

BACHMANN'S ALL-NEW CLASS 47 ANNOUNCED ♦ CREATE A PLOUGHED FIELD

No. 291 September 2021 £4.70

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weekend

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lesser known depots

METAL MAGIC
Install etched
detailing parts

PASSENGER FOCUS
Easy tips for lifelike
coach interiors

REVIEWED THIS MONTH



HORNBY 'A2/3'

HELJAN L&B LYN



NGS HUNSLET 0-6-0DH



KATO 4w



dapol

model railway company

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Large Prairie



4S-041-001 - Large Prairie
5109 Green
Great Western ERA 3



4S-041-002 - Large Prairie
6129 Green
Great Western ERA 3



4S-041-004 - Large Prairie
5150 Green
GWR ERA 3



4S-041-005 - Large Prairie
5190 Lined Black
British Railways ERA 4

4S-041-003 - Large Prairie 5108 Green Shirt Button ERA 3
4S-041-006 - Large Prairie 4134 Lined Green Early Crest bunker steps ERA 4
4S-041-007 - Large Prairie 6167 Lined Green Late Crest bunker steps ERA 4

DCC and DCC & Sound Fitted also available

Decorated samples shown for illustration only

VEA Goods Van



7F-049-001 - VEA 12t Goods Van
(Vanwide) Freight Brown 230026



7F-049-003 - VEA 12t Goods Van
(Vanwide) Railfreight Red/Grey 230117



7F-049-004 - VEA 12t Goods Van
(Vanwide) Grey (Yellow Ends) 230142



7F-049-202 - VEA 12t Goods Van
(Vanwide) Freight Brown B 784641 VMV

7F-049-002 - VEA 12t Goods Van (Vanwide) Freight Brown 230034
7F-049-005 - VEA 12t Goods Van (Vanwide) BR Red/Grey 230078
7F-049-201 - VEA 12t Goods Van (Vanwide) Freight Brown B 783773
7F-049-203 - VEA 12t Goods Van (Vanwide) Freight Brown B 784479
7F-049-204 - VEA 12t Goods Van (Vanwide) Freight Brown B 783994 VMV

Product Scale Key

O Gauge

OO Gauge

N Gauge

*All product release dates
correct at time of going to press*

Class 50



2D-002-005 - Class 50 - Defiance 50149 Railfreight Grey Refurbished



2D-002-006 - Class 50 - Ajax 50046 Large Logo Refurbished



2D-002-007 - Class 50 - Resolution 50018 Late NSE Refurbished

DCC Fitted also available

For DCC & Sound versions visit www.dapol.co.uk

IOA



Previous model used for illustration purposes only.

2F-045-009 - IOA Ballast Wagon Network Rail Yellow 3170 5992 118-7
2F-045-010 - IOA Ballast Wagon Network Rail Yellow 3170 5992 107-0
2F-045-011 - IOA Ballast Wagon Network Rail Yellow 3170 5992 091-6
2F-045-012 - IOA Ballast Wagon Network Rail Yellow 3170 5992 115-3

Autocoach



Previous model used for illustration purposes only.

7P-004-011 - Autocoach GWR Twin Cities Crest Chocolate & Cream 38
7P-004-012 - Autocoach GWR Shirtbutton Chocolate & Cream 36
7P-004-013 - Autocoach BR Crimson & Cream 41
7P-004-014 - Autocoach BR Maroon 40

7F-017-005 - Lime Van -
ICI L24 Red

7F-017-005W - Lime Van -
ICI L24 Red Weathered

4F-028-001 - 45Ft Container High Cube Twin Pack Argos/Co-operative
4F-028-002 - 45Ft Container High Cube Twin Pack Argos/Co-operative Weathered
4F-028-003 - 45Ft Container High Cube Malcolm Logistics 450033 3 & 450029 3
4F-028-004 - 45Ft Container High Cube Malcolm Logistics 450033 3 & 450029 3 Weathered
4F-028-100 - 40Ft Container Maersk Twin Pack MRKU & MSKU
4F-028-101 - 40Ft Container Maersk Twin Pack MRKU & MSKU Weathered

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Here's why: Starting as a supplement in *RAIL* magazine, *Model Rail* went 'standalone' in 1997. In each issue we bring you easy-to-follow modelling projects that you can complete without breaking the bank, inspirational photographs of the best model railways and thorough, unbiased reviews so you can make the most informed choices when spending your money. Don't forget our own model ranges – see pages **100-103**.

Welcome

I seem to recall that all of my early layouts had a locomotive shed of one sort or another. From my first 6ft by 4ft oval with sidings, to my various round-the-bedroom affairs, the addition of a shed scene was deemed of equal importance as a station. After all, as someone who began detailing and repainting locomotives while still at primary school, I wanted somewhere to show them off!

In adulthood, I've built a number of depot dioramas and a couple of shed-based micro layouts. I've never been alone in my love of a good engine shed scene, as countless other modellers have followed similar paths over the years.

Just like the real thing, locomotive depots could be large or small, depending on location, era and operating requirements. The splendid layouts featured this month both feature impressive sheds as key focal points but, for those of us with limited space, replicating anything but a small local shed can be a challenge.

On page 46, we take a look at a number of 'depots with a difference', with each offering an unusual and inspirational modelling challenge. My own take on this theme was inspired by a number of partially demolished steam sheds, re-purposed as stabling points at various locations around the country. The exposed, whitewashed internal walls act as an arresting visual backdrop against which locomotives and DMUs can be posed. While it certainly lacks the purpose and glamour of a Top Link shed, it does offer



something a little different. Furthermore, its character captures the cash-strapped nature of the 1970s British Rail era perfectly.

On a less gritty note, I'm delighted to welcome our new editorial assistant, Samantha Toombs, to the *Model Rail* team.

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



Our DCC specialist starts a new layout every year!

This month's contributors



Chris Nevard



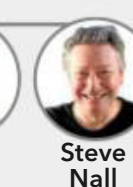
Peter Marriott



Dave Lowery



Paul A. Lunn



Steve Nall

Model Rail essential information

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

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

Q: Want to order one of our exclusive models?

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Contents September

Cover Stories

- 40 Scratchbuild a shed in a weekend
- 44 Capture the look of grimy ballast
- 46 Shedding light on lesser known depots
- 52 Easy tips for lifelike coach interiors
- 60 Install etched detailing parts

Opening the box

- 6 The Big Picture**
This month's Big Picture comes from Matt Haynes' 'Walsham St Helens'.
- 8 News**
The latest news in railway modelling, straight from the manufacturers.
- 18 Staff Show and Tell**
See what the *Model Rail* team have been working on in the last month.
- 21 Show & Tell**
The place to share your projects with the *Model Rail* community.
- 23 According to Chris...**
Chris discusses his fear of heights and his fondness for big bridges.

Inspiration

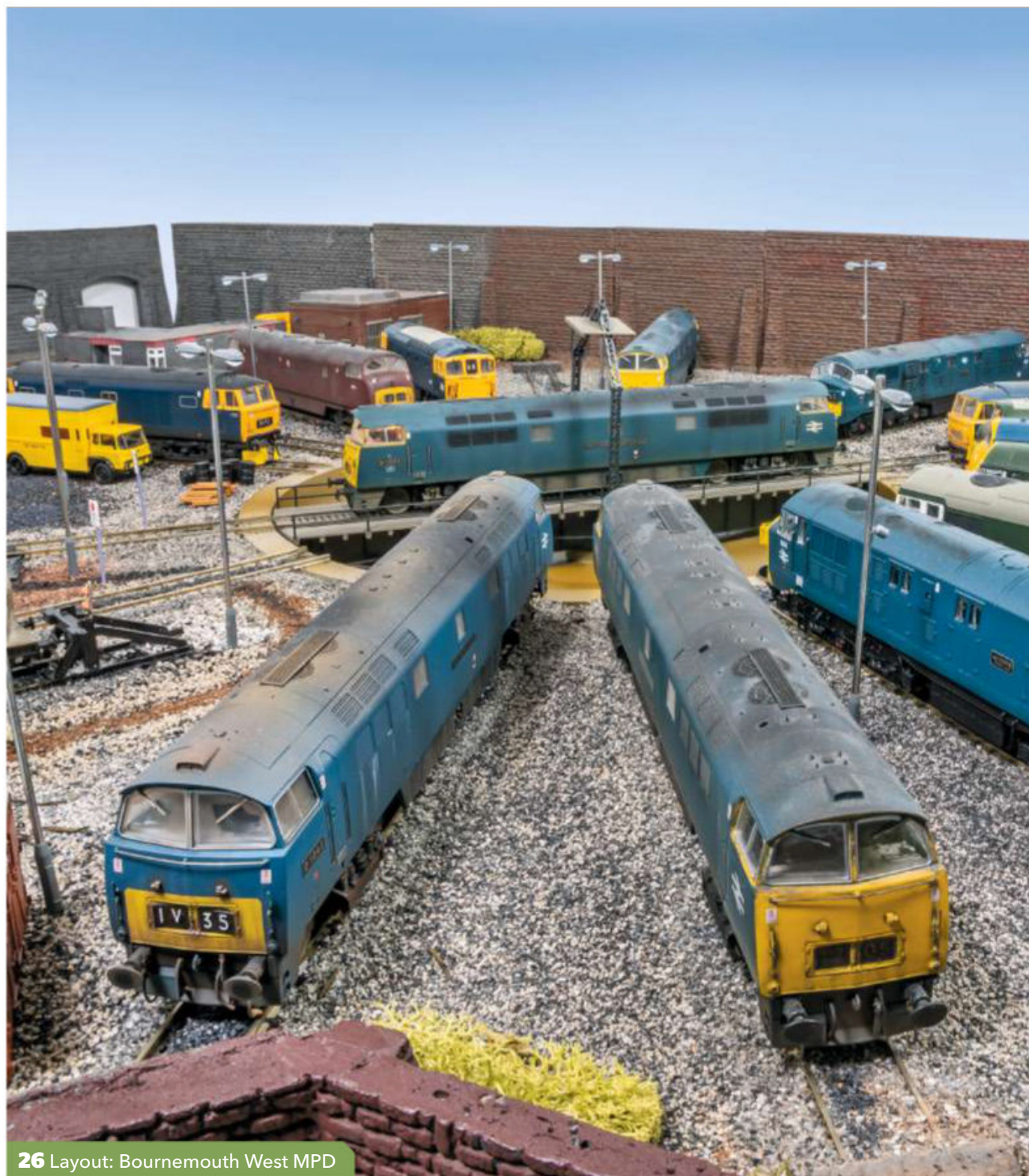
- 26 Layout: Bournemouth West**
Bob Tiller showcases his models in this alternative reality of Bournemouth West.
- 66 Layout: Feltham Road MPD**
Ray Norwood's 1960s shed is controlled by cutting edge technology.
- 76 Masterplan: Shunting**
Paul A. Lunn offers three potential plans for a large shunting layout in 'OO' gauge.

Regulars

- 3 Contact *Model Rail*
- 24 Subscribe to *Model Rail*
- 60 Know Your Stuff
- 104 Next issue
- 137 Present Your Case
- 138 Behind the Backscene



60 Know Your Stuff



26 Layout: Bournemouth West MPD



83 Reviews

Hornby's LNER Thompson 'A2/3',
Heljan's Baldwin 2-4-2T *Lyn*, N Gauge
Society's Hunslet 0-6-ODH,
Revolution Trains' 'Ecofret' wagons
and Kato's 4w electric locomotive

Looking for a previous article?
Search the online index at:
www.ukmodelshops.co.uk/modelrail

Workbench

40 Build a depot

George Dent builds a stabling point based around the remains of a steam shed.

52 Enhance Mk 2a coaches

Steve Nall aimed to replicate the distinctive fabric pattern of these carriages.

50 Install speed signs

George Dent adds some vital - but often overlooked - trackside details.

56 Make a ploughed field

Peter Marriott experiments with crops as we head towards the harvest.



40 Build a depot



50 Install speed signs



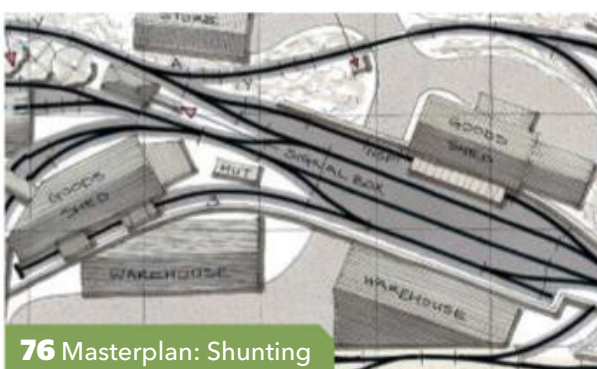
52 Enhance Mk 2a coaches



56 Make a ploughed field



66 Layout: Feltham Road MPD



76 Masterplan: Shunting

Model Rail exclusive models

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



100

Opening the box

The latest happenings from the world of model railways

The Big Picture

Determined to finally finish a project, Matt Haynes set about building a layout at the start of lockdown, like so many others. With a fascination with the Great Western Railway in Devon, his layout 'Walsham St Helens' took just a few months to complete, but the results could fool you into thinking it took several years. You can read more about Matt's layout in an upcoming issue of *Model Rail*. Photography: CHRIS NEVARD





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GAUGE



ALL-NEW '47' FROM BACHMANN

The highlight of Bachmann's autumn update was undoubtedly the news of an all-new Brush Type 4 Class 47 diesel in 'OO' gauge. This project is reported to have begun several years ago, with the Barwell team consulting original works drawings and undertaking surveys of real locomotives, with an aim to produce an ultimate 'Duff'.

Uniquely, the new '47' will include a working roof fan system, powered by its own dedicated motor that will operate on either DC or DCC systems. A wealth of detail options is to be catered for, encompassing train heating boilers, water/fuel tank arrangements, bufferbeam cowlings (or lack thereof), plus headcode and headlight variations, allowing a full

range of BR and post-privatisation subjects to be faithfully reproduced.

Initially, five livery options are to be released: BR two-tone green, BR blue, InterCity 'swallow', Railfreight Construction sector and the 'European' Railfreight Distribution scheme. Named locomotives will feature etched 'plates' and the cab interiors boast fully detailed consoles and bulkheads, including the all-essential hotplate!

Each of these models will be available either DCC-ready (with a PluX22 decoder interface), DCC sound-fitted (with a twin speaker system) or in a new DCC Sound Deluxe format. The 'Deluxe' versions boast extra features, including a reflective coating to the windscreens, mimicking the appearance of the prototype.

Production of the first batch of '47s' is complete and delivery to stockists is due within the next few months.

What's available?

- ◆ 35-410/SF/SFX Class 47/0 D1565 BR two-tone green, small yellow panel
- ◆ 35-411/SF/SFX Class 47/0 47012 BR blue
- ◆ 35-413/SF/SFX Class 47/4 47828 BR InterCity
- ◆ 35-418/SF/SFX Class 47/0 47004 BR Railfreight Construction
- ◆ 35-419/SF/SFX Class 47/3 47375 *Tinsley Traction Depot* BR Railfreight Distribution

Prices

- ◆ DCC-ready £239.95
- ◆ DCC sound-fitted £339.95
- ◆ Deluxe DCC sound-fitted £369.95





LNER 'J72' GETS THE SOUND TREATMENT

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GAUGE

Other new additions to Bachmann's catalogue include a raft of DCC sound-fitted versions of the popular LNER 'J72'/NER 'E1' 0-6-0T. Four livery options are available, catering for pre-Grouping, LNER and BR eras.



What's available?

- ◆ 31-060SF LNER 'J72' No. 2313 LNER lined black
- ◆ 31-061SF LNER 'J72' No. 68733 BR black, early crest
- ◆ 31-062SF LNER 'J72' No. 68696 BR black, late crest
- ◆ 31-063SF NER 'E1' No. 2173 NER lined green

Prices

£229.95 each

In Brief

'M7' GETS FRIENDLY

N
GAUGE

In answer to numerous customer demands, Dapol has upgraded the DCC functionality of its 'N' gauge LSWR 'M7' 0-4-4T. Describing the models as 'DCC-friendly', Dapol has elected to house the PCB in the bunker. Users who wish for DCC control can replace this PCB with a wired 'micro' decoder by making four solder connections. If you don't feel comfortable doing it yourself, Dapol is offering a fitting service. A DCC-friendly model costs £97.95 and a DCC-fitted model is priced at £135.45.

Web: www.dapol.co.uk

HELJAN 'DUFFS' IN PRODUCTION

O
GAUGE

Heljan's 7mm scale Class 47s have finally gone into production and deliveries are expected this autumn. A dozen versions are being offered, covering a wide span of the Brush Type 4's illustrious career, with plenty of era-appropriate detail variations.



INSPECTION SALOONS, TANKS AND BRAKE VANS FOR FARISH

N
GAUGE

In 'N' gauge, the Graham Farish range introduces three new LMS 50ft Inspection Saloons, using the tooling produced previously for the N Gauge Society. Both LMS and BR guises are on offer, including one in the popular InterCity 'Swallow' livery. New versions of the TTA tank wagon and ex-LMS 20T brake van are also introduced, the latter in either BR 'Dutch' engineers' colours or in a weathered version of NCB blue.



SCENECRAFT SELECTION

The Scenecraft range has new additions, including a much requested return of the 'N' gauge carriage shed and 'OO' modern servicing depot, plus a low-relief, street-level London Underground station façade.

N
GAUGE

OO
GAUGE



WARLEY SHOW CANCELLED

Perhaps unsurprisingly, the Warley Model Railway Club has announced that this year's Warley National Model Railway Exhibition at the Birmingham NEC has been cancelled. Despite the lifting of many Covid restrictions, the ongoing perception of risk has led the club to doubt whether a successful event could be held in 2021.

Let's hope for better things next year, with the show now booked for November 26-27 2022.
Web: www.thewarleyshow.co.uk

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00 CODE PO252 / N CODE PN150

PARISH CHURCH
00 CODE PO226 / N PN926

VILLAGE SHOP & CAFE
00 CODE PO254 / N PN154

VILLAGE SCHOOL
00 CODE PO253 / N CODE PN153

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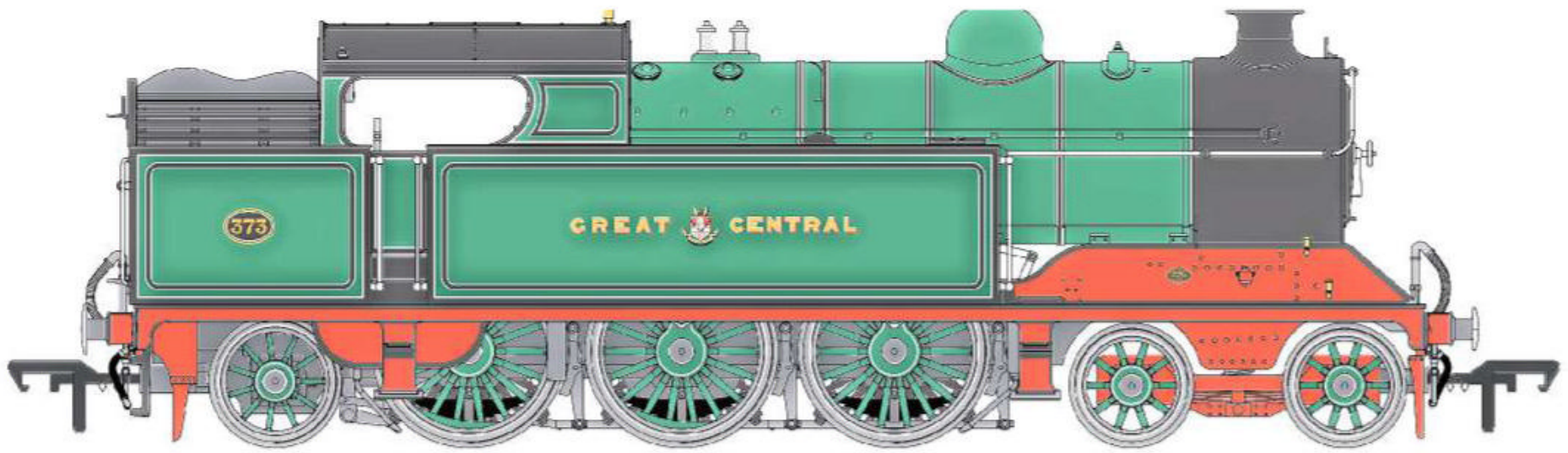
BUILDING MATERIALS

COBBLESTONES 00 CODE M0051 / N CODE PN903	DRESSED GRITSTONE 00 CODE M0052	ENGINEER'S BLUE BRICK 00 CODE M0053	RED BRICK 00 CODE M0054 / N CODE PN900
COBBLESTONES 00 CODE M0055 / N CODE PN903	TARMAC 00/N CODE M0056	CUT STONEWORK (M1 STYLE) 00 CODE M0057 / N CODE PN901	SEMI-CUT STONEWORK (B1 STYLE) 00 CODE M0058

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ROBINSON 'A5' 4-6-2T FROM SONIC

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GAUGE

Sonic Models has unveiled its first 4mm scale locomotive: the elegant Robinson LNER 'A5' (GCR '9N') 4-6-2T. Built over a 15-year period from 1911-1926, 44 examples were constructed, with the last survivors being withdrawn by BR in 1960.

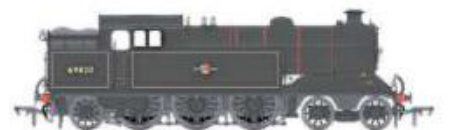
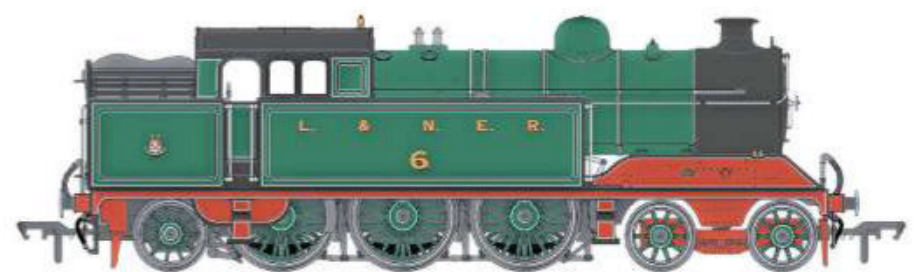
Robinson's design was unusual, with the 'Pacific' wheel arrangement seldom used on tank locomotives. It was intended primarily for suburban workings out of Marylebone and, later, King's Cross, while some of the later builds headed north to work in the Bradford area. In BR days, more 'A5s' left the capital and began working in Lincolnshire and on to Darlington and Hull.

Sonic Models will be offering both original GCR and later LNER versions, with the models featuring a heavy die-cast chassis, flywheel, Next18 DCC

socket (hidden in the cab), sugar cube speaker, NEM coupling pockets and sprung buffers. All models will be supplied with an accessory pack including coal shovel and rake and dummy screw-link couplers.

All of the important detail differences will be catered for, including GCR or LNER dome, whistle and smokebox, three-rail or five-rail coal bunker, single or split cab front window, open or glazed cab-sides and smooth or riveted sandbox wrapper. Livery variations will include GCR lined green, GCR lined green with L&NER lettering, LNER lined and unlined black and BR mixed traffic lined black with BRITISH RAILWAYS lettering, early or late crests.

Tooling is complete, EP samples have been tested and the first decorated model has been received for assessment.



The model is priced at £149.95, subject to any changes in currency and conditions between now and production and is expected to be ready to

ship late Q4 2021/Early Q1 2022.

The models can be pre-ordered exclusively from Rails of Sheffield.

Web: www.railsofshffield.com

SONIC 'J50' 0-6-0T

N
GAUGE

Sonic Models' next 'N' gauge locomotive will be the distinctive LNER/BR 'J50' 0-6-0T, produced in conjunction with Revolution Trains. Based on the 'J50/3' (with steam brakes) and 'J50/4' (with vacuum brakes) designs, the models will cater for a host of detail variations,

including GNR or LNER buffers, open or plated coal rails, plain or fluted coupling rods and raised or flush Ross pop valves.

The models all feature a similar drive to Sonic's successful recent GWR '56XX', as well as a detailed cab interior and six-pin DCC

socket. First EP samples are already being tested and the model is expected to be available early in 2022. Pre-orders are now being taken, with the models available exclusively from Rails of Sheffield. Prices are estimated to be £109.95 each.

Web: www.railsofshffield.com



In Brief

SOUVENIR TANK FROM LOCOMOTION

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GAUGE

Locomotion Models has released its second souvenir wagon, in the form of a six-wheel tank, produced by Dapol. Available in the Railway Museum's shops or online for £18.99 each, the fictional teal livery makes for a very attractive sight.

Web: www.locomotionmodels.com



The pioneering Class 59, which revolutionised diesel traction in the UK, is to be the subject of Revolution Trains' next 'N' gauge locomotive model.

The first example entered service with Foster Yeoman (FY) in 1986, hauling heavy stone trains from the Mendip quarries. Frustrated with the unreliability of BR's existing fleet of locomotives, FY looked to the USA for a solution. General Motors' Electro-Motive Diesel plant at La Grange, Illinois, turned out the first four Class 59/0s in a striking silver and blue livery. Proving an immediate success, the new locomotives offered exceptional levels of reliability and haulage capacity, leading to a fifth example being ordered.

In 1990, ARC Southern took delivery of four Class 59/1 locomotives, followed by National Power which received six Class 59/2s in 1994. In all, 15 Class 59s were built and all remain in service with a variety of operators and in liveries, including Hanson, Freightliner G&W, GBRf and DB.

CAD work has been completed and Revolution is anticipating first samples in time for the International N Gauge Show in mid-September. The tooling has been designed to incorporate numerous detail differences and enable all locomotives in the class to be accurately depicted, including GBRf's unique 59003, with its central marker lights.

Ben Ando, co-director of Revolution Trains, said: "The Class 59 is the vital missing link for modern image 'N' gauge enthusiasts. As the immediate predecessor to the now ubiquitous Class 66, their place in Britain's rail history cannot be overstated, and we are delighted to be working with

JOIN THE GM REVOLUTION!



Freightliner, GBRf, Arlington Fleet Services, Aggregate Industries and Hanson to do justice to this impressive design."

The Revolution model will feature the usual refinements, including detail differences between sub-types, switchable directional lights, low friction pickups, NEM couplers, photo-etched roof and side grilles, a sound speaker hidden in the underslung fuel tank as standard,

and a powerful drivetrain.

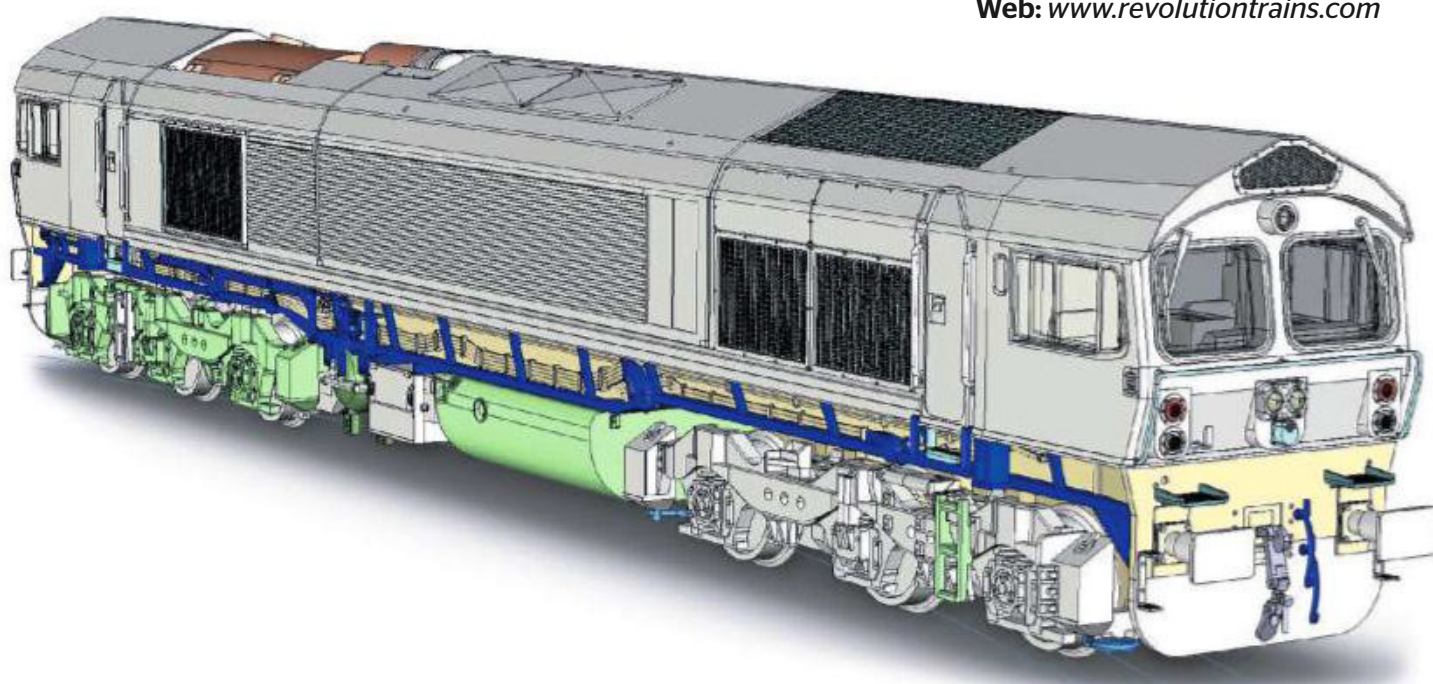
In addition, different bogies, exhausts and bodyshells are being tooled to allow the many differences between subclasses - and even between individual locomotives in each subclass - to be accommodated. The model also features, like the prototype, a removable centre section, so fitting a DCC decoder is a snap.

Revolution's Mike Hale added: "We have been working on this model for some considerable time,

and with Class 59s having performed with staggering reliability over the last four decades, it is time a high-quality mass market model was available to 'N' gauge enthusiasts."

Pre-orders are being taken for an 'early bird' price of £114.95. This will increase to the standard pre-order price of £124.95 after a short period. The RRP after production is expected to be £150 for DC models and £250 for DCC sound versions

Web: www.revolutiontrains.com



CLASS 66 LIVERY SAMPLES



Dapol has shown off livery samples for its new fleet of Class 66s, including GBRf's 77731 *Capt. Tom Moore*. Dapol will make a donation of £40 per model from sales of this model to NHS Charities Together. Pre-orders for this model have now closed but, if stock does become available, then it will be made accessible via the Dapol website.



TWO-HORSE DRAY



An attractive 3D-printed, pre-painted two-horse Brewer's Dray cart is now available from Osborn's Models. Just the thing to pose outside a pub whose cellar is being restocked.

Price: £24.99

Web: www.osbornsmodels.com



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KERNOW MOTORING ALONG

OO
GAUGE

Kernow Model Rail Centre has received the first engineering prototypes of the eagerly awaited GWR Steam Railmotor in 'OO' gauge and they are now being fully evaluated and tested. The models have electrical pickups on all wheels and full working valve gear, including the radius rod and piston valve stem. A vertically positioned motor is completely hidden inside the boiler of the power bogie. Working directional oil lamps and interior lights are also fitted. The models will be DCC-ready with a



21-pin decoder socket and 28mm speaker pre-installed.

The tooling allows for both the Diagram 'O' type and the Diagram 'R' type Steam Railmotors to be produced in five

versions. The diagram 'O' type's most obvious differences from the Diagram 'R' are the larger boiler room windows, double-leaf

passenger doors and 'Fishbelly' rather than 'Equalising' bogies.

Web: www.kernowmodelrailcentre.com

DAPOL 'O' GAUGE UPDATES

Dapol's Class 66 has moved a step closer with the arrival of the first engineering prototype. The EP is currently under review and a selection of photographs is available on Dapol's website, alongside information on how you can pre-order factory-installed DCC sound models.

The HBA and HEA hoppers are also progressing well, with EPs currently under review. A few issues have been identified and Dapol is working with the factory to address them. The models are expected to be in shops sometime during Q1 2022.

Also at the EP stage is Dapol's new range of 'O' gauge bracket and junction signals, expected in



shops early next year. Available in the range will be GWR right-hand and left-hand brackets with single or twin arms. Retailing at £95 for the single and £105 for the double-arm version, all the signals are now available to pre-order at Dapol stockists.



ACCURASCALE Mk 5 UPDATE

Decorated samples of Accurascale's Mk 5 coaches have been revealed, showing off the attractive Caledonian Sleeper livery in all its glory. The sleeper coaches are showing plenty of promise in a decorated state but further refinements and improvements to the paint finish will take place. The deceptively complex Caledonian Sleeper livery is coming together nicely with an excellent colour match for the tricky Midnight Teal colour.

The Trans-Pennine Express Mk 5s are also progressing, albeit more slowly. The ultra-complex

livery has pushed established printing techniques to the very limit, leading the company's factory engineers to develop a new means of production.

While the CS coaches are almost ready for production to begin, until the TPE coaches reach a similar stage in development, a firm delivery date cannot be set. Accurascale apologises for this delay. However, orders are still being taken, with just a £30 deposit required to secure your packs.

Web: www.accurascale.co.uk



In Brief

CLASS 86/4 AT 'DECO' STAGE

Heljan has also been busy with its 'OO' rendition of the Class 86/4. Following on from the recent '86/0', the popular sub-class features Flexicoil springs, SAB resilient wheels and various multiple working or TDM cable/socket arrangements. There will also be a choice of Faiveley or Brecknell-Willis high-speed pantographs and a whopping nine liveries are on offer.



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are so detailed, I think you should spend
all of our savings on your hobby."



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RAPIDO TRAINS UK

EASY-TRACK MODEL RAILWAY LAYOUT IN A BOX

Easy-Track is the latest idea from Noch, providing a complete, multi-level trackbed for a layout measuring 190 by 120cm.

The wood sections are pre-cut, while a comprehensive set of plastic risers is also supplied.

Detailed instructions are provided, plus a large paper template showing where each component should be fixed to the main baseboard which, along with the track, is not supplied. A 'OO/HO' track plan is



supplied, including a passing loop, station with a siding, plus a run of approximately 7m. The plan specifies Märklin, Trix,

Piko or Roco Line components – and their equivalents in Peco, Bachmann and Hornby. While the scene depicted on



the box is European, the layout could easily be adapted to depict the UK. **(PM)**

Stock number: 53600

Price: £125.00

Availability: Noch stockists or Gaugemaster

Web: www.gaugemasterretail.com

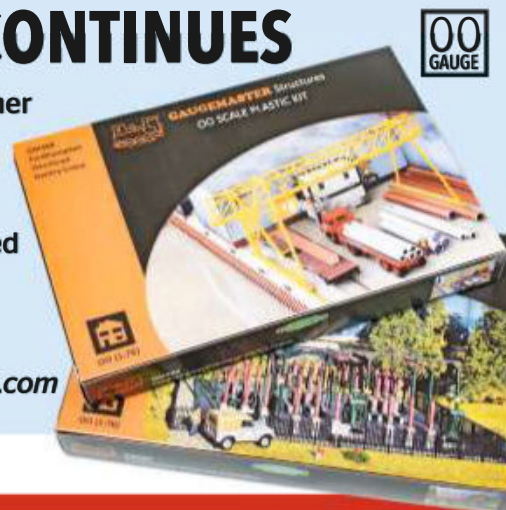
FORDHAMPTON EXPANSION CONTINUES

Gaugemaster's expanding 'Fordhampton' range has been boosted by a pair of new infrastructure kits. The injection-moulded plastic assembly kits portray an electricity substation (Ref. GM487, £19.50) and a gantry crane (Ref. GM488, £13.00), the

latter being ideal for all manner of rail-served freight terminals. Produced for Gaugemaster by Heljan, the kits' components are moulded to a high standard and instructions are supplied.

Availability: Gaugemaster

Web: www.gaugemasterretail.com



PREMIUM OPTION FOR DCCCONCEPTS' ROLLING ROADS



DCCconcepts' range of rolling roads has been upgraded with the arrival of various 'Premium' editions. Gold-plated mounting brackets feature sets of super-smooth, stainless steel roller bearings and each axle cradle is simply placed onto the track. Power is then transferred to the wheels, allowing models to be maintained or programmed. Such a device is great for those without continuous-run layouts, and means new models can be run in more effectively.

Various sets are available. The 'HO/OO' set featured here comes with alternative spacers for 'EM/P4', along with adaptors for three-rail track. Meanwhile, the 'N' gauge set can also be converted for 'TT'. Both the 'HO/OO' and 'N/TT' packs include ten-axle cradles, packed in a luxury, foam-padded box, along with a small screwdriver.

For 'O' gauge, there's a choice of four or six-axle sets.

Price: from £99.95 per set

Availability: DCCconcepts

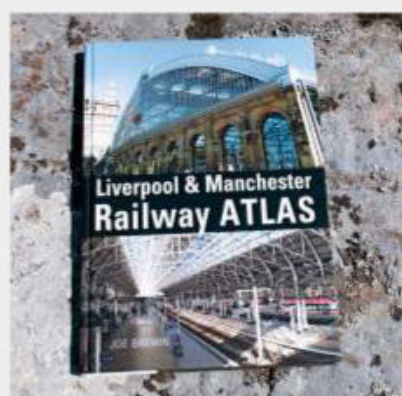
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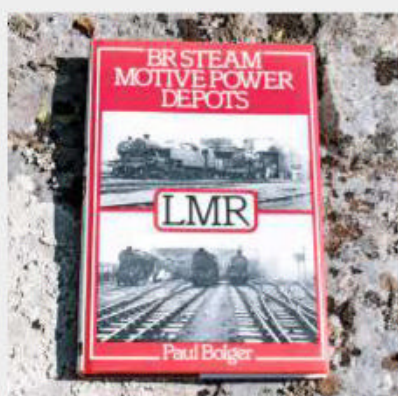
Modeller's Bookshelf

An amazing new geographical reference book is featured this month, along with a useful pair of older tomes that have proved useful to the *Model Rail* team.



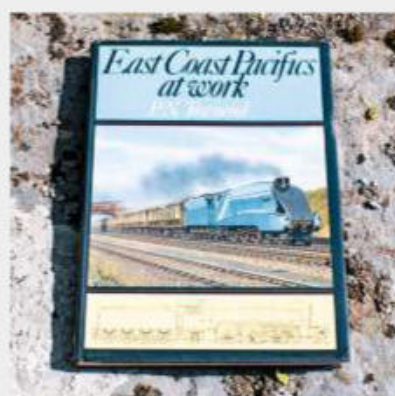
Essential for anyone with an interest in the railways of North West England – especially modellers – this book covers everywhere between Buxton and Chester to the south, Fleetwood to the north, the Irish Sea to the west and the Pennine ridge to the east. The author has laboriously retraced the railway network past and present via more than 180 map pages, showing running lines, stations, sidings, yards, depots and rail-served industries, with tons of historical notes adding context.

Book: *Liverpool & Manchester Railway Atlas*, by Joe Brown (Crécy Publishing)
Price: £30.00



This handy volume, originally published in 1981, offers vital information on all of BR's London Midland Region steam sheds from 1950 onwards. Listed from 1A (Willesden) to 29C (Dundee West), each entry contains a sketch map of the track layout and infrastructure, as well as lists of allocated locomotives. There are plenty of period photographs too which, although small, give a flavour of each location. Second-hand copies are widely available, and other BR regions were covered in separate volumes.

Book: *BR Steam Motive Power Depots - LMR*, by Paul Bolger (Ian Allan)
Price: around £5.00



Another second-hand find from the early 1980s, this book proved invaluable when assessing Hornby's new LNER 'A2/3' (see page 84). Charting the development of 4-6-2 designs on the LNER, there's a healthy mix of technical and historical information, along with scale drawings and lots of photographs. The appendix is filled with a useful list of all LNER 'Pacifics', including LNER/BR numbers, names, build and withdrawal dates. An essential reference for enthusiasts and active modellers, copies can be found online or at specialist bookshops.

Book: *East Coast Pacifics at Work*, by P.N. Townend (Ian Allan)
Price: around £5.00



ON THE WORKBENCH

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

AK CITRUS CEMENT



Do you enjoy building plastic kits? Are you fed up with the toxic smell of traditional liquid poly cement glue? Then this unusual formula may appeal to you. The thin liquid has a pleasant citrus odour and the fine brush fitted to the jar's lid permits precise application. It takes much longer to act than regular poly cement, but bonds have proved reliable. That said, parts do need to fit together perfectly to gain sufficient bond strength. Worth a try, but I'm not 100% convinced yet.

Price: £4.99 per 40ml jar
Availability: Scale Model Shop

Tel. 01422 405040

Web: www.scalemodelshop.co.uk



REVELL PRECISION SAW



Consisting of an ergonomically designed handle and three interchangeable blades, this miniature cutting tool has many uses for modellers. Ideal for use on plastics, wood and resin, each blade cuts cleanly and swapping them is simple, thanks to the sliding retaining clamp and locating pin. The larger blade offers greater control when cutting straight lines, but the others are great for curves and for working in awkward areas. Perfect for kit-bashing and scratchbuilding tasks.

Price: £9.99

Availability: Revell stockists

Web: www.revell.de/en



VALLEJO PLASTIC PUTTY



Another modeller's essential that will appeal to those who like a fresh-smelling workshop. This odourless acrylic putty is great for filling gaps and minor imperfections on plastic, wood and card kits. The fine nozzle allows for precise application and the putty can be sanded when fully cured (best left overnight). It can also be manipulated with water before it cures, thus minimising the need for cleaning up later. It's great value too!

Price: £3.25

Availability: Scale Model Shop

Tel. 01422 405040

Web: www.scalemodelshop.co.uk



EXHIBITION DIARY - SEPT-OCT 2021

(ALL SUBJECT TO GOVERNMENT GUIDANCE ON COVID-19)

September 11

HEYWOOD, LANCs. Heywood Model Railway Group, Club Rooms open day, Unit 4, Park Works, River St, Heywood OL10 4AB. **Time:** 1000-1600. **Admission:** By donation. **Tel:** 07909 144007

September 11-12

LEAMINGTON SPA, WARCS.

The International N Gauge Show. Warwickshire Event Centre. A425, Southam Rd, Leamington Spa CV31 1XN. **Time:** Sat 1000-1700, Sun 1000-1600. **Web:** www.meridienneexhibitions.co.uk

September 25

PITSTONE, BEDS.

Tring & District MRC Beacon-Rail 2021. Pitstone Memorial Hall, Vicarage Road, Pitstone LU7 9EY. **Time:** 1015-1630. **Admission:** Adult £3, Child £1.50, Family £7. **Tel:** 01525 850703. **Email:** r.longman@btinternet.com **Web:** www.tringanddaylesburymrc.co.uk

September 25-26

STICKNEY, BOSTON.

Boston MRS MRE. Stickney Village Hall, 7 miles north of Boston on A16, PE22 8BG. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £3, Family £7. **Tel:** 07958 137122. **Email:** djcurrie@live.com

October 2

SUTTON COLDFIELD.

Sutton Coldfield Railway Society, Trinity Centre, Church Hill, Mill St, B72 1TF. **Time:** 1000-1630. **Admission:** Adult £4 **Web:** www.scrs.club

October 3

IPSWICH, SUFFOLK.

Stowmarket Railway Club Toy & Train Fair, School St, Needham Market, IP6 8BB. **Time:** 1030-1600. **Admission:** Adult £3, children free **Web:** www.stowrailclub.org.uk/Toyfair.htm

October 9

CRADLEY HEATH, W. MID-

LANDS. Ormiston Forge Academy, Wrights Lane, Cradley Heath, W. Midlands B65 6QU. **Time:** 1000-1630. **Admission:** Adult £5, Child £2.50, Family £11. **Email:** chmrc@hotmail.co.uk

October 9-10

DUNDEE.

Dundee MRC MRE. The Ardler Community Complex, Turnberry Avenue, Dundee DD2 3TP. **Time:** Sat 1200-1630, Sun 1000-1630. **Admission:** Adult £5, Child £3.50, Family £12. **Tel:** 07497 919817. **Email:** dunddmrc@outlook.com **Web:** www.dundemrc.co.uk

ALDERSHOT.

Farnham and District MRC 46th Annual Exhibition. Alderwood Leisure Centre, Tongham Road, Aldershot GU12 4AS. **Time:** Saturday 1000-1700, Sunday 1000-1630 (refreshments available from 9.30). **Admission:** Adults £6, Children £2, Family £15. **Web:** www.farnhammrc.org.uk

...and finally



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

Interviews are under way to select a new colliery shunter. Pulled in by a tractor, the candidate, Driver Van-Trailer (possibly Dutch?), is turned out in smart stripy attire. When asked about his engine... "OK, I don't have one, but I SO want to leave the shiny corporate world. I want to get my buffers dirty pushing wagons around. Look, I can use the green engine behind me, we're good mates... please... please..."

Staff Show & Tell

Keep on trucking

The pandemic led **George Dent** to rediscover his love of building model trucks – so much so that he wrote a book about it!

Having worked at *Model Rail* for nearly 20 years, there have been times when I've really needed a break from trains. I do have plenty of other hobbies, but building kits remains high on my list, especially when it's cold and dark outdoors. The depth of winter is often when I indulge in kit-building, but my hobby time increased exponentially in early 2020 when Covid first appeared. What to do while trapped at home? It was the perfect opportunity to finish a host of part-made trucks that have been sitting around for years.

I began dabbling in 1:24 scale model trucks in earnest about five years ago, after a few dalliances in my younger days. I'd come to realise what good value many of these kits were, especially in comparison to certain elements of today's model railway hobby. For about £50 – plus the same again for paints and sundries – you get a high-quality plastic kit with hundreds of parts, which can take months to assemble and finish. The larger scale allows for endless amounts of extra detail to be added and the sense of reward can be considerable. Judged on the amount of modelling-per-buck, they offer a fantastic deal, especially for someone who enjoys building over operating.

So, what did I build? The original plan was to finish three or four existing projects, but I was soon hooked. So far, I've built a dozen trucks in the past 18 months, ranging from 1:72 to 1:24 scale, with varying degrees of complexity. I still have another two on the go at the moment; they're certainly addictive.

One of the projects I've enjoyed the most is a 1:24 scale DAF 95, using an Italeri kit as the basis. Although I didn't add a lot of extra details, save for an enhanced cab interior, the painting and lining stage proved great fun. Working to a strict budget, I made use of my stocks of BR Standard Locomotive Green for the main livery colour. BR Sherwood Green was also employed, along with BR Crimson for the chassis and bumper.



The BR green livery was built up over several layers with an airbrush, rubbing down carefully between each coat. After a clear gloss coating, the Fox Transfers waterslide lining was applied, adding the corner elements first. When these had dried, they were linked with the straight lines.



I felt like an anagram expert as I chopped up these 4mm scale Highland Railway logos to create a convincing haulier's name. In a nod to railway practice, I also gave the truck a number.



Aligning the letters correctly took some time, using low-tack masking tape as a guide.



Furthermore, I needed some bespoke logos and raided my box of spare decals. I came up trumps with a pack of Highland Railway locomotive lettering, which was chopped up to produce the fictional Ray Haigh branding. Quality Assured logos and telephone numbers were from a C-Rail Intermodal transfer pack for an ISO container. Despite both packs being for 'OO'/1:76 scale, they suit the 1:24 truck perfectly. Additionally, the lining is from a Fox Transfers pack, left over from an old project.

This really did prove the benefit of never throwing anything away!

Just before the pandemic, George's wife was working in Canada and sent back lots of photos of interesting trucks. One of which, a vintage Ford LTL9000, inspired this model – again in 1:24 scale – which features lots of scratchbuilt detail.



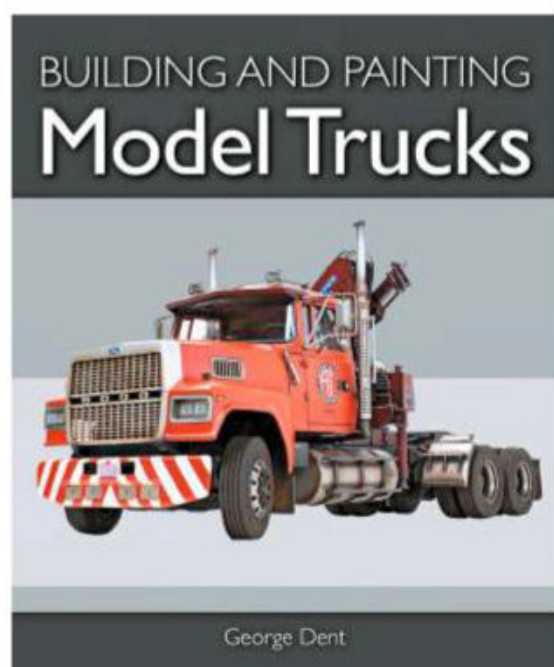


This 1:24 scale truck was built from an Italeri plastic kit and finished with a variety of railway livery paints and decals. The leopard print seat covers came from a non-railway supplier!

George has built lots of trucks in the last year, in 1:72, 1:48, 1:35, 1:32 and 1:24 scales.

READ ALL ABOUT IT

Having built so many trucks in the past couple of years, George decided to write a book on the subject. *Building and Painting Model Trucks* has just been published by Crowood Press and it includes a vast array of assembly, modification, detailing, painting and weathering tips for any scale and all abilities. Available from bookstores or direct from www.crowood.com



Modeller's log Chris Leigh

George's recent mentions of truck kits prompted me to dig this monster out from the back of my garage. It must date from soon after my first trip to Vancouver Island in 1976, when I was captivated by the logging trucks which were here, there and everywhere.

I could not find a kit for one of the off-highway Hayes trucks, which are the really big ones, so I settled for a Mack Peerless Roadrunner in 1:25 scale. The kit was by AMT, sold as Matchbox in the UK, and an assortment of faded stickers on the

box shows that it came from the long-closed Gamleys toy shop in Staines and was progressively reduced from £7.25 to £2.50. Did I really get that huge kit for just £2.50!

One or two parts have gone missing over the years, notably one mirror and one radio aerial and I also refitted a few parts before I took the photograph. Above all, it needs something doing with those truly awful plastic logs. I doubt that the plastic 'bunks' will take the weight of some real logs, so I'll just have to improve the look of the plastic ones.



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Show & Tell

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Heritage railway's coming along nicely

This is my latest 'N' gauge British-outline layout 'Scotton' built on a 4ft by 2ft board. The layout is currently about 95% finished but it needs more detailing: trees, fences, vehicles, people, some artistic touching up, but it already represents a transport and heritage railway with steam, diesel and motor vehicles.

My idea was for a heritage railway but based on eras 3-5. Primarily, diesel and steam was to be seen, with tank engines and small

shunters being the main attraction.

The buildings are primarily Metcalfe card kits, some modified, some standard. In addition, the engine sheds are US 'Pikestuff' plastic buildings. The track is Peco Code 80 Setrack, ballasted with Woodland Scenics fine ballast. LED street lighting will be added to the station and the transport museum and the motive power depot.

David Armstrong

Lockdown window

The periods of lockdown over the last year provided ample time for railway modelling – sometimes there was not much else to do. For me it was an opportunity to complete a layout started some years ago, but interrupted by such inconvenient things as alteration work to the house.

But complete it I did, and it was very satisfying to run. I began to wonder if there was another project I could tackle. As is frequently the case, space was the main problem. My loft is full of stuff, but no other location seemed available. Then I spotted the windowsill in my study – 5ft 10in long and 9in wide. Surely a small 'N' gauge layout could go there?

A tiny terminus station, with a runaround in a scenic section at one end, a bridge to divide this from a non-scenic section with a runaround, plus siding at the other, seemed a workable scheme.

As work progressed, it became obvious that a little scenery was required. The entire layout then became scenic, and I added a couple of tunnel mouths at the far end so it looked as if the tracks actually went somewhere.

A particular benefit of the windowsill location is that our house backs onto fields, which forms a natural backscene.

Andrew Mayes



Shedding light on a long project

Currently, 'Worthy Down' is in Year 21 of my planned one-year project, and completion is still some way off. The biggest constraint is the location in a low-ceilinged loft, with the baseboards only six inches above the floor, requiring work to be done in a kneeling position.

The addition of a Velux window does, however, enable one to see the trains in sunlight on occasion,

which makes a big difference to the visual appeal.

The photographs show a corner where I have installed a Bachmann Southern Region EMU carriage shed with modifications. The plan is to use it as a template for two further scratchbuilt sections to extend it to hold a six coach train under cover on the longest siding. As the original height clearance appeared to be very tight,

I raised the side walls on blocks of strip balsawood, disguised as brick walls. Skylights have been cut into the metal roof and lighting installed. In fact, there are two partly illuminated Peco inspection pits, as well as some carriage cleaner's platforms. The cosmetic conductor rail inside the shed is probably not prototypical, but it seems to look reasonably railway-like.

Ken Dunton

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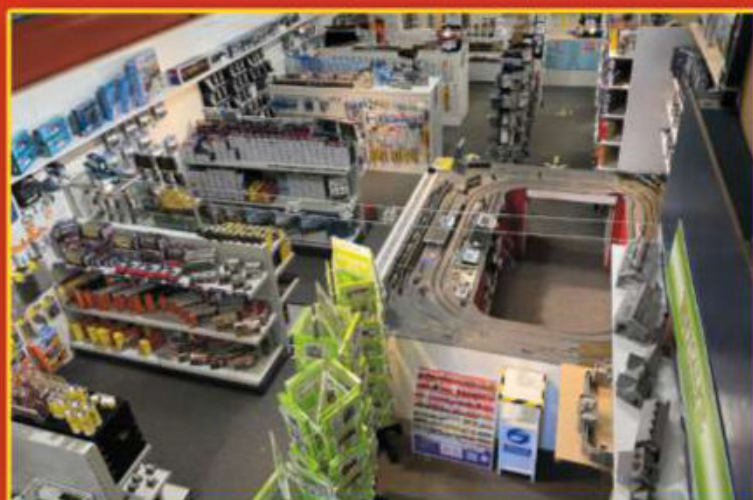
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According to Chris...

Chris Leigh's fear of heights doesn't mix well with his liking for big bridges.

“That Belah and Crumlin were destroyed seems almost like demolishing the Eiffel Tower or bulldozing Stonehenge”

Even when derelict, the Kinsol trestle was provided with a viewing platform so that visitors could be impressed. CHRIS LEIGH



beside the renovated trestle, which is now a significant tourist attraction. I can now walk over it but I still can't look over the edge!

I did, though, copy the detailed diagrams for each of its 46 frames (known as bents). I reproduced them to 'HO' scale and used them as templates on which to build the bents in balsawood. My model of the Kinsol was built over seven years. Some of the larger bents contain over 100 individual pieces of timber and I estimate that there are between 8,000 and 10,000 individual parts in the whole trestle, which is just three bents shorter than the real thing and measures some 6ft 6in overall.

All of which brings me to the point. We ought to see more

In its original location, the Kinsol model was viewed from the other side. The backscene is a montage of views from the real trestle. CHRIS LEIGH

It's one of those irrational things. I don't like heights but I do love a nice big bridge. I've always put my fear of heights down to the fact that, as a very small child, I rode my tricycle down the stairs of the block of flats where we lived. At around the same time, my fearless father took me up the ladder to the very top of Hartland Point lighthouse. I don't recall enjoying it!

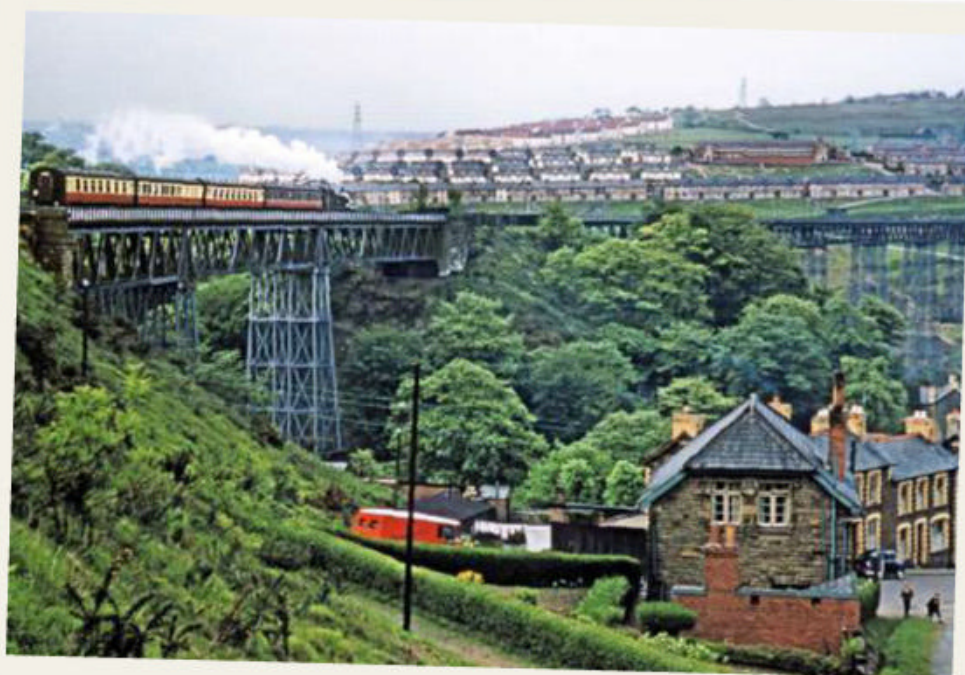
I grew up in a town whose bridge was infamous. Staines bridge carried the A30 road over the Thames, and on summer weekends its traffic jams were legendary. It also had a wooden Bailey bridge put up during the war and used as a footbridge into the 1960s. You could look through the gaps in the timber and see the murky water of the Thames swirling below.

Yet, somehow, despite my fear, I've always been attracted to bridges – provided I can look at them with my feet on firm ground! I recall being offered a press visit to Brunel's Royal Albert bridge at Saltash after BR had completed a major refurbishment. "We'll take you up the ladders and over the top of the tubes, on the walkway." No, you won't! I declined the invitation.

In 1981, in the far west of Canada, I was taken to see the Kinsol trestle, an abandoned wooden bridge on Vancouver Island. At 144ft high and 617ft long it was the largest wooden bridge in the Commonwealth.

It fascinated me that men had stood on the edge of that precipice and said, "we're going to cross this with a bridge that will carry a thousand tons of train and we'll build our bridge with the available material – timber."

Some years later I wrote a piece for the island newspaper, *The Times-Colonist*, as part of the local campaign to get the trestle restored. I was proud to have my contribution acknowledged on the board



Imagine this in model form! '56XX' 0-6-2T No. 6661 crosses Crumlin Viaduct with a Pontypool Road to Hengoed High Level train. The livery of the first coach is a mystery. T.B. OWEN/CJL COLLECTION

models of great bridges! We had some wonderful bridges in the UK but we let some of the best be destroyed. We lost all Brunel's timber viaducts. To a degree Brunel's timber bents were similar to those of the Kinsol in being designed to be replaced without stopping traffic over the bridge. At least we have Guy Williams' beautiful 4mm:1ft scale model at Pendon.

We featured the late Peter Midwinter's wonderful 'OO' rendering of the Connel Ferry bridge over Loch Etive in *Model Rail 278*, but in general our layouts can only accommodate more modest-sized bridges, which is a real pity because there were some wonderful bridges to model.

In south-west England, though we lost the Brunel viaducts, they were usually replaced with handsome and more durable stone structures. The Southern Region's wonderful Meldon Viaduct, which is really two iron viaducts interlaced, still stands, with part used as a footpath, but those which used iron or combined iron and masonry have generally fared particularly badly.

In the 1960s we lost Belah in Cumbria, at 196ft, the highest bridge in England. Belah was 347yd long. It was designed by Thomas Bouch, who is best remembered for his ill-fated Tay bridge. It was shorter, but taller than the Kinsol Trestle and would surely make an impressive model.

Still better would be the viaduct in the photograph at the top of this page, which I recently acquired and which has really fired my imagination. Crumlin Viaduct on the Newport Abergavenny & Hereford Railway was the third highest bridge in the world, at 200ft. It was in use from 1858 until the railway was closed by Beeching, and was demolished in 1967.

That Belah and Crumlin were destroyed seems almost like demolishing the Eiffel Tower or bulldozing Stonehenge. Viaducts, particularly those of metal construction, require continuous and expensive maintenance and in the 1960s there was little talk of the value of heritage, only the cost of it.

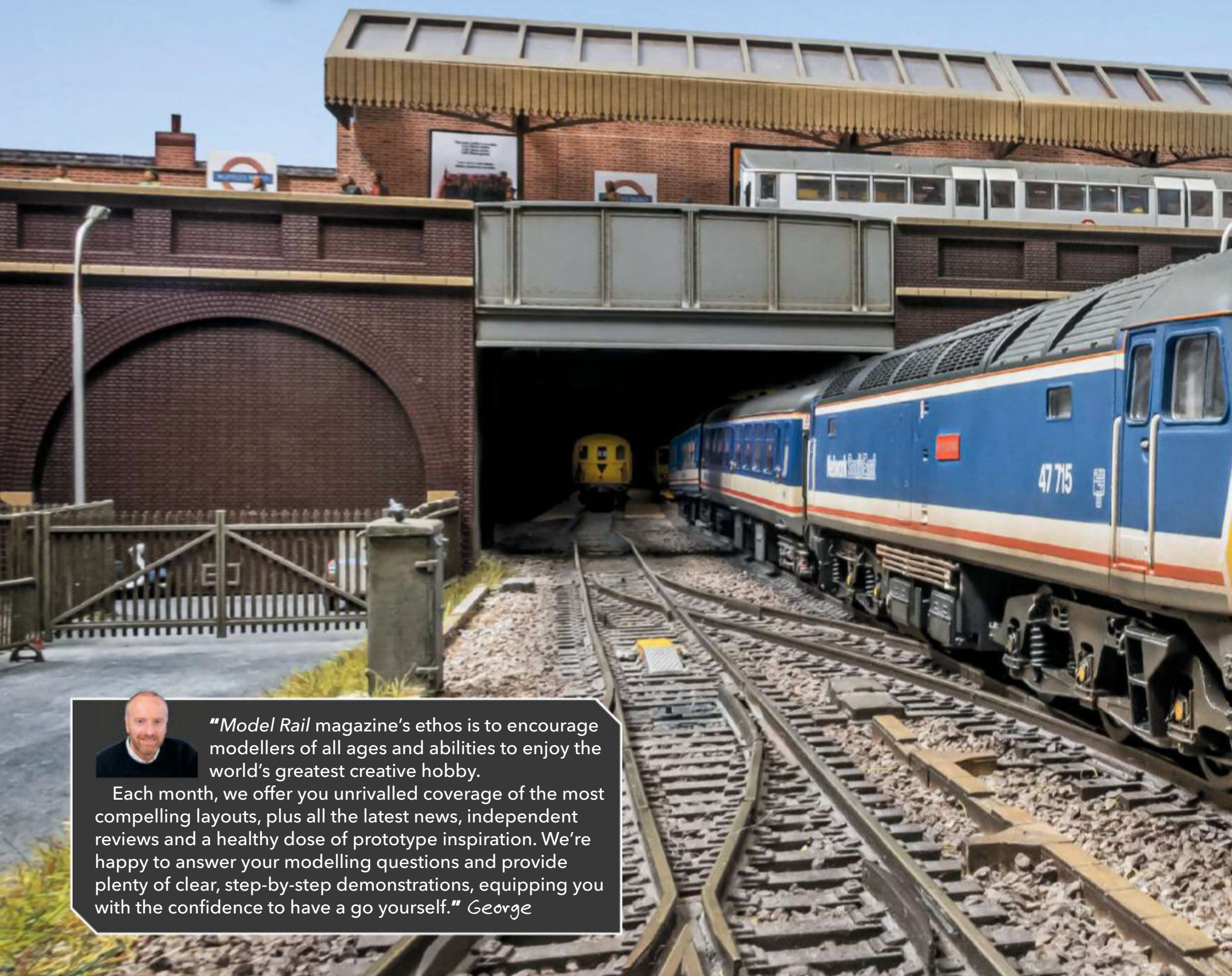
To be honest, I had never thought much about Crumlin until this photograph caught my attention. The appeal of the landscape with roads and cottages seeming to tumble down the valley really sets the 'modelling juices' going. If only I had the space...

Modelling Diary: Chris Leigh

Busy preparing Oakworth for its trip to Yorkshire for the Worth Valley's *Railway Children* display.

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'OO' GAUGE LAYOUT **BOURNEMOUTH WEST MPD**



Dream depot

Beeching may have erased some of our railways, but for **Bob Tiller** it presented the opportunity to showcase his collection of models, and depict an alternative reality of Bournemouth West.

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



“What makes this layout great?”

Depots aren't for everybody, but Rob has done a great job of creating a believable layout that has plenty of space for his models. The use of a turntable is a great way to make extra space, and there are operational possibilities to boot.

”



If you were to go up to anybody in the street and ask them to name an event that happened in the 1960s, they'd probably reply 'the Moon landing'. Ask a railway enthusiast for an event that happened in the 1960s and only one thing will immediately come to their mind, and it's probably the same thing that's come to yours before you read on for the answer.

Dr Beeching's report on the railways spelled the end of thousands of miles of lines across the country, including the Somerset & Dorset which used Branksome Depot (at Bournemouth West). This was until the general election of 1965 resulted in a Labour

government. Elected on a promise that MP Barbara Castle would reverse the closure of the line, she subsequently secured a deal and the Western Region of British Railways took over the route from the Southern and Midland operations, saving the line and the depot from Beeching's axe.

If you're slightly confused by that story that's because, sadly, this scenario is pure fantasy; the line was closed and erased from existence. Fortunately, in the wonderful world of miniature railways, Bob Tiller has recreated the depot as a way of showing off his extensive collection of locomotives. ➤

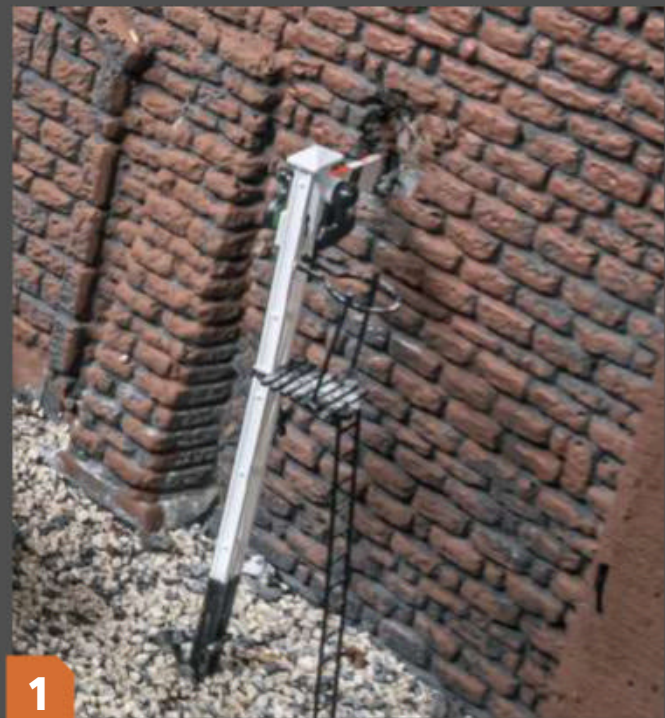


“Boxes upon boxes of my models are currently in storage and I needed a way to show as many as possible”

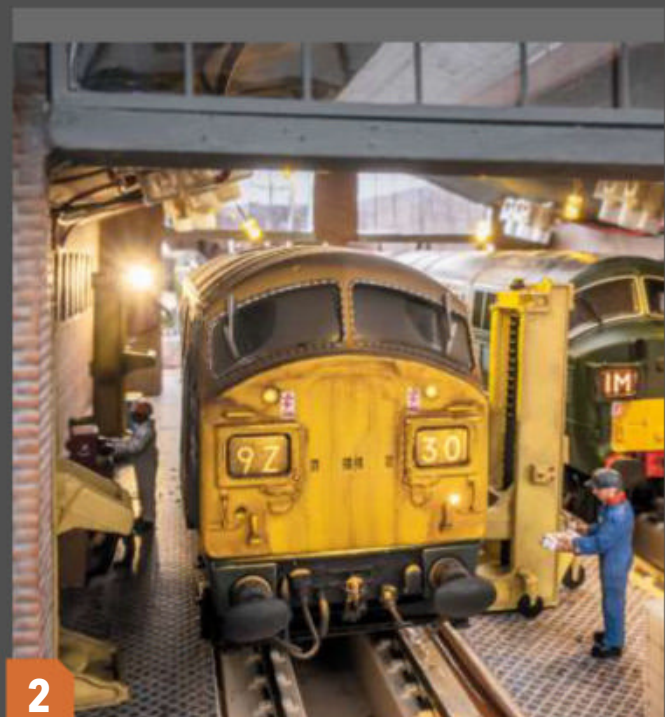
Bournemouth West **2** is the location for the area breakdown gang, who operate a 75T Ransome crane.



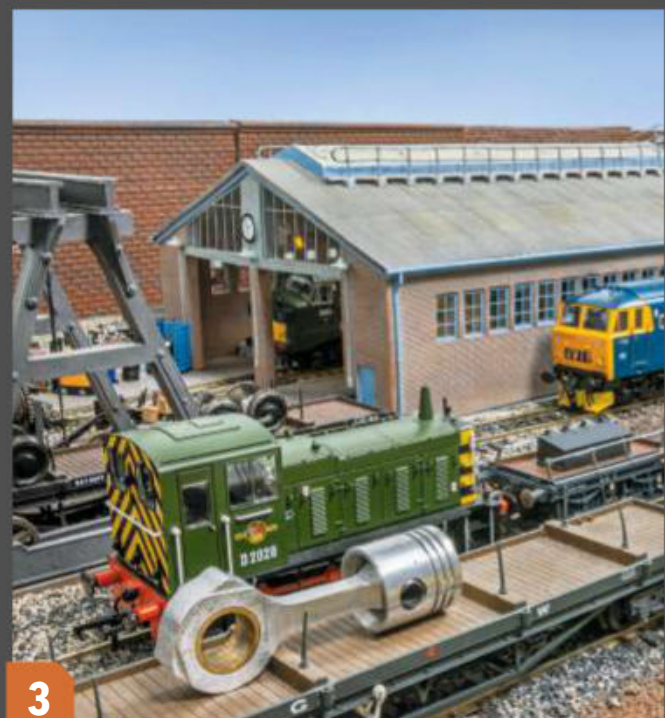
3 things we like



The brick wall has been chipped away to make room for the signal arm.



There is a lot of interior detail to admire.



You never know what you might find at a depot, including a huge piston!

'OO' GAUGE LAYOUT **BOURNEMOUTH WEST MPD**



"I have been buying S&D diesel locomotives for a long time and the number now stretches above 200", says Bob. "But I, as almost every other modeller who doesn't have the luxury of being called Pete Waterman, don't have the space to show them all at once. Boxes upon boxes of models are currently in storage and I needed a way to show as many as possible, even though I don't take the layout out anywhere. With a small space but very little in the way of 'trains', a depot seemed logical as I wouldn't need to have long lines for rolling stock and could focus entirely on the locomotives."

So why has Bob spent the past three years recreating a lost depot and expanding his collection of diesel-hydraulic locomotives? It all stems from his first job in 1976.

"I left school and went to work at Old Oak Common with the diesel-hydraulics", he explains. "I was one of the last people still in service to have trained with them and they have stuck with me all through my working life into my position now as engineering director of a large railway company. There was even a locomotive named after me a few weeks ago, which was a very pleasant surprise! Like a lot of people, I've modelled what I know from almost 45 years of working with them." Bob led the purchase of D1010 *Western Campaigner*, and he has also been chairman of the The Diesel and Electric Preservation Group (DEPG) for 30 years, working on preserved 'Western' and 'Hymek' locomotives.

For those wishing to adopt a similar method with their layout, there's one depot feature that proves to be a lifesaver. Not only does it provide plenty of operational interest but it's also Bob's favourite, yet most challenging, aspect of 'Bournemouth West MPD'. ➤









“The turntable is the main focal point of the model, but as anyone who has put one on their layout will know, it is a bit more difficult on a model railway than in real life. In a similar way to live frog points (which ‘Bournemouth West MPD’ also features), the presence of electricity meant I needed to take isolating the area into consideration, switching the polarity and avoiding short circuits. I got there in the end, but don’t listen to anybody who tells you that DCC is only two wires. It is much, much more than that!”

SPEED BUILDING

With time so valuable, Bob wasn’t able to spend hours scratchbuilding all of the buildings and scenery, so he used off-the-shelf products that he lightly customised to make them blend in.

“When I see depot layouts at exhibitions I’m always surprised by how much people have put in there in the way of buildings and structures. They look good, but in many cases they’re vastly overpopulated. Apart from a couple of workshops and somewhere for the workers to have lunch and recuperate, the locomotives are left outside all the time. I’ve just added a couple of Bachmann Scenecraft buildings to ‘Bournemouth West MPD’, ➤



'OO' GAUGE LAYOUT **BOURNEMOUTH WEST MPD**

9 All depots operate round the clock, so lighting was an essential addition.



lightly weathered to blend them into the scene. I decided that rather than trying to scratchbuild one and taking several months for a result that might not look as good, it was easier to just buy one and add some weathering."

Although the buildings are straight out of the box, Bob has worked hard to make sure the depot is as realistic as possible, adding operational ground position signals from Absolute Aspects, plenty of workers and pit lights, and controlling it all from the Peco lever switches at one side of his irregular polygon layout.

"Most modellers will have a layout with a rectangular, oval, or an 'L' or 'U' shape, but the real Bournemouth West was in the middle of a triangle of track, so it didn't have the luxury of acres of space enjoyed by modern depots. The company took whatever space it could get. I've replicated this as best I can, angling the front of the layout in several ➤





MODELLER CV: BOB TILLER

If I'm not working on the 1:76 layout, I'm organising 1:1 locomotives as engineering strategy director of GB Railfreight.

FACTFILE: 'BOURNEMOUTH WEST MPD'

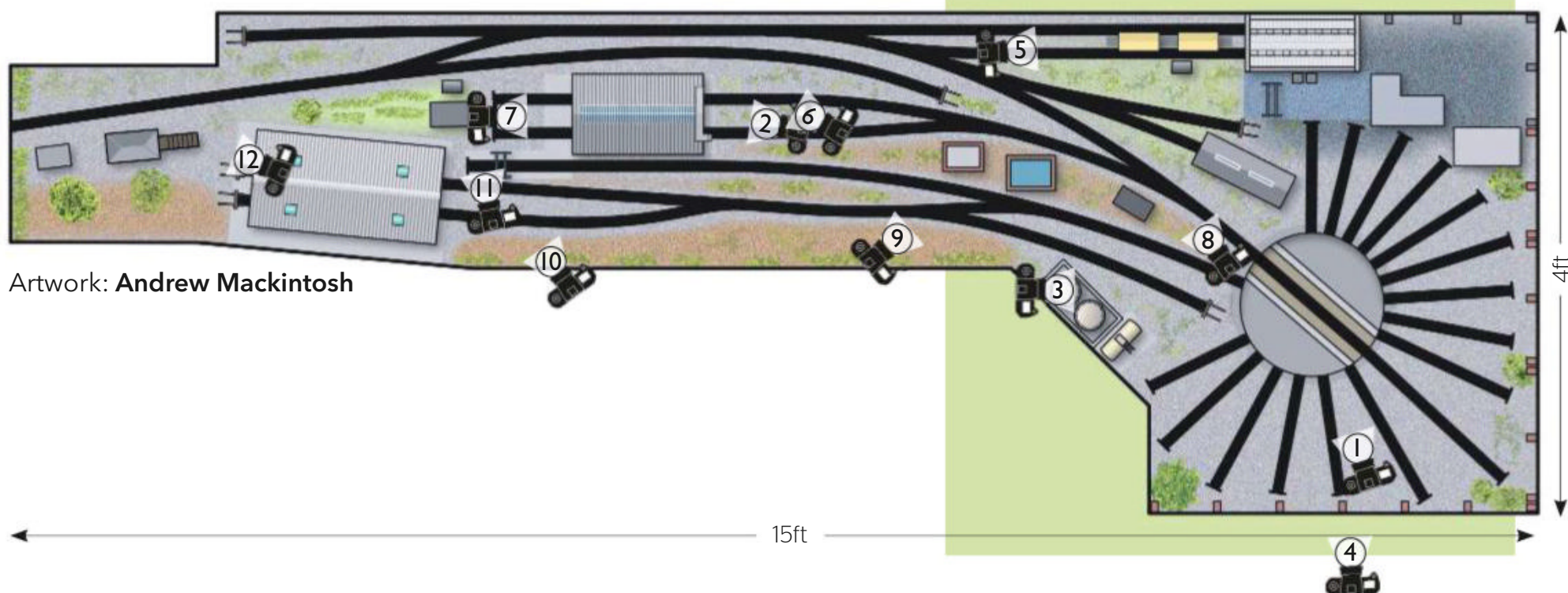
Gauge and scale: 4mm:1ft, 16.5mm gauge, 'OO'

Size: 15ft by 4ft

Track: Peco Streamline

Time to build: Three years

Power and control: DCC from a Gaugemaster Prodigy



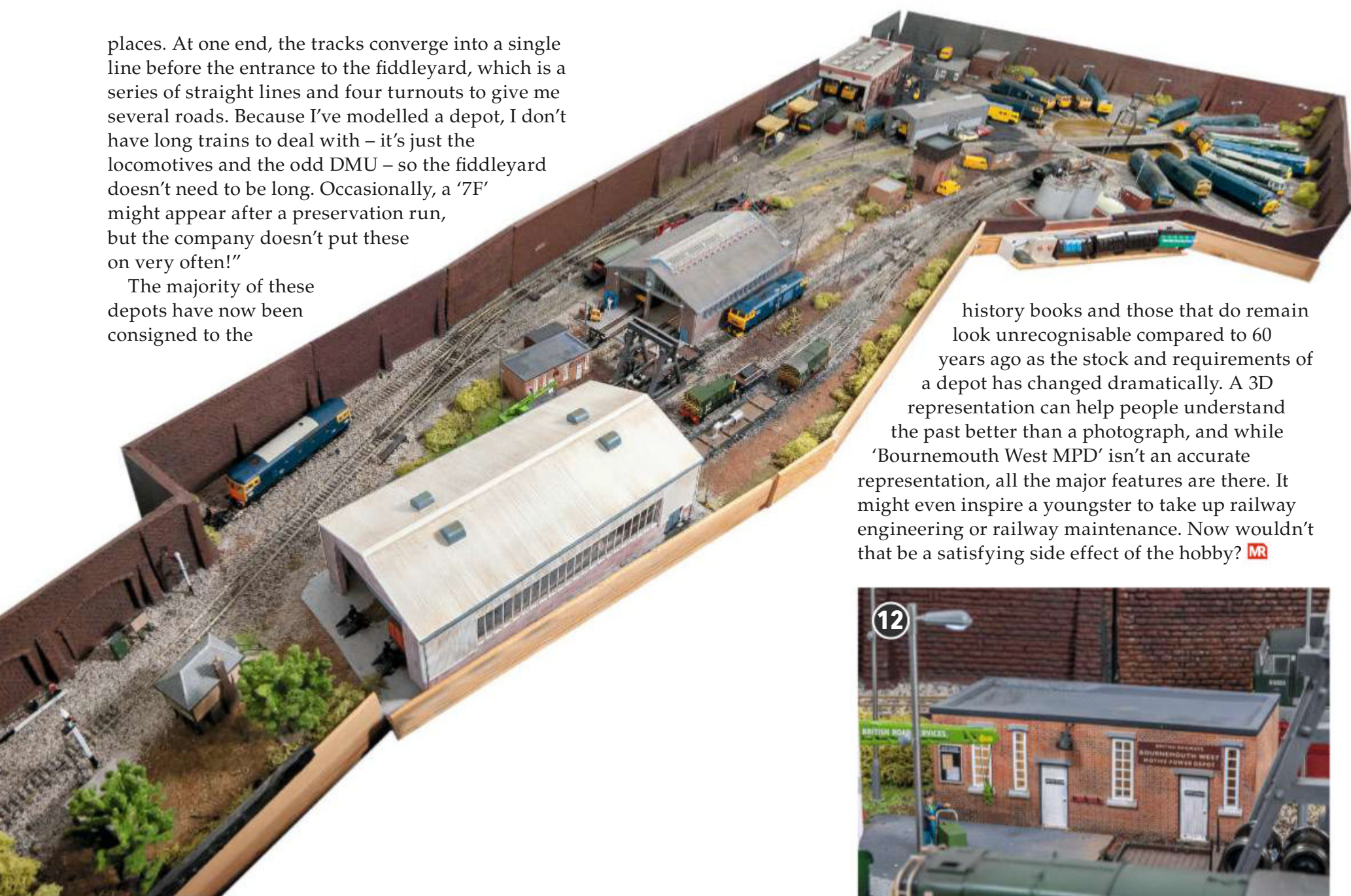
Artwork: **Andrew Mackintosh**

'OO' GAUGE LAYOUT **BOURNEMOUTH WEST MPD**

places. At one end, the tracks converge into a single line before the entrance to the fiddleyard, which is a series of straight lines and four turnouts to give me several roads. Because I've modelled a depot, I don't have long trains to deal with – it's just the locomotives and the odd DMU – so the fiddleyard doesn't need to be long. Occasionally, a '7F' might appear after a preservation run, but the company doesn't put these on very often!"

The majority of these depots have now been consigned to the

history books and those that do remain look unrecognisable compared to 60 years ago as the stock and requirements of a depot has changed dramatically. A 3D representation can help people understand the past better than a photograph, and while 'Bournemouth West MPD' isn't an accurate representation, all the major features are there. It might even inspire a youngster to take up railway engineering or railway maintenance. Now wouldn't that be a satisfying side effect of the hobby? **MR**





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3140	BR blue 31/4 unnumbered
3141	BR InterCity Mainline 31/4 unnumbered
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3143	EWS 31/4 31466 V3
3144	Network Rail yellow 31/4



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#9983	Baldwin 2-4-2T E762 Lyn SR dark green (1923-29)
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#9985	Baldwin 2-4-2T E762 Lyn SR Maunsell green (1932-35)

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19403	BR crimson/cream (white cab roof)		

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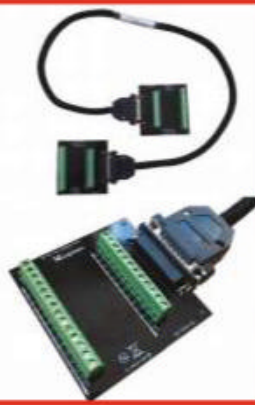
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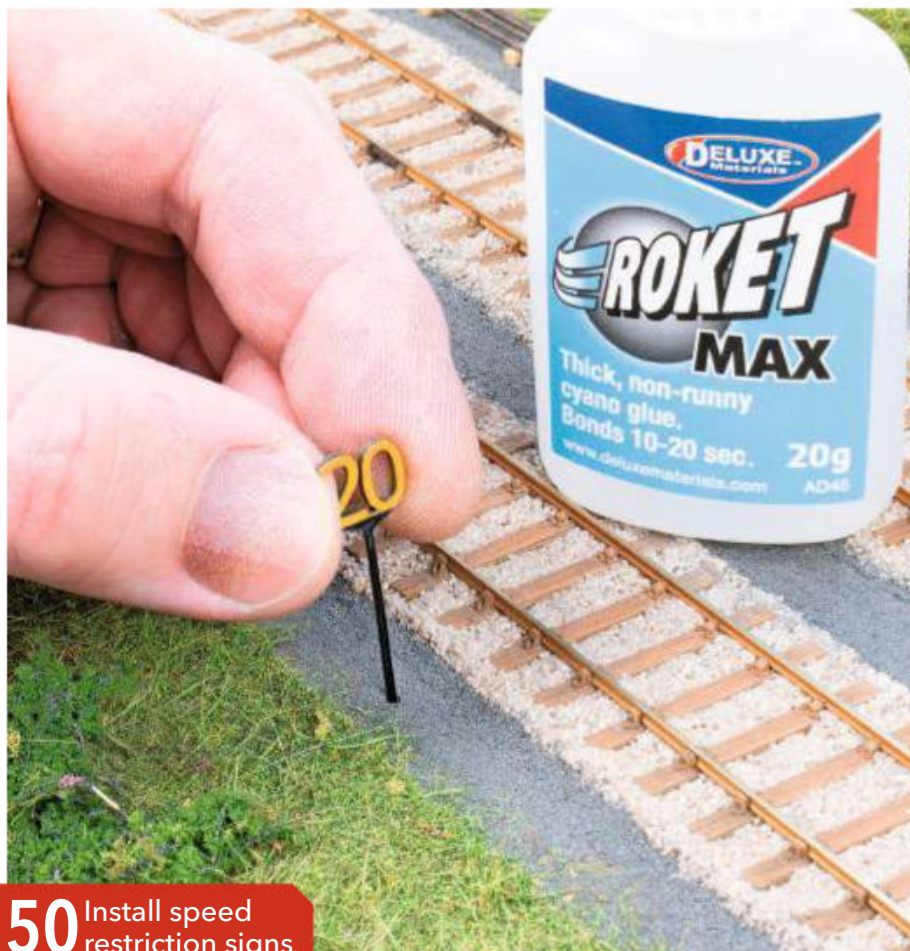
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40 Build a depot...
with a difference



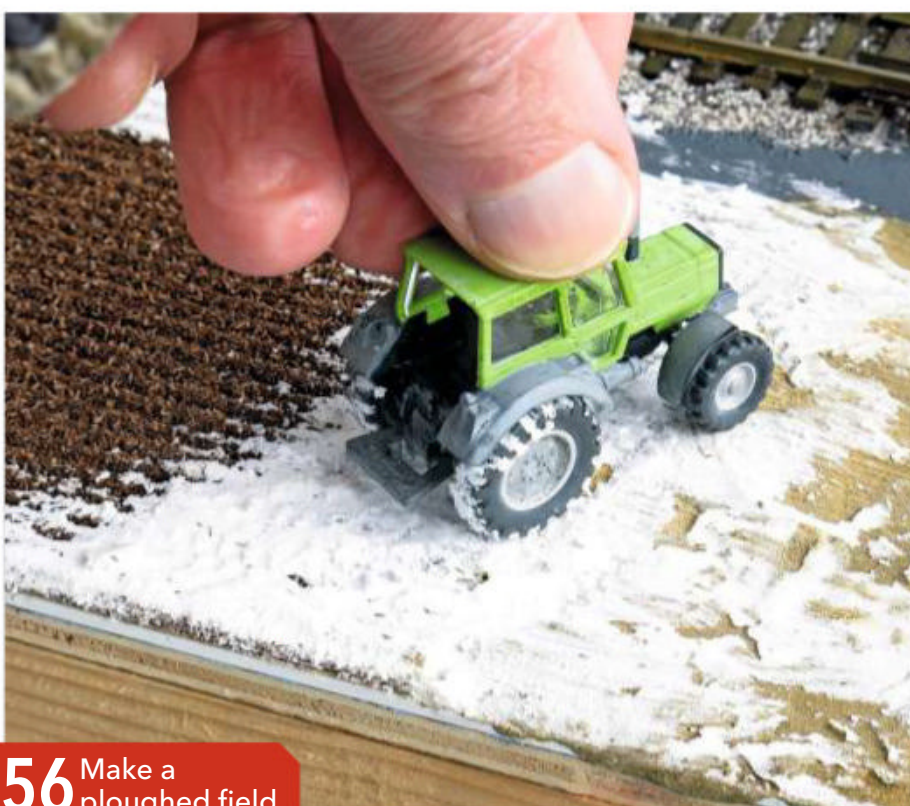
50 Install speed
restriction signs

Workbench

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



52 Enhance Bachmann's
Mk 2a coaches



56 Make a
ploughed field

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available and
how to use it.

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

HOW TO

BUILD A DEPOT... WITH A DIFFERENCE

Angling for something a little out of the ordinary – and inspired by a number of prototype locations – **George Dent** decided to model a 1970/80s diesel stabling point, based around the remains of a steam shed.

Unlike many railway enthusiasts of my (and earlier) generations, I don't have any memories of 'bunking' into locomotive sheds as a youth.

There were no such facilities near my home for a start, with most of the steam-era depots having been swept away before I was born.

What I do remember, though, is a range of stabling points for diesel traction. Consisting of little more than a handful of sidings, the odd hose pipe, oil drum and maybe a shabby Portacabin acting as mess hut, they weren't exactly filled with the romance of the likes of Edge Hill or Old Oak Common.

However, the presence of favourite locomotive classes – Classes

00
GAUGE

20
hrs



20/25/31/37/40/56 – made them a magnet for our Saturday morning excursions, especially to Arpley Junction in Warrington. If Mum was with us, we'd have to make do with trying to 'cop' the numbers through the steel fence. If it was just Dad, he'd sneak us across the industrial wasteland so that we could walk among the sleeping giants. Until we were shouted at by BR staff, that is! Not the most responsible bit of parenting, I suppose, but it was exciting, nonetheless.

Unsurprisingly, that era of lax security at

railway depots is long gone and trespassing is a much more serious issue these days – and an activity that we would certainly not condone.

HIDDEN FROM VIEW

As mentioned on this month's Welcome page, I've added some sort of engine shed scene to many of my layouts over the years, as well as creating a few 'micros' centred around a steam or diesel depot. For those of us who struggle to find room for a layout, a depot scene is perfect. No need to worry about run-round loops or carriage lengths, as light engine movements are simple, while still offering some operational interest.



PHOTOGRAPHY: GEORGE DENT



There are plenty of great depot buildings available off-the-shelf, in both 'N' and 'OO', while there are countless kits too, for 'N', 'OO' and 'O', each of which can be readily adapted to suit different track configurations and periods. However, one big drawback that I've found with sheds over the years is the fact that the trains are practically hidden when parked inside.

Adding interior lighting helps, especially if there are large windows and doorways to allow the interior to be enjoyed. Moreover, detailing a shed interior can be great fun and hugely rewarding. Another possible approach is to create a removable roof, which helps if locomotives stall or derail inside the shed, but this requires intervention from 'the hand of God' to reveal the interior.

As Ray Norwood has done, on his excellent 'Feltham Road MPD' (see page 66), the roof of a shed can be purposely modelled partially open. This can be entirely prototypical as, following war damage and a general decline in maintenance in the 1950s and 1960s, many steam sheds lost part or all of their roofs, which must have been unpleasant for the workforce, but it's a perfect scenario for us modellers.

AN OFFBEAT APPROACH

After a bit of reading around, I came across a few images of Leeds Holbeck shed in the early 1970s, revealing that most of the roundhouse steam shed was demolished, leaving just the outer wall standing. The remnants of this

whitewashed wall acted as a dramatic backdrop for the legions of grubby Type 2 diesels stabled at the shed, creating a highly inspirational scene.

With my creative juices duly stimulated, I set about creating a depot diorama that would take up the minimum amount of space and act as an interesting stage on which I could pose my diesel locomotives and multiple units. Based around a partially demolished steam shed, the building would surely be easy to construct. Perhaps it could all be done in a weekend? I thought I'd give it a try.

The bulk of the diorama was, indeed, completed over a weekend, although drying times of paints and glues at various stages meant that I had to wait a bit longer before finishing things off. Building the shed's remnants proved to be a quick, fun bit of scratchbuilding, with the Wills building sheets taking care of much of the hard work. Inhabiting a footprint of just 54cm by 14cm, it's a feature that could be shoe-horned into even the smallest of layouts.

Only a handful of basic tools was required and, much to my wife's dismay, the whole thing was constructed on the dining room table. Domestic issues aside, I'm very pleased with the finished result, as it has provided an excellent backdrop for my collection of diesel locomotives and multiple units. Satisfyingly, the project also allowed me to scratch a modelling itch that has been around for a while.

What George used

SHOPPING LIST

- ◆ Wills: SS71 Round top windows and walls set; SS46 Building pack accessories; SSMP227 English Bond Brick sheets; SSMP204 Granite sets sheets **Availability:** Peco stockists **Web:** www.peco-uk.com
- ◆ DCCconcepts Wall and Platform lamps **Web:** www.dccconcepts.com
- ◆ Deluxe Materials Ballast Bond adhesive, Plastic Kit Glue and Plastic Magic liquid poly cement **Availability:** Your local model shop or www.gaugemaster.com



TOOLS

- ◆ Knife and spare blades
- ◆ Steel rule
- ◆ Setsquare
- ◆ Tweezers
- ◆ Files
- ◆ Magnetic corner clamps
- ◆ Paintbrushes
- ◆ Pipette
- ◆ Track rubber



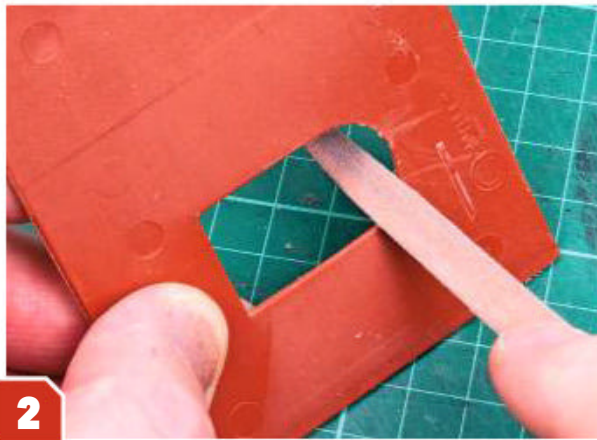
STEP
BY
STEP

DEMO 1 - BUILDING THE SHED



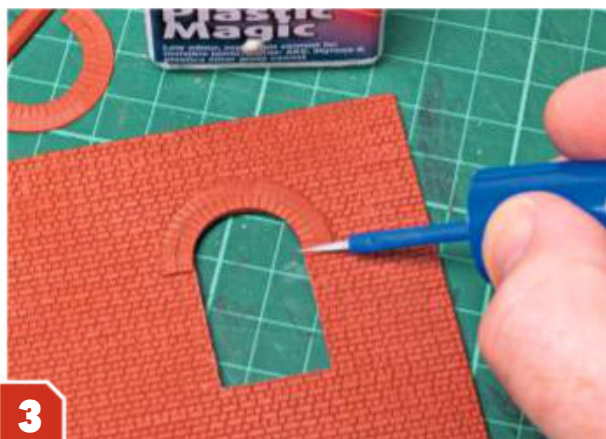
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Wills' packs of round-top windows provide sheets of embossed plastic with window apertures pre-formed, along with frames and brick arch overlays. Clean up the excess plastic from around the openings with a blade.



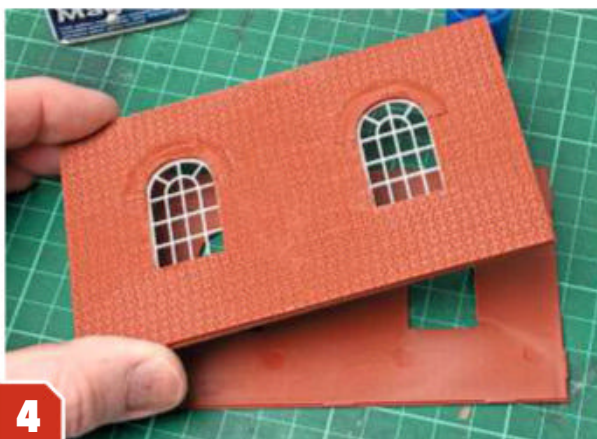
2

Flat and half-round files took care of the final cleaning up of the apertures. The outer edges of the brick sheets were also filed straight and true, using a set square, as it's important that the wall sections can be joined squarely.



3

The brick arch overlays could then be cut from the sprue and glued in position, taking care to get them aligned correctly, in relation to the underlying brick courses. A thin liquid poly cement is recommended for a neat job.



4

For the end wall of the shed, both the inside and outside faces will be visible so, after installing the window frames, two of the Wills wall sections were glued back-to-back. Take care to get them aligned neatly.



5

The long side wall of the shed will only be seen from one side, so there was no need to repeat the sandwiching of twin layers. The end was fixed to the first of the side sections. Corner magnetic clamps ensure an accurate joint.



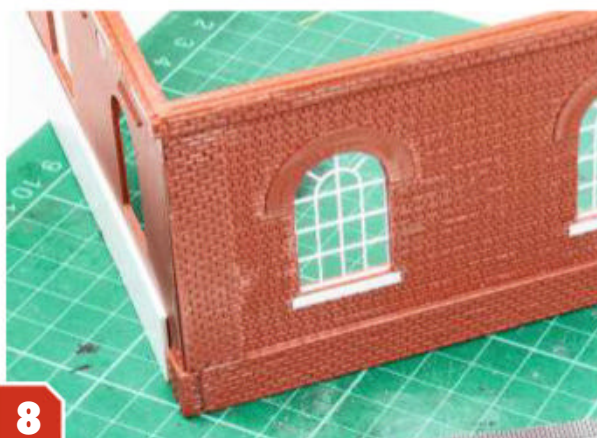
6

The remaining three side sections were joined side-by-side, with thick strips of plastic card fixed to the rear to add strength and aid alignment. A thicker, slow-setting poly cement was used for these larger joints.



7

Any gaps between the walls sections were hidden with small buttresses, cut from Wills' matching embossed brick sheets, cut into thin strips. A set square helped align the buttresses vertically while the liquid cement was applied.



8

The outer faces of the end wall were beefed-up with more sections of brick-embossed plastic, adding external buttresses and pelmets. A set of window ledges was also created from plastic strip.

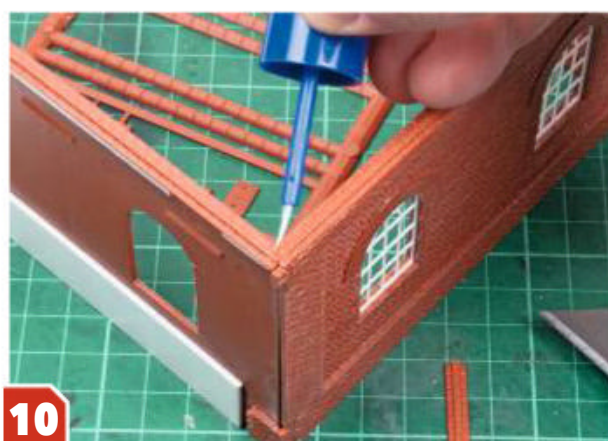


9

A short section of the other side wall was created from two layers of brick-embossed plastic sandwiching plain plastic card to create depth. The exposed edge was coated in filler to mimic a rendered finish.

**TOP TIP**

Wetting loose ballast with Rubbing Alcohol helps the glue to penetrate the material almost instantly. Ballast made from real stone is naturally porous with a rough texture, meaning that many liquid glues require a little time to work their way around all of the individual chippings. Wetting the ballast with water before the adhesive helps the glue to flow, but drying times can be prolonged by the water. Alcohol, on the other hand, evaporates quickly and does not impede the curing of the glue. Rubbing alcohol is freely available in various quantities from pharmacies.

**10**

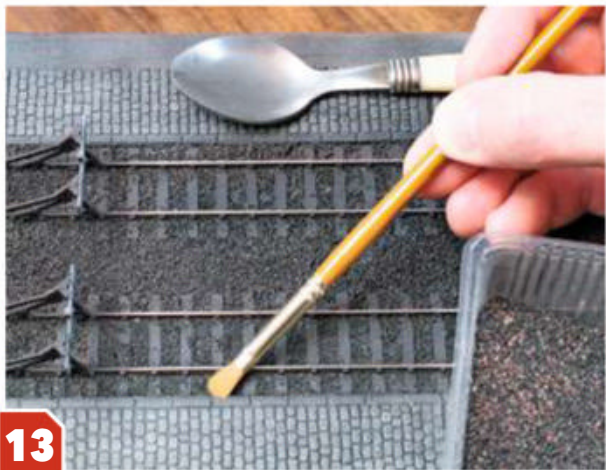
The walls were capped by brick sections from the Wills Buildings Accessory pack. I'd thought about adding a gable apex to the end wall, but figured that it would've been knocked down for safety reasons - this also saved a lot of time!

**11**

Now that the main structure was complete, it could be used to determine the overall footprint of the depot. Sheets of Wills Granite sets were cut to provide the Victorian-era hardstanding around the sides and end of the twin sidings.

**12**

The track had already been partly weathered with a few coats of matt black, brown and red oxide, sprayed from aerosols. Ballasting could now commence, using Geoscenics' 'Sidings' ballast, sprinkled via a teaspoon.



13

The loose ballast was tidied up with a brush to ensure that it sat within the sleepers and that any gaps were filled in, especially around the bufferstops and against the edges of the hardstanding.



14

To greatly speed up the ballasting process, I moistened the loose chippings with rubbing alcohol (see Top Tip panel), via a pipette. Only a small amount is needed and just a couple of square inches were treated at a time.



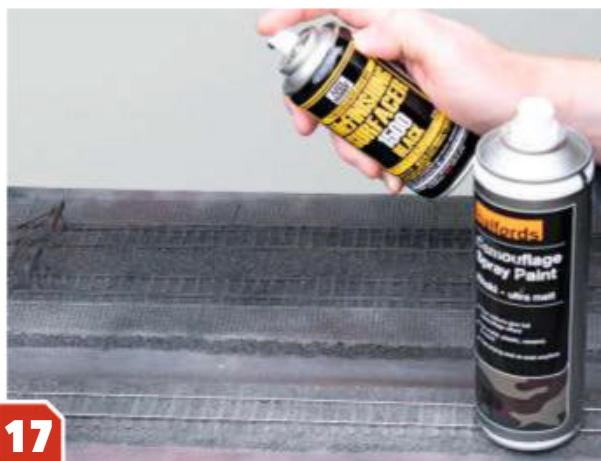
15

While the patch of ballast was still wet with the alcohol, Ballast Bond adhesive was applied via the supplied pinpoint tip. The glue instantly penetrated the ballast. The process was then repeated across the whole area.



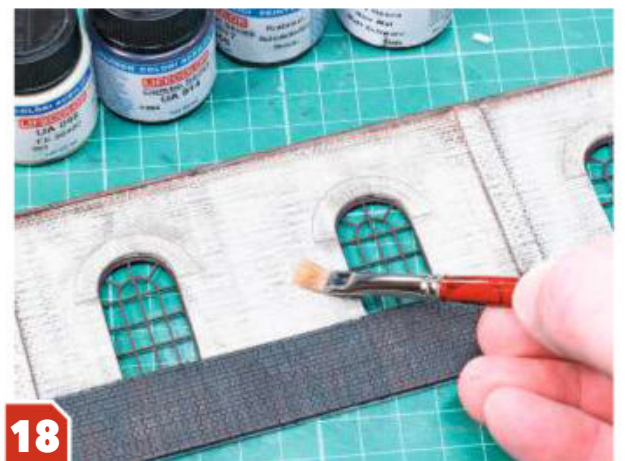
16

After an overnight rest, the ballast was dry enough for scenic work to continue. The walls had been primed at this point and, with the building in position, the remains of the missing wall were suggested with quick-drying filler.



17

With the shed walls removed, the track, ballast and hardstanding was painted and weathered with the black, brown and red oxide spray cans, using Chris Nevard's methods as an inspiration. Always wear a mask when spraying paint!



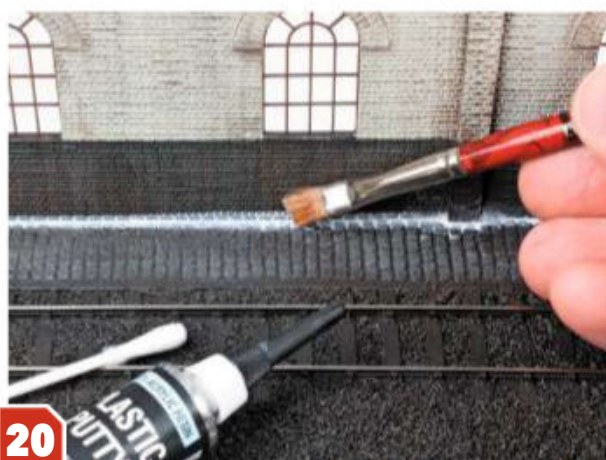
18

While the spray paint dried, the shed building was painted. After painting the interior walls, they were weathered by dry-brushing with dark brown and grey shades, using a flat brush and downward strokes.



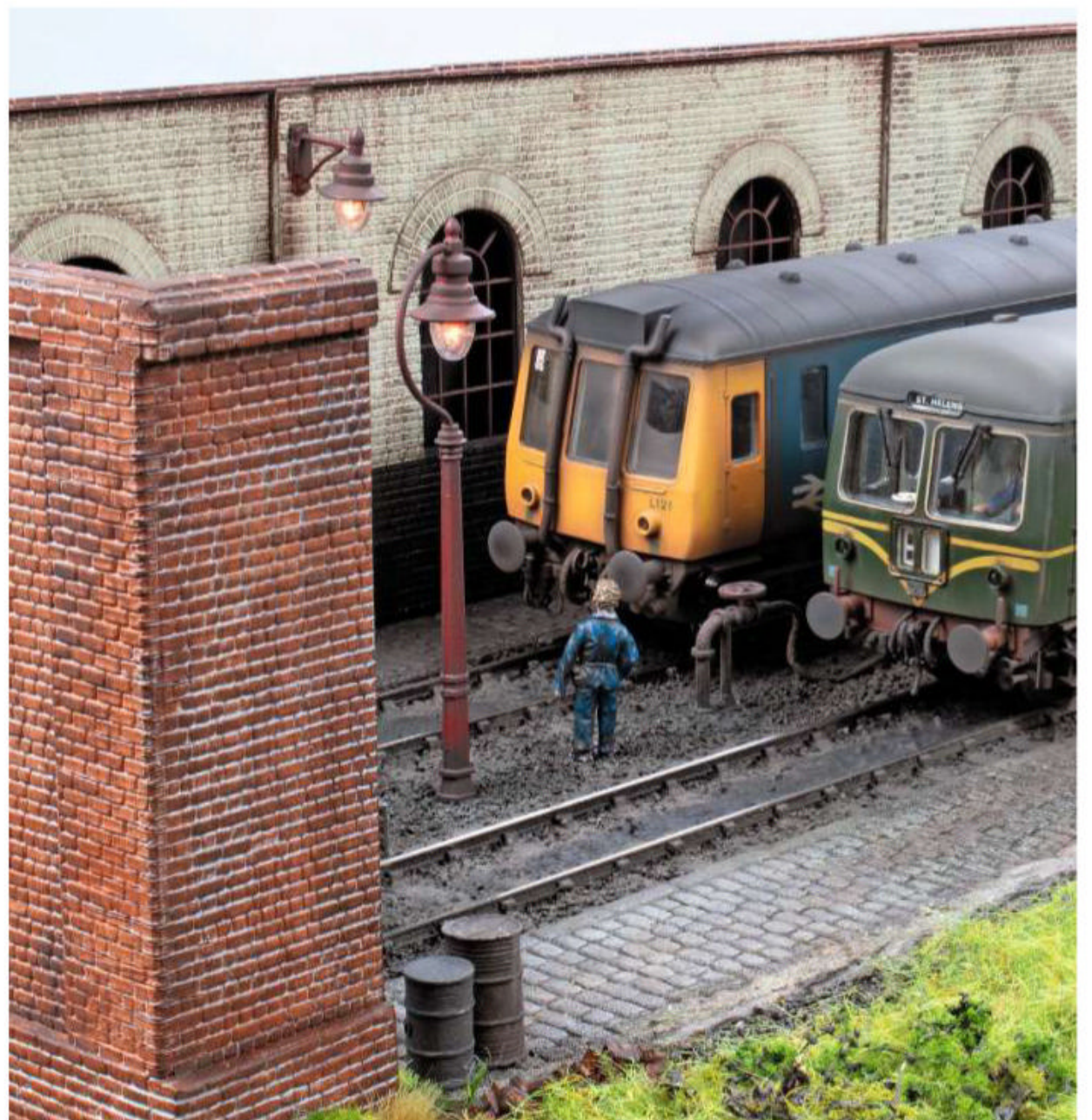
19

The outer walls were treated to a brick effect finish, again using the dry-brushing method to impart various red/brown/tan acrylic shades. Dry-brushing allows the pale shade of the primer to be retained as the mortar courses.



20

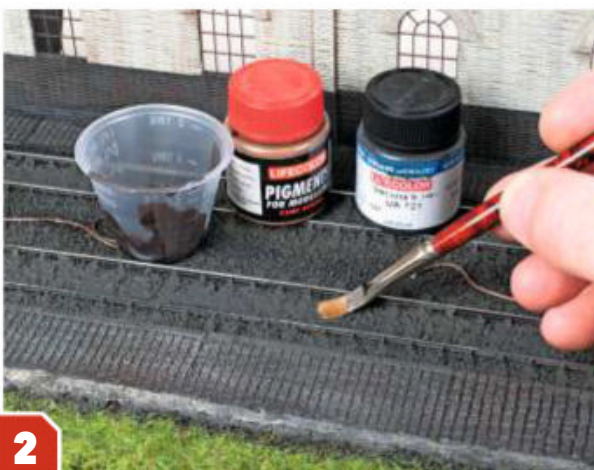
With painting complete, the walls were fixed to the baseboard and any gaps filled in with acrylic putty. This was tidied up before it dried fully using a damp brush and cotton swab. When fully dry, the filler was painted over.



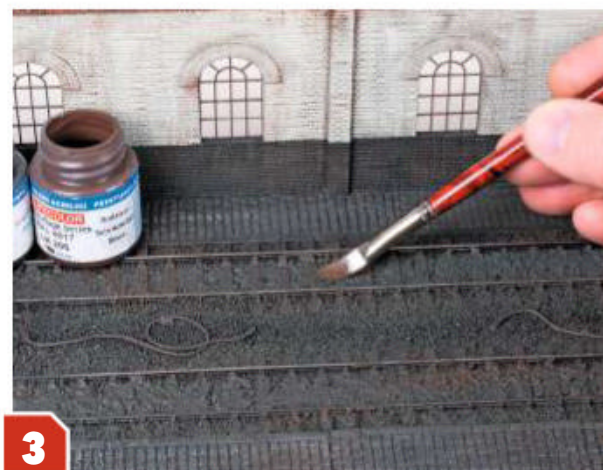

**STEP
BY
STEP**
DEMO 2 - RECREATING GRIMY BALLAST

1

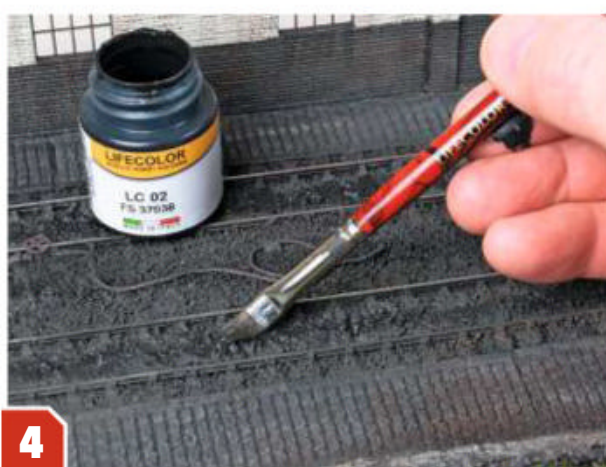
I found some plastic mouldings of pipe outlets and valves, which came from a Knightwing fuel oil storage tanks kit. A set of hose pipes was created from 0.6mm diameter waxed cotton jewellery cord (available from craft stores).


2

A mix of Weathered Black acrylic paint and an earthy brown dry pigment created a thick, textured coating that could be stippled onto the ballast and around the track and onto the sides of the rails.


3

Allow an hour for the initial layer to dry before building up more coats, using slightly different shades of paint (add some brown perhaps), again mixed with dry pigment to add texture. The hose pipes can also be treated.


4

To vary the shading further and concentrate the darker staining between the rails, a further layer of paint was applied, this time using neat acrylic matt black. Puddles of water or oil can be suggested with an application of clear gloss.


5

Be sure to clean the rail heads thoroughly with a track rubber to remove traces of paint and debris. Modelling a partially demolished shed building certainly makes it easy to keep the tracks clean!


6

The final touch was added with a set of working lamps from the DCC concepts range. For this diorama, I simply rigged them up to a 9V battery, using the supplied circuit board to smooth out the current.

PROJECT INSPIRATION

DEPOTS... WITH A DIFFERENCE

George Dent presents seven prototype locomotive sheds that would make for eye-catching, slightly unorthodox layout features, for the steam or modern traction eras.

1 LEEDS HOLBECK

BR region: London Midland/ Eastern (from 1958)

Origin: Midland Railway

BR Shed codes: 20A (1948-58), 55A (1958-67)

Status: Steam shed closed 1967, diesel maintenance depot opened in 1977. Since the 1990s the site has been used by a variety of railway maintenance companies, and for stabling track machines and MPVs.

Key steam traction: LMS '4F' 0-6-0, LMS '5MT' 4-6-0, 'Jubilee' 4-6-0, 'Royal Scot' 4-6-0, '8F' 2-8-0, 'A3' 4-6-2

Key diesel traction: Class 08, Class 24/25, Class 45/46 'Peaks', Class 47

What makes it interesting?

Catering for a range of duties around the Leeds area, Holbeck also supplied traction for services over the Settle-Carlisle route. After transferring to the Eastern Region, Gresley 'A3s' arrived. Following steam's demise, the shed was demolished, save for sections of the outer wall, with the rubble used to infill the ash pits. The turntable and roundhouse arrangement remained for almost a decade, providing an unusual stabling facility for diesel locomotives, until the site was remodelled around an unremarkable two-road servicing depot.



The remains of the Midland Railway's Holbeck shed provided the main inspiration for George's depot diorama. The partly demolished structure, with its exposed whitewashed interior walls, makes for a dramatic backdrop. This was the scene in July 1969. RAIL PHOTOPRINTS

2 HELLIFIELD

BR region: London Midland

Origin: Midland Railway

BR Shed codes: 30A, 20G, 23B, 24H

Status: Closed

Key steam traction: MR/LMS '2P' 4-4-0, '3MT' 2-6-2T, MR/LMS '4P' 4-4-0, '3F' 0-6-0, LMS '5MT' 4-6-0, '8F' 2-8-0

Key diesel traction: N/A

What makes it interesting?

Acting as a sub-shed to various larger facilities during its BR career - including Skipton, Holbeck and Accrington - Hellifield's main duty was to provide pilot locomotives for northbound trains over the 'S&C'. It also supplied traction for the ex-Lancashire & Yorkshire line to Blackburn via Clitheroe.

So far, so mundane. After closure to regular traffic in 1963, however, the substantial four-road shed was harnessed to store a variety of steam locomotives destined for the National Collection, including a LNER 'J17' 0-6-0, Raven 'Q7' 0-8-0 and 'V2' 2-6-2 *Green Arrow*, plus ex-LMS 'Crab' 2-6-0 No. 42700 and more.

What better excuse for indulging in locomotive models that might not be otherwise suited to your period or region?



An LMS 'Crab' and '4F' flank an LNER 'J17' and LNWR Ramsbottom O-4-OT within Hellifield shed in 1965, while the rear of 'V2' *Green Arrow's* tender is also just visible. The remote location made this an ideal storage facility for locomotives destined for the National Collection. RAIL PHOTOPRINTS



3 GLOUCESTER HORTON ROAD

BR region: Western

Origin: Great Western Railway

BR Shed code: 85B

Status: Steam shed closed 1965. Part of site still in use as a stabling facility for track machines and multiple units.

Key steam traction: '14XX' 0-4-2T, '16XX' 0-6-0PT, '2251' 0-6-0, 'Hall' 4-6-0, 'Manor' 4-6-0, 'Castle' 4-6-0, LMS '4F' 0-6-0, BR '9F' 2-10-0

Key diesel traction: 'PWM' 0-6-0 DE, Class 03, Class 08, Class 37, Class 45/46 'Peaks', Class 47, Class 50, No. 1200 *Falcon*

What makes it interesting?

A once-extensive 11-road steam depot was vastly rationalised to leave a single-road diesel Traction Maintenance Depot. Visitors during the 1970s and 1980s could see a healthy variety of diesel locomotives stabled on the adjacent fuel and servicing lines. An exposed section of whitewashed wall provided a glimpse of what had gone before, while providing a striking background for the diesels awaiting attention.

Gloucester TMD closed in 1991 and the remaining buildings have been empty and under threat of demolition for the past few years, despite attempts to secure them for use as a museum.



The gas holder would make an interesting background feature for a miniature re-creation of Horton Road TMD. A handful of GWR buildings were retained after the steam shed was demolished, although these are now disused and the area slated for redevelopment. RAIL PHOTOPRINTS



The sole remnant of the old steam shed was remodelled as a single-road diesel maintenance facility. Note the exposed whitewashed wall on the left. 'PWM' No. 650 is in the foreground of this 1979 view. RAIL PHOTOPRINTS

4 KITTYBREWSTER

BR region: Scottish

Origin: Great North of Scotland Railway

BR Shed code: 61A

Status: Closed to steam 1961, closed completely 1967

Key steam traction: 'J72' 0-6-0T, LMS '2P' 4-4-0, 'D34' 4-4-0, 'D40' 4-4-0, 'J36' 0-6-0, 'B1' 4-6-0, 'B12' 4-6-0

Key diesel traction: Class 17, Class 26, Class 29

What makes it interesting?

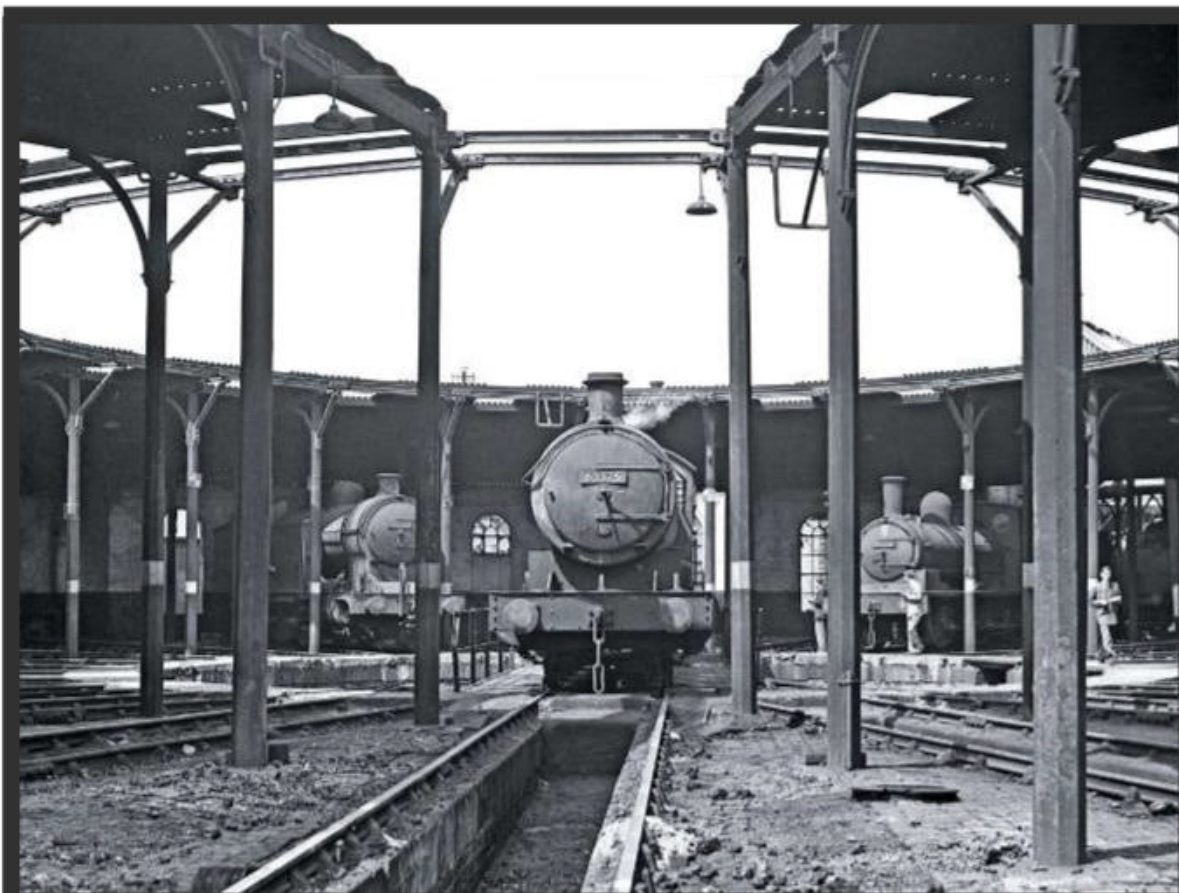
The crescent-shaped shed, fed by a

single external turntable, was made up of two distinctly different sections.

One side boasted elegant stone archways to each locomotive bay, while the other, less substantial section, featured a lower roof and rectangular openings. Offering a unique scratchbuilding proposition, the finished shed would provide a fascinating focal point. The shed continued in use for a short time after the withdrawal of steam from Kittybrewster, for the servicing of diesels.



RAIL PHOTOPRINTS



RAIL PHOTOPRINTS

5 MIDDLESBROUGH

BR region: North Eastern/Eastern

Origin: North Eastern Railway

BR Shed code: 51D

Status: Closed 1958

Key steam traction: 'J71' 0-6-0T, 'L1' 2-6-4T, 'V1' 2-6-2T, 'J26' 0-6-0, 'J39' 0-6-0, LMS '4MT' 2-6-0, 'Q6' 0-8-0

Key diesel traction: N/A

What makes it interesting?

Originally boasting a triple-roundhouse

arrangement, the brick-built shed was badly damaged by enemy bombing during the Second World War. A makeshift roof was erected over part of the complex. Open-air roundhouses make for a great modelling subject and, if tackling the surviving shed, the iron framework could be rendered in plastic or brass section and topped with sheets of corrugated plastic sheet.

6 MACHYNLLETH

BR region: Western/London Midland
Origin: Cambrian Railways
BR Shed codes: 89C (1949-63), 6F (1963-66)
Status: Closed to steam 1966.
 Still in use today.

Key steam traction: '16XX' 0-6-0PT, '45XX' 2-6-2T, '90XX' 4-4-0, '2251' 0-6-0, LMS '2MT' 2-6-0, 'Manor' 4-6-0, BR '4MT' 4-6-0, BR '4MT' 2-6-4T

Key diesel traction: Class 24, Class 25, Class 37, Class 101/103/150/158 DMUs, Class 128 DPU

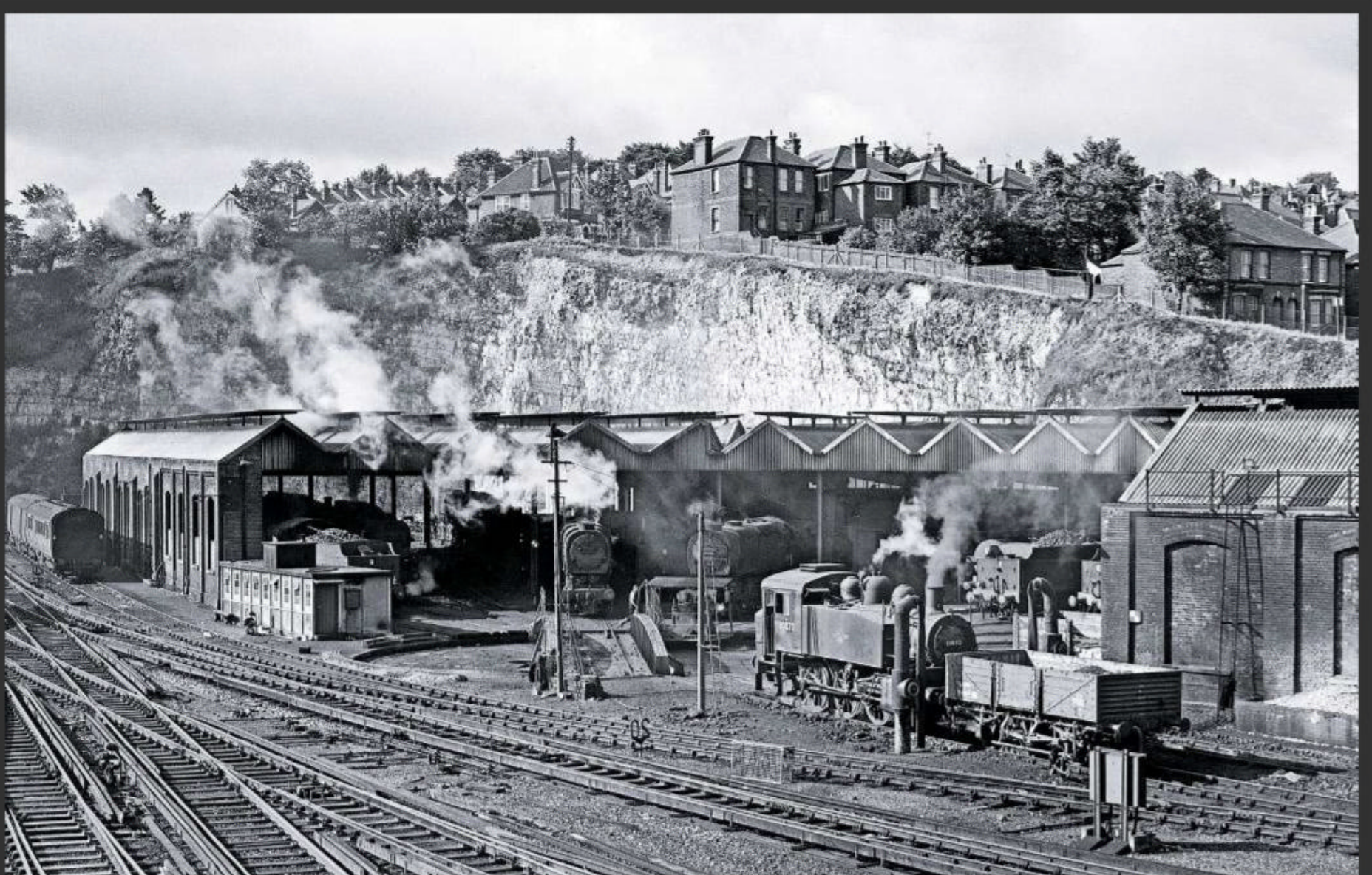
What makes it interesting?

An unusual confection of two sheds, built end-to-end and showing signs of multiple modifications. The western end of the shed boasted three roads and the eastern just two. When steam was eliminated, the roof and brick gable of the older, three-road shed was removed, leaving the stone side walls and exposed iron girders. Part of the structure remains in use as a servicing facility for Transport for Wales DMUs.

Set against a sheer rockface, the combination of building materials and styles, plus a host of interesting traction types makes this an attractive modelling proposition.



Park Royal Class 103 and Metro-Cammell Class 101 stand side-by-side in the former steam shed at Machynlleth, August 1968. A mix of local stone, brick and iron make for an interesting combination and the lack of a roof over part of the shed makes this a very modeller-friendly subject. RAIL PHOTOPRINTS



RAIL PHOTOPRINTS

7 GUILDFORD

BR region: Southern
Origin: London & South Western Railway
BR Shed code: 70C
Status: Closed 1967

Key steam traction: 'M7' 0-4-4T, 'USA' 0-6-0T, 'Q1' 0-6-0, 'D1' 4-4-0, 'T9' 4-4-0, 'N15' 4-6-0, BR '4MT' 2-6-0, BR '5MT' 4-6-0, 'West Country' 4-6-2, 'Battle of

Britain' 4-6-2

Key diesel traction: Class 33, Class 73

What makes it interesting?

Another crescent-shaped structure but, unlike Kittybrewster's rather narrow confines, the open nature of Guildford's shed affords a better view of the locomotives stabled inside. The shallow

turntable pit is interesting, as is the prefabricated concrete mess/office.

The setting is also fascinating, with land for the railway installation having been carved out of the hillside. The gritty atmosphere of the shed contrasts with the leafy Surrey suburbs atop the hill.

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HOW TO

INSTALL SPEED RESTRICTION SIGNS

George Dent adds some vital – but often overlooked – trackside details.

TOP TIP

If you're siting signs beside curved sections of track, check that there's enough clearance to account for the outward 'swing' of longer bogie carriages.



Permanent speed restrictions have been a feature of the railways since the very earliest days of train travel. Severe curves, junctions and other challenging features of a route all demand that drivers keep their trains under close control.

In the British Railways era, a standardised style of speed restriction sign was introduced, consisting of metal digits mounted onto an iron post. Sited beside the tracks, the faces of the digits were painted yellow to aid sighting and they remained in use until fairly recently. Since privatisation, they have been phased out in favour of modern reflective 'lollipop'-style boards.

Adding permanent speed restriction signs to your layout adds an extra touch of

realism, especially when limits are chosen to tally with the track formation. Slow speeds approaching a junction or within depot limits, for example, add authenticity to a scene.

Suitable signs have been offered in various scales over the years, but these latest packs from Geoscenics are worthy of attention. Rendered in a tough, flexible plastic material, they come pre-formed and require just a few minutes of preparation and painting before installation. Available for 'OO' and 'O', each pack includes 15 signs, with three each of 5, 10, 20, 25 and 50mph restrictions.

Once the digits have been painted and the signs fixed in position, they look convincing in terms of style and proportions. One pack is likely to be enough for the average layout, so they offer great value too. They certainly add the finishing touch to the lineside!



Permanent speed restriction signs are a key element of the lineside. These BR-era signs are perfect for layouts set at any time between the 1950s and early 2000s.

What George used

TOOLS

- ◆ Paintbrush
- ◆ Drill and bits
- ◆ Bradawl
- ◆ Tweezers


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

The signs come pre-formed, but some of the edges may be a little fuzzy, owing to methods used in manufacture. It only takes a moment to tidy them up with a needle file or scalpel blade. Work gently to avoid damaging the material.

**2**

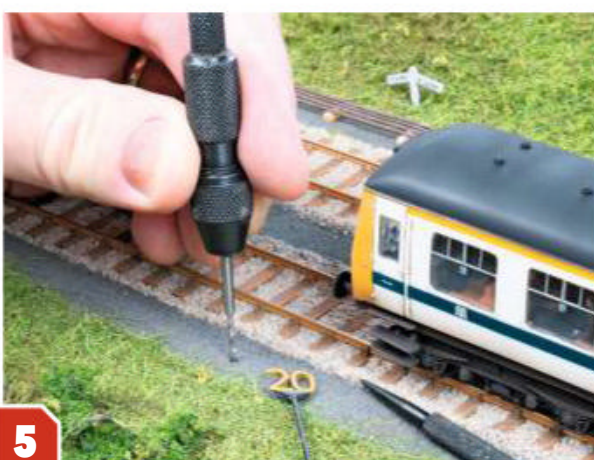
If you're painting by hand, a white primer coat is recommended for the digits. Two coats of primer may be required. Allow each coat to dry thoroughly before adding the yellow topcoat.

**3**

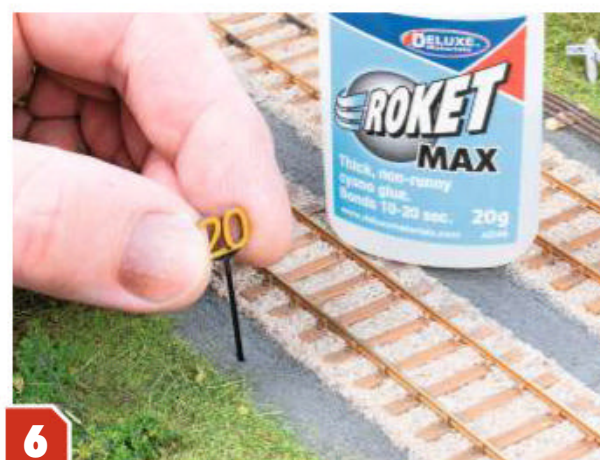
Alternatively, the digits can be spray-painted after masking the posts and bracket with tape. I used a yellow automotive filler/primer, which speeded up the job. Just a quick blast of paint was needed. Don't forget to wear a mask!

**4**

The spray paint was dry in about 30 minutes, so the masking could be removed gently. If the paint has seeped below the tape, touch up the black bracket and post with a brush and acrylic or enamel paint.

**5**

Work out where the signs are to be situated and allow adequate clearance for passing trains. Mark the location with a bradawl or scriber before drilling a mounting hole (a 1.4mm drill bit was used for the 'OO' signs).

**6**

Fix the sign into the hole with a small drop of glue. PVA, contact or cyanoacrylate glues will do the job (I chose the latter). If the sign is a snug fit into its hole, there may not be any need for glue.

**7**

Before the glue sets, check that the sign is vertical and that the digits are close to the driver's eye line. Choose speeds that reflect the track ahead. For example, lower speeds in advance of junctions and curves; higher speeds on long straight sections.

**8**

The 'O' gauge signs can be prepared and installed in exactly the same way, but with a slightly larger (1.6mm) drill bit required to bore a mounting hole into the baseboard. Again, ensure adequate clearance for trains to pass safely.

EXCLUSIVE READER OFFER

Geoscenics is offering *Model Rail* readers the chance to save £1.00 on both the 'OO' and 'O' gauge speed restriction sign packs. Normally £6.00 each, readers can claim the special price of £5.00 per pack by entering the code MRSPEED1 at the checkout stage. The offer is only valid when ordering from the Geoscenics website and is valid until September 30.

Web: www.geoscenics.co.uk



To fit the preserved era, I painted the handrails and footboard edges white (this was not done in BR days) and printed my own 'RESERVED' signs for some of the door droplights.

HOW TO

ENHANCE BACHMANN'S MK 2a COACHES

In his first attempt at detailing carriage interiors, **Steve Nall** aimed to replicate the distinctive fabric patterns on BR's landmark carriages.

00 GAUGE | 5 hours per coach | 

I've had my rake of four Bachmann Branchline Mk 2a coaches for some time now and had been wondering how best to improve them. I had it in mind to try something new and set about researching the prototypes, in the hope that this would give me a better understanding of the real things and generate some ideas for detailing the interiors.

In terms of research, there are a number of useful books, magazine articles and websites out there, yet colour images of Mk 2a interiors proved elusive. However, I did manage to come up with some clear ideas from what I could find. Unfortunately, this project was undertaken during lockdown conditions, so there wasn't much chance of visiting any of the heritage lines that operate Mk 2a stock so I could see it with my own eyes.

As things turned out though, I'm really pleased with these coaches. My additions have certainly enhanced Bachmann's Mk 2s, which were great to begin with, but they look even more convincing now!

My thanks to John Wiffen at Scalescenes for his help with this project.



The dark grey roofs needed weathering, so I used a mix of dirty turps and acrylic matt varnish, then gave them all a gentle dusting of powdered chalk. It was an unusual and unexpected effect, which needed a final matt varnish layer brushed on across the roof, leaving some areas with a satin finish. Maybe there's been a touch of Cornish mizzle?



STEP BY STEP

1



Bachmann's Mk 2 vehicles are easy to dismantle, especially compared with some other RTR stock. Insert the edge of a fingernail between the body and chassis, opening the gap just enough to insert a shim of plastic card.

2



Repeat this step at all four corners, plus the centre of each side too. This will free the body from the six retaining clips and the shell can then be lifted gently away. Just be careful not to damage the underframe details while handling the model.

3



The interiors feature some nicely moulded detail, but everything is rendered in brown. The solid bulkheads aren't prototypical and would really benefit from being replaced with clear plastic, but that was a step too far for this project!

4



I began by painting the tables white - which looked better than the black tops on the original prototypes - as well as the seats. Phoenix Precision P230 DRS Blue, with a drop of white added, was applied to the headrests and arm rests.

5



The blue paint dried to a slightly glossy sheen, so a coat of Humbrol No. 2 matt varnish toned it down. The First class seats are larger and darker, so the DRS blue worked well for these straight from the tin.

6



Now for the upholstery: I found a fairly accurate moquette pattern on the internet and tried printing a sample out at various reduction ratios, but nothing looked right - the squares just looked far too big.

7



I copied the image onto a Microsoft PowerPoint slide and began editing the rows, one by one, reducing the composite image, lightening the colours, copying more vertical 'slices'. I then reprinted the final image at 50% reduction.

8



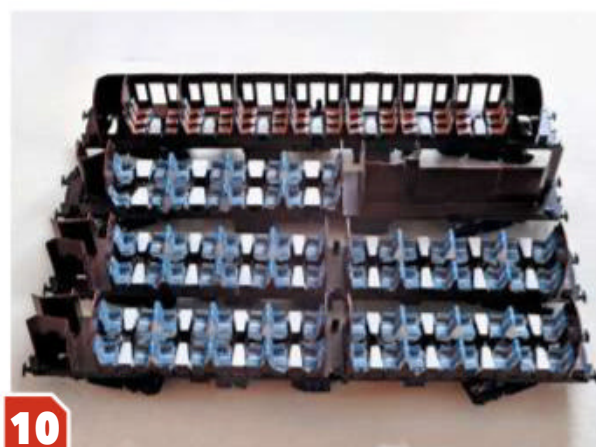
I cut out a few samples measuring 15mm by 4mm. It's not perfect but it will give an overall representation through the coach windows. They were just tacked in position for now.

9



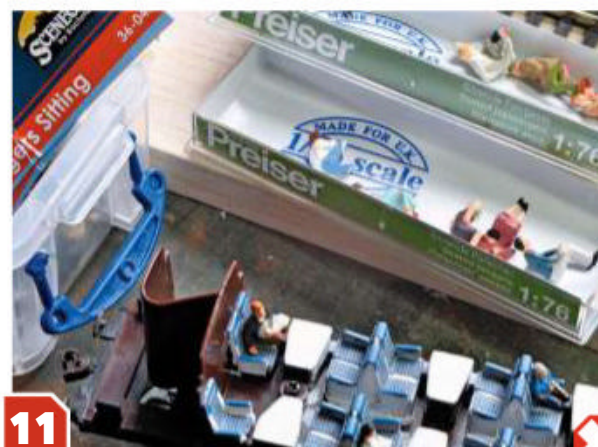
The body was re-fitted. At this point it was clear which of the samples looked the best, in terms of shade and scaling of the fabric pattern.

10

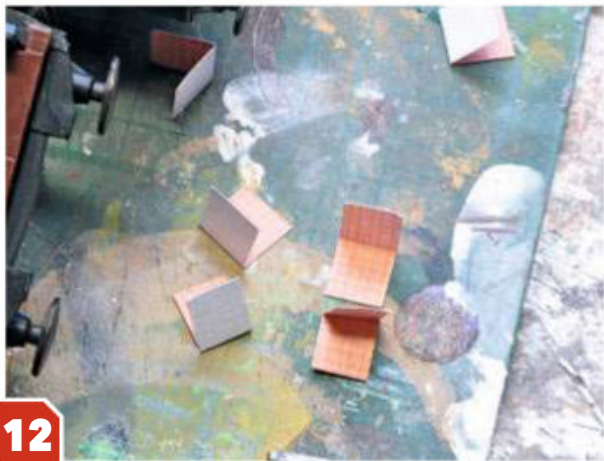


The seat covers were then fixed in position with PVA glue, folding them gently to match the contours of the seats.

11



When the glue had dried, figures could be installed. A mix of Bachmann, Preiser and Modelu figures were fitted, trimming their legs to fit where necessary.



12

The First class seats featured an eye-catching orange pattern. John at Scalescenes (www.scalescenes.com) had been experimenting with moquette and kindly shared a trial sheet with me, which I re-coloured and re-scaled slightly.



13

Because of the larger First class seats, bigger strips of the printed fabric pattern were cut out (17mm by 6mm). These were gently folded and glued to the seats with PVA in the same way.

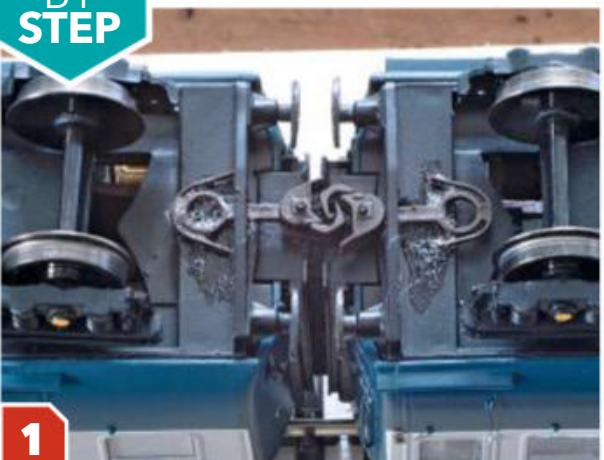


14

Short strips of Evergreen No. 123 styrene (0.020in by 0.060in) were cut to form the padded cushions for the First class headrests. These were glued at slightly different heights as the real things could be adjusted.

STEP BY STEP

CLOSING THE GAP



1

Step 1: My layout features only straight tracks, so I decided to close the gap between the coaches even more than Bachmann's close-coupling units allow. This four-car rake will remain in a fixed formation (Loco - FK E13472 - TSO M5082 - TSO 5353 - BCK E9399) so the supplied couplings were removed and each coach labelled underneath to ensure correct marshalling.

Bachmann's E-Z Mate knuckle couplings were adapted by cutting off the operating wires and trimming the springs. Small recesses were drilled into the bufferbeams, so that the couplings would fit flush with the floor. One coupling was glued and left to dry, then the other was coupled up and



2

glued in (they do not need to swivel). Also, I glued black foam inserts into the gangway connections to ensure a very snug fit and to eliminate any daylight between the coaches. After testing the operation of the first pair of coaches, the others were treated in the same way.

Step 2: The outer end of the BCK gained cosmetic couplings and the leading FK gained scale Instanter couplings to connect with the locomotive. Once the coupling issue was solved, I could now add the appropriate brake and electrical hoses. From photographic research, I could not verify any exact configuration of hoses,



3

even having paid for some research to be done. In the end I fitted one long electrical connector on one side, and two smaller brake hoses on the other side. Small sections of plastic were used to represent the orange electrical sockets, with a hole drilled to receive 25SWG/5mm copper wire.

The same wire was glued to one end of each coach and shaped so as to suggest that they were connected to the adjacent vehicle.

Step 3: The outer end of the BCK, was treated to a cosmetic knuckle coupler and various hoses. When the glue was set, all of these new parts were touched in with paint.



Running coaches in fixed rakes allow for extra details to be added. Because Steve's layout doesn't have any curves, the couplings could be modified for greater realism.

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HOW TO

MAKE A PLOUGHED FIELD

After starting his farm in the last issue, **Peter Marriott** now experiments with crops, fashioning a ploughed field mat as we head towards the harvest.

PHOTOGRAPHY: PETER MARRIOTT

Like many others, I thoroughly enjoyed the *Clarkson's Farm* series on Amazon which was released a couple of months ago. It also showed just how difficult farming can be. All of the conditions have to be just right before anything can be done, particularly ploughing. Yet a ploughed field is a classic sight and one way of reproducing it is to use corrugated cardboard and cover it with scatter material. Alternatively, Auhagen and Busch now market fields with both ploughed and seeded effect, so I thought I'd give one a go.



To make this ploughed field I experimented with a Busch Ploughed Field piece that measures 48 by 28cm and has been made to look recently ploughed. On the packaging there is a large letter N which I assume means 'N' gauge, but it seemed suitable for 'OO' gauge, too. The piece can be cut with a sharp knife and fixed to the landscape with white glue, contact adhesive or hot glue. The challenge was to

blend it into the adjacent land because the mat is approximately 3-4mm deep. I considered various ways of doing this: it is possible to butt up next to one of the better quality grass mats, to use a few layers of static grass fibres to build up the surrounding land, to build up the surrounding land with cardboard or filling plaster or, as I did, to use Woodland Scenics Foam Putty to build up the land to match the height of the ploughed field mat.

The land can be left as if it had just been ploughed, or you can plant rows of tiny



What Peter used

SHOPPING LIST

- ◆ Busch 7183 Ploughed Field
- ◆ Woodland Scenics Foam Putty ST1447
- ◆ Gaugemaster Static Grass Glue GM169
- ◆ Dark brown acrylic paint or Woodland Scenics Earth Undercoat
- ◆ Static grass fibres of various colours and lengths

TOOLS

- ◆ A small wide paintbrush
- ◆ A craft knife
- ◆ Self-sealing cutting board
- ◆ Electrostatic grass planting tool

STEP BY STEP

1



Busch's ploughed field (number 7183) measures 48 by 28cm, so you can get a decent sized field from a single packet. It does have the realistic look of a recently ploughed field, but it could be painted with acrylic paint if you wanted to change its colour to represent a specific type of underlying earth.

2



The mat is suitable for 'OO', 'N' and 'TT' gauges and here I've put a one pence piece on top of the sheet so that it's easier to get a reference for how big the furrows are. The sheet is easy to cut using a sharp craft knife over a self-sealing cutting board, so you can make your field any shape or size you want.

3



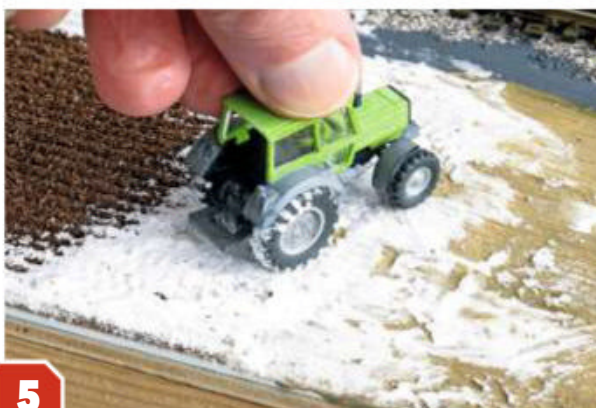
I decided to use the field with the furrows running in the same direction as the railway line. The reason for this was because if I had used it the other way around I would have needed to model the turning area for the tractor at the end of each row.

4



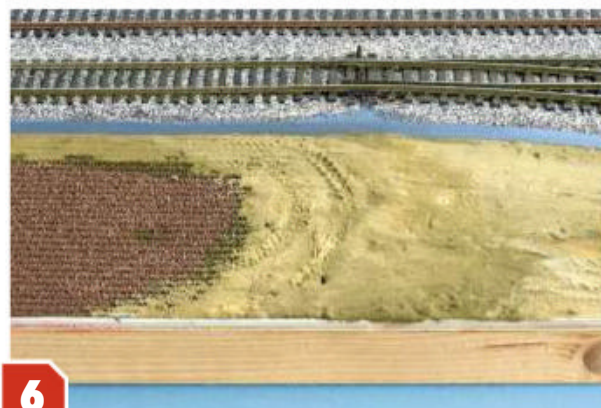
Once the field is glued in position, I blended it in with the surrounding land using Woodland Scenics Foam Putty, which I applied with a piece of cardboard. Where I wanted to create a smooth surface I used a slightly damp wide paintbrush.

5



With the Foam Putty still not set (within 30 minutes of laying it) I gently drove a model tractor through it to create tractor tyre grooves. I put the tractor wheels under the tap straight afterwards to remove the Foam Putty, which came off easily.

6



I painted the white Foam Putty the next day, after it had fully dried, with two coats of Woodland Scenics Earth Undercoat. Always paint the base of an area to be treated with static grass to prevent the base material being seen through the planted fibres from above.

7



The next day, I added another two coats of Woodlands Earth Undercoat to increase the depth of colour. I was pleased with how the imprint of the tractor wheels came out. The field mat was nicely embedded in the landscape once the static grass fibres had been built up around the perimeter.

8



Along the edges of the field I planted one layer of 2mm medium green Woodland Scenics Static Grass fibres. I could have built up the grass in multiple layers with slightly different colours each time but realised, after looking at photos of real lineside grass in the autumn, that it is usually short.

Suitable accompanying products

There is a wide variety of figures of farmers and their workers available from Springside, Noch, Preiser, Vollmer and other companies. Moving agricultural figures are available from Viessmann. Noch sells sets of farming figures with sound effects.

There are lots of models of modern and classic tractors in all of the popular scales from a number of companies, including Athearn, Busch, Oxford Diecast, Preiser, Springside and Wiking. Farm machinery can be obtained from Kibri, Springside, Viessmann, Wiking and others.

greenery on the peaks of the ploughed rows to represent crops that are at the early stage of growth. Incorporating the field took less than an hour and I was impressed with how easy it was to work with and how realistic it looked. It would be a great way of finishing off a section of layout, particularly if you have a small gap you aren't sure what to do with.



9

Along the edge of the field I used a little Foam Putty on the tip of my finger to fill in some of the small gaps at the join of the mats. Once dry, I painted it in the same way as described earlier to blend it in.



10

During and after the harvest, huge hay bales can be seen in fields. These bales by Noch (item No. 07421) are about 1.5cm long with a diameter of 1cm. There are 18 bales per pack, so there's plenty to look realistic even on a large field.



11

I added a few static grass fibres across the join of the mat to hide it and finish the scene off nicely. Anybody with a garden knows that weeds will take any opportunity to pop up in your soil.

Inspiration

Recently ploughed fields in real life have plenty of leftover material on the surface, but this also varies depending on the type of crop that was there before, so there is no correct or wrong way of modelling this. Any leftover material that looks a bit like a crop can be used to make the debris.

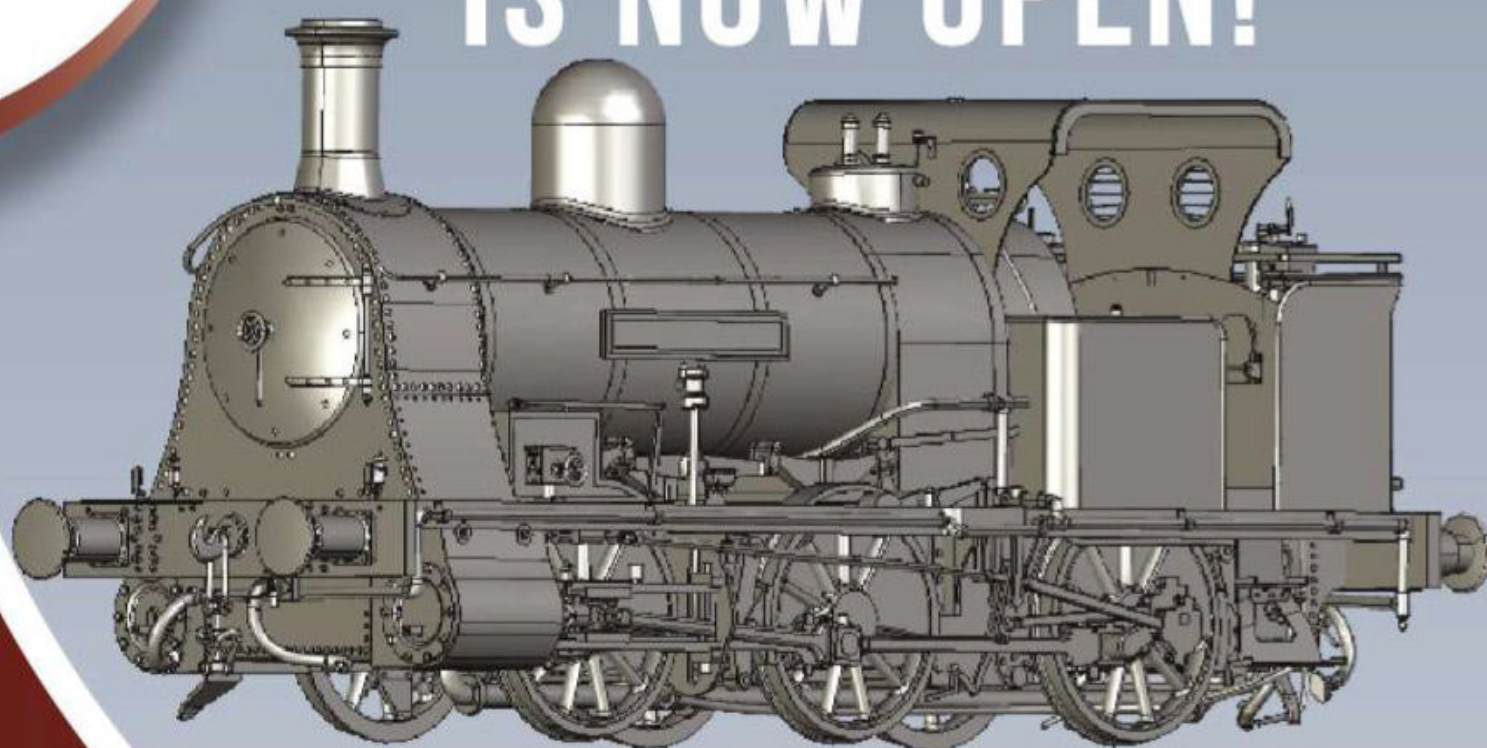


Peter's TOP TIP

Layers of static grass fibres are a good way to hide sudden changes in the underlying land surface.



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BELLEROPHON

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

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Replacing the bulky
moulded roof
grille (left) on older
Bachmann Class 24/25
models with an etched
metal version is a
worthwhile project.



George Dent

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



Chris Gadsby

If there's a tech question, we all look towards Chris!



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!



Steve Nall

A modeller since childhood, he also enjoys working on real trains.



HOW TO

REPLACE A DIESEL ROOF FAN GRILLE



I want to try my hand at detailing a Bachmann Class 25 and have bought a replacement roof fan and grille set from Extreme Etchings. I'm a bit nervous about making a start – any tips for how to shape and install the parts?

Brian Jones, by email



2 hours



George says: Bachmann's original Class 24/25s, first released nearly 20 years ago, featured rather chunky plastic roof grilles by today's standards and really do benefit from the addition of etched metal replacements. I seem to recall that Shawplan and A1 Models initially offered single piece etched brass grilles which simply required shaping and fitting over the existing aperture, making for a straightforward upgrade. Indeed, the most difficult aspect was removing the moulded

grille and tidying up the plastic.

However, when the Extreme Etchings range was added to Shawplan's roster, a much more authentic option became available, albeit with an increased level of difficulty. Consisting of three layers of etched stainless steel – two parts for the grille and a separate retaining ring – an element of assembly was required before installation.

Stainless steel is tougher than brass, so it's a little more challenging to work with. Cutting the parts from the fret requires a set of good quality metal cutting shears to avoid distorting the material. Care is also needed when tidying up the edges of the parts with needle files. On the plus side, steel is more resistant to being bent out of shape during handling and fettling. The method of shaping the parts is the same for brass, nickel silver and stainless steel, using a steel rod over a cushioned surface to impart a curved profile.

Helpfully, the Extreme Etchings pack comes with an etched assembly jig, which is easily folded to shape. This is designed to help discern the correct profile and to hold the grilles while the two layers are laminated. The parts can be joined with solder or glue. I prefer solder, as it produces a more resilient bond, but a thin cyanoacrylate glue is a viable alternative.

After removing the old plastic grille and flattening the raised beading, the new grille can be glued into position and the etched retaining ring overlay added. The ring is rather fragile and, after making a bit of a mess with glue on my first attempt, I enjoyed better

results with clear acrylic varnish as an adhesive, applied with a brush. It took longer to dry but produced a much neater joint. Once subsequent layers of primer and paint were applied, the bond has proved reliable.

There's no need to repaint the whole locomotive, as the Type 2's roof panel creates a natural barrier. I simply applied masking tape around the edges of the rectangular panel before spraying with a white primer and a few coats of the livery colour. Matching paint to the factory finish isn't always easy, but RailMatch enamel and LifeColor acrylic BR Rail Blue paints have proven a very close match to Bachmann's version.

What George used

- ◆ Extreme Etchings EEDP24-00 Class 24/25 roof fan and grille
- Availability:** Shawplan
- Tel:** 01773 718648
- Web:** www.shawplan.com

TOOLS

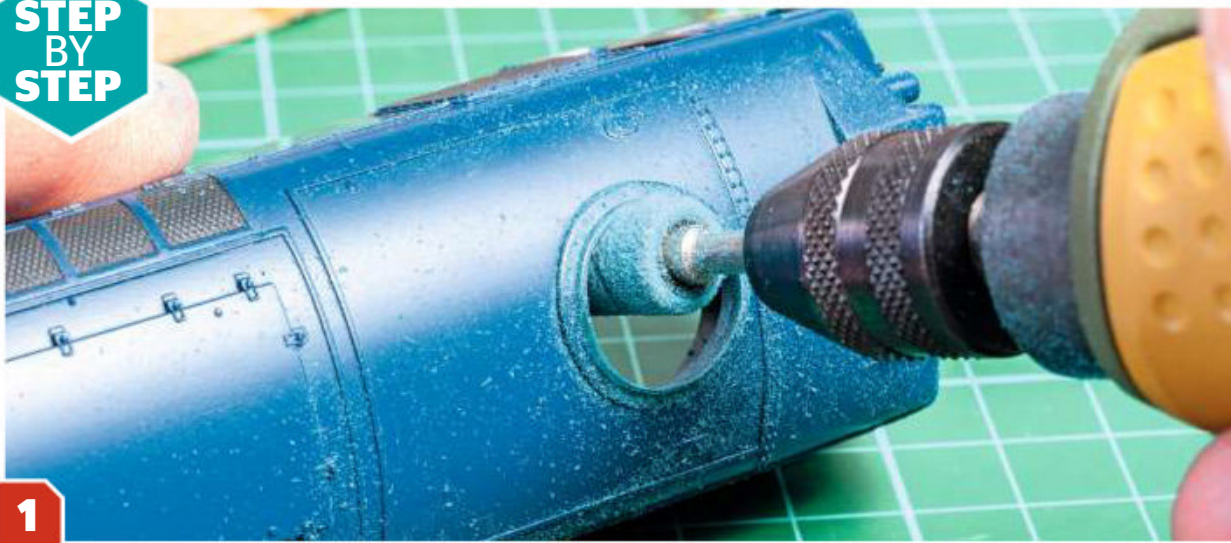
- ◆ Cutting shears
- ◆ Needle files
- ◆ Steel rod
- ◆ Soldering iron and equipment (optional)
- ◆ Sanding sticks and drum
- ◆ Mini drill (optional)
- ◆ Low-tack masking tape
- ◆ Cyanoacrylate glue



It's easy to touch-in the new parts with paint by masking-off the roof panel and applying a white primer, followed by the livery colour. Weathering will also help blend it all together.

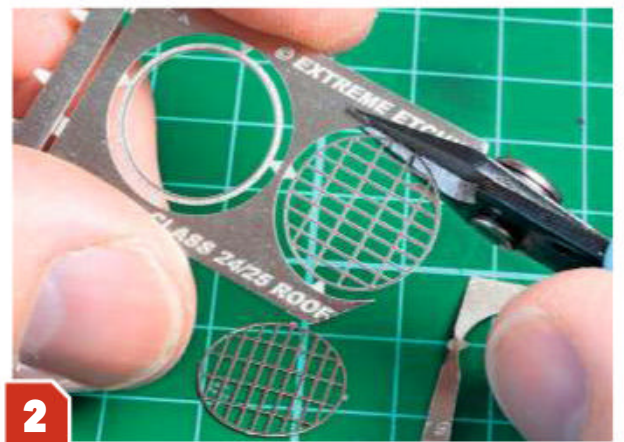
**STEP
BY
STEP**

1



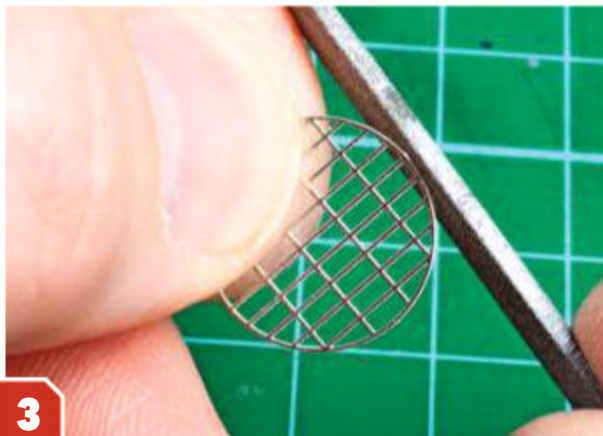
Much of the old plastic grille can be cut away with a knife before refining the edges of the aperture with a round file or a sanding drum in a mini drill. Take care if using a powered drill as it's easy to remove too much material or overheat the plastic.

2



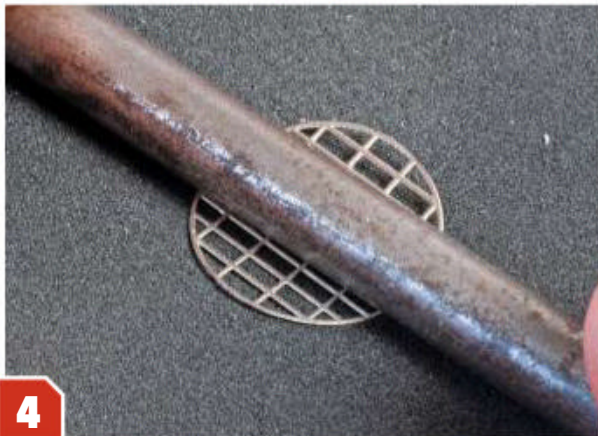
A blade is likely to distort the metal (which is nearly impossible to straighten again) so a set of miniature metal shears is recommended for freeing the parts from the fret. Cut away the waste material to allow access for the tool's jaws.

3



Tidy up the cut edges gently with a needle file. Use light pressure and take your time. Rushing this step risks damaging the delicate components. A small hand-held vice is handy for this sort of job, although the parts shouldn't be clamped too tightly.

4



Place the grille onto the back of a PC mouse mat or other gently padded surface. A steel rod, around 10mm in diameter, is ideal for rolling over the component - just like a rolling pin - while exerting downward pressure. The curved profile soon begins to form.

5



Test-fit the grille onto the locomotive's roof to check it matches the profile, repeating the shaping process until a perfect fit is achieved. Do the same with the second layer and then place both onto the folded-up assembly jig.

6



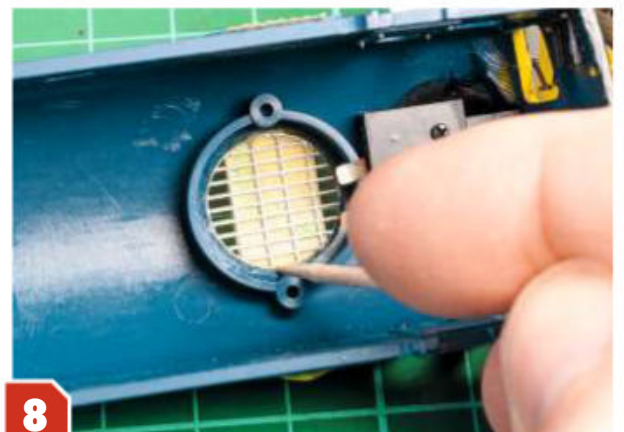
The twin layers can be joined with thin cyanoacrylate glue, but I prefer solder. Apply a little flux to the parts just before the hot iron and molten solder. The flux then helps the solder to penetrate the joint. Work your way around the grille's circumference.

7



While the iron is switched on, the fan can be built up from the various numbered layers, sandwiching the blades that need to be bent to a slight angle. Wash and dry thoroughly before spraying with a red oxide primer.

8



Position the grille over the aperture with a strip of low-tack masking tape, taking care to align the grid pattern concentrically with the locomotive's body. When happy, apply cyano glue from the inside using a cocktail stick. A few small blobs will suffice.

9



Leave to cure fully before removing the tape. If any gaps remain around the edge of the etched grille or from the original mouldings, apply filler and, when dry, lightly abrade the surface until it is flush and smooth.

10

Finally, the etched retaining ring can be cut from the fret and gently rolled to match the roof's profile. Align it carefully and run a thin bead of acrylic varnish into the joint. When dry, apply a few more coats of varnish over the roof panel to seal it in place.



WHICH GLUE FOR... Fixing weights?

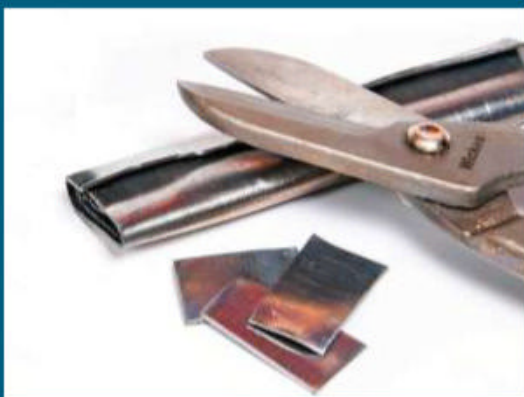


I'm going to add some metal weights to the plastic wagon kits I'm building. What's the best glue for securing them inside vans? I don't want them coming loose in future. Can I also ask what kinds of weights *Model Rail's* experts use? Barry Homer, Stevenage

George says: Hmm, I've worked out the hard way which glues to avoid for this as a couple of banana vans I built in my late teens now have pieces of metal rattling around inside them! Back then, I used cheap contact adhesive, although a similar thing has occurred when cyanoacrylate glue has been employed. Once the van's roof is fixed in place, accessing the interior won't be easy.

An alternative is to fix the weight to the underside of the chassis, but this isn't always possible, especially if adding extra underframe details and brake gear. More recently, I've found that Gorilla Contact Adhesive provides an extremely tough, resilient bond that has proved reliable so far. I also ensure that the strips of metal are clean and free of oil or grease before glueing them in position.

As for the type of weight? I've been using strip steel weights salvaged from old scrap wagons for my latest kit-building ventures. They're handy for ensuring a consistency of weight across kit-built and RTR stock. Otherwise, thin sheet lead is very useful and is easy to cut with shears rather than a hacksaw. Available from Eileen's Emporium, a small roll of lead will go a long way. Remember that lead is toxic, so wash your hands and work surfaces thoroughly after use. Web: www.eileensemporium.com



Warning panels need to be rubbed down thoroughly before overpainting, or the edges of the panel will show through the new paint. Fine wire wool is useful for the job.

WARNING PANEL REMOVAL



I'd like to backdate one of my green diesel locomotives by painting over the small yellow warning panels.

Is this easy to do? I really don't want to repaint the whole thing.

Gary O'Neil, by email

George says: The level of difficulty depends very much on the model in question. By and large, the yellow panels on RTR locomotives are applied on top of the surrounding livery paint. As a result, the panel will be raised slightly proud of the surface; only by a fraction of a millimetre, but it's enough to leave a discernible outline if we were to simply paint over it.

Stripping the entire model is the only way of creating a flawless new paint finish, but it may also be possible to treat the local areas in isolation. Abrading the yellow panels with fine abrasives will level the surface and reduce any visible 'tide marks', but most early BR diesels had rather busy front ends, with lights, headcodes, lamp brackets and possibly connecting doors. These can all get in the way of the abrasive sheets or sticks, although fine wire wool is a more flexible option.

Indeed, wire wool can be manipulated around raised detail relief and working down through a few different grades to a super-fine version (00000 grade) should leave the plastic surface smooth and blemish free. Take care with this material though - the dust and debris will contain metal particles that can play havoc with electrical and mechanical components. Treat the bodyside well away from the chassis and strip it of any lighting circuits beforehand. Wash the model thoroughly afterwards and allow to dry before masking up the ends ready for painting.

A light primer coat is recommended, to aid adhesion for the livery colour but also to provide a unified undercoat. The main



George's Class 20 originally carried small yellow warning panels, before being rubbed down and 'patch-painted' with RailMatch BR green enamel. Features of the bodywork can be used to disguise any visible seams between new and original paint. In this case, vertical elements of the side handrails and grey roof acted as 'barriers', with the masking carefully applied along these edges.

challenge will be to achieve a close match with the factory-applied paintwork. Not all manufacturers use the same paint shades, so testing a few different brands of paint on scraps of primed plastic is recommended. Once painted, the masking can be removed and, hopefully, the seams between new and old paint won't be too noticeable. A little weathering can help to disguise any discrepancies. Gloss varnish will be necessary before adding any necessary decals, followed by a sealing satin coat. Reassembly can then begin.

Having undertaken this kind of job on a few occasions, the amount of time - and the fiddly nature of the work involved - led me to the conclusion that a full strip and repaint would have been simpler!

SERVICING OLDER LOCOMOTIVES



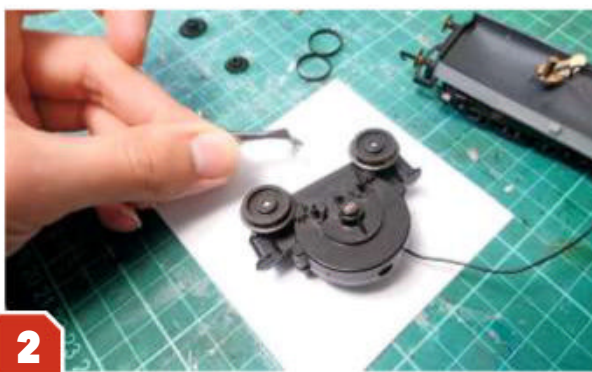
My son recently received some second-hand locomotives to run on his track but they aren't reliable runners, what can I do to improve them?

Jeff Jones, by email

Chris Gadsby says: My cousin was in a similar situation when he was given a Lima Class 33 and some locomotives from the Thomas the Tank Engine range. Visiting a few weeks ago, his parents brought the models along. They were a couple of decades old and it wasn't known when they were last serviced, so I took a look at them, tested them, and then saw what I could do to improve them.

Regular maintenance of models is crucial for reliable running but, if we're honest, few of us do it regularly enough. There are common problems which I suspected with these models: poor connectivity, and gunk in all of the mechanisms.

As with any model, the first thing to do is to remove the body and look at the mechanisms. The Lima Class 33 is driven by a series of plastic gear wheels, transferring power to one side of the motor bogie's axles. These wheels also boast traction tyres, one of which was loose. I ordered some new tyres from Peter's Spares (www.petersspares.com), along with some light oil, gear lubricant and a wheel-cleaning device.



Step 1: Upon inspection, I discovered one of the cogs was missing a tooth, which was causing the whole system to jam. This was removed and the model ran better, albeit with only one axle being driven. A replacement was duly ordered from Peter's Spares.

Step 2: I used tweezers to remove any gunk from around the cogs and the motor that might stop them from turning freely. While I was at it, I removed and reconnected the wire coming from the motor, in case the solder joint had deteriorated. Before putting the model back together, I used some Hob-E-Lube gear lubricant to help the cogs move and ran the wheels along my desk to make sure that the cogs were suitably lubricated.

Step 3: To clean the wheels, I used Gaugemaster's wheel-cleaning device which connects to the track. The sponges have connective material in them which allows the wheels to turn. Hold the model in place for about 15 seconds to allow the wheels to make plenty of rotations before removing it and testing on the track. It is worth noting that this will only work on driven wheels and other wheel-cleaning devices may need to be used on non-driving wheels.

Finally, I used some light oil to lubricate the axle and gave each model a running-in period to get everything used to moving again. Regular servicing of your models is important, and don't forget to clean your track frequently to avoid rubbish getting caught in your models.

RECOMMENDED LUBRICANTS?



Can you recommend a suitable oil for my 'OO' gauge model locomotives?

Ron Housely, by email

Peter says: Labelle products, available through Golden Valley Hobbies, have a good international reputation. We recently received a sample kit of oils and grease tailored for 'OO' gauge and larger scale locomotives. An alternative pack has also been formulated for smaller scale models.

The kit comprises of Labelle 102, which is a versatile gear lubricant and is great for use on exposed plastic and brass gears, while Labelle 107 is a versatile synthetic lubricating oil that can be applied directly to motor brushes and axle bearings. These oils are both supplied in handy plastic bottles and the supplied pinpoint applicator tip can be simply screwed into the nozzle. A longer, 6in extension nozzle is also provided which is ideal for reaching awkward parts of a mechanism.

A tube of Labelle 106 grease with PTFE is also provided. Safe for use on plastic or brass gears, the grease is best applied sparingly in a few key spots, allowing the mechanism to distribute the lubricant as it



runs. Full instructions are supplied and there's also a useful video available online showing how to lubricate locomotives.

See <https://youtu.be/J9JdYaPtemE>

Product: Labelle lubrication Kit 0430 001001 (each item also available separately)

Cost: £26.99

Availability: www.goldenvalleyhobbies.co.uk

Track spacing tools



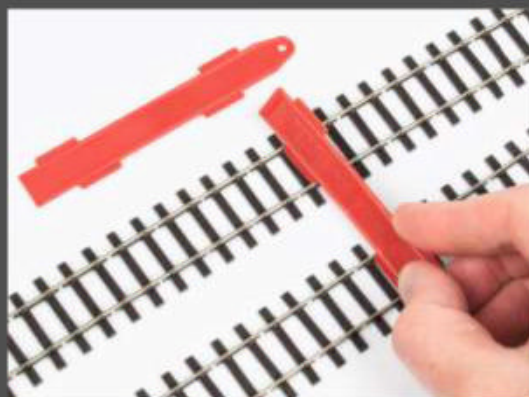
I'm building a 'OO' layout for my son and wondered if there was an easy way to ensure that the twin 'OO' tracks are spaced evenly?

D. Mountfield, by email.

George says: Peco's plastic 6ft way gauges (SL-36) have been around for decades. They're very simple but incredibly useful, allowing the tracks to be spaced consistently. Two settings are provided, the narrower for straight track and the broader spacing for curves. The latter is important to allow clearance for the outward swing of bogie vehicles. The spacers also feature a platform height gauge at each end.

Price: 60p each

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



Notes from the Workshop

DAVE LOWERY'S TOP TIPS

LAST DAYS

There is weathering and there is weathering! Above all, it's a matter of personal taste and, boy oh boy, does it vary! I have one close friend who, upon receiving a beautifully lined and varnished locomotive, almost literally dunks it into a tin of matt black paint and hangs it on a line to dry... at the end of the day, it's his model so he can do what he likes!

What I love is to be given a good photograph of exactly how a customer wants their weathered locomotive to appear. That was the case with this Heljan 'O' gauge Class 50, presented to me in the stylish - and ever-popular - Network SouthEast livery. The real '50s' did get very mucky in later BR years, bless 'em, so it wasn't hard to locate some suitable reference images.

My usual 'track dirt' colour (a grubby looking dark brown/grey) was airbrushed across the chassis, along with a darker blue-grey and BR Executive dark grey over the roof. While in service, the paintwork on the '50s' deteriorated with various undercoat colours starting to show through, including patches of white on the roof. All of this was accompanied by corrosion raising its colourful head around window frames and panel seams, especially around the cab areas.

The white patches on the roof were dabbed on with a small sponge, before the edges were re-blackened to give a harder edge. BR's freight wagon bauxite livery colour was employed for the rust patches, applied with a bow pen around the windows, handrail mounts and any protruding edges where the paint was worn off. Again, frequent references to the photographs was important to capture the character of a typically work-worn 'Hoover'.

A good weathering tip is to always do a little at a time before taking a break. Step back and see what you think. I find it best to leave a model overnight so I can see it fresh in the morning. More weathering can be added easily, but taking it off is not so straightforward!



Always, where possible, start with a good clear photograph to use as a reference. The basic weathering was applied using RailMatch Frame Dirt (402), Executive Dark Grey (201) and Dark Blue/Grey (310).



White patches, mimicking the undercoat showing through, were created with a sponge and white paint. Black was applied over the edges of the patches to suggest peeling paint.



Using a bow pen, I added rust-coloured paint around the window frames, handrails and other worn areas.



Engine roof covers would have been opened and closed, so expect wear and rust on the edges and handles during their lifetime.



READER'S TIP

RAILWAY MANIA'S RULE ONE

Steve Grantham writes: There are a number of scale rulers on the market; I have 'OO' and 'HO' versions from other makers and very useful they are too. However, this ruler is so much more than just a scale checker.

It does have a scale section, along with a section of conventional measurement, but also offers so much more: a back-to-back gauge, track gauge, common axle/wire sizes, track spacers, standard buffer height, platform height and an image of an average adult. It's made of a durable material that will stand up to living in a toolbox too.

This rule offers a wide selection of invaluable measurements all in one place at a very acceptable price. What's not to like?

At present, the tool is available for 'OO', 'EM' and 'O' gauges, with an 'HO' scale version currently under development. The 'OO' and 'O' versions cost £8.50 and the 'EM' version £7.50.

Availability: Railway Mania

Web: www.railwaymania.net/shop

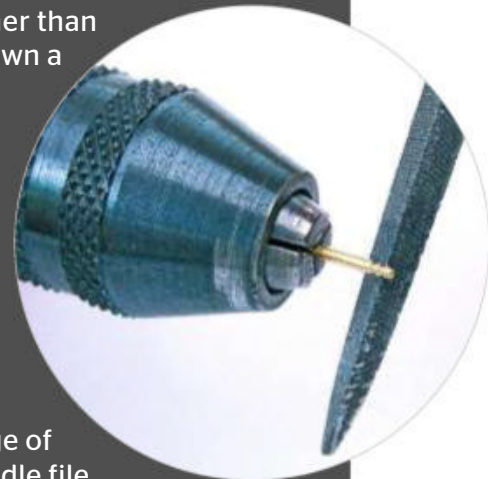


FIND ME A WHISTLE

Q I've lost the small steam style whistle from my Hornby Class 08 and can't find a replacement. Any ideas? Simon Nevin, by email

George says: I misplaced a horn from a Bachmann '08' years back, while stripping a model down for repainting. Rather than try and track down a replacement, I 'turned' my own from an offcut of 0.9mm stiff brass wire mounted into a mini drill. The drill was held in a vice and, as it rotated, the edge of a triangular needle file was held against the brass. This acted like a miniature lathe and the file was moved around to form an approximation of the whistle's shape. Flexible wet/dry paper was then used to polish the brass before removing the wire from the drill.

The wire was cut to the required length and, having drilled a suitable hole in the cab bulkhead, the new whistle was glued in place.



HOW TO CREATE EXTRA DEFINITION TO WAGON LOADS

Q Having bought various ready-made lorry and wagon loads, is there a quick way to improve their appearance? Matt Taylor, by email

Steve Nail says: A dark enamel weathering wash, brushed over the moulded load, will find its way into all the nooks and crannies. A cotton bud or tissue will absorb any excess. These Irish Railway Models beer kegs were given the wash treatment and the improvement is obvious.



THREE CAMEO IDEAS FOR YOUR LAYOUT



1

'Torrington'

GANGER'S DES RES: As Chris Leigh illustrated last month, grounded coach bodies make for excellent scenic cameos, especially when accompanied by railway paraphernalia. In this case, the coach is clearly a bothy for the p'way gang.



2

'Dragonby'

BRICKS & MORTAR: A builder's yard is not something you see very often on a model railway, but they're fairly ubiquitous in towns and cities these days. Plastic angle, strip and section, from the likes of Evergreen, is ideal for creating stocks of roof tiles.



3

'Shelfie 2'

TAKE FIVE: We all need a break during our working day, especially when employed on more physical tasks. 'Resting workers' is, therefore, a key cameo theme and there are plenty of leaning figures on the market, such as this chap from the Modelu range.

**What
makes this
layout great?**

We often associate computer control with large layouts that have too much going on for the human operator to track. But Ray has shown that a computer can be just as useful on a small layout without eight things moving at once.





Technical tour de force

His shed is set in the 1960s, but **Ray Norwood's** exhibition crowd-pleaser is controlled by cutting-edge technology.

Words: Chris Gadsby Photography: Chris Nevard



'OO' FINESCALE LAYOUT **FELTHAM ROAD MPD**

Model railway exhibitions are funny old places. The exhibitors are there with the product of decades of work, in some cases, and some of them haven't built them with exhibitions in mind. The visitors are there to see the layouts and to be entertained, but that doesn't always come naturally to those operating. Those watching, particularly of a younger generation, want to see things moving all the time, and if you visit any exhibition hall, the layouts with plenty of movement are the ones which have the big crowds.

What seems to have become more popular in the last ten years or so is builders creating layouts specifically for an exhibition, building them with movement or visual appeal in mind. Ray Norwood has done exactly this with his latest layout build, making sure nothing is off-limits to the viewing eye.

"I've created a depiction of Feltham MPD, where I worked for six years towards the end of steam as a

fireman", says Ray. "The depot has long since changed and isn't at all like it used to be, but I was there for long enough to be able to remember the main features, such as the shed, so that I could build the layout. Rather than building the shed as completed, I elected to leave the middle section of the roof off so that viewers of the layout can see into the shed and look at all the interior detail. Naturally, there is so much compression and some of the elements aren't strictly accurate, so I've added 'Road' to the title to differentiate it slightly from the prototype."

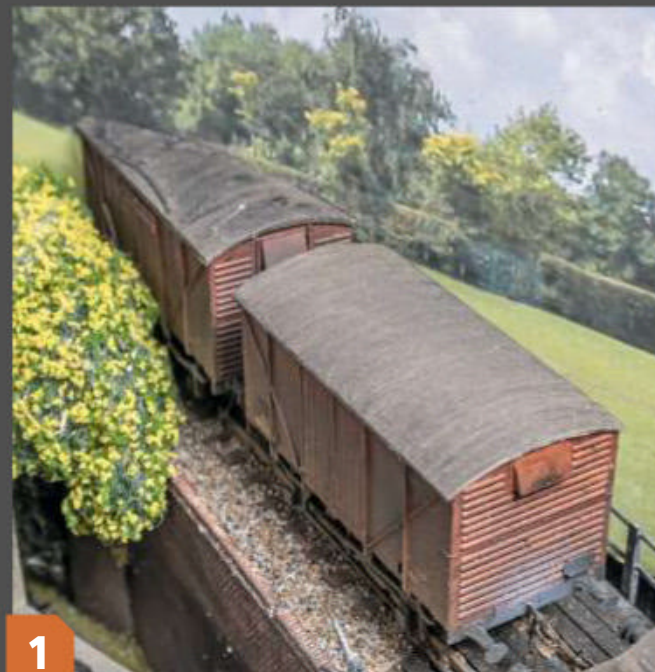
Ray is no stranger to layout building. He's been modelling on and off for 60 years, and after deciding from the outset that this was going to be an exhibition layout, he pulled out all the stops. No off-the-shelf track for him!

"All of the track at 'Feltham Road MPD' has been handbuilt using Code 75 rail and C&L Finescale chairs. Not only that but I have made all of the ►

Ray used latex glue rather than PVA to fix the ballast in place, as he says it doesn't seep through the cork to the baseboard.

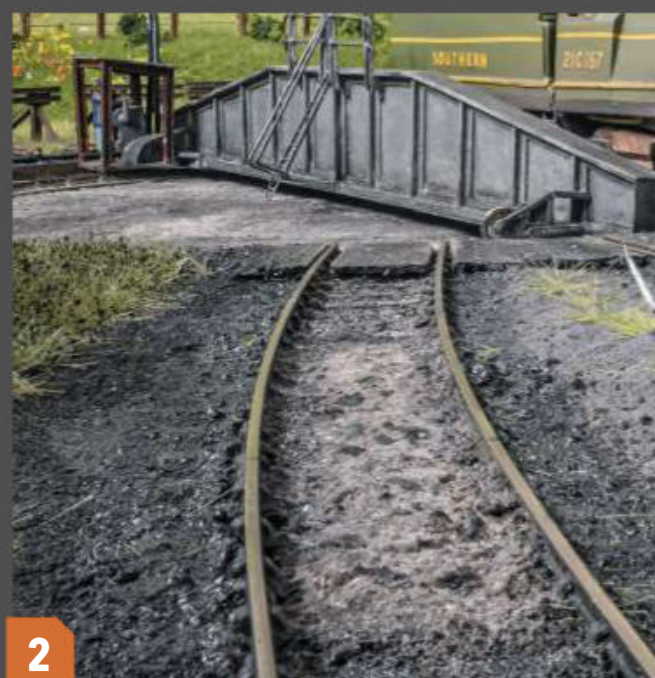


3 things we like



1

The wagon sliced diagonally, against the backscene, is a kit cut at an angle so it looks as though it is coming on to the scene.



2

The ballast is actual ash that's been passed through a tea strainer.



3

Ray has modelled this locomotive being serviced in the shed with the body lifted away from the chassis.



3



4 The pit wells are Peco and the disposal pit has red LEDs to simulate ash embers.



THE YARD LAMPS

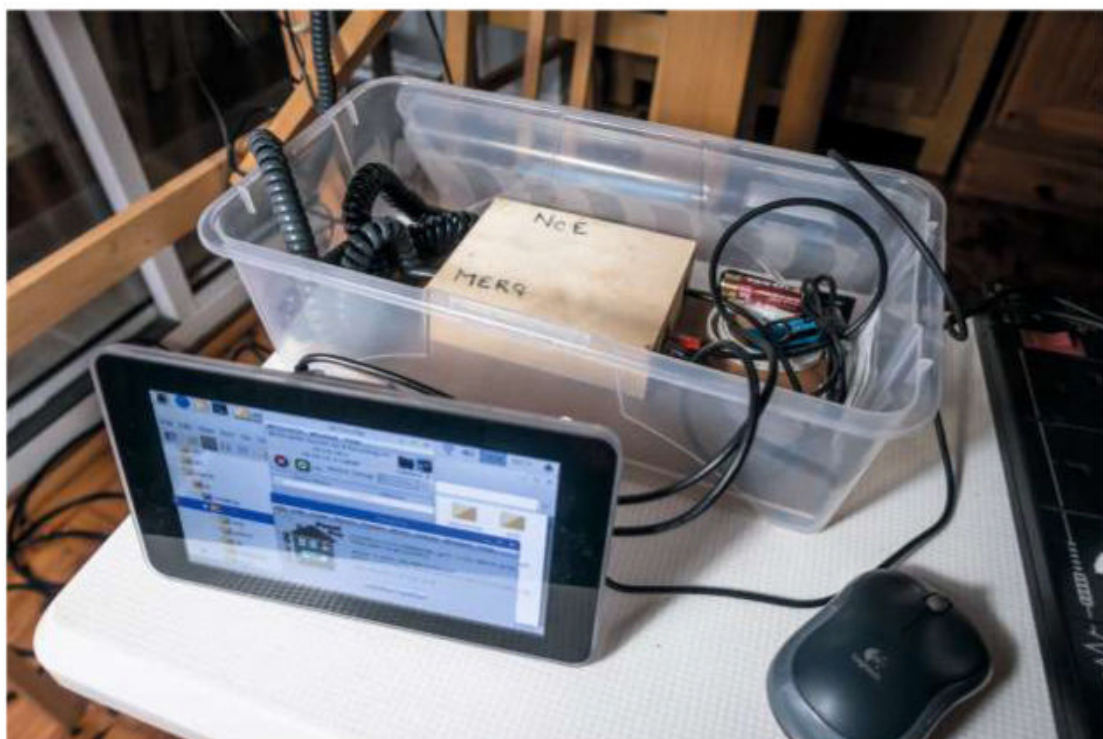
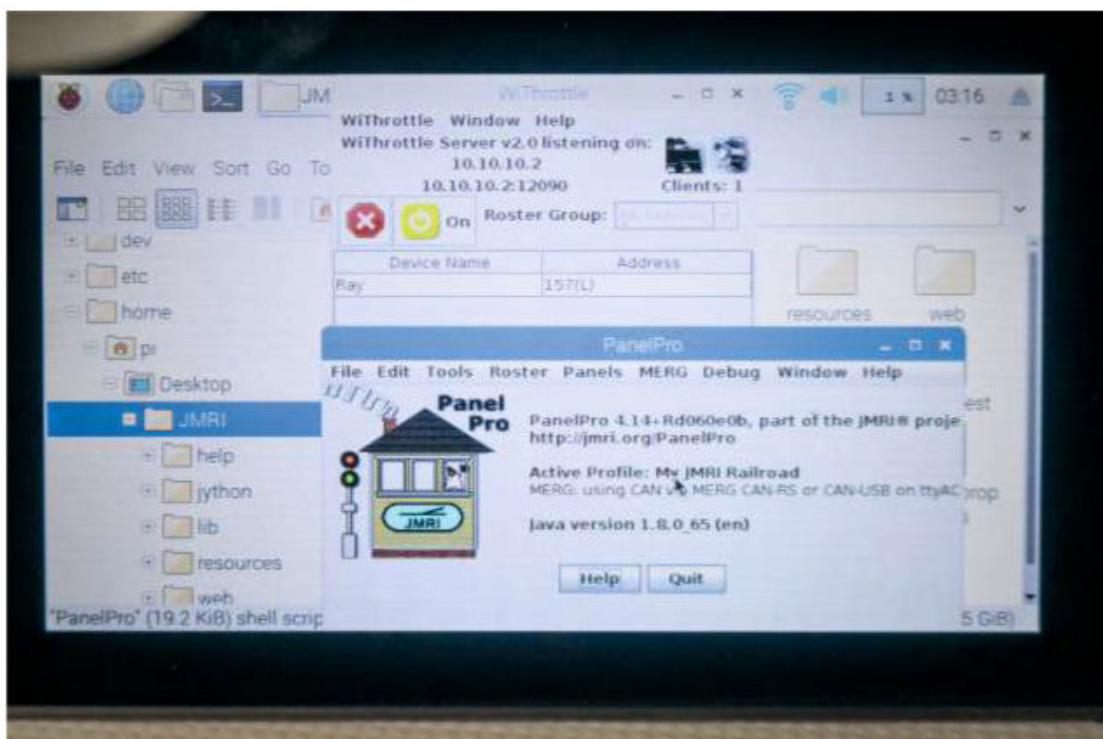
"The yard lamps are made from brass tubing with a brass plate soldered about 10mm up from the bottom of the tube. The lamp itself is a white LED and the hood I made from paper, cut into a circle with a small hole in the centre. I then taped it around the LED to make a very shallow upside-down cone and glued it there. The cap on top of the post is also made of paper."



sleepers from plywood using a bandsaw. It took a while to get the size correct but once I got the width right I was able to cut long strips of plywood and then cut across them to make individual sleepers. After I'd done this I thought to myself, 'why not make it Finescale?' My track is slightly thinner than the track you buy off the shelf, but it isn't so thin that I've had to alter any of the wheelsets on my models to get them to run smoothly."

ALL THE LATEST TECH

Ray might be exhibiting a layout based in the 1960s, but his technology certainly isn't. Controlled from his phone, Ray has used a Raspberry Pi computer with



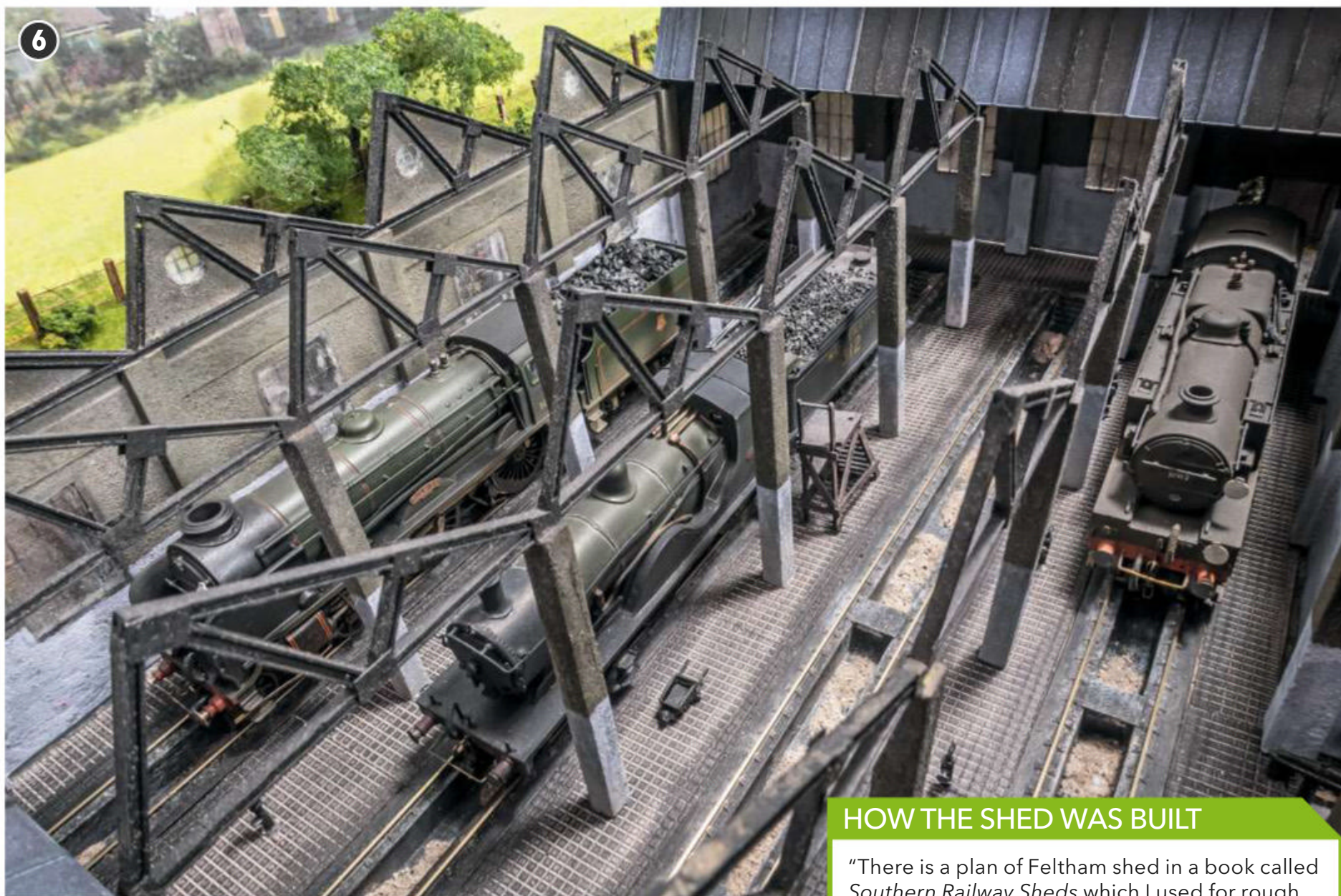
JMI software and Model Electronics Railway Group (MERG) technology to operate the turntable. And if that all sounds alien to you, don't worry, it isn't as complicated as it sounds!

"A Raspberry Pi is a small, versatile computer that is usually connected to a monitor, keyboard and mouse", explains Ray. "It's about the size of a credit card, which makes it very useful at exhibitions as it doesn't take up a lot of space. Easy to program, I've connected it to the layout on one side and my phone on the other, allowing me to control all of my locomotives from my handheld device. I also bought a small router to provide the necessary internet connection."

There are several advantages to using a tablet or

phone to control your layout and these are similar to using a computer, particularly when using DCC. The main bonus is being able to see all of the functions on the screen in front of you without having to try and remember which function is on each number, or which locomotive is on each address.

Staying with the electronic aspects of 'Feltham Road MPD', the turntable is the main focal point on the ➤



HOW THE SHED WAS BUILT

"There is a plan of Feltham shed in a book called *Southern Railway Sheds* which I used for rough measurements. I decided to build the east end (London end) of the shed and had to cut it down to make it fit. Feltham was a six-road through-shed, but mine is an end shed with only four roads. I made it so I could put the repair road and the offices, mess room and stores on the scenic side, unlike the prototype which was built the other way around, but it still shouts Feltham. I made the shed out of plastic card and Evergreen components. The windows were made by a friend of mine (Mudmagnet Models). I gave him the measurements and he created them on his silhouette cameo cutter, also doing the lettering on the fascia panel. Before gluing the shed down I had to give it its concrete look, removing any oil residue before putting PVA on and sprinkling ash through an old tea strainer to make it look like concrete before airbrushing."



left-hand side of the viewing area, and Ray has used MERG products to operate it.

"The turntable is a Dapol kit that I have modified. I first constructed the running rail and the table bed, but I did away with the walkway. This meant the four wheels that run on the rail didn't meet up, so I cut them in half, removed some on each half and glued them back together. I also changed the wheels to roller bearings to make it run freely. I then worked on the centre pivot pin, replacing it with two brass tubes that slide into one another. For the electric connection I cut a piece of brass into a circle with a hole in the centre, then cut it in half. I then glued that around the centre plate. On the table, I soldered the wipers to the rails, drilled two holes, then put the wiper wires through to the underside so they would run on the two brass plates. The table is connected to a flexible coupling, then to the gearbox which screws to the stepper motor. ➤

'Feltham Road MPD' splits
into two boards and each
has its own legs that fold up.
Ray chose to do this so that he
would never accidentally leave
the legs behind.

9





"The turntable took a bit of setting up as you have to program the system so that it knows where to stop to ensure alignment of the tracks. Now that it's set up I can control it with the rotary switch at the front of the layout knowing that I won't have any problems with track alignment."

SMOOTH OPERATOR

Avoiding problems while operating an exhibition layout is vital, and Ray employs a couple of techniques to ensure everything runs smoothly and consistently at 'Feltham Road MPD'.

"On the right-hand side of the layout is a 2ft traverser fiddleyard, operated at exhibitions by a friend of mine. From my position on the other side of the layout I can't see the next locomotive he has lined up, so I decided to install a mirror on the wall of the layout's frame to make sure I'm controlling the right model and saving myself any embarrassment when nothing moves!"

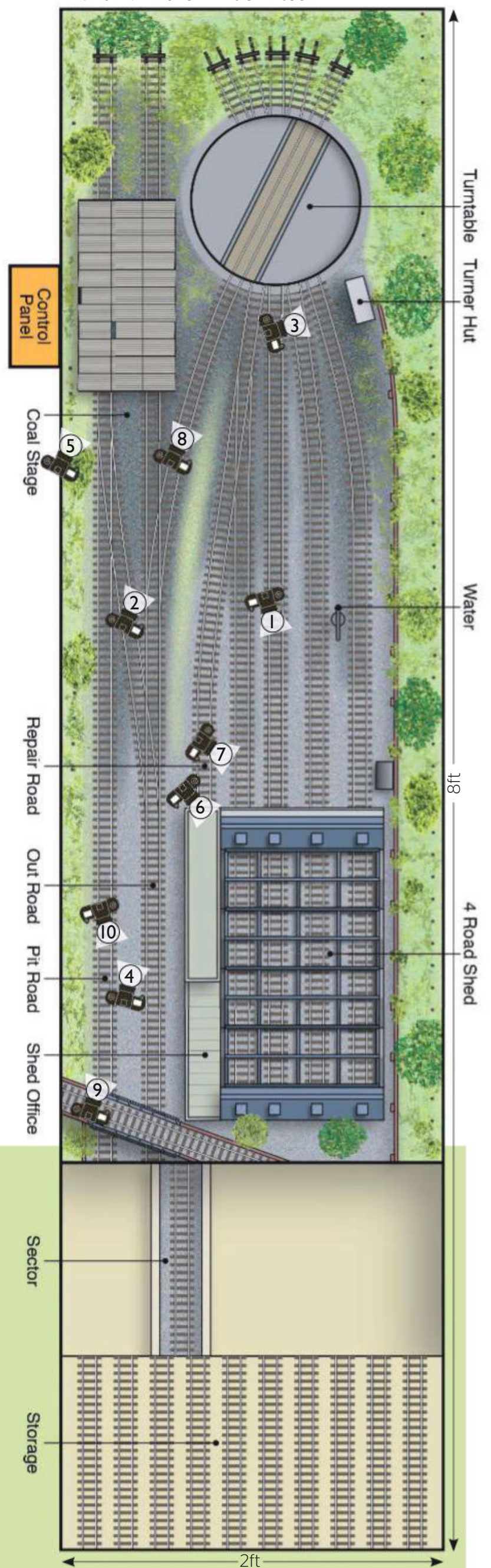
You won't find Ray's models in the familiar red and blue boxes that grace so many modeller's shelves, either – and that's because he has built all of his from etched brass PDK kits.

"I find that I get so much more satisfaction from running something that I've built myself rather than just taking it out of the box. Not all of the models are sound-fitted, but those that are have been equipped with Zimo products."

With far too many models to feature on the limited space at 'Feltham Road MPD' (which has been restricted due to the available space in the transport vehicle), Ray has had to be selective about what he takes to the exhibition hall. Make sure you have a good look around 'Feltham Road MPD' when it is next on show at Tolworth in November, as Ray has left plenty of cameos to show you what life was like in the depots in the 1960s. Maybe there aren't long trains thundering round in loops, but there's still plenty for you to enjoy when you do come across this layout. 



Artwork: Andrew Mackintosh



MODELLER CV: RAY NORWOOD

If I'm not working on 'Feltham Road MPD', I like to watch superbikes on TV and go caravanning once a month in the summer.

FACTFILE: 'FELTHAM ROAD MPD'

Gauge and scale: 4mm:1ft, 16.1mm gauge, 'OO' Finescale

Size: 8ft by 2ft

Track: Peco Code 75

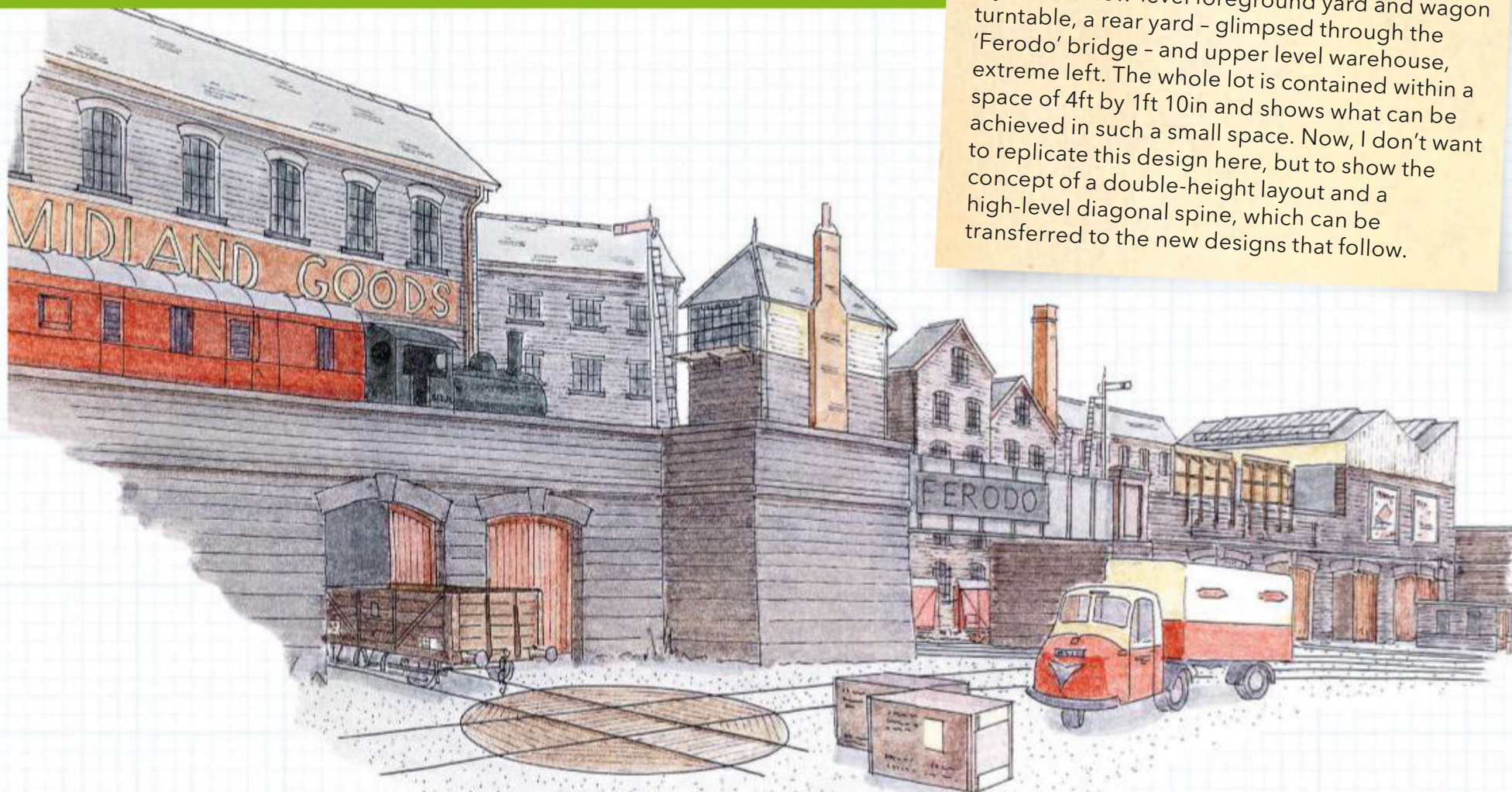
Time to build: One year

Power and control: DCC

Masterplan Dream shunt

Track plans to get you thinking in three dimensions

This 3D concept, from my book *Micro Layouts*, encapsulates the idea of an intense shunting layout with low-level foreground yard and wagon turntable, a rear yard – glimpsed through the 'Ferodo' bridge – and upper level warehouse, extreme left. The whole lot is contained within a space of 4ft by 1ft 10in and shows what can be achieved in such a small space. Now, I don't want to replicate this design here, but to show the concept of a double-height layout and a high-level diagonal spine, which can be transferred to the new designs that follow.



Inbound/Outbound

Paul A. Lunn offers three potential plans for a large shunting layout in 'OO' gauge.

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

This article was partly inspired by John McKenzie, a *Model Rail* reader who had been searching for an optimum end-to-end shunting layout but had struggled to find a solution. The *Model Rail* team has received many similar requests for help over the years and, as a result, I've been charged with coming to the rescue.

There's a stereotype of shunting layouts. They're often an Inglenook or something a tad bigger although, in more recent times, they've become synonymous with micro layouts. While many of these have been outstanding, most of us have tended to focus our efforts on very small designs. Certainly,

when I think of published articles, large shunting layouts are obvious by their absence and, although I covered marshalling yards in a not-so-long-ago issue of *Model Rail*, I'd hoped that modellers might take up the gauntlet and venture beyond the constraints of our current thinking and practice.

That said, I wonder if, like me, it's easy to feel overawed by bigger sizes, especially if we're going to stay away from more glamorous passenger services, lengthy trains, high speed and the like. I know I'd always prefer something industrial and generally downtrodden over a pristine main line racetrack any day. Am I alone in this, or are there others who have a similar

hankering? And are we all thinking that an 8ft by 3ft layout in 'OO' is an absolute dream that cries out for the most adventurous of schemes?

Working on the principle that pretty much everything published, or built in recent times, hasn't impressed our reader, means that whatever I come up with has to be quite different, not just for the sake of difference, but because it's both operationally and visually enticing. I suspect, judging by size, that shunting on multiple sites around the layout rather than one large one is going to create more interest. So I'm going to start by constructing a design brief with the two things we know – size and purpose – and guess the rest!

DESIGN BRIEF

- ◆ 8ft by 3ft 'OO' gauge layout, though I've increased this to 4ft wide for the second and third plans.
- ◆ Avoid hackneyed designs.
- ◆ Must have tracks that look as if they're running through the landscape, rather than running, uninterestingly, parallel to the baseboard edge – they should weave about, accommodating infrastructure and the terrain.

- ◆ Baseboard width should allow a part-circle of first, or second radius rigid geometry track, allowing it to double back on itself, rather than the usual fan of sidings.
- ◆ I've always thought that a baseboard on multiple heights is better than one which is perfectly flat.
- ◆ If you accept the above is true, then we can perhaps dispense with the ubiquitous 2D backscene.

PLAN 1 MILITARY MOVEMENT

The accompanying 8ft by 3ft track plan is an evolution of a much smaller – and less dynamic – scheme from several years ago, waiting on a back burner, for me to set about building. I'm glad I didn't. In the back of my mind I knew something wasn't quite right and it's only now, with development of the accompanying plan, that I realised what it was. I used Hornby 1/4 scale planning templates, on the level, to design the arrangement, but see Plan 2: Colliery Connections for a more detailed account.

The layout has, in part, been inspired by the Longmoor Military Railway (LMR), but with a fly-under rather than an overpass. The plan comprises of a small station, aptly named Littlemoor, plus a variety of depots for armoured vehicles, railway equipment, armaments and locomotive sheds. With lots of enthusiasm for the real LMR, there's been commercial interest with RTR locomotives, coaches, wagons and a brake van released in the past few years.

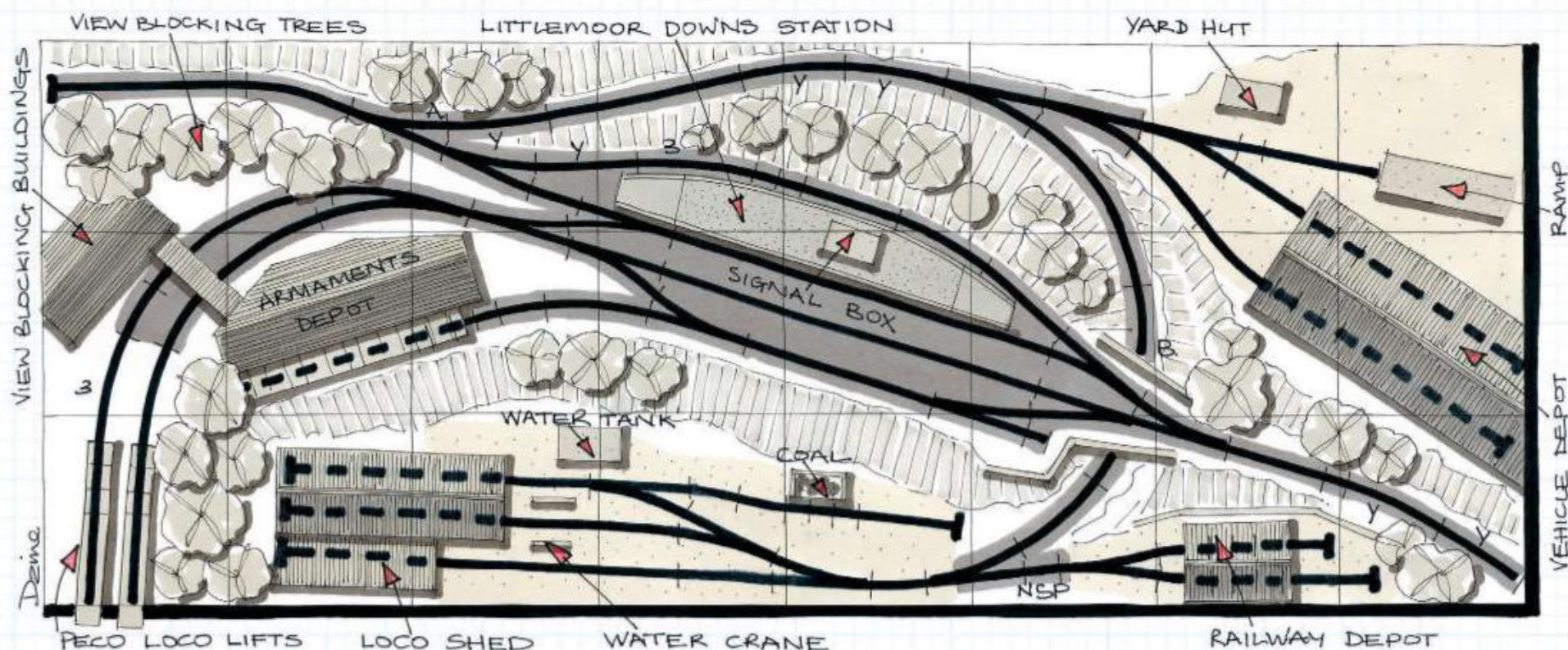
Furthermore, part of the site was used as a preservation centre before the project failed. Operationally, there will be inward and outbound trains to each of the depots and these will be handled by the likes of 'Austerity' 0-6-0T *Brussels*. Larger locomotives will traverse the gradient between points A. and B. as light engines, or pulling two-coach trains from Littlemoor Downs Station, off-stage on the non-scenic section. When a train arrives here, the locomotive is removed – using a Peco Loco Lift – and moved to the adjacent



track. Coaches are then pulled to the end of the track, clearing the curved point at the entry to the non-scenic section. The locomotive can then be released ready for the return journey.

Please note the headshunt, top left, has capacity for a single coach and tank engine, or four wagons and a tank engine. In addition, there's the possibility of shunting stock in the station loops, together with trains in and out of the armament depot.

If I have any issues with this design, it's that the space between the tracks on each level is rather narrow for the fullest of scenic treatments and the non-scenic sidings and headshunt could do with being longer.



Gallery



WD 'Austerity' 2-8-0 No. 400 *Sir Guy Williams* on duty at Longmoor Downs station in 1965, with an enthusiasts' train for Liss. Note the SR concrete platform face, wartime signal box and short train – there's only capacity for two coaches on the layout.



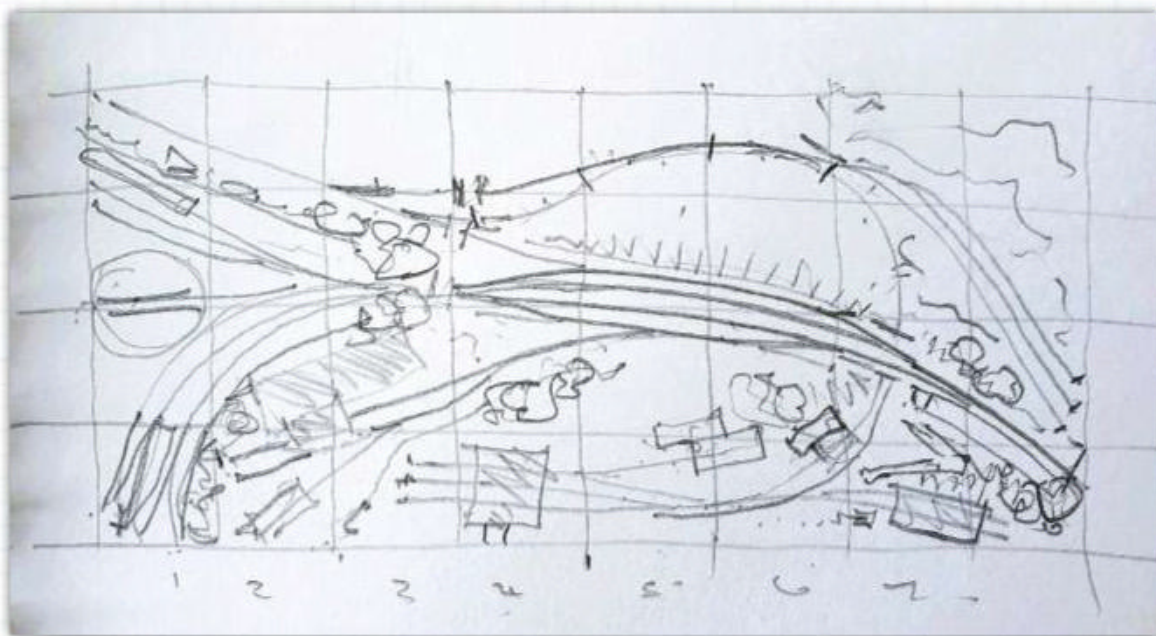
There was a considerable effort to retain Longmoor's rail network for preservation use, after the military departed. Locomotives based on the site included David Shepherd's '9F' *Black Prince* and 75029 *The Green Knight*, plus 'Merchant Navy' *Clan Line*, 'West Country' *Blackmore Vale* and Ivatt 2MT tank No. 41298.

PLAN 2 COLLIERY CONNECTIONS

Recognising the issues I have with scenic and non-scenic space on the 8ft by 3ft scheme, I wanted to check how much this might be improved if I increased the width to 4ft. To help with this process and get a sense of scale, it made sense to undertake a basic mock-up, not only to check the track plan (especially the gradient) but also to add a number of minor revisions, such as increased length of non-scenic sidings. Most importantly though, it would allow me to get a feel for the impact on the sizeable central scenic spaces.



This photograph had a significant influence on my design, though my embankment would be higher with the low-level line passing under a slightly larger bridge. Hudswell Clarke O-6-OST No. 7 nears Penkridge with an RPS special from NCB Littleton Colliery.



THE TRUSTY MOCK-UP

After pondering the issue for some time – and before embarking on a mock-up – I always undertake at least one rough sketch plan. This gives me a point from which to assess whether or not the freehand idea can be made to work with real track components. While I'll be suggesting the use of Peco's rigid geometry track, this drawing gives some idea of how the layout might appear using flexible track for the scenic section, save for the main curve.

HORNBY 1/4-SCALE TRACK PLANNING TEMPLATES

These are perfect for working out all the pitfalls, even if you go on to using flexible track. In the following sequence, I'll take you through the process of checking out your design, making sure it looks good and works well.

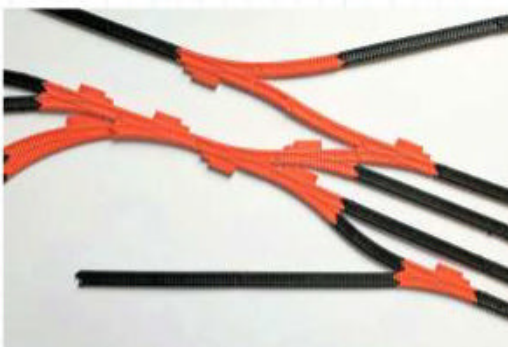
For this plan, I started with a piece of cardboard, though paper will do, at approximately 2ft by 1ft, representing an 8ft by 4ft baseboard at 1/4 scale. I positioned the point arrangement, off-centre left and the second radius curve from one side of the board to the other first, adding the non-scenic section to make sure trains can be of sufficient length.

It's then important to make sure the scenic loops can match the non-scenic sidings, in capacity, for obvious reasons. From here, I made a link from the exchange sidings, to the top left headshunt, with a point for reversing down grade to the previously positioned curve.

I wanted further sidings for waste material or coal stockpiling (top right), while a line would then pass to the front of the layout, on what will be the lower level, with colliery left and locomotive shed right.



At this point, I wanted to get an idea of how things will look on two levels and to make sure gradient A. to B. is manageable (see final plan). The distance is around 5ft, working out at approximately 1:20. That's going to be fine for some locomotives with a short rake of wagons and a bit of a run-up from the lower level, though it's worth testing this out on track with your own stock. If results are unsatisfactory, then consider installing the DCCconcepts PowerBase system which helps with adhesion on gradients. Note how I've packed up the high-level section on Lego-type bricks to get the right sort of feel.

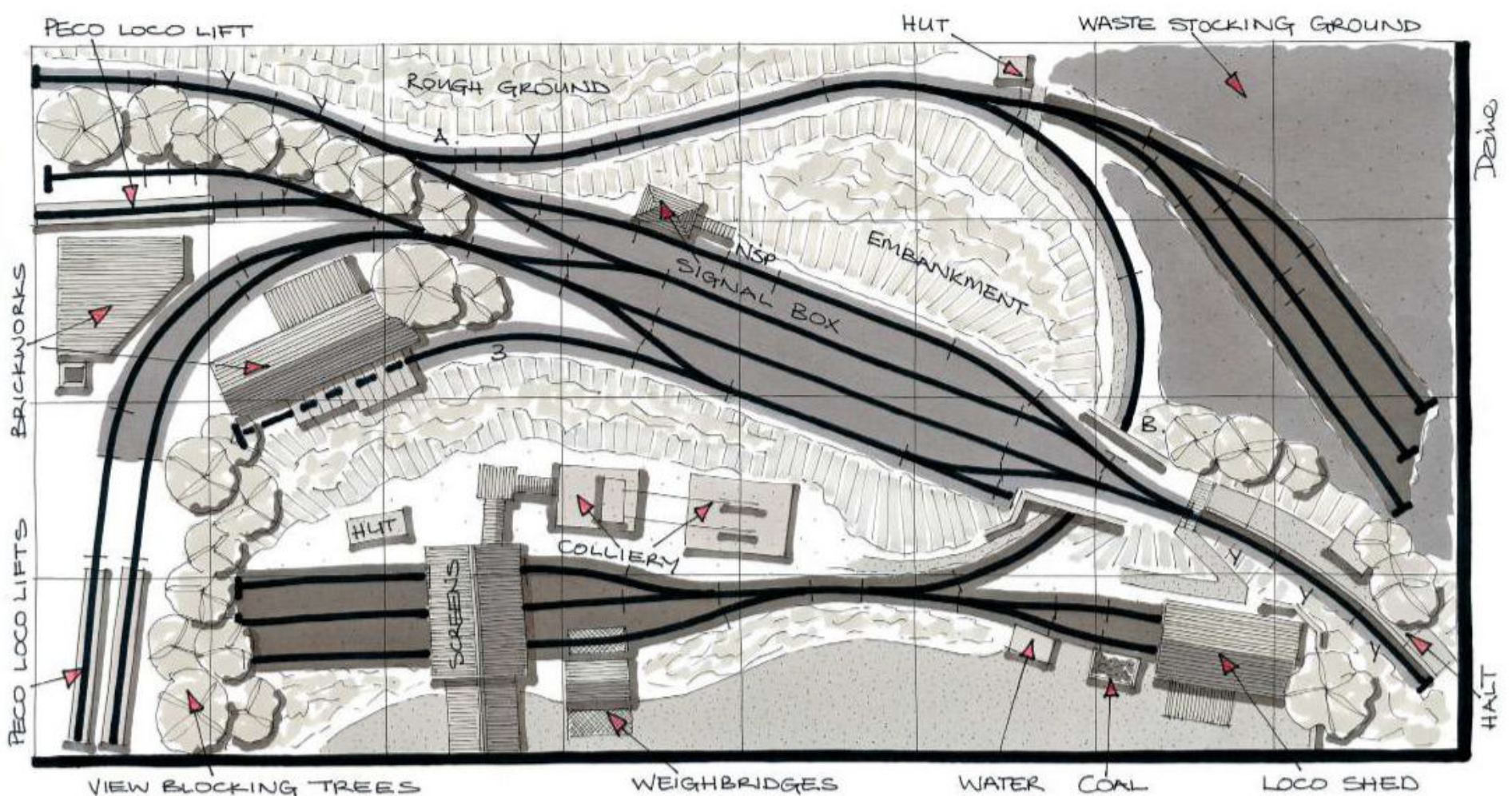


I usually make a few errors in the process which, more often than not, can easily be rectified. This example stems from the original Military Movements arrangement, after checking if the layout will work operationally. I do this by imagining a train en route along the various sections of track, in this case from non-scenic to exchange sidings. It became very clear that pointwork at the left-hand end of the latter was not arranged for best effect for access from the main line, and you can see the modification in the second of the two images.



Every layout should follow a logical process in the positioning of structures and vegetation. For example, you may want a working set of screens, able to drop coal into empty wagons. If so, this will require a chute on the front edge of the baseboard or one that leads off, on a conveyor, to the non-scenic section. Either way, you'll need a container for one wagonload of coal to be dropped into a wagon, so there's no overfilling. On prototypes, screens like these at Littleton Colliery in the 1970s could sort coal into different sizes. Many coal-related businesses were set up near a colliery, and brickworks were typical. I've added a loading shed on the main baseboard, and part of the main complex, hinted at off stage, with only upper walls, roof and chimney in sight and the lower section view-blocked with vegetation, masking entry to non-scenic sidings, left.

Below: The centrally placed, diagonal embankment spine acts as a backscene to both sides, when viewed at eye level, and has the most intensive section of trackwork, including exchange loops, a main line and foreground loop (serving the brickworks). Scenically, there are masses of surfaces and textures in terms of coal, waste products, wild and intense vegetation, including multiple, carefully positioned trees.



Gallery



Exchange sidings are a key part of my colliery design both for operation and appearance. This South Wales example is very much how I'd expect the layout to look across its central section, with all the clutter and varied surfaces and, of particular note, a very austere, wartime-style signal box.



For inspiration, there are numerous preserved collieries around the UK. This stone, brick and concrete example at Pleasley Vale, is on the outskirts of Mansfield and very similar to that at the Foxfield Railway.

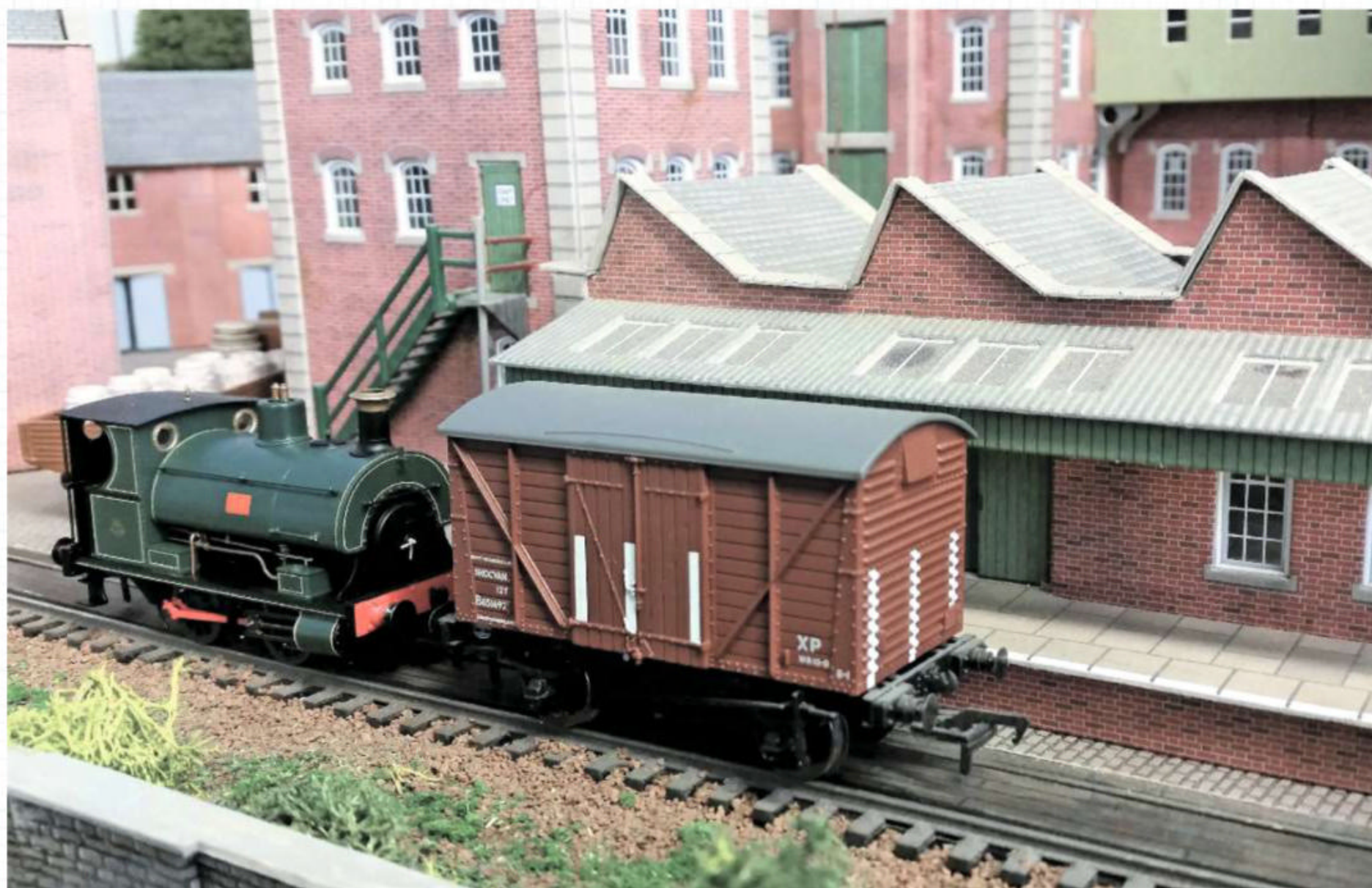
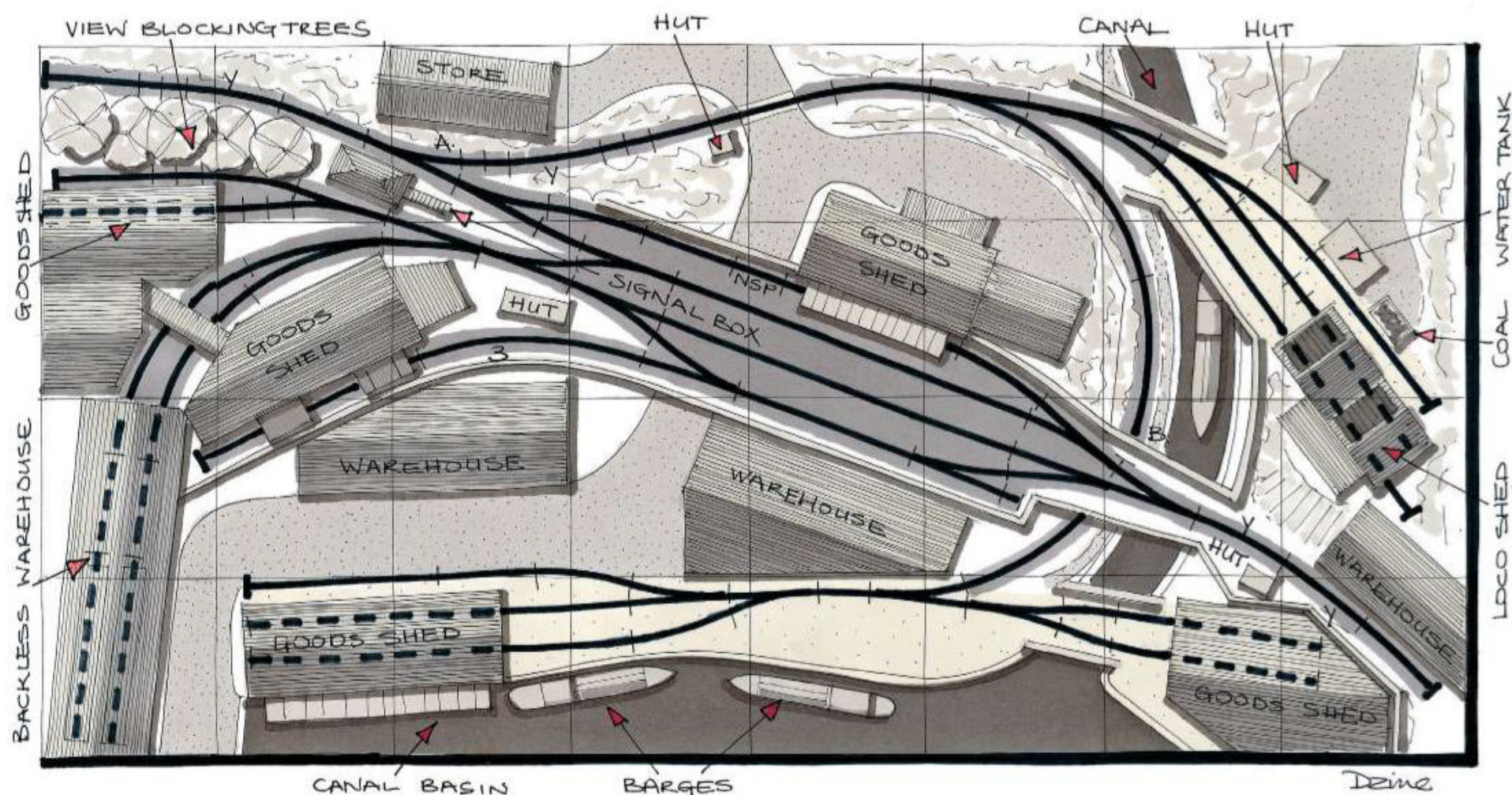
PLAN 3 BREWERY/WAREHOUSE WANDERINGS

I'm guessing that a colliery might not be everyone's cup of tea, but the great thing about any half-decent track plan is that it can be adapted to a variety of alternatives. Indeed, this layout could easily be inspired by networks that existed in and around numerous towns and cities.

I've taken some inspiration from areas of Burton-upon-Trent and added some fictional content to

produce the plan you see here. From a modelling point of view, you may wish to scratchbuild or adapt existing kits and ready-made structures. The Metcalfe range of card kits immediately springs to mind.

Whatever you choose, it's as much about how you group your structures. Many prototype locations certainly had an ad hoc nature and were seldom built in neat rows, parallel to the perimeter edge.



Gallery



'Jinty' O-6-OT No. 47643 heads towards Horninglow Bridge, Burton-upon-Trent, 1964. Note the height of the adjacent warehouse and the chimney in the distance. RICHARD INWOOD/PAUL A. LUNN COLLECTION

Everything that a good brewery layout should include is contained within this image of the Truman, Hanbury, Buxton & Co. brewery in Burton-upon-Trent, in 1963. RICHARD INWOOD/PAUL A. LUNN COLLECTION

While most warehouses are of brick or stone construction, concrete examples provide for an interesting alternative. This building belonged to the Robinson family in Chesterfield, famous for military field dressings.



Diversity

I used virtually the same plan for all three designs to illustrate how multiple scenic treatments can look different from one another. Although recommending a 4ft width for two of the plans, both can be tweaked to fit with 3ft. Yes, there's a pinch point: on the second radius partial circuit, you'll come to within ½in from the baseboard edge on both sides. Some will say that you'd need a minimum of 2in, but

it's never been a problem on my layouts. Alternatively, you can reduce some of the curves down to first radius, recognising the limitations and reduction in space. And finally, for those readers who have been considering a shunting layout of this size: I hope these plans are useful and if you would like to discuss these any further, please don't hesitate to contact me via the magazine.

Notes to all plans

- ◆ All curves are second radius, except where shown with a number (3rd for third radius etc).
- ◆ 'Y' indicates a curve that matches the 'Y' point.
- ◆ NSP indicates a non-standard length of track and will require cutting to fit.
- ◆ Each square on plan represents 1ft in 'OO' gauge.

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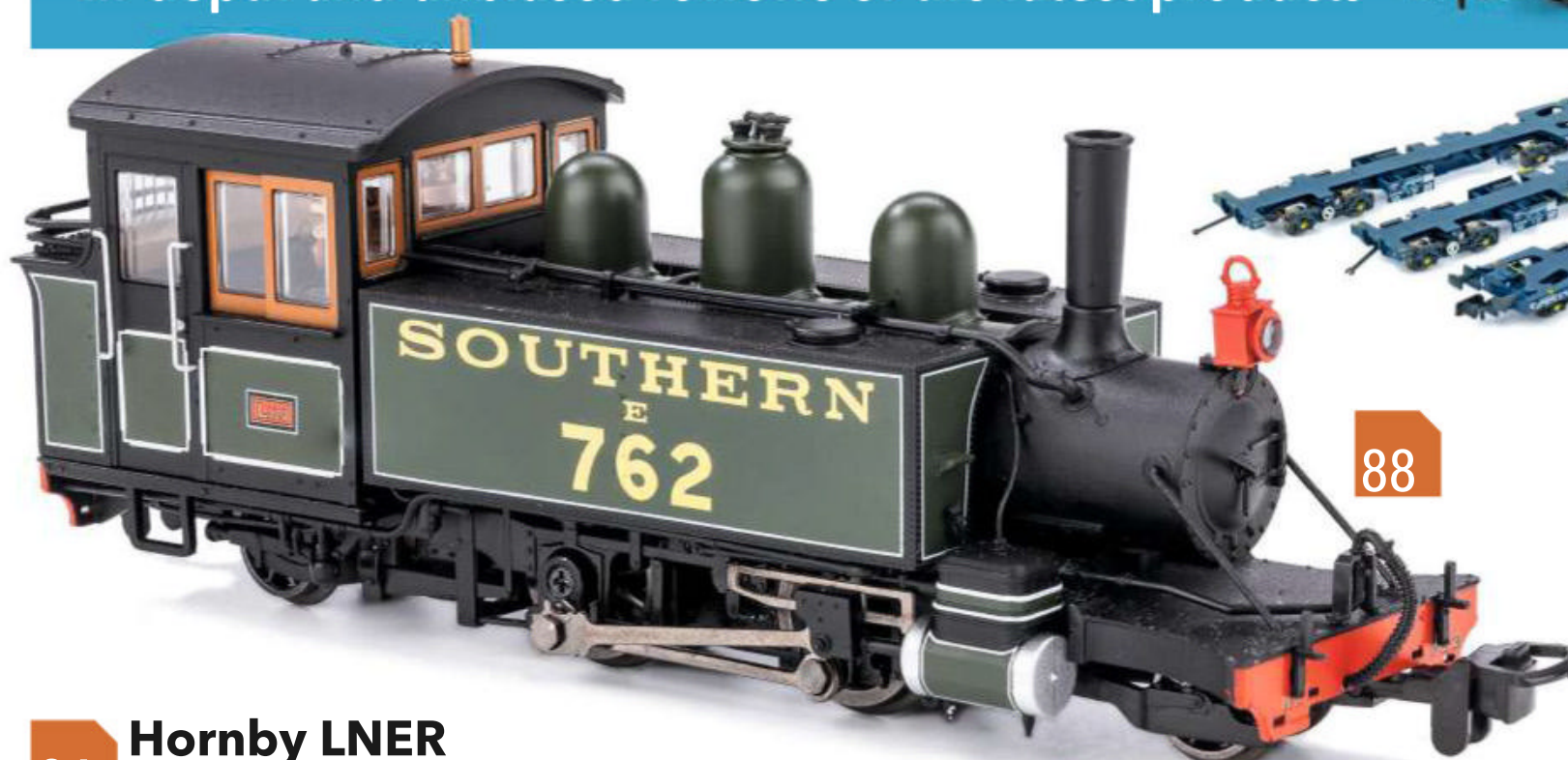
84

Reviews

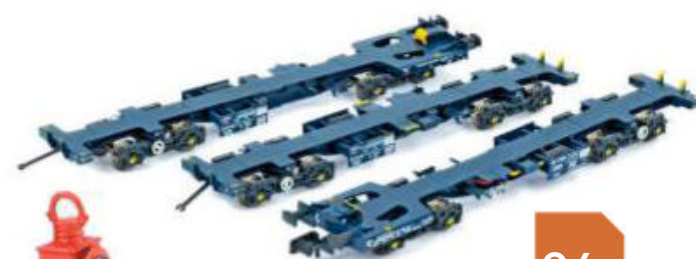
In-depth and unbiased reviews of the latest products



98



88



96

84 Hornby LNER
Thompson 'A2/3'

88 Heljan Baldwin
2-4-2T Lyn

92 N Gauge Society
Hunslet 0-6-0DH

96 Revolution Trains
Ecofret wagons

98 Kato 4w electric
locomotive



92

Our reviewers

George Dent
Model Rail's modern image expert.

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

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Hornby LNER Thompson 'A2/3'

◆ GAUGE 'OO' ◆ MODEL Hornby R3833 LNER Thompson Class A2/3 4-6-2 *Chamossaire* ◆ PRICE RRP £208.99 ◆ AVAILABILITY Hornby stockists Web www.hornby.com

Hornby's roster of LNER steam locomotives has been growing steadily over the past decade or two, and this year Edward Thompson's Class A2 'Pacifics' have been added. Under review here is the Class A2/3, 15 of which were built in 1946/47. Opinion is divided over the relative merits of this class, particularly in a visual sense. Indeed, the position of the outside cylinders does look peculiar, but the real locomotives proved their worth over the course of their careers.

Hornby has also been busy creating the 'A2/2', Thompson's earlier – and controversial – rebuild of Gresley's heralded 'P2' 2-8-2s, early production batches of which have suffered from a few quality control issues. Will these

issues also affect the 'A2/3'? Let's take a close look...

Our sample represents No. 514 *Chamossaire* in the beautiful LNER lined green livery, while other options consist of BR lined green with either early or late crests (60512 and 60523 respectively), plus another LNER green version as No. 500 *Edward Thompson*, with numerous era-specific detail variations across the board. No. 514 depicts an 'A2/3' in original condition, with an austere lipped double chimney (these were later replaced with a more attractive beaded version) and Thompson's original boiler, complete with small round dome. The hefty early style of speedometer bracket is also present on the left side of the running plate.

While I freely admit to not



being much of an LNER obsessive, especially in terms of the various 'racehorse' 4-6-2s, it's hard to fault Hornby's attempt at capturing the overall appearance and character of Thompson's



'A2/3'. The incredibly long boiler and smokebox resemble a rocket on wheels, although the smoke deflectors give it a bit of structure, in contrast to the earlier 'A2/2' with its small fins

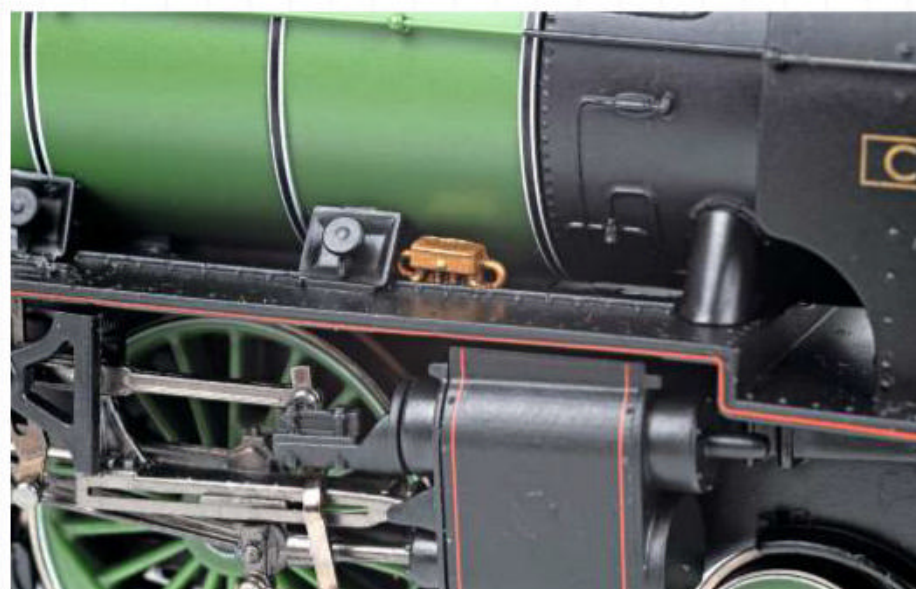


“The distinctive depressed sandbox covers have been captured and the cab interior is fully kitted out with pipes, gauges, controls and seats”

atop the smokebox. Thompson's flat-fronted cab looks a little incongruous, however, but that's the fault of the locomotive designer, not Hornby!

There is plenty of fine detail to be found on the locomotive and tender, with all handrails, lamp brackets, footsteps and rivet head detail neatly executed. The distinctive depressed sandbox covers have been captured and the cab interior is fully kitted out with pipes, gauges, controls and seats. The jointed reversing rod below the footplate is also a nice touch. The tender frames are worthy of note, with a superb rendition of all axlebox, spring and rivet detail, along with the brake gear and water scoop.

Removing the locomotive and tender bodies proved to be remarkably simple: just a few screws to loosen before both shells simply lift off. No fiddly, delicate parts to detach or break, which makes a refreshing change. Inside, the sealed can motor is visible, but the worm gear and drive train are encased in a metal block, which can be accessed via a few more screws, allowing the lubricant to be topped up as and when necessary. Everything is neatly arranged, with no flailing power cables to get trapped during reassembly.



Inside the tender, an 8pin decoder socket sits atop the metal weight, which has a 28mm diameter aperture to accommodate a speaker. The usual four wires and detachable plug links the locomotive and tender, along with an adjustable steel bar coupling. Wiper pickups bear

onto the inside faces of the driving and tender wheels, with adequate compensation for the side-play in each axle. Indeed, everything in the electrical and mechanical department lives up to the usual high standards we've



3 things we like



1

The overall lining job is excellent, but the ultra-fine lines applied to the elegant, spoked wheels is particularly impressive.



2

The cab interior features plenty of detail, a pair of bucket seats and a hinged fallplate.



3

The printed instruction panel for the tender water scoop gear is crisply printed and fully legible.

Reviews

Hornby LNER Thompson 'A2/3' - in detail



Factfile: LNER Thompson 'A2/3'

Edward Thompson succeeded to the post of CME following the death of Sir Nigel Gresley in 1941. Thompson certainly ruffled a few feathers with his early decision to rebuild Gresley's famed 'P2' 2-8-2s into 'Pacifics'. The resultant three-cylinder Class A2/2 4-6-2s have divided opinion ever since, with many footplate crews disliking their tendency to slip.

Undeterred, Thompson developed the design into what would become the all-new 'A2/3'. Built at Doncaster from 1946, the year of Thompson's retirement, a fleet of 30 locomotives was originally envisaged. However, the incoming CME, Arthur Peppercorn, quickly reduced the building programme to 15.

Despite a few initial problems - and drivers' reservations - the new 'Pacifics' proved very capable engines, handling much of the Top Link work on the ECML, albeit for only a short period. The subsequent arrival of Peppercorn's 'A1' saw Thompson's 'Pacifics' moved onto less prestigious jobs, working from New England, York, Gateshead, Heaton and Haymarket sheds.

Not the most elegant of LNER 4-6-2s, a notable feature of both the 'A2/2' and 'A2/3' was the placement of the cylinders behind the leading bogie, resulting in a rather ungainly appearance. This unconventional approach caused an increased flexing of the frames, leading to various maintenance issues and an unsettling experience for footplate crews. In terms of performance, however, the locomotives were more than capable for the work they were designed for. Moreover, their prodigious power output also suited them to freight work and, it has been said, performance was even better when fitted with a later Peppercorn boiler.

Numbered 500, 511-524 (60500, 60511-60524 under BR), the doyen of the class was named

after its designer at a small ceremony at Marylebone in 1946. Furthermore, No. 500 was also the 2000th locomotive to be built at Doncaster Works. The fleet continued in BR service into the 1960s, by which time all surviving 'A2/3s' were based in Scotland, with the final examples withdrawn in 1965. None were preserved.

1: The grimy surroundings of Gateshead shed forms the backdrop for this shot of No. 60517 *Ocean Swell*, sometime around 1959. Note the later pattern of beaded chimney. RAIL PHOTOPRINTS



System builder

Other items to complement this model...

THOMPSON TEAK STOCK

Bachmann's rendition of Thompson's 59ft 6in and 63ft steel-bodied coaching stock are superb models, especially those in the ersatz teak finish. Just the thing to complement a LNER green steam locomotive.

Price: £56.95

Availability:

Bachmann stockists

Web: www.bachmann.co.uk



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Hornby's Gresley coaching stock was a landmark model when first released in 2004 and there's now a large range of vehicle types to choose from, in teak and BR liveries.

Price: £54.99

Availability: Hornby stockists

Web: www.hornby.com



BR Mk 1 STOCK

From the 1950s onwards, the BR Mk 1 became the 'standard' for express and secondary services, so a post-nationalisation 'A2/3' would suit a rake of maroon or 'blood and custard' coaches. Hornby and Bachmann both offer a comprehensive range.

Price: from £38.49

Availability: Hornby and Bachmann stockists

Web: www.hornby.com
www.bachmann.co.uk



2: No. 60512 *Steady Aim*, rests at Polmadie shed, Glasgow in 1964. By this time, the remaining 'A2/3s' were all based north of the border and worked onto the WCML, hence the addition of a yellow cabside stripe. RAIL PHOTOPRINTS

3: The unusual positioning of the outside cylinders is evident in this view of No. 60511 *Airborne* at Haymarket shed, 1955. RAIL PHOTOPRINTS

come to expect from modern Hornby models.

A flangeless set of wheels is installed into the trailing truck and, curiously, there is no optional flanged wheelset supplied, as has been the case with previous Hornby 'Pacifics'. The only extras supplied in the box is a set of brake rigging for the locomotive, plus a pair of cylinder drain pipes and front footsteps. Another interesting omission is the lack of any provision for fitting a tension lock (or any other) coupling to the front end.

While there are no cab and running plate fitting issues, as per

the early 'A2/2' releases, close inspection of this model did reveal a few issues. Firstly, the tender buffers have been installed at a distinctly droopy angle, while the footplate at the smokebox end tilts upwards ever so slightly. Furthermore, there is a significant blemish in the paintwork on one side of the firebox and an unsightly glue stain on the cab roof.

Unusually, the boiler is moulded in two halves which are glued together lengthways, resulting in a pronounced, inconsistent seam along the top edge. Given that we invariably gaze down on our models, this

feels like a retrograde design step; once you're aware of this flaw, it's hard to ignore it. Apart from these issues, the quality of the paintwork is excellent, particularly the lining, which is first rate throughout, even down to the chassis frames and wheels.

On the rails, the model performed faultlessly, coping with a dozen bogie coaches with ease. Running was smooth and consistent straight from the box. There's plenty of movement in the front bogie to help negotiate curves and intricate junctions, with the die-cast metal chassis designed in such a way as to maintain a healthy degree of

mass over the leading axles, thus reducing the risk of derailments.

Overlooking the assembly flaws, this is another impressive 'Pacific' to add to Hornby's stable of East Coast thoroughbreds. Whatever the aesthetic and technical merits of Thompson's 4-6-2, this 4mm scale version is certainly a potential winner. **(GD)**

● With thanks to Hattons for the loan of this model.

HORNBY LNER THOMPSON CLASS A2/3

OVERVIEW

Manufacturer: Hornby	Chassis: Metal with plastic parts
Ref. No. R3833	Weight: 452g
Unit No. 514 Chamossaire	Min. curve radius: 438mm
Scale/gauge: 1:76 scale, 'OO' gauge	(second radius)
Body: Plastic with metal parts	Wheel back-to-back: 14.3mm

ELECTRICS

Electrical system: 12V DC two-rail	Lights: No
Motor type: Five pole	DCC ready: Yes, 8pin socket

MECHANISM

Drive system: Motor drives centre coupled axle via nylon gears	Flywheel(s): No
	Traction tyres: No

DIMENSIONS	PROTOTYPE	1:76 SCALE	MODEL
Length	72ft 10¾in	292.4mm	296mm
Height	13ft 1in	52.5mm	52mm
Width	9ft 0in	36.1mm	36.2mm
Wheel diameter (driving)	6ft 2in	24.7mm	24.5mm
Wheelbase (coupled)	6ft 6in + 6ft 6in	26.1mm	26.5mm
Wheel diameter (tender)	4ft 2in	16.7mm	16.6mm

SERVICING

How to dismantle: Loco and tender bodies unscrew from chassis.
Where to oil: Axles and crankpins.

SUMMARY



PROS

- Overall looks.
- Smooth performance.
- Exquisite lining.

CONS

- Pronounced seam along top of boiler.
- A few quality control issues.



FINAL VERDICT

Impressive.



Heljan Lyn

◆ GAUGE '009' ◆ MODEL Heljan Baldwin 2-4-2T E762 Lyn SR green (1929-32) ◆ PRICE £239.95 ◆ AVAILABILITY Heljan stockists Web www.heljan.co.uk

It was a bold move for Heljan to enter the '009' market with the Lynton & Barnstaple Railway Manning Wardle 2-6-2Ts. While there was never much doubt that any model of an L&B subject would be popular, the 2-6-2Ts pose real headaches for any model designer. The long wheelbase and outside frames are far from ideal for a modelling scale/gauge combination which grew out of industrial narrow gauge modelling and features very tight curves as one of its attributes.

It is perhaps not surprising, therefore, that the Heljan 2-6-2T had some issues and really requires a layout built with curves to suit it. However, there was an L&BR locomotive which did have a much shorter, more flexible wheelbase and is much more suited to the traditional type of '009' layout. The Baldwin 2-4-2T *Lyn* was as readily associated with the L&B as any of the Manning Wardles and it is now revived in full size by a replica which operates at Woody Bay, so what better choice for Heljan's second foray into '009'?

Having bought two of the Manning Wardle models I was delighted to be asked to review the model of *Lyn*. The first thing to notice is that the Baldwin was a large 2-4-2T. It looks bulkier than the 2-6-2Ts, and when placed alongside one it is actually much the same in overall dimensions, but the larger side tanks, cab and three domes of the Baldwin certainly make the Manning Wardle appear more delicate.



Like the Manning Wardle, Heljan's *Lyn* is exquisite.

The character of 'the Yankee' has been perfectly captured, from the outside-framed pony trucks to the 'glasshouse' wooden cab, which has so much glazing that a very detailed cab interior has had to be provided. A fully detailed backhead is featured and can be readily seen through the large side and rear windows. The very fine external detail is, however, quite vulnerable and once again we have packaging which, while

designed to prevent damage, can actually cause it. In this instance the cab roof whistle has a noticeable lean to one side and both corners of the bunker coal rails had been bent downwards by the packaging, causing one side to break. I haven't risked trying to rectify it either, for fear of causing more damage.

However, I found myself studying the detail of the real locomotive, which I had not previously done with regard to *Lyn*. Heljan is issuing five versions of *Lyn*, reflecting the locomotive's entire career, starting with the American boiler, smokebox cleaning arrangement and original safety valves and going through to the final variant of No. 762 with steam heating pipes front and rear. A sixth version is being issued in unlined black reflecting the Baldwin export design with the original American boiler, chimney and fittings. The diagram shows it with the front lamp which was, I believe, an L&BR fitment despite its American appearance.

The versions which Heljan has illustrated are as follows. All are currently available.

- Original L&B condition. American boiler, ash removal opening on smokebox, copper-capped chimney. Black, lined yellow, painted name.
- L&B livery, Avonside boiler, original chimney, nameplate on cabside.
- L&B livery/early SR condition, stovepipe chimney. SR numberplate on cabside, nameplate on tanks.
- SR olive green livery as E762.
- SR olive green livery as E762 with post-1932 steam heating.
- Baldwin export with US features in plain undecorated black.

I searched in vain for detail that Heljan might have missed but not only is everything present and correct, it is also exquisitely finished. The Southern green looks spot on and the lining out, with black-edged panels lined in white, is the finest I can recall seeing. Nor are there any lining mistakes, as there were on the first batch of Manning Wardles. In the instruction sheet, Heljan has also provided reference numbers for all the paint colours used on the model – a first as far as I'm aware.

The body of the model is





“The Southern green looks spot on and the lining out, with black-edged panels lined in white, is the finest I can recall seeing”

assembled from plastic mouldings and there are some remarkably fine separate fittings. I'm puzzled by two lamp irons on the front bufferbeam as I can't spot these on any photographs but they are separate fittings, so if they bother you they can easily be removed. The bag of customer-fit details includes cowcatchers and vacuum and steam-heat hoses as appropriate but, unlike the Manning Wardles, the standard hook-and-loop couplers are pre-fitted and the cowcatchers are not, as the two items will conflict. On the Manning Wardles, the cowcatchers were pre-fitted and the couplers left separate. The Baldwin is much more logical in that respect.

SCREWS AND CREWS

It would be nice to fit a crew into that spacious cab but the one downside of this model, perhaps, is the amount of dismantling necessary in order to access the DCC socket and the cab interior. According to my count of the instructions there are nine small screws to be removed, as well as smokebox stays and pipework.

I decided to leave well alone.

The outside valve gear is somewhat simpler than the Joy gear on the Manning Wardles and on *Lyn* the coupling and connecting rods are blackened. The Baldwin rods were more substantial than those on the Manning Wardles so it makes sense that

Heljan has blackened them, but there is something particularly attractive about the gleaming polished rods on the 2-6-2Ts.

Those who like a precise match between the colours on their locomotives may be a little disappointed that the word SOUTHERN and number on *Lyn* are a paler shade than the yellow used on the Manning Wardles. I recall reading, many years ago, that the 2-6-2Ts were hand-painted at Pilton Works because the tank sides were too small to accommodate standard SR transfers. There was no such problem with the Baldwin's much larger tanks, and this locomotive was the only one of the five to go to the SR works at Eastleigh where it received the full works treatment.

I thought the standard of decoration on the 2-6-2Ts (errors apart) was very good but the Baldwin is even better, from its tiny red and brass nameplate to the wealth of fine white lining on the tanks and the 'metalled' finish of the cylinder ends, *Lyn* is an object lesson in how a state-of-the-art 21st-century model should be finished. For lesser railways one might get away with a more 'average' finish, but the L&B was special and the passage of time has made it more so. Distance, so it is said, lends enchantment to the view and we probably imagine the L&B more pristine and perfect than it really was. Full marks to Heljan for interpreting that image into 'OO'.

CONCLUSION

Heljan's *Lyn* is not cheap but in terms of quality, in both appearance and performance, it more than justifies its price ➤

Performance

I don't have a 'OO9' layout and my 'N' gauge is DCC-operated, so I had nowhere to test *Lyn*. As I also had an L&B station kit to build, I decided to assemble a small 'OO9' test circuit with 12in radius curves. I planned to use a surplus 50-year old H&M controller, but old rheostat-based controllers are not compatible with modern, coreless motors. Though *Lyn* did run, it set off at a cracking pace and was not controllable at low speed on a controller that probably puts out a fairly high minimum voltage. This was needed to suit the larger old-style motors that needed higher power to get them started.

Put simply, if you're buying the latest locomotive models, you are upgrading, and you need to upgrade your controller to match. For the time being I've borrowed the Gaugemaster Model D from my 'OO' layout and *Lyn* runs extremely well, despite the fact that this controller is getting on for 20 years old. It's the

50-year-old ones that will need replacing!

The first thing to note about the performance is that the very nicely moulded lamp on the smokebox front actually works. True, you can't move it to the back when running bunker-first but it only illuminates when the locomotive is running forwards. US steam locomotives always featured a large forward-facing lamp and there's something rather pleasing about seeing it, correctly, on a locomotive used in Britain. Ironically, it does not seem to be lit in any of the photographs of the real *Lyn* that I have! Using the Gaugemaster controller, *Lyn* was smooth down to low speeds. The silence impresses, too.

On test, *Lyn* proved to be capable of handling a train of three coaches plus a bogie wagon on 12in radius curves. However, the comfortable load for *Lyn* on that radius was three coaches, while the Manning Wardle was quite at home with my entire stock of five coaches.

3 things we like



1

Instantly recognisable.



2

Superb quality finish.



3

Almost silent mechanism.

Factfile: *Lyn*

When the Lynton & Barnstaple Railway opened in 1898 it was quickly realised that the stable of three Manning Wardle 2-6-2Ts left no room for contingencies at busy times and a fourth locomotive was needed. However, the order books of Manning Wardle and other British manufacturers were full and the L&BR went to Baldwin of Philadelphia, USA, from whom it obtained a 2-4-2T of similar design to others which Baldwin had built for export. The locomotive was supplied in kit form and assembled at the L&B's Pilton Works in Barnstaple.

Initially, the locomotive ran as supplied, in plain black, lined yellow, with the name *Lyn* painted on the cab sides, the builder's plate having been moved to the bunker rear. All the L&BR locomotives were named after West Country rivers with three-letter names. A pair of nameplates were made up with letters soldered from brass strip and these were fitted to the cab sides. The locomotive was then painted in the railway's standard dark 'holly' green with red lining.

As supplied, the locomotive had a number of American features, among which was a system for removing ash from the smokebox by stirring the ash up through an opening in the smokebox side. This was unpopular with crews and resulted in the locomotive being known somewhat disparagingly as 'the Yankee'. In 1907 the lightly constructed American boiler was condemned after being penetrated by the boiler inspector's hammer and was replaced by a new boiler built by Avonside and without the ash removing equipment.

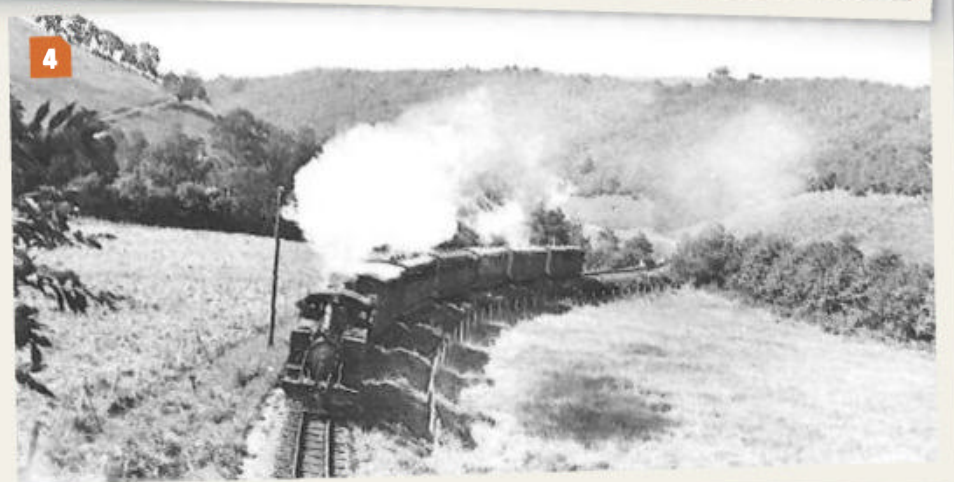
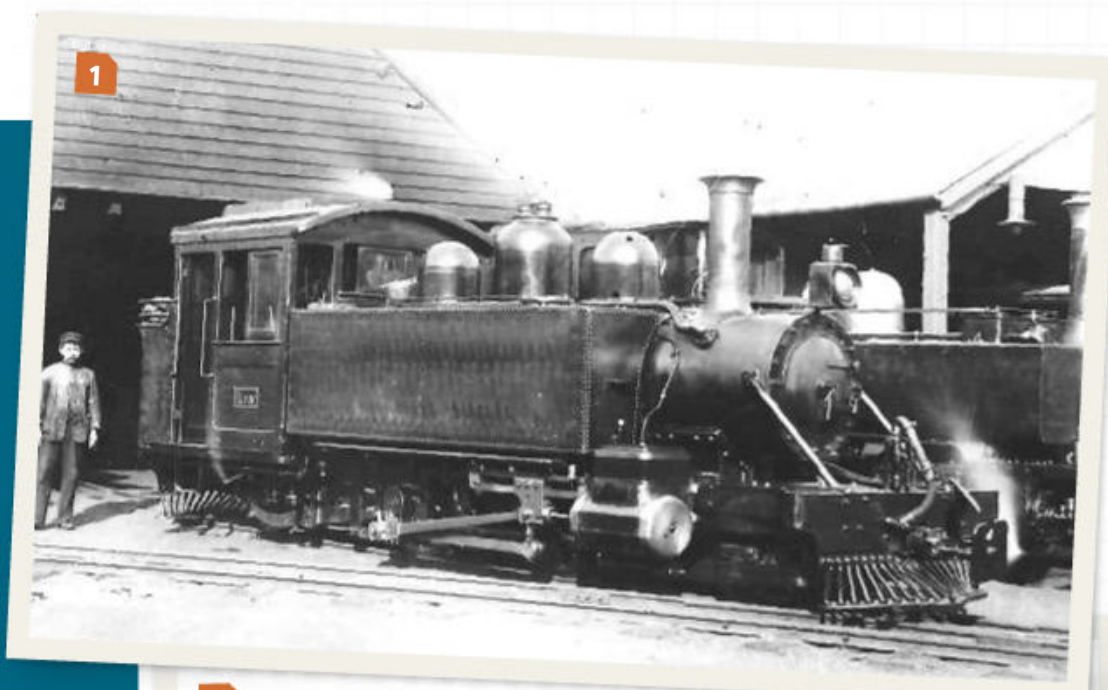
At the same time, coal rails were fitted to the bunker, Ramsbottom safety valves replaced the Cole pattern and the US-pattern hooter was replaced with a whistle on the cab roof. The chimney was later replaced with a Urie-style stovepipe. *Lyn* ran in this form until the railway passed into Southern Railway ownership at Grouping in 1923. The SR fitted brass cabside number plates and moved the nameplates to the tank sides. In going to Eastleigh on this occasion, *Lyn* was the only locomotive to leave the L&B for works attention.

In 1929 *Lyn* received standard SR olive green livery with the Southern lettering and E762 on the tank sides, the nameplates returning to the cab sides. A last modification, in 1932, was the fitting of steam heating in a bid to make the railway more attractive during the off season.

Always considered more trouble and much less powerful than the 2-6-2Ts, *Lyn* was much used for double-heading and on the lighter trains running outside of the summer season.

A.B. MacLeod, who was locomotive running superintendent at Eastleigh during the final years of the Lynton & Barnstaple, told me that he regretted not having the opportunity to fire *Lyn*. He felt it might have been an easier job than firing the 2-6-2Ts, on which the firehole was small and too close to the floor for a tall fireman.

After the closure in September 1935, *Lyn* was sold for £50 at the auction, to Cashmores, and was broken up on site at Pilton. Her wooden cab was sold to one of the drivers as a garden shed. In 2017, a group working on behalf of the Lynton & Barnstaple Railway Association completed a replica of *Lyn*, built by Alan Keef, which now operates out of the railway's preservation base at Woody Bay station.



1: Baldwin 2-4-2T *Lyn* in L&B 'holly' green outside Pilton shed with the 1907 Avonside boiler and original chimney. The dark green tank sides have been 'worked' with polish in a fish-tail pattern. To date, no model manufacturer has attempted to replicate that. CJL COLLECTION

2: *Lyn* double-heads 2-6-2T *Taw* on a heavy summer season Down train waiting to depart Barnstaple Town for Lynton on August 5 1933. F.E. BOX/CJL COLLECTION

3: In the livery of our sample model, *Lyn* in full cry between Chelfham and Bratton Fleming with a Down train formed of two coaches and a bogie van. CJL COLLECTION

4: *Lyn* pilots one of the Manning Wardles on a van and five coaches, climbing from Snapper halt towards Chelfham on August 20 1935. A.B. MACLEOD/CJL COLLECTION

tag. You would pay a similar amount for a very modest piece of jewellery without a fraction as much work in its production. It has prompted me to get my Manning Wardles and Peco rolling stock out of their boxes and to contemplate a new 'OO9' layout. (CJL)

System builder

Other items to complement this model...

PECO L&B COACHES

Various vehicle types are offered, in L&B and SR liveries. Price: £47.70 Availability: Peco stockists



PECO L&B WAGONS

Using a common twin-axle chassis, these opens and vans are ideal. Price: £18.50 each Availability: Peco stockists



BRATTON FLEMING STATION BUILDING KIT

Look out for more about this great kit in *Model Rail* soon!



SUMMARY

PROS

- Silky smooth running.
- Virtually silent mechanism.
- Accurate shape.
- Very fine details.
- Top-notch finish.

CONS

- Not easy to get inside if you need to.

FINAL VERDICT

Fab! Now I need to build an L&B layout.



94mm



35mm



29mm



HELJAN BALDWIN 2-4-2T E762 LYN SR GREEN (1929-32)

OVERVIEW

Manufacturer: Heljan
Ref. No. 9984
Unit No. E762
Scale/gauge: 4mm:1ft 'OO9'

Body: Plastic
Chassis: Metal/plastic
Weight: 88g (3.1oz)
Min. curve radius: 12in (305mm)

ELECTRICS

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

DCC ready: Six-pin
CURRENT CONSUMPTION
Max. speed: N/A Stalled: N/A

MECHANISM

Drive system: Worm and gears to both coupled axles

Flywheel(s): 1
Traction tyres: No

DIMENSIONS

Length over bufferbeams
Height
Width
Wheel diameter (driving)
Coupled wheelbase
Wheel back-to-back

PROTOTYPE

23ft 4in
8ft 10in
7ft 2in
2ft 9in
5ft

1:76 SCALE

94mm
35mm
28.7mm
11mm
20mm

MODEL

94mm
35mm
29mm
11mm
20mm
7.5mm

SERVICING

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



N Gauge Society Hunslet 0-6-0DH

◆ GAUGE 'N' ◆ MODEL N Gauge Society Hunslet 0-6-0DH industrial shunter ◆ PRICE £82.00 ◆ AVAILABILITY N Gauge Society Web www.ngauesociety.org

Over the years, the N Gauge Society (NGS) has produced various rolling stock kits, which have been made available exclusively to its members. To mark the society's half-century, a RTR locomotive is being offered for the first time in the form of a handsome Hunslet 0-6-0 industrial diesel shunter.

Produced initially for the National Coal Board, this versatile locomotive design eventually went into use across a range of industries, with many still at work today, commercially and in preservation. This tidy little model offers modellers what is surely the first totally authentic UK-outline RTR industrial diesel shunter in 2mm scale and will provide an attractive focal point for an industrial complex or siding.

A wide range of livery options

has been catered for, including various NCB schemes, Esso red, BP white or green, CEEB orange, Port of Workington blue/yellow, Lafarge green/white, Caledonian Paper blue and the vibrant house colours of Harry Needle Railroad Company. There are two different chassis versions on offer, portraying either a 50T or 55T locomotive, with other detail variations observed, including handrail patterns, footplate equipment and exhaust styles.

Received for review is a pair of the 55T versions, in British Steel yellow and NCB Midland area maroon. In terms of specification, the models are impressive. All come with a factory-fitted DCC decoder, which is a boon for locomotives of this size and removes the need to undertake fiddly installation work. The decoders have been designed to

provide optimum performance in either analogue or digital mode, while the short wheelbase allows the models to cope with first radius curvature. Indeed, these are ideal for operation in cramped

industrial or dockland settings.

A coreless motor is coupled with a 'stay alive' capacitor to promote smooth running over points and baseboard joints on analogue or digital control.

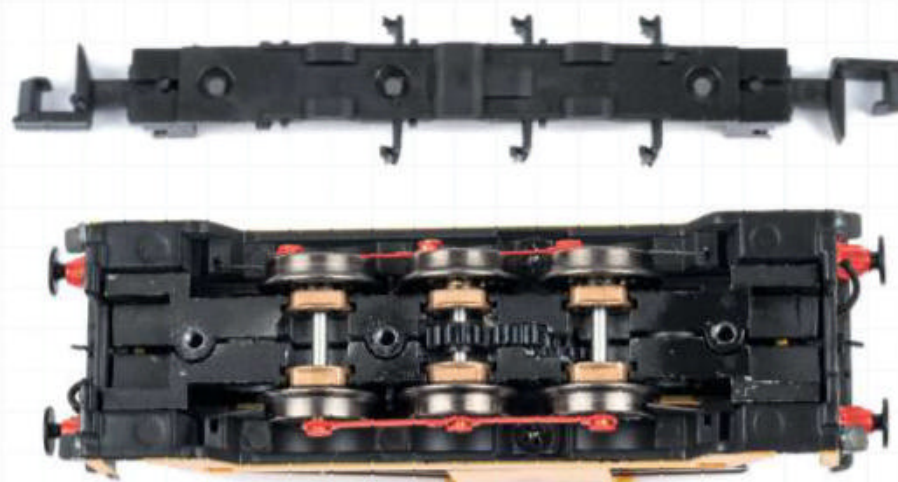




“The cab glazing is superb, with an impressive level of clarity and finesse”

Directional lighting is also installed, along with flashing amber roof beacons on some versions (including the yellow British Steel version seen here). Due to the delicate nature of the motor and circuitry, the instructions recommend the use of ‘modern’ DC controllers, preferably featuring a smoothed output and without feedback. High frequency track cleaners should also be avoided.

As I lack a DCC ‘N’ gauge setup, these models were tested on DC only and they performed brilliantly, especially after the prescribed running-in period. The model only begins to move once a certain amount of power has been applied, as the sophisticated circuitry demands at least 4V before the motor is actuated. Furthermore, the model is geared to prioritise slower speeds, which suits the prototype’s maximum of 15mph. Even with the controller flat out, the model trundles along at a modest speed. Movement proved to be smooth and sure-footed, with ample pulling and pushing power for a shunting locomotive of this size.



The lighting is impressive, with the tiny lenses in the bonnet nose ends illuminated according to direction of traffic (no tail lights are employed) and the flashing amber rooftop beacon looks great. The flashing is very subtle and the LED lens is tiny, but it adds an extra degree of ‘play’ factor to the British Steel yellow sample.

Removal of the lower chassis cover reveals the nylon gears and inside axle bearings. The model employs a split chassis, optimising power collection direct through the wheels and axles, so there are no unsightly copper wiper pickups. The coupling rods are refined, as ➤



3 things we like



1

Flashing rooftop beacon on British Steel yellow version.



2

Etched handrails add finesse and are resilient to handling.



3

Superb glazing and finely rendered wipers.

Reviews

N Gauge Society Hunslet 0-6-0DH - in detail



System builder

Other items to complement this model...

MINERAL WAGONS

BR 16T MINERALS The humble 16T steel-bodied wagon remained a key asset for BR's coal traffic into the 1970s, serving collieries, steelworks and myriad other industrial premises. Farish's 'N' gauge model is available in un-braked and vacuum-fitted form.

Price: £17.95

Availability:

Bachmann stockists

Web: www.bachmann.co.uk



MGR HOPPERS

HAA/HFA The shift to merry-go-round operations for coal traffic in the late 1960s/early 1970s meant the decline of older wagon fleets. Both Farish and Peco offer suitable HAA-type hoppers, although the former model is more impressive.

Price: £15.95

Availability:

Bachmann stockists

Web: www.bachmann.co.uk



STEEL CARRIERS

The BR BDA/YAA bogie bolster flat wagon has been a staple of steel traffic since the 1960s and examples would be a perfect match for the British Steel versions of the NGS Hunslet 0-6-0DH.

Price: from £31.95

Availability:

Bachmann stockists

Web: www.bachmann.co.uk



1



Factfile: Hunslet 0-6-0DH

Hunslet designed and built a number of 0-6-0 diesel hydraulic locomotives for the National Coal Board in the 1960s. Proving to be reliable and capable, further orders followed from a range of industrial customers, in the UK and abroad. As well as those employed at collieries and coal concentration sites, examples could also be found at steelworks, oil refineries, paper mills, power stations, ports, plus a range of other industrial installations.

Equipped with various engine types, the final example was built at Hunslet's Leeds works in 1988, destined for the Caledonian Paper Mill in Irvine. Around 20 are still at work for industrial users, while around a dozen are in private hands or officially preserved.

2



1: A veteran of the NCB's Fristol Colliery, Hunslet No. 7276 was built in 1972 with a 388hp Cummins diesel power unit.

2: Hunslet No. 6614 (NCB No. 503) was formerly employed in the Coal Board's Northumberland and Durham division, but is seen while in store at Long Marston in 2010. BOTH: HUGH LLEWELYN

are the spoked wheels and balance weights.

LOOKS

The miniature Hunslets recreate the look of the real thing perfectly, with the deceptively stylish cab and bonnet profiles captured accurately. The bonnet doors feature strap hinge and bolt relief, and the handrails are rendered in etched metal, giving them a refined air. The cab glazing is superb, with an impressive level of clarity and finesse, although there is no interior detail within. The inclusion of twin-arm wipers at one end and single-arm wipers at the other shows impressive attention to detail. Each livery has been applied virtually flawlessly and the Hunslet branding and other logos are crisply rendered.

Two different types of buffers are employed on these samples, with the NCB maroon version featuring plain shanks and large round heads, whereas the yellow Hunslet sports a set of ribbed buffer shanks and oval heads. Standard Rapido style couplers sit in NEM sockets and a small bag of detail parts is provided, consisting of dummy screw link couplings, brake hoses and a pair of blanking plates (to be used if removing the Rapido couplers), complete with 'wasp' stripe elements to match the rest of the valances. A set of wire sanding pipes is installed and both they and the brake shoes align perfectly with the wheels.

As a celebration of 50 years of the N Gauge Society, these lovely models are a shining example of how far 2mm scale RTR products have come. Featuring state-of-the-art electrics and excellent build quality, they offer incredible value. If you're not already a part of the NGS, then now's the perfect time to join, as the Hunslets are only available to members. (GD)

SUMMARY

PROS

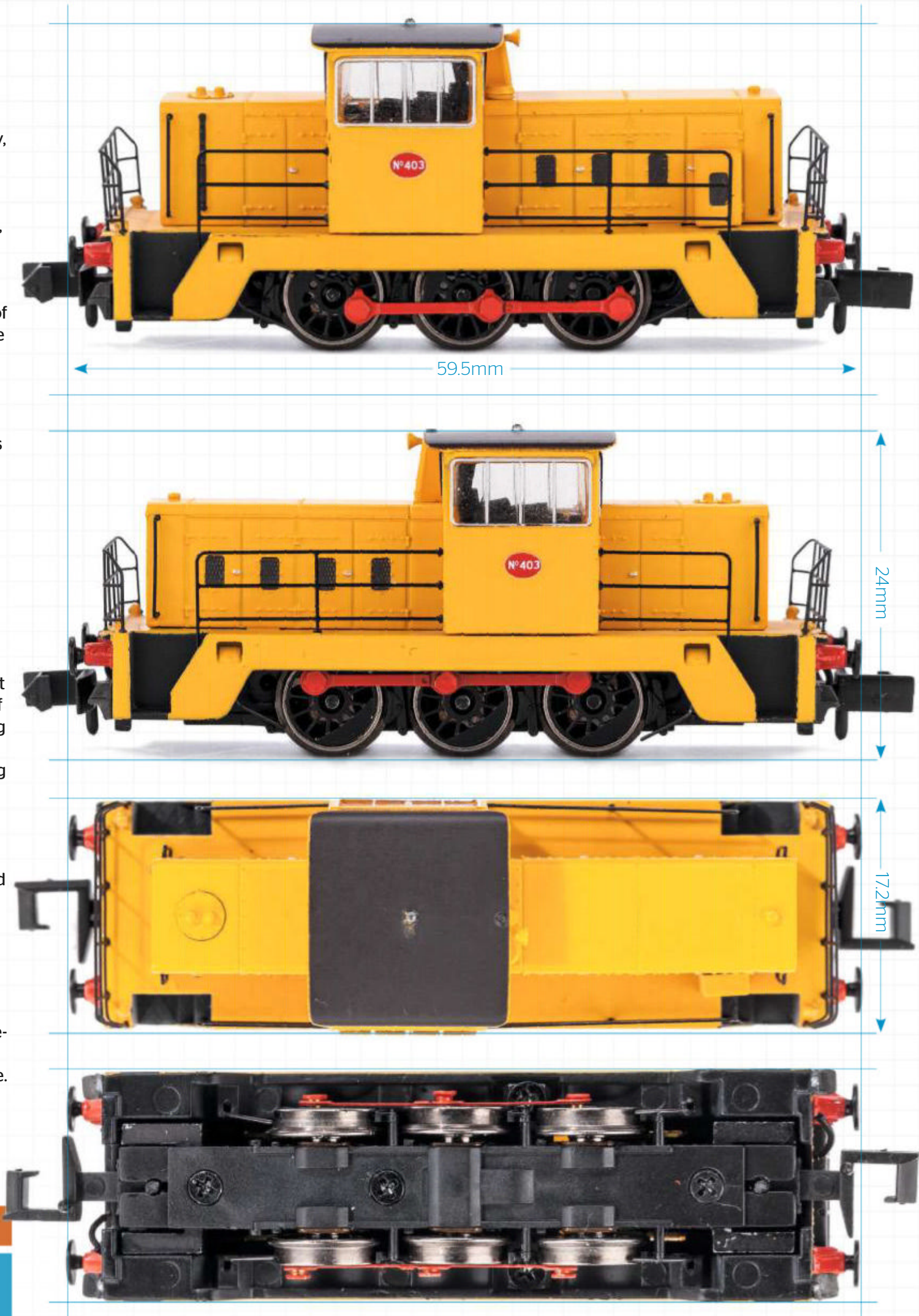
- Overall looks.
- Smooth performance.
- Excellent finish.
- Useful post-1960s prototype.

CONS

- Lack of cab interior detail.

FINAL VERDICT

Superb.



N GAUGE SOCIETY HUNSLET 0-6-0DH

OVERVIEW

Manufacturer: Revolution Trains	Chassis: Metal with plastic parts
Ref. No. NGSR0592, NGSR0598	Weight: 30g
Unit No. N/A	Min. curve radius: First radius (228mm)
Scale/gauge: 'N'	Wheel back-to-back: 7.35mm
Body: Plastic with metal parts	

ELECTRICS

Electrical system: 12V DC two-rail	Lights: Directional and flashing beacon
Motor type: Coreless	DCC ready: Yes, decoder pre-installed

MECHANISM

Drive system: Motor drives centre axle via nylon gears	Flywheel(s): No
	Traction tyres: No

DIMENSIONS

	PROTOTYPE	1:76 SCALE	MODEL
Length	N/A	N/A	59.5mm
Height	N/A	N/A	24mm
Width	N/A	N/A	17.2mm
Wheel diameter	N/A	N/A	7.5mm
Wheel base	N/A	N/A	9.5mm + 9.5mm

SERVICING

How to dismantle: Screws under chassis provide access to gears.
Where to oil: Axles, crankpins and gears.

Revolution Trains FWA 'Ecofret' Intermodal Wagons

◆ **GAUGE** 'N' ◆ **MODEL** Revolution Trains FWA 'Ecofret' twin and triple sets ◆ **PRICE** £95.00 (twin set), £127.50 (triple set)

◆ **AVAILABILITY** Revolution Trains and stockists **Web** www.revolutiontrains.com

Developed by wagon leasing firm VTG in 2012, the FWA intermodal wagon addressed a lack of vehicles to accept single 40ft 'boxes', which have become the most numerous size of shipping container in recent years. Existing wagons with 60ft decks are often part-loaded, which increases drag and reduces efficiency. Produced in twin and triple-wagon sets, over 300 FWA vehicles are now in operation with GBRf, Freightliner and DB,

operating from ports and container terminals nationwide.

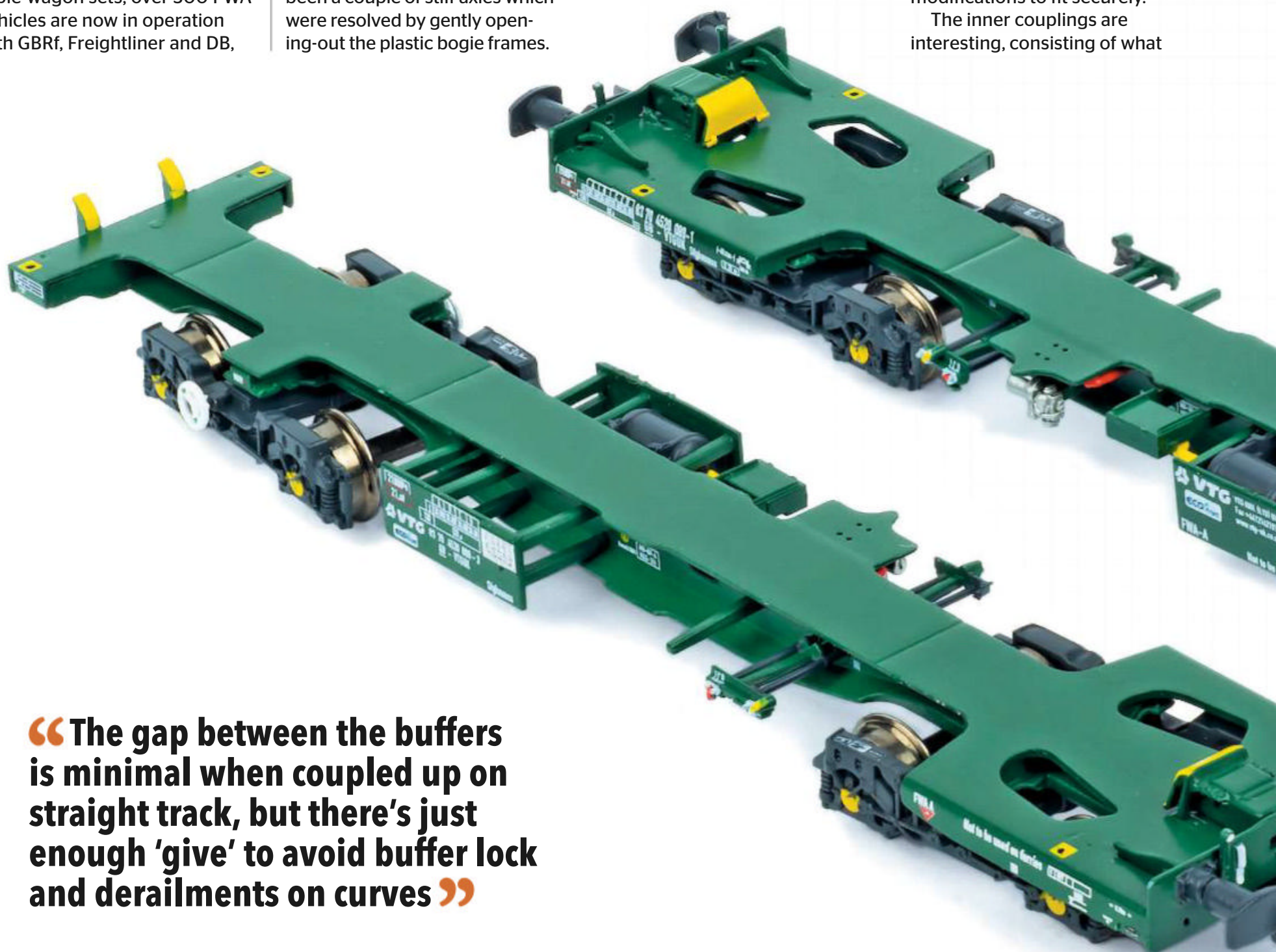
Revolution's 'N' gauge renditions are impressive, capturing the essence of these spine-type wagons well. The chassis mainframe is formed mostly from die-cast metal which provides a suitable degree of mass. At around 6g per wagon (unloaded), they have proved to be reliable runners under test conditions. The only issue has been a couple of stiff axles which were resolved by gently opening-out the plastic bogie frames.

The outer ends are equipped with pivoting close-coupling NEM sockets and the supplied instructions state that the wagons can cope with first radius curves. This was put to the test and found to be true. The gap between the buffers is minimal when coupled up on straight track, but there's just enough 'give' to avoid buffer lock and derailments on curves.

Locating holes are provided

for 40ft and 20ft containers offered by Revolution Trains and C-Rail Intermodal (the centre car of the triple set is designed to accommodate 2x 20ft or 1x 40ft containers). Additionally, cosmetic spigots are supplied as separate fittings to improve the wagons' appearance when running empty. Containers from other manufacturers can also be carried, although they'll require some minor modifications to fit securely.

The inner couplings are interesting, consisting of what



“The gap between the buffers is minimal when coupled up on straight track, but there's just enough 'give' to avoid buffer lock and derailments on curves”

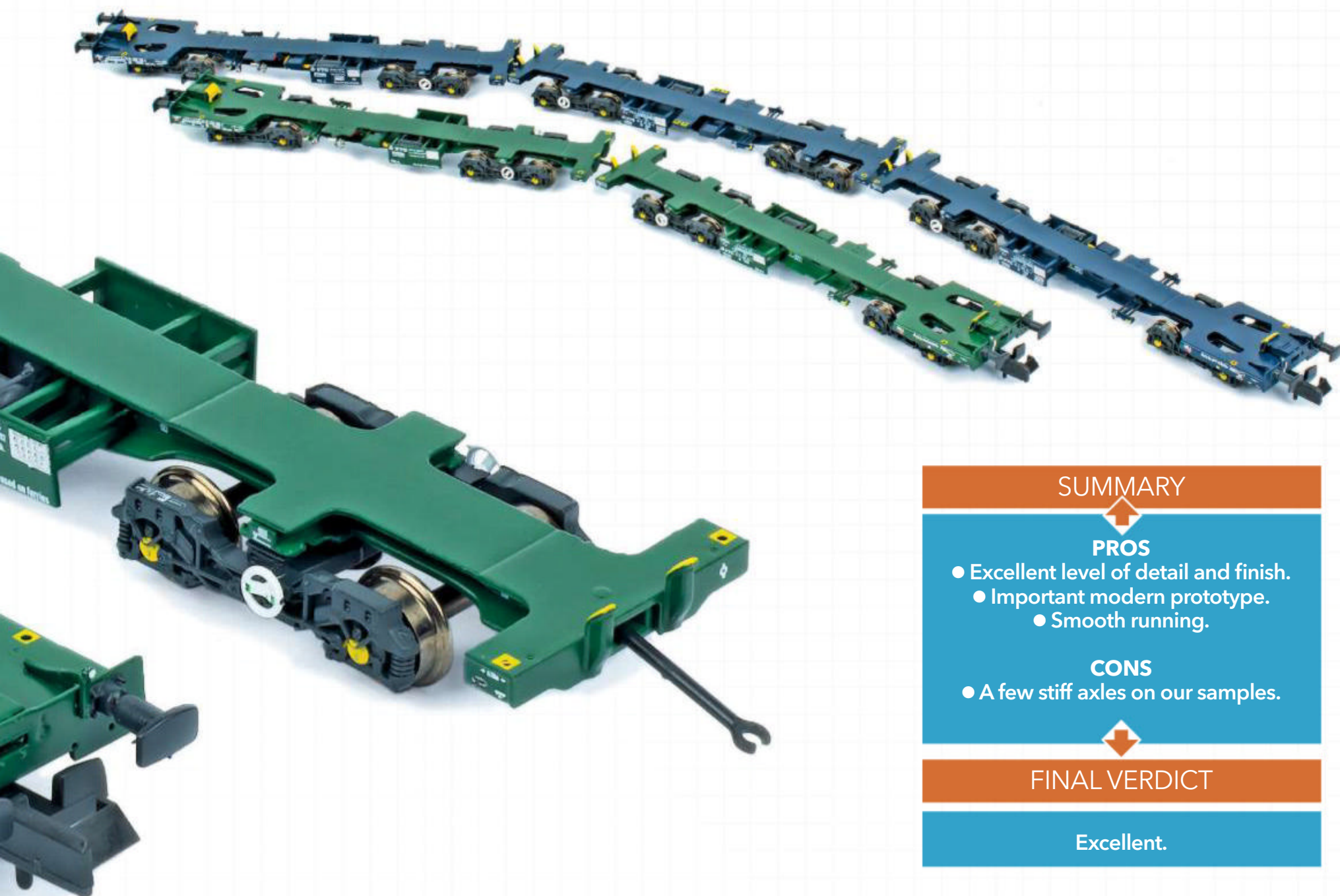
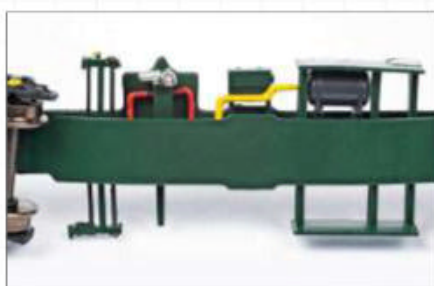


looks like a long, thin plastic spanner. The C-shaped ends clip onto recessed vertical bars in the headstocks, providing a secure pivoting union. My initial doubts about this being a fiddly task were immediately dispelled, as they're easy enough to operate. Spare coupling bars are provided, which is just as well as they look like prime candidates for disappearing into the carpet!

The bogie frames are finely rendered, with axleboxes, springs and dampers crisply moulded. Air reservoir tanks, pipes and

valves are mounted to the chassis frames and there's a wealth of tiny, printed legends, logos and numbers, all of which are legible under a magnifier.

These are a great new addition to the range of contemporary freight stock currently available in 2mm scale. While pre-ordered FWAs have been on their way out to customers, there's still a chance to obtain the remaining stock via Revolution Trains' various stockists. See the website for more details. **(GD)**



SUMMARY

PROS

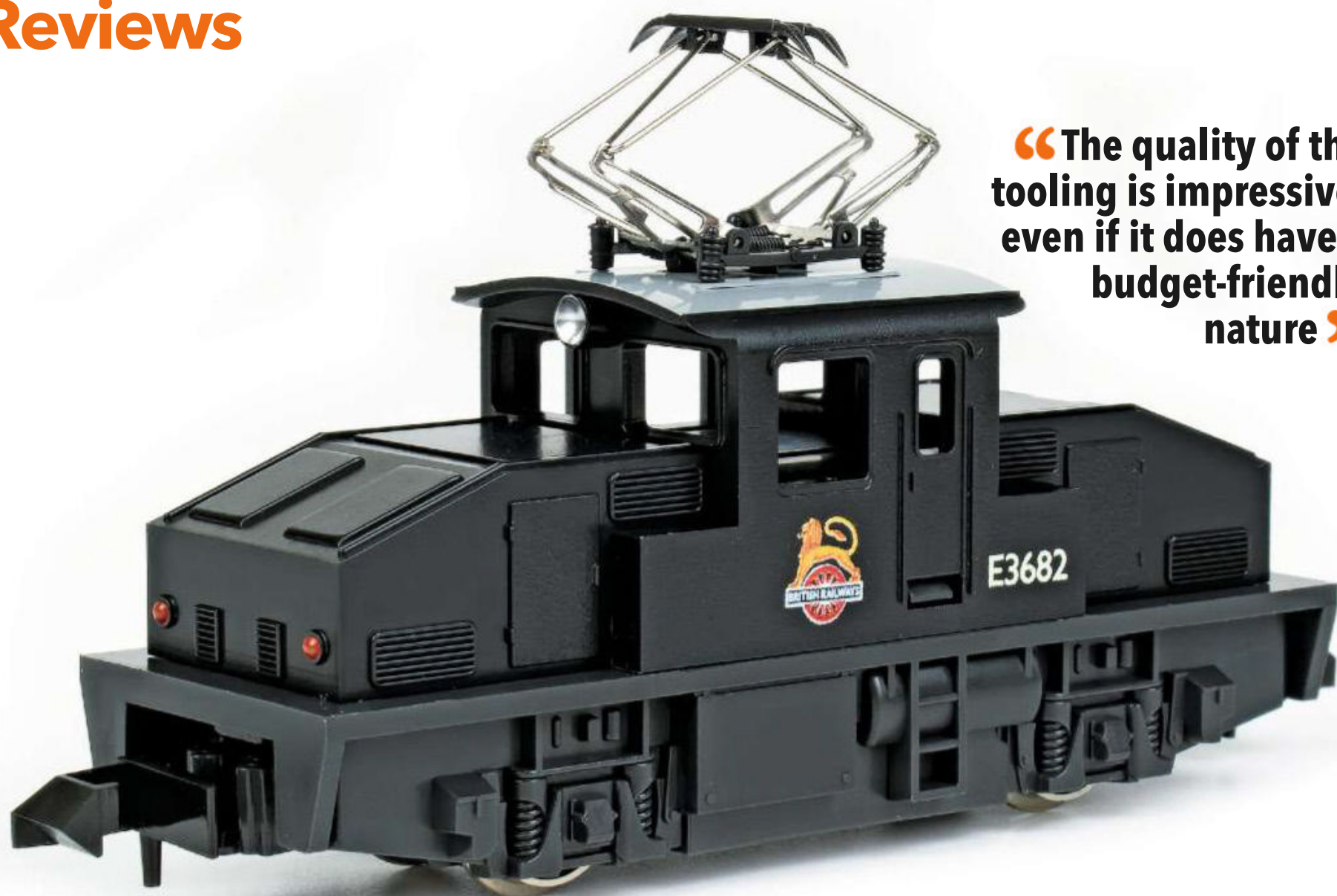
- Excellent level of detail and finish.
- Important modern prototype.
- Smooth running.

CONS

- A few stiff axles on our samples.

FINAL VERDICT

Excellent.



“The quality of the tooling is impressive, even if it does have a budget-friendly nature”

Kato 4w electric locomotive

◆ GAUGE 'N' ◆ MODEL Kato GM2260201 ES1-style electric locomotive (Gaugemaster Collection) ◆ PRICE £49.95 ◆ AVAILABILITY Gaugemaster Web www.gaugemaster.com

Kato's Pocketline range of 'N' gauge models are designed to be pocket (or wallet) friendly, offering a modest level of detail specification for a competitive price. The latest manifestation of this approach is this handsome little four-wheel electric locomotive for the UK market.

Produced by Kato for the Gaugemaster Collection, the model is described as an 'ES1'-style locomotive, although its likeness to one of the LNER's various overhead electrics is minimal, to say the least. Indeed, this diminutive model has been turned out in various guises in recent years, including Union Pacific!

Its overseas origin is confirmed by a lack of buffers, although a set of red self-adhesive

bufferbeam overlays are provided for the user to cut out and stick in place. The fact that this is an 'impression' of a prototype is made clear by Kato and Gaugemaster, and the BR black livery is very well executed. The quality of the 'lion-on-wheel' logos are a particular highlight, as are the painted headlamp lenses, which are very convincing.

The quality of the tooling is impressive, even if it does have a budget-friendly nature. The crisply moulded chassis detail and ventilation louvres on the bonnet sides are well done. The cab windows are unglazed and there's no interior to speak of,

but the sprung metal pantograph is excellent.

Mechanically, the motor drives both axles and performance is smooth with ample



hauling capacity for what is essentially a shunting locomotive. At just under £50, it's a real bargain and is perfect not only for beginners in 'N' gauge, but also offers endless potential for industrial conversions and detailing projects and the chassis is bound to be useful for 'OO9' modellers. (GD)

KATO 4w ELECTRIC LOCO

DIMENSIONS	MODEL
Length	54mm
Width	18mm
Height (pantograph down)	24mm
Wheelbase	28mm
Wheel diameter	7mm

SUMMARY

PROS

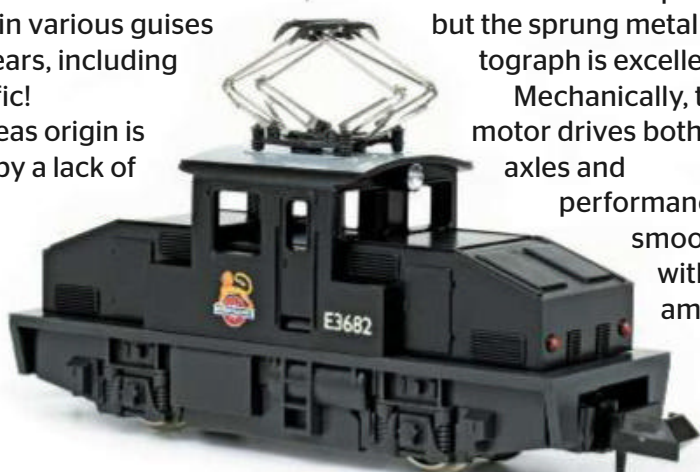
- Excellent performance and build quality.
- Finish.
- Great value.

CONS

- Not a UK prototype.
- Lack of glazing.
- No buffers.

FINAL VERDICT

Wallet-friendly with great potential.



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- ◆ MR-305A: No. 1627
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GWR GREEN

- ◆ MR-306: GWR green No. 1638

'BUSBY' CHIMNEY

- ◆ MR-307A: BR black early emblem pristine, No. 1616
- ◆ MR-307B: BR black early emblem pristine, No. 1629
- ◆ MR-308: BR black early emblem weathered, No. 1661

NCB GREEN

- ◆ MR-309A: NCB green, No. 1600
- ◆ MR-309B: NCB green, No. 1607

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MR-203
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MR-206 No. 7128, LNER wartime livery, full skirts



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



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



MR-209 No. 7137, LNER unlined livery, full skirts



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SR bunker

Later style
tank-top grab
stanchions



MR-104A

'USA' 0-6-0T

No. 30064, in BR lined green

Specification list

Made by: Bachmann/Kader

Motor: Three-pole

DCC socket: Six-pin

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DCC-ready

Original clack
valves

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grab
handles

Front platform
(supplied
separately)

NEM coupler
pocket

MR-111

'USA' 0-6-0T No. s73

British Railways unlined black,
'Sunshine lettering'

Six-pin decoder
socket

SR bufferbeam
footsteps

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MR-101 No. 1968, USATC black



MR-107 No. 36, National Coal Board black



MR-108 No. 72, Keighley & Worth Valley Railway ochre



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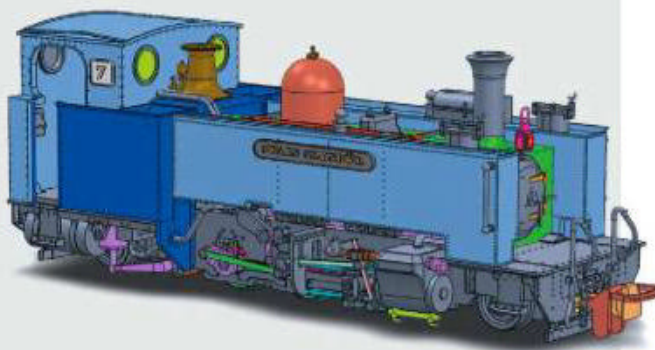
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Produced by Heljan in partnership
with Kernow MRC



00 GAUGE BR Class 11
0-6-0DE
Produced by Heljan

● Order book for these new models not yet open.
Keep an eye out in *Model Rail* for updates.

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ADVERTISERS' INDEX

3 Millimetre Society	123
AC Models	123
Accurascale	20
ADM Turntables	123
Alton Model Centre.....	126
C&L Finescale	127
C&M Models	126
Carnforth Models.....	129
CM3 Models	132
Coastal DCC	134
Cradley Heath MRC.....	123
Crane Sheds & Summerhouses	131
Dapol	2
Deluxe Materials.....	133
Digitrains	22
DMG Technical	82
Dream Steam	128
Durham Trains of Stanley	127
Eileen's Emporium	127
Ellis Clark Trains	118
EMA Model Supplies.....	134
Finescalebrass (UK)	126
Frizinghall Models & Railways.....	125
Gaugemaster.....	119, 140
GFB Designs	128
Golden Valley Hobbies	130
Harburn Hobbies.....	132
Harder & Steenbeck.....	13
Hattons	110-113
Heljan.....	37
Hobby Rail.....	129
Hobby Trax	38
Howes Models.....	134
Kernow Model Rail Centre.....	114-115
KJB Models.....	121

KR Models	59
Langley Models	125
Locomotion	125
Macs Model Railroading.....	130
Make Tracks Walking Holidays	129
Megapoints Controllers	130
Meridienne Exhibitions.....	133
Metcalfe Models	10
Mike Pett's Supercast.....	124
Modelrailwayscenery.com	132
Morley Controllers	128
Morris Models	134
Osborn's Models.....	134
PDK Models	132
Peter's Spares	132
Publishing Works.....	124
Rails Of Sheffield	105-109
Rapido Trains UK	15
Ron Lines	134

S&J Models	120
Scalescenes.com	131
Smart Models.....	128
Special Auction Services	99
Spot On Models	124
Stowmarket Railway Club	123
TCS UK.....	131
The Airbrush Company.....	55
The Hereford Model Centre	49
The Hobby Shop.....	128
TMC.....	116-117
Tony's Trains.....	124
Tower Models	122
Townstreet	131
Trains4U	126
Warrington Auctions	129
Warwick & Warwick	139
York Modelmaking	134
Youchoos.....	127

CLASSIFIED INDEX

Classified advertisers on pages 135-136

AGR Model Railway Store	Jackson's Models	Pooley's Puffers
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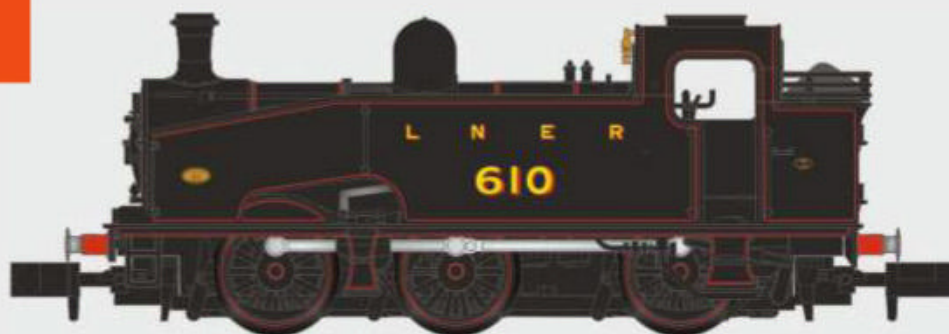
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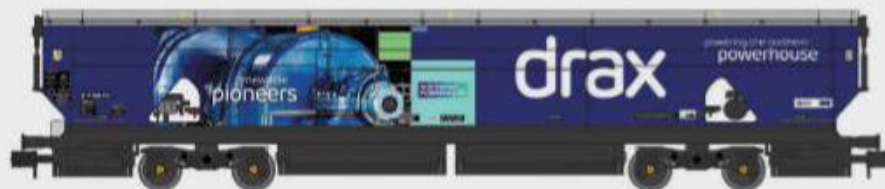
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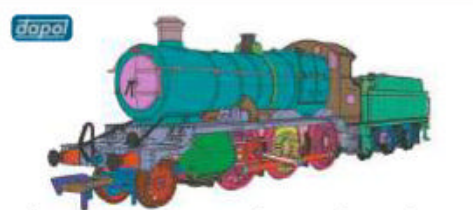
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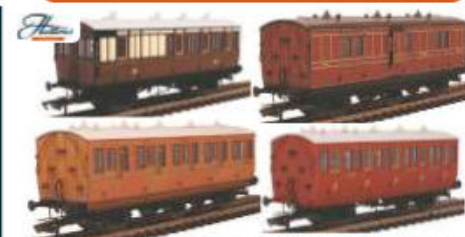
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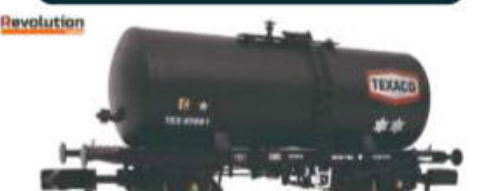
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Steam locos



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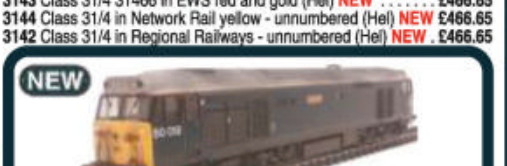
3120 Class 31/1 31296 "Amlwch Freighter" in Railfreight grey - lightly weathered - Ltd Ed (Hel) **NEW**£466.65



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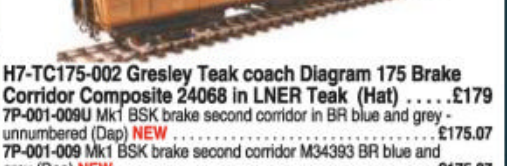
3144 Class 31/4 in Network Rail yellow - unnumbered (Hel) **NEW**£466.65



4033 Class 50 50019 "Ramillies" in BR departmental 'Laura' blue - weathered (Hel) **NEW**£619.65



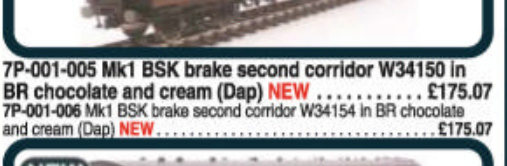
4029 Class 50 in BR large logo blue black roof - unnumbered (Hel) **NEW**£594.15



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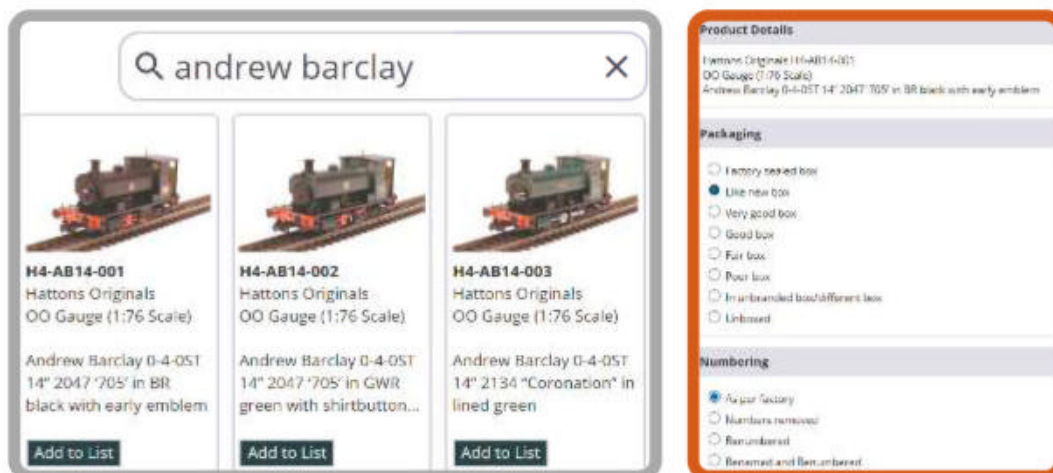


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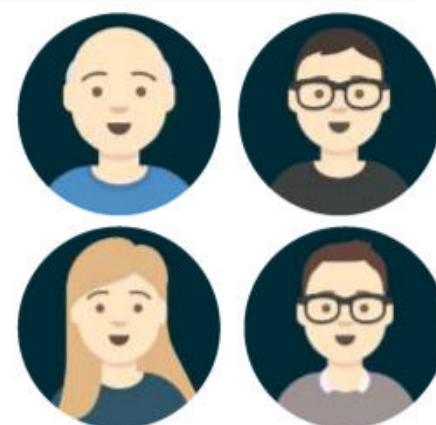


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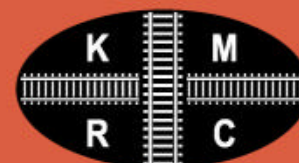


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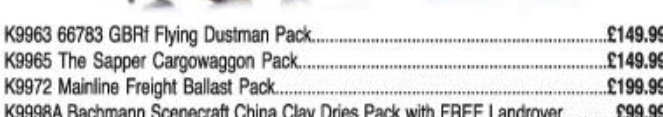
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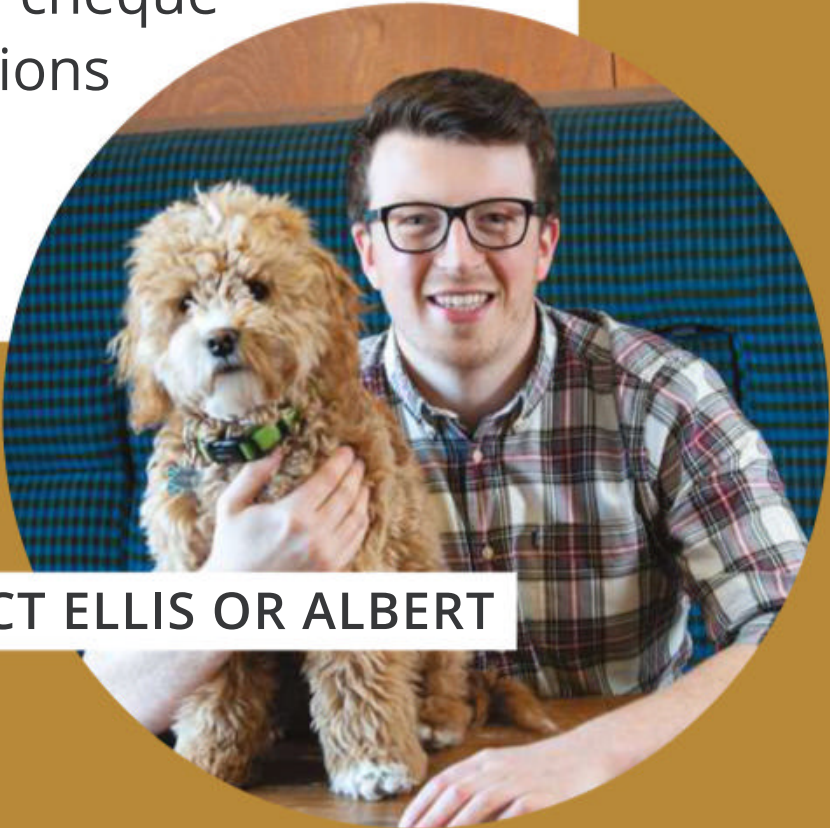
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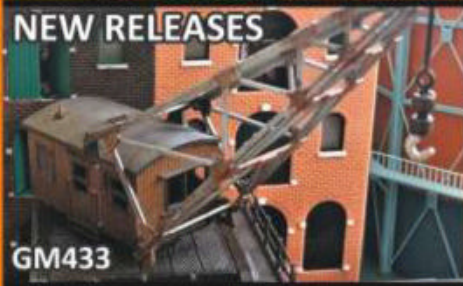
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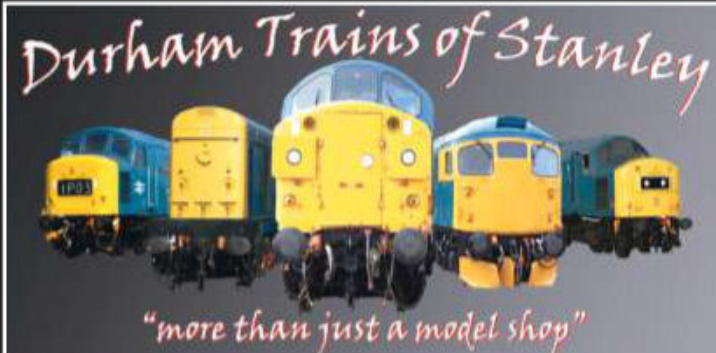



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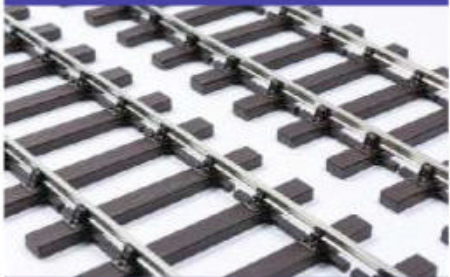
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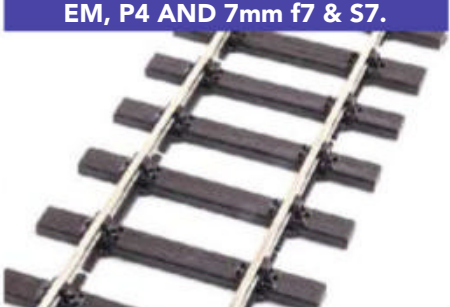
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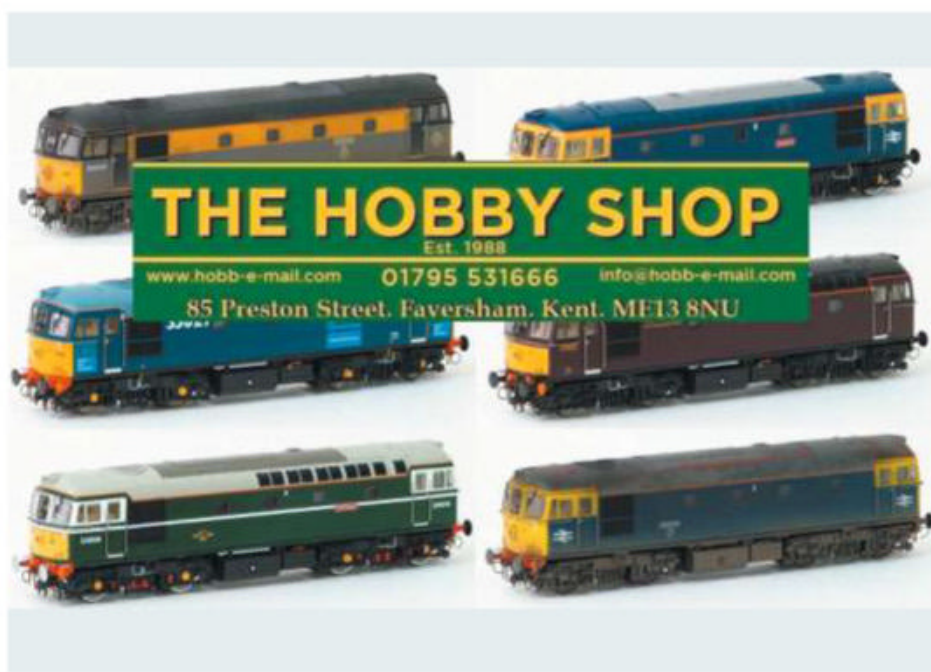
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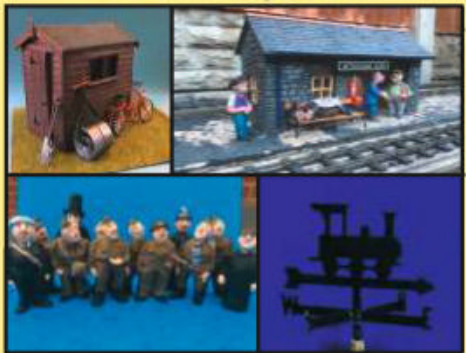
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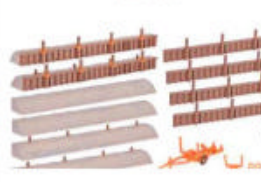
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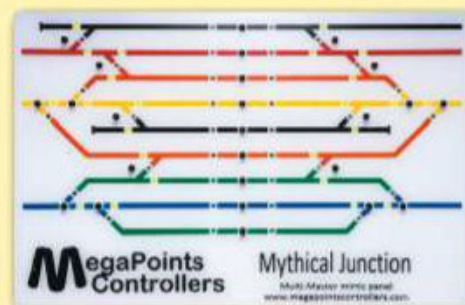
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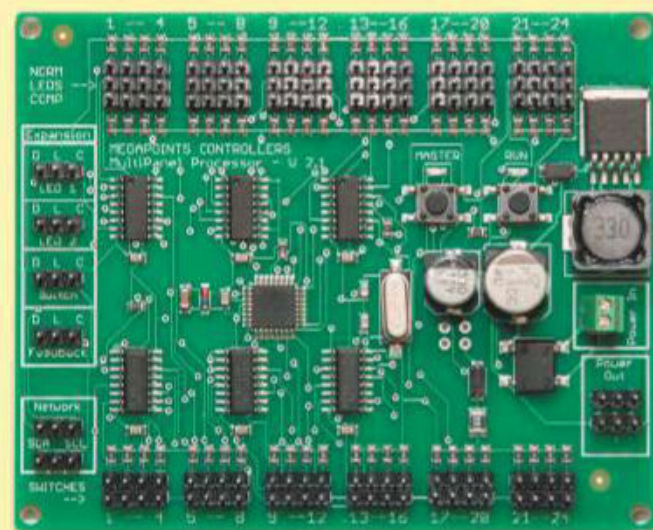
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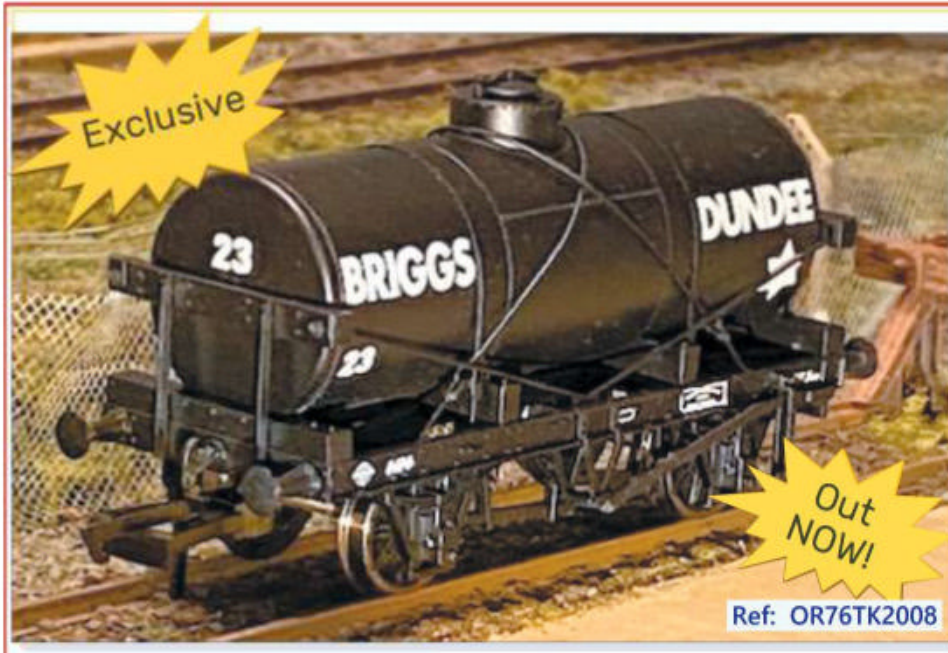
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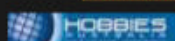


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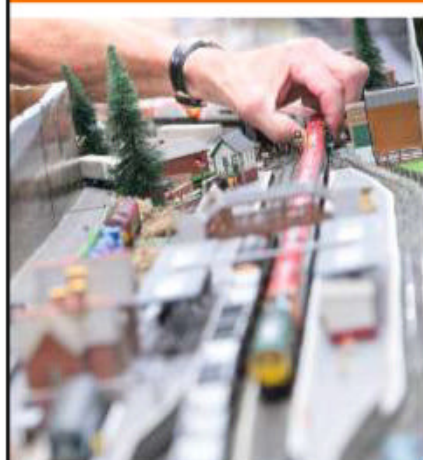
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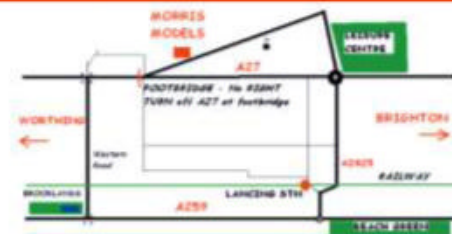


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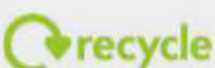
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RAIL PHOTOPRINTS

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: LNER Raven Class B16
(NER Class S3) 4-6-0

Gauge: '00'

Proposed by: Jeremy Tomlinson

What is it?

When introduced in 1919, Vincent Raven's Class S3 was originally described as a 'Fast Goods' locomotive by the North Eastern Railway. Inspired by a Wilson Worsdell concept, the 'S3' was re-classified as 'B16' by the LNER and became one of its most successful and popular mixed traffic locomotives. Indeed, the class continued into British Railways days, working until final withdrawal in 1964.

A total of 70 locomotives were built at Darlington Works. Following various modifications to the valve gears, seven were rebuilt by Gresley and thus became Class B16/2. Thompson, Gresley's successor as CME of the LNER, later rebuilt 17 examples, which became known as Class B16/3.

Initially deployed on the East Coast Main Line, from 1925 a number were allocated to Hull Dairycoates, proving their versatility by hauling heavy summer excursion traffic to the Yorkshire coast, along with football specials. During the 1930s, the 'B16s' could be found stabled in sheds throughout the North

East, and were also increasingly common on the Great Central main line.

What would make it viable?

This was a classic and popular design of locomotive, which worked on LNER routes for many years and they were used on a wide variety of passenger and goods traffic. Given that they worked over such an extensive area on non-regular and special traffic, the 'B16' would not be out of place on layouts based on locations in the North-East, Yorkshire and the Yorkshire coast, the Great Central and - after the Second World War - on the East Coast Main Line. Sheds where most of the class were stabled included Darlington, York, Hull Dairycoates, Scarborough, Neville Hill, Tyne Dock and Blaydon.

Although DJH offers the model in kit form, I am not aware of the 'B16' ever being made available RTR, which is surprising given the success and longevity of the original, and I am convinced its release in model form would be well received and popular. Although common on passenger and goods traffic on main line routes, the class would be entirely at home on secondary route layouts hauling excursion traffic to the coast.

Can I see a real one?

Sadly, none of the 'B16s' survived into preservation.



Have your say

Do you agree with Jeremy's argument? Join the debate on our Facebook page: www.facebook.com/modelrail

How to join in

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

RAIL PHOTOPRINTS



Behind the Backscene

This month, geologist Michael Mazurkiewicz answers *Model Rail's* quick-fire questions, revealing how it took 45 years to realise his dream of driving a train.

Michael Mazurkiewicz is the brains behind the Geoscenics range of model railway scenic materials and accessories.

“Surely we can do better than tension locks in this day and age!”

1. **What is your earliest railway memory?** Standing beside the Skelton Junction-Glazebrook freight line, in Cheshire, at the age of 12. Watching a scruffy Class 31 trundle by with a train of 16t mineral wagons. I was hooked.
2. **What is your most memorable train journey?** From Fort William to Mallaig – before *Harry Potter* was invented!
3. **Do you have a favourite railway station?** On my first visit to the Great Central Railway with a friend for a diesel gala, we walked onto the platforms at Quorn and Woodhouse station before any other visitors arrived. It really did feel like we had stepped back in time.
4. **How did you get into the hobby industry?** As a mature student studying Geology at Liverpool University, I was looking at crushed rock in the laboratory and came up with the idea of making some ballast for both my friend's layout and my own. One thing led to another and the result is 14 years – and counting – of Geoscenics.
5. **What did you do beforehand?** I was a civil engineering consultant.
6. **What hobbies do you have?** Model railways and restoration of my own full-size heritage locomotives and rolling stock, along with rolling stock items belonging to my friends.



MIKE MAZURKIEWICZ

7. **What was your big ambition as a child?** To drive a train. It has taken me 45 years to own and drive my own locomotive – an Andrew Barclay diesel, built originally for the Port Sunlight works of Lever Brothers.



8. **Have you ever built a model railway?** Yes – starting as a 15-year-old, I built my first 'OO' gauge layout. Three more have followed, built through my adult life to the present. I've also helped build a neighbour's 'N' gauge layout.
9. **What model or craft projects are you most proud of?** I built a small plastic girder bridge, purchased as a kit from the large Beatties store in Manchester, when I was 14. I still have it – in fact, it's on my current layout.
10. **If you could build your dream model, what would it be?** I have always wanted to have a go at building a shunting layout in 'O' gauge.
11. **Who is your hero?** My dad – he taught me so much that I did not realise at the time.
12. **Where do you find your inspiration?** From reading railway magazines and visiting prototype railway locations.
13. **What motivates you most in your job?** Dealing with customers and meeting them at exhibitions. It's always great to listen to their ideas and witness their amazing attention to detail.
14. **What is the biggest challenge you've faced?** Getting the Geoscenics business started, which included lots of unpaid work and travel.
15. **What has been the best decision you've ever made?** Attending university and completing my Geology degree, which eventually resulted in the launching of Geoscenics and much more.
16. **If you could change anything about the hobby, what would it be?** More realistic couplings on rolling stock. Surely we can do better than tension locks in this day and age!
17. **If you had a time machine, where would you go?** The Victorian era, when we had a large empire and railways were just starting. There were some amazing inventions and the development of construction techniques which are still used today.
18. **What's your hidden talent?** Visualising a concept.
19. **Do you have any strange quirks that you're prepared to share?** Not sure it's a strange one. Early to rise and early to bed – I'm up and about every day at 5.30am.
20. **What is the best piece of advice you've ever had?** Where there's a will, there's a way.
21. **How would you like to be remembered?** A passionate heritage rail enthusiast with a restored locomotive, brake van and rolling stock. And as the guy who developed Geoscenics!

Next month: *Model Rail's* youngest team member, Chris Gadsby, faces the BtB inquisition.

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