off-white beading at cant rail level stops before the cabs. A little research revealed that this is correct for the real D5036, particularly around the mid-1960s when it had the dubious honour of hauling one of the last trains from Peterborough along the ex-LNWR line through Seaton to Market Harborough.

Indeed, D5036 was an East Anglian-based Type 2 from new, being based at March and Ipswich until heading to Stoke-on-Trent in the late 1960s. The 32B (Ipswich) shedcode, printed on the nose ends testifies to its time based in



Bachmann Class 24 - in detail



Factfile: Class 24

The first 20 Class 24s were ordered as part of BR's Modernisation Plan, with the first examples entering traffic in 1958. Built at BR's Derby Works and featuring a Sulzer six-cylinder power plant coupled to British Thomson Houston electrical equipment, the 1,160hp output placed the modest Bo-Bo design in the Type 2 category.

Allocated to work on the London Midland, Eastern and Southern Regions, performance was generally good, although a need for separate brake tenders on heavier goods trains was soon discovered and double-heading was common on both passenger and freight workings. Further orders were placed, with a few design modifications, eventually leading to a fleet of over 100 examples, numbered D5000-5113 (24001-24113). The later TOPS classifications can be a little misleading, as D5000-5049 were placed in the Class 24/0 sub-class, while D5050-5113 were officially Class 24/1, despite appearing virtually identical save for a slightly smaller fuel tank.

Equipped with disc headcodes, construction was spread across Derby, Crewe and Darlington Works. Further alterations to mechanical, electrical and visual elements would follow, including the addition of four-character headcode boxes to a new batch - D5114-5150 - which were also classed as '24/1'. Developments continued into the 1960s, creating what would become the Class 25.

The original '24s' would work across much of the network, particularly around the Midlands, North West, North Wales and Scotland. Withdrawals began in earnest during the 1970s, following the rapid decline in demand for Type 2 traction as branch line freight services disappeared. All but 24081 had gone by 1979, with '081 lasting until October 1980. One Class 24, 24061, was retained by BR for test train work, being renumbered to 97201 and painted in the RTC's red/blue livery. Four examples have been preserved (D5032/54/61/81).



1

1: With Cracken Edge looming in the background, Sulzer Type 2 D5056 trundles towards the Hope Valley at Chinley, with an ex-LMS inspection saloon in tow. Note the plate covering the boiler compartment grille at the leading end. COLOUR RAIL



2

2: Not an obvious sight associated with London Euston, as work-stained D5021 arrives with an early morning departure from Llandudno, July 1965. COLOUR RAIL



3

3: It's a sunny July day in 1971 as No. 5089 approaches Barmouth with a typical Cambrian freight service, made up of gunpowder vans. COLOUR RAIL

System builder

Other items to complement this model...

COACHING STOCK

Before being relegated to freight duties in the 1970s, the '24/0s' hauled secondary passenger services, so a few maroon Mk 1s would look the part.

Price: from £36.99

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



GUNPOWDER VANS

The early Sulzer Type 2s were ideally suited to freight traffic on the former Cambrian lines of North Wales. A large portion of this traffic was explosives for the many quarries, carried in gunpowder vans.

Price: £11.14

Availability: Dapol stockists
www.dapol.co.uk



CONSETT ORE HOPPERS

Having ousted '9Fs' from the famous Tyne Dock-Consett iron ore traffic, pairs of Class 24s hauled these purpose-built hoppers, currently under development by KR Models.

Price: £67.00 (triple pack)

Availability: KR Models
www.krmodels.co.uk



SUMMARY

PROS

- Looks like the real thing.
- Excellent level of detail.
 - Superb finish.
- Smooth performance.

CONS

- Cabside numbers too large?
- Poor set of snowploughs.

FINAL VERDICT

Superb.

at each end for DC operations. The body is easily removed, revealing a 21-pin DCC interface and all '24s' are equipped with a miniature speaker as standard, making sound installation simple. Sound-fitted versions of each model are also being offered by Bachmann.

The cab interiors are a real highlight, bursting with plenty of detail, including authentic consoles with sliding power controller and dials, plus fire extinguisher, parking brake handwheel and

pedestal seats, all picked-out in appropriate colours.

Finally, a bag of detailing parts is supplied, including a set of open and closed headcode discs, plus a comprehensive range of bufferbeam details, screw couplings and a pair of boiler access bogie footsteps. There's also a pair of miniature snowploughs, designed to slot into the NEM pockets. However, only the two outer blades are represented and, when slotted in place, they protrude far too much and certainly can't

be used with the various brake pipes in situ.

Once again, Bachmann has produced an excellent new diesel-outline model, with a superior level of finish and attention to detail. The improved mechanical and electrical specification are also welcome, especially for DCC operators. While the real '24s' may not have enjoyed stellar careers, it's heartening to know that so much effort has gone into creating a worthy miniature replica. **(GD)**



BACHMANN CLASS 24

OVERVIEW

Manufacturer: Bachmann Branchline
Ref. No. 32-415
Unit No. D5036
Scale/gauge: 1:76 scale, 'OO' gauge
Body: Plastic with metal parts

Chassis: Metal with plastic parts
Weight: 421g
Min. curve radius: 438mm (second radius)
Wheel back-to-back: 14.3mm

ELECTRICS

Electrical system: 12V DC two-rail
Motor type: Central can motor

Lights: Directional and interior lighting
DCC-ready: Yes, 21-pin socket

MECHANISM

Drive system: Power to all axles via cardan shafts and nylon gears.

Flywheel(s): Yes, two
Traction tyres: No

DIMENSIONS

	PROTOTYPE	1:76 SCALE	MODEL
Length	50ft 6in	202mm	202mm
Height	12ft 8in	50.6mm	50.8mm
Width	8ft 10in	35.3mm	36.5mm
Wheel diameter	3ft 9in	15mm	15mm
Bogie wheelbase	8ft 6in	34mm	34mm

SERVICING

How to dismantle: Body unscrews from chassis.
Where to oil: Axles.



Dapol/Lionheart BR Mk 1 coach

◆ GAUGE 'O' ◆ MODEL Lionheart 7P-001-009/010 BR Mk 1 Corridor Brake Second coach (BSK) ◆ PRICE £199 (£234 DCC-fitted) ◆ AVAILABILITY Dapol stockists

Lionheart Trains established its name and reputation almost instantly with its 'O' gauge '64XX' pannier tank and GWR autococh. Since then it has become a brand within the Dapol organisation where the expertise of its founder Richard Webster, combined with Dapol's manufacturing experience, continues to bring 'O' gauge modellers some top-notch models.

Appearing now under the Lionheart label is a range of BR Mk 1 coaches which follow in that tradition. Received for review are two examples of a Mk 1 corridor brake second (BSK) in Rail blue and grey livery but a wide range of

types and liveries are either available or on their way. I found them to be a tight fit in their expanded polystyrene packaging and it is essential to push them out using the finger holes in the packaging, and the film wrapping around the coach. It is packaging designed to protect the model from damage, but it can actually cause damage if not treated correctly.

FINER DETAILS

Dapol points out that the models have been designed using original drawings, and it shows. Here we have a Mk 1 that looks spot-on in every respect, including the curved 'C1' profile and flat glazing. The windows

have the distinctive Beclawat sliding ventilators with their external aerofoil to prevent draughts, and even the two little spring-loaded catches on the inside of the sliders are there to be seen. The 'frosted' finish on the toilet window is the best I've seen on a model.

Door handles are moulded on but picked out in colour and separate grab rails and guard's door handrails are fitted. The roof carries very fine ribbing detail, correct-style ventilators and the separate water feed pipes to the toilet water tank. These have to be unclipped to remove the roof, which can then be simply pulled off, taking care not to stress the wiring for the lights, which is

plugged into a PCB hidden in the toilet compartment.

INTERNAL DETAILS

I can't recall access to the interior being this easy, even on unlit 'OO' coaches, but the only reason you are likely to need interior access is to add passengers. Everything else, by way of detail, is already there!

Starting with the internal walls and bulkheads, the side corridor partition is fully glazed. The corridor side carries detail of the sliding compartment doors, with their handles picked out in colour and the partition itself finished in brown on the corridor side, grey on the compartment side. The individual compartment



“Dapol points out that the models have been designed using original drawings, and it shows”

bulkheads carry separately fitted mesh luggage racks and have the distinctive individual white hooded reading lights. Dapol has – not surprisingly – stopped short of making these lights work, but the compartments and corridor are lit by LEDs mounted in the roof. Four micro-switches under the floor enable analogue users to switch corridor, compartment and guard’s van lights separately, while DCC users can do this remotely on the DCC-fitted version.

The seats – three per side in the original Mk 1 configuration – are ‘upholstered’ in a blue chequer pattern that looks very convincing when viewed through the windows. The guard’s compartment features his desk and ‘very 1960s’ tub chair, plus the separately fitted handbrake standard and wheel. In the luggage compartment there are blackened wire security bars behind the windows. A pale

grey etched metal mesh grille separates the luggage section from the corridor and this has overlays carrying the door detail, with even the recessed handles depicted.

The Rail blue and grey livery is correctly separated by a fine white line and the positioning of the grey area is spot-on, too.

MECHANICALS

Now, to the ‘mechanicals’. Firstly, these coaches employ a standard working buckeye coupler mounted to a cam arrangement above the bogie, which allows it to open out on curves. On the brake vehicles there is a scale screw coupling at the outer end with a spare buckeye supplied for use if necessary. Sprung, blackened metal buffers are fitted.

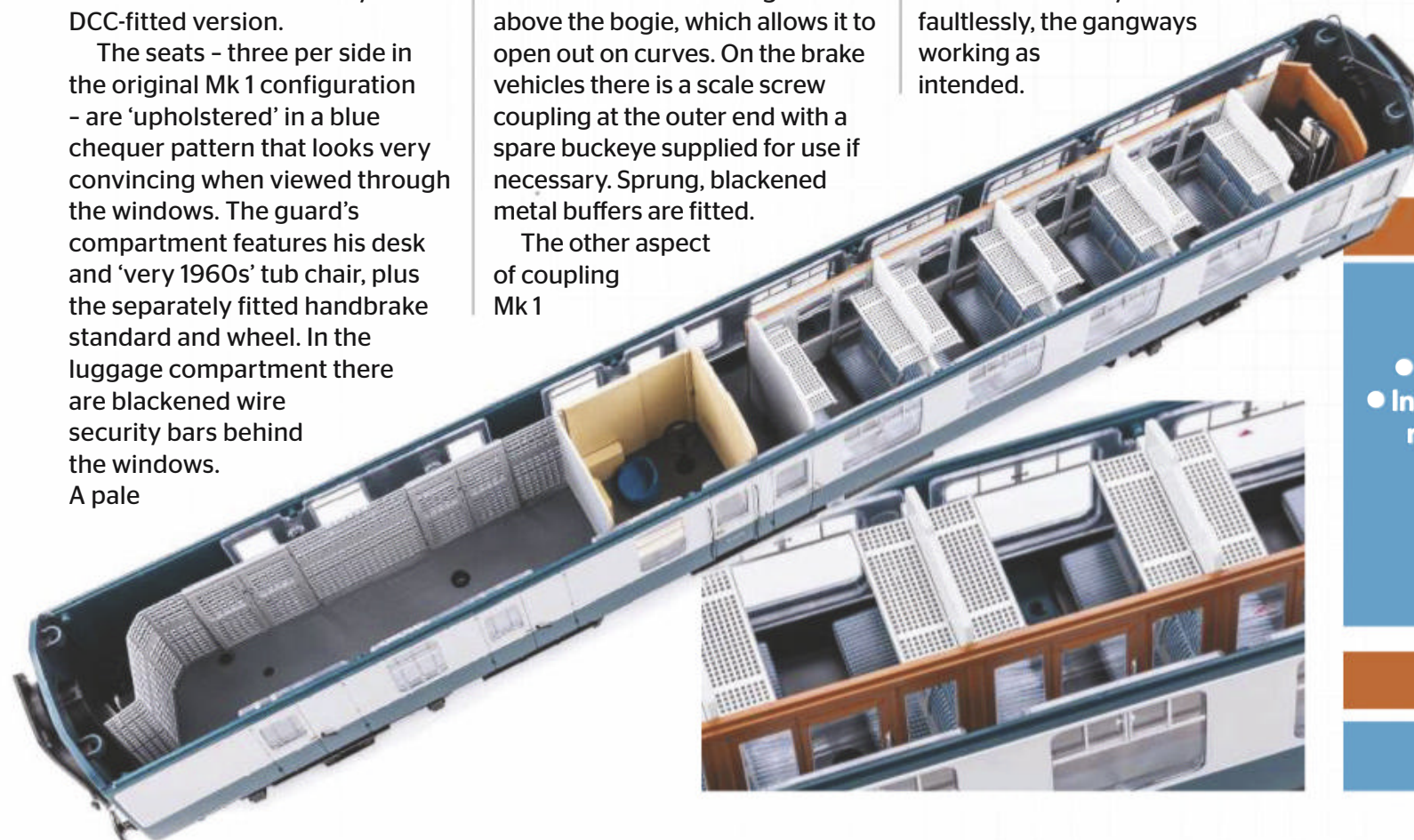
The other aspect of coupling Mk 1

coaches is the gangway. Here, Dapol has devised a flexible arrangement assembled from plastic mouldings which allows adjoining gangways to link, while at the same time being flexible enough to operate around second radius curves. I took the model to Dave Lowery’s ‘O’ gauge layout for some test-running and, although Dave doesn’t have anything as tight as second radius, his layout does involve almost continuous curves of various radii down to 5ft.

We coupled the two sample coaches together behind a Heljan ‘Western’ and they ran faultlessly, the gangways working as intended.

The lighting looks good, too, with just the right degree of brightness and no show-through on the plastic body, which had been an issue with the earlier Dapol GWR suburban coaches. Weighing in at 830g for the Brake Second, a rake of five or six should present no problems for the average ‘O’ gauge locomotive.

Dapol has brought ‘O’ gauge modellers some top-notch ready-to-run Mk 1 coaches at an affordable price – a rake of five will cost you no more than a couple of locomotives. After some of their products ended up in a stranded container in Suez, it is to be hoped that the Mk 1s will bring Dapol a bit of good fortune. It certainly deserves it. (CJL)



SUMMARY

PROS

- Correct body shape.
- Interiors – seats, luggage racks, reading lights.

CONS

Tight packaging, otherwise nothing.

FINAL VERDICT

Got to have some!



Coal wagons: they're all the same aren't they? It's fair to say that, looking at British Railways' designs there is, at the very least, a strong family resemblance between the different steel-bodied types. These new 24.5t minerals from The Model Centre (TMC), are a case in point.

The models under review are produced by Bachmann for an exclusive release by TMC, covering the 24.5t mineral wagons built to BR Diagrams 1/115 and 1/118. Available as single or twin packs, the models come in two different body styles as well as various other underframe detail options, which will be explained in due course.

Looking briefly at the prototype, well over 3,000 of these wagons were built, first appearing in 1953, and examples lasted in service until 1982. The wagons were always unfitted, carrying the light grey livery throughout their lives, and featuring manual brakes only. Therefore, they were always accompanied by a brake van. While perusing prototype images, it appears that they were mainly associated with block trains running from specific collieries to power stations and steel works. Indeed, the wagons were often given markings to this effect, as captured on most of TMC's models. In later years, there were some body modifications, but they fall outside the scope of this review and these specific products.

TMC/Bachmann BR 24.5t Mineral Wagon

◆ **GAUGE** 'OO' ◆ **MODEL** TMC/Bachmann BR 24.5t mineral wagons ◆ **PRICE** £29.95 each, £59.90 twin-pack
◆ **AVAILABILITY** The Model Centre (TMC) Tel 01947 899125 Web www.themodelcentre.com

Typical traction seems to have been ex-LMS '8Fs' or BR '9Fs', while in diesel days, pairs of Class 20s or a Class 45 appear to have been common, judging by contemporary photographs. The 24.5 ton load was, in 1953, the nominal maximum for a twin-axle wagon and the wagon's tall height meant that they couldn't be used universally through all collieries, despite their similar appearance to 21t mineral wagons. This accounts for the yellow triangles applied on the bodysides, which were an easy indicator for railway and colliery staff that this was a 24.5t wagon rather than the smaller 21t version.

THE MODELS

Ten different wagons have been produced in TMC's initial batch, reflecting the variations common to the main unmodified fleet. Initial impressions are very favourable – the wagons are well finished and well assem-

bled. All key dimensions match published reference data. Apart from buffer types, axleboxes and door stops, each chassis is identical. Three types of buffers are featured on these models: original spindle shafts, as fitted to the first Dia. 1/115 wagons and

two different Oleo or 'self-contained' types, as fitted to the later Dia. 1/118 vehicles. All three buffer types look the part and, although not sprung, the metal bufferheads are finely rendered.

The brake gear is well captured with an effective



compromise between finesse and robustness. The brake shoes are in line with the wheel treads, while both the wheels and axles are blackened, which is a welcome touch. The models weigh in at 30g apiece, in line with other similar products. Under test, our samples ran smoothly, with the couplings working consistently on second radius Set-Track curves and through Peco Streamline Code 75 Bullhead track and points.

Another nice touch is the addition of a bag of cosmetic Instanter couplings, which are supplied with each wagon. While they can't be fitted with the tension locks in place, they're ideal for static models when posed in a siding perhaps (remember, the wagons need to run with a brake van for authenticity).

Two body versions are available, one with pressed steel side doors and the other with welded fabricated doors. Dimensionally, they are identical apart from the differing door types. The body sides are commendably thin, chains and locking pins are replicated and the top doors are also shown in relief on the internal face of the wagons. There are also fine wire grab handles fitted to the end doors, for extra finesse.

Some wagons come with single or double door spring stops and there's also a choice of original oil or later roller bearing axleboxes. The team at TMC informed us that they have worked from copious prototype images, to get detail and livery combinations correct for each wagon. This includes the odd modification. For example, wagons B281982 and B281146



“Interestingly, three different shades have been employed for the wagon interiors, across the whole range of models, tallying with the various build batches”



(from pack 38-928Z) were part of the first batches of Dia. 1/115 wagons, originally built with oil axleboxes, but have been modelled with roller bearing 'boxes and single door stops, as observed in photographs from the late 1960s/early 1970s. TMC also stated that its research showed examples of 24.5t wagons working in areas far removed from the branding applied to their bodysides, so their use was fairly widespread.

The paint finish is of a very high quality and all printed detail is sharp, legible and opaque. The 'unfitted' BR grey looks a little dark to my eye, compared to prototype images, although the paintwork often faded when the wagons were working 'in the field'. Interestingly, three different shades have been employed for the wagon interiors, across the whole range of models, tallying

with the various build batches, showing an impressive attention to detail. Builder's plates are printed on the chassis frames, with the running numbers matching those on the body. Across the range, the various era markings are represented from the earliest 1953 livery to the later MEO TOPS codes, rendered in a hand-painted style, which is most effective.

TMC can also supply any of these wagons in a high-quality weathered finish and there's even an option of having them loaded with authentic coal loads. See TMC's website for full details.

In summary, these wagons are a useful addition to the mix of RTR mineral wagons and represent an important type that bridged the gap between traditional small wagon coal trains and the development of the ubiquitous MGR fleet. For the quality provided they represent good value which, perhaps, could be enhanced if they were available in bulk packs to reflect their typical use, as well as singles or twin-packs. (PMP)



SUMMARY

PROS

- Looks and performance.
- Useful detail options.
- High quality finish.
- Good value.

CONS

None.

FINAL VERDICT

Excellent.

Hurry for a special discounted price!

Owing to the wagons arriving ahead of schedule, TMC has announced that it will honour the discounted pre-order prices for these wagons for a limited time, with single wagons available for £25.50 each and twin-packs at £50.95. The offer runs until July 14, so don't delay!





Accurascale KUA nuclear flask wagon

◆ SCALE '00' ◆ MODEL Accurascale KUA nuclear flask wagons (twin set) ◆ PRICE £159.95 ◆ AVAILABILITY Accurascale stockists Web www.accurascale.co.uk

You know that the hobby has changed when you hear that a manufacturer is to create a RTR model of a rarely seen wagon type, of which only two have ever been built. However, the two wagons in question are a very interesting subject, especially as rail-borne nuclear waste operations have long been popular with enthusiasts.

Accurascale's latest release is an impressive twin-pack, offering both of the Ministry of Defence's KUA nuclear flask carriers. These enormous, 80ft long wagons

were built for the MoD in 1998, ostensibly to transport nuclear fuel from the Royal Navy's submarine bases at Devonport and Rosyth to Sellafield for reprocessing. They've also been used to carry atomic materials from Dounreay in the far north of Scotland to Sellafield, so they have travelled a fair amount of the UK network over the years.

Employed singly or as a pair, when loaded, each wagon can weigh up to 150t and are always accompanied by specially trained security staff riding in dedicated coaches, while two locomotives are employed (a single loco-

otive is only used if the wagons are empty). Since DRS won the contract to carry this cargo in the mid-2000s, a pair of modified Mk 2 escort coaches have been used. Originally though, EWS was in charge of operations and would often employ a pair of inspection saloons for security personnel. The KUA wagons are still in use today and look likely to remain so for the foreseeable future.

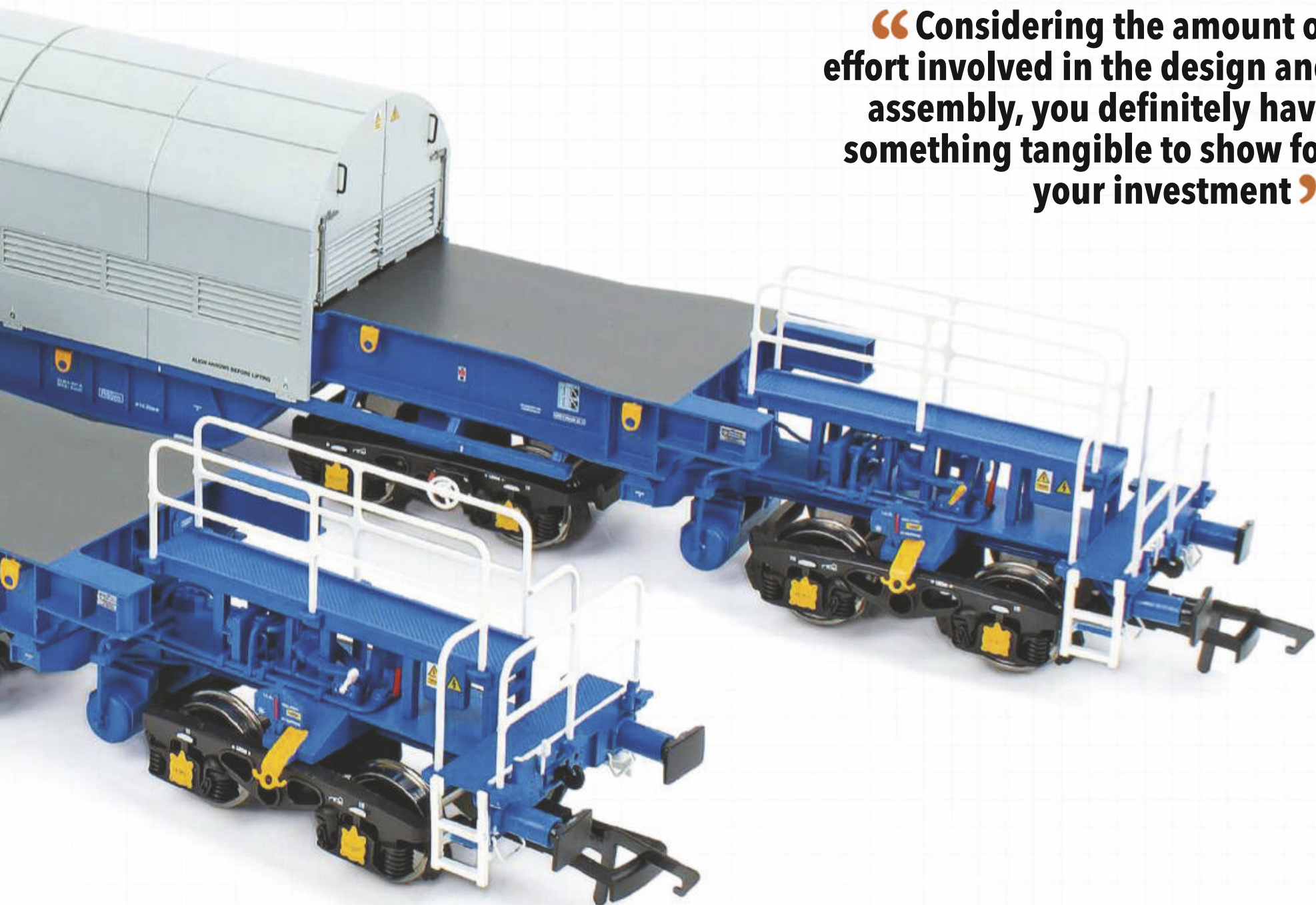
Despite their intricate appearance, the models possess an impressive bulk, tipping the scales at 420g apiece. The weight is due to the use of die-cast metal for the entire chassis and both articulated sub-chassis frames. Each sub-chassis pivots freely, and the plastic bogies help the long vehicles to negotiate second radius curves with ease. This is handy for model railway layouts, but it's also a feature of the prototype, which must cope with the tight radii of dockside lines in Devon and Scotland. The mass also helps the models to run very smoothly.

In terms of overall appearance, the wagons look fantastic. Dimensionally, they're spot-on and the various profiles are also



correct, especially the sliding flask covers which feature well-defined louvre and panel seam detail. In fact, there's detail everywhere, from ferry cleats to some very impressive brake equipment and plumbing at each end. The air reservoir tanks even have small discharge pipes and there are tiny elements picked out appropriately in red, white and yellow paint.





“Considering the amount of effort involved in the design and assembly, you definitely have something tangible to show for your investment”

The sets of handrails at each end are stiff metal etches, which are resilient, but care is still required when handling the model. There are also fine wire grab rails on the sides of the cargo hoods and beneath each buffer shank. Each bogie is a single plastic moulding, with integral brake shoes and the disc wheels feature fine flange profiles and free-running axles. Tension lock couplers are pre-installed into NEM pockets mounted to the outer bogie frames. A small bag of extra details is provided, namely a set of cosmetic screw couplings and brake hoses.

The level of finish is very high,

with the attractive blue livery applied flawlessly. There is a feast of tiny, printed legends and information panels, all of which are legible, and some even include metallic elements to mimic polished workplates. I love the discreet radiation warning signs – almost hidden within the chassis framework – both in terms of their execution and their irony, given the potentially deadly nature of the wagon's cargo!

The only minor flaw I could find was that the sprung, rectangular buffers have a tendency to rotate slightly. Other than that, these wagons are exceptional, which certainly justifies the premium

price tag. Considering the amount of effort involved in the design and assembly, you definitely have something tangible to show for your investment.

The 'N' gauge KUAs offered by Revolution Trains (MR281) proved highly successful earlier this year, and Accurascale's 4mm scale version is also selling fast. This isn't surprising, given the quality of these models and the interest in the prototype. A pair of DRS-liveried Mk 2a coaches is all that's needed to complete an eye-catching train, which could be top-and-tailed by Class 37s, '66s' or '68s', all of which are available in DRS colours. Happy days! (GD)

SUMMARY



PROS

- Superb looks.
- Impressive level of detail.
- Ability to cope with tight curves.
- Fascinating prototype.

CONS

Bufferheads rotate slightly.



FINAL VERDICT

Wow!



Kernow LSWR road vans

◆ **SCALE** 'OO' ◆ **MODEL** KMRC SB003A/B/C/D/E/F/G/H/J/K LSWR 10t road van

◆ **PRICE** £34.99 each ◆ **AVAILABILITY** Kernow Model Rail Centre

Tel 01209 714099 Web www.kernowmodelrailcentre.com

At the time of the Grouping, the Southern Railway inherited a large stock of brake vans from the London & South Western Railway, over two thirds of which were of the single-veranda variety. First introduced in 1884, the vehicles offered a small cargo compartment in addition to the guard's accommodation.

A set of double doors on each side permitted the loading of parcels or other lightweight goods, which gave rise, sometime later, to the term 'Road Van', to differentiate them from traditional goods brake vans. Their use for conveying goods seems to have dwindled from the 1920s onwards, with the side doors being sealed shut on many vehicles to reduce draughts in the guard's quarters.

Kernow Model Rail Centre (KMRC) has chosen to replicate the most numerous of this type, which were built between 1884

and 1905. Nearly 500 examples were constructed, each featuring external framework to the timber body and 8.5in wide horizontal planks. This pattern was classified by the Southern as Diagram 1541.

The 10T vans offered only a modest amount of braking force, compared to the more usual 20+tons mass of other contemporary brake vans. Therefore, they were sometimes employed in pairs for heavier trains and were used across the LSWR system, as far west as Cornwall. Under SR ownership, they travelled further afield, including to the Isle of Wight, and many examples lasted in BR use well into the 1960s, including within the Departmental fleet. Four examples survived into preservation, including one van being chosen for the National Collection.

TOP TEN

KMRC is offering ten different versions in this first batch of models, spanning the LSWR, SR, BR and preservation eras. Accordingly, there's a choice of LSWR/SR 'goods brown' or BR pale grey body colours, with all manner of lettering and number variations. We'll come to the finish in a moment, but first let's look at the fabric of the model itself.

Compared to a set of scale



drawings published in *Model Railway Journal* (Issue 32), all key dimensions have been captured faithfully, including the 10ft 6in wheelbase. The width of the planking is also correct, including the slightly narrower (6.5in) planks at the veranda end. What's more, the character of the prototype has been carried off perfectly.

The parts are crisply moulded, with separate handrails rendered in a resilient, flexible plastic, while the various lamp brackets are impressive. The stove chimney even has a hole in the top, rather than a solid moulding and the glazing, complete with protective bars, is neatly executed.

“Attention to detail extends to plank detail on the underside of the roof at the veranda end – very impressive!”





A couple of detail differences are catered for, most notably in the choice of plain or ribbed buffer shanks and straight or inward-angled step board brackets, the latter being a feature of vans employed on the Isle of Wight. I initially thought that the bufferheads were brass fittings, but they're actually ultra-fine plastic mouldings. Attention to detail extends to plank detail on the underside of the roof at the veranda end - very impressive!

The underframes boast fine suspension and axlebox detail,

while the step boards correctly feature toe guards at the veranda end. The brake actuating gear is present, and the brake shoes are linked with yokes and levers. The eight-spoke wheels feature refined flanges, and the axles turn freely, allowing the wagon to run smoothly and quietly.

TENSION MENTION

Pivoting NEM coupler pockets are installed, fitting around the brake cross-shafts, which is very welcome. The slimline tension lock couplers

themselves are of a slightly different pattern to the norm, but they worked effectively with other stock during test-running.

The level of finish is high across all ten models, with the sharp separation between the brown and red colours on the LSWR/SR versions being notable. All printing is crisp and legible, including the solebar-mounted numberplates.

All in all, this makes for a very attractive model, depicting an important steam-era prototype for BR(SR), SR and LSWR enthusiasts. **(GD)**

SUMMARY

PROS

- Looks.
- Level of finish.
- Impressive underframe detail.
- Important prototype for Southern fans.

CONS

Nothing.

FINAL VERDICT

Excellent.





Trains4U/Cavalex PFB/KFA 'Warflat'

◆ GAUGE 'OO' ◆ MODEL Trains4U/Cavalex PFB/KFA 'Warflat' wagons ◆ PRICE £35.00 each ◆ AVAILABILITY Trains4U Tel 01733 895989 Web www.trains4u.com

In a welcome move for modern-era enthusiasts, Peterborough retailer Trains4U has commissioned Cavalex Models to produce the BR/MOD 'Warflat'. Built at BR's Shildon Works in the late 1970s, the wagons were designed to transport lightweight military vehicles and equipment around the network, from depots to training ranges. They're still in use today, working to and from major MoD railheads.

Initially coded PFB under TOPS, the wagons featured both vacuum and air brake equipment, before they were converted to airbraking only as part of a refurbishment programme in the 1990s, and re-coded to KFA. Many modern-era enthusiasts have had a soft spot for these wagons and, back in the early 2000s, *Model Rail* produced a popular etched brass kit. Therefore, this new model is a welcome addition to the ranks of RTR 'OO' rolling stock, joining the 'Warwells' produced recently

by Oxford Rail and Hattons.

Eight versions have been created in this initial production run, spread across the 1980s and post-1990s eras, in PFB and KFA form respectively. The wagons possess plenty of mass (90g each), thanks to the diecast zinc alloy chassis, leading to smooth running, helped by a refined set of metal wheels. The deck top is a plastic moulding, with plank detail and recessed shackle pockets and tread panels at each end.

The clipped oval buffers are sprung and the corner jacks are nicely rendered, complete with operating handwheels and a discernible thread. Separate lamp brackets are installed, and wire loops are provided at each corner, which is a welcome touch. The prototypically austere frames are relieved by a full array of brake reservoir tanks, valves, pipework and retaining clips. The plastic bogies look convincing, with an impressive set of brake handwheels and crisply printed lettering. A lovely set of brake

“The prototypically austere frames are relieved by a full array of brake reservoir tanks, valves, pipework and retaining clips”

discs is fitted to alternate wheels, although there is no rendition of the calipers.

NEM pockets are provided, fitted to sprung, pivoting close coupler units, which work effectively, despite the cams being a little stiff on our samples. Furthermore, there was excessive lateral play in the tension lock hooks, although these wagons are pre-production samples, so we can't say if the production run will be similarly affected.

On the whole, the level of finish is good, with just a few instances of the yellow lettering appearing a little less than perfect. Offering great value, these wagons are sure to be popular and Trains4U is also producing a pack of 3D-printed wheel chocks as an

optional extra. I'm looking forward to seeing rakes of these wagons loaded with Land Rovers and other Army vehicles on exhibition layouts in future! (GD)



SUMMARY

PROS

- Underframe detail.
- Useful prototype.
- Early and later versions available.

CONS

- Some blurred lettering.
- Coupler units a little stiff on our samples.

FINAL VERDICT

Impressive.



Revolution Trains PCV cement hoppers

◆ **GAUGE 'N'** ◆ **MODEL** Revolution Trains RT-PCV-TOPS-J PCV 'Cemflo' cement hoppers
◆ **PRICE** rrp £89.95 ◆ **AVAILABILITY** Revolution Trains **Web** www.revolutiontrains.com

Constructed in the early 1960s for Associated Portland Cement Manufacturers (APCM), the 'Cemflo' design featured an aluminium body and air-discharge system, allowing a larger payload to be carried and providing easier unloading compared to BR's existing cement wagon fleet. Perhaps best known for their use on the Cliffe-Uddingston flow, taking cement from Kent to Glasgow, the 'Cemflos' were certainly an eye-catching sight,

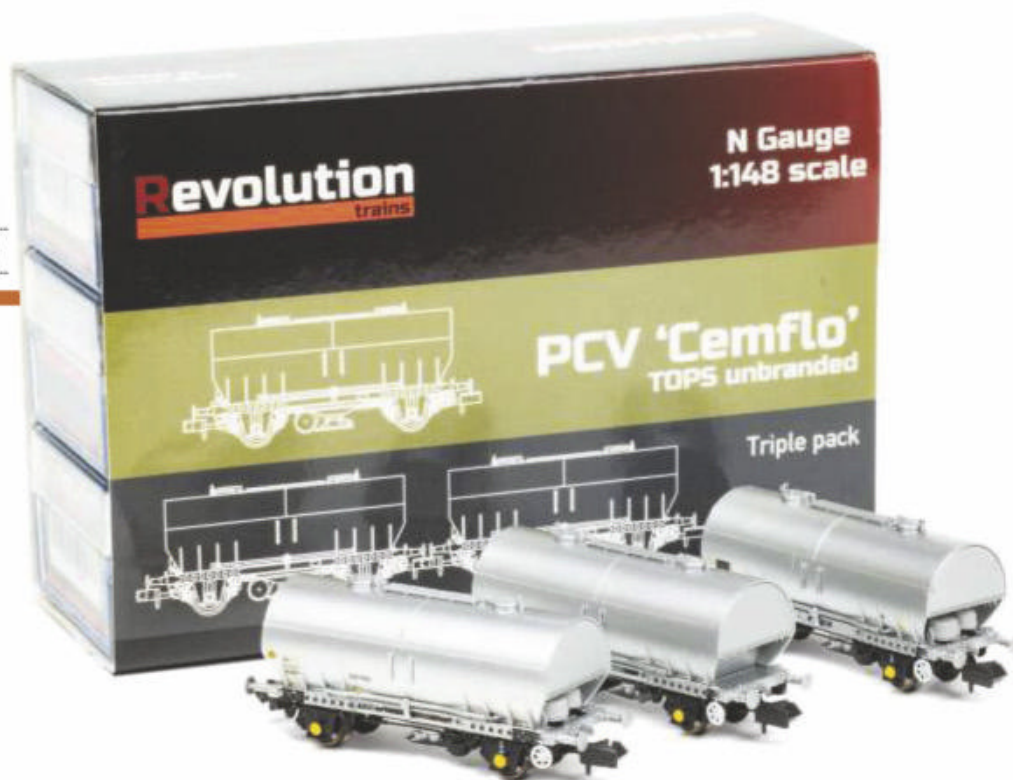
especially during the drab tail-end of the steam age.

Accurascale's excellent 'OO' 'Cemflo' appeared in 2019 (MR261) and this 'N' gauge version is every bit as impressive. Manufactured by Accurascale, but sold under the Revolution Trains banner, this 2mm scale rendition boasts a similarly high specification.

Seven different triple-packs are being offered, with Blue Circle logos, pre-TOPS branding and post-TOPS versions, with PCV codes and other appropriate markings, all of which sport the same stylish silver paintwork.

Pack J is under review here and, in terms of looks, the wagons are hard to fault. The complex but attractive outline looks perfect and there is plenty of exquisite surface relief, including bolt and rivet heads, panel seams, and the barrel-top walkways and filler hatches are superb. The distinctive perforated sideframes, discharge chutes and brake gear are all there, with pipe runs and cross-shafts present and correct.

The Oleo buffers look the part, while the couplers are mounted



into pivoting NEM pockets, allowing for close coupling on straight track, while the gap opens slightly to compensate for curves. The disc wheels feature RP25 flange profiles and our samples ran smoothly and reliably under test.

Quality of the paintwork and lettering is universally high, with some very fine lettering applied to the data plates on the solebar, as well as the tiny Metro-Cammell logos. With these excellent new wagons, Revolution Trains and Accurascale have definitely cemented their place in the world of 'N' gauge rolling stock! (GD)

SUMMARY

PROS

- Looks.
- Lots of fine detail.
- Close coupling.
- Quality finish.

CONS

- Nothing.

FINAL VERDICT

Superb.

“The complex but attractive outline looks perfect and there is plenty of exquisite surface relief”



MODEL RAIL *exclusives*

Locomotives you can only buy from us!

'16XX' 0-6-0PT

00
GAUGE

22 VERSIONS TO CHOOSE FROM

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Specification list

Made by: Rapido Trains

Motor: Five-pole

DCC socket: Next18

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

OUT
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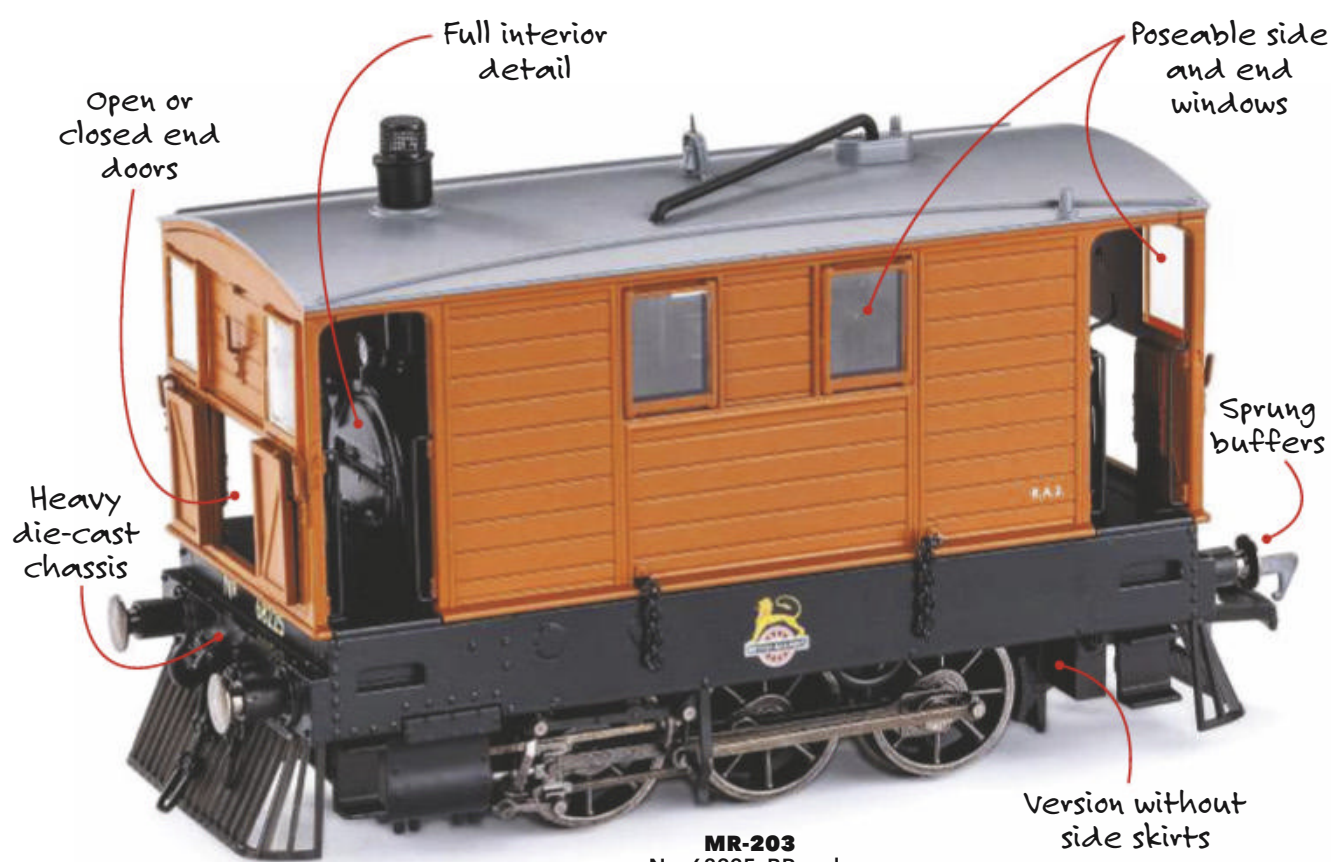
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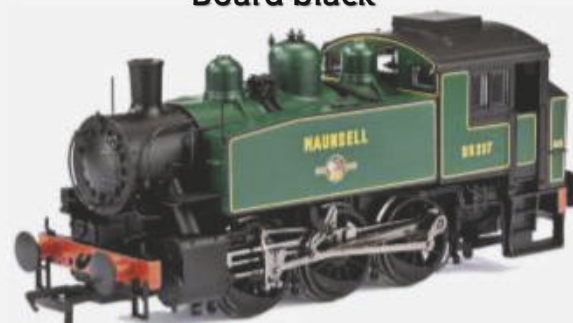
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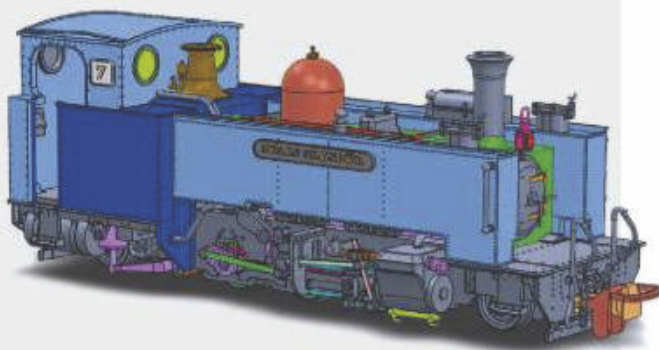
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Sun, sea, and Sandy Bay

Ahead of The International 'N' Gauge Show, we visit Kevin Smith as he prepares to exhibit his layout 'Sandy Bay'.

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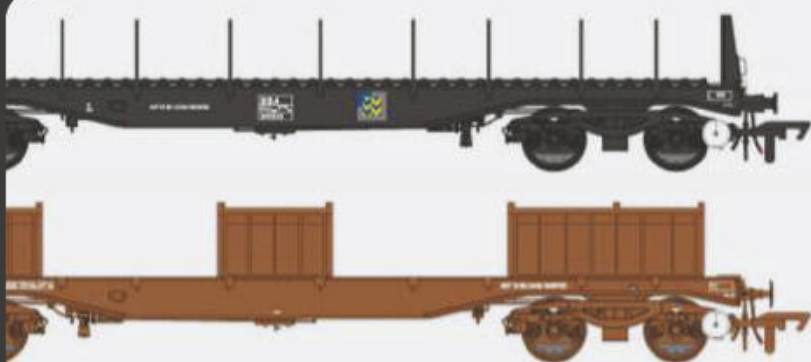
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N Gauge Diesel Locos

dapol



Class 59
Stage: Early Development Due: TBC
Price: from £118.37 Digital: TBC
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N Diesel Multiple Units

dapol



Class 142 Pacer (New Batch)
Stage: In Production Due: Q3 2021
Price: from £123.12 Digital: NEXT-18
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O Gauge Diesels/ Electrics

heljan



Class 26
Stage: Prototype Due: 2022
Price: £509.15 Digital: ESU XL
hattons.co.uk/heljano26

heljan



Class 47
Stage: Early Sample Due: Q4 2021
Price: £594.15 Digital: ESU XL
hattons.co.uk/heljano47

heljan



Class 56
Stage: Early Sample Due: Q4 2021
Price: £594.15 Digital: ESU XL
hattons.co.uk/heljan56

heljan



Class 73
Stage: CADs Due: Mid-2022
Price: £531.25 Digital: ESU XL
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O Diesel Multiple Units

dapol



GWR Streamlined Railcar
Stage: Painted Samples Due: Q4 2021
Price: from £297.50 Digital: 21-pin
hattons.co.uk/dapolrailcar

dapol



Class 121 'Bubble Car'
Stage: Painted Samples Due: Q3 2021
Price: from £254.15 Digital: 21-pin
hattons.co.uk/dapolo121

O Coaches & Wagons

dapol



Stroudley 4 Wheel Coaches
Stage: Prototypes Due: Q4 2021
Price: from £93.50 Digital: Yes TBC
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heljan



Mk2 & Mk2A Coaches
Stage: Prototypes Due: Q1 2022
Price: from £237.15 Digital: N/A
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00 Gauge (1:76 Scale)

Steam locos



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



4S-043-003 Class 43xx Mogul 2-6-0 in GWR green BR smokebox numberplate (Dap) ... £140.72



R3865 Class 7MT Britannia 4-6-2 70013 'Oliver Cromwell' in BR green early emblem (Hor) ... £180



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



OR76J27001 Class J27 0-6-0 1010 in LNER black (Oxf) **NEW** £94



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



4S-018-009 LSWR Class B4 0-4-0T 87 in SR wartime black (Dap) (RRP £110) **BARGAIN** ... £79



H4-P-016 SECR P Class 0-6-0T 31556 in BR black early emblem (Hat) (RRP £99) **BARGAIN** ... £84

Steam train packs



R3670 South Wales coal train pack Class 72XX 2-8-2T 7224 in BR black and three private owner wagons (Hor) ... £135

Diesel locos



4D-003-016 Class 52 'Western' D1043 'Western Duke' in BR chromatic blue small yellow panels (Dap) ... £129.16



H4-66-037 Class 66 66587 in Freightliner/ONE pink 'AS ONE, WE CAN' (Hat) (RRP £150) **BARGAIN** ... £119



H4-66-033 Class 66 66743 in GBR/Royal Scotsman (Hat) (RRP £150) **BARGAIN** ... £119

HSTs

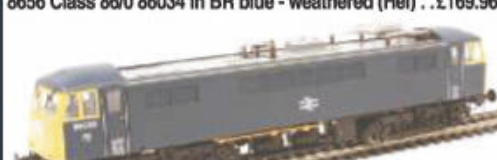


R3903 Pair of Class 43 HST Power Cars 43021 and 43132 'A New Era' in ScotRail '7 Cities' (Hor) ... £261

Electric locos



8656 Class 86/0 86034 in BR blue - weathered (Hel) ... £169.96



8655 Class 86/0 86036 in BR blue (Hel) ... £161.46



8650 Class 86/0 E3104 in BR blue lion on wheel emblem 'as built' (Hel) ... £161.46

Wagons



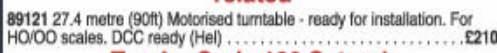
5028 IWB Cargowagon bogie van in CARGOWAGON (Hel) **NEW** ... £42.46

Point motors



R8243 Surface Mounted point motor (Hor) ... £8.50

Man-made scenic structure - railway-related



89121 27.4 metre (90ft) Motorised turntable - ready for installation. For HO/00 scales. DCC ready (Hel) ... £210

Track - Code 100 Setrack



R8262 Double 4th radius curve (8 make a circle) (Hor) ... £3.50



R601 Double straight - 335mm (Hor) ... £2.20



R601 Box of 24 (Hor) ... £48



R8072 Left Hand Standard Point (Hor) ... £9.50



R603 Long Straight - 670mm (Hor) ... £4

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-E88 Right hand large point - electrofrog (Pec) ... £12.50

Track - Code 75 Finescale



SL-100F 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) £3.20



SL-100F Pack of 25 (Pec) ... £78

Buses

IE0007 ADL Enviro400 MMC - 'Dublin Bus' (Nor) **NEW** £51

N Gauge

Steam locos

2S-007-025 Class 57xx Pannier 0-6-0PT L95 in London Transport red (Dap) ... £79.86



2S-002-006 Class V 'Schools' 4-4-0 30939 'Leatherhead' in BR green early emblem (Dap) **NEW** ... £127.52



2S-002-007 Class V 'Schools' 4-4-0 930 'Radley' in SR wartime black (Dap) **NEW** ... £127.52

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



K10-1671 - Class 800/0 5-car BiMU IET 800021 in GWR green (Kat) ... £178



K10-1674 Class 800/0 5-car BiMU IET 'Azuma' 800209 in LNER livery (Kat) ... £178

Track - Code 80 Setrack



ST-6 Setrack left hand point insulfrog (Pec) ... £9

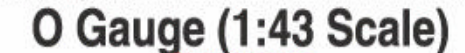
Track - Code 80 Streamline



SL-302 1 yard (91.5cm) length of Concrete Sleeper Nickel Silver Flexible track (Pec) ... £3



SL-302 Pack of 25 (Pec) ... £69



SL-300 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) ... £3

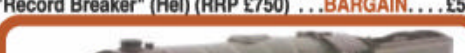


SL-E396 Left hand medium point electrofrog (Pec) ... £10.50



SL-E395 Right hand medium point electrofrog (Pec) ... £10.50

Track - Code 55 Finescale



SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec) ... £93



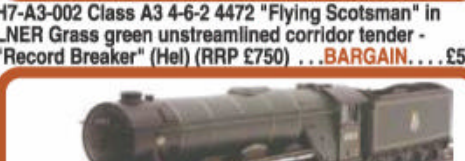
SL-300F Single (Pec) ... £3.20

O Gauge (1:43 Scale)

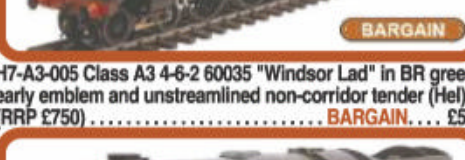
Steam locos



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-A3-007 Class A3 4-6-2 60103 'Flying Scotsman' in BR green late crest and unstreamlined corridor tender (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-A4-009 Class A4 4-6-2 60008 'Dwight D Eisenhower' in BR green late crest and streamlined non-corridor tender (Hel) (RRP £750) **BARGAIN** ... £579



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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

DMUs



1901 GWR AEC diesel railcar in 29 GWR chocolate and cream grey roof and coat of arms emblem (Hel) ... £466.65

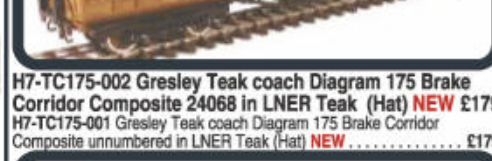
Coaches



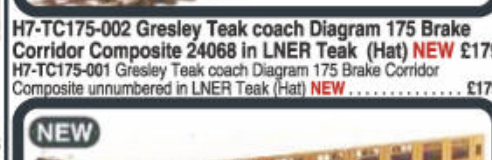
H7-TC115-002 Gresley Teak coach Diagram 115 Corridor Third 23896 in LNER Teak (Hat) **NEW** ... £179



H7-TC115-001 Gresley Teak coach Diagram 115 Corridor Third unnumbered in LNER Teak (Hat) **NEW** ... £179



H7-TC175-002 Gresley Teak coach Diagram 175 Brake Corridor Composite 24068 in LNER Teak (Hat) **NEW** ... £179



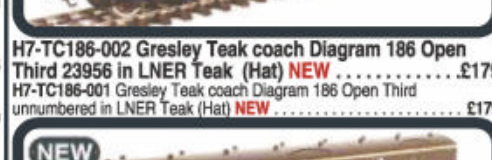
H7-TC175-001 Gresley Teak coach Diagram 175 Brake Corridor Composite unnumbered in LNER Teak (Hat) **NEW** ... £179



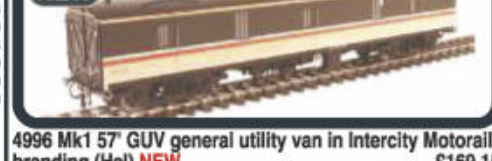
H7-TC186-002 Gresley Teak coach Diagram 186 Open Third 23956 in LNER Teak (Hat) **NEW** ... £179



H7-TC186-001 Gresley Teak coach Diagram 186 Open Third unnumbered in LNER Teak (Hat) **NEW** ... £179



4996 Mk1 57' GUV general utility van in Intercity Motorail branding (Hel) **NEW** ... £169.15



4958 Mk1 BG full brake in BR blue and grey (Hel) £186.15



4944 Mk1 RMB mini buffet in BR blue and grey (Hel) £186.15



7F-031-009 6 wheel milk tanker Unigate Creameries 44013 (Dap) **NEW** ... £57.99



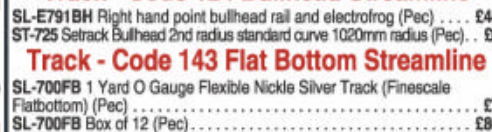
7F-031-006 6 wheel milk tanker United Dairies 44018 (Dap) **NEW** ... £57.99



SL-E791BH Right hand point bullhead rail and electrofrog (Pec) ... £44



ST-725 Setrack Bullhead 2nd radius standard curve 1020mm radius (Pec) ... £6



SL-700FB 1 Yard O Gauge Flexible Nickel Silver Track (Finescale Flatbottom) (Pec) ... £7



SL-700FB Box of 12 (Pec) ... £80

Any or Multiple Scales

Analogue controllers



COMBI Combi 12v 1Amp Single Track Controller Transformer (Gau) ... £38



D Double/Twin track power controller (Gau) ... £104



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



R8249 Box of 6 (Hor) ... £92



DCR-8PIN-Direct Box of 10 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) ... £136



DCR-8PIN-Direct Single (Hat) ... £17



DCR-8PIN-Direct Box of 5 (Hat) ... £77



DCD-ADS-6SX 8-way accessory decoder for solenoid point motors (DCC) ... £77

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

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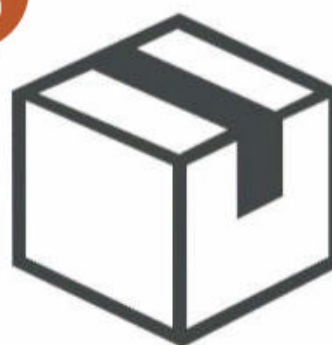
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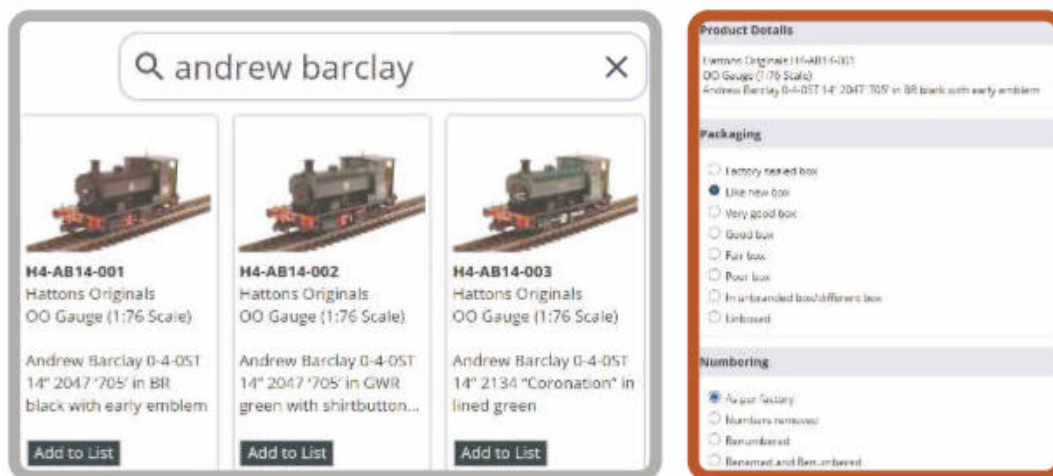


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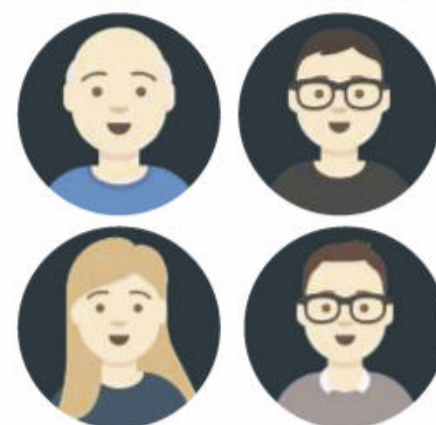


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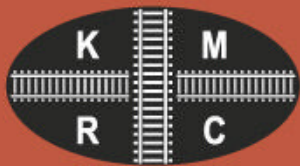
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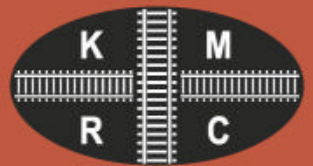


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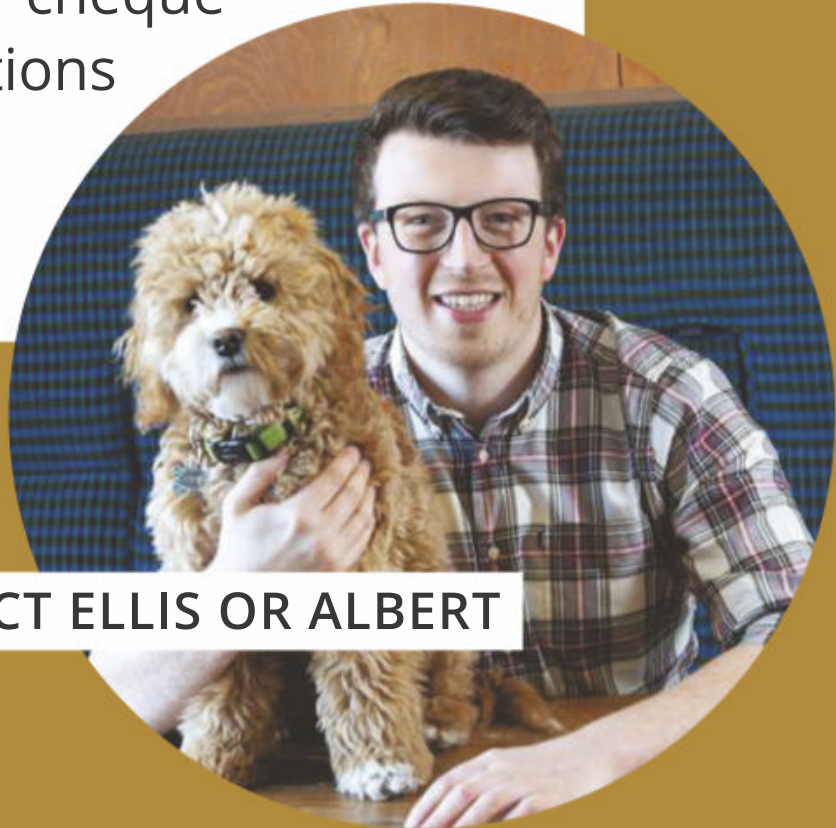
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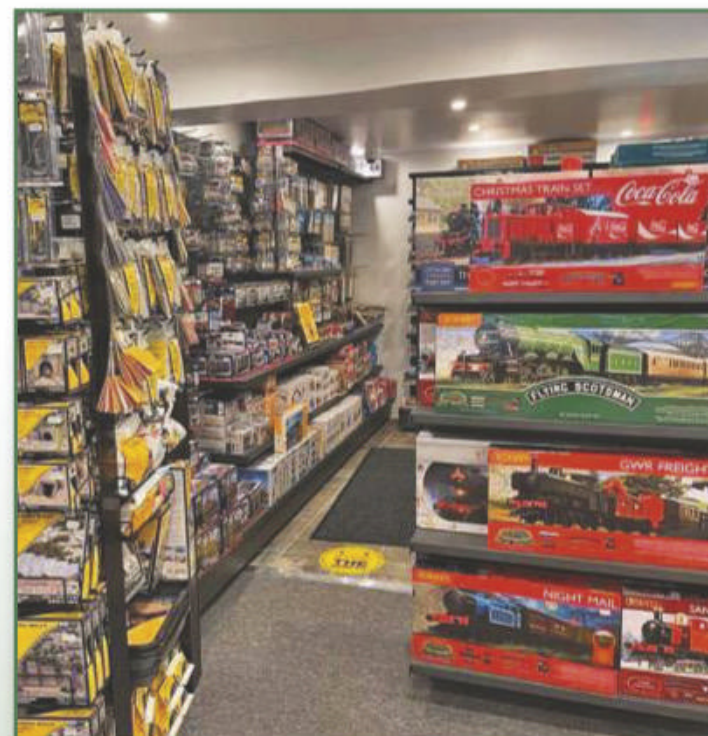
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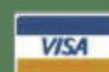


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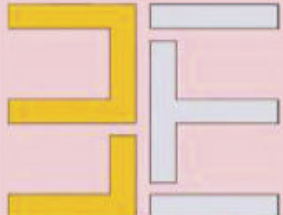
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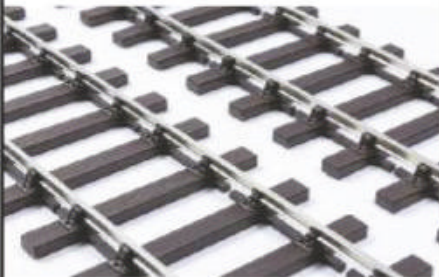
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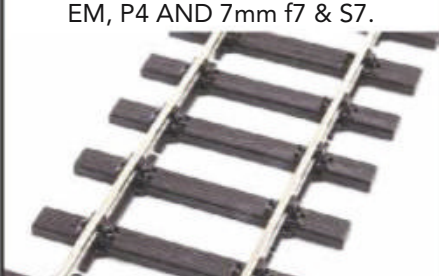
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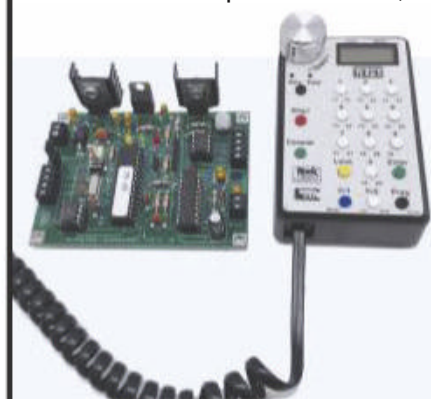
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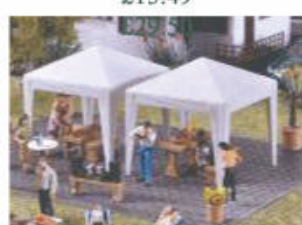
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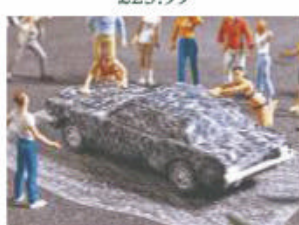
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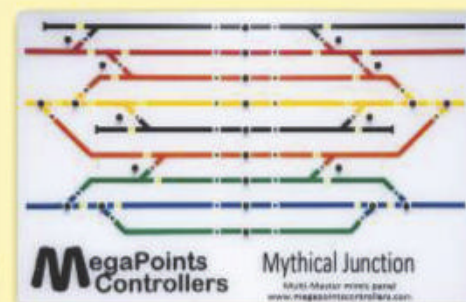
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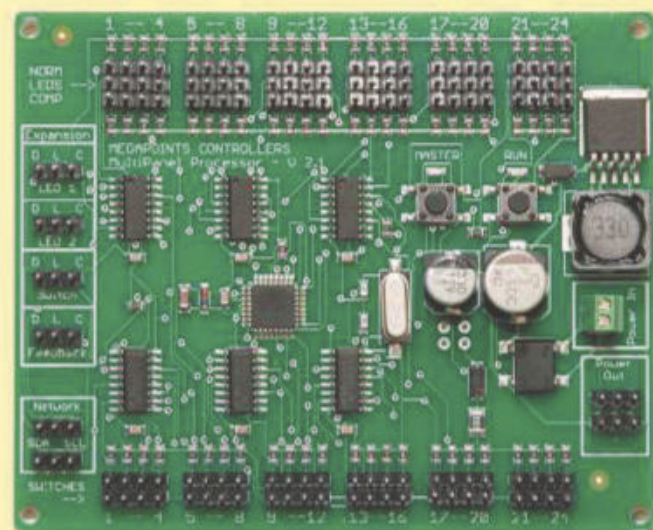
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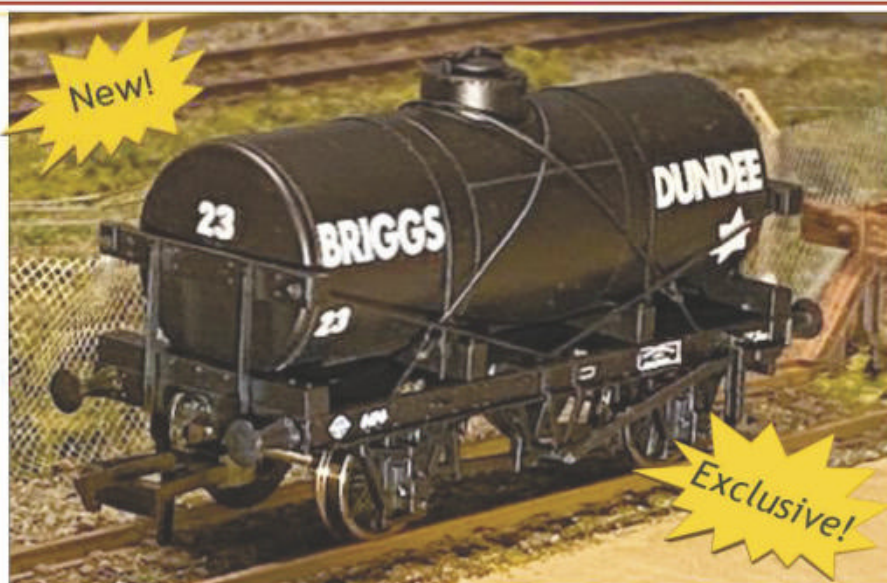


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CONTACT US

Media House, Lynchwood, Peterborough
Business Park, Peterborough PE2 6EA
E-mail: modelrail@bauermedia.co.uk

EDITORIAL

Telephone: 01733 468000

Editor: George Dent

Consultant Editor: Chris Leigh

Staff Writer: Chris Gadsby

Model Consultant: Dave Lowery

Editorial Assistant: Jane Skinner

Art Editor: Matthew Hunt

Production Editor: Shane Collins

Sub Editor: Richard Hampson

Photography: Jacques Portal, Chris Nevard, George Dent

Artist: Andrew Mackintosh

PRODUCTION

Telephone: 01733 468377

Print Production Manager: Richard Woolley

Advertising Production: Zoe Bellamy

Printed by: Wyndeham, Walstead, Bicester, Chaucer
Business Park, Launton Road, Bicester, Oxon OX26 4QZ

ADVERTISING

Telesales Account Manager

Gemma Smith 01733 366379

Group Sales Manager

Lucy Scott 01733 366362

MARKETING

Telephone: 01733 468000

Marketing Manager: Susan Rogers

Head of Newstrade: Leon Benoiton

Newstrade Marketing Manager: Karen Caruso

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Chief financial officer Bauer Magazine Media: Lisa Hayden

CEO, Bauer Publishing UK: Chris Duncan

President, Bauer Media Publishing: Rob Munro-Hall

Syndication email address: syndication@bauermedia.co.uk



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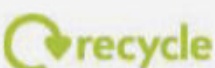
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RAIL PHOTOPRINTS

Present your case

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

Locomotive: GNR Class J13/LNER Class J52 0-6-0T

Gauge: 'N' gauge

Proposed by: Peter Austin, Warwick

What is it?

A development of Patrick Stirling's similar 'J14' class, Henry Ivatt designed the 'J13' 0-6-0T with a bigger boiler. The most distinctive difference from its predecessor was the centrally located dome, the 'J14s' having a large brass safety valve bonnet near the cab instead. A total of 85 'J13s' were built, some by the GNR at Doncaster, and others under contract by Robert Stephenson and Sharp Stewart, with the first being delivered in 1897.

Later, between 1922 and 1935, all 'J14s' were rebuilt as 'J13s', with larger domed boilers, bringing the total class number to 137. They were a common sight in the larger yards of North London and along the ECML. One of their major tasks was to transfer goods trains over the widened Metropolitan lines onto the Southern network. For this task, locomotives were fitted with condensing gear and shorter chimneys, plus extra lamp brackets to accommodate Southern Railway route discs.

Despite their Victorian styling, 133 locomotives came into British Railways ownership in 1948. Many had been displaced from their original roles shortly after the grouping, with the LNER preferring the newer

'J50' as a standard shunting locomotive. Withdrawals had begun in 1936, but the war delayed further disposals until 1950. By this time, diesel shunters were starting to appear and, by 1961, all 'J13s' had been withdrawn.

What would make it viable?

The cancellation of the Farish 'J72' project means there's a gap in the 'N' gauge market for an Eastern Region 0-6-0T. With over 60 years of active service, there's a variety of liveries to choose from, including GNR green, wartime grey and various black liveries under LNER and BR ownership. Their use across the Eastern region means that there should be a broad appeal to most modellers of the area. Furthermore, the wheelbase is similar to that of the GWR '64XX', which Farish has been producing for the last couple of years. At least three tooling options could be employed, with 'J13', 'J14' and 'Rebuilt J14' versions offering plenty of variety.

Can I see a real one?

GNR No. 1247 (LNER 8846) was purchased by Captain Bill Smith in 1959, making history by being the first locomotive to be bought directly from BR for preservation. After touring the country's heritage railways, it is now preserved in the National Collection, currently on static display at Locomotion, Shildon.

RAIL ONLINE



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

Behind the Backscene

This month, **Kevin Derrick** is in the hot seat, where he recalls his first 'Deltics' and a very sweaty journey across India.

Kevin Derrick is a film-maker, author and proprietor of Strathwood Publishing.

“I was travelling alone with a lot of filming kit, it was very hot and the seats were just wooden slats”

1. What is your earliest railway memory?

Travelling with my mother from King's Cross to Newcastle, around 1962/63. I kicked up a real fuss, wanting to see the locomotive up front, which was most likely an 'A1' class 'Pacific'. I was four at the time.

2. What is your most memorable train journey?

Delhi to Amritsar behind a mix of WP and WG 'Pacifics' in 1991, while filming *Steam in the Punjab*. I was travelling alone with a lot of filming kit, it was very hot and the seats were just wooden slats.

3. How did you get into the hobby industry?

I started Railscene Videos in the mid-1980s, just before heading back to live in Australia. I thought this would be popular with my fellow ex-pat Poms, who I already knew via the West Australian branch of the Australian Model Railway Association (AMRA).

4. What did you do beforehand?

Taught gas engineering for British Gas in London, then started again in Australia, digging trenches and laying gas mains, before becoming a manager with a large supermarket chain. I also sold encyclopaedias door-to-door and worked in real estate, alongside making and selling railway videos, books and models in Australia. Then I moved into international financial services, before setting up Strathwood in the UK in 1999.

5. What hobbies do you have?

Classic cars, trams, gardening, football, Sixties and Seventies music. And beer. But not always in that order...

6. Have you ever built a model railway?

Yes, but they never seem to be completed. Like so many others, I'm easily swayed by different prototypes, areas and eras.

7. What model or craft projects are you most proud of?

I built a working steam traction engine from scratch in my final year at school. It would happily hiss and spit, leaving a trail of burning meths in its wake. I still have it.

8. Do you have a favourite railway station?

Probably King's Cross, coming up from the Underground station to be met by several 'Deltics' on the bufferstops. My first one was D9021 *Argyll & Sutherland Highlander* which had only just pulled in, alongside D9018 *Ballymoss*.



9. If you could build your dream model, what would it be?

My next project is in 'N' gauge, to recreate an ex-GWR station inspired by the ex-signalman and author Adrian Vaughan. It's loosely based on Uffington and Challow stations in the Vale of the White Horse, set around late 1967/early 1968.

10. Who is your hero?

Easy one in my eyes: Sir Winston Churchill.

11. Where do you find your inspiration?

Not a clue, just instinct it seems. Sometimes right, sometimes wrong.

12. What motivates you most in your job?

Bringing enjoyment to others. And paying the never-ending bills of course.

13. What is the biggest challenge you've faced?

Being divorced several times!

14. What has been the best decision you've ever made?

Giving up globe-trotting in financial services to enjoy watching my daughter growing up.

15. If you could change anything about the hobby, what would it be?

The negativity exhibited sometimes between different traders. And some modellers, with their 'glass half empty' viewpoint. Thankfully they're a minority.

16. What was your big ambition as a child?

To be an engine driver, working on 'Westerns' based out of Old Oak Common. Sadly, my eyesight was always going to prevent this.

17. If you had a time machine, where would you go?

Most likely back to the 1960s, armed with the wisdom of later years, to enjoy and appreciate all that was still to come.

18. What's your hidden talent?

If I told you, it wouldn't be hidden! So I'll plump for amateur dramatics, though certainly not singing!

19. Do you have any strange quirks that you're prepared to share?

Nothing as bad as Jack Nicholson in any of his movies, or indeed Sheldon in *The Big Bang Theory*. In which case I would like to think of myself as Leonard Hoffsteader.

20. What is the best piece of advice you've ever had?

When investing in financial services, always leave something in it for the next person, otherwise you may never be able to sell the stocks you own before they fall in value once again.

21. How would you like to be remembered?

Fondly (fat chance of that).



PETE BERRY/RAIL PHOTOPRINTS

Next month: We put **Fiona Mulhall** of Golden Valley Hobbies under the spotlight.

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