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Add a lifelike
canal scene to
YOUR layout

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the leaf fall season

WALKWAY WONDER

How to create ultra-
realistic foot crossings

DEVON DELIGHT

Build a key Lynton
& Barnstaple station

REVIEWED THIS MONTH



DAPOL
CLASS 122



DAPOL JHA



HORNBY 'CORONATION
SCOT' COACHES



HELIJAN CLASS 31

dapol

model railway company

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Tel: 01691 774455

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e-mail: sales@dapol.co.uk

www.dapol.co.uk

★ **The Dapol Showroom is currently being redeveloped. Visit to see the whole Dapol product range and get a great deal on Factory Seconds.** ★

Large Prairie



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Great Western ERA 3



4S-041-003 - Large Prairie 5108 Green
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4S-041-004 - Large Prairie 5150 Green
GWR ERA 3



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



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



4S-041-006 - Large Prairie 4134 Lined Green
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7F-049-002 - VEA 12t Goods Van (Vanwide) Freight Brown 230034
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-049-005 - VEA 12t Goods Van (Vanwide) BR Red/Grey 230078
7F-049-201 - VEA 12t Goods Van (Vanwide) Freight Brown B 783773
7F-049-202 - VEA 12t Goods Van (Vanwide) Freight Brown B 784641 VMV
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

Decorated samples shown for illustration only

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

Class 121



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



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



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



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



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

DCC and DCC & Sound versions also available

Decorated samples shown for illustration only

All product release dates correct at time of going to press

Milk Tanker



- 2F-031-020** - 6 Wheel Milk Tanker United Dairies 44018
2F-031-021 - 6 Wheel Milk Tanker CWS Green 4409
2F-031-022 - 6 Wheel Milk Tanker Express Dairy E 37

Decorated samples shown for illustration only



- 2F-031-023** - 6 Wheel Milk Tanker United Dairies 4430
2F-031-024 - 6 Wheel Milk Tanker CO-OP London 133
2F-031-025 - 6 Wheel Milk Tanker West Park Dairy 142

- 4F-018-102** - Salt Van - Saxa Salt 237
4F-018-103 - Salt Van - Saxa Salt 237
 Weathered
4F-020-037 - Cattle Wagon - GWR 13830
4F-020-038 - Cattle Wagon - GWR 13830
 Weathered

- 2F-036-033** - Bulk Grain Hopper - GWR 42313
2F-036-034 - Bulk Grain Hopper - GWR 42313
 Weathered
2F-036-045 - Bulk Grain Hopper - BR Grey B885333
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Product Scale Key

O Gauge

OO Gauge

N Gauge

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Life's better with Model Rail

Here's why: Starting as a supplement in *RAIL* magazine, *Model Rail* went 'standalone' in 1997. In each issue we bring you easy-to-follow modelling projects that you can complete without breaking the bank, inspirational photographs of the best model railways and thorough, unbiased reviews so you can make the most informed choices when spending your money. Don't forget our own model ranges – see pages **108-111**.

Welcome

While perusing the new Heljan 'O' gauge Class 31 (see page 96), my mind wandered off to happy childhood memories of the hourly Liverpool to Sheffield/Hull expresses thrashing past the edge of my school's football field. The '31s' became something of a personal favourite, with a good chunk of the '31/4' sub-class underlined in my 1989 *Abc*. The '31s' were seen on plenty of freight duties around Warrington too, so a 'Goyle' in original Railfreight grey also conjures up a feeling of nostalgia.

As my thoughts meandered, I began to wonder where on earth the nickname 'Goyle' came from, having never really given it much thought. A quick Google search revealed that it was short for 'Gargoyle', which seems a little unfair. I'd call them 'distinctive', rather than ugly!

What did get me wondering, however, was the issue of RTR locomotives and stock supplied without numbers. While Heljan has made it a regular policy to produce 'O' gauge traction without numbers, it has only been done sporadically in 'OO' and I can't recall any instances in mass-market 'N' (though I may be wrong).

There's usually plenty of chatter when manufacturers announce new batches of locomotives, regarding the choice of individual subjects. Let's face it, most of us have preferred prototypes that we'd like to see on our layouts, to suit certain eras, regions or simply to rekindle personal memories. But are we prepared to put the labour into applying our own transfers?

Decal manufacturers can answer our prayers, with all manner of suitable numbers,



Choosing the identity for your locomotives offers the chance to add custom embellishments, such as depot logos and maybe even a coat of arms! KEVIN FARROW

logos, data panels and other embellishments (official and otherwise), but removing existing, printed legends can be a daunting prospect for many, so starting with a clean slate obviously makes the task simpler. I recall with fondness those 1980s-era Hornby diesels that came with sets of rub-down numerals, but is this something that the current RTR market would support, across steam and modern traction? I'd be interested to hear your thoughts.

George Dent Editor

Meet the team behind the UK's best modelling magazine

Chris Leigh



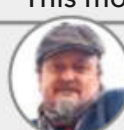
In his 65th year in the hobby, so he can claim to be experienced!

Chris Gadsby



Our DCC specialist starts a new layout every year!

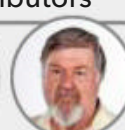
This month's contributors



Chris Nevard



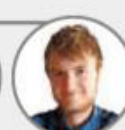
Peter Marriott



Dave Lowery



Paul A. Lunn



Alex Spencer

Model Rail essential information

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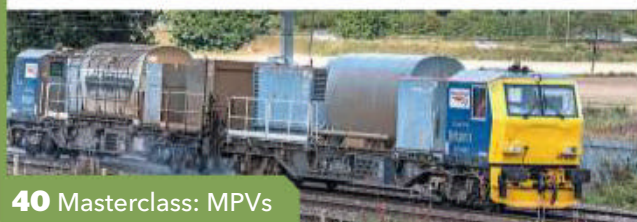
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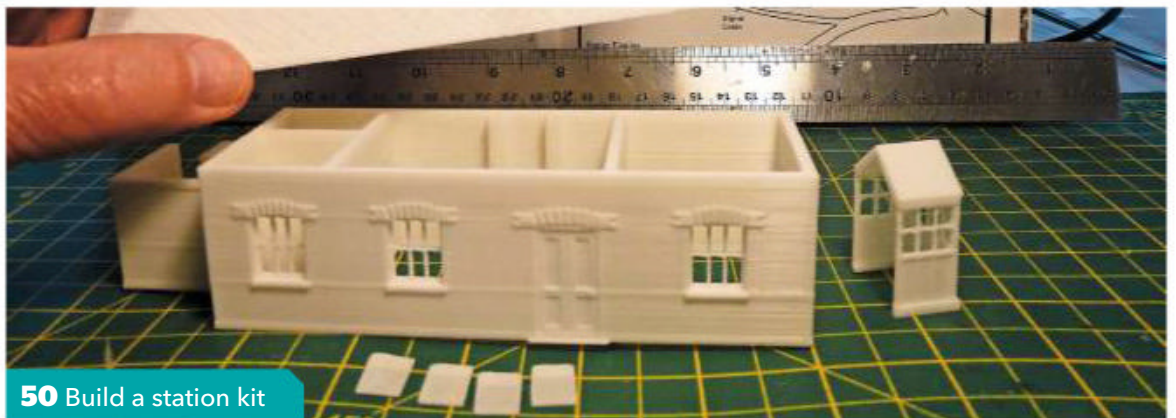
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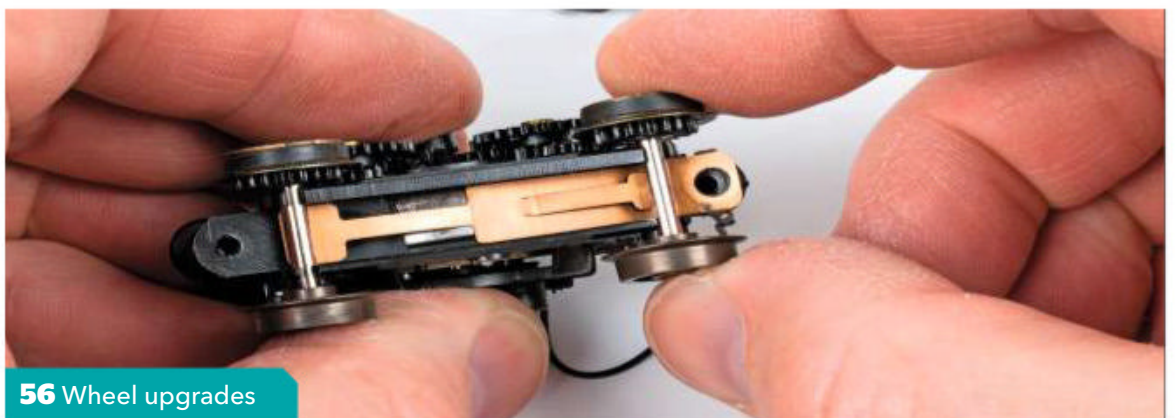
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Model Rail exclusive models

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



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Opening the box

The latest happenings from the world of model railways

The Big Picture

There's nothing in the unwritten 'rules' of model railways that say your first layout has to be perfect, even if it's an exhibition layout. In fact, for the majority of people there is always something to improve upon. For Ray Taylor and Anna Bass it was only when they exhibited another of their layouts, 'Ambleton Vale', that they realised how they could improve on the experience for both themselves and viewers with their next layout. You can read about how they've achieved this and what they have created in an upcoming issue of *Model Rail*.

Photography:
CHRIS NEVARD





BACHMANN WORKSHOP UPDATE

In lieu of the usual annual press event at Bachmann's Barnwell HQ, *Model Rail* recently enjoyed an interesting video chat with communications manager Richard Proudman. Richard filled us in on current developments and outlined various challenges that the manufacturer has faced over the past 18 months.

The first of the eagerly anticipated, all-new 'OO' gauge Class 20/0s are due in the UK this autumn, having been held up slightly owing to a shortage of the correct type of LEDs for the headcode panels. Progress on the special 'OO' Class 40, D213 *Andania*, has also been revealed, with the tooling modified to portray the English Electric Type 4 in preserved condition, complete with high-intensity headlights. Diesel-era fans will also be excited to see livery samples of the VEA vans, featuring original

freight brown, Railfreight red/grey and Sectorisation colour schemes.

In 'OO9', images of the first engineering samples of the Quarry Hunslet locomotives have been shared. These diminutive locomotives feature die-cast boilers and running plates, accompanied by a wealth of separately fitted details including handrails, valves, springs, brake shoes and cab controls. The 0-4-0T wheel formation is faithfully modelled, with authentically profiled wheels running in metal bearings

ensuring smooth running. Power comes from a coreless motor with flywheel, while a six-pin decoder socket is provided.

And while things have been quiet on the 'N' gauge front,



Richard assured us that Bachmann's support for the Farish range remains strong and that work has been going on behind the scenes on future 2mm scale projects.

Web: www.bachmann.co.uk



OO
GAUGE



CLASS 92 DECORATED SAMPLES ARRIVE

Early decorated samples of Accurascale's forthcoming Class 92s have arrived for assessment. After a few gentle tweaks to the tooling, following the initial EPs,

the model is shaping up nicely. Production is due to commence shortly and delivery is now anticipated to be in autumn 2022. If you fancy one of these

'Dysons', you can still pre-order at the cheaper early bird prices before the end of the year.

Web: www.accurascale.co.uk



OO
GAUGE

BR Mk 2b FROM ACCURASCALE AND IRM

Accurascale and Irish Railway Models (IRM) are to produce models of the BR Mk 2b series of coaches. Built at Derby in 1969, 111 vehicles were built for British Rail across three vehicle types: Tourist Second Open (TSO), Corridor First (FK) and Brake Corridor First (BFK). A further eight examples were built for Northern Ireland Railways for the Belfast-Dublin 'Enterprise' service.

Differing from earlier Mk 2s, the Mk 2b featured a longer body and wider, wraparound doors at each corner. Initially employed on the Western Region, the fleet eventually

moved to other areas of the network and enjoyed varied careers, some even being converted for use with the Royal Train, while many others lasted into the privatisation era.

Those built for service in Ireland differed from the BR fleet and NIR later bought and converted a number of further ex-BR Mk 2bs to bolster its fleet.

Eight different vehicle types will be modelled, with both the BR and NIR versions having been painstakingly researched. Due in Q3 of 2022, the BR coaches will be sold individually, with three liveries on offer: blue/grey, Network South East and

Transpennine liveries. Meanwhile, the NIR coaches will be sold in triple packs in original silver/grey and blue livery (with or without Intercity branding) and post-1987 Intercity livery. **Prices:** BR Mk 2b £59.95 each; NIR Mk 2bs €199.99 (triple pack) **Availability:** Pre-orders now being taken via stockists or direct.

Web: www.accurascale.co.uk
www.irishrailwaymodels.com



TINGS ARE LOOKING UP

For many enthusiasts, the recent International N Gauge Show (TINGS) was their first taste of an indoor exhibition since early 2019 and, despite initial uncertainty, the event proved to be a resounding success.

Held over the weekend of September 11-12 at the Warwickshire Event Centre, the show may have been smaller than in previous years, with attendance reported as 25% lower and fewer exhibitors were present, but visitors were treated to a great array of 'N' gauge layouts and plenty of trade support. Organisers had worked hard to ensure plenty of space for those attending and the venue's new ventilation system was put to good use. Planning is already



under way for next year's show which will take place on September 10-11 2022, at the Warwickshire Event Centre.



N
GAUGE

In Brief

DAPOL SHRINKS THE JHA

With 'OO' versions recently hitting the shelves (see review on page 102), Dapol's JHA hoppers will soon be available in 'N' gauge too. Built to coincide with the introduction of the Class 59s, they remain in service today. Dapol will produce both the original and later Foster Yeoman liveries with four different 'outer' and six 'inner' wagons to choose from. **Price:** £39.95 each

N
GAUGE



GEORGE DENT

'B4' AND 'JINTY' PROGRESS

O
GAUGE

Dapol has shared an engineering sample of the forthcoming LSWR 'B4' 0-4-0T in 'O', as well as livery artwork for the various versions to be offered. Six versions will be produced initially, covering LSWR green, Southern lined black, BR early and late emblems, plus Southampton Docks brown and the preserved *Normandy* in plain black.

The next batch of the LMS Class 3F 'Jinty' is also progressing, with decorated samples on show. LMS, BR and Ulster Transport Authority liveries will be available and delivery to stockists is expected early next year.

Both the 'B4' and 'Jinty' will be available in DCC-ready, DCC-fitted and DCC-sound versions.

Web: www.dapol.co.uk



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 00 CODE PO285 / N PN185



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 00 CODE PO289 / N CODE PN189



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 00 CODE PO283 / N PN183



WAREHOUSE
 00 CODE PO282 / N PN182



BOILERHOUSE & FACTORY
 00 CODE PO284 / N CODE PN184

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 MT907



BUILD A MODEL RAILWAY
 DVD01 / DVD02 / DVD03

BUILDING MATERIALS



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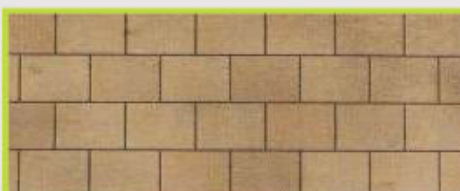
DRESSED GRITSTONE
 00 CODE M0052



ENGINEER'S BLUE BRICK
 00 CODE M0053



RED BRICK
 00 CODE M0054 / N CODE PN900



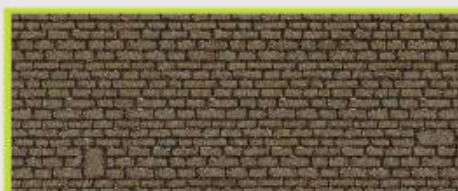
COBBLESTONES
 00 CODE M0055 / N CODE PN903



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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STOP PRESS!

Arriving just before we closed for press was a sample of Bachmann's newly tooled LNER 'V2' 2-6-2. Look out for a full review in the next issue of *Model Rail*.

HEAVY METAL SPECIAL

To mark the 60th anniversary of its entry into BR traffic, The Heavy Tractor Group has teamed up with Accurascale to produce a limited-edition model of Class 37 37714.

Formerly 37024, the 'Tractor' was rebuilt as part of BR's Heavy General Repair program in the late 1980s, emerging as a 'Heavyweight' locomotive, thanks to the addition of extra ballast to improve tractive effort. Employed by various Railfreight sectors over the years, the '37' was transferred to EWS upon privatization and sent to work in Spain for a few years. After arriving back home, '714' was acquired by Direct Rail Services and was used at the Daventry Rail Terminal as a 'Super Shunter', before being placed under the care of the Heavy Tractor Group (HTG) on a loan basis. This arrangement was made permanent in 2017, when 37714 was purchased by the HTG and it currently resides at the Great Central Railway.

Depicting 37714 in Railfreight Metals Sector livery and limited to just 504 pieces, the model will be available in both DCC-ready and sound-fitted versions. Accurascale has surveyed the prototype as part of its comprehensive Class 37 project, so expect the level of accuracy to be high. Furthermore, the sound-fitted version will



MICHAEL SUTTON

even contain a sound file of the real 37714! A set of *Cardiff Canton* nameplates and depot plaques will be available separately. Delivery is expected in 2023. Orders can be placed direct with the Heavy Tractor Group.

Guide prices: DCC-ready £169.99, sound-fitted £259.99

Web: www.heavytractorgroup.org

Email: htg37714@gmail.com

DAPOL WAGON REPORT

Dapol chose the Severn Valley Railway O Gauge Get Together to announce new variants of the BR 20t brake van, featuring rollerbearing axleboxes, air brake pipes and Oleo self-contained buffers. To match these detail variations, post-1970s livery options will be available, including Railfreight red/grey and 'Dutch' grey/yellow.

Other tooling tweaks will involve a die-cast metal chassis employed for added weight and a compensation beam to improve running. Dapol is also considering offering interior light and sound options. More releases of early-period brake vans are also planned, catering for steam and diesel eras.

Dapol has also been busy re-tooling the HAA hopper to allow the later canopied variants to be produced, while more original versions (with BR freight brown, red or blue cradles) will be available once again. Delivery of the brake vans and HAAs is expected in early 2022.

Web: www.dapol.co.uk



RAPIDO HUNSLET REACHES NEXT STEP

Rapido Trains UK has received the first engineering prototype samples of its upcoming 16in Hunslet 0-6-OST. The samples are being checked for any problems before the model goes into production and plans are in hand to record digital sound files from one of the operational locomotives. Seven versions are being offered and they can be pre-ordered now from the Rapido Trains UK website.

Meanwhile, Rapido UK has completed the design work for the GWR '15XX' but, owing to



tooling costs, the project has halted temporarily. The model will still be produced, but other

products with lower manufacturing costs have taken precedence.

Web: www.rapidotrains.co.uk



HELJAN UPDATE



Heljan has shown pictures of its new 'O' gauge Class 26 which is at the pre-production sample stage. Changes have been made since the previous samples, including a corrected bufferbeam profile and sandbox design, finer mesh grilles and modified snowploughs. Heljan is expecting the model to be available in early 2022 and pre-ordering is strongly advised, as these are sure to be very popular.

Heljan has also shown off the first factory-decorated samples of its 'O' gauge Class 56. A few tweaks

and improvements are required before they go into production and it has been revealed that the 'air-con' grilles on the cab sides will be an optional etched part on the production models. Ten versions will be available from Heljan stockists with an eleventh offered exclusively from Tower Models.

On the coaching stock front, Heljan has approved the livery artwork for the upcoming BR Mk 2s and the models are now available to order via Heljan stockists.

Web: www.heljan.co.uk



REVISED DELIVERY DATES FOR GENESIS RANGE



The first batches of Hattons' Genesis four and six-wheel coaches are now due into stock in March 2022. The GWR and SECR livery versions will arrive first, followed by LBSCR, GNR and LNWR in June. Finally, LMS, LNER, SR and BR Departmental versions are due in the UK in July 2022. Despite the delays, all prices have been frozen for the time being. Further batches of models are also due to follow in 2023.

Web: www.hattons.co.uk



SODA TANK EP REVEALED



Revolution Trains has received the first engineering samples of the TUA caustic soda tanks that are being produced for Rainbow Railways. A few areas of improvement have been identified and amendments are being made before the finer

detail elements, such as rivet heads, are added to the moulds. The wagons are available to pre-order exclusively from Rainbow Railways.

Web: www.rainbowrailways.co.uk



DUNDAS DEVELOPMENTS



Narrow gauge specialists Dundas Models has recently purchased the Rodney Stenning range of 'OO9' Tallyllyn and Corris Railway rolling stock kits. These high-quality injection-moulded plastic kits were originally tooled by Parkside Dundas, so they're an ideal fit for the Dundas range.

Furthermore, the Stenning range also includes a handful of whitmetal kits, representing Corris Railway rolling stock subjects and a body kit for the Lynton & Barnstaple Manning Wardle 2-6-2Ts. A catalogue and price list is available to modellers free on request.

Web: www.dundasmodels.co.uk



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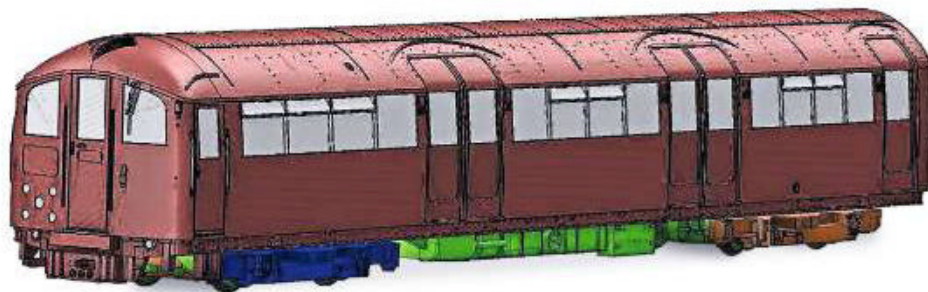
'K-TYPE' PULLMANS AND 1938 TUBE STOCK NEXT PROJECTS FOR REVOLUTION TRAINS



At the recent TINGS show, Revolution Trains announced two exciting - and very different - new 'N' gauge projects.

Firstly, the London Underground's legendary 1938 stock is to be produced, marking the first time that Tube stock has been offered RTR in 'N'. Over 1,000 vehicles were built for the Bakerloo, Northern, Piccadilly and Central lines and, despite being designed primarily for 'deep' tube lines, they also worked above ground, especially on the outer reaches of the Northern and Bakerloo lines.

After being phased out of LU service in 1988, ten twin-car sets were repurposed for use on the Isle of Wight, where they were finally withdrawn



this year and several sets have been preserved.

Revolution will be offering sets in original LT red, Network SouthEast and Island Line liveries and models will feature directional and interior lighting.

Also in 'N' will be a range of 'K-type' all-steel Pullman cars, which were synonymous with prestige workings on the LNER and GWR, as well as during the BR era. Some examples are still

in main line use today on the Venice Simplon Orient-Express.

Revolution Trains will be reproducing all five vehicle types built by Metropolitan Cammell, encompassing Kitchen and Parlour cars. Models will feature working interior lighting and table lamps and there's hope that the four cars built in 1931 for the 'Bournemouth Belle' will also be feasible subjects.



HUGH LLEWELYN

The order books for both projects are due to open by the end of the year.

Web: www.revolutiontrains.com

WIN! A COMPLETE SET OF BRITISH RAILWAYS LIVERY PAINTS

To mark the start of a new series on BR liveries (see page 70), we have a full set of 18 LifeColor acrylic paints to give away, thanks to The Airbrush Company. Worth over £50, the set includes all of the most important locomotive and rolling stock livery colours of the 1948-1990 British Railways era, including Locomotive Green, Coaching Stock Maroon, Bauxite, Warning Panel Yellow, Rail Blue and Railfreight Grey.

Made in Italy, these low-odour, water-based paints are great for applying by hand or airbrush and Model Rail's George Dent was closely involved in their development.



WORTH
OVER
£50



To enter, simply go to www.model-rail.co.uk/lifecolor-paints-giveaway and answer the following question...

Q: In what year were Britain's railways nationalised?

- A** 1938
- B** 1948
- C** 1958

Entries are open to UK residents only and the closing date is October 22. Good luck!



THE MERRY GO ROUND – POWERING BRITAIN

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

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

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

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



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Available from Q4 2021
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Accurascale; all the detail, all the value



FORDHAMPTON KITS RANGE HAS BEEN EXTENDED

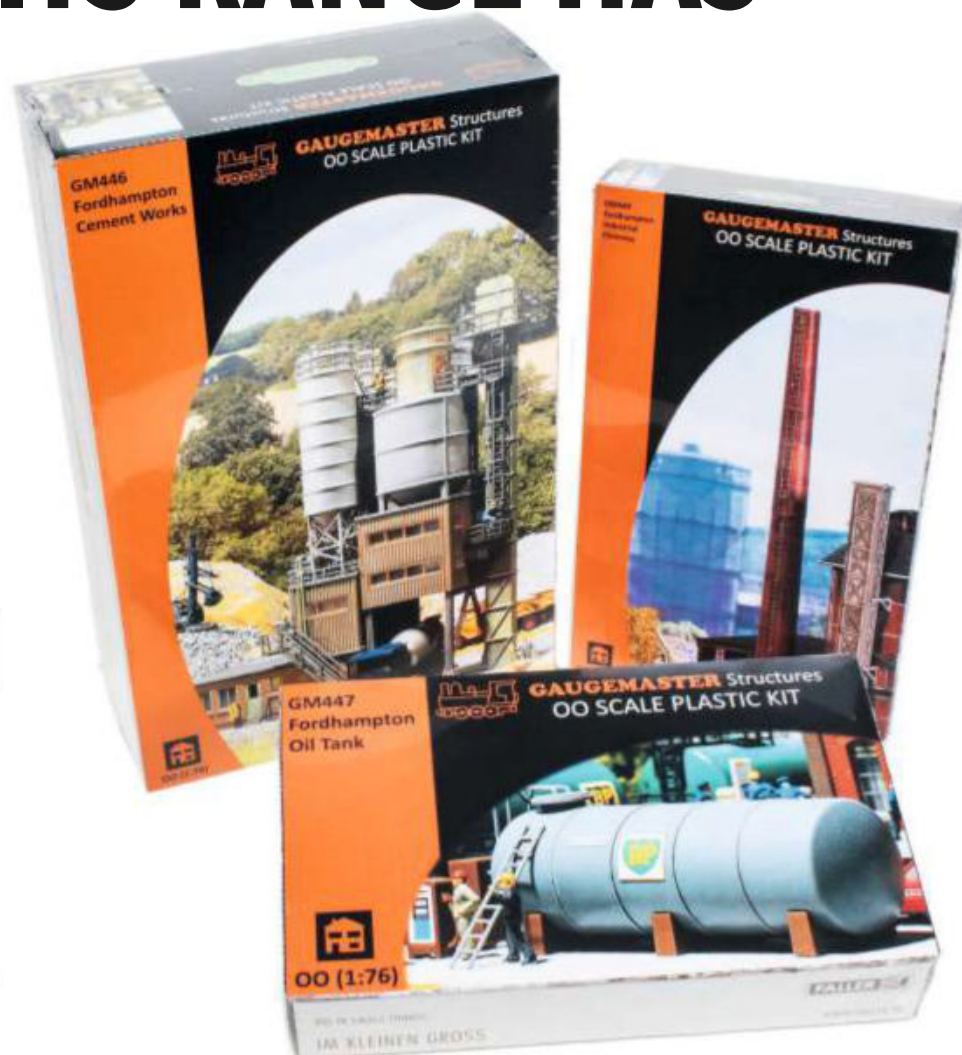
The range of Gaugemaster-branded 'Fordhampton' plastic kits continues to grow, with a tempting array of industrial and commercial subjects now on offer. The cement works (GM446), chimney (GM449) and fuel oil tanks (GM447) will appeal to steam and modern image modellers, while the cute little model shop (GM431) is also a welcome addition. Each kit is produced by Faller, meaning that the quality of the mouldings is high.



There are also packs of ready-to-plant trees to choose from, in a variety of shapes and sizes.

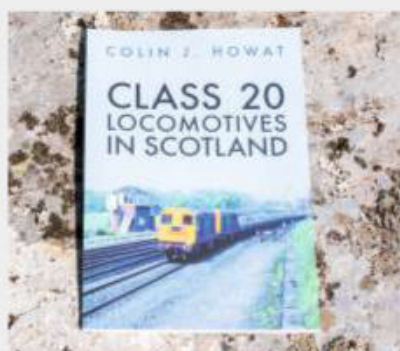
Availability: Gaugemaster stockists or www.gaugemasterretail.com

OO
GAUGE



Modeller's Bookshelf

There's a trio of photographic titles for diesel and electric fans this month, taking in London and Scottish operations. There's also an excellent 'vintage' book on the Class 31s, which is essential for modellers of the BR era.



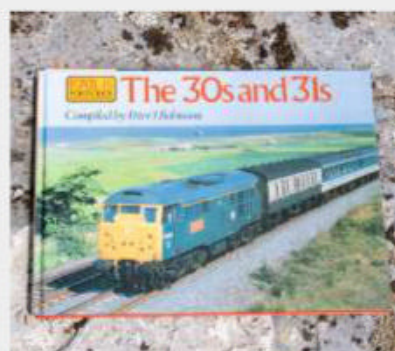
From their earliest days, Class 20s worked extensively throughout Scotland. The Central Belt's collieries and heavy industry kept pairs of '20s' busy, while single examples could also be seen pottering about in more remote areas. Indeed, this book will help anyone contemplating a micro layout set north of the border, as it presents a wide range of Type 1 workings across the BR and privatisation eras. Image quality is variable, but most are useful, nonetheless.

Book: *Class 20 Locomotives in Scotland*, by Colin J. Howat (Amberley)
Price: £15.99
Web: www.amberley-books.com



John Law takes us on a photographic journey around the main railway routes of the Capital, taking in former Great Northern and Great Eastern lines, plus those emanating from Euston, St Pancras, Marylebone, Paddington and the former Southern Region. The Underground lines also feature, with over 200 images portraying a highly eclectic range of locomotives and multiple units. This is a fascinating glimpse into the rail routes in and around London over the past 50 years.

Book: *London's Railways since the 1970s*, by John Law (Amberley)
Price: £15.99
Web: www.amberley-books.com



This landscape-format, all-colour compilation offers a fascinating visual overview of the Brush Type 2's British Rail career. With a feast of green, blue and Railfreight grey examples illustrated, subjects range across a wide geographic area and a healthy mix of freight, parcels and passenger workings. Every image is of the highest standard and there's certainly plenty of inspiration for modellers, especially those who have just treated themselves to a new Heljan '31'. Available from second-hand dealers.

Book: *The 30s and 31s*, Compiled by Peter J. Robinson (Ian Allan, 1991)
Price: around £8.00 (second-hand)

GET BRASSED OFF WITH MODELU

OO
GAUGE

This excellent new figure set features a brass band quintet, plus a conductor. The all-male ensemble includes trombone, tuba, cornet, trumpet and euphonium, with each player presented in lifelike poses. Perfect for a bandstand scene and available in virtually any scale from 'N' upwards.

Price: From £23.00

Availability: Modelu

Web: www.modelu3d.co.uk



ON THE BOAR PATH

OO
GAUGE

This fun figure set from Busch features a mischievous wild boar stealing a skinny dipper's bag of clothing. A pair of lilos is also included.

Price: £13.99

Availability: Busch stockists or Golden Valley Hobbies

Web: www.goldenvalleyhobbies.com





On the Workbench

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

LIFECOLOR ENGINES PAINT SET

This latest pack of 'Perfect Metal' acrylic paints from LifeColor provides half a dozen essential metallic colours for finishing engines and other mechanical components. From Cast Iron to Weathered Steel and Darkened Copper to Cast Iron, these paints have plenty of potential for railway modellers. With no odour, they're easy to apply by brush or can be sprayed through an airbrush after thinning with LifeColor's own thinners or water. Each colour is also available separately.

Price: £17.99 (or £2.95 per 22ml jar)

Availability: The Airbrush Company

Tel: 01903 767800

Web: www.airbrushes.com



MAGNETIC CLAMPS

These super-powerful precision corner clamps from Hobby Trax feature neodymium rare earth magnets and are available in 30mm, 40mm and 50mm sizes. Designed with an integral base to help alignment and clamping on a flat surface, they're a useful addition to any modeller's toolbox. Available as individual pairs, they're ideal for use on plastic, wood and card kits, with ample space in the corner to avoid interfering with the glue joint.

Price: From £6.99 per clamp

Availability: Hobby Trax

Tel: 03450 654472

Web: www.hobbytrax.co.uk



LOCO GO!

This aerosol-based fluid offers an effective way of cleaning grime from wheels and power collecting pick-ups on locomotives and rolling stock. Safe with plastics (but best kept away from painted surfaces), it's great for reaching into awkward areas thanks to the precision applicator supplied, although I found it best to decant the fluid into a jar and apply with a clean micro brush or swab. Perfect for removing paint and grease after weathering and servicing locomotives.

Price: £6.99

Availability: Hobby Trax

Tel: 0345 0654472

Web: www.hobbytrax.co.uk



HOWZAT FOR A SCENE?

Osborn's Models has produced a full array of figures and building kits for a typical county cricket scene. Two sets of players, in various poses, plus umpires, a pavilion and scoreboards are available. The figures are offered in painted or unpainted form, so you can recreate your own favourite team's colours.

Price: From £14.99

Availability: Osborn's Models

Tel: 01237 423453

Web: www.osbornsmodels.com



14-PIN TERMINAL BLOCK



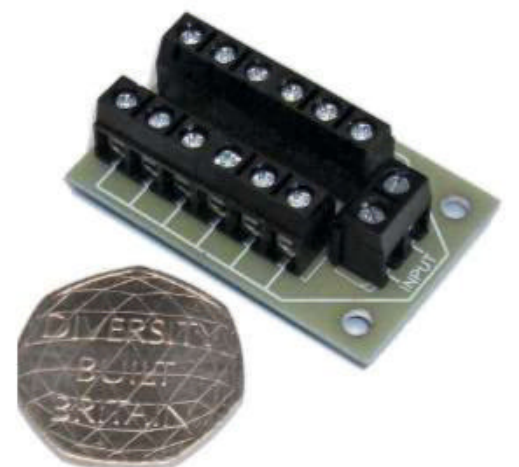
We've all had to do it at some point: linking several common wires together into a single screw terminal. It often leads to intermittent faults and looks untidy. This new 14-pin single polarity terminal block is the answer to that problem.

Featuring a common twin input connection, plus 12 common outputs, this UK-made 45mm by 28mm block will help to keep your wiring tidy and everything working correctly.

Product: BCL Single polarity 14-way Connector

Price: £1.90 each

Availability: www.bclstore.co.uk



EXHIBITION DIARY - OCTOBER-NOVEMBER 2021

(ALL SUBJECT TO GOVERNMENT GUIDANCE ON COVID-19)

October 2

SUTTON COLDFIELD, BIRMINGHAM. Sutton Coldfield Railway Society, Special Model Railway Exhibition, Trinity Centre, Church Hill, Mill Street, Sutton Coldfield B72 1TF. **Time:** 1000-1630. **Admission:** Adults £4, Concessions £4. **Web:** www.scrs.club

October 3

IPSWICH, SUFFOLK. Stowmarket Railway Club Toy and Train Fair, School St, Needham Market, Ipswich IP6 8BB. **Time:** 1030-1600. **Admission:** £3 Adults, Accompanied Children admitted free. **Web:** www.stowrailclub.org.uk/Toyfair.htm

October 9

CRADLEY HEATH, W. MIDLANDS. 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 CANCELLED

ALDERSHOT. Farnham and District MRC 46th Annual Exhibition. Alderwood Leisure Centre, Tongham Road, Aldershot, GU12 4AS. **Times:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adults £6, Children £2, Family £15. **Web:** www.farnhammrc.org.uk

October 16-17

UCKFIELD, EAST SUSSEX. Uckfield Model Railway Club Model Railway Exhibition, Uckfield Civic Centre, Civic Approach, Uckfield, East Sussex TN22 1AE. **Time:** 1000-1700 both days. **Admission:** Adult £7, Accompanied

Children free. **Tel:** 01903 745759.

Email: adrianmc@uckfieldmrc.co.uk
Web: www.uckfieldmrc.co.uk

CORBY, NORTHANTS. Corby and District Model Railway Society Exhibition, SS. Peter & Anthony Church, Beanfield Avenue, Corby NN18 0EH. **Time:** 1000-1700 (Sat), 1100-1600 (Sun). **Admission:** Adults £4.00, Seniors £3.00, Child £2.00, Family £10.00.

October 23

ICKENHAM, UXBRIDGE. Ickenham Model Railway Show, Ickenham Village Hall, UB10 8DG. **Time:** 1000-1630. **Admission:** Adults £2.50, Children £1, Family £5. **Tel:** 01895 676282. **Web:** www.idsme.co.uk

October 23-24

CAISTOR, Lincs. CaistoRail Model Railway Show, Caistor Town Hall, High Street, Caistor, Lincolnshire LN7 6TX. **Times:** Sat 1000-1700, Sun: 1000-1630. **Admission:** Adults £3, Children under 15 and Seniors £2.50, Family £7.50. **Email:** mikephill362@gmail.com

October 30

CASTLE BROMWICH. Birmingham Model Railway Club Annual Exhibition, Arden Hall, Water Orton Road, Castle Bromwich, B36 9PB. **Time:** 1000-1600. **Admission:** Adult £5, Concession £4, Child free (with adult). **Tel:** 07766 923361

BRACKNELL, BERKSHIRE. Bracknell Railway Society Exhibition, Jennets Park Community Centre, 1 Tawny Owl Square, Sparrowhawk Way, Bracknell Berks RG12 8EB. **Time:** 1030-1630. **Admission:** Adult £5, Child £2.50, Family (2+3) £10. **Website:** www.bracknellrailwaysociety.co.uk.gridhosted.co.uk/exhibition/

EXETER GARDEN RAILWAY SHOW CANCELLED

TRIMLEY ST MARY, FELIXSTOWE.

Felixstowe Area Group - 'N' Gauge Group Open Day. The Welcome Hall, High Road, Trimley St Mary IP11 ONT. **Time:** 1100-1600, **Admission:** Free. **Web:** www.felixstowengauge.org.uk

October 30-31

DYCE, ABERDEEN. Aberdeen MRC Model Railway Exhibition, Aberdeen Airport Dyce Hotel, Sure Hotel Collection by Best Western, Farburn Terrace, Dyce, Aberdeen AB21 7DW. **Times:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £6; Children £3; Students £5; Family (2+3) £15; under threes - free. **Web:** www.facebook.com/AberdeenModelRailwayClub

GLASGOW. Cathcart Model Railway Exhibition (organiser: Clydeside MRC), Pollokshaws Burgh Hall, 2025 Pollokshaws Rd, Glasgow. G43 1NE. **Times:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £5, Concession £4.50, Child £2.50, Family (2+2) £13. **Web:** [clydesidemrc.com/cathcart-exhibition](http://www.clydesidemrc.com/cathcart-exhibition)

HATHERLEY, CHELTENHAM. Cheltenham Great Western Modellers Group, Autumn Model Railway Exhibition, St Margarets Hall, Coniston Road, Windermere Road, Hatherley, Cheltenham, Glos. GL51 3NU. **Times:** Sat 1000-1700; Sun 1000-1630. **Admission:** Adults £5, Children £2.50, Family (2+2) £10. **Tel:** 01242 517788. **Web:** www.cheltmodrail.org.uk

November 6-7

ELGIN, MORAY. Elgin Model Fair, Elgin Model Railway Club, Elgin Town Hall, Elgin, Moray, IV30 1UL, Scotland. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adults £6, Seniors £5, Children £4, Family (max 2+2) £15, Children under five free. Disabled access. **Contact:** enquiries@elginmodelrailwayclub.co.uk

NORTHFLEET, KENT. The Gravesend Model Railway Show, Northfleet School for Girls, Hall Road, Northfleet, Kent DA11 8AQ. **Times:** Sat: 1000-1700, Sun: 1000-1600. **Admission:** Standard Rate £5, Accompanied children under 16 free. **Tel:** 01322 370148. **Web:** www.gres.org.uk

November 13-14

TOLWORTH, SURREY. Tolworth Showtrain 2021, Tolworth Recreation Centre, Fullers Way North Tolworth Surrey KT6 7LQ. **Times:** Sat 1000-1730, Sun 1000-1700. **Admission:** £7, Child £3, Family (2 adult and 2 child) £15. **Special Sunday Deal:** One child admitted free with every paying adult. **Tel:** 020 8949 3413. **Web:** www.tolworthshowtrain.co.uk

November 20

BARRY, VALE OF GLAMORGAN. Barry and Penarth MRC Exhibition Day, Highlight Park Community Centre, (next to Tesco), Stirling Road, Highlight Park, Barry, Vale of Glamorgan CF62 8NX. **Time:** 1030-1630. **Admission:** Adults £3.50, Children £2.00 (5-16 year olds) Under-fives free. **Email:** bmd6753@yahoo.co.uk **Tel:** 07900 857719 **Web:** <https://bpmrc.club>

PORTSMOUTH, HAMPSHIRE.

Portsmouth Model Railway Exhibition, Presented by the South Hants Model Railway Club at The Admiral Lord Nelson School, Dundas Lane (near Ocean Park), Portsmouth PO3 5XT. **Time:** 1030-1630. **Admission:** Adults £6, Accompanied Children free. Free car parking. **Tel:** 01329 847989 **Email:** secretary@shmrc.org.uk **Web:** www.shmrc.org.uk

...and finally

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

Back before huge wide loads caused hours of misery on motorways, the railways would perform the task. This would often happen at weekends on a temporarily closed line, a full survey taking place in advance to see if any structures needed moving. On this occasion a giant ukulele is passing through Polbrook Gurney Colliery. Steady go it!



Show & Tell

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

Maintaining the suspense

I hope that this account of siting two layouts ('OO' and 'N') in a limited space may be of interest to your readers.

As a child I had a Tri-ang 'OO' gauge layout which I packed away into two boxes at the age of 14. These then lived in a succession of loft spaces, contents untouched, for the next 53 years. Following retirement and in a new house I was sorting through loft items, and opening the boxes was like unlocking a time capsule - quite fascinating. I then pondered rebuilding a layout as a winter hobby, my predominant interest being in modelling rather than operating. However, fondly remembered rolling stock was revealed as a disappointment compared to modern production standards and those wonderful model kits that I remembered now displayed my construction faults and garish colouring. I promptly sold the Tri-ang models to a collector, retained unopened Airfix kits, together with those models that could be refurbished, and began again.

There were a number of criteria to consider. The available space in my 'den' was limited and although my main interest, as in childhood, was 'OO' modelling, I had developed a curiosity for modelling in 'N' gauge, a luxury that I could now afford. I also wanted rolling stock on either layout to run continuously in loops, rather than in restricted dioramas. So far as 'OO' was concerned, I warmed to an idea of recreating nostalgic cameos remembered from life, such as childhood shops, the site of my first job, my



first property and a spirit of the much loved SW Somerset where I had lived and worked.

The available space was in an 'L' shape, 3.15m long and 0.95m at its widest point. I decided to suspend the 'N' gauge loops from the ceiling, below eye level, with the 'OO' layout below. The suspended baseboard is of open construction in 12mm plywood slung from ceiling battens by fine curb chain, giving the effect of a suspension bridge. The open construction permits light to the layout below and lamps mounted on the underside provide further illumination. There are two parallel loops and the theme is

'modern continental'. Turnouts and locomotives are under analogue control. Below, the 'OO' loops occupy the widest point of the 'L' shape (1.59 by 0.95m) and each end runs in a tunnel beneath a hill to offer some disguise for the tight curves (R1 and R2). All locomotives are under DCC control and the buildings and street lamps have LED lighting. The period depicted is broad, spanning the first 80 years of the 20th Century. This is, of course, a complete fantasy, but it enables an interesting variety of period rolling stock to operate at different times.

Frank Taylor

Modelling therapy

I'm enjoying this month's copy of *Model Rail* - as always - and thought I'd send you a few pictures of my layout, 'Brockholme TMD'.

I started Brockholme during the first lockdown after a gap of many years modelling while in the RAF and running Heritage Painting. Owing to my retirement on health grounds, the layout became a great source of therapy for me while

I managed my chronic conditions. It's by no means finished but I've certainly enjoyed the process so far. I've also used the last couple of months to build a two-track main line programming board that's great for photos, and a practice piece of a waterfall diorama, that was still drying as I write this!

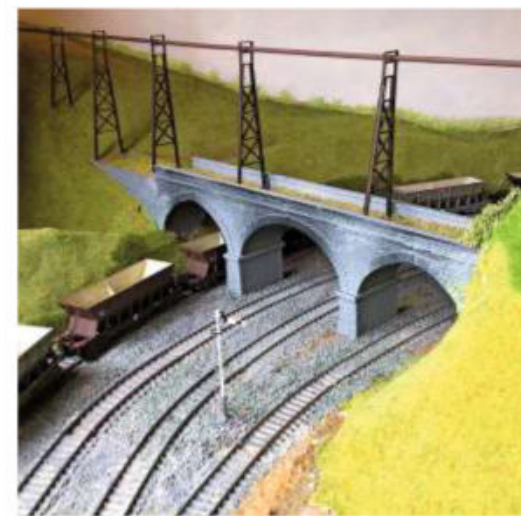
Ian Hewitt



Pipe dream

I've recently been working on several Wills bridges for my layout. All go over the railway, two and a bit arches take the road over at Peak Forest station, three arches take a footpath and an elevated pipe on Upper End bridge, and a single arch is all that is needed for Buxton Road bridge at Great Rocks Junction. It adds some height and visual interest to the scene as I've not seen bridges with pipes on them too often!

Richard Williams



Staff Show & Tell

Lisburn Lane progress

George Dent's layout has been neglected in the past few months, but work has restarted following a few tweaks to the track plan.

Much of my recent modelling efforts have been directed towards building a depot diorama for last month's issue, plus the modified Windhoff MPV in this month's Masterclass (page 40). My 'Lisburn Lane' project, therefore, has had to take a back seat.

However, further progress has been made on the road overbridge, created using parts from a Wills three-arch viaduct kit (MR290). Having added some extra details, as outlined below, the painting and weathering stage is now in progress. Achieving the right colouring to the stone is taking a little time, as I'm not yet happy with the appearance.

An important development has taken place

regarding the track plan, which has been altered slightly. I mentioned a few months ago about how I like to leave the tracks laid out on the baseboards for a time, allowing me to muse on whether or not I've got things right before committing myself. Well, this approach has proved useful, helping me to realise that the goods siding would benefit from continuing under the bridge's second arch, passing off-scene to run into the left-hand fiddleyard.

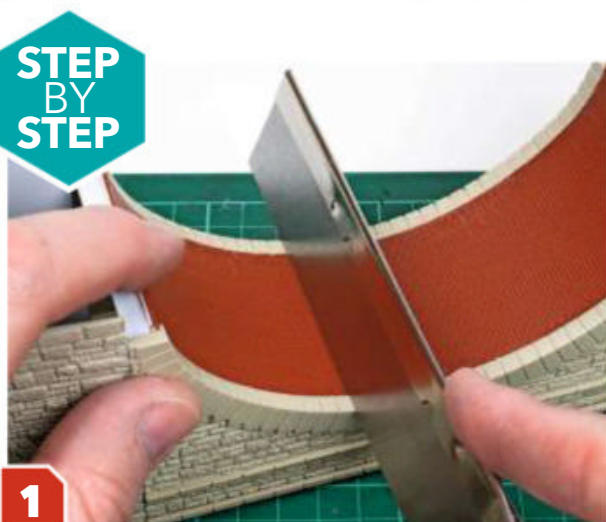
Furthermore, this means that the stone goods shed that was originally due for inclusion is now unsuitable. Happily, I had a smaller timber-style shed in store, reclaimed from another previous layout, which should prove a perfect substitute.



AFTER: The dead-end goods siding is now due to continue off-scene, making use of the bridge's second arch. A smaller goods shed will now stand in the yard, and its proportions are more sympathetic to the overall composition.



BEFORE: I'd originally planned to include this modified Skaledale building as a goods shed, reclaimed from the original 'Lisburn Lane', but it didn't seem to sit as well within this revised layout plan.



1

The lack of moulded relief on the inside edge of the Wills bridge arches was bugging me, so I decided to remedy the situation by cutting shallow slots between each stone, using the moulded courses on the outer faces as a guide. A razor saw was employed.



2

After sweeping away the loose debris with an old toothbrush, the courses were cleaned up with liquid poly cement, applied with a fine brush. This is a useful means of tidying plastic surfaces and imparting a degree of surface texture.



3

The gaps between the two arch sections were in-filled with offcuts of embossed and plain plastic card - just whatever material I had to hand. The gap in the roadway was also plugged with spare plastic sheet, reinforced from below with more plastic.



4

Having decided on the shape and size of the buttress wall overlays, the tapered angle was marked out using an adjustable set square. This handy tool allows the same angle to be marked out - in reverse - on the other side, simply by flipping the tool over.



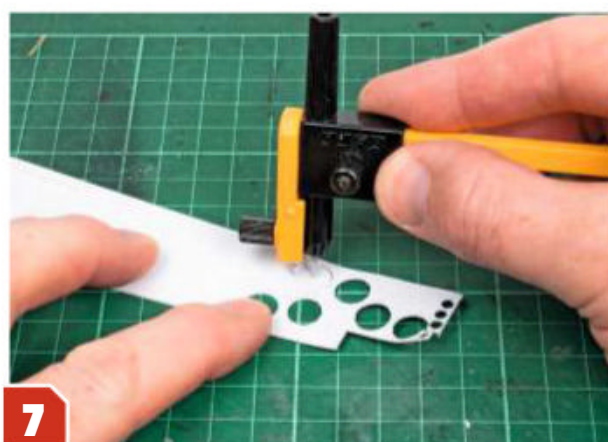
5

The buttresses were cut from Wills Coarse Stone embossed sheets, which are a good match to the stonework of the bridge. A thick plastic cement is required to fix them in place onto the uneven stonework beneath, clamping until the glue sets.



6

The wing walls and parapets were also cut from the Wills Coarse Stone sheets. Gaps were filled with solvent-based plastic putty, applied with a cocktail stick. Cellulose thinner was stippled onto the surface to blend the wet putty into the mortar courses.



7

Strengthening plates were created from thin (15thou) styrene sheet, cut into discs with a compass cutting tool. It takes many rotations for the blade to make its way through the plastic and leave a clean cut. Rushing will push the blade off course.



8

The washer, nut and tail end of the bolt were created using a set of hex and disc punch tools from RP Toolz (www.scalemodelshop.co.uk). These tools may seem like a luxury but, if you enjoy scratchbuilding, the investment will prove worthwhile.



9

After fixing the large disc plates in position with thick poly cement, the washer, hex nut and round tail of the bolt were applied in turn, using thin liquid poly to secure them neatly. The bridge was now ready for priming and painting.

Building sheds Chris Gadsby

When I moved in to my first home with my partner a couple of years ago, we had the same visions as everybody else does when they move, about what we wanted to change and how we would want it to look. I saw that there was huge potential for a model railway, as the house came with a couple of rooms that would be spare - for the time being.

I decided that one of these rooms would be perfect for my first 'permanent' layout and my partner very graciously allowed me to almost fill one of the rooms with baseboards, on the condition, she said, that I would be able to take the layout out of that room once it was needed. 'No problem', I thought, as that was my intention anyway.

Fast forward a year to the first lockdown and we'd decided to renovate the garden. I could finally put my plan into action - a dedicated railway room/workshop. My partner was also very enthusiastic about this and I'm still unsure if that's because the spare room will become free for her craft materials or because she's looking forward to the prospect of me not being in the house for extended periods of time!

I spent a lot of time talking to my next door neighbour who was planning on building a similar sort of thing and, crucially, also spent time making sure what I intended to build would avoid the need for planning permission.



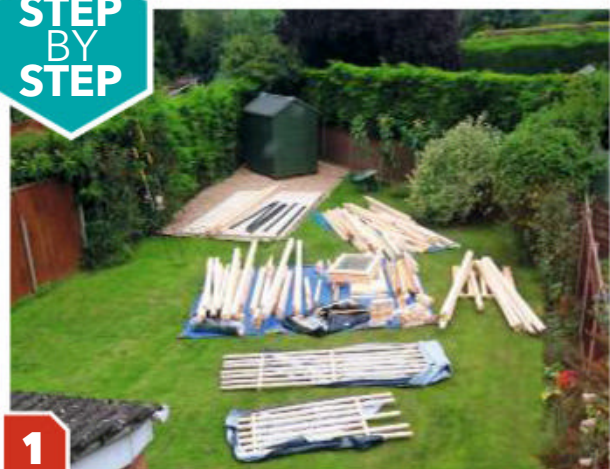
You can, of course, go for a bigger room and obtain the necessary paperwork, but that comes with additional costs.

After considering a range of options, including building the thing from scratch myself, I instead opted for a log cabin from Tuin (www.tuin.co.uk). These cabins are great for anybody who wants to build a room fairly quickly, as all of the logs come pre-cut, with grooves and slots done for you so that all you have to do is assemble it.

My dad and I were able to build the walls and install the doors, windows and roof boards in a day, and now all that is left for me to do is finish the flooring and roof before asking my neighbour very nicely if he will install the electrics for me.

I was hoping to have the cabin completed before this issue went to press, but time and the weather were not on my side. I'll provide an update once everything is completed and the trains are running!

STEP BY STEP



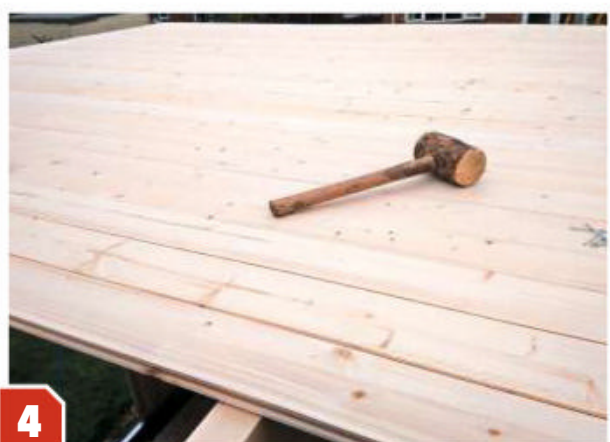
1 After the poor delivery driver had weaved his 40ton lorry down the winding roads to our village to deliver the cabin, it took three of us two and a half hours to carry everything down the side of the house and lay it out in the back garden ready for building the next day.



2 The logs have an interlocking system you can see here. Use a rubber mallet to help get every log situated correctly and make sure you leave room for expansion around the door frame. A big thank you to my dad (pictured) for his help with the build!



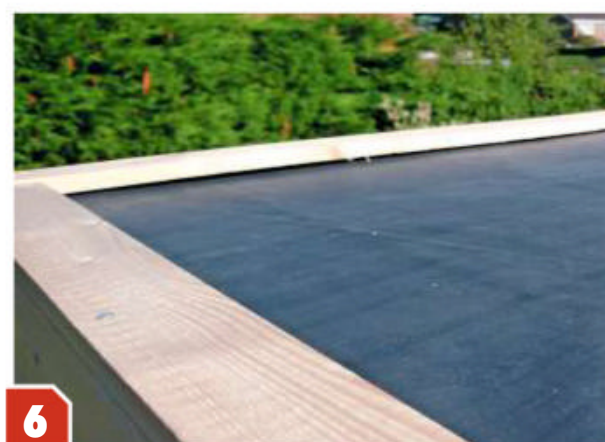
3 Here the cabin walls are completed and the roof rafters are in place ready for the roof boards to be added. It took us a few hours to get to this stage as I had laid everything out the night before, meaning we could just get the right piece without searching for it.



4 Adding the roof boards was easily the most tedious part of the build at this point as each board needed seven or eight nails to fix it in place, and there were almost 60 boards! Thankfully the weather held for us and we were able to get them all on in the dry.



5 The view from inside the cabin. I still have the insulation and floorboards to fit at this point, which is what I'm working on now! I'm already starting to picture trains running around the outer edges of the cabin while I sit and work at my desk.



6 Fitting the roof was definitely a two person job, especially getting it up there in the first place! You need a dry day to do this and it does take a while to do the frame, insulation, OSB boards and roof, but the cabin is now completely watertight!

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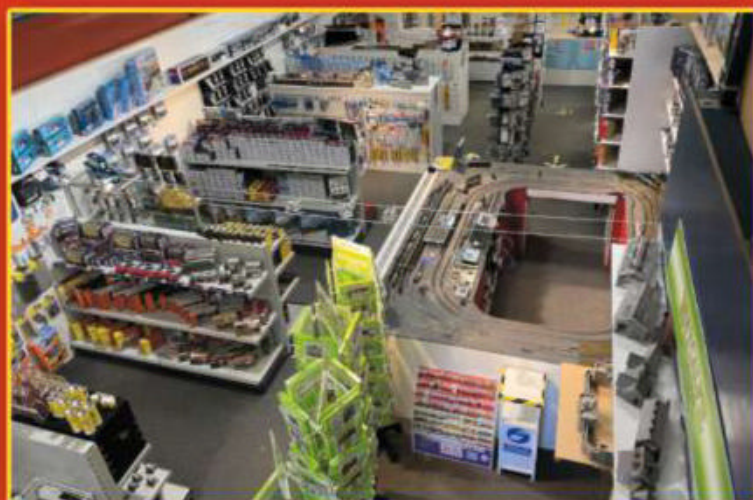
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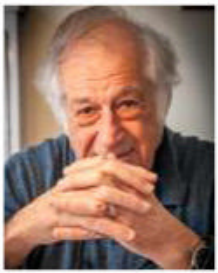


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According to Chris...

Chris' view is that modelling – like any hobby – is as expensive as you choose to make it.

Let's talk money. I'll be quite frank. It's not something I usually discuss, but in post-pandemic, post-Brexit Britain, money is certainly an issue for many – probably most – people.

I've seen our hobby described as 'expensive', or 'becoming expensive' even by my friends and colleagues. If you believe what you read on social media and forums, a large percentage of modellers also use the same terms. There was, for instance, lots of comment regarding a recently announced, limited-run box van. "£35 for a four-wheel wagon!" exclaimed one post.

My view has always been that any hobby is as expensive as you choose to make it. Other four-wheel wagons are available for less – good second-hand ones for less still. Golf is an expensive hobby if you use the top golf courses and buy the best clubs and kit. The same goes for any hobby, though at the top end, some can certainly be more expensive than others. That's why I'm into railway modelling and not classic fast cars!

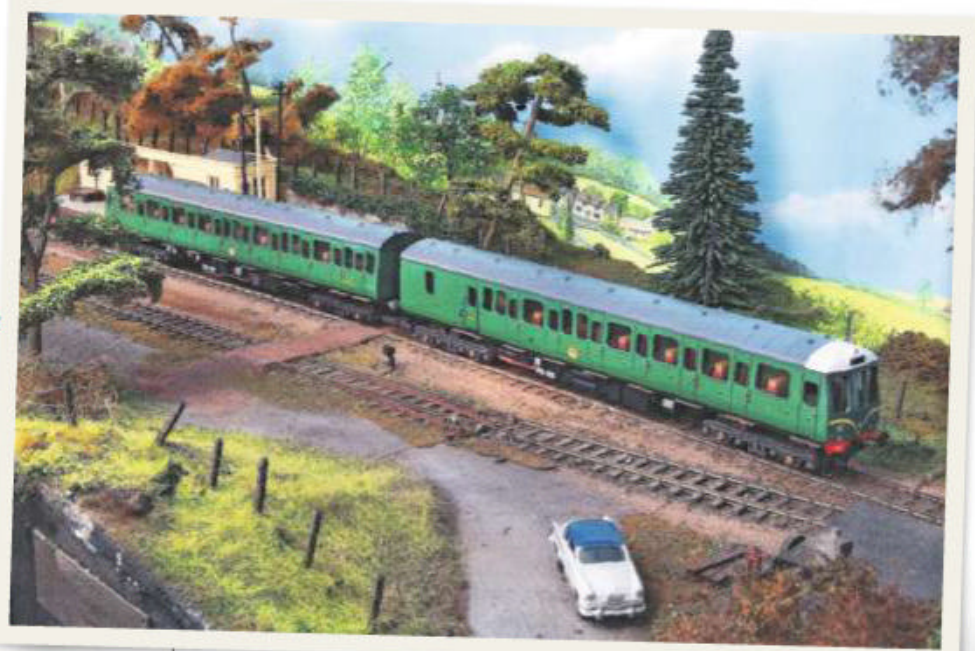
It is also true to say that non-modellers (and that's the majority of people) don't have any grasp of what's involved in building or moving a model railway. That was brought home to me recently with the project to move my 'O' gauge 'Railway Children' layout to the Keighley & Worth Valley Railway. It has been moved in the past, twice to *Model Rail Live* shows. Both times it was moved by *Model Rail* staff in rented vans. It also went, on one occasion, for a weekend display at Butlin's Skegness, when I moved it single-handed and drove the rental van.

However, when entrusted to a commercial courier firm, one soon learns how non-modelling folk fail to grasp the realities, despite repeated instructions. 'Cannot be stacked' does not, for instance, mean that the baseboards can be stood on end and strapped to the van sides like the various items of furniture, including a sofa, that are already in the van!

But, to return to the subject of money, such exercises inevitably mean that the question of value arises. "What if it gets damaged?"

"Who is liable, and for how much?" If a layout goes to any exhibition, the exhibit booking form invariably asks for a valuation of the exhibit. It is not difficult to tot up a valuation for locomotives and stock, though it will usually be a lot higher than either party expects. But just how does one value a layout?

Two of my colleagues build layouts on a commission basis from time to time. They build what the customer wants and charge accordingly. Such



negotiations would be a commercial confidentiality, so I won't ask what they charge. However, they are building to a specification provided by the customer. They are building what the customer wants and what he or she is willing to pay for. That is very different from valuing a layout which one has built for one's own enjoyment and on which one has been willing to lavish infinite amounts of time to realise one's vision.

How would I value 'The Railway Children'? It comes with two locomotives, three carriages and a Gaugemaster controller.

It's easy enough to put a replacement value on those, but that's where it ends. What would I charge to build it again as a commercial project? There isn't a huge cost in materials – timber, plywood, expanded polystyrene, Peco track, scenic materials. You would probably get change out of £250. You could start by offering me £10,000, but the truth is I'm not sure I would even be tempted by that. Most of what went into it was time. I never kept a log of how much time I spent spreading DAS clay onto the shells of buildings and scribing on stonework, or individually slating the station roof – twice because the first lot warped. So, for £10,000 or £20,000 I'm simply not sure I could be tempted to do it again at any price. Been there, got the T-shirt, worn the T-shirt out.

Nevertheless, I would like it to find a good home, where it can be viewed and enjoyed by modelling and non-modelling folk. The Bentley Model Railway Group in Chippenham found a

home for my 'Black Dog Halt' layout in a local museum. I was lucky. I suspect that for most people, however much they value their own layout, it won't survive their passing and I doubt that my 'HO' layout will, either.

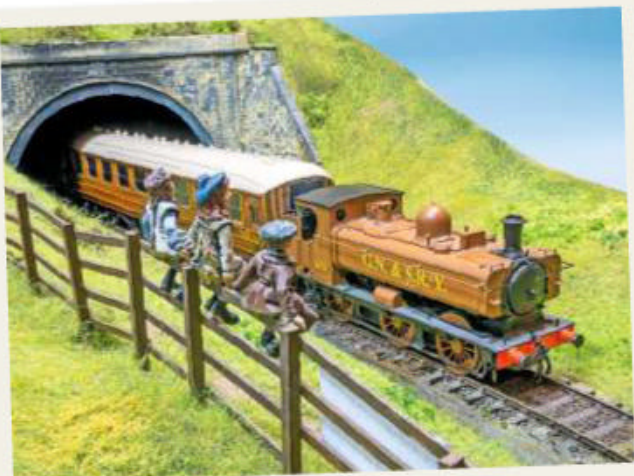
I've seen attempts to establish model museums to safeguard layouts ever since I started in this business in 1963. Then, E.T. Rawlins was building a layout based on the Wye Valley Railway and it was featured in *Model Railway Constructor*. He had ideas of establishing it in a museum. I don't think he ever succeeded. Since then repeated attempts to establish permanent homes for well-known, top-notch model railways seem to have always gone the same way as their builders. Is there a point at which what is 'priceless' to us simply becomes 'valueless' to others?

Modelling Diary: Chris Leigh

Now I'm re-assembling 'The Railway Children' so I can test-run a Dapol railcar.

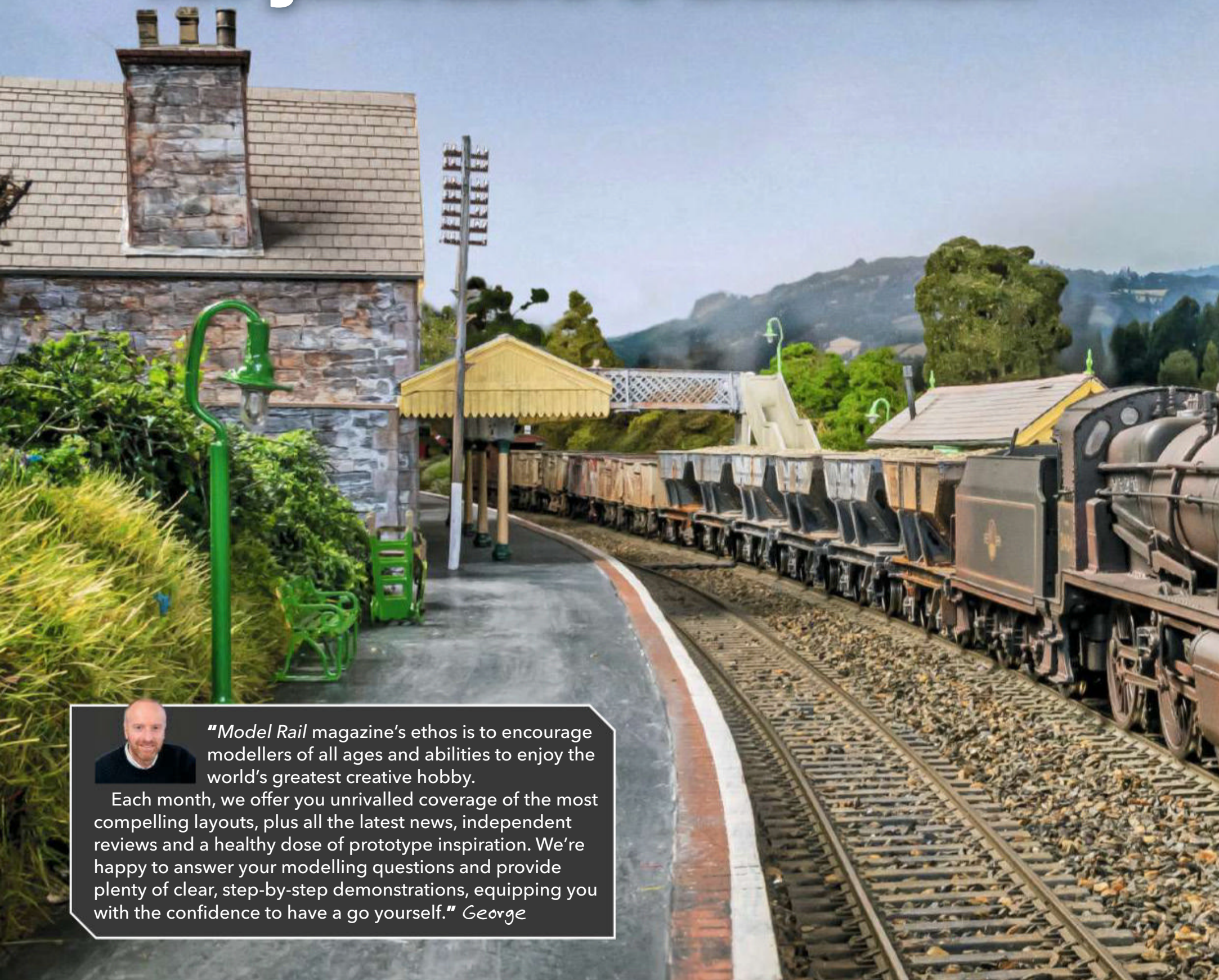


You might not be able to see Chris Leigh's 'Oakworth: The Railway Children' in Yorkshire yet but you can read about it in *Great British Model Railways*, out now, priced £5.99.



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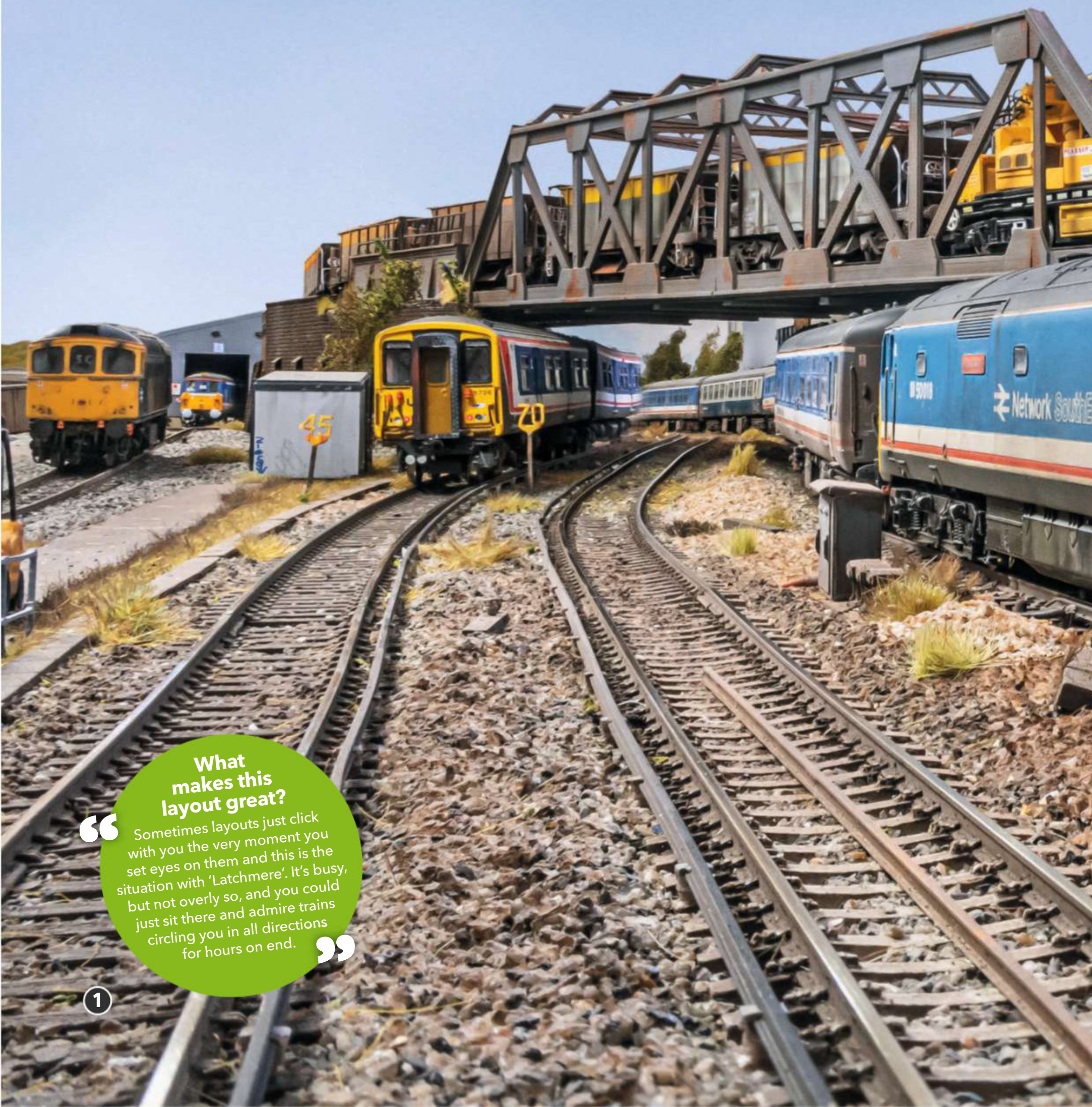
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'OO' GAUGE LAYOUT **LATCHMERE**

A sense of **connection**

Peter Burnage had already built two layouts of his childhood stomping ground before this one. We wouldn't bet on the third version being his last...

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



What makes this layout great?

“ Sometimes layouts just click with you the very moment you set eyes on them and this is the situation with 'Latchmere'. It's busy, but not overly so, and you could just sit there and admire trains circling you in all directions for hours on end. ”



2



Serial layout builders are walking among us all the time and we probably all know one. They're the people who are working on a layout and then when you speak to them three months later they are working on another, and so on and so on. Peter Burnage has built a few layouts, but what separates him from the majority of serial layout builders is that rather than building models of loads of places around the country, he is now on the third iteration of a location close to his heart.

"I'd like to think that this is the last version," Peter jokes as he chats to us from inside his purpose-built portable building. "But you never know what's around the corner!"

Peter's layout 'Latchmere' loops around the edge of the interior of the 20ft by 10ft cabin and depicts the Network SouthEast era in the Wimbledon area.

"If you were to take away Clapham Junction, that's about where 'Latchmere' would be. I lived in the Kingston area as a child and would frequently ►

3



4



“I would like to think this is the last version, but you never know what’s around the corner”



3 things we like



1

The lattice footbridge has been scratchbuilt and is based on one near Wimbledon.



2

The station footbridge is predominantly scratchbuilt but Peter has used a few Hornby concrete stairs to get the right angles and height.



3

As a *Dr Who* fan, Peter has a Tardis, a few stone angels and some 'Bad Wolf' graffiti at 'Latchmere'.



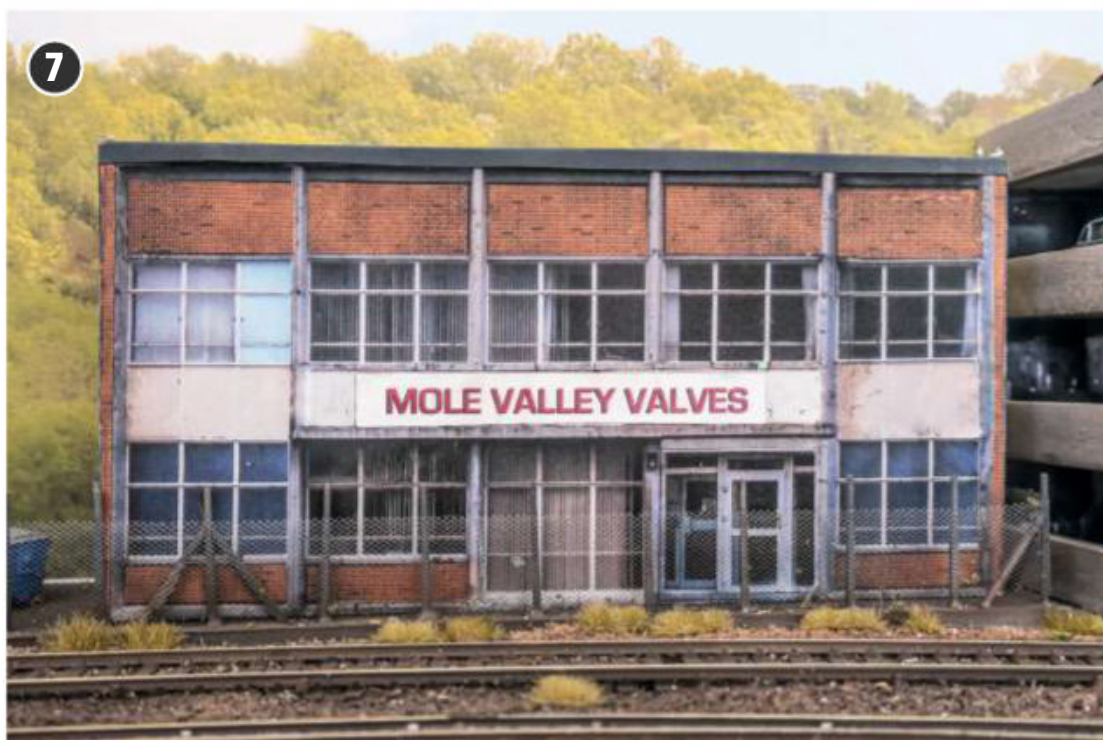
get the trains I've modelled to go and see my friends. It's been the only place I've ever felt a real connection to in terms of the railways, so it was natural that I kept returning to the area with my layouts! It's not been as easy as taking it down from one place and putting it up again at the other, though, as each one is a bit different owing to the space that I had available at each house. This version is slightly thinner than version one, which was in a loft, so I haven't been able to have as many scenic sidings as I'd have liked, and had to get inventive."

They're not quite finished yet, but Peter's hidden sidings surface within the long depot shed and the gradient is invisible on the scenic section – a very clever piece of design. It needed to be, as Peter was insistent on having space for 12-car units.

"My view was that if I was going to spend a lot of money on the layout I wanted it to look as realistic



“At times I was wondering why I was putting myself through the ordeal, but now it’s finished it looks so good!”



as possible and I’ve tried my best with the stock and the track to do this. That being said, the track design is completely made up! There are a few indicators of real-world locations. The flyover, for example, is similar to the one at Wimbledon because I wanted a way to get from the Down lines to the Up lines without an unrealistic junction. I’ve also added a third rail, a necessity for this location, and that was a nightmare, definitely the most difficult part of the layout trying to get each insulator pot into the right place with the rail threaded through. At times I was wondering why I was putting myself through the ordeal, but now it’s finished it looks so good!”

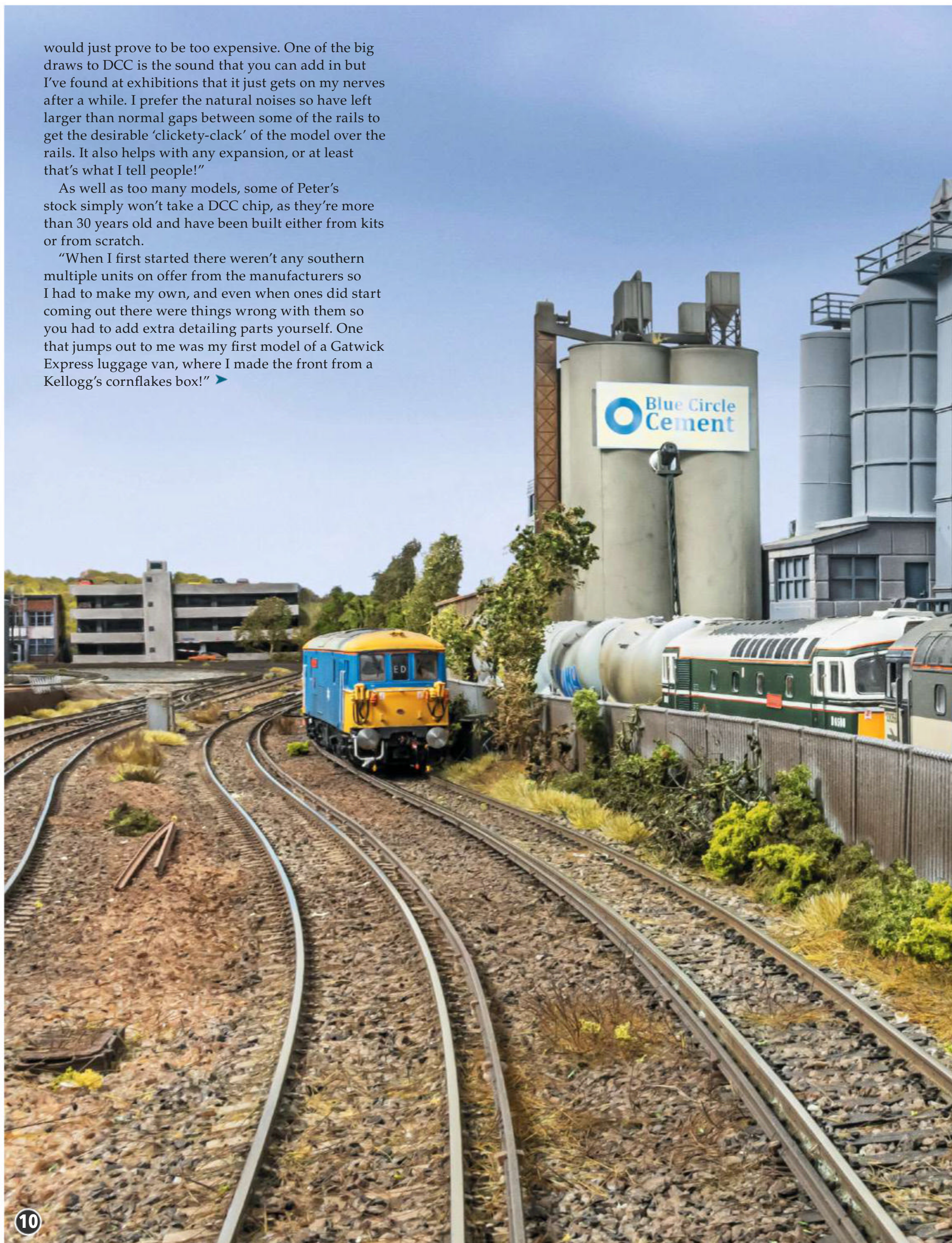
With a layout of this size, many people would opt for DCC, but for several reasons Peter decided that this wasn’t the road he wanted to go down.

“Predominantly this is down to the cost, I’ve got so many models that fitting chips to all of them ➤

would just prove to be too expensive. One of the big draws to DCC is the sound that you can add in but I've found at exhibitions that it just gets on my nerves after a while. I prefer the natural noises so have left larger than normal gaps between some of the rails to get the desirable 'clickety-clack' of the model over the rails. It also helps with any expansion, or at least that's what I tell people!"

As well as too many models, some of Peter's stock simply won't take a DCC chip, as they're more than 30 years old and have been built either from kits or from scratch.

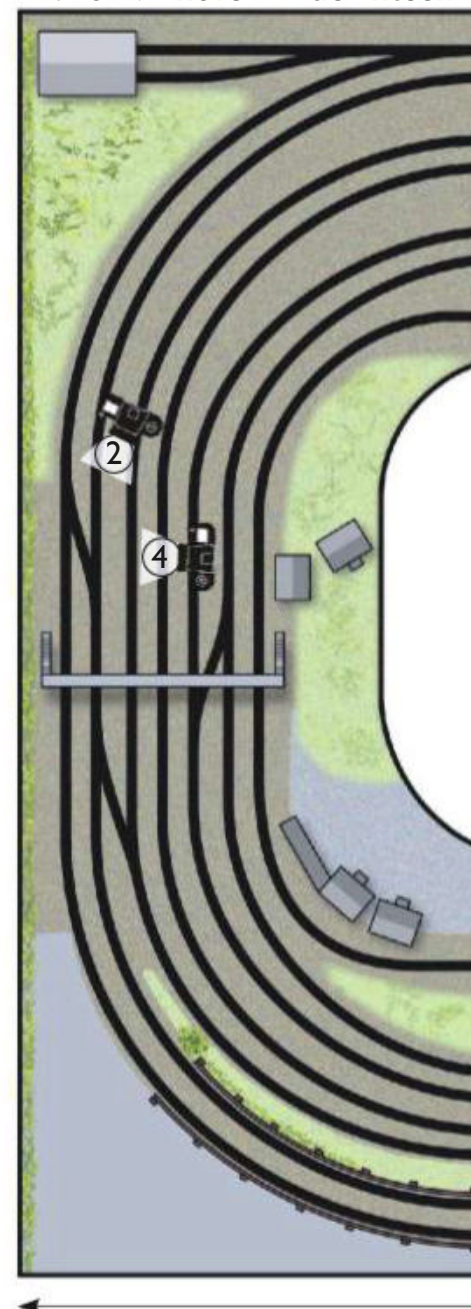
"When I first started there weren't any southern multiple units on offer from the manufacturers so I had to make my own, and even when ones did start coming out there were things wrong with them so you had to add extra detailing parts yourself. One that jumps out to me was my first model of a Gatwick Express luggage van, where I made the front from a Kellogg's cornflakes box!" ➤







Artwork: Andrew Mackintosh



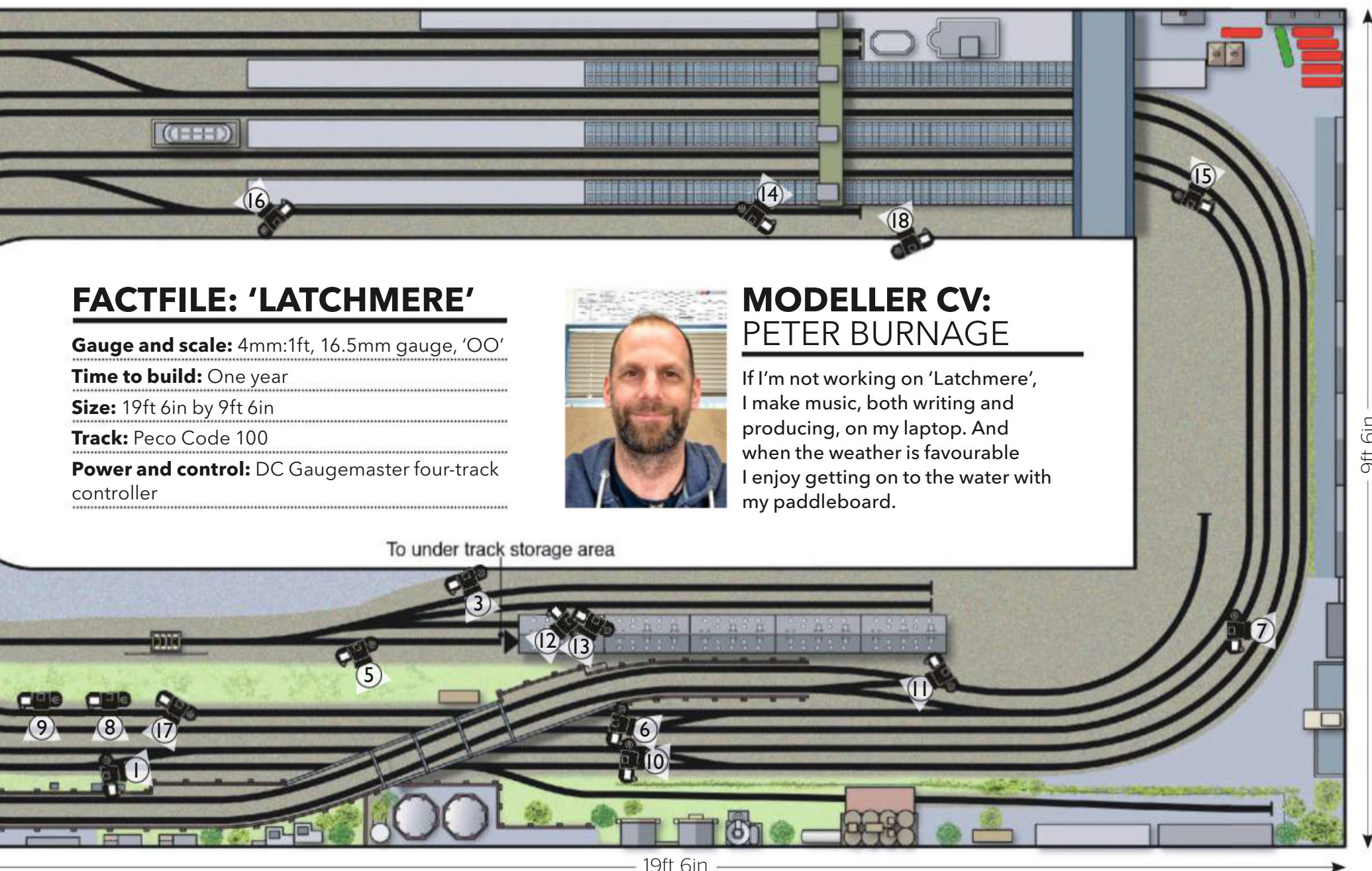


DOWN AND DIRTY

The golden age of the railways had long gone by the time Peter started riding on the rails, and he's replicated that at 'Latchmere', putting a lot of work into making the layout looking grimy and untidy. "Take a look at any picture of urban railways from the 1980s onwards and all of the retaining walls are covered in graffiti, even the sides of some of the coaches have been 'tagged'. It's not a pretty sight but it's one I tried to replicate. This is probably most obvious in one of the corners where I've placed a Gateway supermarket. I used to work there and got my friend to 3D-print a lot of branded carrier bags to put in trees and on the lineside."

The carrier bags aren't the only thing that has been 3D-printed at 'Latchmere'. Peter has also had flashguards made for his Class 73s and several detail parts for his signal box. Neither Hornby nor Bachmann's model was quite accurate enough for this Woking replica, so Peter used bits from each one and some extra printed parts to bring it up to a standard he would be happy with. While it's still a work in progress, Peter has added a track plan and a signalman having a cup of tea to the interior of the 'box, which will eventually light up.

It may sound a bit of a cliché to say that a model railway is never finished, but Peter's cabin was only delivered last July, so there is still a lot to do. The large station is his next project, using the platforms that were rescued from the very first 'Latchmere' iteration. If you are interested in seeing the latest news and pictures about the build of 'Latchmere', you can find all the details on Twitter and Instagram. We will certainly be checking in! [MR](#)



FACTFILE: 'LATCHMERE'

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

Time to build: One year

Size: 19ft 6in by 9ft 6in

Track: Peco Code 100

Power and control: DC Gaugemaster four-track controller



MODELLER CV: PETER BURNAGE

If I'm not working on 'Latchmere', I make music, both writing and producing, on my laptop. And when the weather is favourable I enjoy getting on to the water with my paddleboard.



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WORKING in multiple

Richard Foster and **Ben Jones** look at the history and the impact of the Windhof Multiple Purpose Vehicles.

Keith Tantlinger surely couldn't have imagined the impact that his deceptively simple twistlock system for securing shipping containers would have on global logistics. But he certainly wouldn't have envisaged that the humble twistlock would provide a key tool for Network Rail in its annual war on leaves, the scourge of the modern railway.

German state railway operator Deutsche Bahn had an idea that a lightweight multiple unit could become a useful tool for freight flows that didn't require a whole train. German manufacturer Windhof built four five-car freight multiple units, while competitor Talbot built three similar vehicles but with articulated bogies.

The 'CargoSprinter', DB Class 960 and

Class 961, were introduced in 1997 and trialled from Fraport's airport at Frankfurt to Hamburg, Osnabruck and Hanover. Despite showing early promise, DB didn't consider the CargoSprinter a success and the project was cancelled.

“Despite showing early promise, DB didn't consider the CargoSprinter a success and the project was cancelled”

CargoSprinter was little more than a self-propelled container wagon with driving cabs. While it may not have proved itself successful as a freight mover, its shape could lend itself to another task.

For as long as there have been railways, older coaches and wagons have been re-used as service vehicles once their revenue-earning careers are over. Former passenger coaches often end up as test cars, weed sprayers, mess rooms or breakdown train support vehicles, while wagons are converted for a multitude of specialist tasks. ➤



Above: Caught in perfect autumnal afternoon sunlight, Windhof MPV DR98912 and DR98962 pass Parbold, en route to Wigan Wallgate with a Railhead Treatment Train, in October 2018. ALAMY

Right: Windhof MPVs can carry all manner of equipment modules. DR98952 and DR98902 are seen on RHTT duties near Winwick Quay, Warrington. ALAMY

DR98962 and DR98912 are operating a Furness RHTT circuit as they pass Silverdale, heading towards Barrow. ALAMY



WINDHOF MULTIPLE PURPOSE VEHICLES





Often, such vehicles would make occasional sorties as required or only see use for a few weeks a year, spending the rest of their time stabled at strategic locations. While this was not an issue in days gone by, after privatisation all rail vehicles were seen as 'assets' that needed to earn their keep.

Railtrack's answer was to merge the 'CargoSprinter' concept and the twistlock container coupling into a self-propelled train with bodies that could be swapped to serve a multitude of purposes.

VERSATILE

The Multi-Purpose Vehicle (MPV) could be fitted with bodies for structure gauging, Sandite application, water cannons, weedkilling and third-rail de-icing duties. The bodies were designed and built by French company Socofer and would be lifted on and off the chassis with either a crane or a fork-lift truck.

The first unit, consisting of DR98901 and DR98951, was unveiled to the press at Ilford depot on October 5 1999. The two 'cars' were semi-permanently coupled pairs formed of one powered driving car (numbers DR98901-25) and one unpowered 'slave' driving trailer (DR98951-75). Power came from two 355hp Railpac diesel engines mounted under the deck of the driving vehicle, linked to the axles via a hydraulic transmission.

Each Railtrack Zone had an allocation of MPVs and they were initially based at EWS' depots at Motherwell, Toton, Cardiff Canton and Old Oak Common. EWS provided crews

Above: The former locomotive depot at Wigan Springs Branch now specialises in the servicing of on-track plant, including the Windhof MPVs. ALAMY

Right: Like many service vehicles, MPVs often operate after dark. Pioneer vehicles DR98951 and DR98901 rest in the northern bay platform at Warrington Bank Quay, in November 2019. ALAMY



and maintenance, but it was Serco that actually operated the units for the track owner and infrastructure company.

Although its freight DMU concept never took off, Windhof was now building MPVs for not only Railtrack but also BLS and SBB in Switzerland, which use them as tunnel rescue and fire-fighting trains. A further seven units were built for Railtrack (DR98926-32 and DR98976-82).

Railtrack then ordered 14 similar vehicles (DR98001-014) in July 1999 to power new 'high output' overhead wiring trains for the West Coast Route Modernisation project. They were formed into 200m trains with four power cars and five flat wagons loaded with a variety of equipment, including telescopic lifting

The Windhof MPV fleet

HS1 Maintenance Train Vehicles
DR97011-14

West Coast Electrification
DR98001-007/009-14

Electrification Vehicles
**99 70 9131 001-8/003-4/005-9/006-7/
010-9/011-7/013-3/014-1/015-8/018-2/
20-8/ 021-6/022-4/023-2
(DR76901/903/905/906/910/911/
913-915/918/920-923)**

General purpose MPV
DR98901-932+DR98951-982

Infrastructure Monitoring Vehicle
DR98008

WINDHOF MULTIPLE PURPOSE VEHICLES



Above: Still wearing Railtrack's original livery, albeit with Network Rail branding, 'slave' car DR98970 leads its powered twin DR98920 through the Warwickshire countryside. ALAMY

Right: During the leaf fall season, Network Rail's fleet of MPVs are employed to clear the rails of slippery debris using high-pressure water jets. ALAMY

Below: Bristol Barton Hill depot plays host to DR98909 and DR98959, resting between weed-killing duties, in June 2005. JOHN CHALCRAFT/RAIL PHOTOPRINTS



arms, cable drums and platforms for staff to inspect, repair and replace overhead lines.

Of this batch, it's worth noting DR98008. This MPV is a single unit with cabs at each end, used for measuring track geometry and video photography. Translink, Northern Ireland's rail operator, employs a single car MPV (numbered 11), while Irish Rail also has a single car MPV (790).

Network Rail, Railtrack's successor, ordered four MPVs for maintaining catenary on the Channel Tunnel Rail Link. They differed from previous MPVs in that they were fitted with Volvo Penta diesel engines and both cars are powered for a higher top speed, necessary for the railway on which they're employed. Network Rail (High Speed) Ltd is contracted for maintenance until 2025, keeping MPVs on HS1 for the next few years. ➤

CONCEPT REVIVED

The 'freight multiple unit' concept wasn't completely dead, however.

In 2001, Railtrack and Amey Rail co-operated on their own freight multiple unit (FMU) trials using specially modified MPV power cars. Trial loads of palletised cider from Bulmer's in Hereford were carried on low-floor Megafret wagons to Willesden. Further freight trials took place in 2005 with MPVs hauling OTA timber wagons from mid-Wales to Kronospan's factory in Chirk. Although their performance was satisfactory, nothing came of the concept and the cars returned to their normal duties a few weeks later.

The electrification of the Great Western Main Line from Paddington west towards South Wales was probably Network Rail's biggest recent investment in the railway. A vast scheme, costing billions of pounds, it has involved rebuilding stations and replacing bridges.

Part of that investment included spending £35m on 14 new Windhof High Output Plant trains. Making use of the

modular system similar to earlier MPVs, the HOPS trains included equipment for driving piles into the ground, pumping concrete and installing wires. The new units had International Union of Railways numbers but also carry numbers in Network Rail's departmental 'DR' series too.

The MPV may not have the attraction of a 'proper' locomotive. Indeed, their distinctive angular looks and obscure equipment mean that some enthusiasts consign them to the bin marked 'track machines'. However, MPVs have been a key element of the UK rail scene for the past two decades, playing an unglamorous yet vital role. Surely, it's about time to recognise the MPV as the train that keeps our railway running.



Built for the West Coast Route Modernisation scheme, Windhof electrification vehicle DR98014 is seen on the WCML near Lichfield Trent Valley in 2016. ALAMY

MPV names

DR98914+DR98964 *Dick Preston*
DR98915+DR98965 *Nigel Cummins*
DR98923+DR98973 *Chris Lemon*
DR98926+DR98976 *John Denyer*
DR98012 *Terence Hand 1962-2016*
DR98013 *David Wood 1951-2015*
DR98014 *Wayne Imlach 1955-2015*
99 70 9131 001-8 *Brunel*
99 70 9131 023-2 *Gavin Roberts*
DR98003 *Anthony Wrighton 1944-2011*
DR98004 *Philip Cattrell 1961-2011*
DR98006 *Jason McDonnell 1970-2016*
DR98009 *Melvyn Smith 1953-2011*
DR98010 *Benjamin Gautrey 1992-2011*



October is a popular month for spotting MPVs at work in daylight hours. DR98975/25 are seen at Fairwood, Wiltshire on October 21 2005. JOHN CHALCRAFT/RAIL PHOTOPRINTS

MPVs DR98009/12/14 at work near Poulton Le Fylde, on the electrification of the Preston to Blackpool North line, April 2018. ALAMY





HOW TO

UPGRADE A BACHMANN WINDHOF MPV

With an eye on autumn track conditions, **George Dent** upgrades an MPV with improved cab interiors and an authentic weathered finish.



MODEL Bachmann Branchline 31-576
Network Rail Windhof MPV



In those distant, pre-Covid days, when I would regularly commute to *Model Rail's* Peterborough office, the early mornings spent awaiting connections at Sheffield and Doncaster were enlivened around this time of year by the emergence of the annual Rail Head Treatment Trains (RHTT).

While a pair of DRS Class 20s is hard to beat, a Windhof MPV set would also provide a welcome change from the usual rail-borne fodder. With the onboard generator burbling away and high-powered water jets blasting leaf debris from the rails, they certainly make for an impressive sight.

These versatile, modular trains can also be glimpsed on other seasonal work, such as weedkilling and de-icing jobs and one thing I've noticed over the years is how the nature of the work dictates the

vehicles' weathered appearance.

Weedkilling duties invariably leave the MPVs covered in deposits of a pale, off-white dust, while autumnal work involving Sandite – a mix of sand, antifreeze and steel particles – results in a grainy, sandy-brown coating that cakes the chassis and bodywork. Furthermore, the use of water jets result in glossy, wet patches around the inner bogies, contrasting dramatically with the dust covering the rest of the vehicle.

Therefore, the type of weathering applied to an MPV – or similar service vehicles – can help us to suggest a particular season, which is useful if your layout's scenic treatments also hint at a specific time of year. I've long aspired to create an autumn-themed layout so, now that I have a suitable MPV in my fleet, I really ought to have a go.

What George used

- ◆ MIG enamel weathering washes and thinners, Tamiya acrylic paints and thinners
Availability: Scale Model Shop
Web: www.scalemodelshop.co.uk
- ◆ LifeColor paints, Ultra Mask film, airbrushes and equipment
Availability: The Airbrush Company
Web: www.airbrushes.com
- ◆ Seated diesel crew
Availability: Aidan Campbell
Web: www.aidan-campbell.co.uk

TOOLS

- ◆ Miniature screwdrivers
- ◆ Tweezers
- ◆ Paintbrushes
- ◆ Cotton swabs
- ◆ Cocktail sticks

Masterclass

STEP BY STEP



1

Bachmann's MPV is lovely, but the real things are rarely this clean, so a weathered finish was essential. The complex equipment modules will have to be tackled individually and dismantling certain parts will make the job easier.



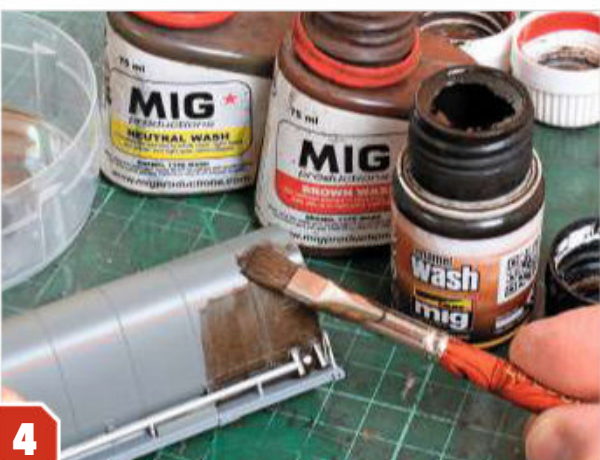
2

I also wanted to enhance the interiors, so the cab units were unscrewed from the chassis and the tiny screws kept in a safe place. The interior mouldings need to be prised out carefully, as they clip into the side glazing panels.



3

With each of the modules and cabs to be treated separately, a series of containers was employed to avoid getting parts mixed up. The handrail units on each module were carefully removed with a set of tweezers.



4

Removing the handrails meant the various equipment modules could be treated more easily. A mix of Dark Brown, Brown and Neutral enamel weathering washes was applied with a flat brush to one section at a time.



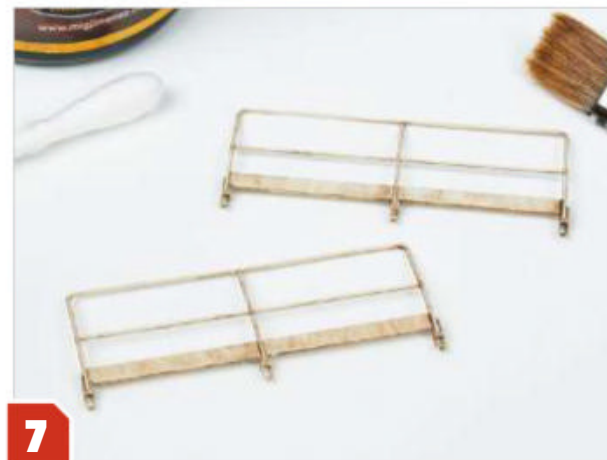
5

With cotton swabs, most of the wash was removed, leaving pigment deposits in recesses and around raised relief. Working with vertical strokes, in relation to gravity, creates an authentic streaking effect.



6

I repeated the process across all modules, tailoring the shade as desired. As much or as little of the wash can be removed to suit the required level of weathering. For heavier deposits, build the washes up in layers.



7

A mix of enamel washes was also employed on the handrails, with the excess wiped away with swabs. Keep some thinners (compatible with your wash formula) on hand to help remove any stubborn wash deposits.



8

The washes were employed on the bufferbeams and snowploughs, again using swabs to remove the excess and to create streaking effects. This was done before installing the bufferbeam details.



9

The cabs were also treated with the washes, taking care to keep it away from the glazing (masking the windows is an option). MPV cabs are cleaned regularly, so a more subtle effect was desired, especially to the front and sides.



10

While the wash coats dried, I replaced the supplied figures with drivers from the Aidan Campbell range, accompanied by coats and bags sculpted from epoxy putty. Miniature newspapers and magazines add the final touch.



11

After an overnight rest to dry, a mix of Tamiya acrylic Flat Brown, Dark Grey, Flat Earth and Flat Black was misted over the modules with an airbrush. Only a very small amount of paint was applied, enough to create a dusty finish.



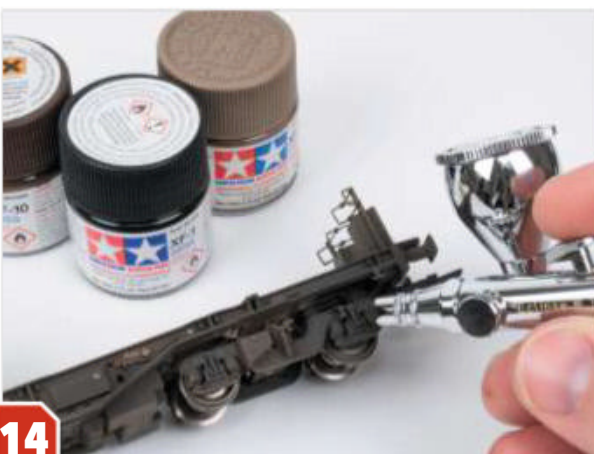
12

The airbrush allows us to add further shading and to remove any brush strokes left behind by the wash coats. Removing the handrails avoided the risk of them acting like stencils, interrupting the paint flow from the airbrush.



13

The same Tamiya paints were used in building up heavier layers of weathering on the chassis, having masked the motor and PCB. The shade was altered to create shading here and there and to avoid an overly uniform appearance.



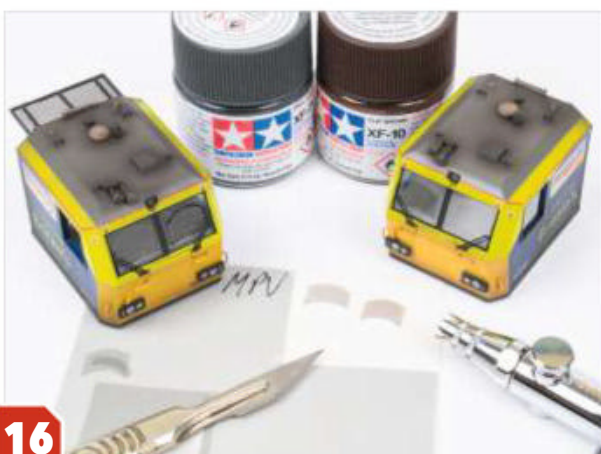
14

The weathering was applied over several stages, keeping the output from the airbrush set to a minimum. The patient approach allows the 'dirt' to build up evenly, while retaining a greater degree of control over the overall effect.



15

Darker stains were concentrated at the inner end of each car, enhanced with a few layers of clear gloss, to mimic wetness created by the water jets. The modules were then re-fitted, to ensure consistency with the overall weathering.



16

Before the airbrush was deployed on the cabs, wiper masks were created with Ultra Mask low-tack film. Masking tape can be used, but Ultra Mask stencils can be re-used. Gently place the stencils in position under the wiper blades.



17

Only a very light misting of paint was airbrushed over the cab fronts and sides, but heavier deposits were targeted onto the roof, working around the equipment. When the paint is dry, gently remove the wiper stencil masks.



18

Before final assembly, the wheels and all power collecting surfaces were cleaned with Hobby Trax's Loco Go fluid. Spray a small amount into the can's lid, or other container, and use a small swab or microbrush to clean the surfaces.

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



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Meet the *Model Rail* Expert Modellers



George Dent
Learn from one of the country's best modellers.



Chris Leigh
Quite simply, what Chris doesn't know isn't worth knowing!



Alex Spencer
This month's guest contributor shows us how to create lifelike dioramas.



Peter Marriott
Scenic guru! Knows what's available and how to use it.

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



HOW TO

MODEL BRATTON FLEMING STATION

Chris Leigh tackles a new kit with a difference – a 3D-printed station building for the Lynton & Barnstaple Railway.

It might seem strange to start a feature about Bratton Fleming station with a photograph that does not actually illustrate the station, but here's why.

Of all the pictures that I have of the Lynton & Barnstaple Railway, this picture, from a tiny contact print, is the one which best evokes the L&B to me. It is from the collection of my friend and mentor, Alistair B. MacLeod, who was locomotive running superintendent at Eastleigh, responsible for the L&B in its final years. However, 'Uncle Mac' did not take the photograph, as a note in pencil on the back reads 'ABMcL on footplate'.

He was probably firing, as he told me, on a number of occasions, that he did not like firing the Manning Wardle 2-6-2Ts because he was tall, and the firehole was small and close to the floor, forcing him to stoop. The

With scarcely a month left to operate, one of the Manning Wardle 2-6-2Ts – probably No. 759 Yeo, climbs between Bratton Fleming and Blackmoor on August 22 1935. A.B. MACLEOD/CJL COLLECTION



MODEL RailReality 1:76 Bratton Fleming station building kit **Price £21.95**

AVAILABILITY Only available through Ebay





photograph shows the wonderful Devon scenery through which the contractor has had to cut deeply, a miscalculation which caused his business to fail and deprived the L&B of the early maintenance which was included in the contract.

The 2-6-2T will have been working hard on the 1-in-50 gradient which began near the 4-milepost from Barnstaple and continued with little respite through Chelfham, and Bratton Fleming to Blackmoor Gate, almost eight miles later.

Nestling under a wooded hillside some 7½ miles from Barnstaple was the small station at Bratton Fleming, a village some little distance away from the railway. The Southern Railway built its Barnstaple Town station beside the River Taw as the cross-platform junction station for the L&BR, which opened in 1898. The halt at Snapper and the first two small stations, Chelfham and Bratton Fleming, were constructed by the contractor. The larger Swiss chalet-style stations at Blackmoor, Woody Bay and Lynton were built by a local builder, Jones of Lynton, the station at Lynton being quite substantially altered by the Southern Railway after their takeover of the L&B at Grouping in 1923.

BACK TO BASICS

My interest in the Lynton & Barnstaple Railway dates back to childhood and to one of those big hardback children's books, *The Wonder Book of Trains* or some such. It had a sepia

Bratton Fleming station from the road overbridge in Southern Railway days. Views from this direction are quite unusual. This one shows clearly the SR cast concrete nameboard and the large number of fire buckets covering the wall of the gents' toilet. The densely wooded area posed a fire risk.
H.C. CASSERLEY/CJL COLLECTION



picture of a Lynton & Barnstaple train on one of the North Devon line's more spectacular stretches that was captivating. I would see that same picture many times in succeeding years.

I grew up with holidays in North Devon. I was five years old when, in August 1952, we were on holiday in Ilfracombe. That was when the Lynmouth flood disaster happened. Torrential rain brought a deluge down the rivers through the village, causing death and destruction in a single night. The area was, of course, closed off but further afield there was still plenty of evidence. The memories are still vivid, of seeing a dead cow floating along a swollen river and, while riding in the back of our car, an encounter with a DUKW amphibious vehicle on a narrow Devon lane.

Nevertheless, North Devon has remained my all-time favourite holiday location and the

The detail of the porch and the diagonal roof tiles show well in this view of 2-6-2T No. 759 Yeo at Bratton Fleming with an Up train. The Down loop has been removed, so it is after 1932.
F.E. BOX/CJL COLLECTION

long-gone Lynton & Barnstaple Railway has been at the centre of that. So it was that a disappointingly wet and dismal honeymoon in the Lake District in 1972 was followed by a self-catering holiday in Lynton the same year. We stayed in the former L&B station, the booking office and waiting room area of which (largely built by the Southern Railway post-1923) was now a holiday letting.

Six years later I persuaded my wife that we should rent another L&B station that had been turned into a holiday letting. This time it was Bratton Fleming, a charming and secluded place to stay, offering easy road access to ➤



the rest of North Devon. There was, however, quite a walk to the village pub and not a lot going on in the evening. I took the opportunity, with 50ft tape measure and drawing pad, to measure and draw the station building as it would have been in the 1930s.

Bratton Fleming had, at that time, been extended with a lean-to where the gents' toilet had been, to provide an extra room, and a small bay window in matching style had been added to the platform elevation. In more recent years – probably the 21st Century – a quite hideous and totally out-of-character extension has been added. At the time of writing, the station has been acquired as a long-term investment by the present-day Lynton & Barnstaple Railway which, I suspect, will eventually restore it to its original appearance as it has already done with the similar building at Chelfham.

I was able to take precise measurements on site and to recheck if I needed to do so. One particular success was the porch at the Barnstaple end. This had been a timber structure and had been completely removed. However, the timber had obviously been repainted a number of times during its existence and sometimes the painting had been a little careless, leaving the outline of the porch, in paint, clearly on the stonework!

It was not so very long after this that, as assistant editor of *Railway World*, one of my jobs was to acquire photographs for the Ian Allan Library. Through this, a wallet of negatives arrived in the mail one day – 100 negatives of the Lynton & Barnstaple Railway, taken around 1930-35 by Frank E. Box. I was advised 'from above' that to justify the purchase price I would have to produce a book that used them.

The result was *Portrait of the Lynton & Barnstaple Railway* in which I was able to use my drawings alongside Mr Box's photographs and other material including contributions from the company's reprographic manager Robert Antell, whose family owned part of the L&B trackbed at Parracombe.

TWO TO THREE DIMENSIONS

'Portrait' was reprinted several times and though it is now out of print, second-hand copies are easy to find. It is particularly gratifying to find that my drawings have been used by a manufacturer to produce a 1:76

The porch and Bratton Fleming's award-winning floral display.
F.E. BOX/CJL COLLECTION



scale model of Bratton Fleming station building. RailReality is an Ebay seller. The Bratton kit is 3D-printed and can, by negotiation with the manufacturer, be produced to other scales. (I was tempted to ask for a 1:1 version but the local planning authority might not approve!)

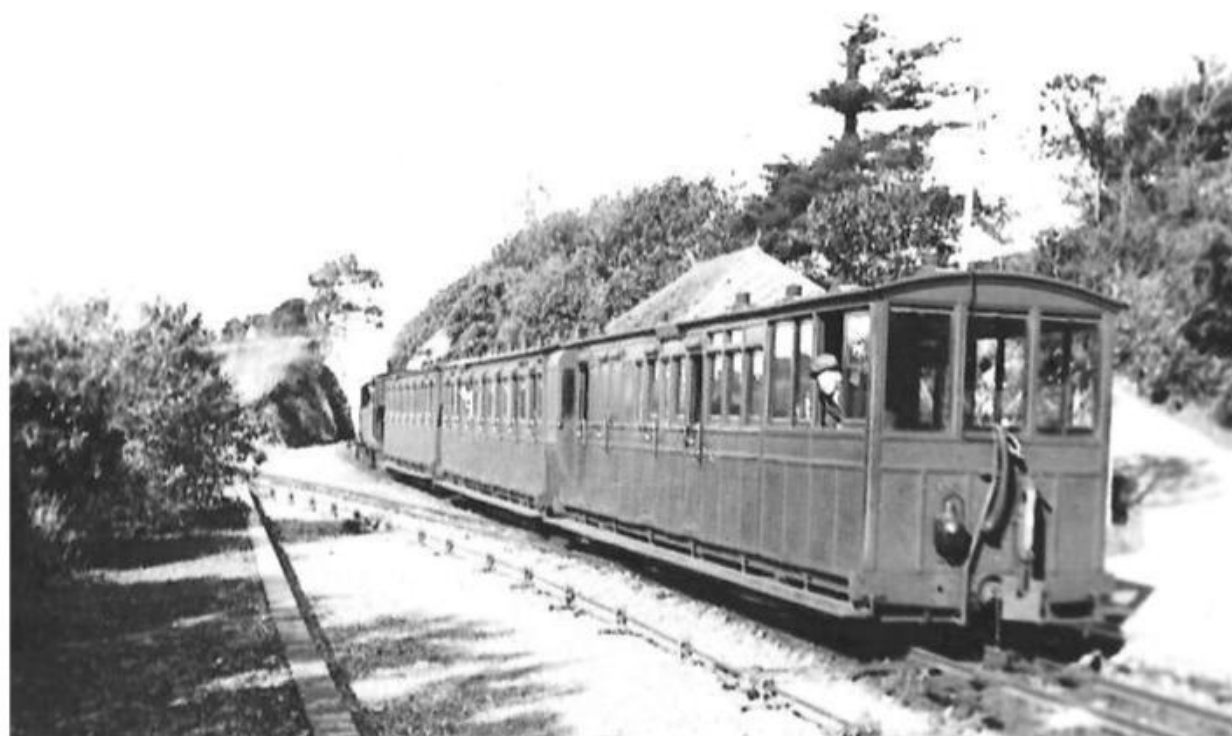
As an 'old-school' modeller accustomed to making buildings in card, I've built at least two versions of Bratton but a 3D-printed model is something quite different. I have built a couple of 3D-printed rolling stock models, but never a building. The kit is supplied as just seven components and four of those are poster boards. The building itself consists of the walls, the roof and the porch.

The secret to making a success of this model lies in how well you paint it. The roof has the distinctive diagonal tiling, the gutters and the ridge tiles all neatly reproduced but the walls are flat white plastic. The strata of the printing process is faintly visible and could, perhaps, be used as guide by anyone wanting to create a brick-built version, but if you wish to replicate the stone of the real structure, you're on your own. It really is not as difficult as it looks. This model took me

several weeks, painting the stonework in short sessions using Omen Miniatures acrylic paints. Before I was halfway through I decided that I ought to build a diorama on which to display it.

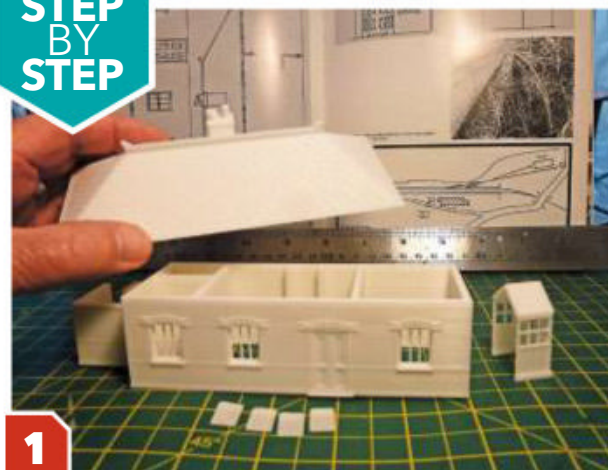


A 1978 view from the site of the Down platform and sidings shows the heavily wooded setting of Bratton Fleming station, looking towards Barnstaple.
CHRIS LEIGH



One of the reference photographs from my 1978 visit which I used as a guide when painting the stonework. CHRIS LEIGH

Another post-1932 view shows a Down train about to depart with one of the composite observation cars on the rear. Sadly, this type of coach is not yet in the Peco range. F.E. BOX/CJL COLLECTION


**STEP
BY
STEP**


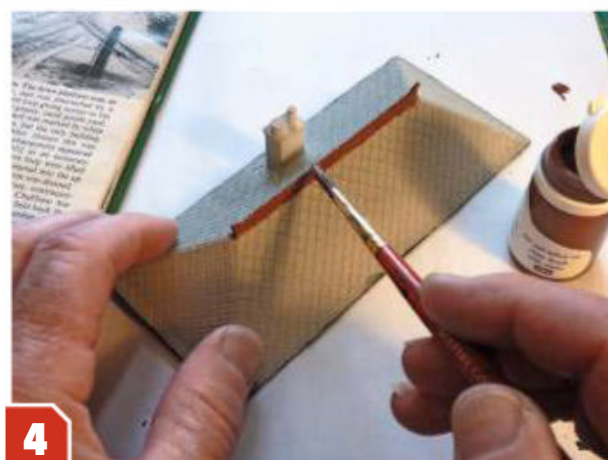
The kit, as supplied, has just seven parts and relies on the modeller to paint and finish it. It is an accurate rendition based on drawings in *Portrait of the Lynton & Barnstaple Railway*.



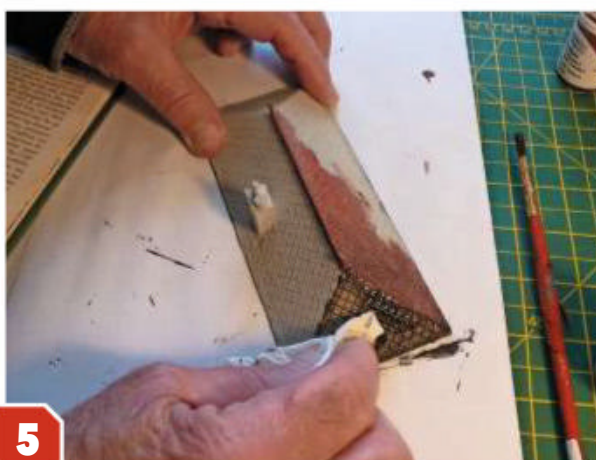
Unlike resin casting, 3D-printing does not have any residual release agents on the surface so there's no need for washing. I used Games Workshop's Citadel Grey Seer as a priming coat.



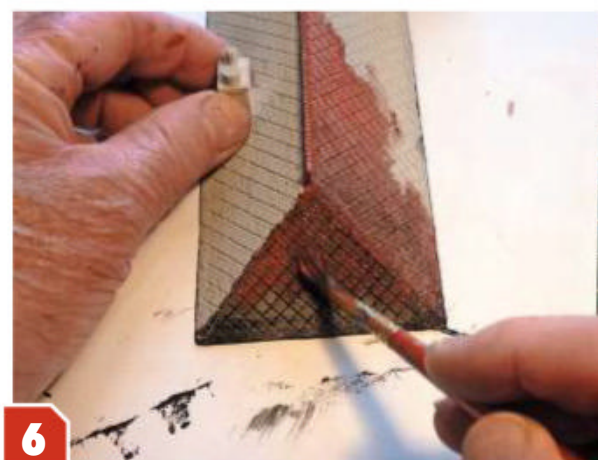
I sprayed the roof, too, and once dry I brush-painted the underside of the eaves and the gutter with Omen Miniatures dirty black acrylic paint. I used Omen paints throughout for their good matt finish.



Ridge tiles are more exposed and usually much cleaner than the rest of the roof. I used Omen's new 'brindle' shade for the ridge tile strip, which is a good likeness of the real thing.



I began the main roof area by brushing a dark brown shade (weathered wood) into the grooves of the roof and wiping most of it off the tiles with a soft tissue, leaving the residue to highlight the tile shape.



Next, I used Omen's brick base colour for the tiles, covering the surface but not brushing it into the grooves. With a little of the dark brown shade dry-brushed in I got a nice weathered look to the roof.



I don't like white, or near-white, for mortar on models so the next stage was to brush all the walls with Omen Miniatures concrete shade acrylic paint. I use this undiluted and well stirred.



At this stage, if you are planning to add an interior it is worth thinking about what to include and how to do it. The windows are pretty small so you won't see much, but I was tempted to detail the main room.



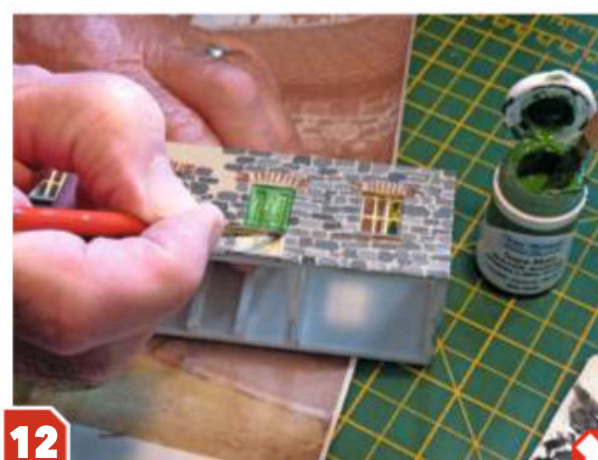
Everything depends on how well you paint the walls. I began by picking out the brick lintel arches with brindle or brick base colour to contrast appropriately with the stonework.



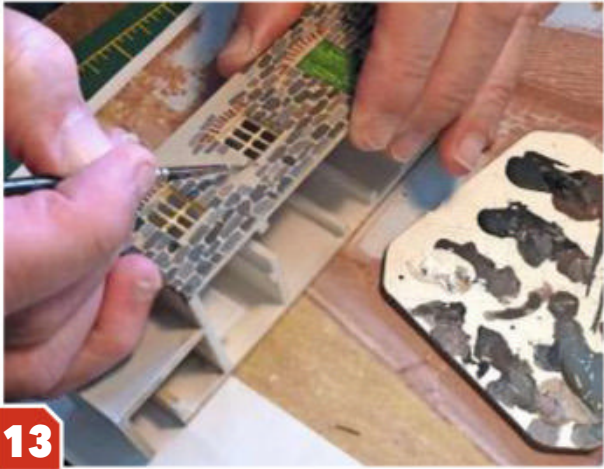
I kept referring to my photographs as I painted the stones, using a 2/0 pure sable brush from Expo Tools. I selected seven Omen colours to use and mixed very small amounts on the back of an old melamine coaster.



Omen acrylics need to be stirred not shaken (sorry, Mr Bond!). I have a pack of 1,000 wooden coffee stirrers from Amazon (£5.99) which have many uses and will last a long time.

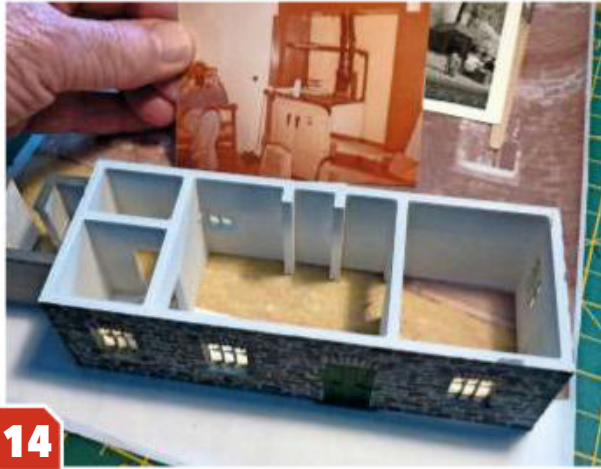


The stonework is best painted in small bursts, otherwise I found that I became bored and careless. It is easy to find other jobs for light relief, such as painting the doors in SR green.



13

Returning to the stonework, I mixed a variety of shades of grey and brown on the old coaster, which could be wiped clean at the end of each session. The front is nearing completion.



14

The door from the platform was labelled 'Booking Office and Ladies Waiting Room'. The room on the right must have been the 'staff' side of the ticket counter, and on the left the ladies' waiting room and toilet.



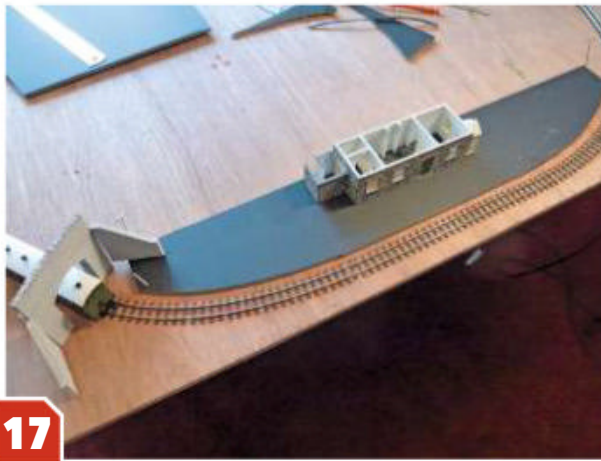
15

Once the exterior paintwork was finished I cut rectangles of glazing material for the windows and glued them in place with Deluxe Materials Glue 'n' Glaze.



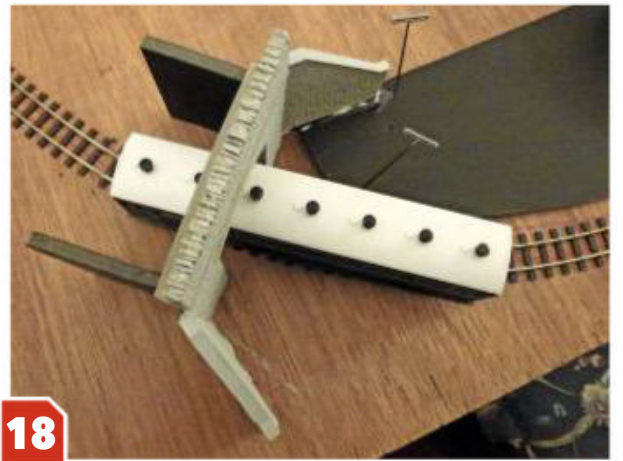
16

Access is not particularly easy as the building is small, so to avoid risk of smudging glue on the glazing I used a pair of tweezers to place it. Tracing paper can be added to represent obscured glass, if needed.



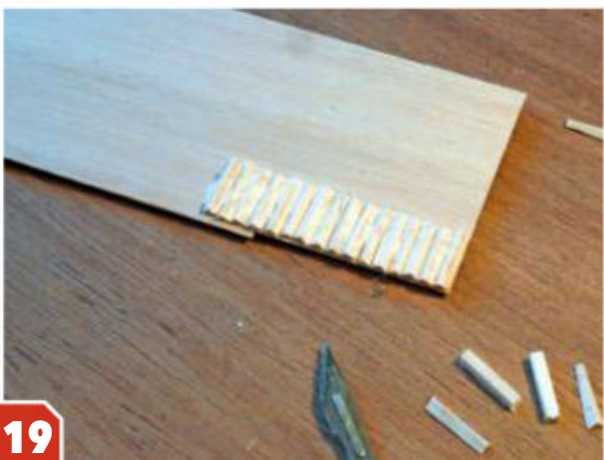
17

The rest of this job was the creation of the little platform diorama. I had already decided to build this on my 'OO9' test circuit, so it is merely inspired by Bratton Fleming, and not an accurate model of the station area.



18

With such tight curves, it is vital to check clearances at every stage. Even so, I had to shift and re-glue the bridge later on, and the Peco coaches will foul the platform until I cut it back slightly.



19

To make the ramshackle steps down to the platform, I split $\frac{1}{8}$ in square balsa strip diagonally and glued the pieces to a balsa backing so that it could be built into the scenery.



20

Using foamboard scraps I built up a rough shape for the landscape and installed the balsa step unit between the road level and the platform. I do my plaster cloth fitting 'surgically' as I don't like messy modelling.



21

The retaining wall is a scenic break. There will be nothing behind it. 5mm foamboard with Scalescenes stone paper does the job with everything glued in place with PVA glue.



22

I cut a footprint for the building in thin card and tacked it in place so that I kept the area clear of plaster. I then coated the platform with a very thin layer of quite stiffly mixed Polyfilla.



23

I spread the Polyfilla over the plaster cloth and once it had all dried I painted the platform, again using the Omen acrylics. Areas where rocks might be exposed were painted in grey shades.



**24**

As the job progresses, I keep checking to see how it looks. The SR nameboard is one of my old castings, no longer available. Why don't the 3D print companies make authentic-style 'Big Four' nameboards, I wonder.

**25**

I used Scalescenes printed poster boards instead of those supplied with the kit. Bratton was known for its floral displays. I found these ready-made strips by Tasma Products Ltd in Trains4U, Peterborough.

**26**

I planned to photograph the scene outdoors with real trees behind, so I used some long grass strips on top of the retaining wall. These were also by TPL and called 'Light green pathway'.

**27**

Here's a candid view of the scene which shows that I did not model anything more than necessary, although I might add to it and weather the track at a later date.

28 Finished. At some future date I may alter the retaining wall to provide a more authentic station entrance and put in the roadway and a backdrop of model trees, but for now I was just reviewing a station kit!

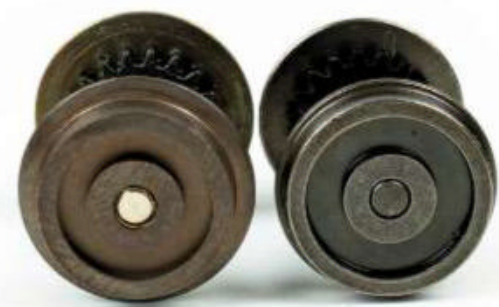


A well-known Edwardian coloured postcard of Bratton Fleming shows accurately the layout and colours of the station.
CJL COLLECTION



HOW TO

REPLACE WHEELS ON OLDER MODELS



Compared to the original Lima wheels (left), the replacements feature a more refined flange profile.

George Dent tries out a new range of drop-in wheel sets for Lima locomotives and multiple units.

00
GAUGE



30 mins



While many models from my younger days have long-since been retired, I still have a few Lima and Hornby locomotives that I'm especially fond of. Some of Lima's late 1990s releases don't even look too out of place beside more contemporary products, especially after some extra detailing work.

I'm not in a hurry to dispose of some of my traction fleet due to the amount of work that went into upgrading their looks. Furthermore, they're all still decent runners. Emitting a satisfying growl and a distinctive smell, those Lima 'pancake' motors are simple to maintain. Plus, as many modellers of my age will attest, finding a sweet-running example could be akin to finding a golden ticket in a Willy Wonka chocolate bar! So, parting with them is not easy.

The big drawback of these models, however, is the reluctance of their chunky wheels to negotiate live frog points without causing short circuits - extra frustrating on DCC layouts. Also, the large wheel flanges inevitably rattle over the chairs of Code 75 track. To address this, a cheap and easy means of upgrading the wheels has just been launched by Peter's Spares.

A range of drop-in '00' wheel sets has been designed to suit Lima and Hornby products of the pre-2000s era, offered in a choice of sizes, with or without gears, to suit motor or dummy bogies of diesel and electric locomotives. There's also packs for unpowered DMU cars. Note that these sets are not suitable for ex-Lima models manufactured under Hornby's RailRoad



The new wheels greatly improve the appearance and performance of this Lima Class 121 railcar.

brand due to their re-engineered mechanisms.

Boasting a much finer wheel flange profile, the replacement sets also do away with the unsightly rubber traction tyres originally fitted to powered axles. The new wheels proved easy to install and, while they don't profess to be manufactured to ultra-finescale standards, they do make for a marked improvement, in both the visual and performance stakes. In fact, the new wheels have prompted me to get to work on detailing and repainting this Class 121, which has been on my 'to do' list for years!

Some Lima models still stand up against contemporary products, but they can be let down by wheels with large flanges. A new range of drop-in wheel sets solves the problem.

What George used

WHEELS

- ◆ PS76 Replacement Lima small (12mm) wheel/gear on axle (Pk2), £9
- ◆ PS78 Replacement Lima small (12mm) wheel on axle (Pk2), £8
- ◆ Peco PL-64 Power Lube
Availability: Peter's Spares
Tel: 01642 248584
Web: www.petersspares.com

CLEANING AND LUBRICATION

- ◆ Labelle 901 Motor Cleaning System
- ◆ Labelle 108 Multi-purpose oil
- ◆ Labelle 102 Gear Lubricant
- ◆ Labelle 105 Track cleaner and Conditioner
Availability: Golden Valley Hobbies
Tel: 01981 241237
Web: www.goldenvalleyhobbies.com

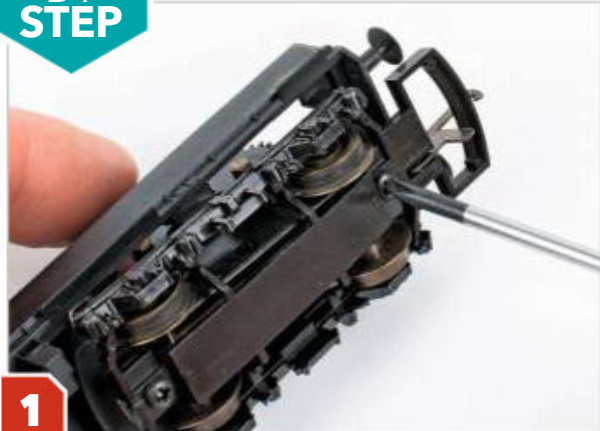
TOOLS

- ◆ Miniature screwdrivers
- ◆ Tweezers
- ◆ Cotton swabs

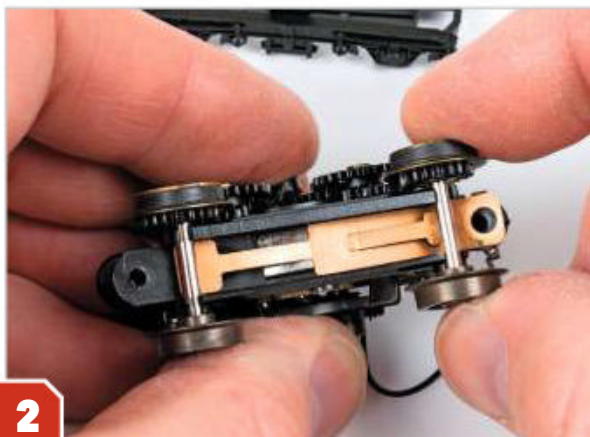



**STEP
BY
STEP**

REPLACING LIMA WHEELS

1


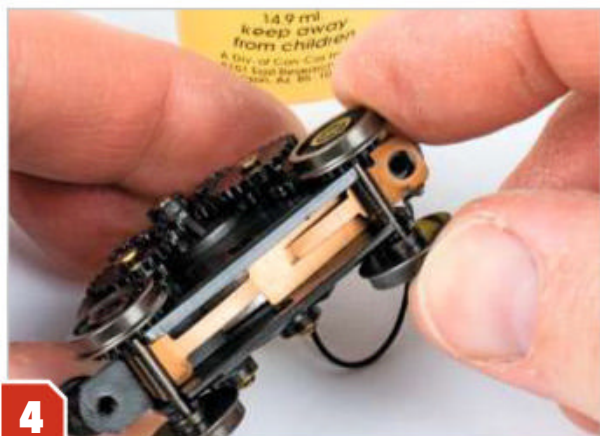
While many Lima locomotives feature clip-on bodysells, others may require the removal of a couple of screws. Once the body is off, hold the motor in one hand while unscrewing the two retaining screws beneath the bogie frame.

2


The motor unit can then be freed from the chassis and the original wheels gently eased out of their plastic housings. At this point, we may as well take the opportunity to give the gears and electrical contacts a good clean.

3

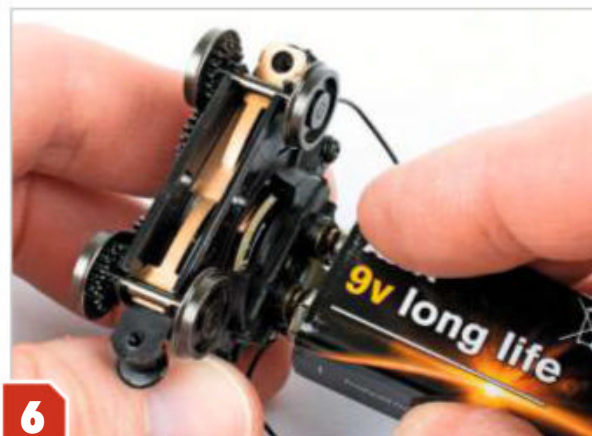

A proprietary cleaner, such as Labelle 105, is great for removing deposits of oil, dirt and other deposits from electrical contacts. Labelle also offers a motor cleaner and degreasing fluid, which is safe for use on plastic gears.

4


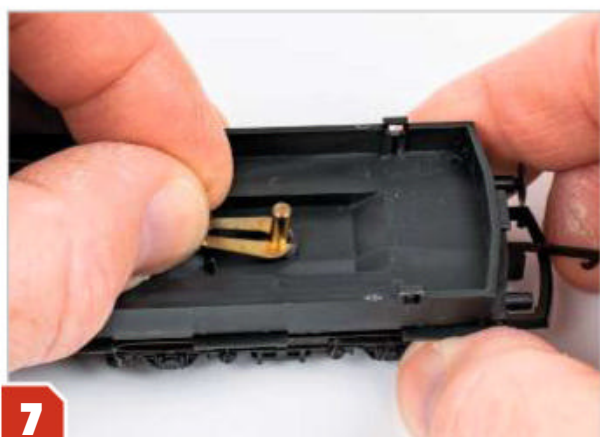
Once the gears and contacts are clean and dry, the new wheel sets can be slotted into place, ensuring that the axles 'click' into the retainers. I added a few tiny dops of Labelle 102 gear oil onto the new axles' gears beforehand, while they were easily accessible.

5

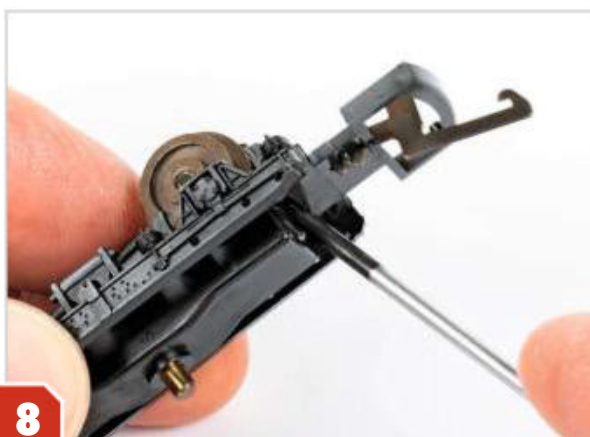

A few more drops of the Labelle gear oil were added to each of the original gears, using the supplied needle tip applicator. Don't overdo it, as excess lubrication can cause reduced adhesion, due to the oil contaminating wheels and track.

6


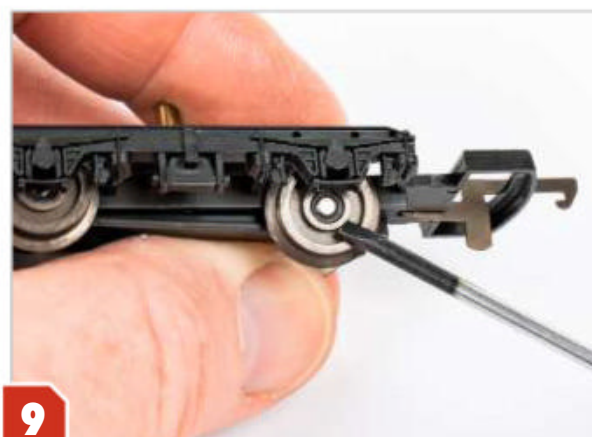
The terminals of a standard 9V battery match up perfectly with the motor brush housings, providing a quick means of running the motor and checking for correct operation. Simply swap the battery around to reverse direction.

7


The unpowered trailing bogie can be released by unclipping the brass contact arm from the bolster pin. Some later Lima models featured an extra cable soldered to contacts on the bogie, so take care not to break these joints.

8


With the bogie removed, unclip the axle retaining panel, using a small flat screwdriver to release the clips at each end. If the extra cable is present, there should be enough slack to allow the bogie to be worked on.

9


Don't remove the wheels yet. Note which side of the bogie the insulated wheels are located on. These can be discerned by the insulating washer between axle and wheel. It's important to fit the new wheel sets in the same way.

10


Clean the contacts and check the tension on the axles before popping the replacement wheels in place. The copper strip needs to remain in contact without inducing drag. A drop of Peco Power Lube will reduce friction.

11

Finally, it's time to re-assemble the chassis and give the model a thorough test run to bed the new gears in. A rolling road, such as this DCCconcepts set, will allow you to observe the motor and gears at close quarters.





HOW TO

CREATE REALISTIC DIORAMA SCENES

Inspired by some of the UK's disused railways, **Alex Spencer** decided to create a pair of scenic dioramas which allowed him to try out a range of new techniques.

PHOTOGRAPHY: ALEX SPENCER

There are many stretches of railway in the UK that once formed part of a vast and prosperous transport network, but which have since been decommissioned and left to the mercy of time and the elements.

Some of these stretches have not been totally abandoned. Some have been given new purpose as sections of public footpaths and cycleways. Certain relegated stations or sidings, that were once a hive of activity,

00 GAUGE | **8 hrs per diorama** | **1/2/3/4**

have not been as lucky and are long since demolished, with all traces buried beneath housing estates or retail parks. Other sections have been 'mothballed', with nature taking over the neglected railway infrastructure.

Whilst the partial re-purposing of some closed lines is beneficial to some, you can't

help but think what our rail network would be like if those neglected lines were in operation again. But for now, they serve as a time capsule of the railway that once was.

STILL LIFE

While some model railway layouts feature disused sidings or single lines, I wanted to go one step further and create dioramas which were of fully disused sections of railway. This would give me an opportunity



DIORAMA 1: DISUSED TUNNEL

My first diorama featured a disused tunnel as the main focal point. There are two tracks heading towards the tunnel, with one line as a siding which ends just before the retaining wall, and the other line forms a single line through the tunnel itself. The supposition is that the siding and single line would have run from a rural station – just off-scene – with the single line heading through the tunnel to reach more stations further along the route.

The diorama measures 460mm long, 270mm wide and with a maximum height of 150mm. The stone tunnel mouth and wing walls are from a Peco kit (ref. LK-31), which was painted to give a darker, weathered stone colour. The tunnel mouth is fenced off to keep people out, but there is graffiti on one of the walls.

The graffiti was created by printing text onto waterslide decal paper, and this easily transferred and stuck to the surface. There are also workers in attendance, removing discarded items such as barrels, a sheet of corrugated steel and a tyre. The neglected, overgrown embankments are on either side of the scene and above the tunnel and, as I wanted to model overgrown and wild vegetation with lots of colour, a spring or summer look was decided upon.



to create a model railway scene, just as you would with a standard layout. However, as there would be no trains in operation, the focus would shift to the detailing of buildings, rusty tracks and overgrown embankments.

I recently made two dioramas, both of fictional disused lines, in 1:76 scale/'OO' gauge. I had no specific era in mind, although I was thinking that the lines may have closed in the 1970s and workers are in attendance in the 2010s, as shown by a modern Network Rail van in one diorama. The lines are still being looked after by Network Rail, perhaps in the hope that they will eventually re-open. Something that most of us would likely hope for!

Overall, I thoroughly enjoyed working on these projects, and loved trying out new techniques and products. Working on dioramas such as these, which are lightweight and portable, offers the perfect canvas on which to experiment with new materials and processes. There's no need to worry about electrics, soldering or baseboard construction. I already have a few more dioramas planned, and I can't wait to get started on them!

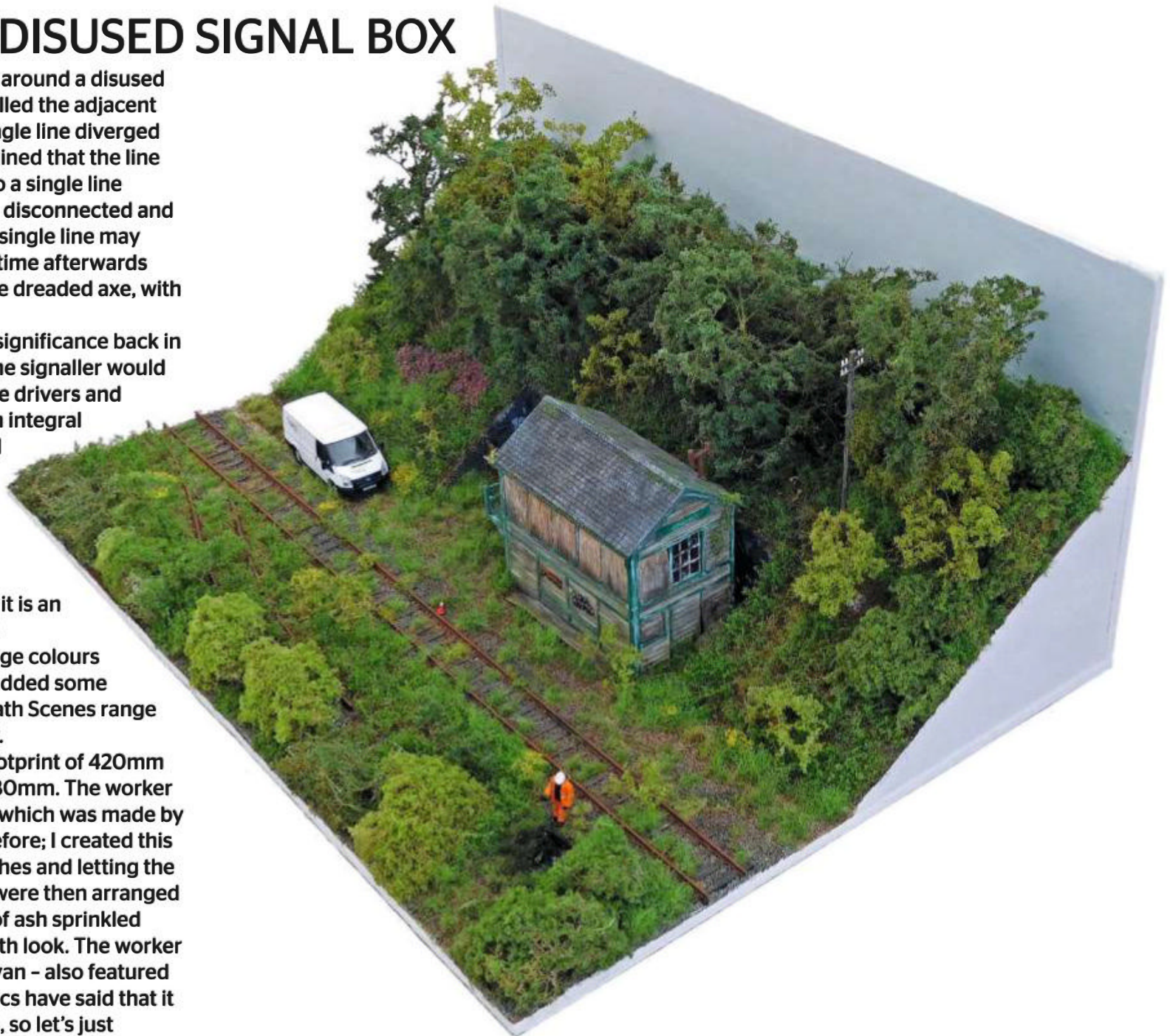


DIORAMA 2: DISUSED SIGNAL BOX

This second diorama is based around a disused signal box, which once controlled the adjacent junction where a stretch of single line diverged into a double track line. I imagined that the line was, at some point, reduced to a single line throughout, with this junction disconnected and the box taken out of use. This single line may have then operated for some time afterwards before it too succumbed to the dreaded axe, with the whole line now disused.

Signal boxes were of great significance back in the day, not least for safety. The signaller would know the routes, the trains, the drivers and even the locals... it could be an integral part of the community, as well as the railway. Therefore, if modelling a signal box, I felt that it had to take centre stage in the diorama. Near to the signal box are the rusty remains of a shed and behind it is an embankment with overgrown vegetation. I used similar foliage colours as the first diorama, but also added some Heather Tufts from the Footpath Scenes range (ref. FP087) for a bit of variety.

This scene is set within a footprint of 420mm by 300mm, with a height of 180mm. The worker figure is clearing up a bonfire which was made by some trespassers the night before; I created this feature by lighting small matches and letting the sticks burn completely. They were then arranged in a pyramid shape, with bits of ash sprinkled around to give a scorched earth look. The worker has arrived in a Network Rail van – also featured in the diorama – although critics have said that it looks too clean for a work van, so let's just imagine it had a good wash the night before!



Step 1: The embankments were built from polystyrene blocks that were cut and shaped to size. To fix the polystyrene in place and to create a suitably rough texture, plaster of Paris was mixed with water and spread over the surface.

Step 2: Once the plaster was fully dry, it was then lightly abraded with 150 grit sandpaper in order to remove any excessive lumps and bumps. After cleaning away the debris, the plaster was painted with one coat of earth-coloured acrylic paint.

Step 3: To give a textured layer of ground cover, a fine layer of sieved compost was added. The first diorama used a sandy compost mix, but as the sieve didn't fully remove all the sand particles, the overall result looked too gritty. In my second diorama, a compost mix which had little to no sand was used instead. Additionally, this compost was baked at 300°C for 30 minutes, as this renders the compost easier to sieve, gives a larger volume of finer particles and kills any bacteria.

Step 4: A thin layer of PVA glue, diluted slightly with water, was brushed onto the embankment surface, and the compost was sprinkled on. The embankment was then sprayed with a light coating of the PVA and water mix. The less-sandy mixture resulted in a darker, finer soil, which looked far more realistic.

Step 5: The vegetation in the dioramas are a mix of homemade bushes and trees, plus ready-made products. The grass tufts on the track bed and some shrubs on the embankments are Martin Welberg products, which look fantastic.



STEP
BY
STEP



Step 6: The bushes were made from a block of rubberised horsehair, chopped up into small sections and shaped to create dense, overgrown bushes.

Step 7: The trees were made from seafoam, a real-life plant which perfectly replicates scale trees. The seafoam can be slightly compressed after sitting in a packaging box, so it's best to remove a stalk, soak it in warm water, then ease out the smaller branches to give a robust and realistic look.

Step 8: Both the bushes and trees had a light coating of PlastiKote 'Nut Brown' paint, before being sprayed with a 1:1 mix of Mod Podge and water and a tiny bit of washing up liquid. When this was still wet, Woodland Scenics fine and coarse turf, of various colours, was sprinkled on.

Step 9: Both the fine and coarse turf, when sprinkled onto the seafoam trees and bushes, looked convincing as foliage, giving an ideal mixture of density and shades within the scene.

Step 10: A Wills signal box kit was employed, treated with differing shades of cream, brown, grey and white acrylic paints to represent weathered timber. The boards over the windows are made from 1mm thick plywood, with light coats of grey, brown and white paint dry-brushed over, plus some black weathering powder brushed on.

Step 11: For the one window which isn't boarded up, the transparent plastic glazing sheet was poked with a penknife in order to represent smashed window panes,

before a layer of Vallejo 'Carbon Black' pigment powder was applied to give it a grubby appearance.

Step 12: Hornby track was used in both of these dioramas, and this also required some weathering to achieve a disused look. The rails were brush-painted using a mix of acrylic brown, rust, red, and orange shades. Because the track would be quite old, the sleepers would likely be wooden, not concrete, so they too were weathered appropriately, with greys, blacks and brown shades dry-brushed. For the final touches, a fine layer of compost was sprinkled over the ballast and between the sleepers, before Old Rust weathering powder was brushed over the rails. Finally, Vallejo Carbon Black powder was brushed over the track and the ballast.

HOW TO

BUILD A CANAL

Post-lockdown walks along the towpath inspired **Peter Marriott** to give modelling the Grand Union canal a go.



PHOTOGRAPHY: PETER MARRIOTT

As lockdown finished, my wife and I took various local excursions to walk parts of the Grand Union Canal, which got me thinking that I should have a go at making a short piece of it in 4mm scale. I then recalled I had a Skaledale canal bridge that I'd had in stock for more than a decade and I now had no

00 GAUGE | 10 hrs |

alternative but to make this my next project!

There are more than 4500 miles of navigable waterways in the UK and because in general canals were built on the flat, bar a few locks, they were a railway builder's dream.

Not to mention that when the railways replaced the canals as the premium source of goods transportation, the businesses remained in the same place, so the railway had to start and finish in the same place as the canal. Because of this, canals and railways were found very close to one another and often appear on model railways.



ALAMY



To build up the sides of the canal I used foam sheets, which are easy to work with and light in weight. These work really well when intending to build the water feature separately and then incorporate it into your layout, as it keeps the weight down and makes it easy to move.

Even a small area of water is fun to make

and adds another dimension of realism. There is a good range of products to make the water, water effects and the waterside plants. To make a canal 55cm long and 6cm wide cost me around £5, including the water fluid, paints and plants. As with many projects, I didn't use all of the product available in each pot so there is some left over for another project.

What Peter used

- ◆ Woodland Scenics Foam Board
- ◆ Woodland Scenics Assorted Foam Sheets
- ◆ Water Undercoats by Woodland Scenics
- ◆ Water one part fluid Deluxe Materials Aqua Magic
- ◆ Woodland Scenics Fine Turf Scatter materials and fine sand
- ◆ Scenic Express Super Leaf
- ◆ Woodland Scenics Poly Fibre
- ◆ PVA white glue
- ◆ Unscented extra hold hairspray
- ◆ Woodland Scenics Foam Tack Glue
- ◆ Woodland Scenics Static Tac
- ◆ Static grass fibres by Woodland Scenics
- ◆ Noch Water and Riverside plants 14052 and Gaugemaster GM176

TOOLS

- ◆ Wide paintbrushes
- ◆ Craft knife
- ◆ Vacuum cleaner
- ◆ A wooden coffee stirrer or plastic spatula
- ◆ Small point to make holes in the bank
- ◆ Electrostatic grass planting tool
- ◆ Mixing pot
- ◆ Wooden clean stirring stick

Storage of water products

◆ Always replace the tops and caps on bottles and close containers firmly. Not only will this extend the life of the product but it will also prevent accidental spills.

◆ Keep the water fluids out of reach of children and pets at all times.

◆ Read the instructions to see what storage conditions are recommended. Storing water fluids in a cold uninsulated location may damage the fluid and the product will need to be disposed of. In my experience, water fluids that are old tend to produce cloudy water. Storing water fluids in a warmish room in a house seem to give them the longest life possible.

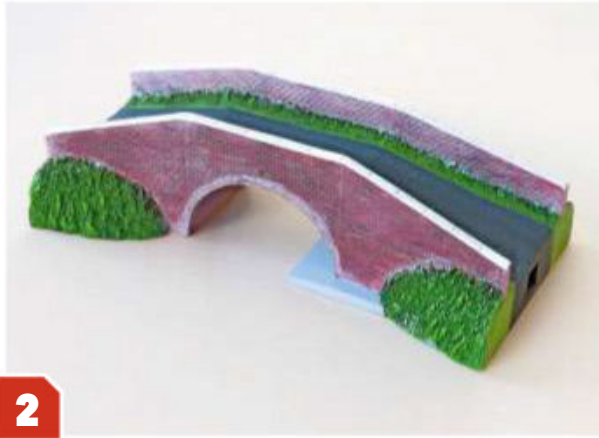
◆ Before starting any water project, test the fluid in a discreet part of my new water feature because in the past I have used a fluid only to be very disappointed when it goes cloudy, indicating it is past its best.

STEP BY STEP



1

This is the Hornby Skaledale canal bridge that I purchased more than 10 years ago and kept in stock for this 'one day' diorama. The grass and weeds were moulded in resin and as part of this project they will be covered with static grass.



2

To highlight the mortar lines, I used a wide brush to paint on Woodland Scenics Topcoat Concrete Road paint. My intention was then to rub off much of the paint on the bricks just to leave the paint in between them, which I did with a piece of kitchen roll.



3

I used a mixture of 7mm and 4mm static grass fibres glued with Woodland Scenics Static Tac brushed over the moulded areas of weeds on the bridge. A Noch Grasmaster was used to apply the static grass fibres using light and medium green fibres.



4

I did toy with cutting the shape of the canal into the foam baseboard, but it would have been quite difficult to have cut a flat base to the canal, so I decided to build up the sides instead. Here, I've positioned the bridge so I can get an idea of the scene composition.

5 To make the slopes up to the road I used off-cuts of Celotex roof insulation material. This is easy to shape with a Woodland Scenics Foam Knife which has a two-inch blade. I would always recommend using a fresh blade for this as it will make it easier to cut and reduce mess.



6

To fix the foam pieces together, I used Woodland Scenics Foam Tack Glue which takes a few hours to set firmly. It is a lot better for fixing pieces of foam than PVA glue, which takes even longer to set.



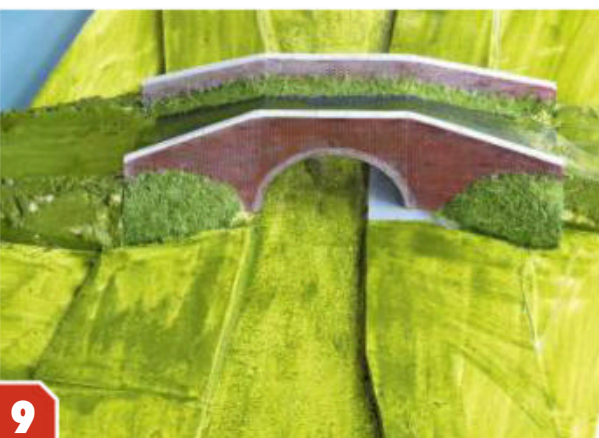
7

To fill a few gaps in the walls of the canal, I rubbed a finger full of Woodland Scenics Foam Putty along the length of both sides. It's important to make sure there aren't any gaps for later on in the project.



8

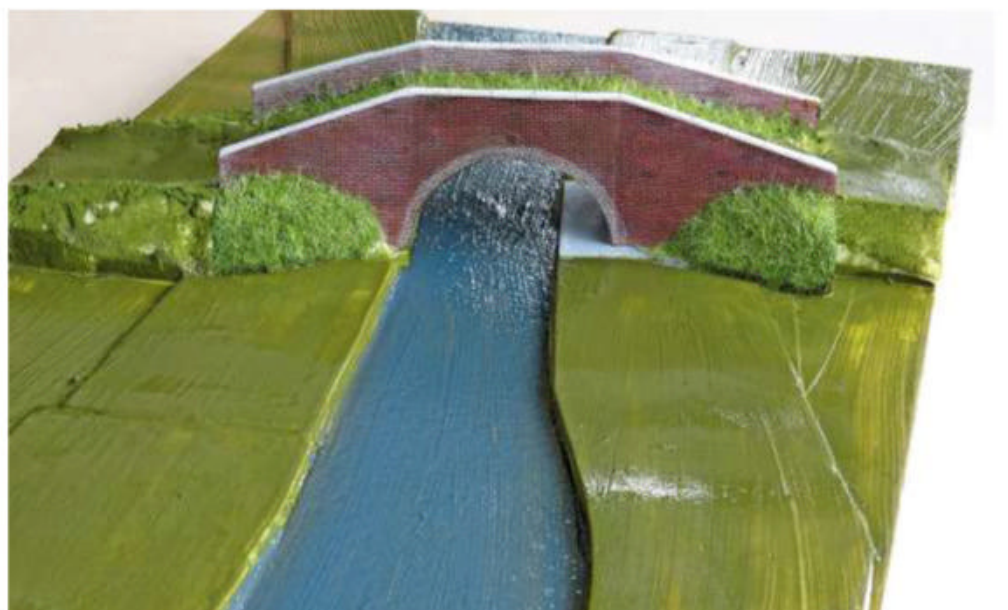
Once I was happy that all the gaps were filled, I carefully smoothed out the base of the canal and the banks with a piece of wet and dry paper to remove any debris and imperfections.



9

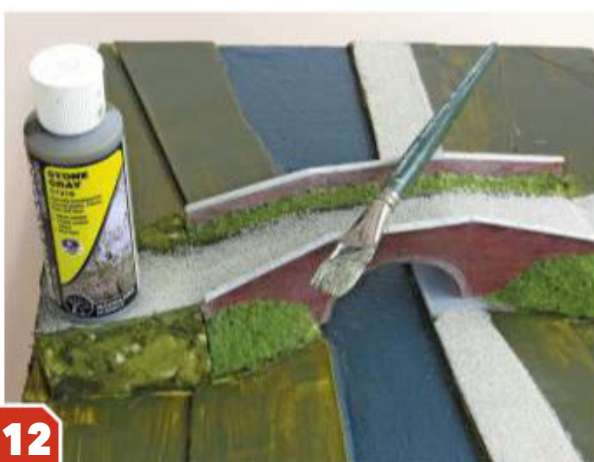
I painted the entire white area of the foam with Woodland Scenics Green Undercoat. Although it provided a decent first coat, it dried quite thin and I decided that it would be better to use a different paint for the second and third coats.

10 The following day, I added a second coat of paint to the foam, from the useful range of Woodland Scenics water undercoats. In my experience this would need two coats, dry in several hours and have very good coverage qualities. They are 100% acrylic paints.



**11**

To add texture to the towpath and to the road, I brushed on a layer of poundshop PVA glue, then, while the glue was still wet, sprinkled on a layer of Woodland Scenics fine sand. Don't try to put too much on or some will not stick.

**12**

Once the glue had fully dried on the road (give it at least a day to be absolutely sure), I then painted it with Woodland Scenics Stone Grey paint. I found that two coats were needed in order to give a good, solid colour to the finish.

**13**

To add the canal side hedges and deeper vegetation I used Poly Fibre, which comes as a green ball of fibrous material that is an excellent product for adding good scenic texture to a layout. Tease it out between your fingers and fix in place with PVA glue.



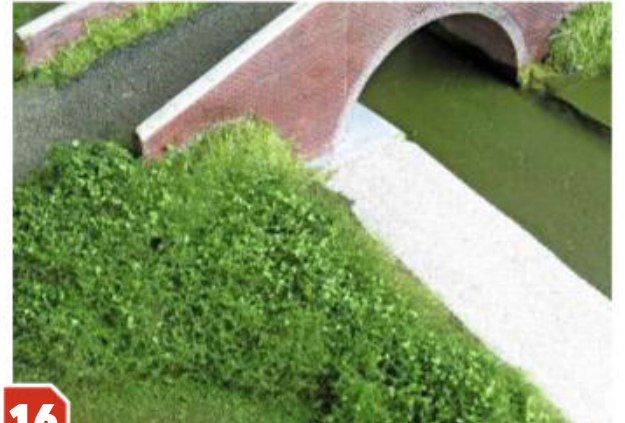
14

I used a selection of Woodland Scenics Fine Turfs to make a mixture of green scatter that I would sprinkle over the Poly Fibre that would represent the hedges and undergrowth. Using three colours rather than one makes for a much more varied visual appearance in the vegetation.



15

The adhesive I used to fix the scatter material on to the Poly Fibre was extra hold hairspray. Buy the cheapest you can find in supermarkets; it works just as well as the expensive stuff. The hairspray leaves globules of adhesive on the Poly Fibre but this soon dissipates. Sprinkle on the scatter material while the adhesive is wet.



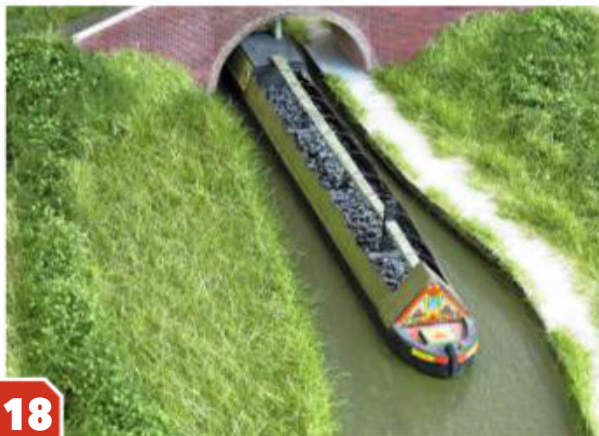
16

When I make hedges I try to use at least two different sized scatter materials because this does provide a better visual impression of individual leaves. So, once the Fine Turf mixture was fully dried on the Poly Fibre (after several hours) I used Scenic Express Super Leaf on top of more squirted on hairspray.



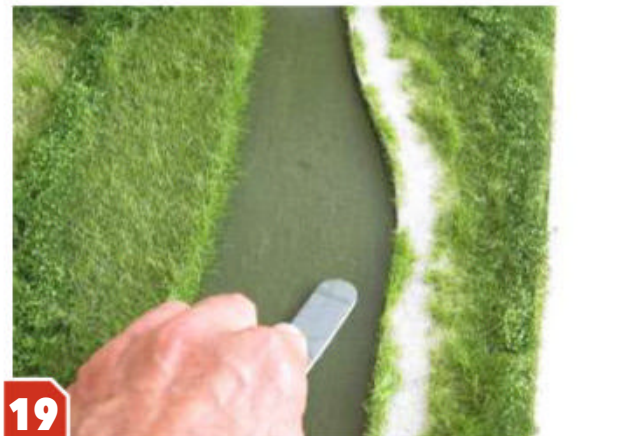
17

To add weeds along the towpath I dribbled on a little Static Tac on both sides of the path. Then I brushed the adhesive along the edges of the path - only a thin layer of adhesive is needed to attract a lot of static grass fibres.



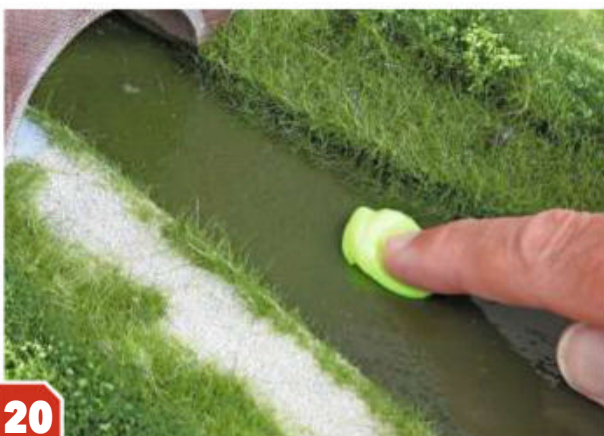
18

I repainted the base of the canal with Olive Drab Water Undercoat by Woodland Scenics after I looked at pictures I had taken at the Grand Union Canal. The water was definitely not blue!



19

I again used a flexible grit board to smooth any imperfections in the base of the canal. I then used a damp piece of kitchen roll to remove any dust in the canal before pouring on any water.



20

I used a piece of Woodland Scenics Dust Dabber to finally remove the final stray grass fibres and other debris before I poured in the water. The material also works well for removing dust from any models.



21

Rather than pour on clear water fluid I intended to pour on a murky colour to look more realistic, which I did by mixing a few drops of the Woodland Scenics Murky Water Tints in with Deluxe Materials Aqua Magic.



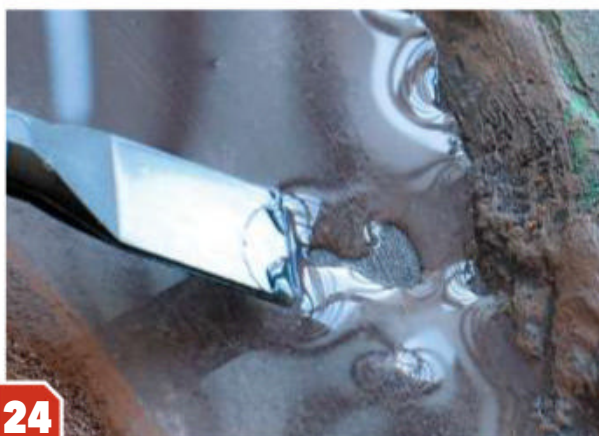
22

With the Aqua Magic in the mixing pot I dropped in a few drops of Murky Water Tint. Use less of the tint rather than more as it quickly adds colour to the water fluid. I slowly stirred in the Murky Water Tint with a wooden coffee stirrer. Go gentle because the more vigorously you stir the more bubbles you'll get.



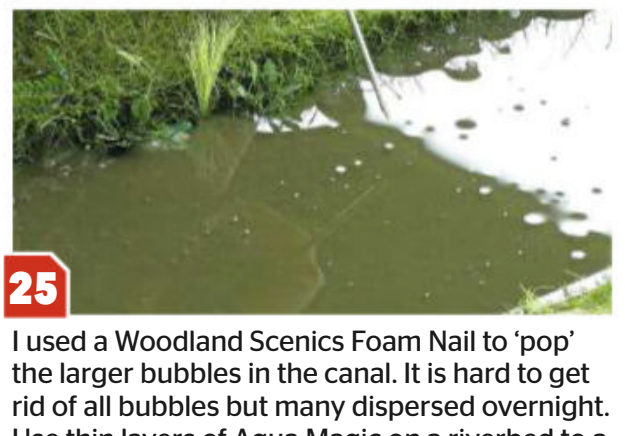
23

I decided that I had not made my water fluid murky enough. I did not want to be able to see the bottom of the canal through it, so I added a few more drops of Murky Water Tint and again gently stirred it into the mixture before pouring it on.



24

After ensuring the base was free of dust and debris I slowly poured on the mixed water fluid allowing it to find its own level dragging it to the sides of the canal with a plastic stirrer. Always seal the ends of a river with masking tape to prevent Aqua Magic running off the edge.



25

I used a Woodland Scenics Foam Nail to 'pop' the larger bubbles in the canal. It is hard to get rid of all bubbles but many dispersed overnight. Use thin layers of Aqua Magic on a riverbed to a maximum depth of 2-3mm. Aqua Magic stays workable for around 15 minutes after pouring.

Next month: Peter reveals how he built a narrowboat for his canal scene.

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Paul is the proprietor of the well-known railway photographic archive Colour Rail.



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



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HOW TO

INSTALL A SLEEPER CROSSING



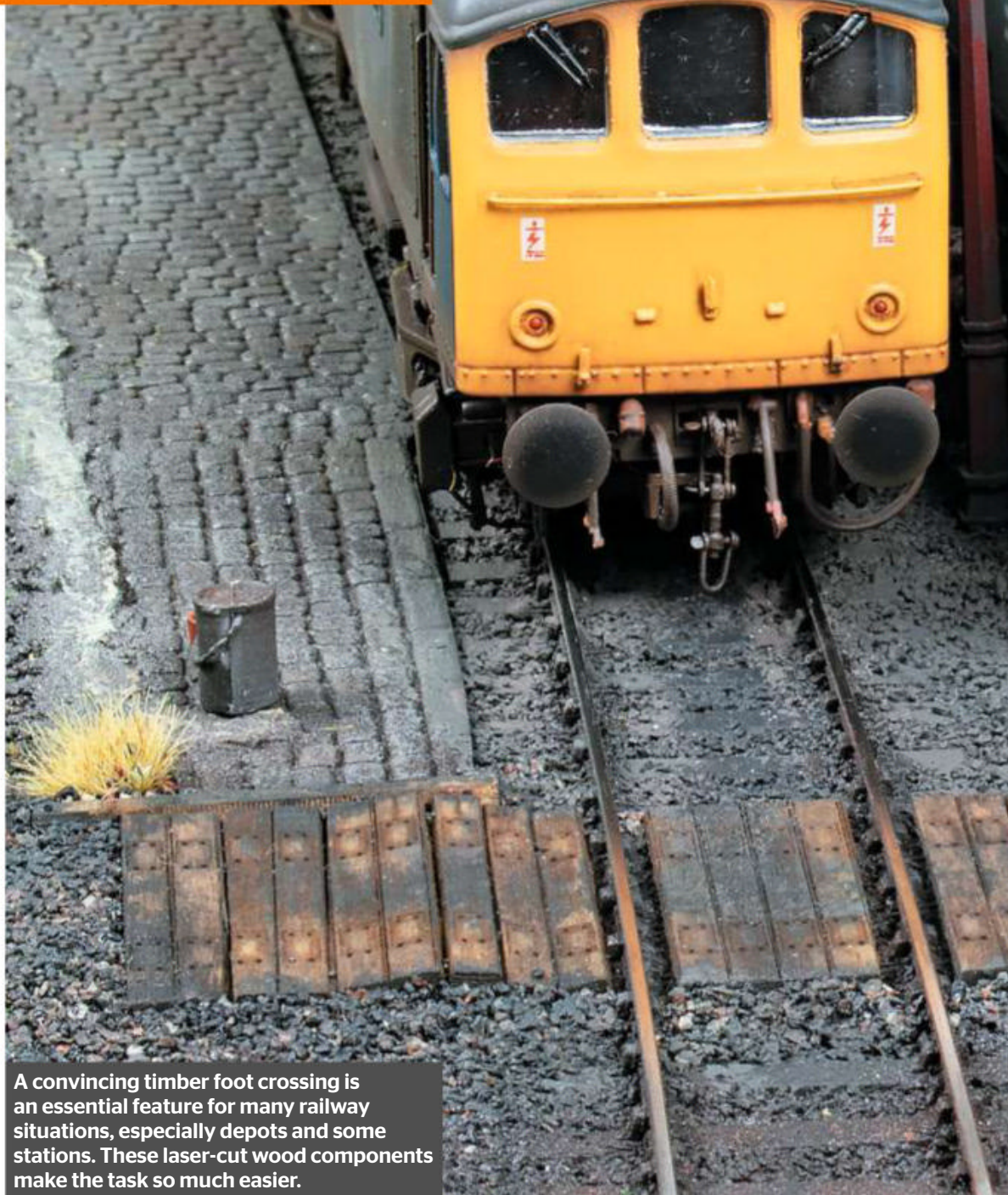
I found last month's depot feature really interesting. Can I ask how George created the sleeper crossing on his layout. Is it real wood?

Brian Keanan, by email

George says: The materials for the sleeper crossing came courtesy of a laser-cut wood kit from Scale Model Scenery. There are a couple of different packs available, but I opted for the 'weathered' version, which features a much greater degree of surface grain texture, along with chair bolt holes. Rendered as two strips of sleepers, they can be easily cut into individual members and each pack provides enough material to create a continuous crossing of 184mm in length.

Each sleeper is 29.8mm long by 2.8mm wide, matching Peco and other brands of finescale 'OO' track closely. I used DCCconcepts Legacy track on this diorama and the wooden sleepers match those below the rails closely, in terms of proportions, which can be important for a convincing overall effect.

Cutting the sleepers into individual components made laying them over the uneven ballast easier and gave the crossing a slightly haphazard appearance, which suited the nature of the run-down depot scene. A little trimming was necessary to



A convincing timber foot crossing is an essential feature for many railway situations, especially depots and some stations. These laser-cut wood components make the task so much easier.

compensate for the slight curvature in the tracks, but installation was otherwise simple.

I find it best to install crossing timbers after the track has been ballasted, painted and weathered. Furthermore, staining the laser-cut wood parts before fixing them in

place is also recommended. This ensures that the stain will be absorbed by the wood without hindrance from adhesives, giving the timbers a suitably aged appearance. Once secured in position, I added some extra ballast to bed the timbers into the scene.

What George used

- ◆ Product: LX184-OO Weathered sleeper barrow/foot crossing kit Price: £5.99 Availability: Scale Model Scenery Tel: 01530 456952 Web: www.scalemodelscenery.co.uk

TOOLS

- ◆ Sharp craft knife
- ◆ PVA glue
- ◆ Ballast Bond adhesive
- ◆ Soft, flat paintbrush

STEP BY STEP



1

After cutting the laser-cut sleepers into short – or individual – sections, they can be given an aged appearance by dipping in a dark wood stain or enamel weathering wash. Absorb the excess on a sheet of tissue and allow to dry overnight.



2

After the track has been ballasted, painted and weathered, the timbers can be glued into position. PVA or contact adhesive is suitable or, for impatient modellers like me, a gel-type cyanoacrylate glue will secure the timbers in minutes.



With pre-formed chair bolt holes and convincing surface texture, Scale Model Scenery's crossing kit parts really look the part.

Buffing good stops



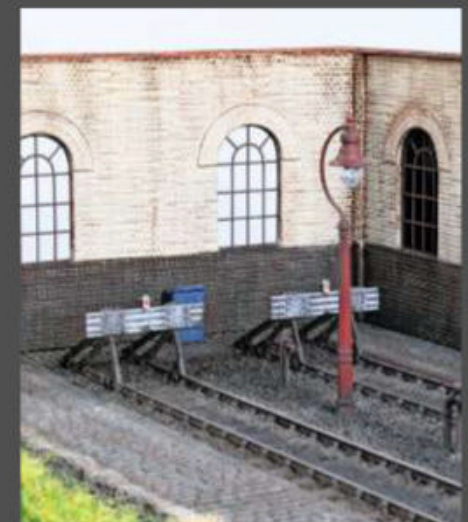
What buffer stops were used on last month's depot diorama?

Paul Breeze, by email

George says: The 'stops' were created using Peco's excellent new bullhead rail buffer stops (ref. SL-1140). Supplied in twin-packs, they consist of injection-moulded plastic components that simply clip to Code 75 rails. A choice of buffer rails is provided, to allow for the spacing of either 'OO' or 'EM/P4' track gauges.



The 'stops' were installed before ballasting the track and were secured with a few drops of cyanoacrylate glue. Painted in situ with a mix of matt red oxide, brown and black aerosol paints, the aim was to blend them seamlessly with the grimy track.



The buffer rails and integrally moulded lamps were then dry-brushed with an off-white shade of acrylic paint, applied with a flat brush. The lamp lenses were then touched in with a bright shade of red acrylic.



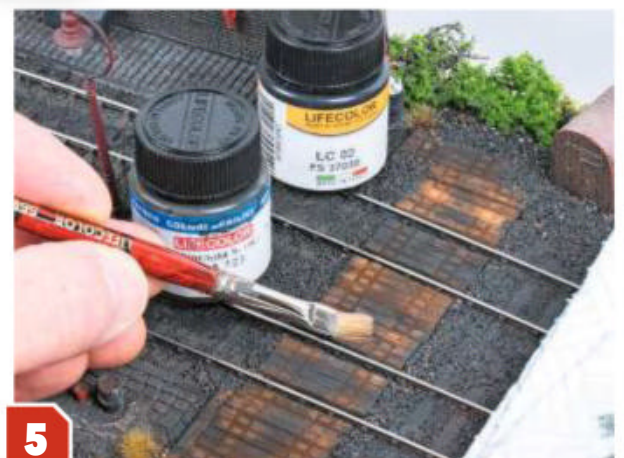
3

Before the glue sets, double check that there's enough clearance for wheel flanges to negotiate the crossing. The timbers should also sit below rail height to avoid causing an obstruction to any chassis or bogie fittings.



4

The crossing can then be bedded-in to the scene by sprinkling ballast around the edges, using a brush to form the loose material into a neat shoulder. After moistening the new ballast with a few drops of rubbing alcohol, Ballast Bond adhesive was applied.



5

With the glue fully dry, the crossing and fresh ballast can be weathered with acrylic paints. Application was via the dry-brushing method, using a soft flat brush and minimal paint, which produces a subtle effect.



The Great Western Railway had made extensive use of green as its primary livery colour for many years, with only the most menial of engines painted black. During the war years, however, black had been applied to many freight and shunting engines. Prior to the war, the 'shirt button' logo had been applied but this was replaced on express passenger engines by the letters G and W either side of the Great Western coat of arms, always on green paint. This scheme can be discerned on 'Castle' No. 5054. All engines carried a number painted on the front bufferbeam. P. HUGHES/COLOUR RAIL

KNOW YOUR... LIVERIES

PART 1: IN THE BEGINNING

Paul Chancellor kicks off a new series with a look at the colour schemes inherited by the nascent British Railways.



Above: Mixed traffic types, such as the '43XX' and '5101' classes reverted to green after the war, with other classes remaining black. Upon repainting, each received the GWR lettering on the tender or tank sides, such as seen on No. 5414 at West Ruislip. It should be noted that some engines retained the 'shirt button' logo right through to 1948. R. OAKLEY/COLOUR RAIL

Right: The Southern Railway had employed various shades of green for its passenger locomotives over the years but, with the arrival of Oliver Bulleid, Malachite green was the chosen shade and is seen here applied to 'Merchant Navy' No. 21C12. The Southern was alone in using an alphanumeric numbering system, although this was only applied to Bulleid locomotives. The lettering style applied was known as 'Sunshine' by enthusiasts. All freight types were painted black, with recent repaints also carrying the 'Sunshine' lettering, although many remained in the previous style in 1948. P. HUGHES/COLOUR RAIL



Welcome to the first of a new series looking at the liveries applied to both steam and modern traction from 1948 to the present day. Many modellers strive to recreate a particular operating period and in that respect the livery applied to the motive power is critical.

Perhaps a definition of what this series will consider as a livery variation should be stated: it being the basic paint scheme applied, but also including the numbering, logos, shed plates and stickers, nameplates and modifications which affect the livery; the prime example of the latter being the replacement of headcode panels by marker and headlights.

There have been periods when liveries have been stable, but other times where it seemed the permutations were endless. The birth of BR, the rise of 'modern' traction and the transition from green to blue and, more recently, the explosion of liveries that have come with privatisation, are particularly challenging.

It may be helpful to start by looking at the situation at the birth of British Railways, on January 1, 1948. On that day, BR inherited a plethora of existing liveries and some of them survived untouched even into the 1950s.



Above: The LNER was alone in having three distinct liveries in use before the Second World War. Garter blue with red wheels, as applied to certain 'A4s', was perhaps the most distinctive of all the constituent company colours. However, the war years meant the 'A4s' were repainted in plain black. Garter blue made a comeback after the war, as seen here on work-stained No. 11 at Newcastle. P. HUGHES/COLOUR RAIL

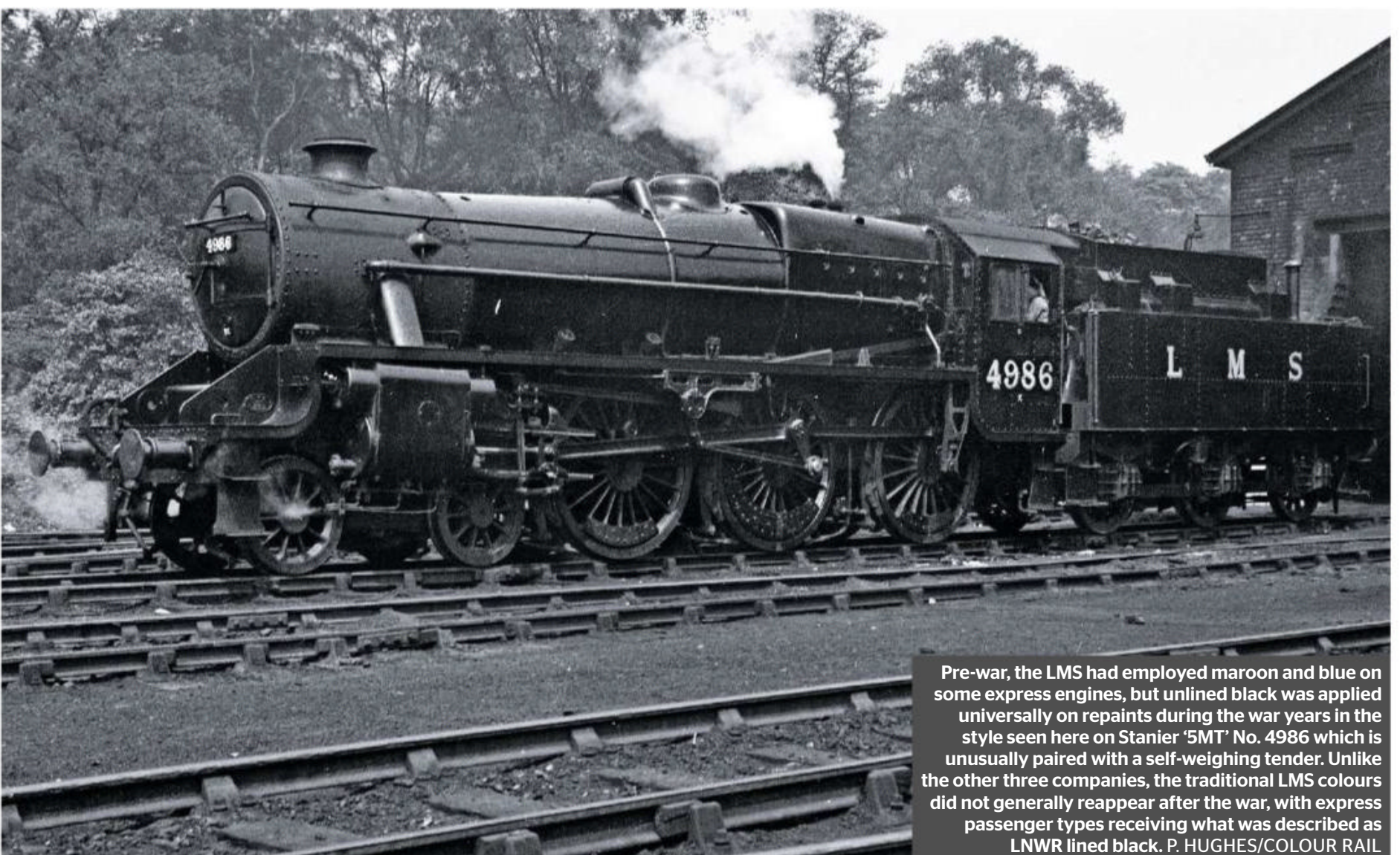
Below: Apple green re-emerged post-1945 on some LNER passenger locomotives, as well as certain tank engines (although pure freight locomotives were plain black). One recipient was 'J71' No. 8286, seen ex-works at Darlington in 1947. C. HERBERT/COLOUR RAIL



Below: An exception to lined black on the LMS is revealed by 'Jubilee' No. 5594 which received the traditional LMS red in post-war years. Seen here approaching York in 1949, with no sign of British Railways ownership, despite more than 12 months having elapsed since its establishment. E. SANDERSON/COLOUR RAIL



Above: One other paint scheme of note was that of the War Department. The story of the WDs is complex, with some joining the LNER fleet before 1948 and others being loaned to various users, while others were stored around the UK after returning from foreign climes. Ex-WD No. 73783 is seen here, which ended up as BR No. 90759. P. HUGHES/COLOUR RAIL



Pre-war, the LMS had employed maroon and blue on some express engines, but unlined black was applied universally on repaints during the war years in the style seen here on Stanier '5MT' No. 4986 which is unusually paired with a self-weighing tender. Unlike the other three companies, the traditional LMS colours did not generally reappear after the war, with express passenger types receiving what was described as LNWR lined black. P. HUGHES/COLOUR RAIL

Notes from the Workshop

DAVE LOWERY'S TOP TIPS

THINKING AHEAD.

The current trend of going over to digital control is, in my opinion, a no brainer. Why would you not choose to open the Pandora's box of lights, sounds, working pantographs, and all the other potential goodies that the digital world offers? In fact, if you can think of it, DCC can now do it. And imagine what further treats are in store for the coming years, as developments continue apace.

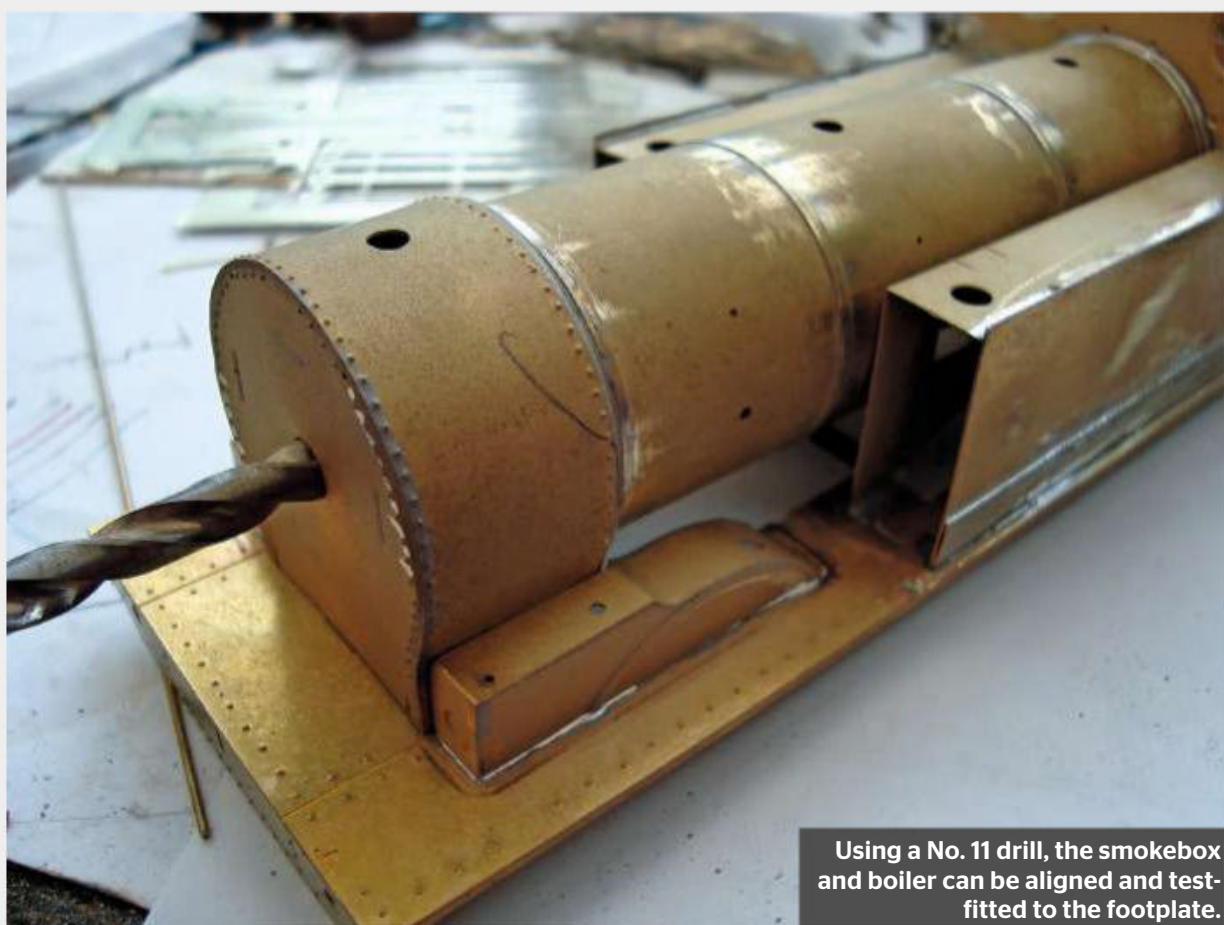
This raises the issue of retrofitting certain features to existing models, which may not be easily modified. Kit-built locomotives are a prime example. Indeed, I've recently found that making allowance for the future fitting of working accessories - if not straight away, but at a later date - is especially important when building new models.

I'm currently working my way through a friend's bucket list of Isle of Wight locomotives and coaches, including Connoisseur Models' excellent kit for the Class O2 0-4-4T. The intended method of construction allows you to solder the smokebox wrapper around two formers, which are held apart by a brass box section. This makes it all nice and sturdy and offers an excellent means of assembling this reasonably complex element.

There is a central hole in both the formers, through which a No. 11 drill fits, thus helping to ensure perfect alignment. Now, the problem is how to retain this method of construction, while allowing for it to be removed after construction, so that a DCC smoke unit can be fitted. After all, it is a steam locomotive!

Using a slitting disc, I've cut both the inner formers of the smokebox and boiler, but added solder joints to retain the fabric of the formers. The smokebox was then soldered to the boiler using the No. 11 drill bit to help align both units. Then, once happy that all is square, the solder joints can be heated up and the formers removed.

A small amount of fettling with a file will provide enough space in the smokebox to allow a smoke generating unit to be fitted.



Using a No. 11 drill, the smokebox and boiler can be aligned and test-fitted to the footplate.



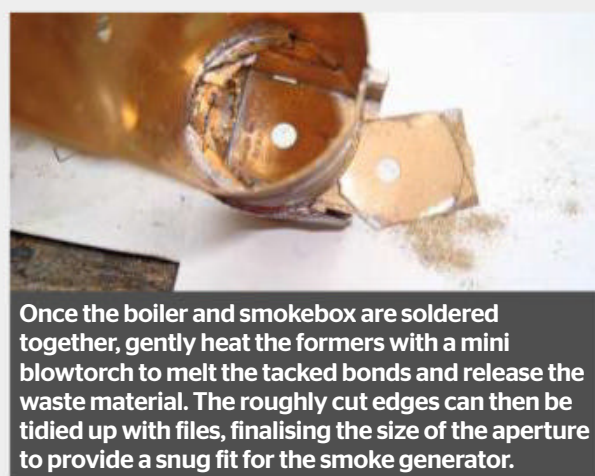
Using a slitting disc in a miniature power drill (don't forget to wear eye protection), a series of cuts were made into the inner smokebox former, just big enough to give clearance for the intended smoke unit.



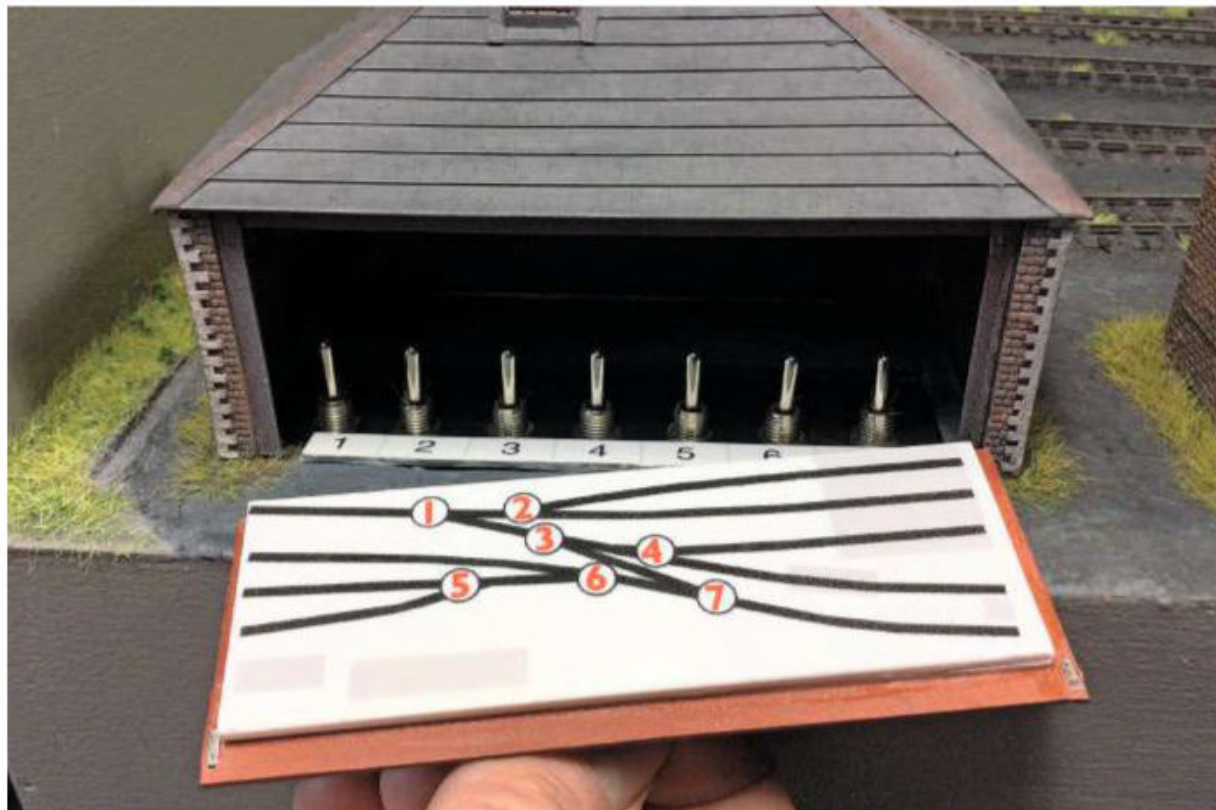
After each cut was made, a solder tack joint was added to hold the parts in place. This also helped to retain structural integrity and avoid any distortion of the smokebox assembly.



The same approach was followed on the boiler end former.



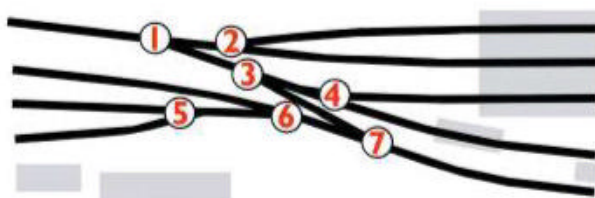
Once the boiler and smokebox are soldered together, gently heat the formers with a mini blowtorch to melt the tacked bonds and release the waste material. The roughly cut edges can then be tidied up with files, finalising the size of the aperture to provide a snug fit for the smoke generator.



CONCEALING POINT SWITCHES/CONTROL PANEL

I don't have room for a separate control panel on my micro layout and wondered if you had any tips for concealing a bank of switches for point motors and isolation breaks.
Eddie Harrison, by email

Chris Nevard says: On 'Greenock Princes Pier', a 'OO' layout I built earlier this year (MR288), I hid the point control toggle switches inside one of the depot outbuildings. The rear wall of the building was made so that it could be pulled away and a tiny track plan was printed on the inner wall, revealing which switch operated which point. A set of tiny micro magnets held the wall in place and a discreet wire handle was added to make it easy to remove.



READERS TIP – MAGNETIC LINKS

I enjoyed reading George's feature on fitting scale three-link couplings (MR290) and thought I'd offer a couple of additional tips which readers might find useful.
John Burgess, by email



I find using a hook for coupling up (as George suggested) a bit fiddly, so I fitted a magnetic link (Smiths part No. LP3) as the end link on each coupling. This allows me to pick it up with the end of a fine screwdriver. As soon as the link engages over the hook, move your coupling tool sideways a little and the magnetic link detaches easily.



I often couple up using the middle of the three links, for a more realistic, close-coupled appearance. Pull a couple of wagons slowly by hand through your tightest radius curves to check if this is suitable for your layout. If the wagons are too close, it'll lead to derailments. Longer wagons usually need to use the end links; short wheelbase twin-axle wagons just about cope with shorter couplings.

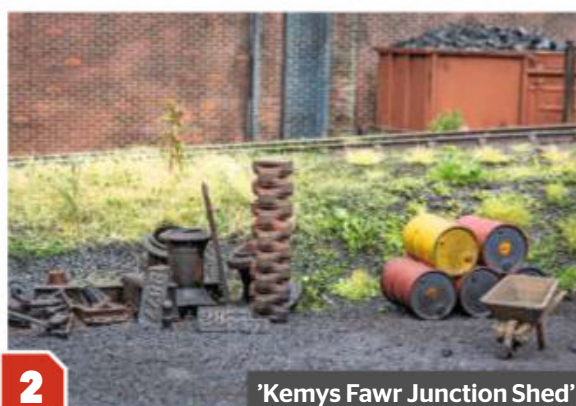


Nothing beats the look of scale couplings. By coupling up with the middle section of a three-link coupling, a more realistic gap between vehicles can be attained - but check that your layout's curves and points can accommodate this! All: JOHN BURGESS

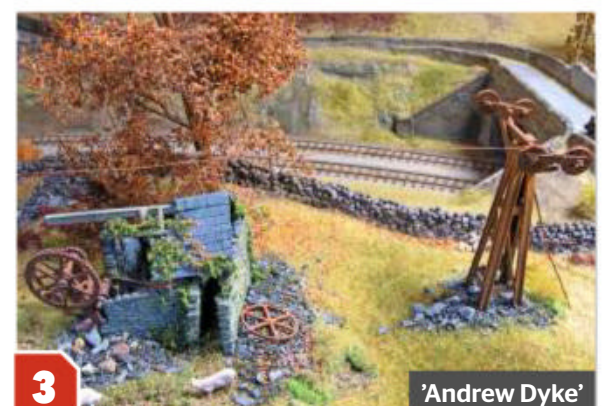
THREE CAMEO IDEAS FOR YOUR LAYOUT



1 'Pawson's Yard'
This perplexed worker is clearly wondering what to do with this little spaniel. What is he doing hanging around the railway depot?



2 'Kemys Fawr Junction Shed'
Much of this might be deemed to be scrap now, but those numberplates and chimneys will one day be worth a pretty penny!



3 'Andrew Dyke'
Industrial archaeologists would be fascinated by this ruined engine house which is slowly returning to nature.



Well worth **waiting for**

Despite modelling from a young age, this eye-catching GWR station layout is the first that **Matt Haynes** has actually completed. It's a first class debut.

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



**What
makes this
layout great?**

“ This is one of those layouts that you can place before you know anything about it, and that's not always an easy thing to do. Matt has done a great job of setting the scene, making it feel like the West Country, and placing the track within the landscape rather than building the landscape around the railway. ”

'OO' GAUGE LAYOUT **WALSHAM ST HELENS**

A quick couple of questions for you. How many modelling projects have you started? And how many of those projects have you finished? For some, the number might be the same for each answer, but starting a project and not finishing it is quite common in railway modelling. At the start of the first lockdown, Matt Haynes decided that enough was enough and that his 'Walsham St Helens' layout would be the first project he'd complete. Furthermore, it would be one to make his late father proud.

"We used to make a lot of models when I was growing up but nothing was ever finished as my

father would constantly change his mind. We'd be part way through a 'roundy roundy' 'OO' gauge project filling the entire garage, and then he would want to change to an EM gauge 'end to end' layout, and then when we were part way through that he'd decide he wanted to build something in 'O' gauge around the garden! As a teenager at the time I wasn't as keen as perhaps he would have liked me to be, but I've come back into modelling much more as I've got older and have produced something which I hope he'd smile at."

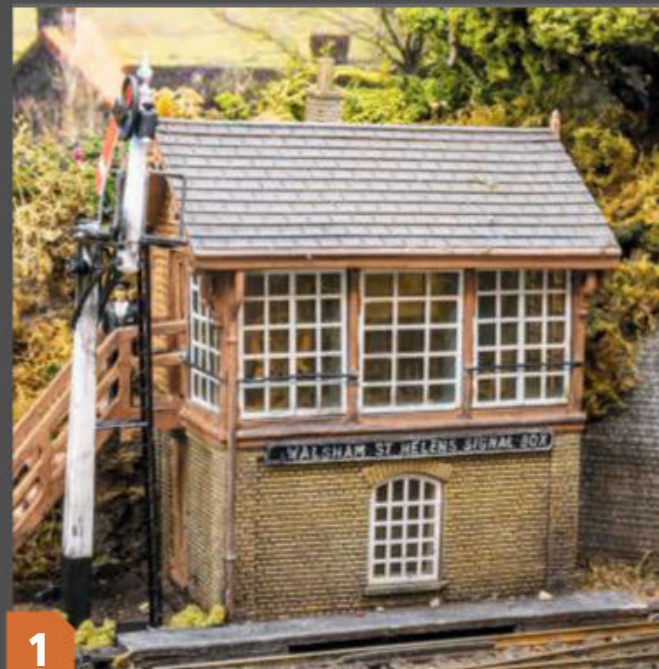
Despite growing up in Leicester, Matt has always had a love and fascination with the Great Western ➤

The name 'Walsham St Helens' has come from an amalgamation of Matt's wife's maiden name and first name.





3 things we like



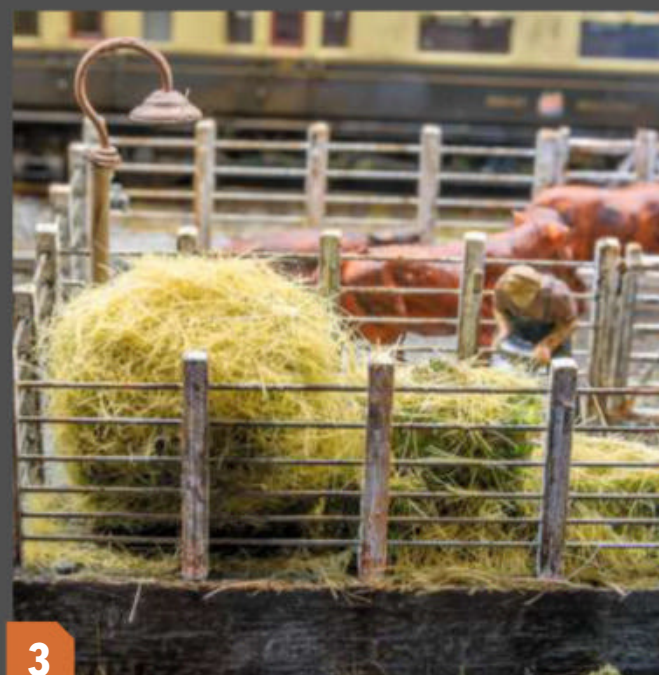
1

The signal box is a Bachmann resin model which Matt has repainted in GWR light and dark stone shades.



2

The bridge is a Wills kit which was for a brick bridge but Matt has repainted it to look like stone.



3

The cattle docks were the first thing that Matt completed. The Ratio kit was assembled, painted and weathered before the track was even laid.





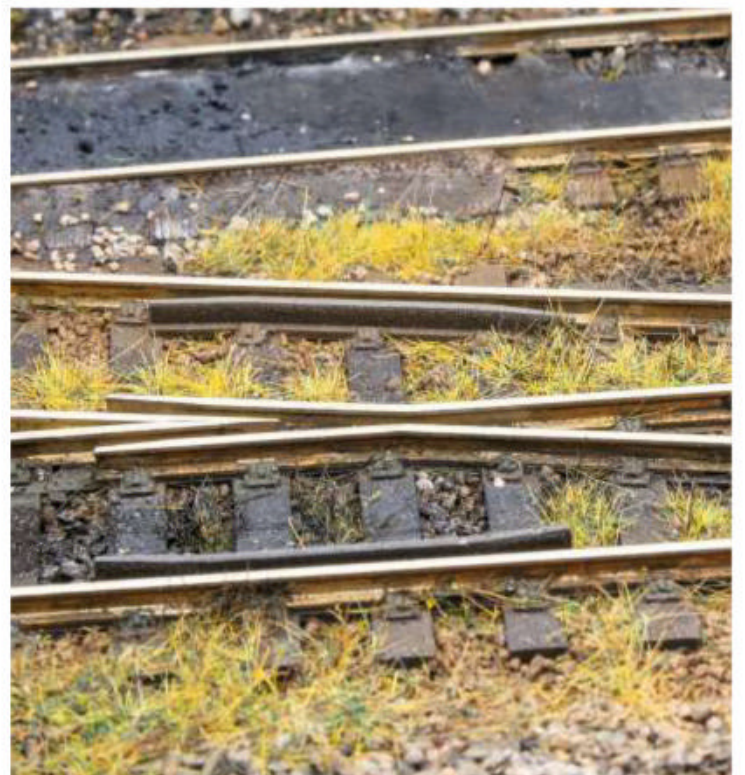


Railway, which he puts down to his holidays in Devon, and has a particular fondness for Prairies and Panniers, both of which feature prominently at 'Walsham St Helens'. Matt had been building a few bits and pieces prior to the start of the layout, but it was when his father-in-law offered him some spare shelving that the layout took off.

"I was given a 6ft 6in by 1ft shelf which was the perfect size for me. The only insistence I had was that I wanted to be able to bring a two-coach train into the station and run around it. With the track placed in situ, I discovered I could have a 4ft 4in scenic section and a 2ft 2in fiddleyard which just about gives me enough space for the locomotives I want. I do have to be very precise with the movements but I can just about fit a 'Manor' into the locomotive release."

Built entirely from the imagination, but based in the West Country region of the Great Western Railway, 'Walsham St Helens' is set in the early 1930s, before the GWR adopted the shirt button logo. With a layout of this size and with several points present, Matt elected to use live frog points alongside his Peco Code 75 rail to maximise the reliability of the running.

"This certainly isn't an express line and the movements are going to be at a crawl at best, so I didn't want to risk constant stalling and having to bring the hand of God into play. Electronics isn't my strong suit but fortunately my friend Alex Lodge did all of the electrics for me, including the polarity ▶



Always plan ahead

Even on a small layout it pays to plan ahead. For some of us, with numerous layouts under our belts, this comes naturally but for some it doesn't, and Matt had one element he left a little bit too late to include easily.

"I fitted the point rodding once everything else was in place and it was a nightmare. I don't think I've ever known anything so fiddly! I'm still not completely convinced that I have all the parts in the right order but it looks the part and that's good enough for me."



switches on the points and the installation of the servo motors from Megapoints for the four turnouts present at 'Walsham St Helens'."

FIRST TIME FOR EVERYTHING

Almost everything that Matt has done on the layout he's done for the first time, but that didn't stop him from diving straight in, even when things didn't go to plan and he had to be brave.

"On the whole I think I've been quite lucky with how the layout has turned out. Things just seem to fit well with a pleasing balance to the scene, and I'm pleased with the level of realism that I've achieved for a first go. That's not to say everything went to plan, though. One of my coaches was on the wrong end of my heavy hands when it came to the weathering and I feel I've been a bit too generous with the powders on a couple of the locomotives and the water tower. On the other hand, I'm very happy with the buildings and track, where I used a rust pen to paint the sides of the rails, as well as heavily weathering the ballast with more powder. I learned a lot of the weathering techniques from Chris Nevard's articles and am pleased that they work without the need for an airbrush; I don't quite have the confidence for that yet!"

Away from the track, Matt's scenery does a great job of setting the scene, although he's not happy with the embankment a few months on. ➤



Matt needs to be able to take the layout out in an estate car without having to hire a van - another reason why it's been restricted to an overall length of 6ft 6in.



'OO' GAUGE LAYOUT **WALSHAM ST HELENS**

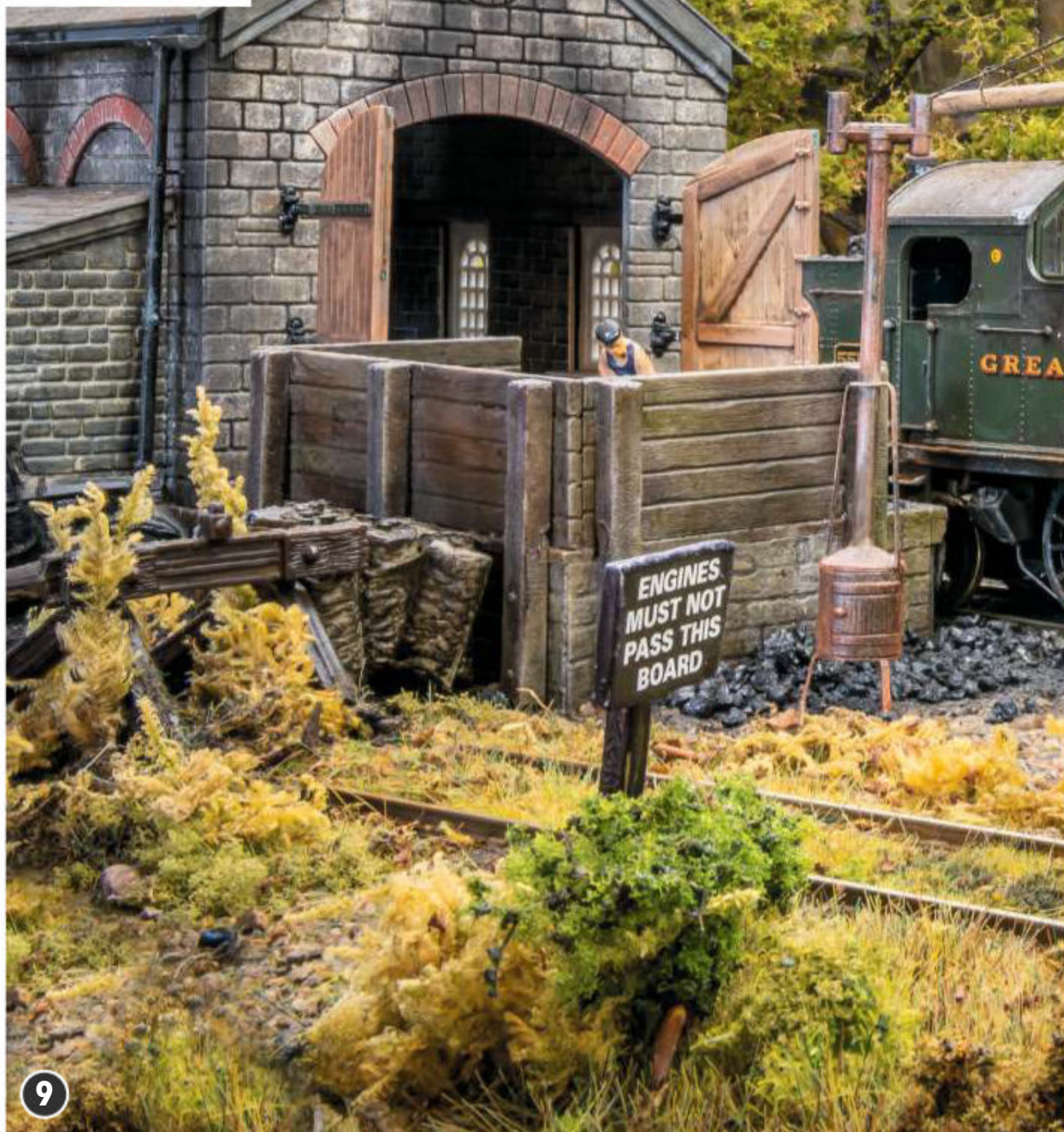


"When I put the scatter material down it was a green/brown colour but has faded to a yellow which I'm not as keen on. The layout is set in the late summer-early autumn so it doesn't look awful, but I think I am likely to redo it at some stage."

One element that certainly won't be redone is the scratchbuilt item, the platform. Constructed from a spare piece of wood and covered in Wills sheets and Metcalfe slabs, Matt spent a long time making sure that the weathering was spot on and that it looked as though it had been exposed to the elements. To avoid it all looking too similar, he has also marked out an area for a gravel surface, again following Chris Nevard's tutorials.

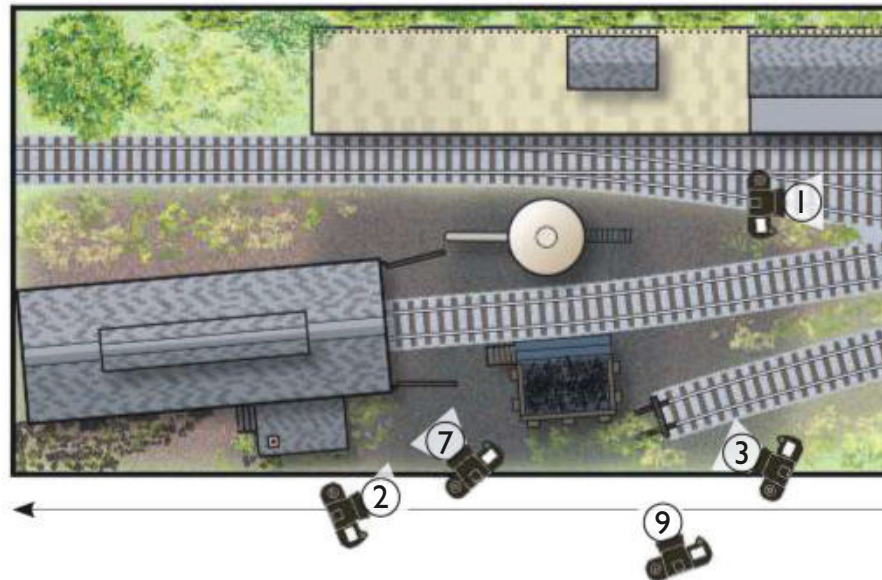
"Chris is one of these people who seems to be able to wave his hand over a layout and instantly make it look incredible. I was particularly impressed with his ability to make DAS clay look extremely convincing as a platform surface in one of his blog articles on his website, simply by stippling it with an old paintbrush. I attempted the same technique before painting it a suitable concrete colour and am quite pleased with the results."

Like many of us, Matt now has caught the layout planner's bug and often daydreams about future layouts, knitting the lines together in his head. Taking pride of place on a shelf in his dedicated hobby room is a paper and card model of York Minster. Matt's big ambition is to create a layout with a model of an abbey or minster on it, but he accepts he might need a bit more than a single shelf to be able to fulfil that dream! **MR**



All of the painting was done with oil paints. Matt wasn't confident painting at first, but after having some training from professional artist and model maker David Wright, he's now happy with the results.

Artwork: **Andrew Mackintosh**





MODELLER CV: MATT HAYNES

As well as trying to juggle my job as a teacher, father to two young children and modelling, I am also a professional musician. In my spare time I play the organ, sing in choirs and follow football closely – I'm an avid Leicester City supporter (and I also have a 'fondness' for the red half of Manchester).

FACTFILE: 'WALSHAM ST HELENS'

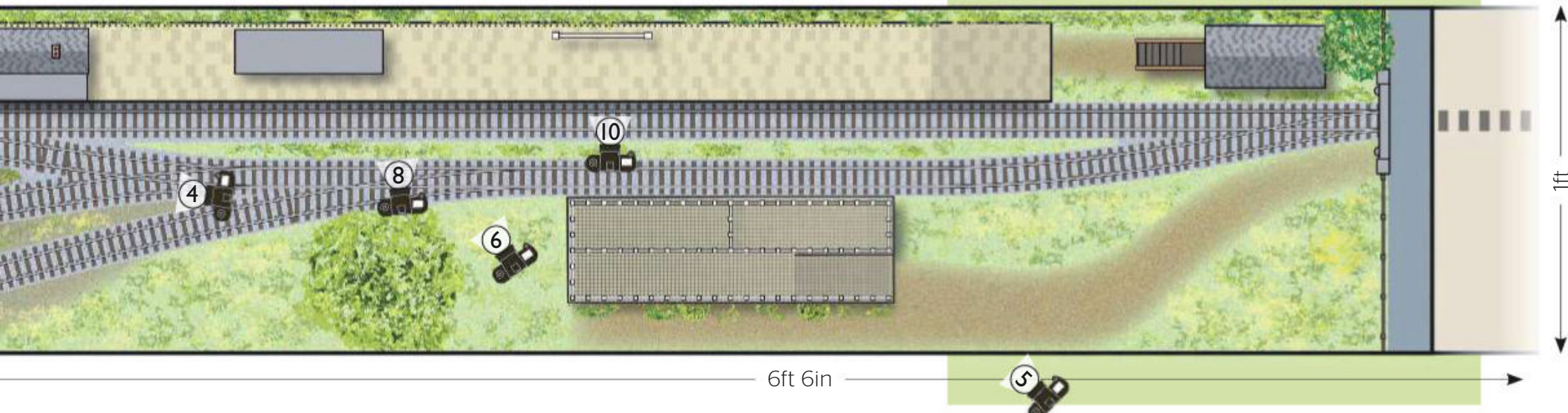
Gauge and scale: 4mm:1ft, 16.5mm scale, 'OO'

Time to build: Five months

Size: 6ft 6in by 1ft

Track: Peco Code 75

Power and control: DC from Bachmann controller



Masterplan All change

Track plans to get you thinking in three dimensions

Railway **RENAISSANCE?**

In this month's Masterplan, **Paul A. Lunn** explores the potential for designing a layout around new, reopened or relocated stations.

Artwork & photography **Paul A. Lunn**



The concept of new, reopened and relocated stations started way back in 1953 at Drumry, on the Glasgow, Dumbarton and Helensburgh Railway, which was built to serve two nearby post-war housing schemes. I was too young to know anything about such activity at the time and too far away for it to be of any interest.

But fast-forward to 1967 and similar changes were taking place on my doorstep. I remember being unimpressed by the steel and concrete 'monstrosity' of New Pudsey (main image), a BR-funded station on the

Bradford to Leeds line, replacing Stanningley station, half a mile away.

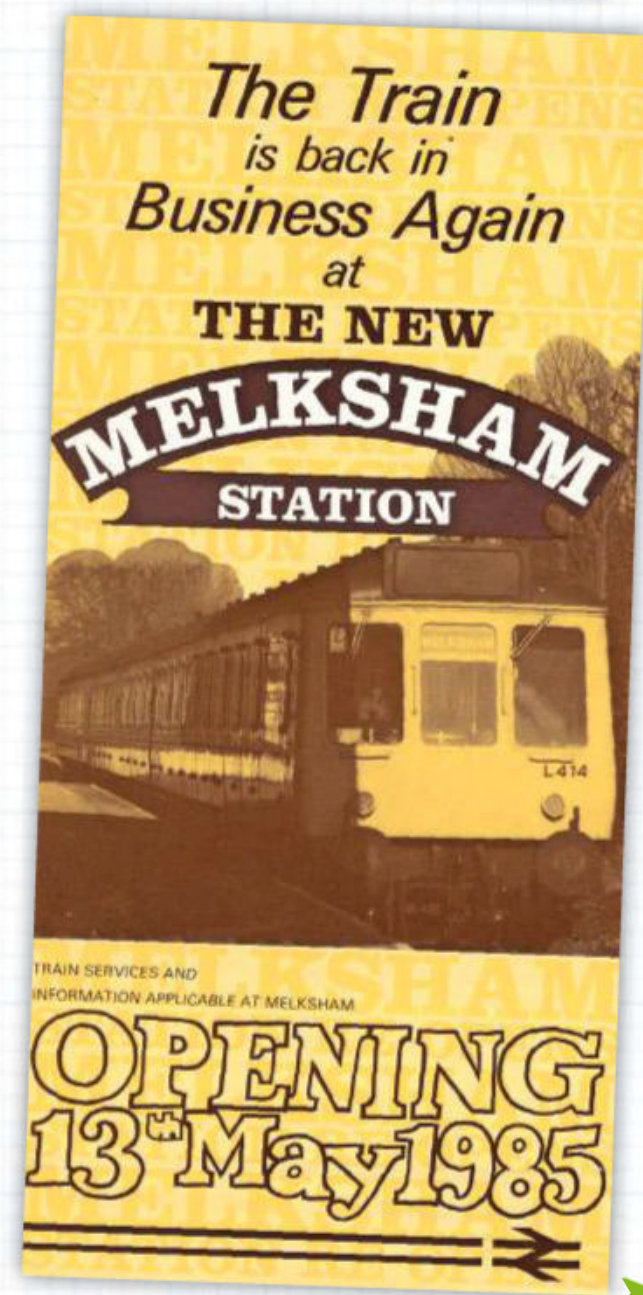
Since those early days, hundreds of 'new' stations have risen up to serve particular needs and these give us inspiration, either to liven up an existing layout or to form the basis for a layout. For example, you could add something near a fiddleyard on a terminus-to-fiddleyard 'U' shape layout. Alternatively, you could rebuild an existing station on your layout, build a new facility close to an existing station, or undertake an entirely new layout based on station resurgence.

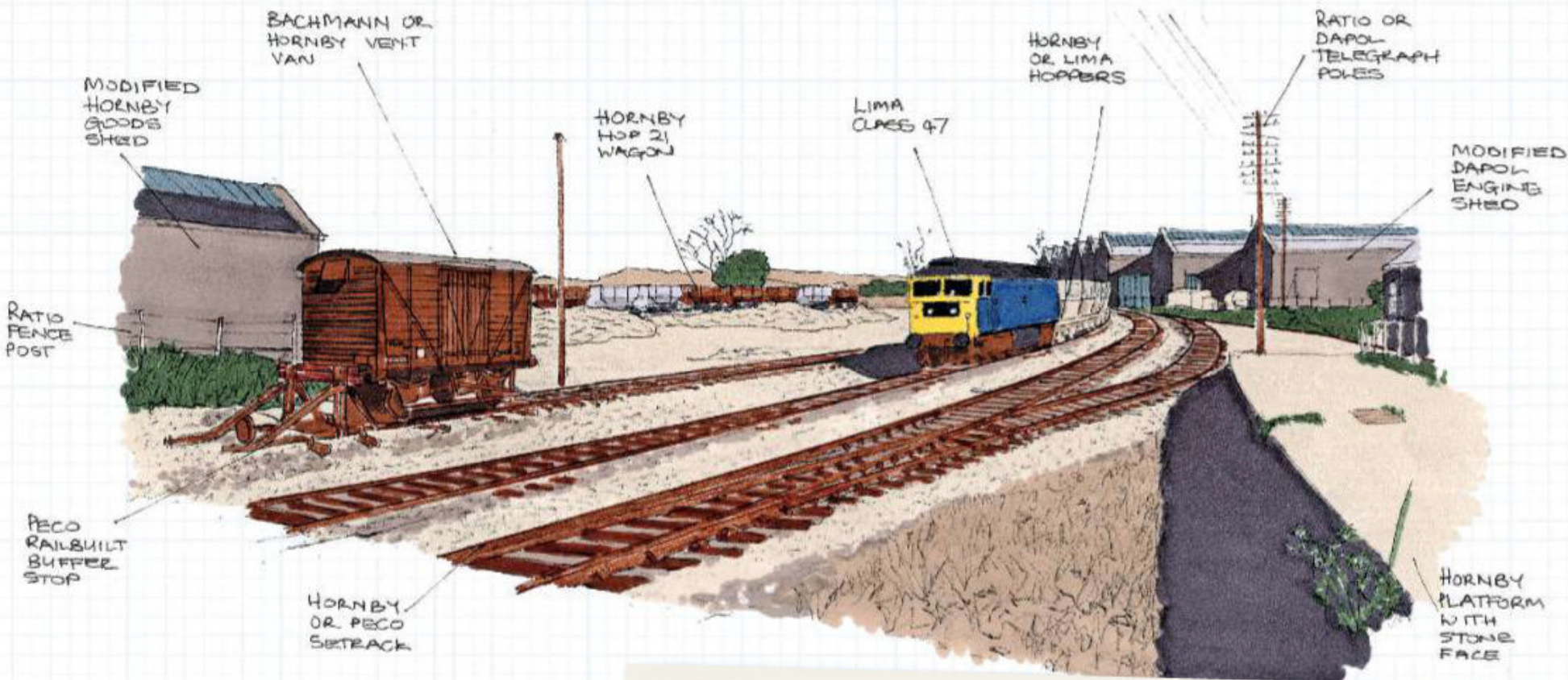


TOP TIP

Whichever time period you model, your staff and vehicles will need to look appropriate and as such it's worth bearing in mind that station projects of all kinds, other than heritage railways, would be in the hands of the following;

- ◆ 1948 to 1993 British Railways/ British Rail
- ◆ 1994 to 2002 Railtrack
- ◆ 2002 to date Network Rail





MELKSHAM

The sketch above shows Melksham in 1981. My annotated thoughts about how the scene might be replicated are now a little dated. That said, much remains the same today and availability for all rolling stock and scenic components is good.

Melksham station, on the Chippenham-Trowbridge line, had closed from April 18 1966 after which the line was singled, but it was reopened by BR in 1985, initially on an experimental basis. Indeed, the new platform could originally accommodate just a single carriage length,

although this was extended in 2018. For me, this is a perfect example of a reopened station, due to the added interest of freight, both passing and servicing various sidings close to the station. Up to the 1980s, a rail-served Shell oil terminal was in operation, run originally by Jack Dean Oils and after by Hartwell Oils. Foster Yeoman also operated an aggregate railhead in the old goodyard, with unloading facilities for stone from Merehead Quarry for onward transport by road. Also, Wiltshire Farmers had a private siding,



beyond the A365 bridge in the direction of Trowbridge (behind the photographer in the image above), used for the delivery of bagged fertiliser. This site continued in use well into

the 1980s. In addition to other freight flows, such as Freightliner intermodal services, the location also has plenty of potential for diverted Paddington-Taunton (via Westbury) and Taunton-

The original Brunel station at Melksham is captured in the late 1960s after closure. It was subsequently demolished. CHRIS LEIGH

Bath (via Bristol) services, during engineering works.

MELKSHAM - ADVANCED LEVEL

Here's the prototype track plan, not to scale, but as it existed at the time of my survey in 1981. The arrangement is on a sweeping curve and fits neatly between two bridges, one at each end, for scenic containment. This is

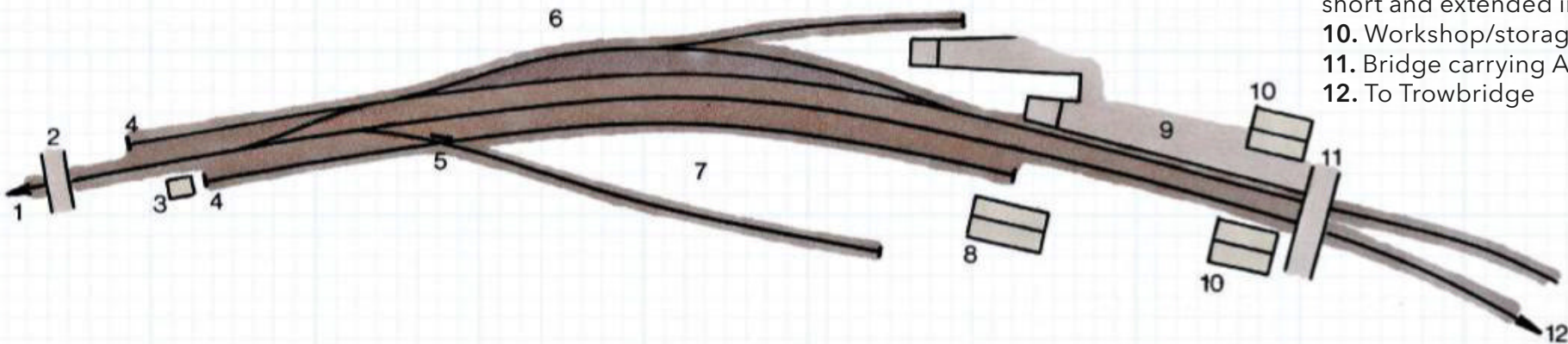
how the location appeared just before reinstatement of passenger services, with the main line carrying on to the right towards Trowbridge, while the former Down line above has been slewed into the

Wiltshire Farmers siding (not shown in full). I'm not sure exactly what happened to the track layout when the station reopened in 1985. I'm assuming that the main line, at 12, was slewed over to meet the new platform.

Alternatively, points may have been added. Hopefully, a reader knows the answer and can share that with us. Since the closure of the various sidings and terminals, the line today is a simple single track through the station.

Key to Plan

- 1. To Chippenham
- 2. Overbridge
- 3. Grit bin
- 4. Headshunt buffer stops
- 5. Single slip
- 6. Factory area
- 7. Stone yard
- 8. Ex-goods shed
- 9. Station platform, was very short and extended in 2018
- 10. Workshop/storage
- 11. Bridge carrying A365
- 12. To Trowbridge



CASE STUDY CORWEN CENTRAL

I was fortunate enough to be a guest at the Llangollen Railway recently and, like other preserved railways, they're currently constructing a new terminus at the western end of the line, at Corwen. It will eventually replace the previous station, which has already been partially demolished.



Left and above: These images show the new Corwen Central station from both ends. The first, seen from the terminus, features redundant columns from Blackfriars Station and the second, taken from the station throat, shows a new water tower.



Above and right: The upper section of the signal box is from Weston Rhyn; it's been a complex build on three floors.



Below: Where possible, Llangollen has used recycled materials. The platform edging slabs on this side came from Bala Junction Station; those on the other face came courtesy of Network Rail.



Above: And so, the scene is finally starting to take shape, hopefully ready for next year's services. This is a lovely composition, and who would know the lamp hut is covering a water bore hole? It's attention to detail that makes this an outstanding railway. My thanks go to Peter Neve and trustee Bob Creasey.

Each square on plan represents 1ft in 'OO' gauge

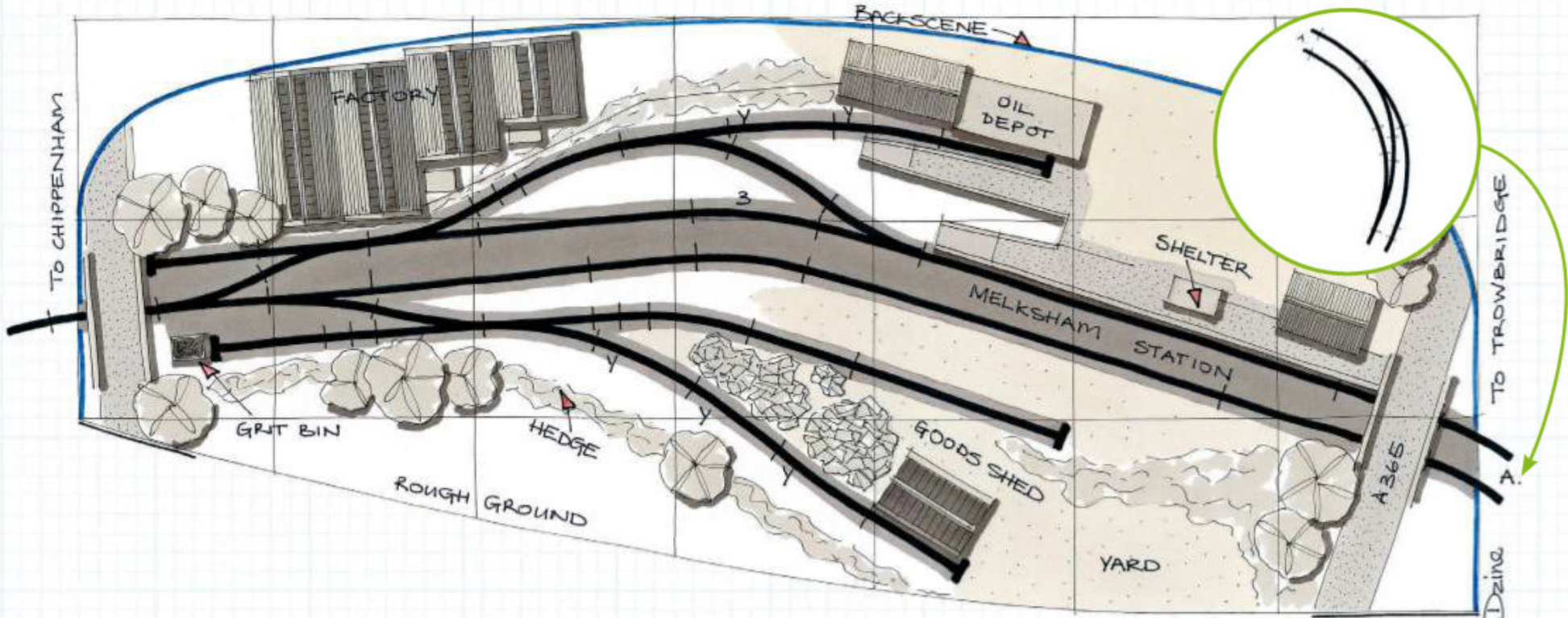
MELKSHAM - ENTRY LEVEL

Using Peco Setrack, it's possible to condense the scenic section into approximately 7ft by 3ft, adding non-scenic second radius curves at each end making overall length around 10ft. I anticipate a fiddleyard, of several loops, on the opposite side, in an oval format, with a central operating well.

Peco Setrack Components

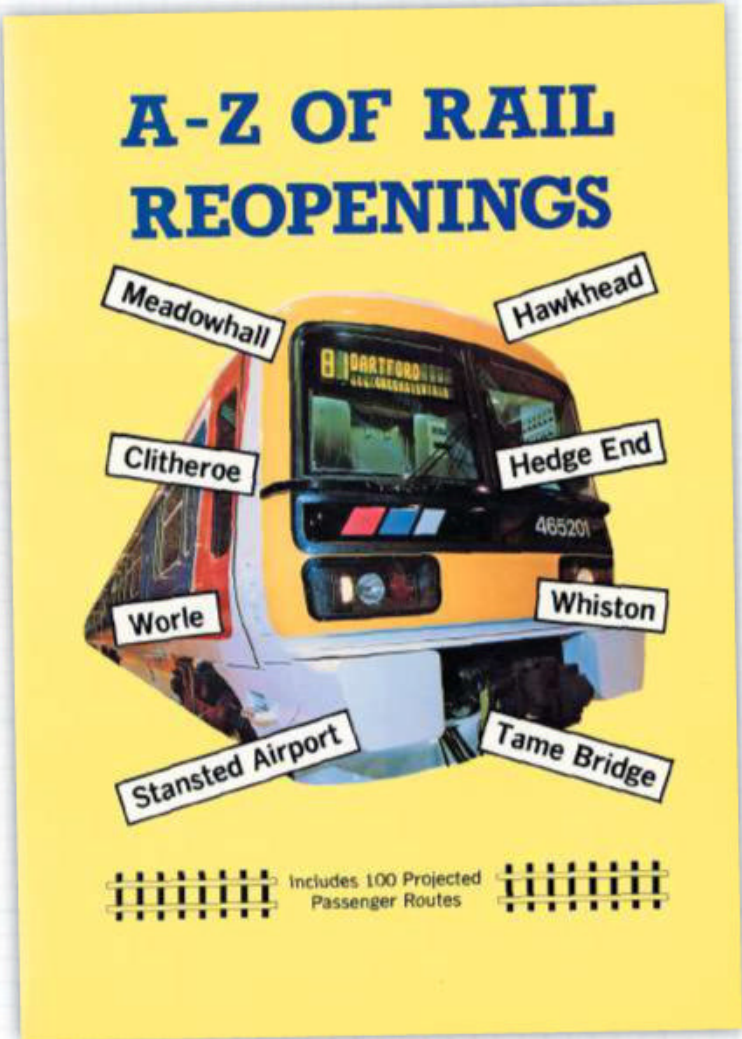
ST-200 x 8	ST-204 x 2	ST-226 x 2	ST-240 x 5
ST-201 x 4	ST-227 x 2	ST-230 x 1	ST-241 x 3
ST-203 x 7	ST-225 x 5	ST-238 x 5	ST-244 x 1
			ST-245 x 1

Note: Y indicates ST-238
All curves are 2nd radius unless stated otherwise, for example 3 for 3rd radius



THE CHOICE IS YOURS

I have the 1992 edition of *A-Z of Rail Openings*, published by the Railway Development Society. It's an excellent little booklet, packed with tons of useful information including an A-Z list of all locations, a chronology of openings, sketch maps and an extensive list of proposed openings for the coming years. For modellers, it provides us with a goldmine of inspirational information that we can follow up, to see what might influence our modelling efforts. To start you off, here are a few of my favourites, then the rest is up to you.



BLAENAU FFESTINIOG CENTRAL was a new-build station, opened in 1982, between the old ex-LNWR and ex-GWR stations, as an interchange with the narrow gauge Ffestiniog Railway. It offers an ideal subject for a layout based on a new station, steam-hauled main line charters, nuclear waste trains to Trawsfynydd and, for a short while, explosives from Maentwrog Road adding variety to DMU-hauled regular services.





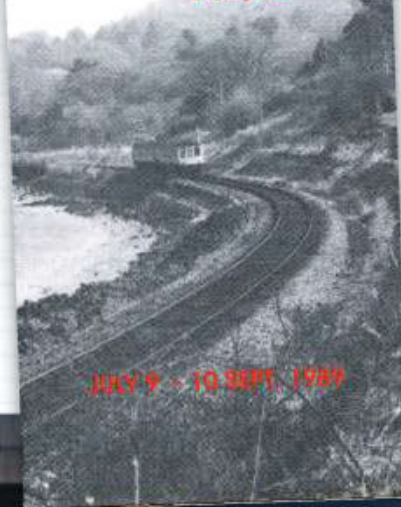
▣ **LELANT SALTINGS** consists of a sectional concrete platform with a large park-and-ride facility, for those wishing to access the very congested seaside resort of St Ives. It opened in 1978, but the park-and-ride facility closed in 2019, having been relocated to St Erth.



CONWY VALLEY SUNDAY SHUTTLES

- including
- Ffestiniog Railway inclusive tour
 - Trawsfynydd Branch line tour
 - Trawsfynydd Power Station guided tour
 - Visit the Slate Mines
 - Afternoon trips to Betws-y-Coed
 - Talking Trains

▣ A temporary station was erected in the old goods yard near **MAENTWROG ROAD**, for the summer 1989 and 1990 season, to cater for visitors to the nearby power station and other tourist sites but proved more popular with railway enthusiasts. My comments for Blaenau Ffestiniog also apply here.



▣ The original **ST IVES** station was replaced in 1971, the branch cut back and a new station built on the former back siding, releasing the old station site for use as a car park. The modern platform has since been rebuilt and extended.

▣ The original **FRIZINGHALL** station, with two parallel platforms, was closed in 1965. Its replacement opened in 1987 and boasts staggered platforms set on either side of the Frizinghall Road bridge. The northbound platform remains roughly in the same position as the original. There's a great modelling opportunity here to have a mix of the old and new together.



▣ **BRADFORD INTERCHANGE** was opened in 1973, and was a new-build facility, located south of the original Bradford Exchange terminus.



▣ **FALMOUTH** uses a reclaimed concrete platform from Perranporth Beach Halt and was opened in 1970. The station was renamed The Dell in 1975 and Falmouth Town in 1989.

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106 Mini Test

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100 Hornby LMS 'Coronation Scot' coaches

102 Dapol JHA aggregate hoppers

104 Minerva GWR 'Mink' van

105 Iwata Takumi Eclipse airbrush



100



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Our reviewers

George Dent
Model Rail's modern image expert.

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

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Dapol Gloucester RC&W diesel railcar (Class 122)

◆ **GAUGE** 'O' ◆ **MODEL** Dapol Class 122 railcar ◆ **PRICE** £263.00 analog, £289.00 DCC-fitted, £439.00 DCC sound ◆ **AVAILABILITY** Dapol stockists or www.dapol.co.uk

It was Pressed Steel (Class 121) No. W55021, operating the Staines West branch, which first fired my interest in DMUs and I have had models of both Pressed Steel and Gloucester cars in various scales since I scratchbuilt one from Plastikard in the mid-1960s. Having been impressed by Dapol's 'OO' models of both classes I was eager to get my hands on the 'O' gauge version. I have an unfinished kit-built Class 121 and an unpainted Tower Brass Class 122, but the shortcut of a ready-to-run model was simply too tempting! Unfortunately, world events frustrated that aim for both myself and for Dapol, when the container bringing these models from China was loaded aboard the ill-fated *MV Ever Given*. This was the ship which, with 18,000 containers on

board, became grounded in the Suez Canal and was then impounded in Egypt, delaying its deliveries by eight months.

My Dapol model was obtained from Hattons and is certainly none the worse for its stay in the Middle East. The first impression, even before opening the box, is that this is a heavy model. Indeed, it feels more like one of Heljan's larger diesel locomotives than a Dapol railcar, weighing in at well over 3lb. This substantial amount of weight within a moulded plastic body means that the model is susceptible to damage unless treated with care. For that reason it is rigidly mounted to a Perspex baseplate by two screws through mounting posts into the metal chassis. This and the firm foam rubber packing hold the model securely in place within a substantial card box.

It takes just moments with a crosshead screwdriver to release the railcar from the base. However, the mounting posts are positioned where the battery boxes should be on the chassis and the battery boxes are in one of the two detail packs. They are a simple press-fit into their locating points on the chassis. As with any highly detailed plastic model, it needs to be handled carefully, gripping it low down at floor level and supporting it underneath. Avoid gripping the upper body and the window area as this is likely to cause damage.

FIRST IMPRESSIONS

Impressive. That is the only description for my first sight of this model. I had no doubt in my mind that I wanted the original light green version with the so-called

speed whiskers and I have not been disappointed. It looks every inch a Gloucester RC&W railcar. The shape is good and the model bristles with detail. The cab at the brake end has the original-style exhaust pipes which meet above the destination box and exhaust through a single, boxy, outlet. The sharp bends in these pipes soon developed 'blows' and were replaced by a pair of individual pipes which will doubtless be a feature of models in later liveries.

The two-character headcode panels and destination boxes are individually lit, these plus the marker lights, cab and interior lights being controlled by a bank of four micro-switches on the underside of the chassis. DCC users can control these functions remotely, of course. The two character headcode frame can be



popped out with a knife blade carefully inserted under the corners. This allows the waterslide decal letter and number code to be applied from behind the glazed panel.

Unfortunately the destination box does not open in the same way and the destination decals must be applied to the outside of the glazing though, once they are in place, this is not obvious.

Two sheets of decals are supplied, one for the headcodes and the other providing a wide range of destinations. A neat little owner's manual booklet is included but this makes no mention of the decals, nor are they marked anywhere as waterslide decals. Judging by their appearance, they could equally be self-adhesive stickers. I found the destination sheet disappointing. It is clear from the prototype notes in the booklet that too much attention has been paid to the sketchy history of these units that appears on various internet sites. The early history is skated over, and there are few destinations suited to the '122s' in the early light green livery or to the early history of the '121' at all. A pity as some popular and evocative names such as Bromyard, Uxbridge Vine Street, Kingsbridge and Shrewsbury could have been included instead of the five alternatives for Cheltenham. There are, for instance, no destinations for the London area or Thames Valley branches, the nearest being Didcot and Oxford. Equally, the only west of England destinations are in post-Corporate Image upper and lower-case lettering, limiting branches including St Ives, Looe and Newquay to the Regional Railways era. So many good choices have been missed and

others suffer spelling mistakes, including Liskeard (as Liskard) and St Erth (as St Earth).

However, it seems churlish to criticise a printed accessory when this is such a good model overall, and at a really keen price. So let's look at the good stuff. Starting with the correct pattern large round Oleo buffers. They are metal, blackened and sprung. The screw couplings and the MU connections are already fitted, leaving the customer just to fit the vacuum pipes, speedometer cable and air hose, which are so much easier in 'O' than 'OO'! The speedometer cable is a flexible connection between one axlebox and the solebar. It fits neatly behind the cab step and does not need glueing.

The windows are flush-glazed with very little prismatic effect round the edges, revealing a fully detailed interior, with light green seats of the correct type. The cabs have fully detailed control desks and cry out for a driver. If you want to fit one, there are four screws (two above each bogie) to be undone and the body lifts off. I found myself itching to add a



“ Bodyside detail is remarkably refined, with door and window shapes looking spot on ”

driver, a few passengers and the almost obligatory single-line train staff lying on the desk below the centre windscreen.

Bodyside detail is remarkably refined, with door and window shapes looking spot on, separately fitted door and commode handles and handrails. The four cab door handrails, which on the real thing were hollow and doubled as downpipes from the gutter, are also separate mouldings and they are just a little on the heavy side.

The bufferbeams carry all the correct detail and the underside of the railcar has all the components – engines, fuel tank, battery boxes, exhaust system and final drives fully modelled. Dummy, jointed cardan shafts link final drives to bogies and yet still allow the model to operate round 1,038mm radius curves.

ELECTRICS

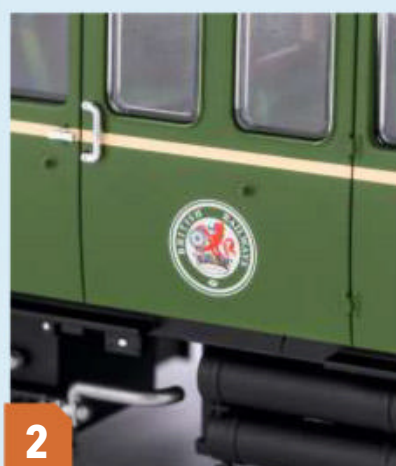
Both bogies are powered by individual motors and gears and all eight wheels have phosphor-

3 things we like



1

The clear, prism-free glazing.



2

The high-quality finish.



3

The underframe and engine detail.

bronze wiper pick-ups, so smooth operation is ensured on starting and across pointwork and dead spots. A bank of microswitches control the various lighting functions, although access to three of these, including the switch that ➤

Performance

On test, the railcar was very quiet in operation and once the lubrication was revived it settled to much-improved running as it lapped Dave Lowery's layout. Inevitably, with self-contained motor bogies, the gearing is a little on the high side but

once run in, smooth starts and stops proved easy enough, and the model is pleasingly quiet in operation. Indeed, it is another of those 'O' gauge models from which the loudest noise is the realistic click of wheels on rail joints.

Factfile: Gloucester RC&W diesel railcar (Class 122)

As British Railways sought to modernise, in the mid-1950s, orders were placed for large numbers of underfloor-engined diesel multiple-units. Generally made up as two-, three-, or four-car units these were to replace steam-hauled local trains across the system and they were, in many ways a modern development of the diesel railcars introduced by the GWR in the 1930s/40s.

However, the Western Region was unique in that it also had the original GWR railcars to replace. These assorted 35 vehicles were nearing the end of their useful lives and some 20 years in traffic had exposed their weak points. For their replacement 36 Derby-designed single-unit railcars were ordered in two batches, 20 from Gloucester RC&W and the remainder from Pressed Steel. The design was a double-cab version of the Derby suburban (later Class 116) Motor Brake Second. Though with the Pressed Steel vehicles being delivered two years behind the GRCW cars, the later vehicles were able to incorporate the by-now obligatory four-character headcode panel in the roof dome.

The railcars were classified Motor Brake Second and branded MBS accordingly. The first of the Gloucester-built cars appeared in 1958 and was numbered W55000. Subsequent cars took the number series to W55019 and the Pressed Steel cars took Nos. W55020-35. These railcars were capable of hauling a modest tail-load and in order that they could be expanded for peak-hour services each type was provided with a matching, non-powered Driving Trailer Second. In both cases, there were fewer driving trailers than there were motor brake seconds as many of the services for which they were intended would never require a second car. The 10 Pressed Steel DTS were numbered W56280-9 and the nine GRCW driving trailers were Nos. W56291-9. After the initial flurry of optimism, the DTS vehicles generally saw little use.

From 1958 the GRCW cars took over the Thames valley branches from the GWR railcars which were reallocated to Worcester to take over branch line services in the West Midlands. Two years later when Pressed Steel cars came new to Southall and Reading, the GRCW vehicles went to Worcester and the West of England allowing the GWR cars to be withdrawn and replacing steam on branches such as Brent-Kingsbridge and Churston-Brixham.

Branch line closures in the 1960s reduced the need for the single cars and some were used to fill in for defective cars in three-car units, while, over time, others were sent far afield including to Scotland, some as parcels cars and route learning vehicles. Under TOPS the GRCW cars became Class 122 and the Pressed Steel cars, Class 121. Of the latter, the first No. W55020, became something of a celebrity, being selected to carry chocolate and cream livery for the GWR150 celebrations and later becoming the first to carry the livery of the newly created Network SouthEast.

Among the more unusual routes to be served by the single-units, a pair of Class 122s operated a local authority-sponsored shuttle of 11 trips a day between Kettering and Corby between April 1987 and June 1990. Though nominally operated by Network SouthEast, the cars retained their blue and grey livery with the local authority crests



1: The official Swindon portrait of GRCW (Class 122) railcar No. W55000 shows the 'tidy' end, without the exhaust pipes. BR/CJL COLLECTION

2: When new, the railcars attracted local press attention. G. Cattley took this view at Poyle Halt on Stanwell Moor for the *Staines & Egham News*. CJL COLLECTION

3: In the early light green, and clearly showing the black outlining to cream lining, a Gloucester RC&W railcar waits in the bay at Wellington (Shropshire) ready to work the branch to Much Wenlock, which closed in 1962. M. MENSING/CJL COLLECTION

4: On a classic branch line service, W55011 stands at Axminster between workings over the much-loved branch line to Lyme Regis in summer 1962. DAVID ANDERSON

added. Meanwhile, NSE Class 121s operated the Bedford-Bletchley service over the truncated remains of the Oxford-Cambridge line and others appeared on the re-opened section of this line between Oxford and Bicester.

Finally, when Chiltern Trains acquired two Class 121s for its Princes Risborough-Aylesbury shuttle service, No. 55020 was given a major overhaul in which the distinctive cab-end exhaust pipes were re-routed through the guard's compartment. These two, Nos. 55020/24, were to be the last first-generation DMUs to remain in front-line service, being withdrawn in May 2017 after 57 years in service. Other cars were converted to route learners and sandite cars, while two became a 'rescue train' for the Severn Tunnel.

System builder

Other items to complement this model...

PASSENGERS/DRIVER

Availability: Modelu
Web: www.modelu3d.co.uk



PARCELS VANS/HORSEBOXES

Availability: Slater's kits



SOUND DECODER

Dapol or DC Kits



SUMMARY

PROS

- Accurate shape.
- Varied lighting functions on DC or DCC.
- Imposing weight.
- Mechanism does not intrude into interior.

CONS

- Limited selection and spelling errors in destination transfers, otherwise nothing of note.

FINAL VERDICT

For the price - exceptional!

controls the saloon lighting, requires the removal of the underframe fuel tank for access.

DCC-fitted and DCC sound-fitted models are available, but for those who wish to fit their own decoder, the Dapol Imperium 3 is recommended. Other third-party fitted decoders will, it seems, need to be re-programmed, while the earlier Imperium 2 decoder will not control the saloon lighting.

Running on analogue control, the white lighting takes a moment to come on once the railcar starts moving but the red rear lights illuminate as soon as power is applied. On the real DMUs, a red oil tail lamp was used on the rear as the system of covering the white marker light lens with a red slide was largely impractical.

FINISHING TOUCHES

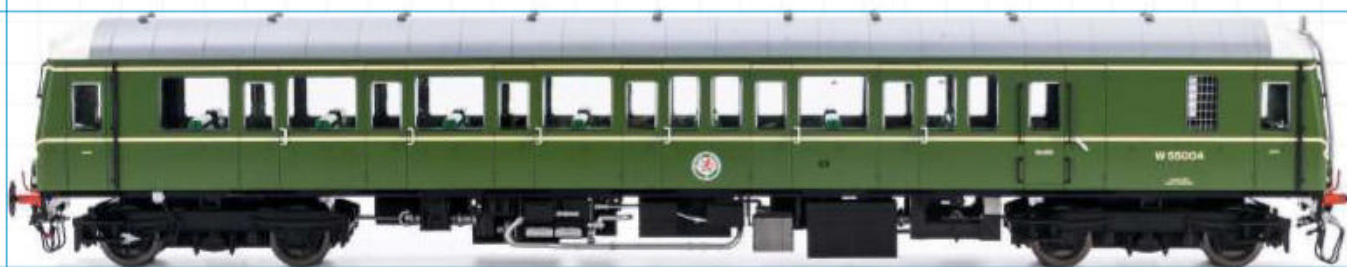
Over the years, the Class 122s carried various liveries, including

BR Corporate Image, Regional Railways and even one in Loadhaul black and orange. However, none carried the refurbished livery of white with a blue stripe and only 55019 wore Network SouthEast colours as a route learner. They began, however, in the light BR DMU 'early' green with cream lining and speed whiskers. The cream lining was actually outlined in black but the black outlining is the only element that's missing from Dapol's top-notch finishing on W55004. To be fair, at 1/4in in full size, the black outline would be scarcely visible in 'O' gauge. More importantly, Dapol has the shape of the lining correct where it drops down and rises up to skirt the end windows. The 'whiskers', too, are correctly shaped. So many preserved units have the lining and whiskers incorrect, it is refreshing to see it done well on a

model. The shade of green, too, looks pretty close to how I remember these railcars before the paint started to fade.

Printing is neat and legible, including the numbers, guard's and driver's door markings and the load limit for the guard's compartment. I'm less certain about the pre-TOPS data panel which has the correct dimensions and weight but is missing the MBS (Motor Brake Second) lettering. Perhaps that omission was peculiar to W55004? Certainly at a later point in their careers these units became DMBS when BR added the 'D' for 'Driving' to distinguish vehicles with a cab.

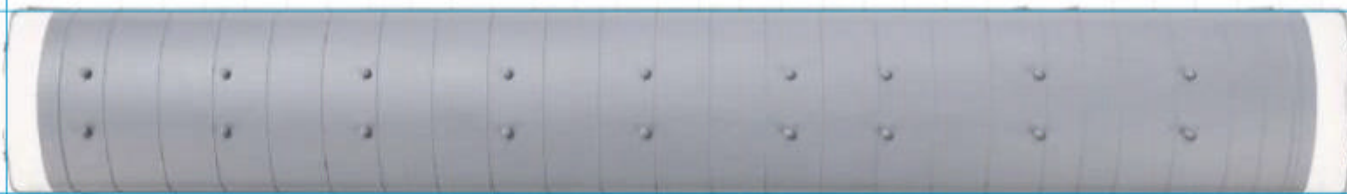
The lighting looks good and being able to switch it off to suit personal taste and/or realistic practice is a useful bonus. I look forward to seeing a Pressed Steel Class 121 version in due course. (CJL)



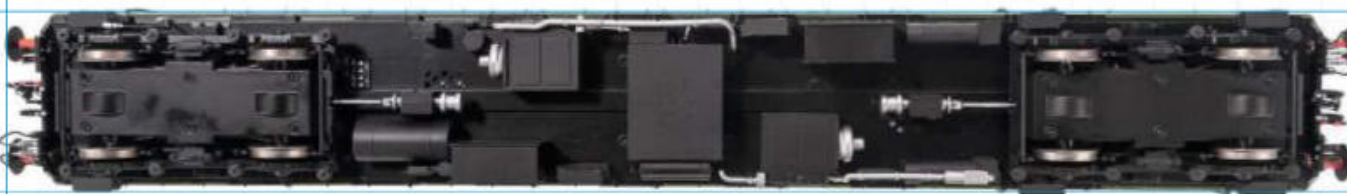
466mm



88mm



66mm



DAPOL GLOUCESTER RC&W DIESEL RAILCAR (CLASS 122)

OVERVIEW

Manufacturer: Dapol
Ref. No. 7D-015-005
Unit No. W55004
Scale/gauge: 7mm:1ft 'O'

Body: Plastic
Chassis: Metal/plastic
Weight: 1,467g (3lb 3.7oz)
Min. curve radius: 1,028mm

ELECTRICS

Electrical system: 12V DC two-rail
Motor type: N/A
Lights: Switched lighting functions

DCC ready: 21-pin
Current consumption
Max. speed: N/A Stalled: N/A

MECHANISM

Drive system: Twin motor bogies
Flywheel(s): N/A

Traction tyres: No

DIMENSIONS

Length over buffers
Height
Width
Wheel diameter
Bogie wheelbase
Wheel back-to-back

PROTOTYPE

67ft 0in
12ft 8in
9ft 3in
3ft
8ft 6in

1:43 SCALE

469mm
88.6mm
66.6mm
21mm
60mm

MODEL

466mm
88mm
66mm
21mm
60mm
29.5mm

SERVICING

How to dismantle: Screws under body.
Where to oil: Gears, bearings, axles.



Heljan refurbished Class 31

◆ GAUGE 'O' ◆ MODEL Heljan Refurbished Class 31 ◆ PRICE £549.00 ◆ AVAILABILITY Heljan stockists Web www.heljan.co.uk

It's been a few years since Heljan released an 'O' gauge Class 31 in original condition, and this new raft of Brush Type 2s, in refurbished form, will be welcomed by those who model the post-1980s era. An excellent selection of livery options is available, across both the '31/1' and '31/4' sub-classes, including Railfreight grey, Railfreight 'red stripe', triple grey, 'Dutch', RTC red/white/blue, InterCity main line, Regional Railways, Network

Rail yellow and the unique 31466 in EWS red/gold.

Received for review is one of the Class 31/4 versions, in typical BR Rail Blue livery, complete with orange cant rail stripe. Most of the models have been released unnumbered, as is often the way with Heljan's 'O' gauge diesels, allowing modellers to choose their own favourite prototypes to model (my vote goes to 31400!).

The looks of the Type 2 are spot on, with the characterful

cab fronts and overall proportions capturing the prototype admirably. Key elements of the 1980s refurbishment programme have been observed, most notably the removal of the raised waist-level beading around the body and the bufferbeam cowlings. The plated-over front gangway doors - with a fine row of fastener heads in place - and boiler compartment panels are correct, and the high





“All of the various grilles and louvres are impressively rendered, and the open exhaust ports are an improvement over the solid versions of the earlier ‘31’”

intensity head-light and electric train heating hoses and sockets add the final confirmation that this is a ‘refurbed 31/4’.

All of the various grilles and louvres are impressively rendered, and the open exhaust ports are an improvement over the solid versions of the earlier ‘31’. Fine wire handrails, immaculate glazing and a top-notch paint job are the icing on the cake. The cabs are furnished with bulkhead detail and control consoles, although picking out some of the details with appropriate paints would give the interiors a boost. The crystal-clear glazing (with silver strips atop the droplights) certainly opens up the inside of the cabs, so a good quality footplate crew would finish



things off nicely.

There are a couple of areas that could be improved, as the many rooftop panel grab handles

would look better painted

to match the bodywork and there’s a lack of depth to the bufferbeams, which should sit a little further back in relation to the cab fronts. These minor visual niggles aside, Heljan has done a fantastic job with this model.

Under the ‘hood’ is a pair of powerful five-pole motors, equipped with hefty brass flywheels, each powering the outer axles of each bogie – just like the real thing. Indeed, the centre wheel sets are prototypically smaller than the outer sets, which is a subtle, but important visual characteristic of the ‘31s’.

There’s no DCC decoder socket, but digital installation is made easier with the use of screw terminals on the main circuit board and colour-coded wires, plus full instructions in the model’s handbook. There’s plenty of space within the body for a speaker, including within the fuel tank, which features sound holes in the base. A separate motor operates the radiator fan and directional lighting is installed.

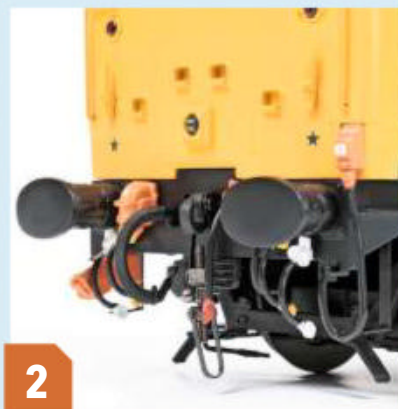
Performance, as we would expect from Heljan, is superb. The twin motors and flywheels provide plenty of power and super-smooth running, while the working screw couplings are easy to operate and the resilient, sprung buffers help during shunting and propelling manoeuvres. The lighting is effective, with a realistic glow to the head and tail light lenses when lit.

3 things we like



1

The radiator roof grille features the longitudinal strengthening beams, which allow fitters to walk over it safely. The engine compartment door panels feature realistic definition.



2

Heljan usually excels in the bufferbeam department, and the various pipes, sockets and working screw couplings are superb, as are the sprung Oleo buffers.



3

The bodysides louvres feature crisp mouldings and even the hinges and catches have been replicated. These provide easy access to air filters on the real thing.

The bufferbeams come pre-fitted with a full complement of pipes and hoses and sockets. The ETH cables are a push-fit into the cab fronts and these need to be gently removed to allow the bodyside to lift away from the chassis. A small bag of extra details is supplied, ➤

Heljan refurbished Class 31 - in detail



Factfile: Refurbished Class 31

The first examples of what would become the Class 31 were ordered as part of British Railways' Pilot Scheme in the late 1950s. Originally powered by a Mirrlees diesel engine, the fleet suffered from reliability issues until a superior English Electric powerplant was installed as part of a re-engineering programme in the 1960s. The Type 2s then went on to enjoy long careers as versatile passenger and freight traction, with examples soldiering on in frontline service well into the 21st Century.

Featuring an A1A-A1A wheel arrangement, whereby only the outer axles of each bogie were powered, the six-axle arrangement was necessary to spread out the considerable weight of these locomotives. The resulting route availability meant that the '31s' could be employed across most of the UK network.

Indeed, although originally allocated to the Eastern Region from new, the fleet was later employed on the London Midland and Western Regions in considerable numbers.

In the 1970s there was a need for a fleet of dual-braked locomotives, with the addition of air brake and electric train heat (ETH) equipment seeing the creation of the Class 31/4 sub-class. These initial rebuilds retained many original exterior features and, only during later refurbishment programmes in the 1980s, did their outward appearance begin to differ markedly. In an effort to curb corrosion, the waist level raised beading and bufferbeam valances were cut away, while the front gangway connections were plated over to reduce draughts in the cab. High-intensity headlamps were also installed later in the process.

Although the class has had its detractors who would cite the relative lack of power and speed in relation to their heavy weight, the '31s' were arguably one of the main success stories of the early dieselisation era, giving many years of service across all manner of different traffics and routes.



1: Refurbished Class 31/4 31426 has yet to receive a high-intensity headlight in this view, captured at Rhyl in June 1989 while hauling an Inspection Saloon. RAIL PHOTOPRINTS



2: Before the introduction of Class 158 DMUs, the Class 31/4 fleet was gainfully employed on various trans-Pennine workings from Liverpool and Manchester during the late 1980s-early 1990s.

One such working is seen here, as 31425 rounds the curve at Chinley East Junction, heading towards Sheffield via the Hope Valley, August 1984. RAIL PHOTO-PRINTS

3: The refurbishment programme was also rolled out to members of the Class 31/1 fleet, including 31180 and 31294, seen approaching Peak Forest with empty ICI hoppers bound for Tunstead in July 1991. RAIL PHOTOPRINTS



System builder

Other items to complement this model...

Mk 1 COACHES

A BR blue Class 31/4 needs a short rake of blue/grey Mk 1 coaches to depict a typical secondary passenger working of the 1980s era. The new range of Lionheart coaches from Dapol is excellent.

Price: £199.00 each

Availability: Dapol stockists

Web: www.dapol.co.uk



Mk 2 COACHES

BR Mk 2 and Mk 2a non-air-conditioned stock was also a staple of '31/4' hauled trains, particularly trans-Pennine services. Heljan's new Mk 2 range is currently in development and available to pre-order.

Price: £279.00 each

Availability: Heljan stockists

Web: www.heljan.co.uk



Mk 1 PARCELS STOCK

Another principal traffic associated with refurbished Class 31s is parcels and newspapers. A rake of BR blue Mk 1 GUVs will faithfully replicate these services, with Heljan offering suitable models.

Price: £215.00 each

Availability: Heljan stockists

Web: www.heljan.co.uk



including square cab roof
aerials (painted blue to match
the livery), plus a reinforced
driver's window surround
(which is black rather than the
yellow usually employed on BR
blue examples). These window
surrounds were fitted to many

'31s' in their later BR and
post-privatisation days, so it's a
useful accessory.
Bogie and underframe detail
is superb, with lifeguards and
sanding pipes lining up with the
wheels, and the hefty model is
packaged in the usual foam-

lined box. All in all another
fantastic addition to Heljan's
range of 7mm scale diesels.
I can't wait to see a suitably
weathered version! **(GD)**

● With thanks to Tower Models
for the loan of this model.

HELJAN REFURBISHED CLASS 31

OVERVIEW	
Manufacturer: Heljan	Chassis: Metal with plastic parts
Ref. No. 3140	Weight: 2.3kg
Unit No. N/A	Min. curve radius: 800mm
Scale/gauge: 1:43.5 scale, 'O' gauge	Wheel back-to-back:
Body: Plastic with metal parts	29.2mm-30.6mm
ELECTRICS	
Electrical system: 12V DC two-rail	Lights: Yes
Motor type: Twin five-pole motors	DCC ready: Screw terminals on PCB
MECHANISM	
Drive system: Vertically mounted motor on each bogie, drives outer	axles via nylon gears
	Flywheel(s): Yes, two
	Traction tyres: No

DIMENSIONS	PROTOTYPE	1:43.5 SCALE	MODEL
Length (over buffers)	56ft 9in	398mm	400mm
Height	12ft 7in	88mm	89mm
Width	8ft 9in	61.3mm	62mm
Wheel diameter (powered)	3ft 7in	24.9mm	25mm
Wheel diameter (unpowered)	3ft 3½in	23mm	23mm
Bogie wheelbase	14ft	98.2mm	98mm
SERVICING			
How to dismantle: Body unscrews from chassis.			
Where to oil: Axle bearings and gears.			

SUMMARY

PROS

- Overall looks.
- Attention to detail.
- Quality paint finish.
- Performance.
- Build quality.

CONS

- Bufferbeams not recessed enough.

FINAL VERDICT

Terrific!



400mm



89mm



62mm





Hornby LMS Stanier 'Coronation Scot' coaches

◆ **GAUGE** 'OO' ◆ **MODEL** Hornby R4960 57ft BTK, R4961 57ft BFK, R4962 57ft FK, R4963 50ft RK, R4963A 50ft RK, R4964 65ft RFO, R4965 57ft RTO, R4965A 57ft RTO, R4965B 57ft RTO ◆ **PRICE** £47.99 each ◆ **AVAILABILITY** Hornby stockists **Web** www.hornby.com

The folks from Margate have certainly become adept at recreating prestige trains from the 1930s, a period commonly known as the golden age of luxury train travel. Indeed, Hornby's various streamlined steam locomotives and opulent carriage types have been catalogue staples for as long as I can remember. Up until now, though, the LMS flagship 'Coronation Scot' has been overlooked in terms of high-fidelity rolling stock.

Yes, Hornby has produced the striking Caledonian blue and silver coaches in the past, but they have been simple re-liveries of existing models rather than bespoke models. That has now changed, thanks to Hornby's commissioning of six entirely new tooling suites, allowing modellers to replicate the entire nine-car train with full authenticity.

The real 'Coronation Scot', running between London Euston and Glasgow Central, was inaugurated in 1937 and consisted of a fleet of streamlined 'Pacific' locomotives and dedicated coaching stock that boasted a greater degree of luxury. Three full sets of stock were introduced, using a mix of modified existing coaches and newly built vehicles, featuring a mix of 50ft, 57ft and 65ft chassis. Five 'Coronation' Class 4-6-2s - Nos. 6220-6224 - were turned out in matching blue and silver liveries, making for a dramatic sight and a PR team's dream. A test run of this service set a new world speed record for steam, although this was broken the following year on the East Coast Main Line by 'A4' *Mallard*.

Alas, the 'Coronation Scot' ran for just a few years before the war intervened. The coaches were put into store for the





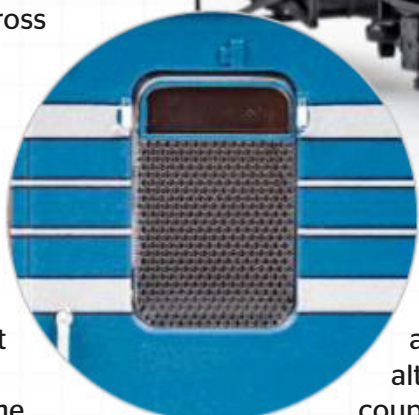
RAIL ARCHIVE STEPHENSON

duration of hostilities and only emerged in 1947, painted in standard livery and relegated to much more mundane duties.

THE MODELS

For any model of such an eye-catching prototype, first impressions matter. There was certainly no sense of disappointment when taking Hornby's new coaches out of their boxes. The striking blue/silver livery looks fantastic, with a virtually flawless level of application across the whole batch of coaches. The original style of 'Coronation Scot' nameboards are included and the LMS roundel logos are expertly done. I particularly like the timber-effect droplight reveals, which add an extra touch of class. The mesh pattern window frosting on the Kitchen cars is also impressive, with the overall standard of glazing being high.

The bodies are adorned with fine wire handrails and door handles, while the roofs feature the correct styles of ventilators to match each vehicle type. The majority of roof vents are hidden under streamlined shrouds, as per the prototype, while the Kitchen car's roof looks suitably busy with an excellent array of shell-type vents and wire pipework. The short gangways, as fitted, can be swapped for longer versions that are supplied in the box, closing up the gap between cars (if your trackwork geometry



permits). Furthermore, a set of alternative couplings is also provided, to slot into the NEM sockets on the pivoting close-coupler units, which will be ideal for those who will keep their rakes intact on the layout.

The underframes are equally impressive, especially the bogies which are an improvement over Hornby's existing LMS Stanier Period III coaches. There is more in the way of cross-shaft detail, better definition in the surface relief and the brake shoes align perfectly with the 'OO' wheels.

All of the coaches come pre-fitted with interior lighting, collecting power from the axles and producing a wonderfully warm, yellow glow that's very convincing. Our samples offered

very little 'drag' from the power contacts, nor was there much flickering (though you'll have to clean the wheels regularly!).

At the time of writing, many of the coaches had sold out at most of the leading retailers, proving that this was a popular choice of venture on Hornby's part. There's room for further releases, depicting vehicles from the other two 'Coronation Scot' sets, as well as a slightly later livery version without the white-backed shoulder-height nameboards. There's also the option of depicting some vehicle types in later BR condition.

The supreme finish, realistic lighting and full choice of vehicle types makes these coaches a very welcome addition to the Hornby range. **(GD)**

● *With thanks to Chris Nevard and Kernow Model Rail Centre.*

“The bodies are adorned with fine wire handrails and door handles”

SUMMARY

PROS

- Accurate RTR nine-car formation possible for the first time.
- Impressive attention to detail.
- High-quality finish.
- Interior lighting.
- Great value.

CONS

- None.

FINAL VERDICT

Beautiful.

'CORONATION SCOT' FORMATION

BTK Brake Corridor Third
RTO Restaurant Third Open
RK Kitchen
RTO Restaurant Third Open
RTO Restaurant Third Open
RK Kitchen
RFO Restaurant Open First
FK Corridor First
BTK Brake Corridor First





Dapol JHA Aggregate Hoppers

◆ GAUGE 'OO' ◆ MODEL Dapol O&K JHA hopper wagons ◆ PRICE £55.00 (outer); £45.00 (inner) ◆ AVAILABILITY Dapol stockists Web www.dapol.co.uk

When, back in 2018, Dapol announced its intention to produce the JHA aggregate hopper in 'OO', it was met with great anticipation among enthusiasts of the post-1980s freight scene. Now that the models have arrived, there has been a great degree of excitement, with sales reported to be very healthy as this review was being written.

The JHA proved to be something of a landmark

freight vehicle, being ordered by Foster Yeoman from German wagon builders Orenstein & Koppel (O&K). The 100-strong fleet appeared in 1989 and they were designed to operate with Yeoman's ground-breaking new GM Class 59 locomotives, thus revolutionising the flow of aggregates from the Mendip quarries. The fleet consists of 20 'outer' wagons - with conventional draw gear at one end - and 80 'inner' wagons with knuckle couplers and wagons tend to remain within



fixed rakes of varying lengths.

With a payload capacity of 77tons per wagon, the JHAs offered many advantages over the existing twin-axle hoppers and are still in use today with Mendip Rail. Particularly synonymous with flows of stone from Somerset to Acton, Eastleigh and Theale, and often in 'jumbo' trains, they have been a regular sight on the GW main line (and elsewhere) for the past 30 years.

These highly detailed models really capture the look of the prototypes, especially in terms of the hopper body and end detail, while all vital scale dimensions work out correctly. Both 'inner' and 'outer' types

are being offered, with a variety of different running numbers in either original or revised Yeoman liveries, both of which feature here.

Noteworthy features include sprung buffers (outer wagons only), fine metal handrails and etched walkways, an excellent paint finish with crisply printed legends and logos, plus working tail lamps pre-installed on the 'outer' wagons. This latter



GEORGE DENT



feature relies on power from the rails, which is collected via the axle bearings and the flashing light can be switched off simply by touching the outside of the wagon's chassis with a hand, thanks to an in-built capacitance switch. Alternatively, the wagon can be dismantled to reveal a six-pin DCC decoder socket within the hopper body, allowing the tail lamps to be governed remotely.

Kadee-style, working knuckle couplers are installed on the 'inner' wagons (as well as one end of each 'outer' wagon), mounted in pivoting close-coupling cams. These work very well, with free movement and reliable operation. Tension locks are slotted into NEM pockets on the 'outer' ends, mounted directly to the bogie frames rather than close-coupler units. A small bag of extra details provides a set of cosmetic screw couplings, brake hoses and a spare lamp bracket.

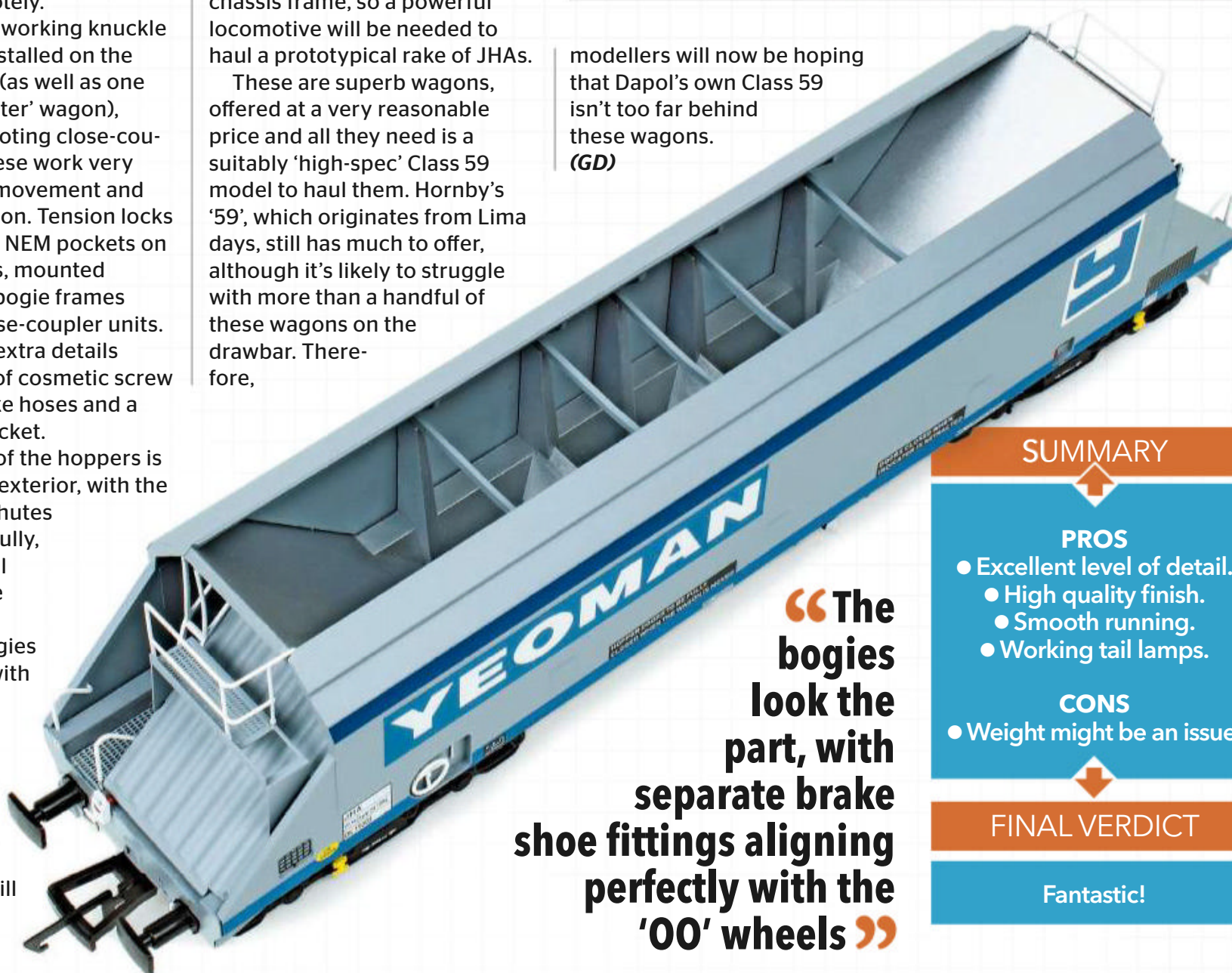
The interior of the hoppers is as good as the exterior, with the three hopper chutes rendered faithfully, along with a full rendition of the internal cross braces. The bogies look the part, with separate brake shoe fittings aligning perfectly with the 'OO' wheels ('EM/P4' practitioners will need to

modify these when re-wheeling), while the axles are supremely free running, which is welcome, given each wagon's impressive mass.

Indeed, one of the first things you'll notice when handling these wagons is the weight. Tipping the scales at 266g ('outer') and 262g (inner), these are certainly hefty beasts, thanks to the die-cast metal chassis frame, so a powerful locomotive will be needed to haul a prototypical rake of JHAs.

These are superb wagons, offered at a very reasonable price and all they need is a suitably 'high-spec' Class 59 model to haul them. Hornby's '59', which originates from Lima days, still has much to offer, although it's likely to struggle with more than a handful of these wagons on the drawbar. Therefore,

modellers will now be hoping that Dapol's own Class 59 isn't too far behind these wagons. (GD)



“The bogies look the part, with separate brake shoe fittings aligning perfectly with the 'OO' wheels”

SUMMARY

PROS

- Excellent level of detail.
- High quality finish.
- Smooth running.
- Working tail lamps.

CONS

- Weight might be an issue.

FINAL VERDICT

Fantastic!



Minerva GWR 'Mink' Van

◆ **GAUGE 'O'** ◆ **MODEL** Minerva GWR wooden 'Mink' V12 ventilated van ◆ **PRICE** £48 plus p&p
 ◆ **AVAILABILITY** Minerva Model Railways **Tel** 02920 531246 **Web** www.minervamodelrailways.co.uk

Following Minerva's previous 'Iron Mink' and gunpowder van releases from a few years ago, comes the GWR wooden-bodied 'Mink' van. Three distinct versions have been portrayed: the Diagram V4 design without end ventilators, original V12 with end louvres and later V12 design with twin ventilator bonnets on the ends.

Received for review is one of the V12 versions, with shuttered louvre ends, and sporting the handsome 1903 GWR freight grey livery. Other livery options are available, catering for the later GWR and BR eras.

These once ubiquitous vans were a key element of the GWR's freight stock inventory and Minerva has done a great job in capturing the overall look and detail of the prototype. The

moulded plastic body and underframe feature crisp definition, especially to the planks, ironwork and door detail. The end ventilation louvres are all moulded in the closed position and the livery application is to a high standard.

The chassis is equipped with Dean/Churchward Type 3 brake gear, with the distinctive ratchet and linkages all present and correct. The brake shoes align with the wheels and the safety loops are separately moulded parts, making for an attractive array of underframe equipment. The refined buffers are sprung and working three-link couplings are pre-installed.

The axles of the van sit within brass bearings, which are concealed within the plastic axleboxes, and these do permit

a certain degree of compensation (albeit un-sprung) within the axle guards. One axle on our sample was rather stiff, however, with one of the wheels slightly out of true, leading to uneven running. The axleboxes were also a little stiff within the guards. A little tweaking eventually solved the issue and the wagon settled down to run very well under test. Weighing in at 128g, it possesses just about the right amount of mass.

An extra bonus is a bag of extra details within the box, allowing the wagon to be converted to vacuum brake-fitted condition, if desired. This is a welcome addition to the range of RTR 'O' gauge wagons currently on offer from various manufacturers, which will be prized by GWR and BR(W) enthusiasts. **(GD)**



SUMMARY

PROS

- Looks great.
- Crisp moulded detail.
- Underframe detail.
- Good value.

CONS

- Stiff axle on our sample.

FINAL VERDICT

A welcome arrival.

Iwata Takumi Eclipse Airbrush

◆ GAUGE ANY ◆ MODEL Iwata Takumi Eclipse side-feed airbrush ◆ PRICE £229.00 ◆ AVAILABILITY The Airbrush Company Tel 01904 767800 Web www.airbrushes.com

Iwata, the highly respected airbrush manufacturer, has released a new tool into the Eclipse range, the Takumi. Using the Japanese term for an artisan who has mastered their craft as a brand name is a good idea – with an airbrush like this in your toolbox, there's a good chance that you'll be able to excel in this area of modelmaking.

The Eclipse range of airbrushes are known for their versatility, lending themselves to a broad range of painting tasks. Indeed, the design of the tools allows for a wider range of spray patterns than is possible with many other designs. More specialist airbrushes tend to produce a limited spray pattern, especially those intended primarily for close-up work. In contrast, Eclipse airbrushes can offer anything from fine lines to much broader 'strokes', as well as more diffuse, misted effects, by regulating the trigger and the distance between airbrush and subject.

The new Takumi airbrush differs from other Eclipse tools by featuring a side-feed paint cup, which provides a clear line of sight for the user, permitting greater precision. The internal mix tool (the paint and air are combined within the tool) features many user-friendly features and is extremely comfortable to operate, even for longer periods.

The dual-action trigger mechanism works to govern the air and paint flow and the broad, ergonomic button is responsive with just the right amount of

resistance. By moving the trigger backwards, the flow of paint is increased and a preset control at the rear of the tail allows the flow to be governed – essential to avoid overdoing things during more precise paint jobs.

The 7ml paint cup can be fitted to either side of the airbrush, to suit right or left-handed users and, even with a full load of paint, the tool remains well-balanced in the hand. I've been an Eclipse user for a few years and have been impressed by their performance, but also by the ease of cleaning and maintenance, thanks to the unique compression fitting of the nozzle at the front of the airbrush. The tool can be given a deep clean in quick time, with no fiddly small parts to contend with.

Solvent-resistant PTFE seals are installed for longer, more reliable service and the paint cup consists of two sections, which greatly improves access for cleaning. The small, lower section has also proved useful when spraying very small amounts of paint.

During extensive testing, I found that the airbrush produced impressive results using a wide range of enamel and acrylic paints (suitably thinned and prepared). The nozzle design proved effective for creating a finely atomised mist of paint, which in turn led to smooth, even coatings. Any airbrush is only as good as its air supply, so a reliable compressor with a regulated output is



“The exterior is polished beautifully but, more importantly, all interior faces are also machined to a high standard”

essential to get the best out of this tool. With a low air pressure setting, of around 10psi, some very fine weathering effects were created and the lack of a paint cup atop the airbrush did help with getting the paint exactly where I wanted it.

While not aimed specifically at ultra-detailed work, the Takumi Eclipse certainly provides an excellent platform for the kind of painting and weathering tasks that we railway modellers are likely to demand of it, particularly in 'N' and 'OO' gauge. Overall locomotive paint jobs in 'O' gauge may be pushing things, but it would certainly be suitable for weathering 7mm scale models.

The exterior is polished beautifully, which makes it easy to wipe clean but, more importantly, all interior faces are also machined to a high standard. This is a factor that often betrays cheaper airbrushes, as rough interior pathways encourage paint deposits to build up and makes cleaning trickier and clogging more likely.

Attractively packaged in a foam-lined box, a head cap spanner and an essential tube of needle lubricant is also provided. At over £200, this tool would represent an investment purchase, but it would be a worthy one and the tool is backed up by a ten-year warranty if purchased through an authorised UK dealer. Highly recommended. (GD)



SUMMARY

PROS

- Superb performance.
- Comfortable to operate.
- Build quality.
- Suitable for left or right-handers.

CONS

- None.

FINAL VERDICT

Excellent

Roads and Pavements

Peter Marriott turns his attention to non-rail traffic.

Roads are an important aspect of most model railways. At its most basic, a road is simply grey paint with a few road vehicles positioned on it. The

range of products for making and detailing roads and pavements is now huge and with the addition of a few accessories and some of the splendid

road vehicles that are available today, roads can be made to look both realistic and an eye-catching addition to any layout.

1 WOODLAND SCENICS SMOOTH-IT AND PAVING TAPE

PROS Best for bespoke country roads.

CONS Road surface stands proud of the baseboard, so will need blending into the scene.

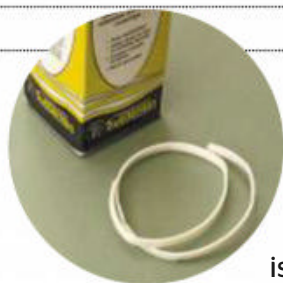
Product Woodland Scenics ST1452 and ST1455 **Price** £9.50 (Smooth-It) £9.55 (Paving Tape)

Availability Woodland Scenics stockists

Scale 'N'/'OO'/'O'

The Woodland Scenics Road System uses Paving Tape to mark the edge of a road, Smooth-It paste to make the road surface (this covers any blemishes in the underlying baseboard) and Asphalt (or Concrete) Topcoat Paint to finish the road surface.

How to use it: Stick the paving strips to the baseboard to outline the shape and size of the road. Then pour the mixed Smooth-It paste between the



raised strips and leave to dry. When the Smooth-It plaster has fully dried, any blemishes on the road surface can be removed

with sandpaper. The strips can be removed from the side of the road and, finally, the surface can be painted with the appropriate colour paint.

Ease of use	●●●○○
Good results	●●●●○
Value for money	●●●●○

2 NOCH ROAD MAKING SET

PROS Looks good.

CONS Not cheap.

Product Noch 60820 **Price** £21.25

Availability www.gaugemaster.com

Scale 'N'/'OO'

The Noch Road Construction Set offers a relatively new way of creating roads. The set contains very fine asphalt granules in an applicator, a refill pack of the asphalt granules and grey acrylic road paint. With the contents of this set you can create a road that is 8cm wide and 3m long.

How to use it: Brush PVA glue onto the road area, then use the sprinkler bottle to spread an even layer of tiny asphalt granules onto the spread glue. Leave the



surface to dry. Any excess granules can be brushed away and reused later. Then paint the road using the supplied grey paint. This seals in the granules that give a slightly textured effect and it can look very convincing.

Ease of use	●●●○○
Good results	●●●●○
Value for money	●●●○○

3 GAUGEMASTER SELF ADHESIVE ROADS

PROS Can be used in conjunction with Noch products to make an extensive road system. Looks good.

CONS White lines are too thick on the 'N' gauge version.

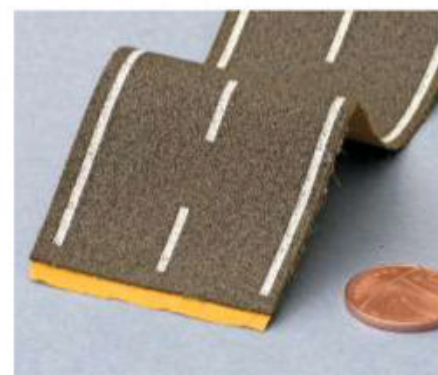
Product GM375 ('OO'/HO') and GM390 ('N') **Price** both £8.50 per 1m length

Availability www.gaugemaster.com

Scale 'N'/'OO'

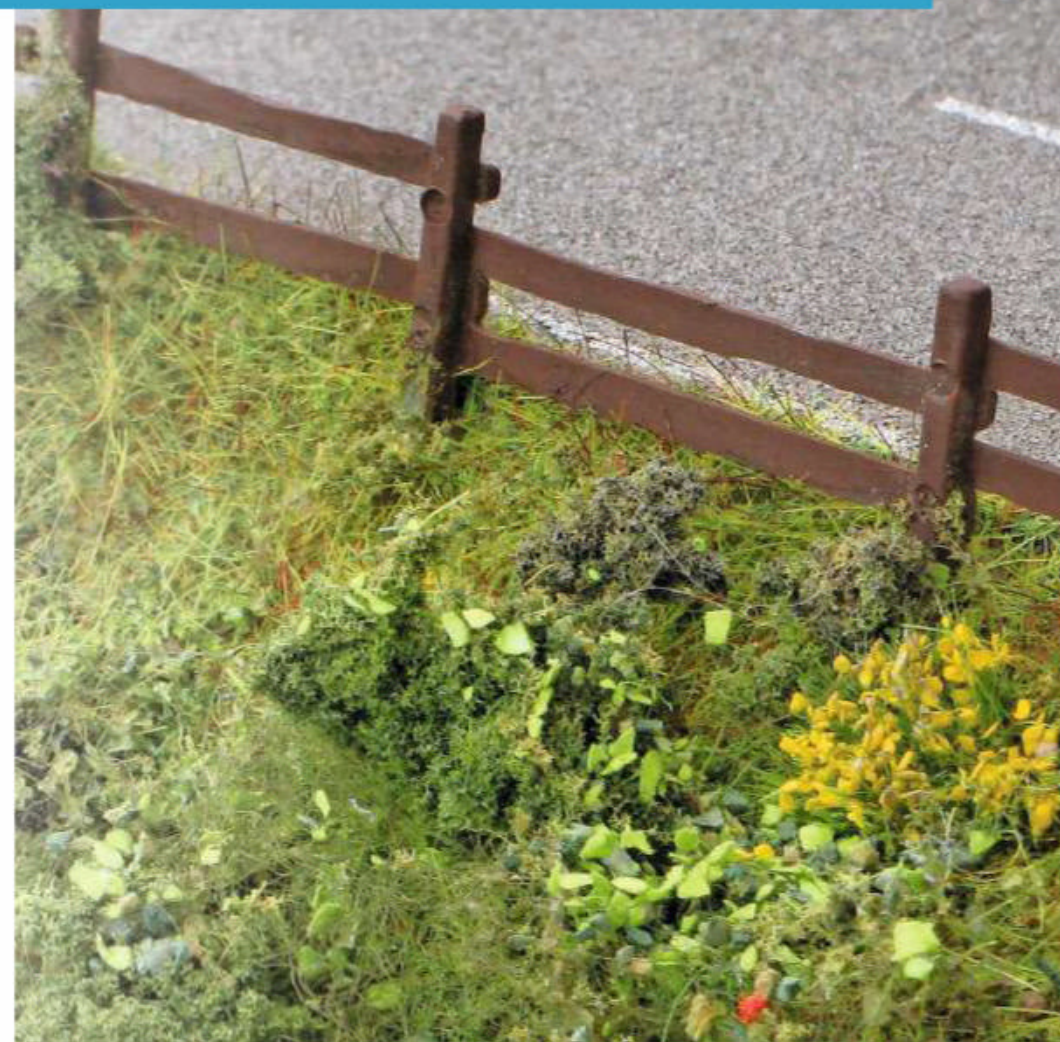
Various companies sell rolls of self-adhesive road surfaces, including Busch, Faller, Gaugemaster, Heki and Noch. The Gaugemaster Highways range is limited to straight and curved sections of road, but other manufacturers produce zebra crossings, cobbles, road junctions, bus stops and car parks. Because the Gauge-master road sections are made by Noch, it's possible to mix and match between the two product ranges.

How to use it: These road products are easy to lay, although a little practice will help. Ensure that the



underlying surface is perfectly flat - any imperfections will become apparent when the road surface is laid.

Ease of use	●●●○○
Good results	●●●●○
Value for money	●●●○○





4 SCALESCENES ROAD AND PAVING SHEETS

PROS Print as many sheets as required, can look very good indeed.

CONS There may be visible joins in the surface.

Product Scalescenes textures (various) **Price** £1.99 each

Availability www.scalescenes.com

Scale 'N'/'OO'

Scalescenes is an internet-based enterprise that has expanded its range of downloadable building kits to include a variety of photo-based textures, including brick (various colours and bonds), concrete or stone. For roads and pavements, the following are available: Tarmac, paving, concrete, grimy concrete, cobblestone setts, concrete paths and a car park.

How to use it: The printed sheets can be fixed to a flat baseboard or cardboard using PVA adhesive, a glue stick or double-sided tape, ensuring that there are no air bubbles or creases. For



pavements, the paper can be used on mounting card which would provide the added height. Seal with matt varnish after application.

Ease of use	● ● ● ● ○
Good results	● ● ● ● ○
Value for money	● ● ● ● ●

5 METCALFE PAVING SLABS

PROS Convincing 3D effect.

CONS Laying can be slow to start with.

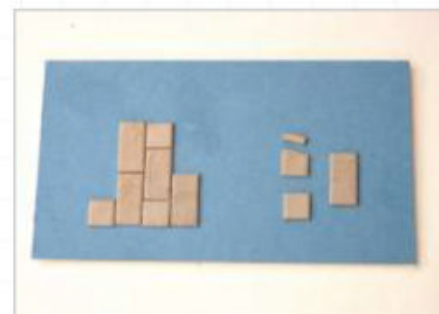
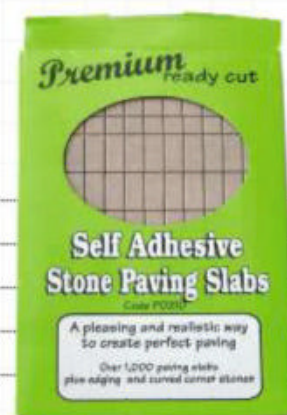
Product Metcalfe Models PO210 **Price** £6.75

Availability www.metcalfe-models.com

Scale 'N'/'OO'

Metcalfe Models produces packs of paving slabs for 'OO'/HO' and 'N'. These are self-adhesive cardboard slabs sold in sheets. The slabs and the edging stones are pre-cut with a self-adhesive backing. Laying the slabs is quite easy and the more you lay the easier and quicker it becomes.

How to use it: Each 'OO' gauge pack contains over 1,000 full and half-size slabs, plus edging and corners. Each individual slab simply peels from the backing sheet and can be stuck in place, though I find that it's good to spread a thin layer of PVA adhesive to the base material below the



slabs to ensure that they're secure. There are eight sheets per pack. Metcalfe also sells packs of cobbles and Tarmac sheets.

Ease of use	● ● ● ● ○
Good results	● ● ● ● ○
Value for money	● ● ● ● ○

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Motor: Five-pole

DCC socket: Next18

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Specification list

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DCC socket: Six-pin

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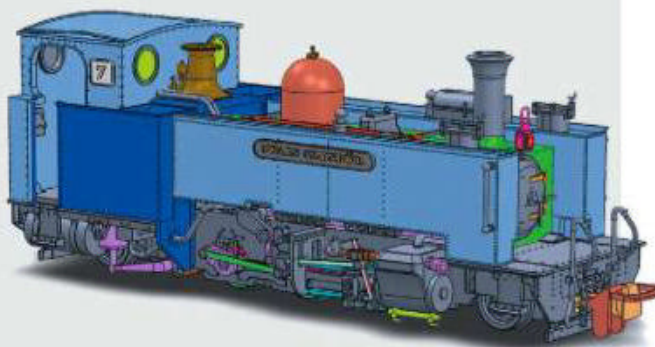
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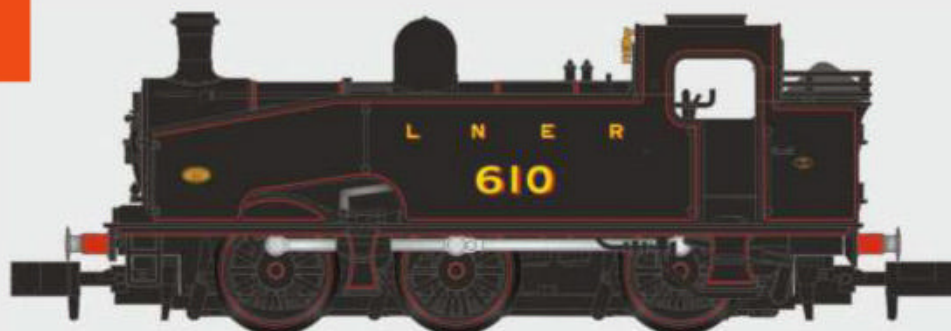
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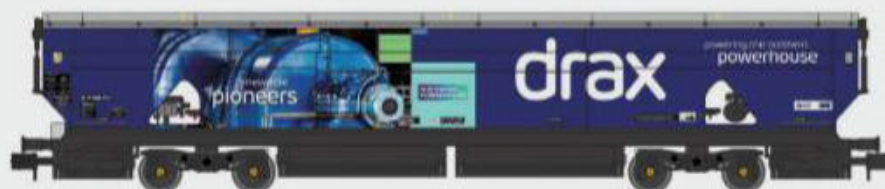
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Class 5101 'Large Prairie' 2-6-2T
Stage: Painted Samples Due: Sep 2021
Price: from £119.60 Digital: NEXT-18
hattons.co.uk/dapollargeprairie



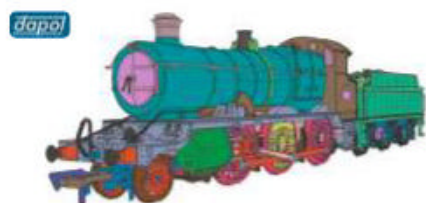
Class 78xx 'Manor' 4-6-0
Stage: Engineering Sample Due: Q4 2021
Price: from £140.72 Digital: NEXT-18
hattons.co.uk/dapolmanor



FR Small England 0-4-0TT
Stage: Engineering Sample Due: Early 2022
Price: £150 (estimated) Digital: Yes TBC
hattons.co.uk/pecosmallengland



Class 78xx Manor 4-6-0
Stage: Engineering Sample Due: Q4 2021
Price: from £169.99 Digital: 21-pin
hattons.co.uk/accurascalemanor



Class 43xx 'Mogul' (Tool Update)
Stage: CADs Due: May 2022
Price: from £142.76 Digital: NEXT-18
hattons.co.uk/dapolmogul



Class 02 'Tango' (Tool Update)
Stage: CADs Due: Q2 2022
Price: from £169.15 Digital: 21-pin
hattons.co.uk/heljantango

OO Diesels & Electrics



Class 59
Stage: Painted Samples Due: Q1 2022
Price: from £136.32 Digital: 21-pin
hattons.co.uk/dapol59



Class 45
Stage: Early Sample Due: Q4 2021
Price: from £143.65 Digital: 21-pin
hattons.co.uk/heljan45



Class 47
Stage: Prototype Due: Q4 21 - Q1 22
Price: from £184 Digital: 21-pin
hattons.co.uk/heljanoo47



Class 86/4 & 86/6
Stage: Painted Samples Due: Q2 2022
Price: from £165 (EST) Digital: 21-pin
hattons.co.uk/heljan864



Class 37/0, 37/4 & 37/6
Stage: Engineering Samples Due: Q2 2022
Price: from £169.99 Digital: 21-pin
hattons.co.uk/accurascale37

OO Diesel Multiple Units



Class 104
Stage: Early Development Due: TBC
Price: from £180 Digital: 21-pin
hattons.co.uk/heljan104

OO Coaches & Wagons



Genesis 4 & 6 Wheel Coaches
Stage: Painted Samples Due: 2022
Price: from £30 Digital: 18-pin
hattons.co.uk/genesis



BR Mk2B Coaches
Stage: Engineering Samples Due: Q3 2022
Price: £59.95 each Digital: Yes
hattons.co.uk/accurascalemk2b



BR Pilchard Wagons
Stage: Deco Samples Due: Q3 2021
Price: £13 Digital: N/A
hattons.co.uk/oxfordpilchard



GER 10t Covered Van
Stage: Deco Sample Due: Q4 2021
Price: £13 Digital: N/A
hattons.co.uk/oxfordgervan



LNER 10t Banana Van
Stage: Prototype Due: Q4 2021
Price: £12.50 Digital: N/A
hattons.co.uk/oxford10tbanana

N Gauge Steam Locos



LSWR Class M7 0-4-4T
Stage: Prototype Due: Dec 2021
Price: £83.26 Digital: N/A
hattons.co.uk/dapolm7

N Gauge Diesel Locos



Class 59
Stage: CADs Due: Q3/ Q4 2022
Price: from £136 Digital: NEXT-18
hattons.co.uk/dapoln59

N Gauge Wagons



Class B Tanks (New Batch)
Stage: In Development Due: Q1 2022
Price: £26.95 Digital: N/A
hattons.co.uk/dapoln59

N Diesel Multiple Units



Class 142 Pacer (New Batch)
Stage: In Production Due: August 2021
Price: from £123.12 Digital: NEXT-18
hattons.co.uk/dapol142

O Gauge Diesels/ Electrics



Class 26
Stage: Prototype Due: Q1 2022
Price: from £509.15 Digital: ESU XL
hattons.co.uk/heljanoo26



Class 47
Stage: Deco Samples Due: Sep 2021
Price: £594.15 Digital: ESU XL
hattons.co.uk/heljanoo47



Class 66
Stage: Engineering Sample Due: Aug 22
Price: £594.15 Digital: 21-pin
hattons.co.uk/dapolo66



Class 73
Stage: CADs Due: Mid-2022
Price: from £636.65 Digital: ESU XL
hattons.co.uk/heljan73

O Diesel Multiple Units



GWR Streamlined Railcar
Stage: Painted Samples Due: Nov 2021
Price: from £297.50 Digital: 21-pin
hattons.co.uk/dapolorailcar



Class 121 'Bubble Car'
Stage: Painted Samples Due: Oct 2021
Price: from £263.05 Digital: 21-pin
hattons.co.uk/dapolo121

O Coaches & Wagons



Stroudley 4 Wheel Coaches
Stage: Prototypes Due: Q4 2021
Price: from £96.77 Digital: Yes TBC
hattons.co.uk/dapolstroudley



Mk2 & Mk2A Coaches
Stage: Prototypes Due: Q1 2022
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Steam locos



R3861 Class 8P 'Merchant Navy' 4-6-2 35017 'Belgian Marine' in BR green early emblem (Hor) £188



OR76J27001XS Class J27 0-6-0 1010 in LNER black - Digital sound fitted (Oxf) £179



OR76J27003 Class J27 0-6-0 65817 in BR black late crest (Oxf) **NEW** £94



H4-P-016 SECR P Class 0-6-0T 31556 in BR black early emblem (Hat) (RRP £99) **BARGAIN** £84



R3830 Thompson Class A2/2 4-6-2 60501 'Cock o' the North' in BR green early emblem (Hor) £188

Diesel locos



3451 Class 330 D6515 'Lt Jenny Lewis RN' in BR green small yellow panels - as preserved - Ltd Ed for Olivias Trains (Hel) ... £159



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



H4-66-024 Class 66 66727 in GBRf/First group 'Andrew Scott CBE' (Hat) (RRP £150) **BARGAIN** £119



H4-66-033 Class 66 66743 in GBRf/Royal Scotsman (Hat) (RRP £150) **BARGAIN** £119

DMUs



19401 GWR AEC diesel railcar 29 in GWR chocolate and cream grey roof and coat of arms emblem (Hel) £160.65

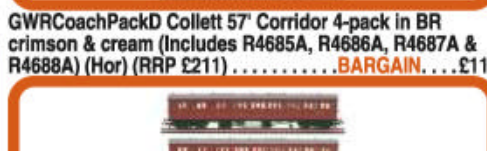


19404 GWR AEC diesel railcar W32W in BR green speed whiskers white roof (Hel) £160.65

Coaches

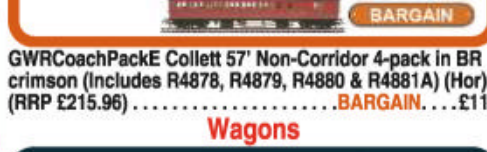


GWRCoachPackD Collett 57' Corridor 4-pack in BR crimson & cream (Includes R4685A, R4686A, R4687A & R4688A) (Hor) (RRP £211) **BARGAIN** £119



GWRCoachPackE Collett 57' Non-Corridor 4-pack in BR crimson (Includes R4878, R4879, R4880 & R4881A) (Hor) (RRP £215.96) **BARGAIN** £119

Wagons



4F-050-104 JHA 102 tonne aggregate hopper wagon (inner) in Foster Yeoman revised - 19361 (Dap) **NEW** £38.25



4F-050-002 JHA 102 tonne aggregate hopper wagon (outer) in Foster Yeoman original - 19303 (Dap) **NEW** £46.75

OO9 Narrow Gauge

Steam locos



9982 Lynton & Barnstaple Baldwin 2-4-2T 'Lyn' in L&B dark green (post-1906) (Hel) £203.96



9983 Lynton & Barnstaple Baldwin 2-4-2T E762 'Lyn' in SR ex-L&B dark green (Hel) £203.96



9985 Lynton & Barnstaple Baldwin 2-4-2T E762 in SR olive green - post 1932 condition (Hel) £203.96

N Gauge

HSTs



2D-019-011 Class 43 HST 4-car book set in First Great Western 'Fag Packet' green and white - 43005, 43009 and two coaches (Dap) **NEW** £175.94

DMUs



2D-142-005 Class 142 'Pacer' 2 car DMU 142053 in Provincial light blue (Dap) **NEW** £123.12

Bi-Modal Multiple Units



K10-1671 Class 800/0 5-car BiMU IET 800021 in GWR green (Kat) £178

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2F-041-004 Dogfish' ballast hopper in BR black - DB983000 (Dap) **NEW** £15.79



2F-041-005 Dogfish' ballast hopper in BR black - DB993059 (Dap) **NEW** £15.79



2F-041-002 Dogfish' ballast hopper in BR grey - DB993073 (Dap) **NEW** £15.79

O Gauge (1:43 Scale)

Steam locos



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

Diesel locos



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



3121 Class 31/1 in Railfreight red stripe - unnumbered (Hel) £466.65



3140 Class 31/4 in BR blue - unnumbered (Hel) £466.65



4064 Class 40 40155 in BR blue centre headcode panel (Hel) **NEW** £466.65



4063 Class 40 BR blue centre headcode panel - unnumbered (Hel) **NEW** £466.65



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

DMUs



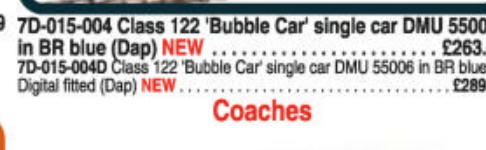
7D-015-002 Class 122 'Bubble Car' single car DMU 55000 in BR green small yellow panels (Dap) **NEW** £263.05



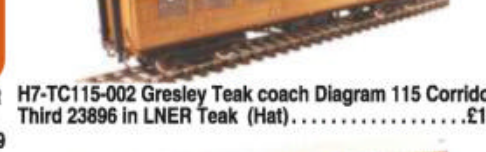
7D-015-002D Class 122 'Bubble Car' single car DMU 55000 in BR green small yellow panels - Digital fitted (Dap) **NEW** £289.44



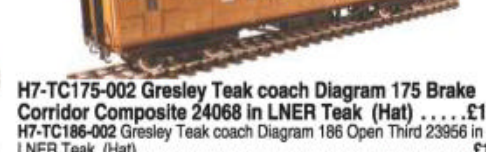
7D-015-001 Class 122 'Bubble Car' single car DMU 55002 in BR blue and grey (Dap) **NEW** £263.05



7D-015-001D Class 122 'Bubble Car' single car DMU 55002 in BR blue and grey - Digital fitted (Dap) **NEW** £289.44



H7-TC115-002 Gresley Teak coach Diagram 115 Corridor Third 23896 in LNER Teak (Hat) £179



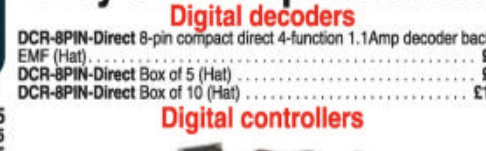
H7-TC175-002 Gresley Teak coach Diagram 175 Brake Corridor Composite 24068 in LNER Teak (Hat) £179



H7-TC186-002 Gresley Teak coach Diagram 186 Open Third 23956 in LNER Teak (Hat) £179



7P-001-002 Mk1 BSK brake second corridor E34008 in BR crimson and cream (Dap) £175.07



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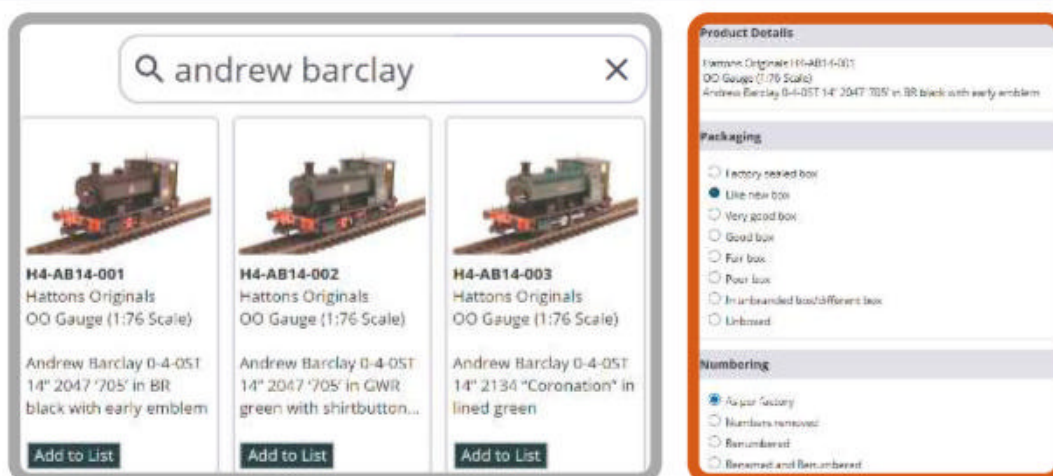


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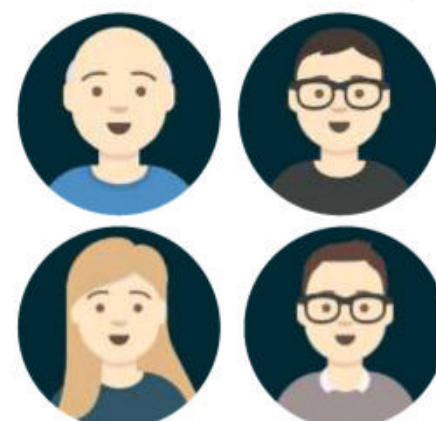


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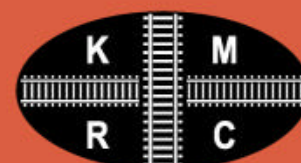


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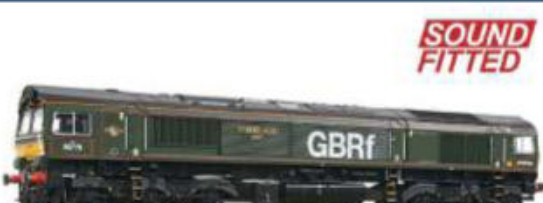
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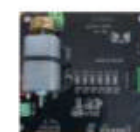
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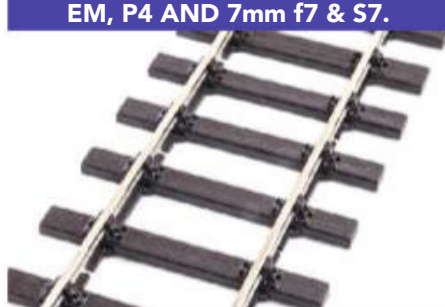
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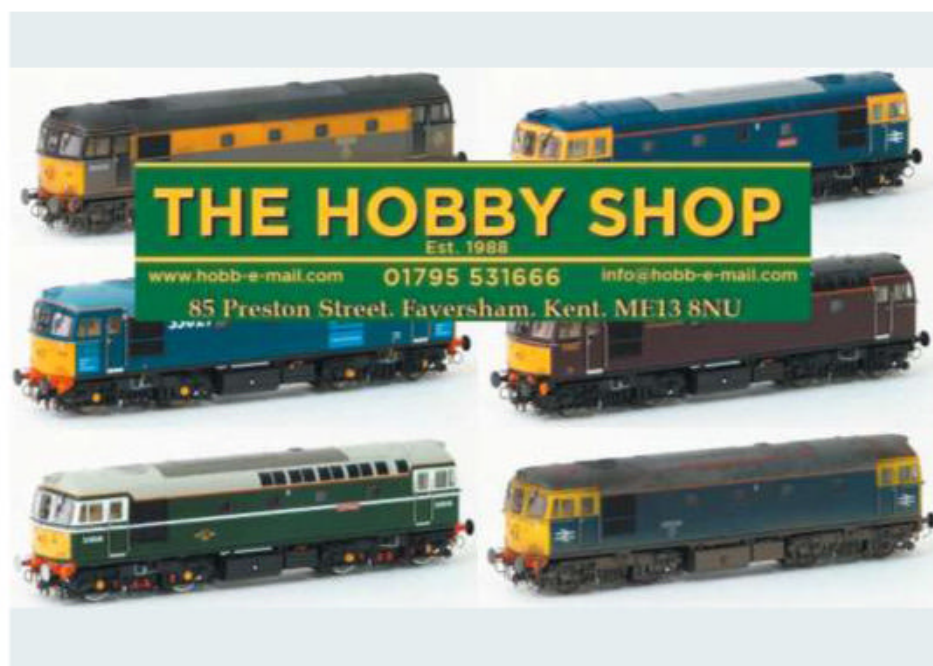
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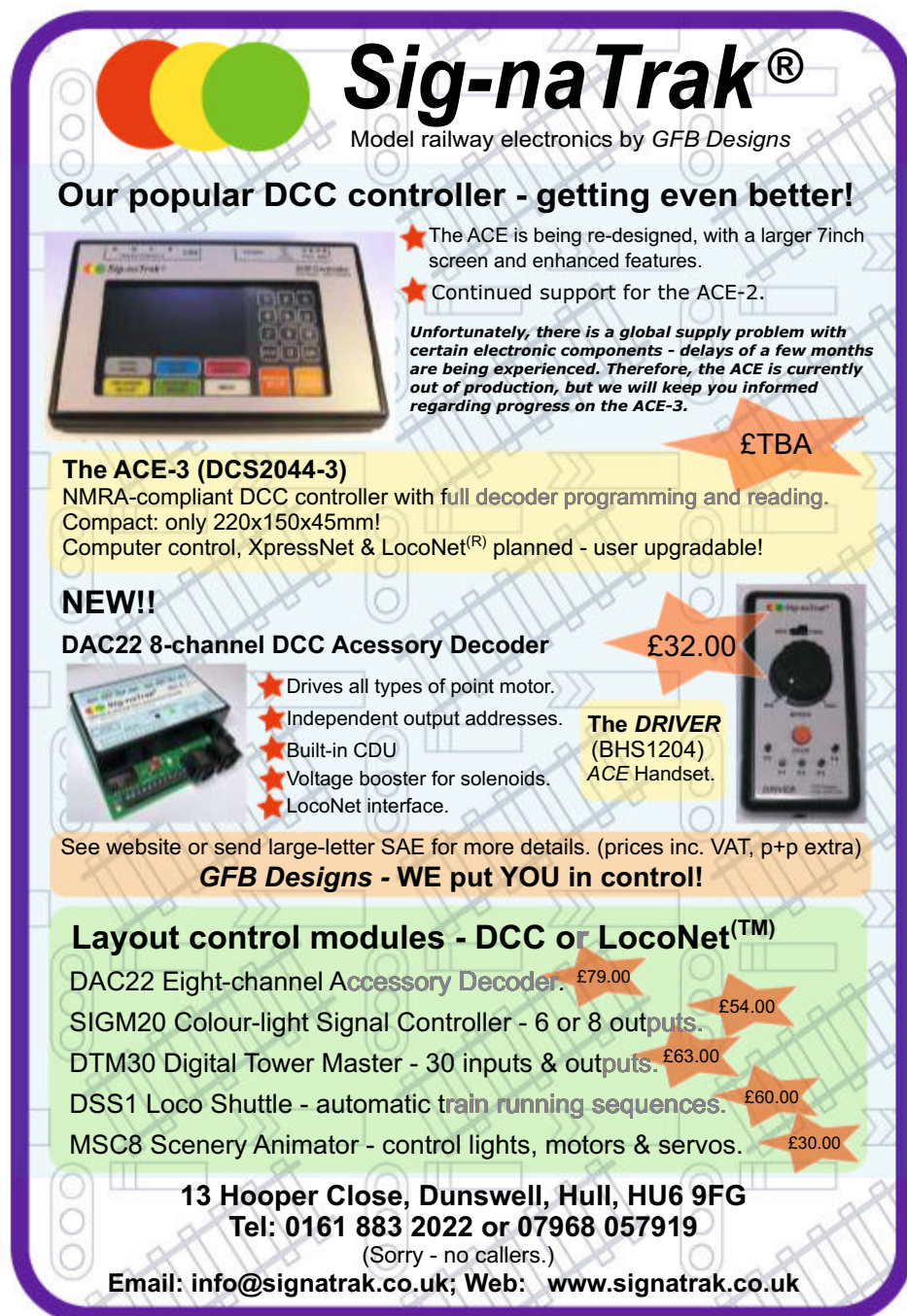
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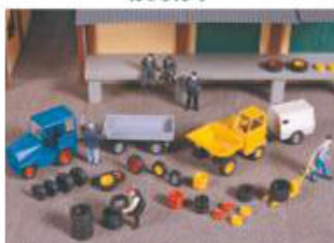
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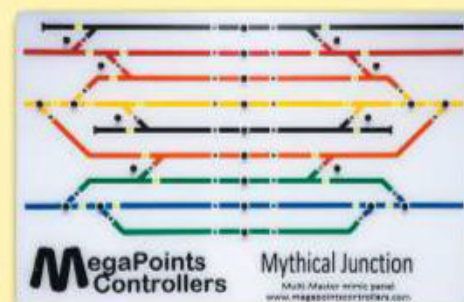
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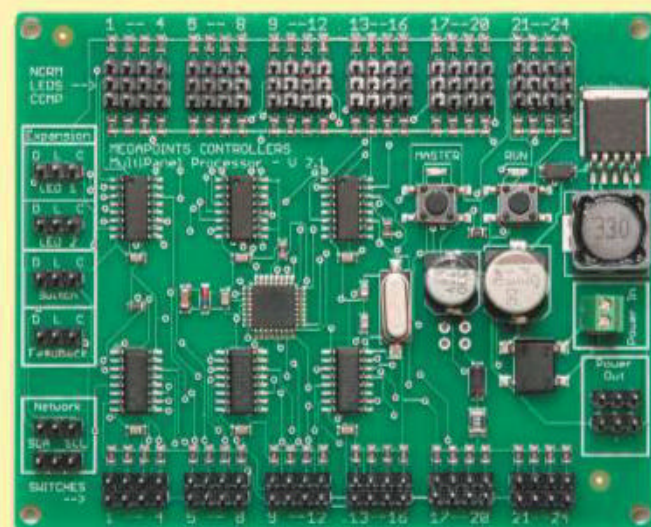
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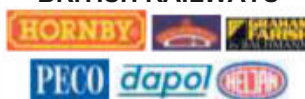
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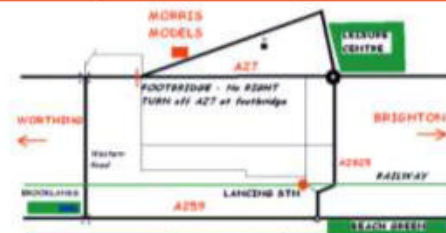
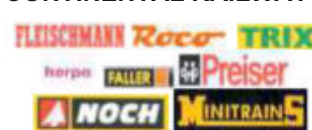


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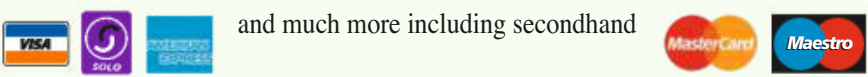
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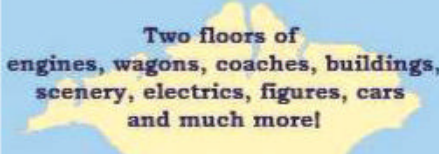
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What is it?

In 2015, Vivarail revealed plans to produce a fleet of low-cost, low-maintenance rolling stock by upcycling surplus London Underground 'D' stock vehicles, which had been manufactured by Metro-Cammell from 1978 to 1983. A total of 75 six-car trains were eventually assembled for use on District Line services, with the sets entering service in 1980. By 2015, however, the stock was due for withdrawal, with the last of the fleet being removed from traffic in 2017.

A substantial portion of the redundant fleet was subsequently acquired by Vivarail, who set about stripping them down to their bare bones. A significant feature of the rebuilding work involved the strengthening of the cab exteriors to provide extra protection for the driver in the event of a collision. A high-tech diesel-electric traction package was designed specifically for these trains - what would become Class 230 - with the prototype unit undergoing a thorough testing programme from 2016. But the project ran into problems in 2017 when the three-car unit caught fire.

A second prototype unit was rolled out in 2018, equipped with a state-of-the-art battery power package. A year later, the first Vivarail Class 230 diesel units entered service with

London Northwestern Railway on the Marston Vale Line, between Bletchley and Bedford. Transport For Wales has also ordered five Class 230 diesel/battery three-car units for use on the Border Lines, Conwy Valley and Chester to Crewe services.

Meanwhile, South Western Railway ordered five two-car Class 484 versions equipped for 750V DC third rail power, with the first vehicles already delivered to the Isle of Wight and due to enter service later this year. Additionally, there has been a further order from the USA, for a two-car unit, destined for the Iowa Interstate Railroad's 'Pop-Up' metro service.

What would make it viable?

The prototype units are new, with a distinctive visual appearance and striking modern liveries. Even considering the small number of units built to date, there are already diesel, battery, hybrid and electric versions. Furthermore, they will be seen on both main line and branch line duties.

It's likely more operating companies will place orders, thus future-proofing the cost of tooling such a model. A further option would be to produce the trains in their original London Transport guise as well.

Can I see a real one?

Yes. London Northwestern Railway already has a small fleet of Class 230 DMUs and, later this year, Island Line's Class 484 EMUs will be in operation.



Have your say

Do you agree with Paul'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.

RICHARD CLINNICK



Behind the Backscene

This month, our youngest team member Chris Gadsby answers *Model Rail*'s quick-fire questions.

Coming to us fresh from university, Chris also works on a freelance basis for the BBC, covering ice hockey.

“I can add a sports commentary to any clip or real world event”

1. What is your earliest memory of railways?

I travelled from Newark Castle to Lincoln Central with my grandparents to see the swans, as I'd seen pictures of one in a book and called it a duck.

2. What was your most memorable train journey?

I enjoyed travelling on the Eurostar to Paris, but my most memorable has to be the journeys from Nottingham to Cardiff for university. Three and a half hours on the Cross Country Class 170s was not a pleasant experience!

3. Name your favourite railway station?

Cardiff Central. I like the fact that it's raised above the rest of the city and it's always really busy. I've boarded countless trains from there through my university years.

4. How did you get into the hobby industry?

I was watching videos online and starting to get a bit of a collection, and was fortunate that the job at *Model Rail* was advertised shortly after I graduated.

5. What did you do beforehand?

Studied radio broadcasting at university, specialising in sports – something I'm putting to good use now!

6. What hobbies do you have?

I enjoy a round of golf and have two volunteer positions covering sport, so that takes up a lot of my other free time.

7. Have you ever built a model railway?

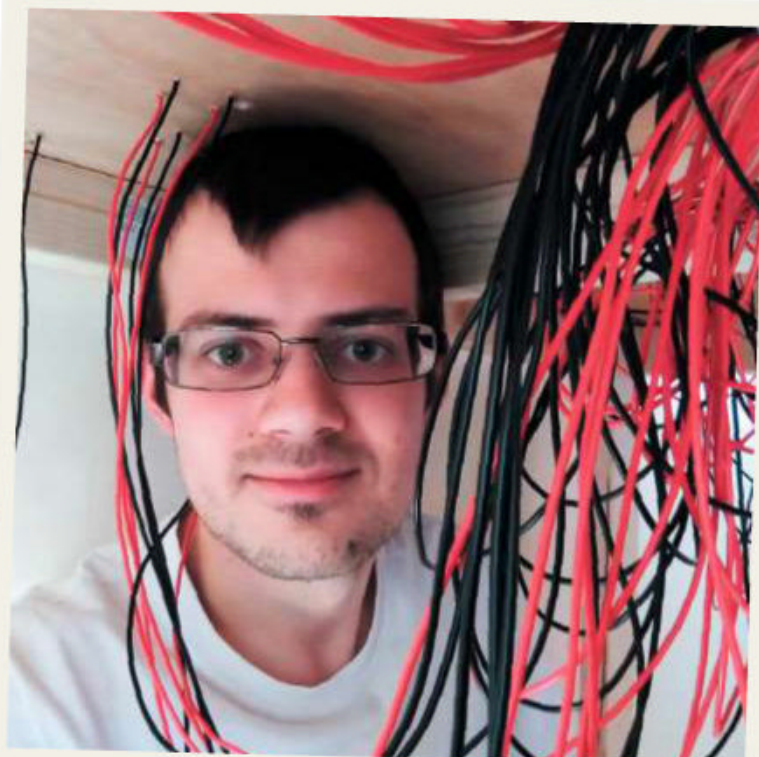
Everything I've built so far has been for the magazine, but I'm currently building my garden railway room for my new layout (see page 22).

8. What model or craft project are you most proud of?

I believe my best model so far has been the London Underground diorama I made a couple of years ago. I have also finished a scratchbuilt model of my own house which I'm quite proud of. Fortunately I'm improving all the time so everything keeps getting better!

9. If you could build your dream model, what would it be?

It would have to be a scale model of Cardiff Central, although in 'OO' I would need around 100ft of track! I'd want to cram in the important features: Principality stadium, my university building and halls of residence, even picking out my room which overlooked the main line.



10. Where do you find your inspiration?

For modelling a lot of my inspiration comes from London as I love the London Underground but also from YouTube, particularly Geoff Marshall's channel and his series about the least used stations around the country.

11. What motivates you the most in your job?

Producing something of which I'm proud. I was always ambitious with projects at school but could never execute them. My technology teachers would probably spit their coffee out if they heard what I was doing now!

12. What has been your biggest challenge so far?

At *Model Rail* it's definitely been putting together BMT!

13. What has been the best decision you've ever made?

Going to university. Initially I didn't want to, but after the open day it really motivated me. I just scraped in and once I was there I made sure I made the most of it.

14. If you could change anything about the hobby, what would it be?

For everyone to get along. I feel there is a lot of tension between some manufacturers and retailers and even modellers of different scales and opinions. I think people sometimes forget that they were once new to the hobby and didn't know anything.

15. What was your big ambition as a child?

To become a sports commentator for the BBC and follow in the footsteps of my idols. I'm not quite there yet, but my freelance work means that I'm well on the way!

16. If you had a time machine, where would you go?

As I wouldn't be able to change anything, I'd only be able to observe, so I think I'd go to the scene of a historic battle such as Agincourt and watch from the sidelines to see how events unfolded (I'm also a big fan of history).

17. What's your hidden talent?

I wouldn't call it a talent as such, but I can add a sports commentary to any clip or real world event.

18. Do you have any strange quirks that you're prepared to share?

I don't really have any. I suppose having lengthy conversations with myself is the only thing. As an only child I quickly learned how to keep myself entertained.

19. Who is your hero?

Colin Fray, the Nottingham Forest commentator for BBC Radio Nottingham. The fact that I now get to work with him is a bit surreal!

20. What was the best advice you ever had?

You're still young and you don't have to have achieved all your life goals by the age of 25.

21. How would you like to be remembered?

As somebody who was good at what they did.



Next month: Dave Martin, Buying Manager at Hattons, reveals his passion for Manx trams.

Selling your model railway

Warwick and Warwick have an expanding requirement for early to modern collections of British and Foreign trains and train sets from large accumulations to items of individual value. Our customer base is increasing dramatically and we need an ever larger supply of quality material to keep pace with demand. The market has never been stronger and if you are considering the sale of your collection, now is the time to act.



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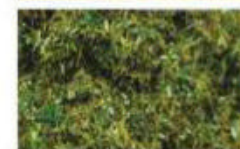
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Deciduous Trees (10)
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£20.50



GM183
Apple Trees (3)
8cm tall
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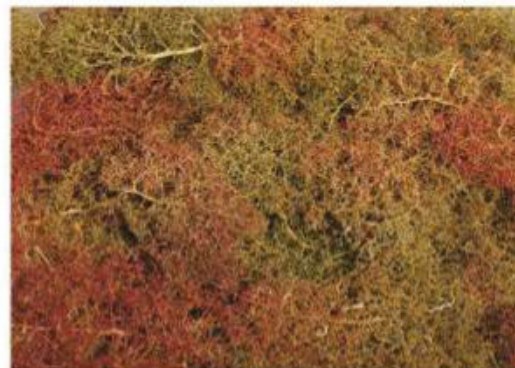
GM174
Woodland Stony
Static Grass (30g)
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GM179
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GM195
Seafoam Tree Making Set
£20.50

This starter set enables you to create trees and bushes with a realistic appearance. Seafoam is a natural product which can be 'planted' straight from the box if you wish, but adding scatter material with spray adhesive is well worth the effort.



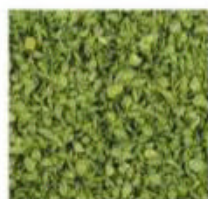
GM160
Light Green Hedgerow (2x500mm)
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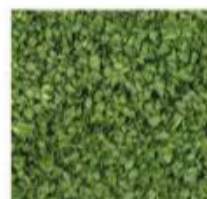
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Dark Green Hedgerow (2x500mm)
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GM166
Assorted Lichen (80g)
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