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Unwrapping Fry's
chocolate expo train

REVIEWED THIS MONTH



BACHMANN 'V2'

BACHMANN CLASS 47



OXFORD 'J27'

ACCURASCALE MDO & COIL A



11>

dapol

model railway company

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Class 121



1st Decorated Sample

- 7P-020-001 - Stroudley 4 Wheel Suburban Oil Lit Brake 3rd Mahogany 917
- 7P-020-002 - Stroudley 4 Wheel Suburban Oil Lit Brake 3rd Mahogany 918
- 7P-020-003 - Stroudley 4 Wheel Suburban Oil Lit Brake 3rd Mahogany 810
- 7P-020-100 - Stroudley 4 Wheel Suburban Oil Lit 3rd Mahogany 861
- 7P-020-200 - Stroudley 4 Wheel Suburban Oil Lit 2nd Mahogany 507
- 7P-020-300 - Stroudley 4 Wheel Suburban Oil Lit Composite Mahogany 404
- 7P-020-301 - Stroudley 4 Wheel Suburban Oil Lit Composite Mahogany 212
- 7P-020-400 - Stroudley 4 Wheel Suburban Oil Lit 1st Mahogany 707
- 7P-020-500 - Stroudley 4 Wheel Main Line Oil Lit Brake 3rd Mahogany 1031
- 7P-020-501 - Stroudley 4 Wheel Main Line Oil Lit Brake 3rd Mahogany 1032
- 7P-020-600 - Stroudley 4 Wheel Main Line Oil Lit 3rd Mahogany 811
- 7P-020-800 - Stroudley 4 Wheel Main Line Oil Lit Composite Mahogany 301
- 7P-020-900 - Stroudley 4 Wheel Main Line Oil Lit 2nd Mahogany 456

Light Bar and DCC & Light Bar fitted also available



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



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



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



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



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

DCC and DCC & Sound versions also available

VEA Goods Van



Decorated samples shown for illustration only

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

- 4D-022-019 - Class 68 Fearless 68016 DRS Compass
- 4D-022-020 - Class 68 Vigilant 68018 DRS Compass
- 4D-022-021 - Class 68 Splendid 68027 Transpennine Express
- 4D-022-022 - Class 68 Felix 68031 Transpennine Express

DCC and DCC & Sound versions also available for Class 68's

- 4F-028-001 - 45Ft Container High Cube Twin Pack Argos/Co-operative

- 4F-028-002 - 45Ft Container High Cube Twin Pack Argos/Co-operative Weathered

- 7F-037-007 - GWR

Conflat

39410 BK2

Chocolate Container
BK-1869

Furniture Removal

All product release dates correct at time of going to press

Class 66



1st Decorated Samples

- 2D-007-013 - Class 66 66413 Freightliner Orange & Black Lest We Forget

- 2D-007-014 - Class 66 66780 GBRf Cemex

- 2D-007-015 - Class 66 66405 DRS Malcolms

DCC versions also available

Autocoach

- 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



Previous model used for illustration purposes only.

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 **106-109**.

Welcome

The transport of minerals by rail, particularly coal, dates back to the 17th Century and precipitated the building of the Stockton & Darlington Railway in 1825. Providing the mine owners of County Durham with access to the River Tees for the shipment of coal to London – and thereby breaking the monopoly of Tyneside and Wearside operations – the S&DR also paved the way for the railway mania that followed.

Coal traffic has, until very recently, remained a vital commodity for Britain's railways. Therefore, it's an intrinsic element of many model railways, regardless of era and location.

Indeed, coal has been on my mind recently, not least with the need to stock up our bunker in readiness for winter, but also while assessing Accurascale's MDO/MDV mineral wagons (see page 96). The appearance of these wagons has been greatly welcomed by the 4mm scale market, with most packs being close to selling out as we closed for press.

Additionally, the same manufacturer's announcement of a forthcoming range of chaldron wagons came as a complete surprise. I certainly couldn't help uttering a phrase that has become common in recent years: "I never thought I'd see that in RTR form!"

That said, the announcement did make me wish that I hadn't demolished my 'Maudetown Colliery' layout a couple of years ago, as a set of chaldrons would have provided an excellent addition. Shunted about by a dumb-buffered industrial 0-4-0T, they could have been used to move rough-hewn coal to Maudetown's processing plant



I've been making plans for a layout that would make good use of Accurascale's forthcoming chaldron wagons. See full news story on page 11.

for grading and transshipment into waiting 'main line' wagons. I had bought some brass chaldron kits years ago, but never got around to building them. I don't want to get distracted from my current layout project, but I'm already planning 'Maudetown Mark 2'!

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

Model Rail essential information

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

Q: Want to order one of our exclusive models?

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

Q: Want to order one of our bookazines?

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

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

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Contents November

Cover Stories

- 42 Build an archetypal fuel depot
- 48 Wagon upgrades for china clay flows
- 54 Build a coal-carrying narrowboat
- 58 Create lifelike iron ore wagon loads
- 66 Better sound for 'N'

Opening the box

- 6 **The Big Picture**
This month's big picture comes from Dan Evason's 'O' gauge 'Little Burford'.
- 8 **News**
The latest news in railway modelling, straight from the manufacturers.
- 20 **Staff Show & Tell**
The *Model Rail* staff share the progress of their latest projects.
- 22 **Show and Tell**
The place to share your projects with the *Model Rail* community.
- 25 **According to Chris...**
Chris discusses the wide range of products available for today's modeller.

Inspiration

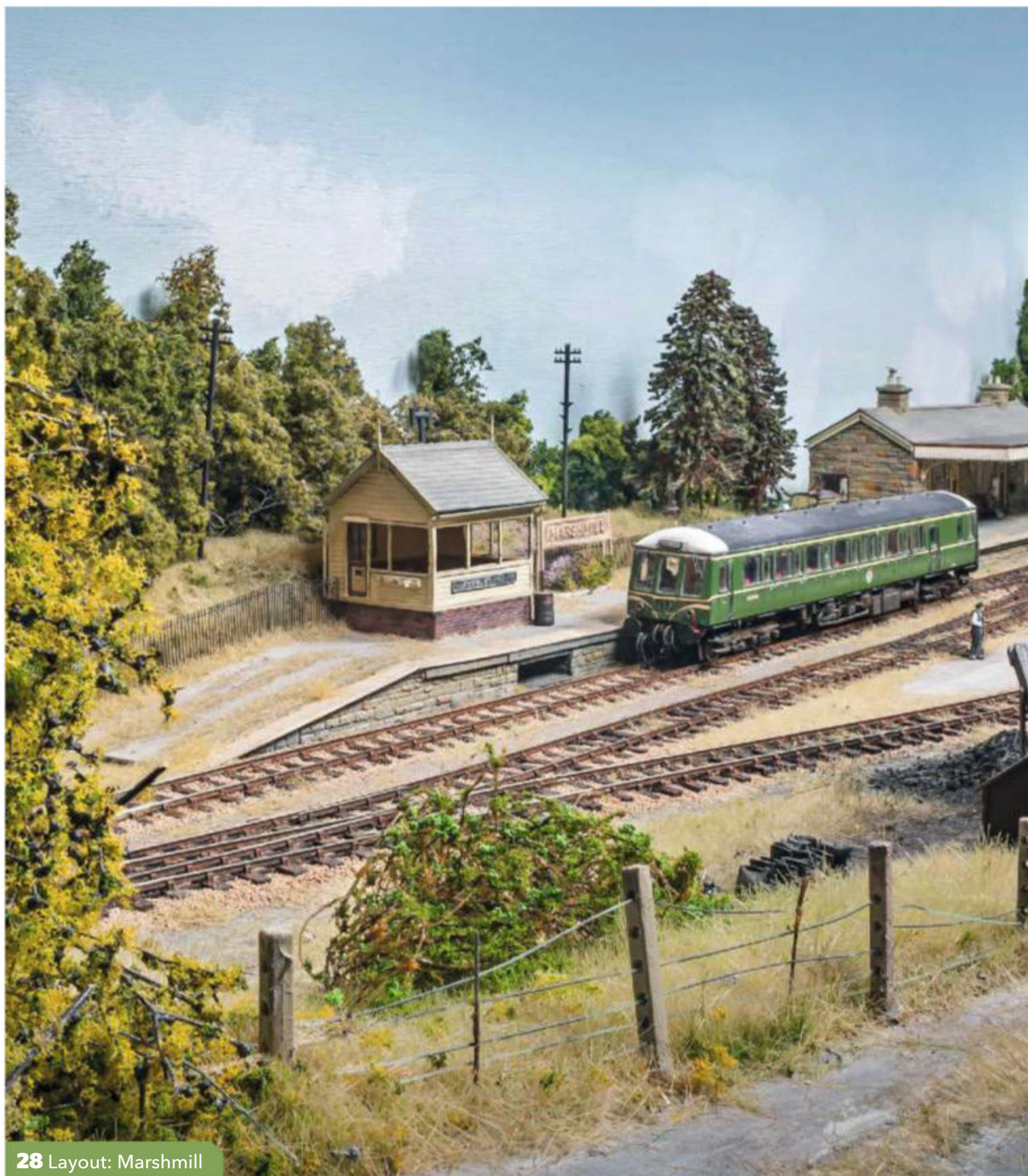
- 28 **Layout: Marshmill**
West Country memories were the inspiration for Barry Sergeant's layout.
- 68 **Layout: White Meadow Quarry**
Ray Taylor and Anna Bass are seasoned exhibitors with another layout for the circuit.
- 78 **Masterplan: Chocolate train**
Paul A. Lunn offers some suggestions for a particular operational focal point.

Regulars

- 3 Contact *Model Rail*
- 18 Exhibition Diary
- 26 Subscribe to *Model Rail*
- 62 Know Your Stuff
- 110 Next issue
- 145 Present Your Case
- 146 Behind the Backscene



62 Know Your Stuff



28 Layout: Marshmill

85 Reviews

Bachmann's LNER 'V2' and Class 47, Oxford Rail's LNER 'J27', Accurascale's MDO/MDV/'Coil A' wagons and Dapol's BR 'Conflat A' with BD container and private owner lime wagon.



Looking for a previous article?
Search the online index at:
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68 Layout: White Meadow Quarry



78 Masterplan: Chocolate train

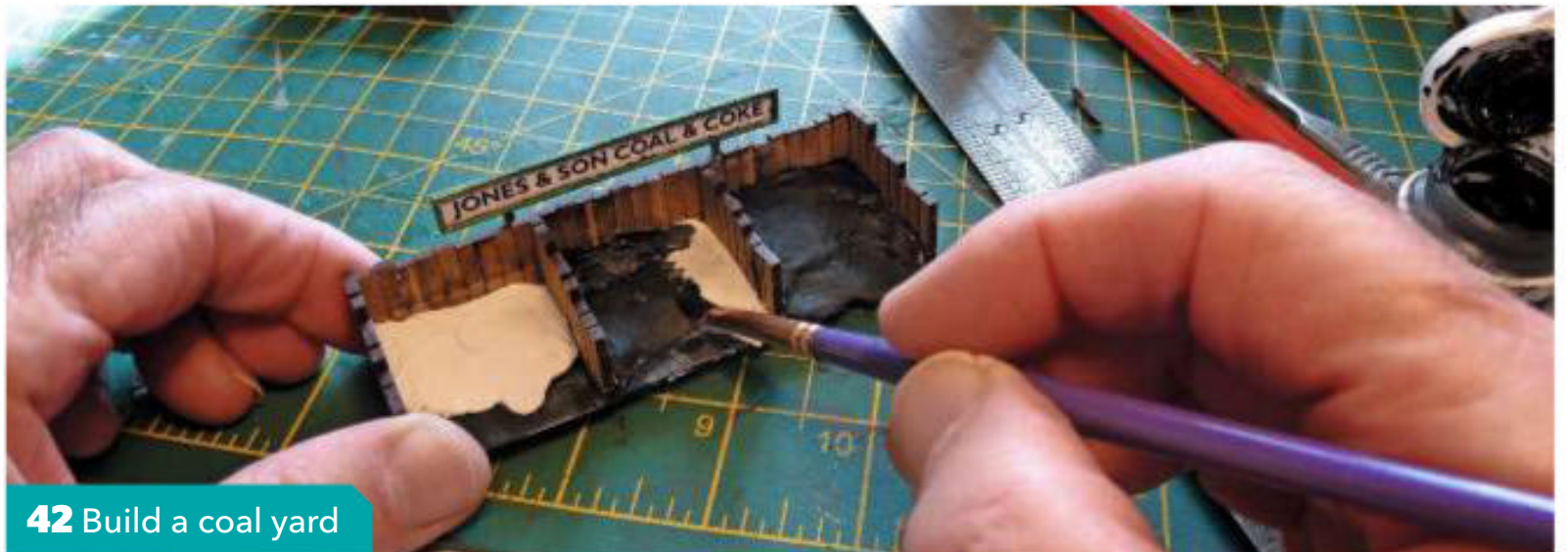
Workbench

42 Build a coal yard
Chris Leigh builds a coal yard from a wide range of products.

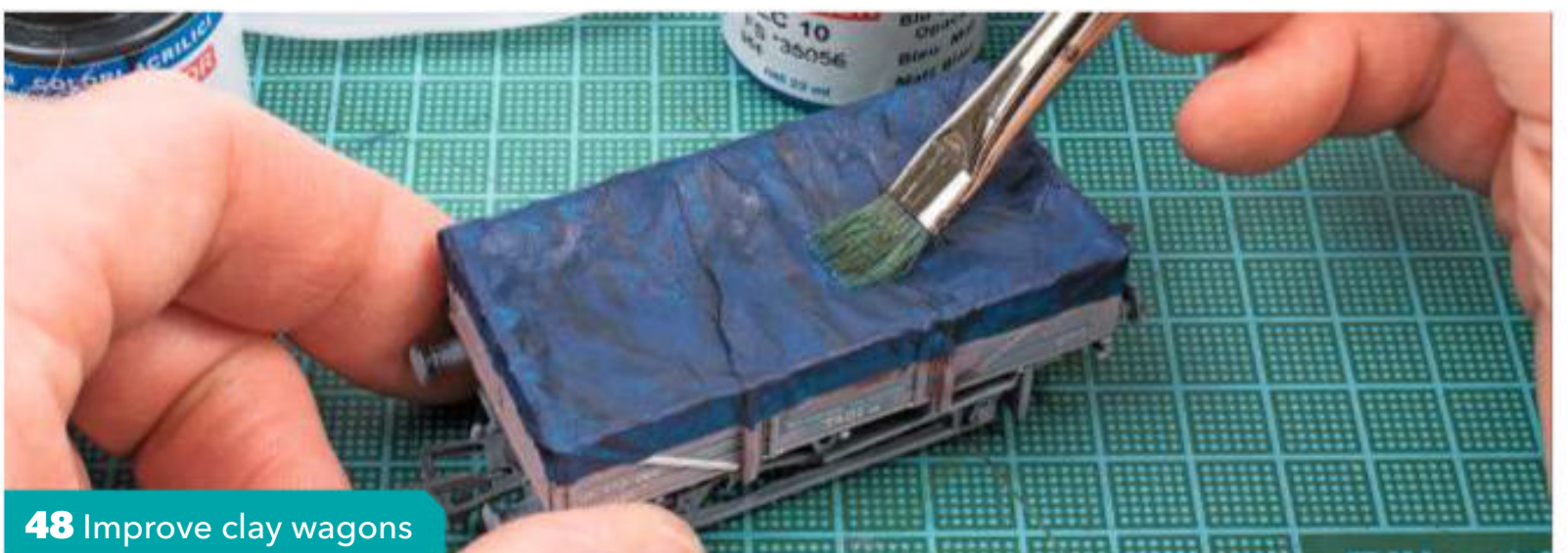
48 Improve clay wagons
George Dent tinkers with a Bachmann model and some scrap paper.

54 Build a narrowboat
Peter Marriott discovers just how much fun a balsa wood kit can be.

58 Create iron ore loads
George Dent recreates a once-vital rail-borne commodity.



42 Build a coal yard



48 Improve clay wagons



54 Build a narrowboat



58 Create iron ore loads

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.



106

Opening the box

The latest happenings from the world of model railways

The Big Picture

If you have the space for it, the appeal of 'O' gauge is clear. Even in this single photograph of Dan Evason's 'Little Burford' layout, the amount of detail included is evident. The large coal piles are incredibly realistic and the painting on the figures is spectacular. Be sure to look out for more photographs of 'Little Burford' in an upcoming issue of *Model Rail*.

Photography:
CHRIS NEVARD





MODEL RAIL WITHDRAWS FROM LBSCR 'E1' PROJECT

Model Rail and Rapido Trains UK have come to a mutual agreement

to cancel the proposed 'OO' gauge LBSCR 'E1' 0-6-0T. First unveiled in 2018, the project has gently simmered on the back burner since. *Model Rail* Editor George Dent said, "We had been confident that the 'E1' would be a great addition to our range of exclusive models. However, with so many existing projects on the go, we've been re-assessing our future plans. The 'E1' was simply a project too far for us."

Rapido Trains UK's sales and marketing manager Richard Foster said, "The 'E1' was always going to be a complicated project. To cater for all the proposed versions would have involved lots of additional moulds and additional slides. Every single one of these changes pushes the price up."

However, Rapido is looking to bring this project to fruition. Richard continues, "I feel particularly guilty for announcing a project, getting people's hopes up and then concentrating on other projects! I'm pleased that we've been able to come to an agreement with *Model Rail* for Rapido to take this project on



ourselves..." but it can only progress with customer input.

While Rapido Trains UK has devised a way to make the 'E1' a more economical prospect, by reducing the number of potential versions produced, the company is canvassing opinion on whether or not this is what modellers want. Alternatively, would LBSCR fans be willing to pay more to get every version of the 'E1'?

To have your say in shaping this project's future, Rapido

Trains UK has prepared a short online questionnaire (<https://form.jotform.com/212643417594055> or <https://bit.ly/2XbvNWI>). Based on customer responses, Rapido will then make a decision on how to take the project forward.

George said: "We hope that Rapido will be able to make the 'E1' project a success. In the meantime, we've been beavering away on a range of exciting potential projects. Plus, we have our 'PWM', Class 11, Class 48 and

Vale of Rheidol 2-6-2T projects to complete too!"

Indeed, the Class 11 livery artwork was being finalised as we closed for press and the 'PWM' 0-6-0DE is progressing well, with final livery samples currently en route from the factory.

Additionally, the CAD artwork on the Vale of Rheidol locomotive is complete and undergoing assessment, so it's a time of great anticipation within the *MR* team!



HELJAN 'ED' CLASS 73/1 LOOKING GOOD

Heljan's much-anticipated Class 73/1 has taken another step forward, with delivery of an unpainted, pre-production sample. Even without paint, the model is looking very impressive, with lots of fine detail around the underframe in particular.

The 'EDs' will feature a DCC interface, lighting

(including arc flashes from the third rail collector shoe!) and a full suite of detail options to suit career-spanning liveries from 1960s BR blue to Network Rail yellow, with everything in between. Indeed, an amazing 17 different livery versions will be produced.



TAKUMI CUSTOM MICRON

Following the recent launch of the Takumi Eclipse airbrush (MR292), Iwata has also unveiled the Takumi Custom Micron side-feed airbrush. Designed for ultra-precision work, the tool features a compact body style. This is an airbrush for the serious detail painter or weathering enthusiast and the rugged case ensures that it's well protected.

Price: £489.00

Web: www.airbrushes.com





LYNTON & BARNSTAPLE IN 7MM

Lionheart Trains is to launch a range of Lynton & Barnstaple models in 7mm scale, starting with the Manning Wardle 2-6-2T locomotives and a range of coaches. Designed to run on 16.5mm ('OO') gauge track, the locomotives will feature a compensated chassis, five-pole

motor and Next18 DCC decoder socket and digital sound options. In addition to firebox glow effects, illuminated headlamps will also feature. All four of the L&B's Manning Wardle locomotives will be produced, in each of the various L&B and Southern livery variations.

The coaching stock comes fitted with interior lighting and will also be available in L&B and Southern liveries. DCC controllable options will be available. Delivery is expected in Autumn 2022 and pre-orders are now being taken via Lionheart Trains stockists.



MANNING WARDLE 2-6-2T

What's planned?

- ◆ LHT-7NS-001 *Exe*, original condition (early cab)
- ◆ LHT-7NS-002 *Yeo*, L&B livery 1903-13 (early cab)
- ◆ LHT-7NS-003 *Taw*, L&B livery 1913-24 (late cab)
- ◆ LHT-7NS-004 *Exe*, Southern livery 1924-27 (late cab)
- ◆ LHT-7NS-004 *Yeo*, Southern livery 1927-29 (late cab)
- ◆ LHT-7NS-004 *Taw*, Southern livery 1930-31 (late cab)

Price: from £350.00 each



L&B COACHING STOCK

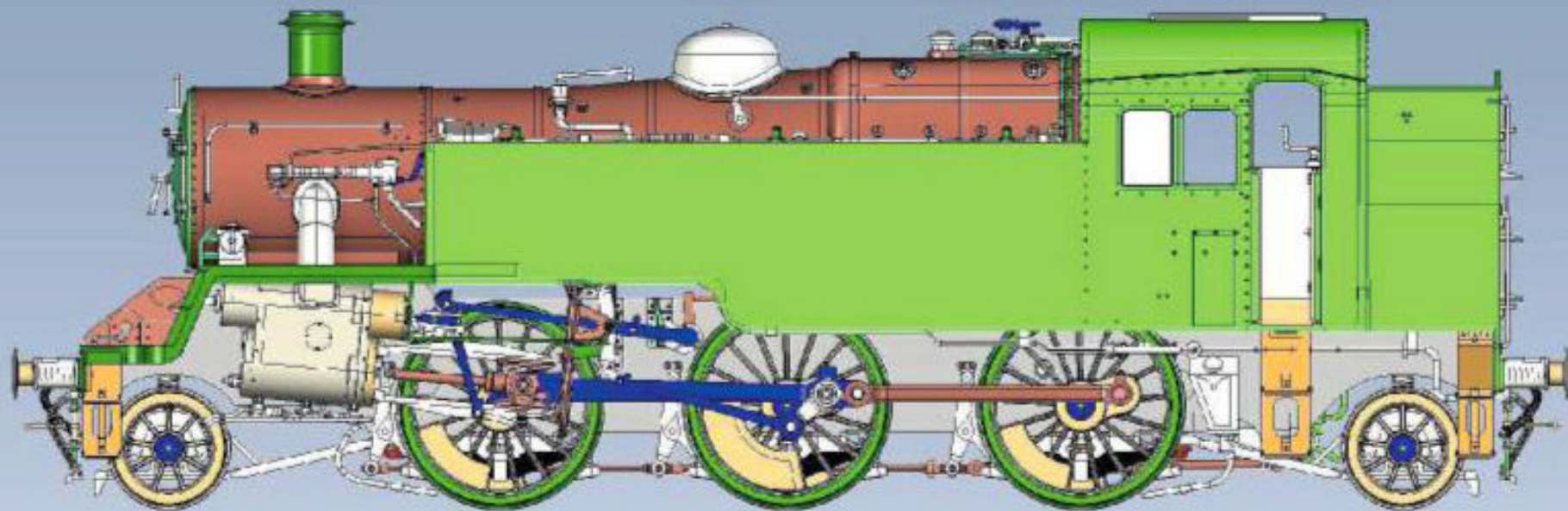
What's planned?

- ◆ LHT-7NP-001 Open Third, L&B No. 7
- ◆ LHT-7NP-002 Open Third, Southern No. 2466
- ◆ LHT-7NP-003 All Third, L&B No. 11
- ◆ LHT-7NP-004 All Third, Southern No. 2470
- ◆ LHT-7NP-005 Brake Third, L&B No. 16
- ◆ LHT-7NP-006 Brake Third, Southern No. 4108
- ◆ LHT-7NP-007 Brake Composite, L&B No. 15
- ◆ LHT-7NP-008 Brake Composite, Southern No. 6993
- ◆ LHT-7NP-009 Open Third, L&B No. 8
- ◆ LHT-7NP-010 Brake Third, L&B No. 16

Price: from £110.00 each



Lionheart Trains has also shared images of the forthcoming 'O' gauge BR '3MT' 2-6-2T. There's still work to do, but the early signs are very promising.



RAILS ANNOUNCES ANOTHER TURBINE

Hot on the heels of the arrival of the BR/Brown, Boveri gas turbine locomotive, No. 18000, Rails of Sheffield has teamed up with Heljan again to produce a RTR version of the Metropolitan-Vickers-built No. 18100. Originally ordered by the GWR in 1940, No. 18100 was finally delivered in 1952 and worked mostly on the Western Region for just a year

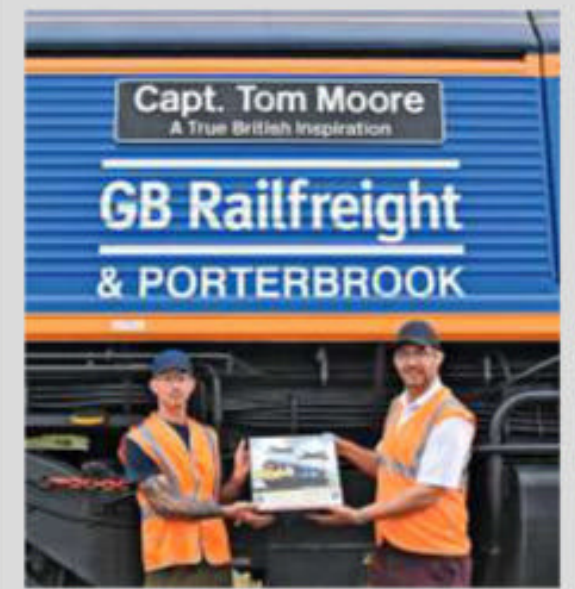
before withdrawal. After a period of storage, it was rebuilt as Britain's first 25kV AC overhead electric locomotive and used as a test bed during the electrification of the WCML. Rails will also be offering models in rebuilt form, as E1000 and E2001. Delivery is planned for late 2022.

Price: £225

Web: www.railsofshffield.com



In Brief



BACHMANN RAISES FUNDS FOR NHS

In September, Bachmann Europe visited the GBRF/EMD Roberts Road Depot, Doncaster, where 66731 *Capt. Tom Moore* was in residence. Earlier this year the Bachmann Collectors Club released its 'Pride of Britain' Train Pack, celebrating the fundraising achievements of Captain Sir Tom Moore and honouring the outstanding efforts of the NHS and key workers during the pandemic.

During the visit Bachmann presented a cheque for £60,000 to NHS Charities Together, and a presentation was made by Keith Thomas, Financial Controller for Bachmann Europe plc and Paul Matthews of GB Railfreight.

A limited number of 'Pride of Britain' Train Packs remain available, in 'N' and 'OO', including 66731 in GBRF's 'Thank You NHS' livery, along with a 1:72 scale Hurricane and Spitfire, the aircraft that performed a flypast for Capt. Tom on his 100th birthday.

Web: www.bachmann-collectorsclub.co.uk

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RED BRICK



PN117
CORNER SHOP
STONE

CASTLE RANGE



CASTLE GATEHOUSE
00 CODE PO291 / N PN191



WATCH TOWER
00 CODE PO292 / N PN192



CURTAIN WALLS
00 CODE PO293 / N CODE PN193

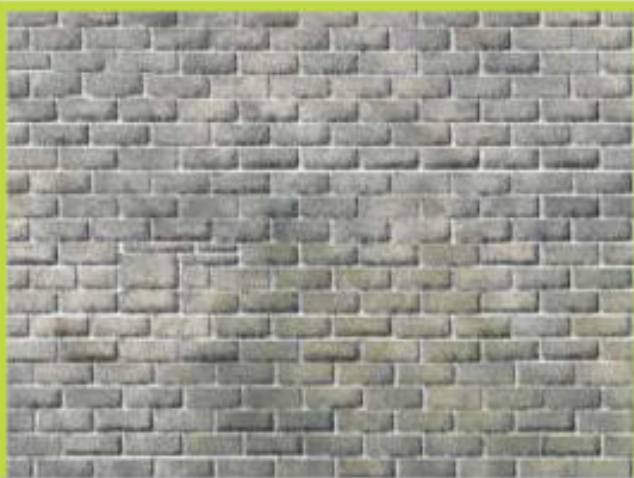
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odel Rail News online.



In Brief

HORNBY'S 'TELLY' WAGON

To tie in with the broadcast of the *Hornby: A Model World* TV series, an exclusive wagon has been produced in Hornby's RailRoad range (ref. R60175). Screening on the Yesterday channel and UKTV Play, the series has been following Hornby's team of designers as they work on new railway, Scalextric and Airfix models.



NEWTON ABBOT LIBRARY HOSTS RAILWAY STUDIES AND MODELLERS SHOW

On Saturday December 4 2021, Newton Abbot library will be holding a Railway Studies and Modellers Show to raise awareness of its fascinating collection, the second largest in the UK. Entry is free, although all donations will be gratefully received and will go towards the upkeep and continued development of the Railway Studies Collection.

Michelle Pearson, customer service assistant at Newton Abbot Library, said: "We have invited a selection of well-known traders, including model railway suppliers, railwayana experts, DVD publishers, railway societies and preserved railways to attend. We will also have a 'white glove experience' exploring some of our oldest and rarest titles in the collection, and some special themed children's activities. In addition, we'll have a number of 'N', 'OO' and garden rail exhibitors in attendance."

The library is still welcoming traders and exhibitors; for all enquiries, please contact Newton Abbot Library on 01626 886223, or email at railwaystudies.library@librariesunlimited.org.uk

The show will be open from 10am to 4pm and the library is a 15-minute walk from Newton Abbot Railway Station. Join the library by filling out the online form at www.devonlibraries.org.uk



CHALDRON WAGGONS IN 'OO' FROM ACCURASCALE

In a surprise move, Accurascale is to release a range of chaldron waggons. Although their genesis can be traced back to the waggonways of the 18th Century, Accurascale has chosen a variety of vehicle styles that were common from the mid-1800s and used to carry coal, stone, spoil and all sorts of other cargoes over the following decades. Most commonly associated with the North East and Cumberland, examples also worked in other locations such as Cornwall, Yorkshire and Scotland and lasted in use at certain locations as late as the 1950s.

Following extensive research, including surveys of preserved examples at Beamish Museum, Accurascale has produced five main chaldron types, based on the S&DR style dating from 1835-45, the North Eastern Railway P1 types of the second half of the 19th Century and the improved 4T 'Black Waggon' that were used around the Seaham area.

Featuring a die-cast metal

ACCURASCALE CHALDRON WAGGON TRIPLE-PACKS What's planned?

- ◆ Pack A: North Eastern Railway, 3 x P1 Chaldrons, circa 1890.
- ◆ Pack B: Hetton Colliery Railway, 3 x ex-NER P1 Chaldrons, pre-1911 lettering.
- ◆ Pack C: Seaton Burn Coal Co., 2 x ex-NER P1 Chaldrons, 1 x S&DR Chaldron, circa 1902.
- ◆ Pack D: Pontop & Jarrow Railway, 2 x ex-NER P1 Chaldrons, 1 x S&DR Chaldron, circa 1910.
- ◆ Pack E: Wearmouth Coal Co., 3 x ex-NER P1 Chaldrons, 1900-1930s.
- ◆ Pack F: Lambton Collieries, 3 x ex-NER P1 Chaldrons, pre-1896 livery.
- ◆ Pack G: Stella Coal Co., 3 x S&DR Chaldrons, circa 1950.
- ◆ Pack H: Londonderry Collieries, 3 x 4T 'Black Waggon', in two body styles, circa 1960s.
- ◆ Pack I: Seaham Dock Co. - 3 x 4T 'Black Waggon', in three body styles, circa 1950s.
- ◆ Pack J: Vane-Londonderry Collieries - 3 x 4T 'Black Waggon', in two body styles, circa 1960s.

Price: £44.99 per triple-pack (10% discount on two or more packs when ordered direct from Accurascale). **Web:** www.accurascale.co.uk

chassis with plastic body, the wagons are designed to cope with first radius curves, and three types of spoked wheels and brake patterns will also be produced. Coupling is via fine magnetic link chains and two extra NEM coupling chains are supplied with the waggon for

fitting to locomotives or additional rolling stock.

Due in stock in early 2022, each triple-waggon pack has been themed by colliery, with each waggon's decoration being based on photographic evidence and reference to colliery records to confirm lettering styles.

'OO' CARTIC-4 AND MORE FROM REVOLUTION

CAD work is now under way on a 'OO' version of the Cartic-4 car carrying wagons, as Revolution Trains' 'N' version enters the tooling phase. These four-car articulated, twin-deck wagons were developed by BR and Ford in the 1960s and continued in use until the mid-2000s.

Revolution's 'N' gauge Borail, Mullet, Parr and Super Tench engineers' wagons are progressing, with first EP samples received. Delivery is expected in the middle of next year.

Decorated samples of Revolution's 'N' gauge Caledonian Sleeper Mk 5 coaches have been revealed and these will be going into production as soon as capacity at the factory allows.



STOP PRESS! PRECEDENTS ARRIVING

As we closed for press, we received a sample of the Locomotion Models/Rails of Sheffield LNWR 'Precedent' 2-4-0, which has been produced by Bachmann Europe plc. Models should be in stock by the time this issue hits the shelves and we'll have a full review next month.



CONFLAT P IN 'N' FROM RAPIDO

One of BR's most famous express freight services, 'Condor', featured unique twin-axle container flat wagons, rebuilt from former steel plate-carrying vehicles. The Conflat P featured roller bearing axleboxes, upgraded suspension and vacuum brakes, and could accommodate both a Type BD and Type A container, thus offering greater capacity compared to existing container flats.

This distinctive wagon, along with a range of containers, is to be produced in 'N' by Rapido Trains UK, which will be the perfect accompaniment to the same manufacturer's upcoming Class 28 'Co-Bo'. Single wagons will be priced at £29.95 and triple-packs will also be available at £87.95. The wagons are currently being tooled, with delivery expected early next year.

Web: www.rapidotrains.co.uk



In Brief

MORE 'BONES' FOR 'N' GAUGE

Dapol has announced several livery options for its new batch of Class 58s. Original BR 'red stripe' Railfreight (58003/20), with and without front logos, plus Coal Sector triple-grey and EWS red/gold. Due in autumn 2022, both DCC-ready and DCC-fitted options will be available.

Web: www.dapol.co.uk

MANCHESTER SHOW CANCELLED

Manchester Model Railway Society has decided to cancel its annual exhibition. Scheduled for December 11-12, the decision was made reluctantly, after deciding that it would not be financially viable to stage the event in a way that ensured the safety of everyone attending, while maintaining the variety and quality usually associated with this popular pre-Christmas show.

The 83rd MMRS exhibition will now take place on December 10-11 2022 at the Sugden Centre in central Manchester. The exhibition will feature approximately 30 layouts, a wide variety of traders and other attractions.

For more information, see www.mmrs.co.uk

LNWR SOCIETY ARCHIVES ONLINE

The LNWR Society has placed its digitised archive material online. While this is just a fraction of the collection held at its Study Centre, it still represents a significant amount of information accessible to society members worldwide.

Approximately 20,000 photographs, 4,000 drawings and 1,500 documents are currently available, along with nearly 50 years of society publications and an ever-growing collection of staff magazines published by the LNWR, LMS and British Railways. Society members can access the online archive as part of their membership package, which costs just £35 per annum.

Web: lnwrs.org.uk/membership/membership.php
Email: membership@lnwrs.org.uk

35 YEARS FOR GREAT EASTERN MODELS

Family-owned Great Eastern Model Railways in Norwich recently celebrated 35 years in business. The Plumstead Road store has been run by the Hockey family since 1986, being launched by the late Robert 'John' Hockey as a sideline to his road haulage business. Siblings Anne, Helen and Rob took over the running of the store after their father passed away and the store has played host to many model railway events over the years.

As well as a mail order service, the team also offer layout planning and design services and are now looking ahead to the next 35 years.

Web: www.greasternmodels.co.uk



INDUSTRIAL MDO IN STOCK

Planet Industrials commissioned Accurascale to produce 21t mineral wagons in the guise of Grimesthorpe Colliery's internal user vehicles. Based on Accurascale's excellent MDO (see p96), the wagons are offered in triple-packs, with bulk discounts available. Sets of decals are also on offer.

Price: £74.95

Web: www.lightrailwaystores.co.uk/collections/planet-industrials



'O' GAUGE WICKHAM REACHES EP STAGE

Ellis Clark Trains has received the first EP of its forthcoming 7mm scale Wickham trolley and trailers. A number of extra livery options have been added to the range, making 11 versions in all and each is available for pre-ordering now. The options include un-numbered versions, which will be supplied with suitable decal sheets. While each trolley comes with a planked twin-axle trailer, other trailers will also be available separately, with or without sides, in a variety of colours.

For more information, see www.ellisclarktrains.co.uk



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www.harder-airbrush.eu

COMING SOON

MODEL RAIL

Virtual
WARLEY OFFERS

SPECIAL MODEL OFFERS COMING!

Since Warley National Model Railway Exhibition has been cancelled for another year, we have chosen to run special show offers across lots of our models so you can still grab yourself a bargain!

Offers will be running from Monday November 22 to Sunday November 28 on our *Model Rail Offers* website.

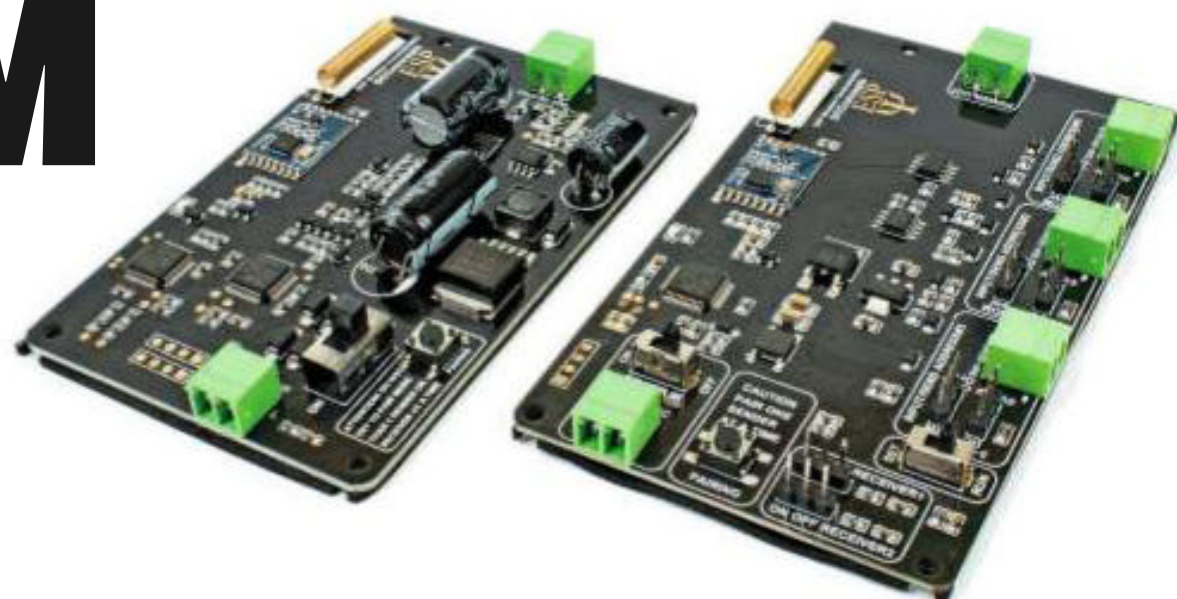
We'll reveal which models will be available at special 'Warley' prices in next month's issue, so don't miss it!

MODEL RAIL
OFFERS.CO.UK



Browse the full collection of models now at www.modelrailoffers.co.uk

NEW ESP® WIRE-FREE CONTROL FROM DCCCONCEPTS



In a recent press event at its Settle HQ, DCCconcepts unveiled the first products in a fascinating new range, designed to remove the need for endless lengths of wire under a layout. Raising the point that digital control had promised to remove the dependence on extensive wiring, the DCCconcepts team announced that its new ESP® system will finally do away with it. In fact, it promises to reduce the number of wires needed to control points and accessories to zero!

Compatible with any form of DCC (or DC) control system and accessories, ESP® consists of a simple wire-free communication system with endless possibilities. Installation is simple, there's no need for programming - or soldering - and ESP® is capable of turning a switch, detector or similar device into a wireless source, triggering

actions, providing feedback or sending DCC control commands.

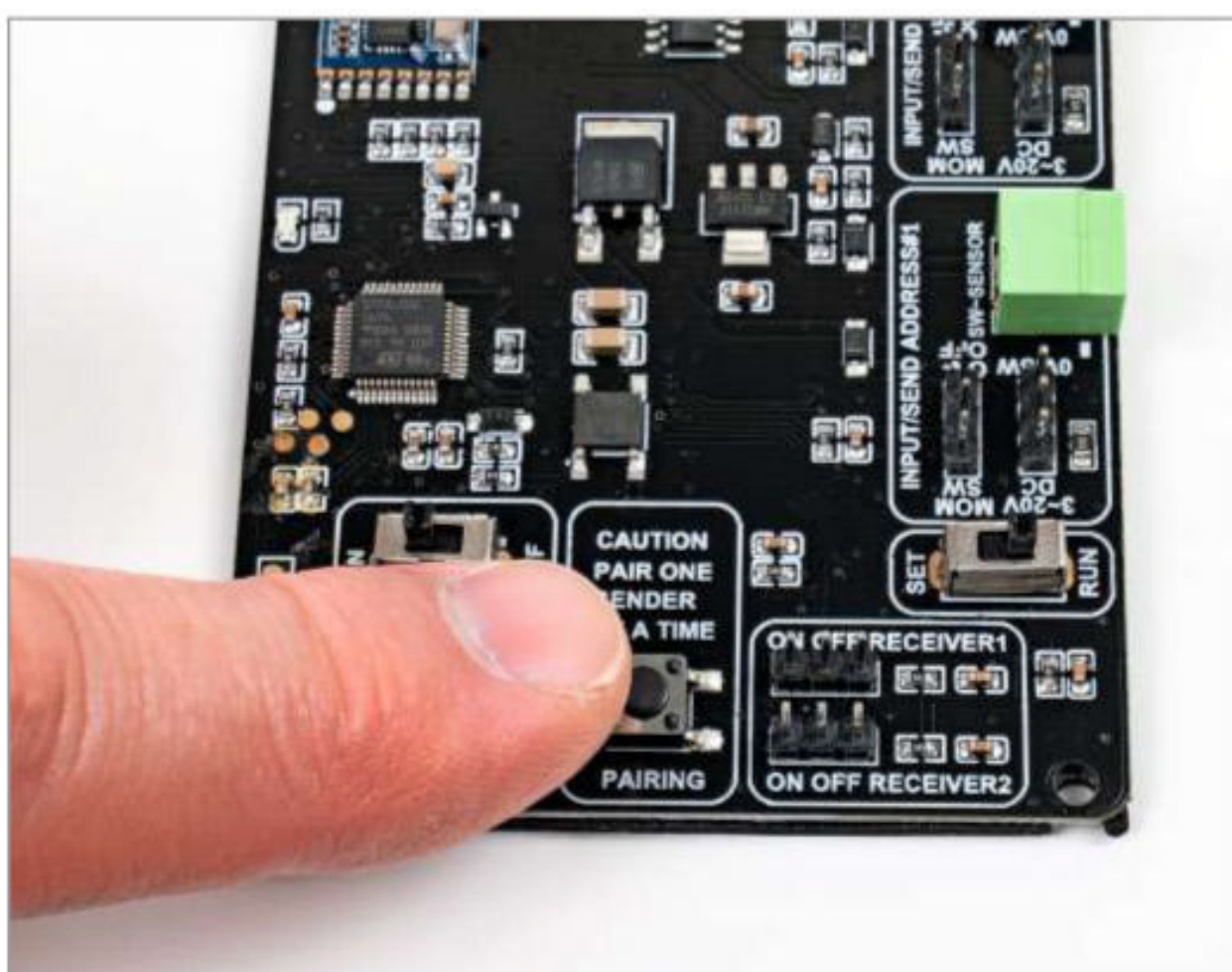
Each ESP® transmitter, which can be powered by a DCC track bus or any regulated DC power source (12-20V), features three inputs and three independent wireless outputs, each with its own DCC address. Multiple



transmitters can be paired to a master receiver unit (also capable of being powered by a track bus or other regulated DC supply), which interprets the incoming signals and passes them on to your DCC system or control panel.

Eschewing the use of Wi-Fi systems, ESP® uses its own wire-free technology, which removes the risk of interference, including from other layouts, so there's no issue with competing signals in an exhibition environment, for example.

During the day's demonstrations, the control of point



motors, signals and train detection systems without any physical connection between layout and control panel was very impressive and

there's certainly plenty of potential for further growth in this product range.

For more information, see www.dccconcepts.com

NEWS REAL

Headline news from our sister title **STEAM RAILWAY**



NO MORE 'NUMBER NINE'

Enthusiasts across Britain are mourning the withdrawal of popular BR green 'A4' No. 60009 *Union of South Africa*, after it developed a leaking tube and a crack in the outer firebox wrapper ahead of its planned appearance at the East Lancashire Railway's Autumn Steam Gala. 'Number Nine' will probably never run again, as owner John Cameron has decided to permanently retire the locomotive. MARTYN TATTAM

GC RUNS DOUBLE '9Fs'

What's better than a '9F'? Two '9Fs'. A pair of Riddles 2-10-0s - visiting No. 92134 and resident No. 92214 'City of Leicester' - ran double-headed at the Great Central Railway's Autumn Steam Gala on September 30-October 3. It was the first time both single-chimney and double-chimney '9Fs' had worked together in preservation. GAVIN THOMSOM





THE CREAM OF THE CROP

The latest releases from Modelu include a useful family of creamery staff. The male figures are clad in regulation wellingtons and aprons and assorted workers are offered, either moving large churns or sitting on them while sneaking a fag! There are also some creamery lab technicians too, with clipboards and testing equipment. To complete the agricultural theme, a pair of timeless farmer figures have also been added to the range.



Another welcome addition is a couple of multi-figure sets designed for the AEC diesel railcar, as recently released in 'OO' and 'O' by Heljan. Each pack provides a driver and five

passengers, with a mix of ages, genders and poses.

As usual, all Modelu figures are available in any scale, from 'N' upwards, and prices vary.

Web: www.modelu3d.co.uk



GAINING TRACTION 00 GAUGE

Packs of replacement rubber traction tyres for older Hornby locomotives are now available from Peter's Spares. The PS145 pack replaces Hornby's X8030 (M1144) large traction tyres, with ten provided in each pack. Produced in a durable material, they're easy to install and fit the Hornby wheels perfectly.

Availability: Peter's Spares

Tel: 01642 909794

Web: www.petersspares.com

WW SCENICS WATER EFFECTS ANY GAUGE

WWS Deep Cast Water is a new two-part, resin-based water effect medium from WW Scenics. Designed for creating rivers, ponds, lakes, waterfall pools and the sea, the set comes with 200g of Hardener plus 400g of Water Resin, which need to be mixed in a 1:2 ratio.

Instructions are provided, which recommend an initial, thin sealing layer that needs to cure for at least 20 hours. Subsequent layers can be built up to the required depth, in layers no more than 1cm thick at a time, with final hardness being achieved after seven days.

Another new product is Clear Model Water, which is designed for creating ripples and waves. This thick white fluid can be applied by gently pouring, brushing or stippling onto the surface of an existing water feature. It can also be used on its own to create puddles. The fluid dries clear in about 24 hours. **(PM)**

Product: WW Scenics Deep Cast Water, Clear Model Water

Price: £27.99/£8.99

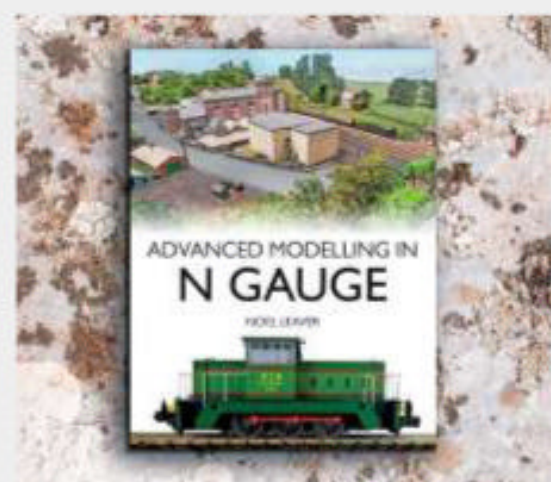
Availability: WW Scenics

Web: www.wwscenics.com



Modeller's Bookshelf

A useful guide to 'N' gauge modelling has been added to the *Model Rail* bookshelf this month, along with a couple of new photographic records of the real-life railway.

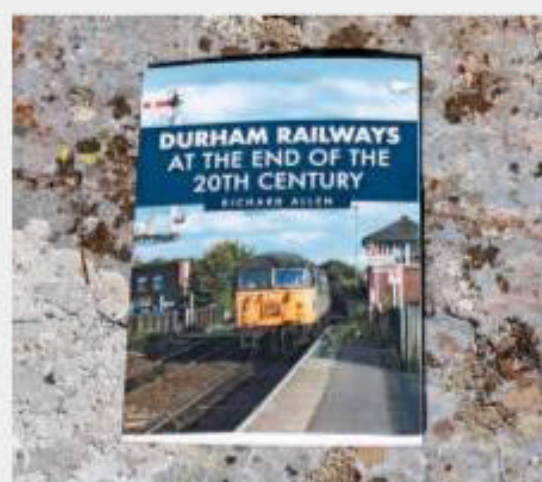


As the title suggests, this is a book aimed at modellers with a modicum of experience (in any scale). Indeed, author Noel Leaver's aspiration is to help readers improve their skills and to embrace the full potential of 'N' gauge, in terms of buildings, scenery and the trains themselves. Covering all the essentials, such as baseboard construction, fiddleyards, track, wiring, rolling stock, buildings and finishing, each technique and process is clearly explained and illustrated.

Book: *Advanced Modelling in N Gauge*, by Noel Leaver (Crowood Press)

Price: £19.99

Web: www.crowood.com

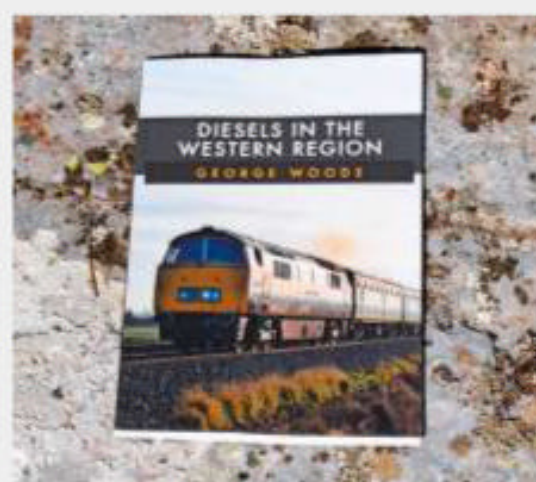


County Durham can claim to have been the cradle of railway development in the early 19th Century and Richard Allen's photographic exploits from 1980 to 2000 showcase this area's enduring railway heritage. The East Coast Main Line naturally takes centre stage, but other key routes, such as the Leamside line, Durham Coast line and the route through Bishop Auckland to Weardale are all covered, with plenty of background information and a host of excellent colour images.

Book: *Durham Railways at the End of the 20th Century*, by Richard Allen (Amberley)

Price: £15.99

Web: www.amberley-books.com



The Western Region has played host to a wonderful range of diesel types since the 1950s. Fans of 'Warships', 'Hymeks' and 'Westerns' will find plenty to enjoy here, along with classes 25/47/50/56. The 'new order' also figures in the shape of the HST and Class 59. First and Second Generation DMUs aren't ignored, with a pleasing variety of the former. All corners of former WR territory are covered and there are some great images here, all of which are in colour.

Book: *Diesels in the Western Region*, by George Woods (Amberley)

Price: £15.99

Web: www.amberley-books.com



ON THE WORKBENCH

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

Sculpture club

This set of five miniature spatulas from AK Interactive (Ref. AK9051) provides a range of shapes and sizes to make light work of all manner of mixing, filling and sculpting tasks. Particularly useful for shaping scenic contours in plaster, the polished steel work surfaces are easily cleaned, while the wooden handles are comfortable.

Price: £6.99

Availability: Scale Model Shop

Tel: 01422 405040

Web: www.scalemodelshop.co.uk



Create a stir

The Mr Mix set, from the Japanese Mr Hobby range, provides two bulb-type pipettes and a pair of polished steel stirrers. The latter feature an integral spoon at one end which is great for measuring out small amounts of paint when mixing colours. The paddle shape at the other end makes fast work of dispersing pigments while stirring paint.

Price: £7.30

Availability: Scale Model Shop

Tel: 01422 405040

Web: www.scalemodelshop.co.uk



Foam call

Deluxe Materials' Foam 2 Foam adhesive is supplied in a 50ml tube and just a thin layer will bond expanded polystyrene and other similar foams securely. Drying time is much faster than PVA with a rapid 'grab', yet there's still time for adjustment. Dries clear. Great for small diorama landscaping or building up formers for buildings, but not for large-scale scenic work.

Price: £8.20

Availability: Model/craft shops

Web: www.deluxematerials.co.uk



FAB FENCING AND RAILING OPTIONS

OO
GAUGE

Various new fencing packs have been added to Scale Model Scenery's extensive range of laser-cut scenic accessories. Rendered in resilient, flexible thin fibreboard, packs are available to suit domestic, commercial and industrial locations.

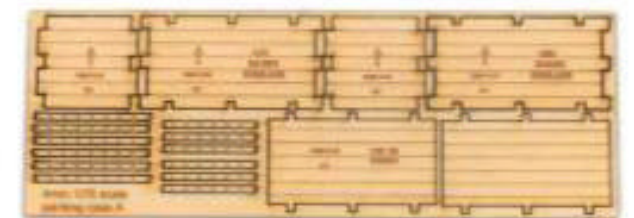
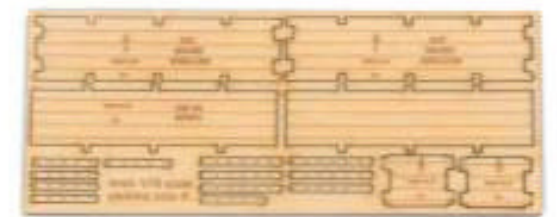
◆ LX393-OO 4ft Art Deco wrought iron railings (52cm max. length)

◆ LX433-OO Chestnut Paling Fencing (65cm max. length)

◆ LX420-OO 4ft school/park hairpin railings (73cm max. length, includes single and double-width gates)

◆ LX429-OO Tri-spike Palisade Security Fencing (116cm max. length)

Web: www.scalemodelscenery.co.uk



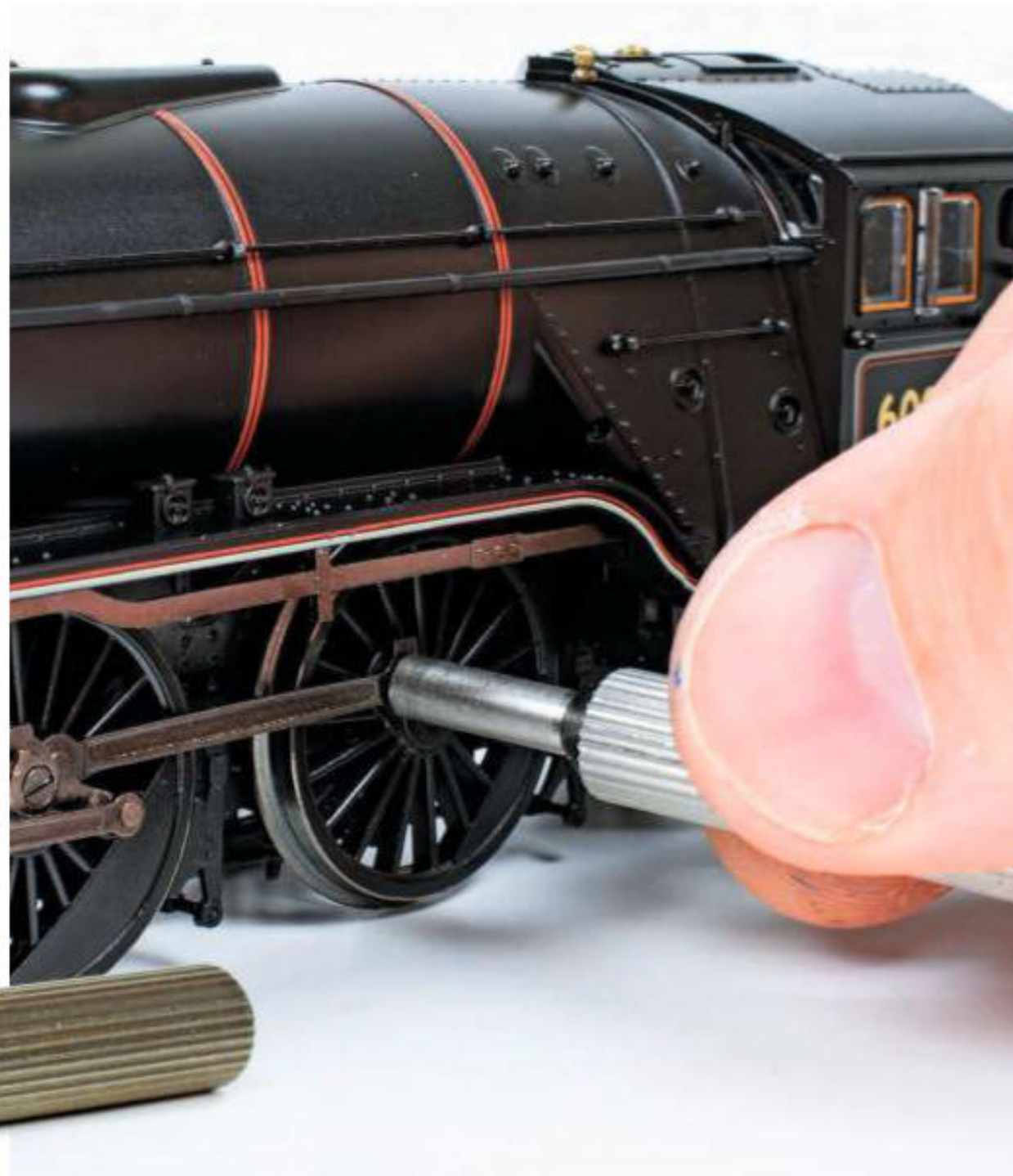
CRANK UP THE TENSION WITH NEW TOOL FROM BACHMANN

Bachmann Europe's Modelmaker range of tools now boasts a very useful crankpin box spanner. Manufactured from solid steel with a knurled handle, the tool offers a safe and effective means of dismantling the coupling rods from 4mm scale RTR steam locomotives. Although not of a universal size, as crankpin sizes differ across model brands, it is compatible with many of Bachmann Branchline's recent steam-outline models, including the all-new 'V2' (see page 86). Much better than a set of pliers, the tool avoids damage to the crankpin and offers greater control when loosening or tightening the pins.

Product: MM026 'OO' Crankpin box spanner

Price: £7.50

Availability: Bachmann stockists. www.bachmann.co.uk



PACK IT IN!

The Arch Laser range continues to grow, with a great variety of laser-cut wood packing crates now available. Produced and sold by Osborn's Models in Devon, these new self-assembly kits are rendered in micro plywood and are available in 'N', 'OO' and 'O'.

Full instructions are provided and the kits go together well, taking only around 30mins each.

Perfect for a goods yard scene and wagon or lorry loads, the assembled kits can be mixed and matched through the various scales, as there was plenty of variety in real life. (PM)

Price: from £4.95

Availability: Osborn's Models

Web: www.osbornsmodels.com



EXHIBITION DIARY - OCTOBER 2021-FEBRUARY 2022

(ALL SUBJECT TO GOVERNMENT GUIDANCE ON COVID-19)

October 30

BRACKNELL, BERKSHIRE.
CANCELLED

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 Model Railway Exhibition, Aberdeen Model Railway Club, Aberdeen Airport Dyce Hotel, Sure Hotel Collection by Best Western, Farburn Terrace, Dyce, Aberdeen, AB21 7DW. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £6; Children £3; Students £5; Family (2 adults + up to 3 children) £15; under 3s Free. **Web:** www.facebook.com/AberdeenModelRailwayClub

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

HATHERLEY, CHELTENHAM. Cheltenham Great Western Modellers Group, Autumn Model Railway Exhibition, St Margarets Hall, Coniston Road, Windermere Road, Hatherley, Cheltenham, Glos. GL51 3NU. **Time:** 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, organised by 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 5 free. Disabled access. **Contact:** Club Secretary enquiries@elginmodelrailwayclub.co.uk

NORTHFLEET, KENT. The Gravesend Model Railway Show, Northfleet School for Girls, Hall Road, Northfleet, Kent DA11 8AQ. **Time:** 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. **Time:** Sat 1000-1730, Sun 1000-1700. **Admission:** £7, Child £3, Family (2 Adult & 2 Child) £15. **Special Sunday Deal:** 1 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 5s free. **Email:** bmd6753@yahoo.co.uk **Web:** <https://bpmrc.club> **Tel:** 07900 857719

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. **Web:** www.shmrc.org.uk **Email:** secretary@shmrc.org.uk **Tel:** 01329 847989

November 20-21

PATCHAM, BRIGHTON. Brighton Model Railway Club 41st annual exhibition. Patcham Community Centre, Ladies Mile Road, Patcham, Brighton, BN1 8TA. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adults £4, Seniors £3.50, Child £2.50, Family (2+2) £11. **Tel:** 01273 771929. **Web:** www.brightonmrc.wordpress.com

BROADSTAIRS, KENT Crampton Tower Museum Model Railway Weekend, Crampton Tower, The Broadway, Broadstairs, Kent, CT10 2AB. **Time:** 1000-1600. **Admission:** Adults £3; Child £1.50; Family £7.50. **Web:** www.cramptontower.co.uk

November 21

RUSKINGTON, LINCS. Sleaford and District Model Railway Club Charity Model Makers Show in aid of the Lincs and Notts Air Ambulance, Ruskington Village Hall, NG34 9HT. **Time:** 0930-1600. **Admission:** Adults £4, under 16s Free. **Tel:** 07821 618718. **Web:** www.sites.google.com/site/sleafordmrc

December 5

WRESSLE, SELBY. Carlton Model Railway Society. Wressle Village Hall, Wressle, N. Yorks YO8 6ES. **Time:** 1000-1600. Refreshments available. **Admission:** Adults £4, Concessions £3. **Contact:** 07795 831494

December 11

HILLINGDON, LONDON. Hillingdon Railway Modellers Test Track Open Day, Yiewsley Baptist Church Hall (side entrance), 74 Colham Avenue, Yiewsley, Hillingdon, London, UB7 8HF. **Time:** 1000-1500. **Admission:** £5. Please note that this is NOT an exhibition, but a good opportunity to meet fellow friendly modellers, chat, and test out your models. **Web:** <http://www.hillingdonrailwaymodellers.co.uk> **Contact:** Peter on 0208 368 4090.

December 11-12

THE CHRISTMAS MODEL RAILWAY SHOW, MANCHESTER MODEL RAILWAY SOCIETY - CANCELLED

2022

January 8

MAIDENHEAD, BERKSHIRE. Maidenhead 2022 Model Railway Exhibition. Marlow, Maidenhead & District Model Railway Club, Cox Green Community Centre, 51 Highfield Lane, Maidenhead, SL6 3AX. **Time:** 0930-1600. **Web:** www.mmdmrc.org.uk

February 5

HILLINGDON, LONDON. See December 11 2021.

February 11-12

SOUTH SHIELDS, TYNE & WEAR. Model Rail Exhibition, The Salvation Army, Wawn Street, South Shields, Tyne and Wear, NE33 4EB. **Time:** Friday 13.00-20.00, Saturday 10.00-17.00. **Admission:** Adults £4, Children £2, Family £10 (2 adults, 2 children).

...and finally

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

During the autumn of the 2021 fuel crisis, it was not uncommon for the more enterprising tiny people to auction off 'OO' gauge fuel tank wagons when their owners weren't looking. This mid-1980s Palitoy offering went for a ridiculous sum, even though it could only hold 50ml of unleaded petrol.



THE MERRY GO ROUND – POWERING BRITAIN

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

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

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

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



1:76/4mm scale. 00 gauge
Available from Q4 2021
Priced from £22.50 per wagon
Buy online or from your local stockist

Accurascale; all the detail, all the value



Staff Show & Tell

Lisburn Lane's new home

After months of searching for a suitable workspace – away from home – **George Dent** has finally settled into a new workshop. And he's taken his current layout project with him.

Working from home has become much more of 'a thing' in the past 20 months. Lots of folks who were in the privileged position of transferring their jobs to a spare room or kitchen table, whether temporarily or permanently, have had to come to grips with the costs and benefits of this new way of working.

I've been working at home for nearly 20 years now, usually spending just one day per week in the office. As many of us have discovered, home working has advantages, but it also poses many challenges. Which is why, a few years back, I opted for a rented workshop, to help put some distance between home and work life, and to retain a degree of social contact. On top of my editorial duties, I'm also a busy model maker, with numerous projects on the go at once, so space has always been really important.

Most recently, the primary issue has been a total lack of space, after my rented workshop was suddenly earmarked for demolition in late February. Since then, my large stocks of materials, tools and ongoing projects have been stacked in the hallway, dining room and spare bedroom at home, which has been far from ideal. Happily, though, I recently secured a new rented space and, after a few weeks of moving and organising, it's now up and running.

From here, I can build and paint models, dioramas and take many of the photographs – that you see in the news, reviews and Workbench pages each month – in much more comfortable surroundings. Another benefit of the dedicated space is that my 'Lisburn Lane' layout can get under way in earnest now that it has a settled home. As the main image reveals, space for the far fiddleyard is a little tight while the layout is in this position. However, everything will be shifting slightly to the right once maintenance work is completed to the other side of the room.

Unsurprisingly, little progress has been made on the layout this month, although parts for the lighting rig have been sourced and a start has been made on the rail overbridge. I'd initially planned a river scene but, as I detest creating water features, I'm thinking about modelling a farm track instead!

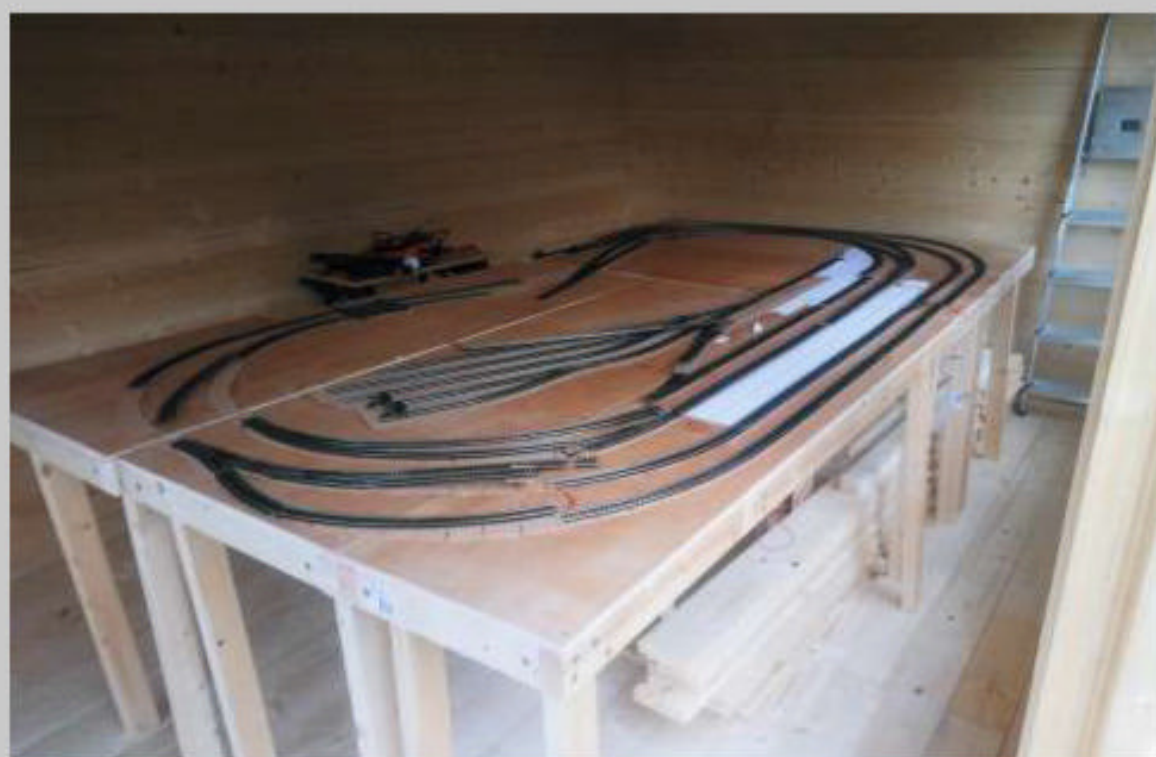




Cabin coming together Chris Gadsby

Visually at least, progress on my model railway room has slowed somewhat as I've been focusing on getting the required four coats of treatment to the exterior surfaces before the weather gets really bad. I have been able to add the extra window to the side of the cabin facing the house, so at least if I'm in there when my partner gets home from work she can see me!

I installed a temperature and humidity monitor so that I could see what was happening in the cabin overnight and am pleased that although it gets cold, the humidity stays relatively constant. I've also managed to move all of my model railway tools and products in there, as well as my old layout. This was short-lived though as it is now in the process of being dismantled so that I can varnish the floor and harness it for useful parts to use on my next layout. This is now planned after long conversations with Paul A. Lunn, and you'll be able to see it in more detail in future issues!



Spurred on by George's recent truck-building exploits (see MR291), **Chris Leigh** has revisited his collection of 'O' gauge horseboxes.

As a kid, I always loved the Dinky Supertoys big truck models which were, roughly, 'O' gauge - especially the Maudsley horsebox and the various Foden trucks. As a kid going on holiday, endless hours were spent on West Country lanes trying to get past the real thing when they were still restricted to 20mph by law.

Some 15 years ago I felt that I needed some non-railway modelling therapy. I bought these as wrecks off Ebay for a few pounds each. I found that you could get spares, such as replacement tyres and even bodies and tanks for the

trucks. The horseboxes usually had missing doors, so I cast a copy door, drilled out the rivets and repaired them. I still have a couple of trucks and the spare parts to finish.

Dave Lowery shot-blasted the remaining paint off them. I then resprayed them with RailMatch aerosols and had some transfer sheets made up. The Southern, LNER and BR versions are authentic, but the GWR one is not. The Southern horseboxes were based on black and white photographs, so I had no idea whether they were malachite or olive green, so I did one of each.



Show & Tell

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

Across the board

In the May 2021 issue of *Model Rail* (MR286), Philip John Pugh described how he made a baseboard out of cardboard. Upon seeing this, I thought I'd share my layout with you. My layout is a 'OO' gauge micro layout depicting a fictitious locomotive stabling point in the late 2000s, a stone's throw away from the National Railway Museum in York. Because of this, the NRM's shunter, Class 09 09017, can be seen stabled at the yard sometimes. Work started on the layout in April 2020 and it is entirely made from cardboard.

The baseboard is one of two cardboard slabs salvaged from an IKEA delivery, along with some smaller pieces. This was then cut in half and one of the pieces was used for the scenic section. The bridge is made up of one of the smaller pieces of cardboard and I cut a rectangular hole in it for the trains to pass underneath. The walls are made from the cardboard you get from cereal boxes. These were then painted brown, along with the rest of the bridge. The road surface is also made up from a cereal box but painted grey. This was painted the same time as the baseboard. The backscene is made up of cereal boxes cut to size and stuck on the sides of the baseboard. Then I glued on some sky, which I found on Google Images and copied and pasted onto a Microsoft Word document. This was then printed off and stuck on. The security fence and cable trunking are both from Wills.



The fence was painted in Humbrol No. 56 Aluminium and glued together with Humbrol Poly Cement before planting it on the layout with PVA. The track and rolling stock is Hornby and the ballast was sourced on Amazon. Vehicles are Oxford Diecast with figures from Bachmann. It's nearly complete, though I have yet to source brick paper for the bridge and some paving, and print some sky off for above the bridge. I will also have to get some signs.

It hasn't got a name yet, I'm still working on that. Perhaps the readers could help?

James Hardy

Great Western tribute

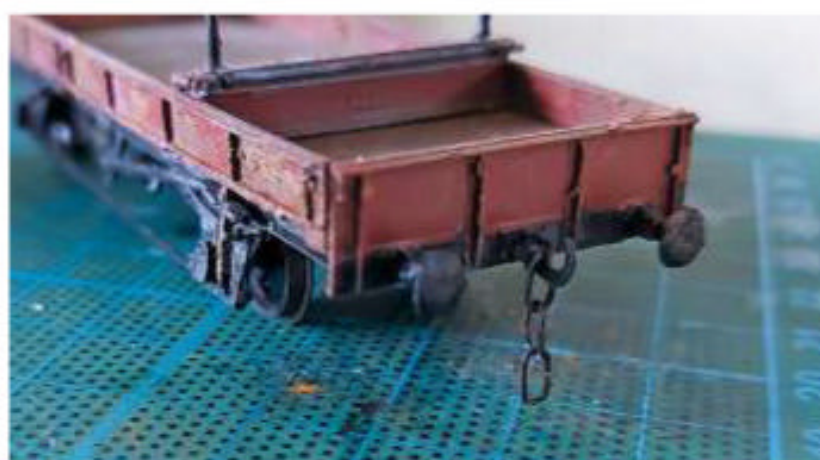
I thought I'd share photos of my recently built garden railway room. It's inspired by the GWR, of which I'm a big fan. The signal is a miniature outdoor GWR railway signal which is powered by a car battery in the base to illuminate the 'oil lamp'! I decided to paint the room in chocolate and cream to echo the livery of GWR rolling stock.

Outside is a reproduction GWR bench, as I wanted to recreate the feel of a GWR waiting room, while inside I'm building a GWR layout. **John Derby**



Couple of options

I really enjoyed the couplings article in issue 290. I'm in the process of adding couplings to a variety of wagons, including ancient Airfix tank wagons, old Tri-ang/Hornby wagons and more recent kits from Cambrian and Parkside. The main problems for me have been adding couplings to kits and non-NEM stock, but this has been made much easier now with the use of Parkside Models' PA34 Mounting Blocks which allow me to continue using Kadee options. I've also tried using West Hill Wagon Works' Hunt Couplings (Elite),



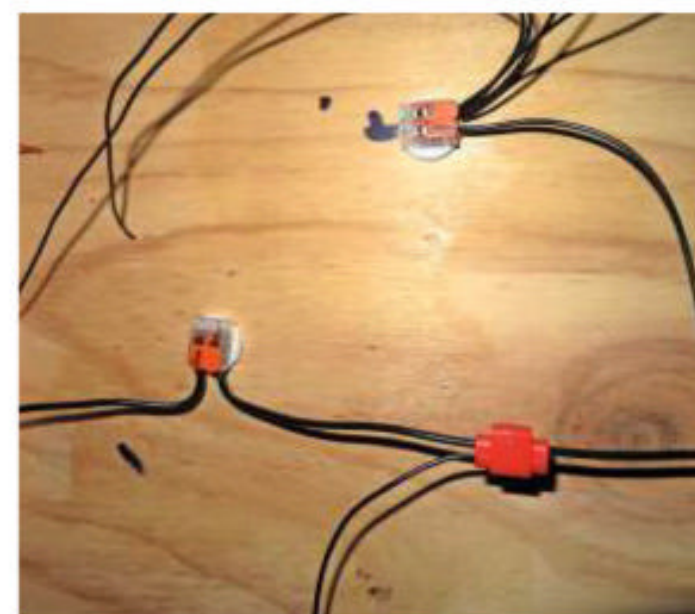
especially the swivelling types although I don't think they are particularly suited to wagons (a bit too chunky for me).

Dave Tootell

Solder-free solution

I am three years into building my first 'HO' scale layout. Being 71 now, I had to plan to access and work on the underneath wiring. In addition to not wanting to spend a lot of time under the layout soldering wires, I have mild chemical sensitivities. With the help of a local electronics shop, I have been able to come up with a solder-free wiring method. As the photo shows, I use WAGO #221 (orange) connectors (good for 24 to 12 gauge wire) to connect 22 gauge track feed wires to 20 gauge wires, which are then connected to an 18 gauge bus wire through a K-Spec crimp connector. If there is more than one feed wire, the wire ends can simply be twisted together after being stripped and inserted into the WAGO connector without being soldered. They are held very securely, and as a result can be quickly removed and separated should there be a problem. The WAGO connectors are also used to connect the bus wires between modules.

Paul Pilon



Dream layout

This is my latest layout in 'OO' gauge. I had to sell my previous layout when we moved to a one-bedroom flat before my wife had to go into a care home. Sad as this was, several months later I thought about the possibility of having a small layout in the bedroom. The result is a narrow L-shaped layout, 21ft in length! It's a GWR fictional modern-era end-to-end called 'Manningham'.

John Dawson

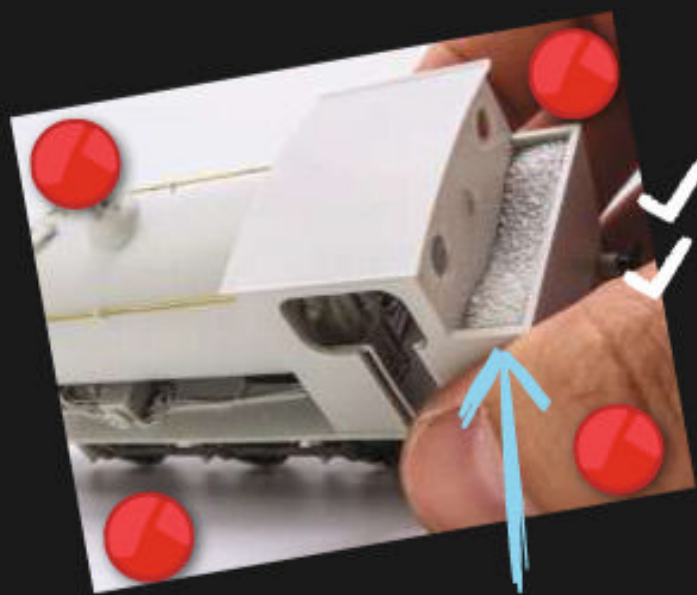


Today's lesson -

Hunslet '16in' 0-6-0ST

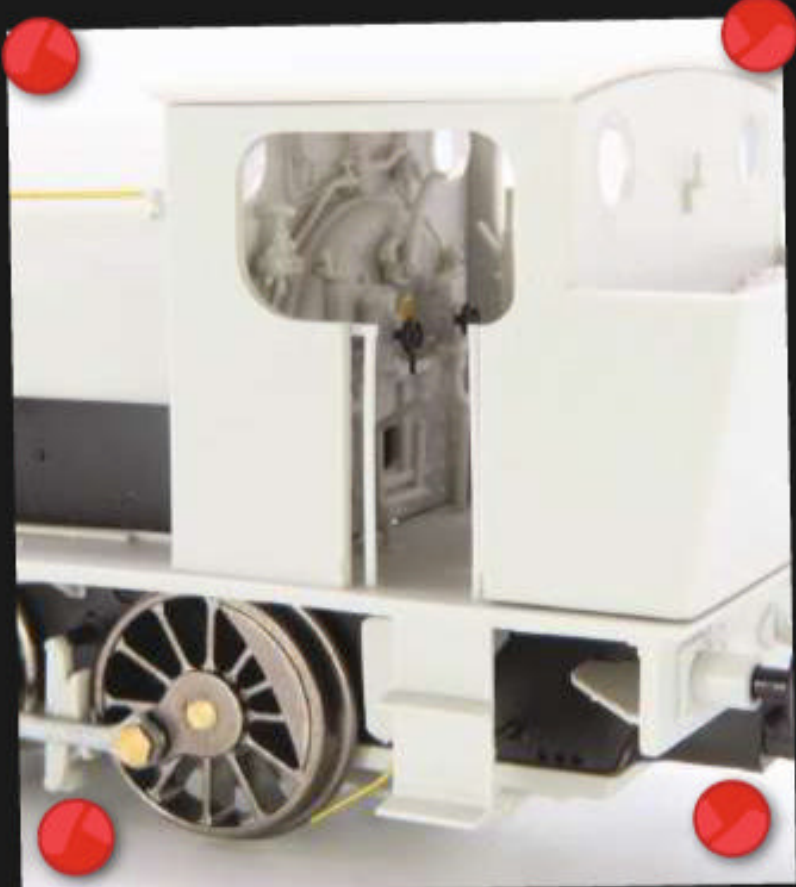
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NOTE: First Engineering Prototypes shown, subject to change.

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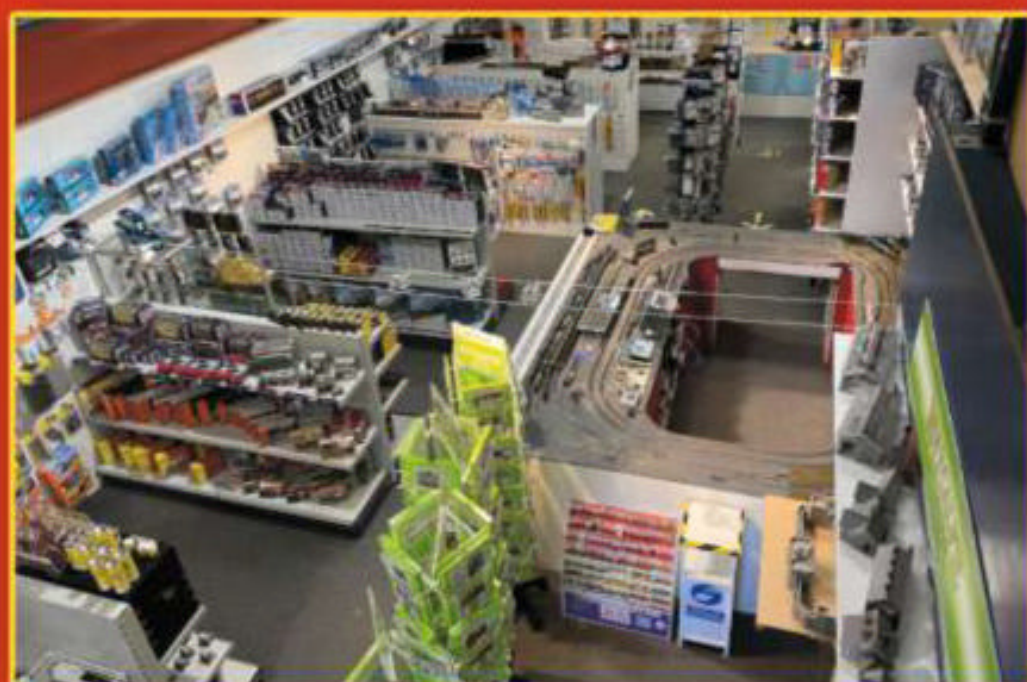
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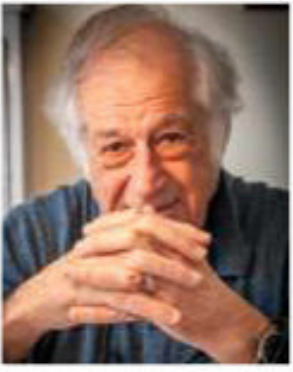


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According to Chris...

...You can't please all the people all of the time, but Chris – to paraphrase Harold Macmillan – reckons we've never had it so good



Patrick and Jennifer in miniature, perfectly balanced on my 'HO' layout.

“The fact is, compared to 'OO', all the other railway modelling scales are minorities”

As Patrick Swayze tells Jennifer Grey as he teaches her the celebrated 'lift' in the movie *Dirty Dancing*, “It's all about balance”. In magazines and model railway manufacturing there's a lot of emphasis on balance, too. I was reminded of this recently when a reader of another magazine on which I work complained that he had counted the picture content of the current issue and it was unbalanced and had too much Southern content. I must confess, I'm never that forensic in my assessment!

From time to time, *Model Rail* receives similar grumbles, usually that there's not enough 'N' gauge coverage or that we have only produced an exclusive locomotive model in 'OO' gauge. Oddly, although the amount of 'O' gauge interest in relation to 'OO' is much the same as 'N' gauge, I cannot recall similar complaints from 'O' gauge modellers. The fact is, compared to 'OO', all the other railway modelling scales and gauges are minorities. That doesn't mean that they should not receive our attention – and they do, it just means that the emphasis will be on the majority, and that's 'OO'.

But what of the others, commercially? Despite the difficulty of its small size, we've seen major improvements in the scale appearance of 'N' gauge models in recent years. Mechanisms and technology have improved out of all recognition. A decade or more ago I struggled with an 'N' gauge layout that I built to make use of the Dapol 'A1X' 0-6-0T. I really wasn't happy working in 'N' gauge. Today I have an 'N' gauge layout modelled on the Staines West branch, with a working signal and a railcar fitted with DCC sound and I love it! However, I still can't get ready-to-run models of some of the things I would like in 'N' and I doubt that I ever will.

At the other end of the scale (pardon the pun), ready-to-run 'O' gauge had died out with the passing of Hornby clockwork tinplate when I was a kid. It has come back in a way that would have seemed unimaginable less than 20 years ago. Now it's not generic 0-4-0s posing as *Flying Scotsman*, or expensive hand-built brass, but steam and diesel-outline locomotives with number-specific detail variations. These are models with four times the volume of their 'OO' counterparts – and often costing little more than twice the price.

So, what makes for balance in a market that is so diverse? It must be difficult for manufacturers. For years, Hornby's press announcements just prior to Christmas would have us guessing what might

Perfectly balanced, BR Standard '9F' 2-10-0 No. 92220 *Evening Star* (from Hornby or Bachmann) approaches Masbury summit on the S&D with a three-coach Bulleid set (in the Hornby range) and unidentified parcels van. CJL COLLECTION



Not so perfectly balanced, Bachmann's Hawksworth modified 'Hall' 4-6-0 has Hornby Hawksworth coaches to accompany it.

be coming. “They're overdue something LMS...”

“This year it has to be the unrebuilt 'Merchant Navy'.”

Sometimes we'd be right. Mostly, we wouldn't. For the smaller manufacturers, regional balance is less important. They simply can't cover all the bases, but for the bigger players there's a degree of expectation that they will please everyone, all the time, however unrealistic that expectation might be. Now that we have oddballs like the Hornby LNER 'W1' and the Thompson 'Pacifics' on the one hand, and staples like two new 'Manors' promised from Dapol and Accurascale, the tree of potential main line express locomotives has been picked clean of fruit. If you can't find what you're looking for in 'OO' then you're probably not looking in the right place.

Even the oddest of oddballs have been picked up – all three gas turbines, one of which never hauled a service train, for instance. Bulleid's 'leader' 0-6-6-0, which took steam traction three steps forward and four back, is even to be offered in 'might-have-been' liveries in order to have the widest appeal.

But, perhaps we're straying from the subject of 'balance' here. Today, balance in a model range is arguably more about 'completing the set' by having the right rolling stock to suit the locomotives, and that's much more haphazard.

Though Hornby has made great strides in the right direction with some coaches for each of the 'Big Four', the huge variety of pre-Grouping stock proved too much of a challenge. Hornby went for 'generic' four and six-wheel coaches but with a little more than a nod to LBSCR styling to suit their 'Terrier' 0-6-0T.

Meanwhile Hattons promises an alternative with its own range of 'generics' and will, perhaps, angle those more towards one of the other pre-Grouping companies. A curious anomaly will exist, however, when Bachmann brings forth its Bulleid main line coaching stock without any particularly appropriate locomotive (unless it re-tools the 'Lord Nelson' to modern standards) and Hornby has original and rebuilt Bulleid 'Pacifics' with only pre-war Maunsell stock and a Bulleid 'local' three-set for them to haul.

However, while we might obsess about balance in the ranges that we have, the market moves on. Should we be too worried about the correct pre-Grouping six-wheelers to match our 1880s-built locomotive when the market is more concerned with having the right sub-class of air-conditioned Mk 2 stock to run with its new Class 47, or whatever?

Modeller CV: Chris Leigh

Chris is up to his neck in coal dust and coal staithes after this month's Workbench feature...



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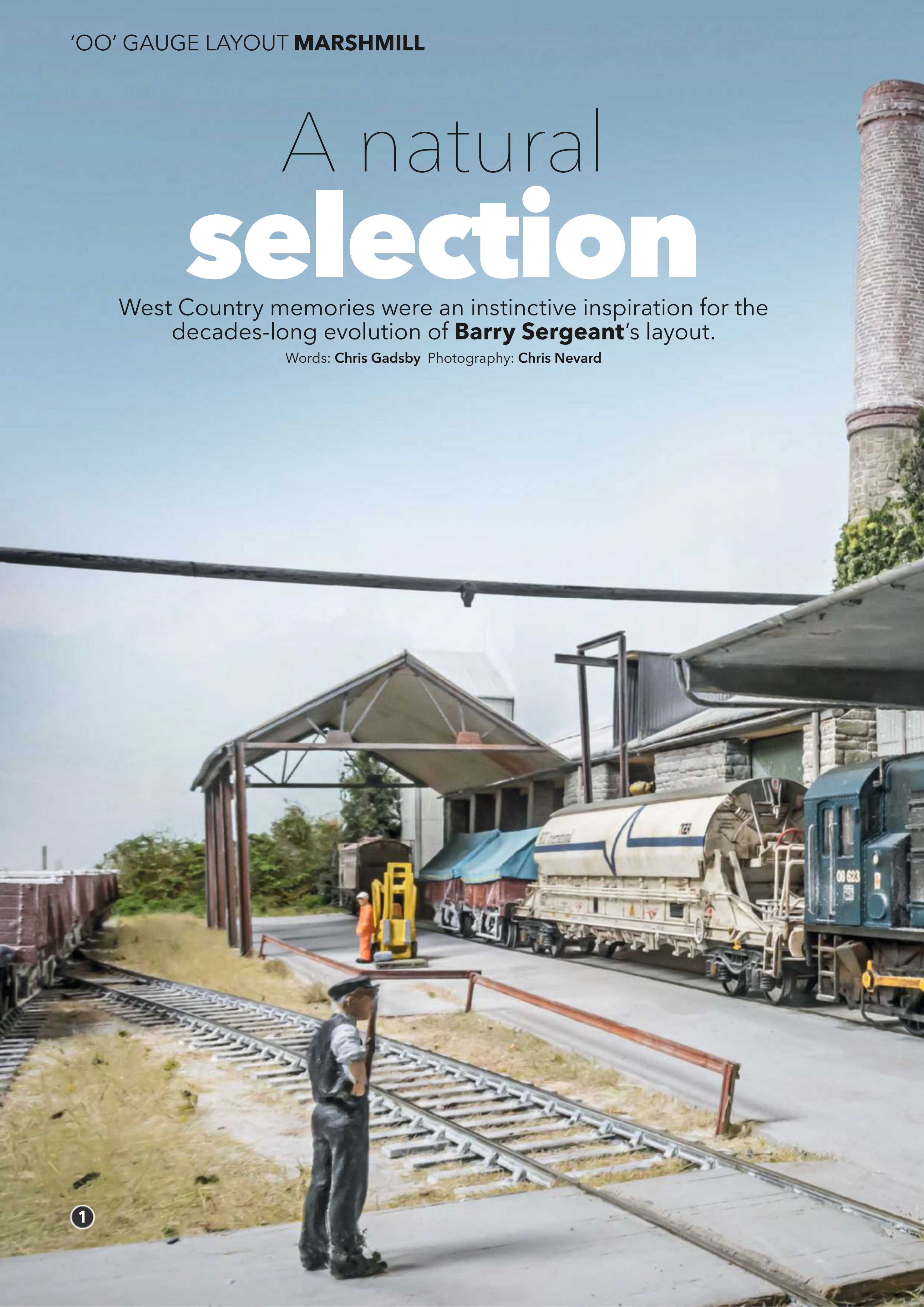
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'OO' GAUGE LAYOUT **MARSHMILL**

A natural **selection**

West Country memories were an instinctive inspiration for the decades-long evolution of **Barry Sergeant's** layout.

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





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What makes this layout great?
Despite what looks like a small space from the outside, Barry has done a great job of maximising the interior space of his shed, and the layout doesn't feel as though it's been squashed in. An impressive achievement.

'OO' GAUGE LAYOUT **MARSHMILL**

Two things are guaranteed to be in the mindset of every single railway modeller. Firstly, none of us has enough space for the layout we want to build and secondly, none of us has enough time to spend as long working on our layouts as we would like. Because of this, our layouts are often a labour of love over many years, sometimes even decades, as we strive to get everything looking as good as our ability allows.

Long term readers of *Model Rail* may recognise the pictures of Barry Sergeant's 'Marshmill' layout, but the name might not be so familiar. Since we last featured this layout back in July 2008 it has undergone a bit of a transformation and has taken on an entirely new identity.

"The layout as it is now began about 20 years ago,

but the very first board for it was built in the 1970s," explains Barry. "It used to be a portable terminus to fiddleyard layout but a house move allowed me to rehome it more permanently and extend it."

The bottom of the garden proved to be the winning location to house 'Marshmill', and after constructing a purpose-built 9ft by 6ft shed, Barry removed the fiddleyard from the layout and extended the scenic section in a U shape, terminating at both ends either side of the shed door.

"I started the layout because I was interested in model railways from an early age. My late father worked as a ticket inspector so we travelled everywhere by train. As a child, I would spend four to five weeks of the summer holidays at my grandparents' home in the West Country and the ➤

Barry's initial layout, part of which has been incorporated into 'Marshmill', had a very vague Cornish theme. This latest version is based more precisely on the Cornwall/Devon border.

2



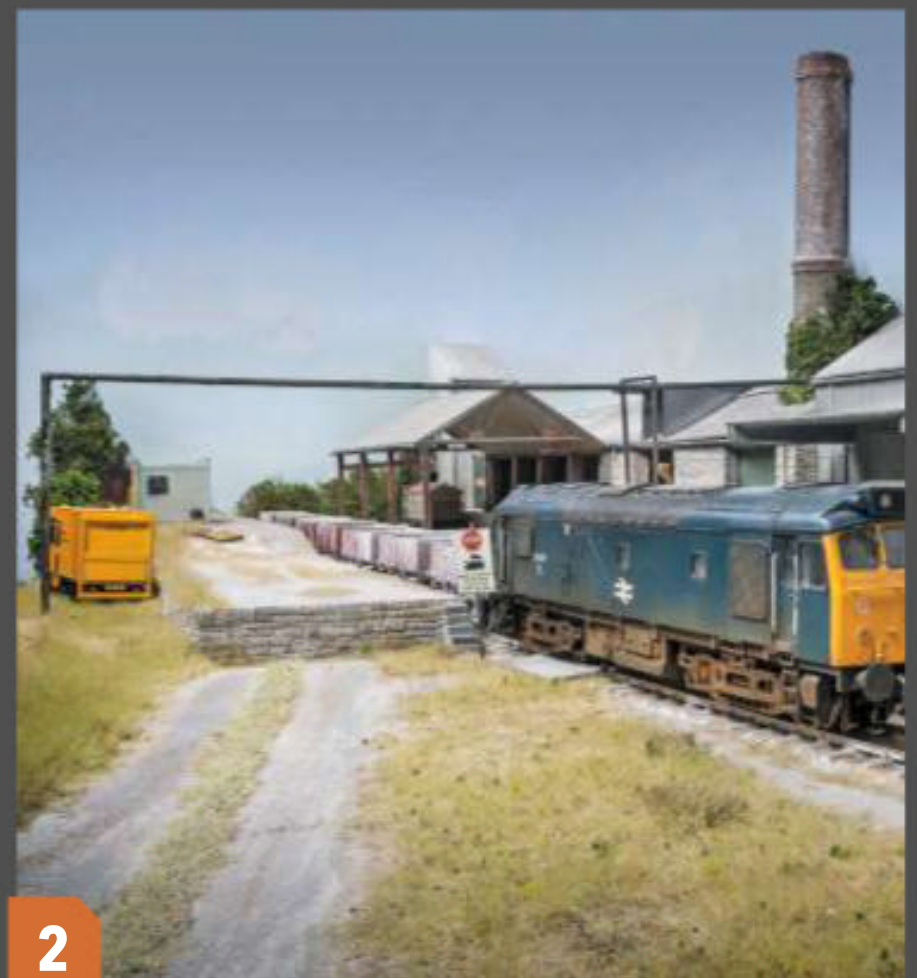
“The layout as it is now began about 20 years ago, but the very first board for it was built in the 1970s. And it used to be portable”

3 things we like



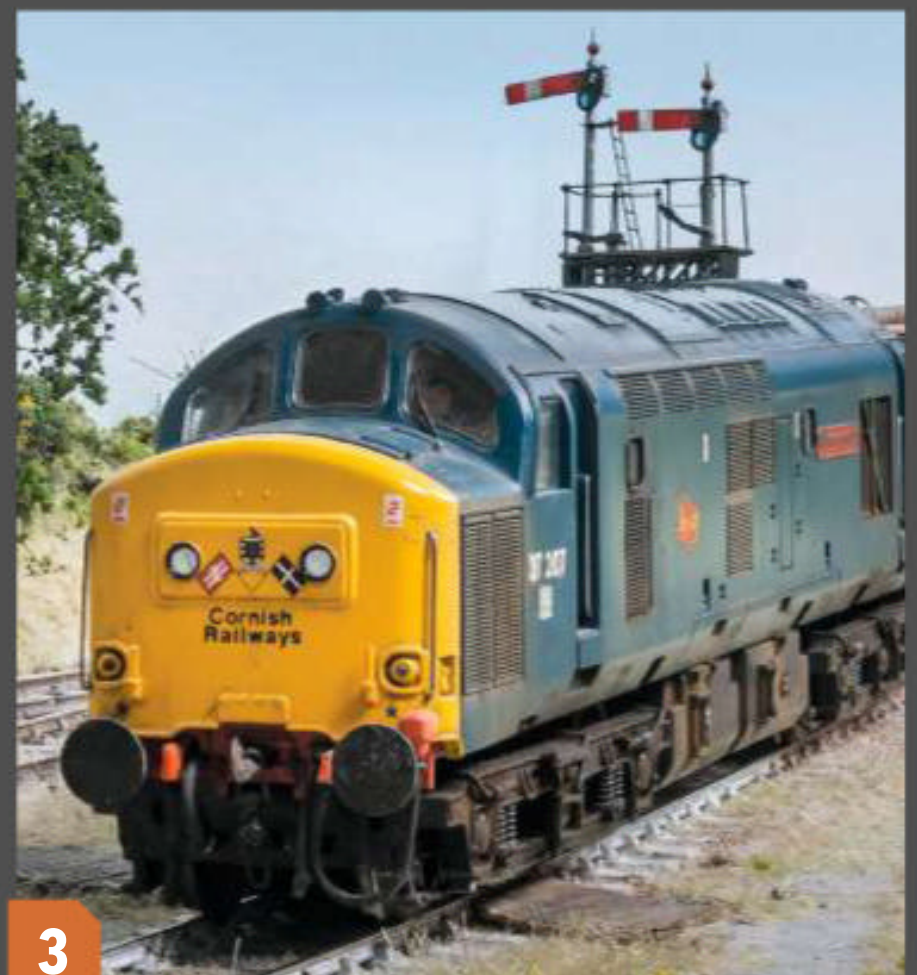
1

The Goonbarrow signal box has had its name changed to Goonbarry, an entertaining feature.



2

The pipe crossing the entire clay works is a plastic sprue left over from a kit.



3

Although there are no point motors on the layout there are a couple of working signals.

3 Barry can easily change the era of the layout by altering just the stock. The scenery and much of the infrastructure retains a fairly timeless nature.



“I’m much more of a scenic railway modeller than anything else, so that’s where I’ve spent the majority of my efforts”

4



local branch line ran at the bottom of the garden. This was where my affection for the GWR started – in the late 1950s and early 1960s. I was brought up in a smoky northern town and it felt like a completely different world when I visited, and that’s what I wanted to recreate in my shed.”

Model railways are evolving all the time and every year new products come out that aim to make your model more realistic. Accordingly, as ‘Marshmill’ has evolved over the years, so too has its track and scenery.

“The main station board of the layout uses Peco Bullhead and Graham Farish ‘Formoway’ track (for our younger readers, Graham Farish used to also produce ‘OO’ gauge model railway products before being bought by Bachmann). The rest of the layout uses Peco Code 75 finescale track and points, apart



from the clay works sidings, which uses track made by Scaleway. If you look closely at some of the pictures, you can see the difference in sleeper spacing as I switch from one track type to another. I'm much more of a scenic railway modeller than anything else, so the majority of my efforts have been spent there rather than complicated track work and lots of electronics, something you can tell from my lack of point motors!"

Making everything powered by the flick of a switch isn't for everybody and Barry uses a simple wire and tube system to change his points, something which is easy to fix should it go wrong.

"This suits the run down and dilapidated demeanour of the layout quite well, as I've modelled the former signal box as being out of use, with the windows and point rodding all removed. These have ➤



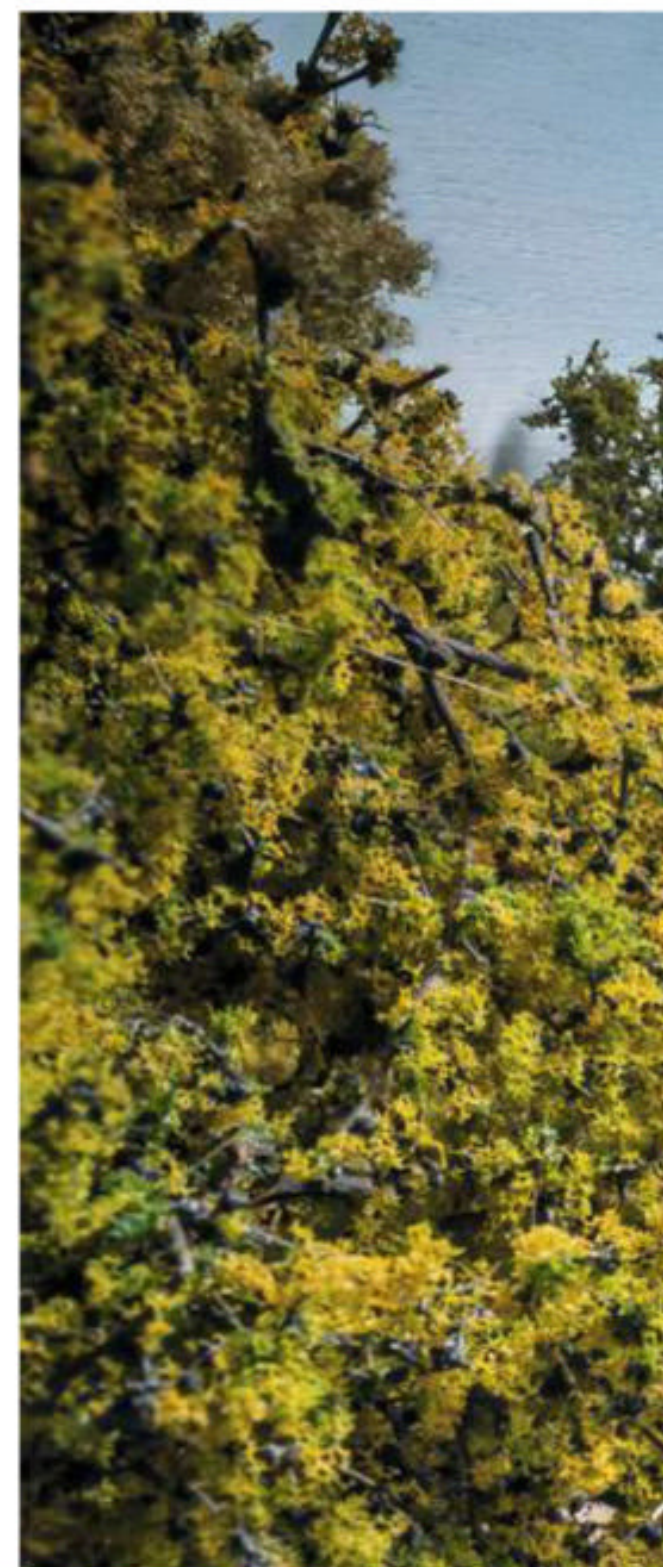
'OO' GAUGE LAYOUT **MARSHMILL**

been replaced by ground levers next to which I've placed a figure so that it's more believable. I operated 'Marshmill' for 30 years with a walkabout H&M controller until it finally gave up and I've been using a KPC handheld unit and transformer since then. The layout is split into various sections that I can turn on and off from the control panel, eliminating the need for DCC. As the layout is quite small I don't need to run more than two trains at any one time so it doesn't become unmanageable."

As 'Marshmill' is a fictitious layout, Barry had free rein when it came to buildings and scenery, and the majority of them are scratchbuilt.

"There are a couple of Ratio kits on the layout but mostly I've made everything from Wills plastic sheeting braced with thin plywood, taking inspiration from typical buildings of the era and region. The station building, for example, is a sturdy stone structure and is detailed with regional BR signs from Modelmaster and poster boards from Tiny Signs. The small goods shed is similar to the one at Hemyock and the locomotive shed resembles the one at St Ives. At the other end of the layout, the clay works and dries were built from scratch after studying John Vaughan's books on Cornish china clay branch lines. I have a collection of 1970s BR blue diesels and clay hoods which I also like to run as an alternative to steam."

The clay works is Barry's favourite part of the layout and as with the rest of 'Marshmill', he's put a ➤



The boards are only 19in wide at their widest point so Barry had to be careful that he didn't fill them full of track.



11



12





lot of effort into the weathering. Using weathering powders, the locomotives, wagons and ground in the clay works and surrounding area are covered in white clay dust. It looks slightly strange at first when you have become used to everything being weathered in dirt and grime, but the effects are very impressive. Barry has spent a lot of time upgrading the scenery, too, the most noticeable element of which is the grass.

"I bought myself a static grass machine as previously I'd used the puffer bottles. They worked well to a degree but nowhere near as well as the machine. I've tried to keep the colours quite neutral so that the landscape wouldn't be full of vibrant colour that would look unrealistic, and I'm very pleased with how it's turned out."

'Marshmill' has truly been a labour of love for Barry who has been working on the layout in one form or another for half a century now. With improvements being made all the time, we look forward to revisiting it again in future, to see what's changed! **MR**

MODELLER CV: BARRY SERGEANT'S

If I'm not busy working on 'Marshmill' there are plenty of other layouts vying for my time, including 'Par Road' which was featured in the 2021 edition of *Great British Model Railways*.

FACTFILE: 'MARSHMILL'

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

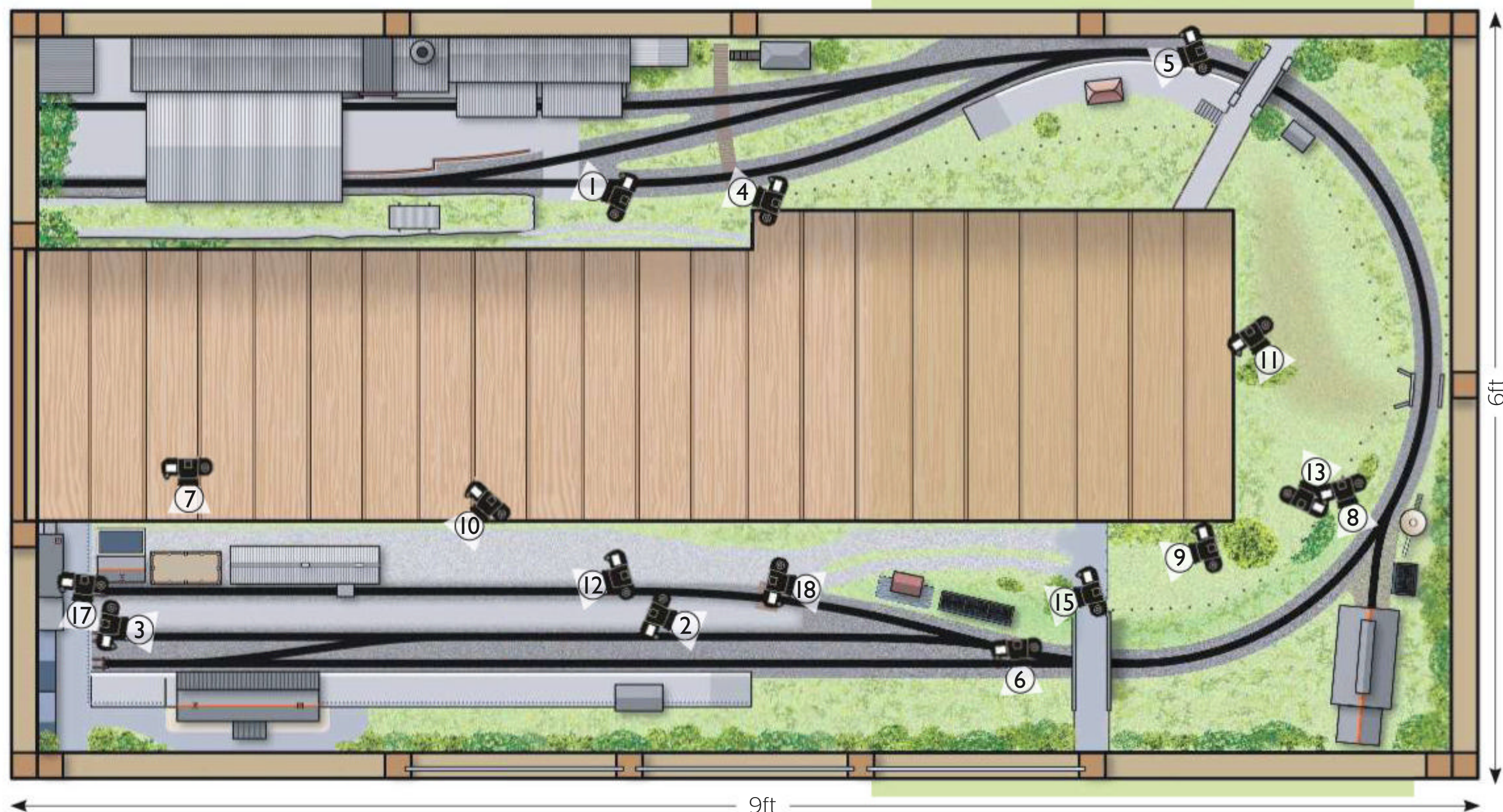
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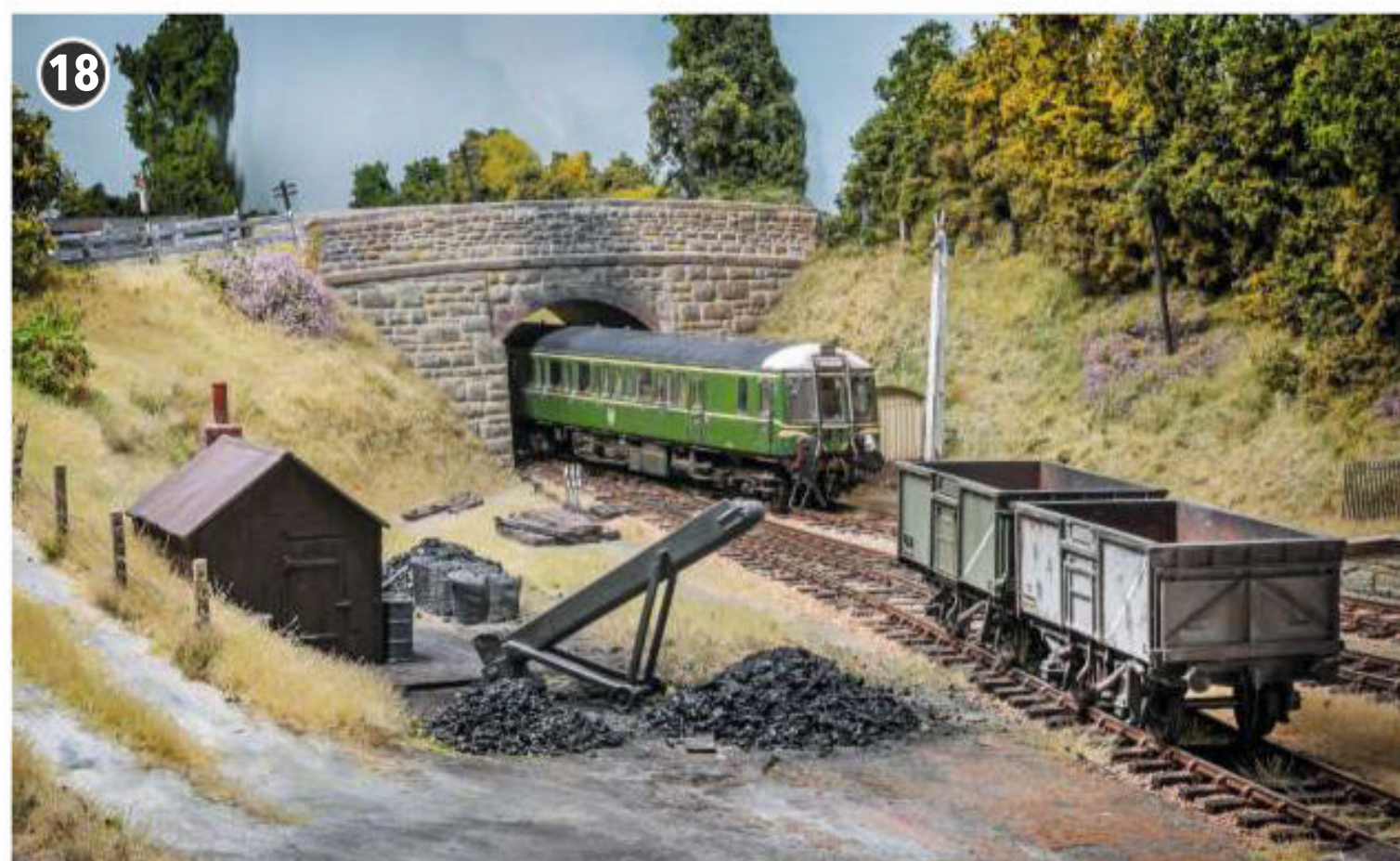
Track: Peco Code 75 and Scaleway

Power and Control: Analogue, KPC handheld controller and transformer

Time to build: 20 years

Artwork: **Andrew Mackintosh**





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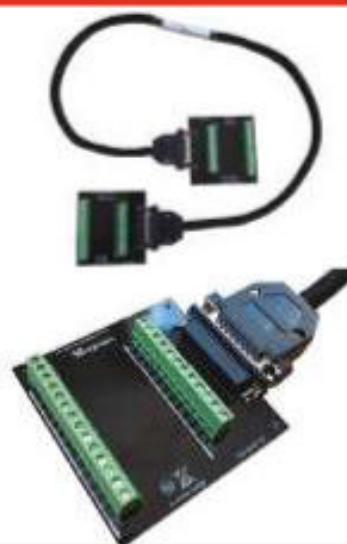
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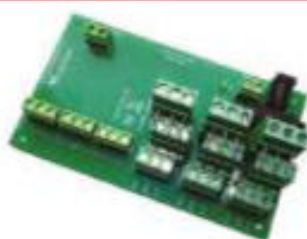
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Project difficulty ratings



Easy: one screwdriver



Very hard: five screwdrivers.



HOW TO

BUILD A COAL YARD

An easy project - that's what **Chris Leigh** thought until he went looking for reference photographs. However, as he discovered, there are plenty of suitable products.

When I start a modelling project, my first requirement is references - lots of them. For a project such as this, I look for

photographs and a Google search usually sets me off on the right foot. Not this time. I tried searching under various headings but what I was seeking simply did not seem to exist.

I have a small, awkwardly shaped space in the middle of my layout that I wanted to fill. My philosophy about layout construction, unless I'm modelling an actual place, has always been the opposite of what I recommend to others. I would always advise modellers to devise a



AVAILABILITY
Peco stockists, Ebay

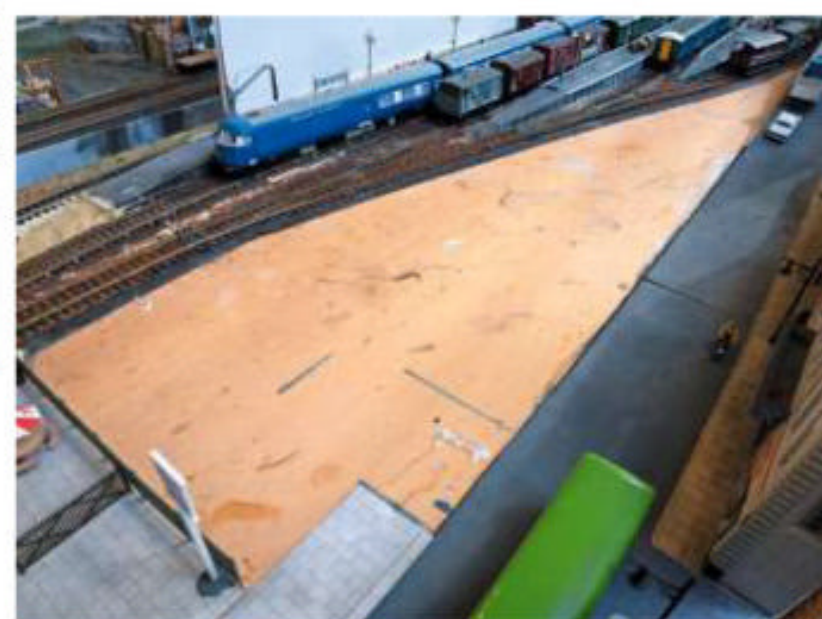


layout plan and stick to it, but my own layouts are seldom planned. They exist in my head until I build them and then, because the building process is always slow, the plan in my head changes and evolves.

That is how I came to have a 'hole' in the middle of my layout and no clear idea of what I would put into that space. Then I built the camping coach module (MR290) and that fitted alongside the Boot public house. My

layout has several pubs so I have to refer to each one by its name. The camping coach module left a tapered space and I decided that if I installed a kick-back siding I could create a small coal yard to fill it. This would have the advantage that all the structures are low so they would not obstruct the view of the inclined street and the staggered low-relief buildings which back that part of the layout.

At much the same time, some cast iron



Cleared of clutter, this is the space I have available on my layout for the camping coach diorama and the coal yard.

GWR notices were returned to me after 50-plus years on display in the Industrial Railway Museum at Penrhyn Castle. The display was being dismantled and loaned exhibits returned to their owners. One of those signs is a dire warning about the consequences of propping up the doors of merchandise wagons for the support of coal weighing machines etc. Just what was that all about? Could I, perhaps, incorporate a little cameo showing just what bad practice it was that the GWR was warning against.

So, having made the decision and offered a feature on how I made the coal yard to *Model Rail's* Editor, I began the search for good reference photographs. It is fair to say



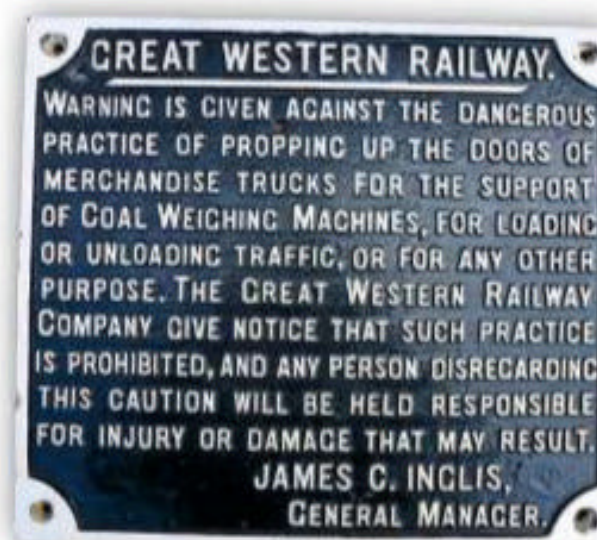
that the internet search was especially disappointing. I tried various terms such as 'coal merchants', 'yard images', 'coal staithe' and 'coal yard images'. I found a nice photograph of a horse pulling a coal delivery wagon, but the main attraction was the coal merchant's name, Beeby. My great grandfather was a Beeby. The picture was no help with my project, though.

I turned to the big picture libraries, Alamy and Getty Images, but there was little or nothing to help - mainly pictures of big mechanised coal yards and industrial coal supplies in the USA. I began to think I was missing something obvious, so I searched my own collection of station pictures and the CD of photographs taken by my friend Keith Jagers when we made our various trips to photograph stations following the Beeching era. We had both concentrated on station buildings and passenger facilities and it soon became obvious that the coal yards were always so far away from the passenger facilities that they did not usually appear in our photographs, even in the background. Equally, the price of film and processing was such that we did not 'waste' exposures on facilities such as coal yards.

A 1963 view of the station yard at Carnforth shows rather a lot of bags by a line of coal wagons but no storage bins. The wagons are interesting: an LMS five-plank open merchandise - a type that should not have been in coal traffic but which was often pressed into that use. Then there are some 16 tonners, including a slope-sided D100 of Chas Roberts design. There are also some wooden seven/eight planks. I would venture that this was the last year that these wagons were in revenue service to any great extent. PETER FIDZUK

Above: At Fareham, in Hampshire, the system was more mechanised, with a grab-equipped crane for unloading from the wagons into hoppers which would then fill a tipper lorry. This was probably coal for industrial use rather than bagged coal for domestic consumption. PETER FIDZUK

Below: The GWR notice from Calne which sparked this project. CHRIS LEIGH



I asked my friend and well-known wagon expert Paul Bartlett, but he, too, drew a blank and consulted his colleagues, one of whom, Peter Fidzuk, came up with some helpful contributions, although he concurred that there is a paucity of photographs.

In parallel with the picture research, I looked at what is available in model form to suit a 'OO' layout. My box of 'British scenic items' yielded a three-bin coal yard bunker cast in mazak and apparently dating from the 1960s. I'm pretty certain it was given to

me by *Model Rail's* long-time editorial assistant Jane Skinner and came from one of her husband's clear-outs of his old model railway bits and pieces. It is one of those relics that has appeal as a historic item and yet can still pass muster on a layout if given a bit of attention. It was, I thought, probably ➤



A damp day at Dulverton on the Taunton-Barnstaple line shows why coal yards were seldom photographed. The coal stocks here are merely stacked in the farthest extremity of the goods yard. R.C. RILEY



a Merit accessory from the 1960s. A check of the Peco website shows a remarkably similar item now made in plastic. Peco took over the Merit range.

Also from the Peco stable, there are coal staithes or bunkers in the Wills and Ratio ranges. Scale Model Scenery produces a very nice laser-cut kit to build a three-bunker unit and a quick look at Ebay revealed a ready-assembled five-bunker unit, again from laser-cut board. There was no shortage of models but where was the research and photographs on which they were based?

I came to the conclusion that the early models were based on what the model designers knew to exist in their local station yard. There was no standard design or scale drawings so they simply modelled what they saw and subsequent models of similar structures have effectively become models of models.

THE REAL THING

So, what exactly, was I going to be modelling? I grew up in the 1950s in an era when Britain was still powered and heated by coal. For those of today's generation who see coal - described as 'smokeless fuel' only in colourful polythene bags on petrol station forecourts, it must be difficult to imagine post-war, coal-fired Britain.

Our house was not untypical, though better equipped and more up-to-date than many. Two ground floor rooms had fireplaces for coal fires. One of these rooms, and the hall, had a radiator. These two radiators - primitive central heating - were heated by a boiler in the kitchen. The boiler burned coke, a by-product of gas production in the days before natural gas. When 'town gas' was extracted from coal, it left coke, most of which was used in the steel-making process.

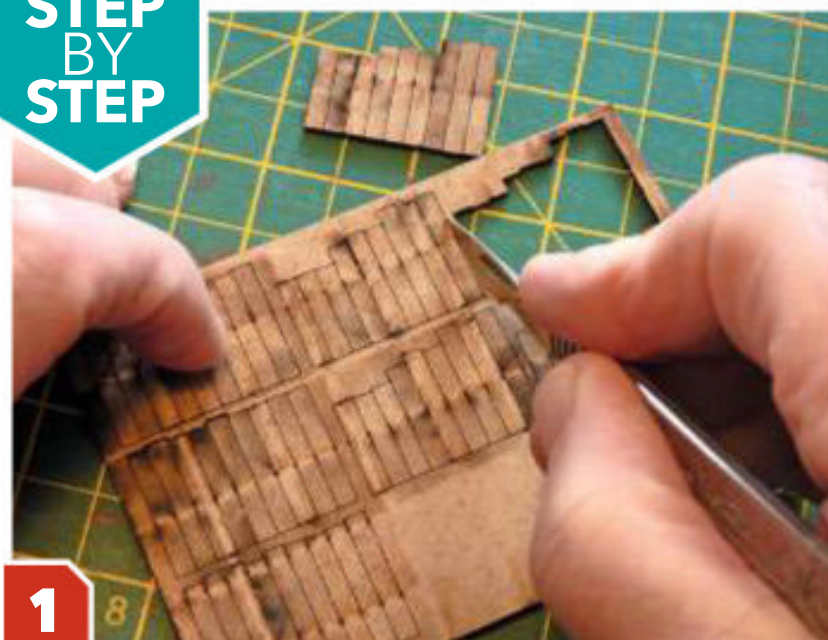


I used to go with my father to Staines Central goods yard to order coal and coke from one of two local suppliers, Fear Brothers or Cade's. This would then be delivered to our home by 'the coalman' in a flatbed lorry. The coal was in 1cwt (one hundredweight) sacks which were a thick, heavy, waxed material. They were black and might carry the, barely discernible, name of the owner. They were open at the top and a far cry from the neat, sealed, colourful polythene packaging used today. The coalman wore a heavy leather smock and would carry the full sacks, one at a time, on his back. He would carry them round the side of the house to the coal bunker which my dad had built close by the back door on the site of a greenhouse which had suffered badly from blast damage during the war. Coal for the fires and coke for

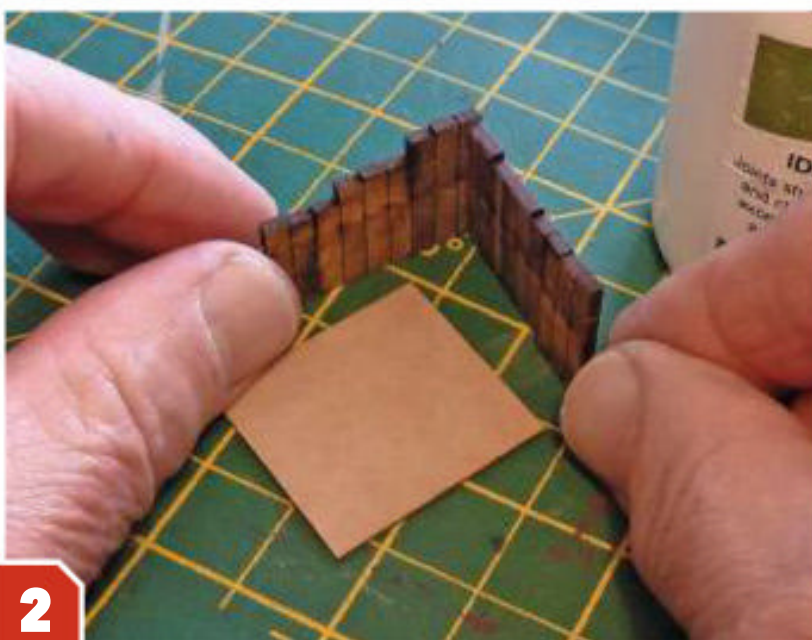
The practice banned by the GWR was clearly acceptable elsewhere, when performed with purpose-made equipment. In this instance it is a demonstration by wagon builder Charles Roberts. However, the risk of the wagon being inadvertently shifted by shunting further up the siding must have remained. PETER FIDZUK

the boiler were stored separately as they were not interchangeable.

The coal was delivered to the station yard by rail in open wagons and was offloaded by hand and stored in the three-sided wooden bunkers, staithes or bins which are at the heart of this project. I shall refer to them as bins unless the kit manufacturer does otherwise, for 'staithes' to me implies the wooden structures at some northern harbours, where hopper wagons discharged their loads into bins below track level.


**STEP
BY
STEP**


1 The Scale Model Scenery kit comprises two laser-cut sheets, one in thin ply and the other in fibre board. The 'walls' on the ply sheet have a nice laser-weathering effect. They can be released by nicking the tags with a craft knife.



2 The individual bases are on the fibre board sheet and can be cut in the same way. The bin sides have angled tops and the backs are horizontal. They were glued to the edge of the base using Velo-Set adhesive.



3 With the first side and back in place, I applied adhesive to the edges of the back and base and then fitted the next of the side pieces, completing the first of the three bins.



4 Next, the middle back wall was glued in place. The realistic thickness of the timbers can be clearly seen here and I preferred this to the much thinner walls on the plastic kits.



5 Next, the process was repeated with the base, glued edge-on to the wall pieces and the next of the sloping topped partition wall pieces added. Assembly is simple and quick.

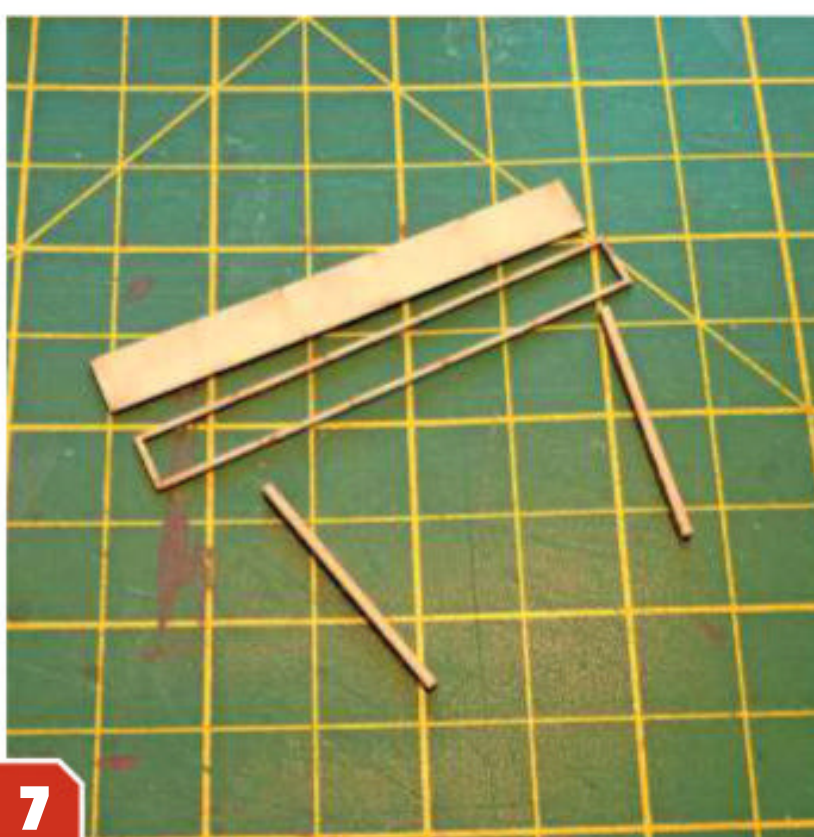
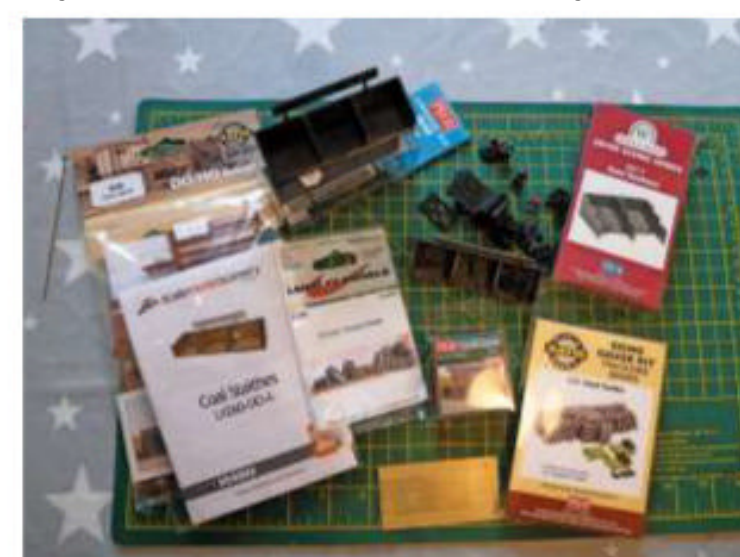


6 The completed three-bin unit. Painting is a matter of personal choice but I left the walls in their natural finish and painted only the base areas ready for the coal to be added.

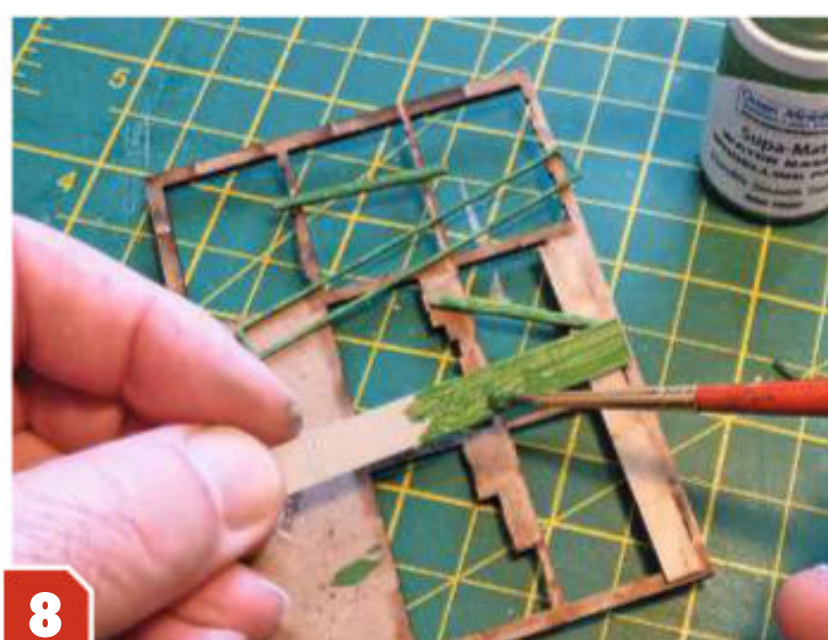
Coal staithe/bin models

I had space for only the smallest of coal yards on my layout so the first consideration was to find models that would fit. I scrolled through Ebay and ordered a selection of kits from various familiar names and one that I had not seen before but looked promising. Depending on the size of the bins, I had space for about eight or nine bins, plus a small coal office. An awkward corner close to the camping coach site would accommodate the weighbridge and its office and this was in an ideal location, close to where the yard entrance would be.

These are the coal bin models that I bought and/or built in order to make my selection for use on the layout.



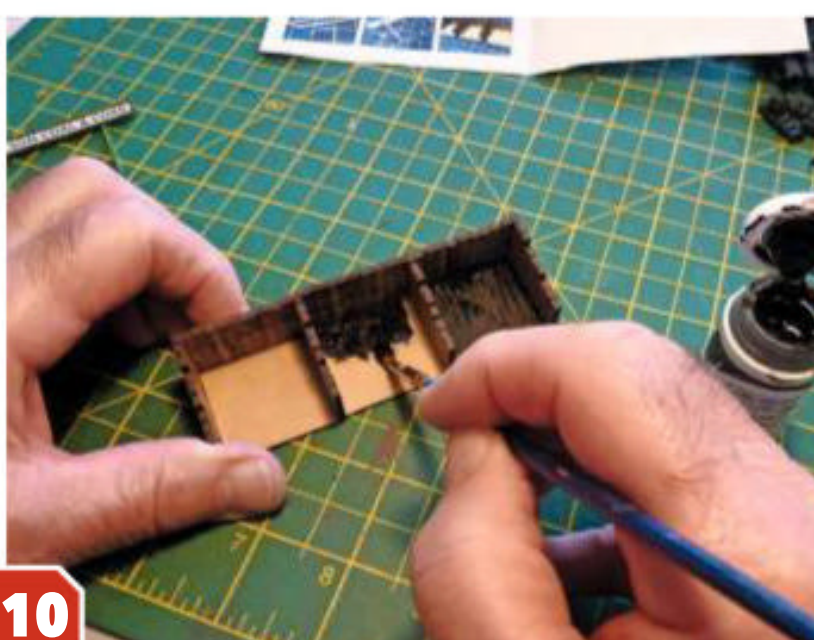
7 The kit also includes laser-cut parts for the coal merchant's nameboard. These consist of the board, its frame and the two posts, all of which are simply cut from the fibre board fret.



8 For the sake of neatness, the nameboard components are best painted before assembly. I opted to paint everything green, but if you want a contrasting colour for the frame and posts, now is the time.



9 The instruction sheet includes a selection of printed nameboards which even feature some subtle weathering. The paper name is best cut out and glued to the board before adding the frame.



10 I used Omen Miniatures matt acrylic paints for all the paintwork on this model. It is important to paint the bases of the bins matt black before adding any coal. I always use crushed real coal in bunkers and tenders.



11

Next came the Wills coal bunkers kit which is a simple plastic kit assembly job. A sharp craft knife was used to separate the parts from the sprue. Always cut on a cutting mat.



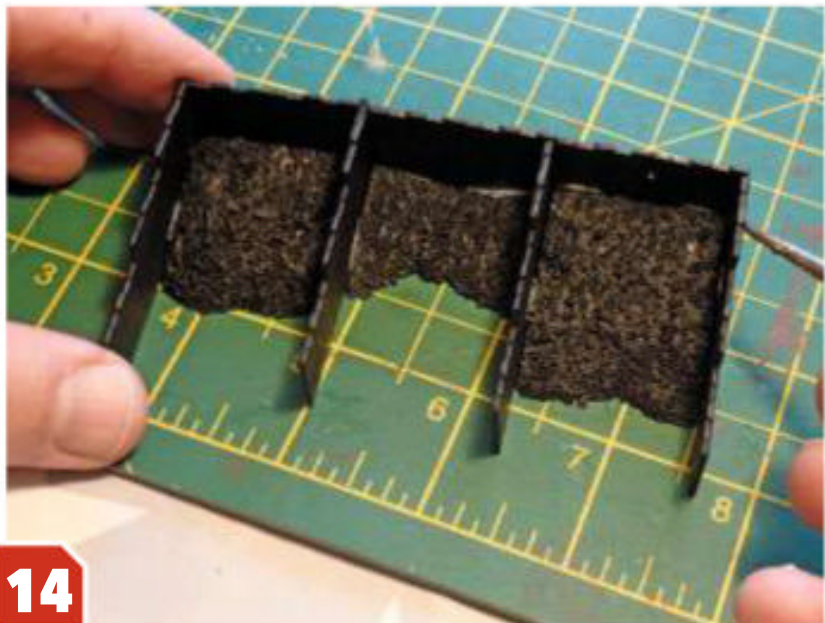
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I used two glues for this job, joining the wall sections with a brush-full of Plastic Weld liquid polystyrene cement down the corner joins and Velo-Set quick-drying PVA to join walls to the moulded rubber coal.



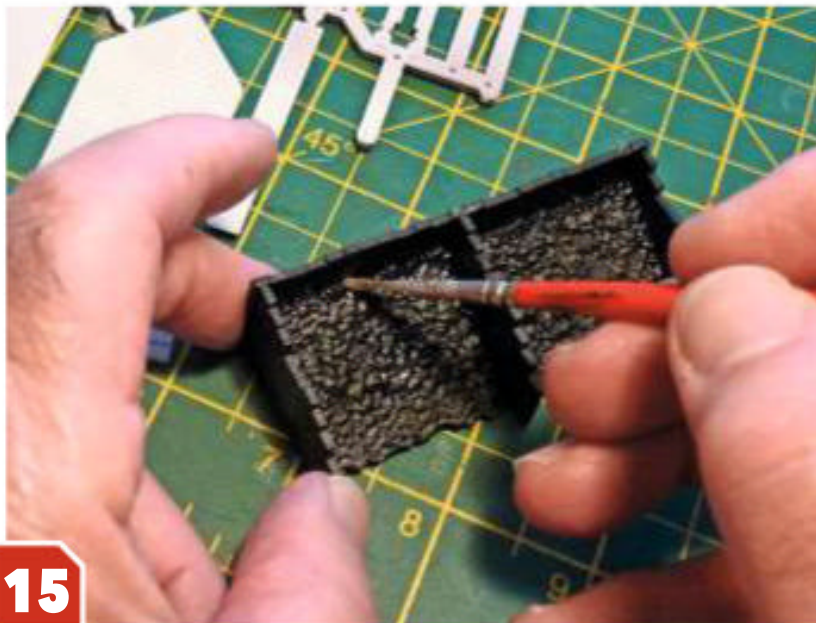
13

The moulded rubber coal was easier to deal with than I expected but it is worth holding everything in place for the couple of minutes that the glue takes to set.



14

Of the kits which provide moulded coal loads, this is by far the most convincing. The coal does not need painting but the exposed wood benefits from a brushing with Omen's 'wood grime' shade.



15

The Ratio plastic bins are assembled in the same way but the moulded plastic coal will benefit from a coat of matt black paint followed by some PVA glue and a sprinkling of crushed real coal.



16

I used a random brushing with Omen's 'Dirty Black' and 'Wooden Grime' shades to improve the basic Peco moulded coal staithes with a matt finish. I did the same to restore the old Merit casting, too.

17 I pressed a small amount of DAS clay into each of the bins on the Scale Model Scenery unit, allowed the clay to dry overnight, and then painted it matt black. This saves on the actual coal if your supply is limited, as mine was.



18

From my days at *Model Railway Constructor*, I have one of Steve Stratten's tobacco tins in which I keep crushed coal. I put a lump of coal in a polythene bag and break it with a hammer.



19

I coated the DAS 'mounds' with a cheap craft PVA glue and sprinkled on the crushed real coal. It is a bit messy but nothing looks quite as good as real coal!





OFFICES

The facilities which suppliers of domestic coal occupied at station yards were usually pretty basic, just a small brick or timber-built office where they could keep paperwork and handle customers' orders and payments. If better premises became available, the coal merchant might well take them on lease and at Staines, Fear Brothers took an office in a more commodious non-railway building on the station forecourt. At Tetbury, Dolphins, the local coal merchant, took a lease on the goods shed which lasted some years after the railway had been closed and the track lifted. Their tenancy, presumably supplied by road, ensured that the goods shed - the only railway building left standing - survived long enough to be preserved and taken over and converted to an arts and entertainment venue.

Railway goods yards were usually provided with a weigh-bridge for weighing lorries and carts, consisting of a metal weighing plate and a small office in which the weighing equipment was housed. On the Great Western, the weighing equipment was owned and maintained by H. Pooley & Son of Birmingham. Numerous weigh bridge and office kits and ready made models are available but I had the last surviving etched weigh bridge from my range of accessories that I wanted to make use of. I based my model on a prototype at Moreton-in-Marsh and I have left the brass finish so that the lettering is legible, though the real thing would have been black. I scratch-



built a weigh office, based on a stone-built structure at Fairford.

Domestic coal supply was big business for the railway until, in the 1960s, governments sought to clean up the environment and particularly the air by creating 'smokeless zones' where there were strict controls on what could be burned. As an asthmatic, I found this particularly beneficial as, within a few years, it had considerably reduced the incidence of 'smogs' (smoke and fog) which pervaded the Thames Valley, making it difficult to see or breathe.

One by one, the local goods yards closed. As

This handsome Cotswold stone weigh office was at Fairford. GWR weigh bridges were mostly owned by H. Pooley & Son and the weighing platform has already been recovered for scrap, the contractors having then used the roof slates to fill the hole! CHRIS LEIGH

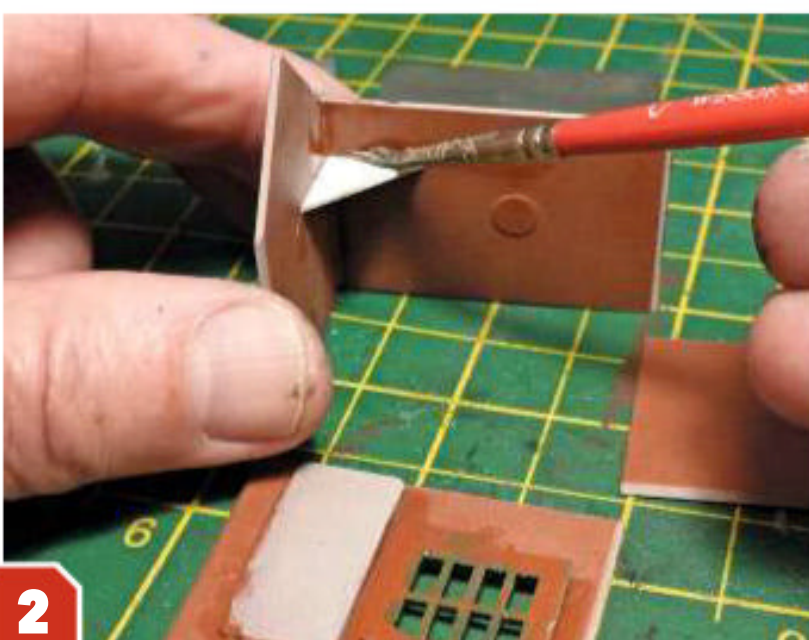
double-glazing, insulation, and central heating became the norm, local coal yards were replaced by coal concentration depots serving a much larger area than the local station yard. The yards at West Drayton or Chessington would, presumably, have served my mother's home but by that time new gas fires had been installed and coal was no longer needed.

STEP BY STEP



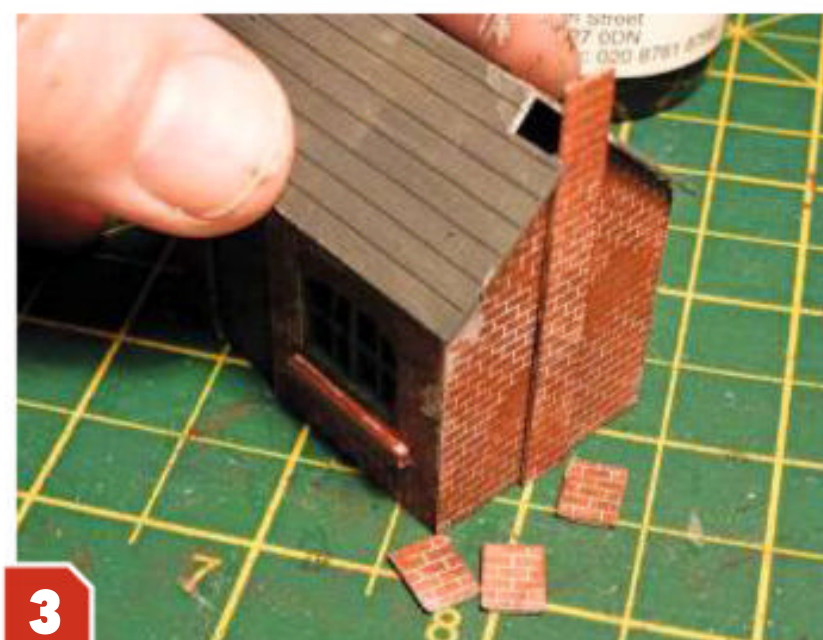
1

To build the Ratio coal office I began by spraying the two sprues of parts with Games Workshop Corax white. I then dry-brushed the walls, working diagonally with Omen brick base shade.



2

I painted the window frame and door dark green before fitting them and cut small right-angled triangles of styrene sheet to brace the corner joints as I assembled the walls.



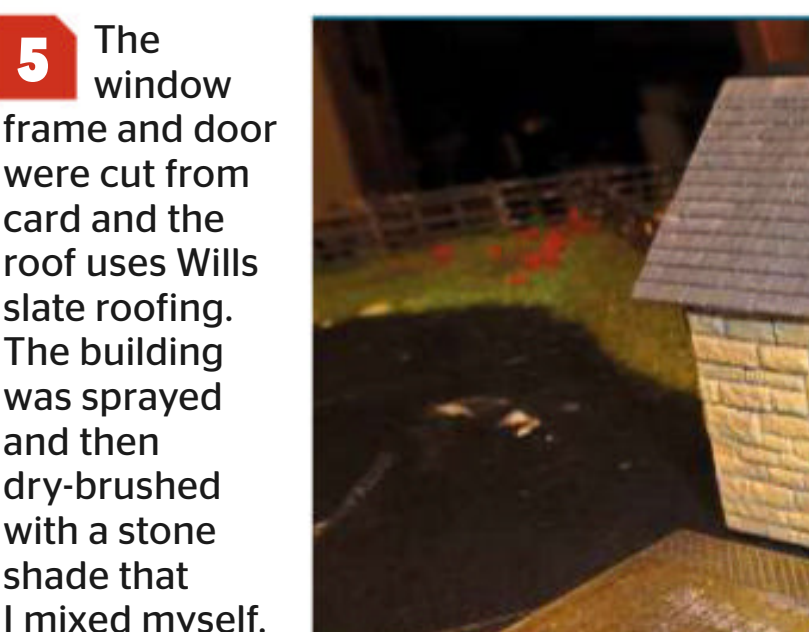
3

Care is needed to position the two roof sections correctly and to hold them in place while the liquid polystyrene cement makes the joint. The three small pieces of the chimney stack can then be added.



4

I made a little stone weigh bridge office based on the one at Fairford. The walls were cut from 2mm mount card and surfaced with Wills SSMP200 coarse stone.



5

The window frame and door were cut from card and the roof uses Wills slate roofing. The building was sprayed and then dry-brushed with a stone shade that I mixed myself.





HOW TO

IMPROVE CHINA CLAY WAGONS

No freight commodity conjures up images of the West Country as much as china clay. **George Dent** tinkers with a venerable Bachmann model and creates lifelike tarpaulins from scrap paper.

While china clay traffic has long been synonymous with the West Country, it's not a traffic suited solely to layouts based

in Devon or Cornwall. Despite a large proportion of the 'white stuff' being exported from Cornish ports, inland flows have also been important over the years, serving the ceramics and paper industries.

There are plenty of wagon types available for 4mm scale modellers, with Kernow Model Rail Centre having produced a variety of modern wagon types in recent years (some now available in the EFE range). Furthermore, Dapol's 'Silver Bullets' and Hornby's CDA hoppers – plus the



MODEL Bachmann BR five-plank china clay wagon ♦ **Price** £20.95 each (new)

AVAILABILITY
Bachmann stockists



6hrs per wagon



forthcoming CDAs from Accurascale and Cavalex – cater for the post-1980s scene.

Meanwhile, Bachmann's five-plank opens portray another important wagon type, one that straddles both the BR steam and pre-1990s diesel eras. There are also various plastic kits on the market, based on earlier BR and pre-nationalisation designs.

MOVING THE WHITE STUFF

Originally, china clay was loaded into wooden barrels before onward transit, to

keep the sensitive material completely dry. However, this approach proved to be labour-intensive, leading to the appearance of purpose-built four or five-plank open wagons, introduced in the 1910s.

These humble wagon types handled West Country clay traffic for most of the ensuing century, with only minor design upgrades over the years. A hinged door at one end allowed the loose clay to be discharged as the wagon was tipped over a chute. Longitudinal planks were fitted to the wagon



CHRIS NEVARD

floor, rather than the usual lateral arrangement, helping the clay to slide out. Some wagons also received zinc interior sheeting to further ease discharge. Additionally, small side doors were retained for loading and unloading by other means and sheeting of the open wagons was deemed essential, to keep the clay dry and free of contamination.

Due to the success of these early wagon types – and the expensive infrastructure at discharge points such as Par Harbour and Carne Point – British Railways simply adapted the existing design when pre-nationalisation era vehicles became life-expired. The short 9ft wheelbase was perpetuated, to maintain compatibility with unloading equipment, while the fitting of continuous vacuum brakes was the main nod towards modernity. BR's design permitted a slightly higher payload, although timber construction was retained as it was deemed that a steel body would risk contaminating the clay with rust. The BR diagram 1/051 wagon was built from 1954-1960, with a total of 875 being constructed at Swindon Works.

Post-1950, other open timber-bodied



wagons were also drafted into clay traffic, both of BR design and 'Big Four' origin. Former LMS and LNER 13t opens were particularly suited to the task, although they lacked the end doors and short wheelbase for tipped discharge, so these were often used for inland clay flows.

Most wagons on clay traffic eventually received roller bearings to save on maintenance. Initially, the clay wagons were sheeted with flat tarpaulins, secured to the various hooks sited along the body sides and ends. However, from the early 1970s, raised hoods were employed, hoisted longitudinally by a folding metal bar to prevent the clay from sticking to the underside of the sheeting. It was this distinctive feature that saw the wagons christened as 'clay hoods'.

Not all clay wagons were treated thus, however, with 'flat' sheeting continuing in use on clay flows to locations such as the Staffordshire Potteries before the move to air-braked, higher capacity vehicles in the 1980s. Indeed, it's the 'flat' sheeted wagons that I've been interested in recreating.

HEY, OLD TIMER

Bachmann's BR 13t china clay open has been around for several decades and, while the body features a satisfying level of detail relief, the bulky underframe moulding is now showing its age. An option is to replace the entire chassis with a plastic kit, with Peco's Parkside 9ft wheelbase kit being perfect for the job. While the kit features traditional oil axleboxes, rather than roller bearings, this isn't a problem if, like me, you're modelling the late 1960s/early 1970s era. If roller bearings are a necessity, they're easy enough to incorporate, thanks to the whitemetal castings available from the MJT range, who can also supply more appropriate buffers.

Another alternative is to opt for a kit-built approach from the offing, with Peco's former Ratio kit (Ref. 542) being ideal. This kit can also now be classed as 'vintage', first appearing around 1990 and the parts

Above: This Bachmann wagon retains its original underframe but has been improved with a DIY paper tarpaulin and a bespoke weathering job.

inevitably demand a degree of fettling to get everything square and true. That said, the kit does provide roller bearings and parts to create the later, hooded-style sheeting.

Whichever wagon you chose, the addition of matching tarpaulins is essential. I found an easy way of replicating the flat style of sheeting using scraps of regular plain paper (such as cheap printer paper), making for a cheap and fun project.

What George used

- ◆ Parkside by Peco PA07 9ft Morton Brake underframe kit, PA34 NEM coupling mounts, 12mm three-hole disc wheels and 'top hat' brass bearings.
Availability: Eileen's Emporium
Tel: 01531 828009
Web: www.eileensemposium.com
- ◆ MJT 2241A RCH oil axleboxes, 2350 BR heavy-duty buffers whitemetal castings.
Availability: Dart Castings
Web: www.dartcastings.co.uk
- ◆ Lifecolor acrylic paints and dry pigments. **Availability:** The Airbrush Company
Tel: 01903 767800
Web: www.airbrushes.com

TOOLS

- ◆ Knife
- ◆ Setsquare
- ◆ Files
- ◆ Tweezers
- ◆ Mini screwdrivers
- ◆ Drill and bits
- ◆ Paintbrushes

STEP BY STEP



1

Off the shelf, Bachmann's china clay opens are available in early or later BR condition and the body features some excellent moulded detail. However, the standard underframe is dated and the roller bearing axleboxes suggest the post-1970s era.



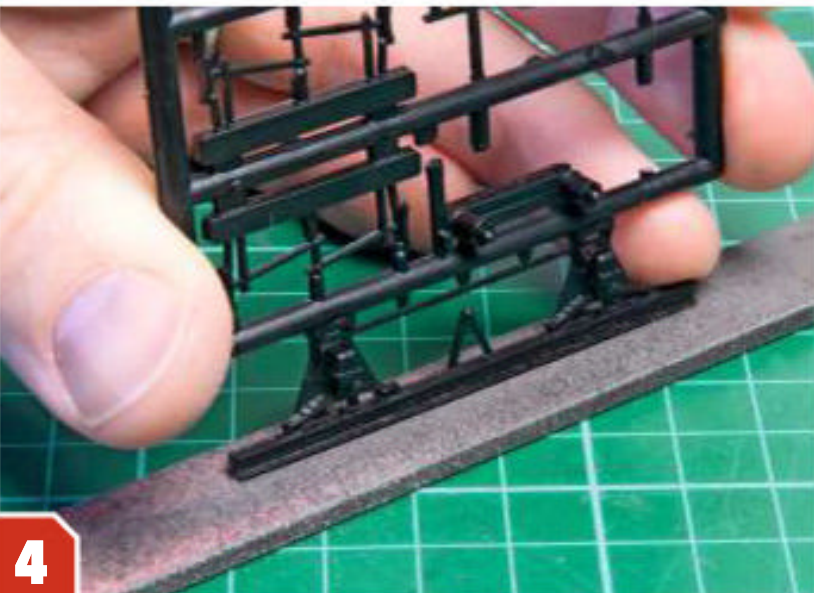
2

The easiest way to upgrade the Bachmann wagon is to replace the chassis with a plastic kit. Parkside by Peco offer a few BR 9ft underframe kits, which are cheap and simple to assemble, although wheels and bearings must be sourced separately.



3

Begin by unscrewing the Bachmann chassis before gently cutting away the raised screw mounts from the wagon floor. Retain the metal weight for re-use later, along with the couplings if desired, although new mounting brackets will be needed.



4

The Parkside chassis kit's parts will need fettling before assembly, as the edges tend to feature raised seams from the moulds. The main frames are easier to treat while still on the sprue, rubbing along a flat file to gain a truly flat and square mating face.



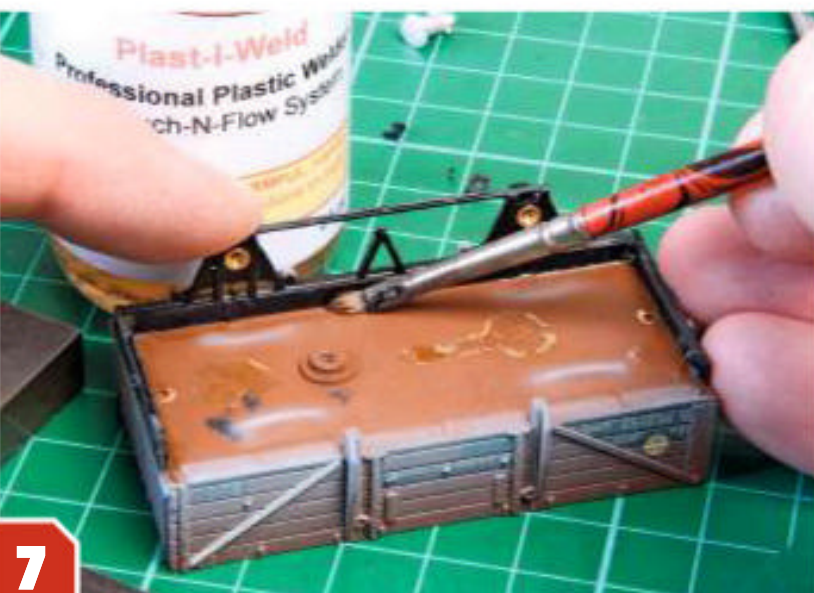
5

Romford 'top hat' pinpoint bearings should be a nice snug fit into the moulded axle holes. Test-fit them first and, if all is well, add a tiny drop of cyanoacrylate glue and press the bearings firmly into place, ensuring the flanges sit flat against the surface.



6

I decided to add a set of heavy-duty BR buffers, so the bufferbeams had to be modified by cutting away the moulded shanks and drilling holes for the new parts. To avoid splitting the plastic, drill the holes in increments, working up to the final diameter.



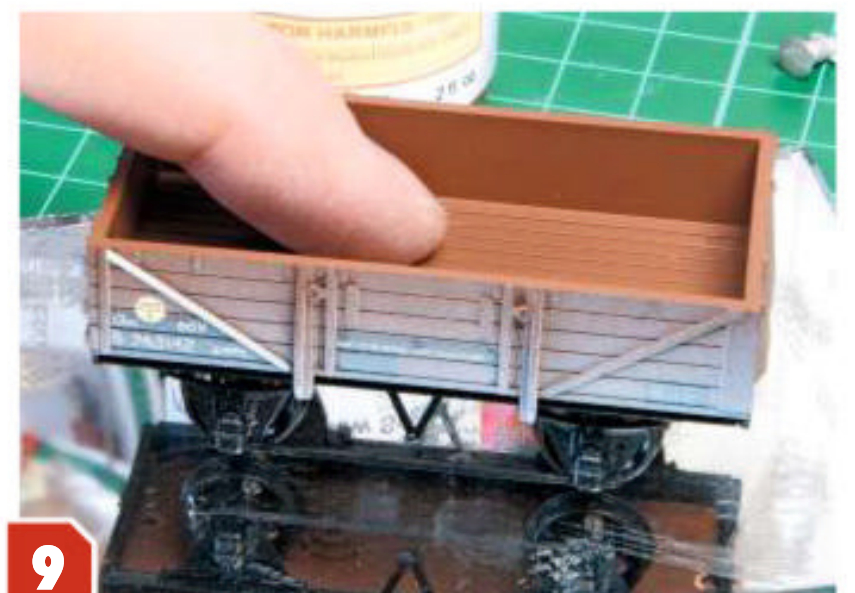
7

I didn't fit the buffers yet, but fixed the bufferbeams to the wagon floor, aligning them with the wagon's centre line. A strong liquid poly cement (such as Plast-i-Weld) is essential. One side frame was then installed, ensuring it sat vertical on the wagon's floor.



8

With the other frame held in place, add the wheels and check for alignment and free running before securing the second frame with cement. Avoid excess cement dripping onto the wagon's sides, as there's a risk that fingerprints will be welded into the plastic!



9

Place the wagon on a sheet of glass, or other flat surface, to see if all wheels are in contact - this is a great way of checking for correct alignment. Double-check that the wheels are turning freely, opening out the frames if necessary.



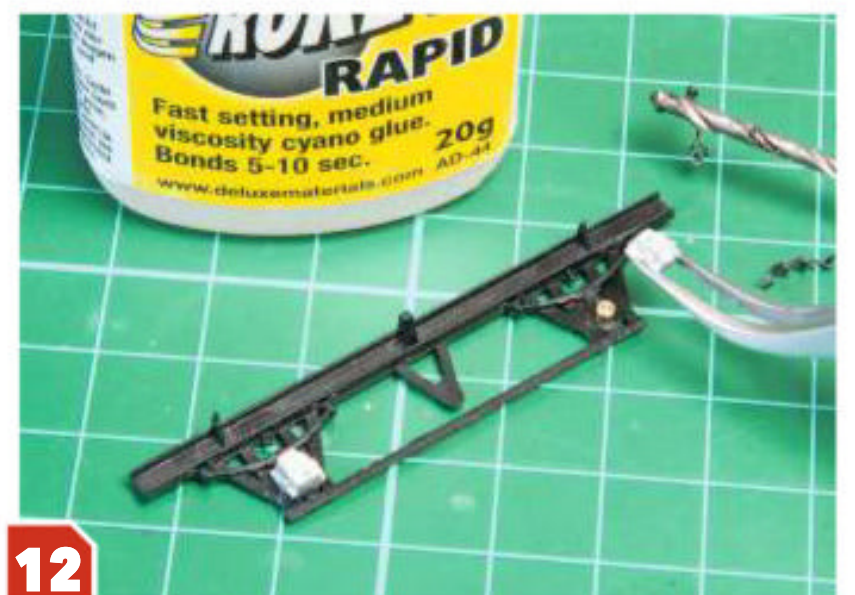
10

Allow the frames to cure overnight (with the wagon upturned) before adding the brake gear. The vacuum cylinder was salvaged from the Bachmann chassis and NEM coupling mounts were added (also Parkside kits). The metal buffers were installed with epoxy glue.



11

Some variety can be injected into a rake of wagons by adding alternative types of axleboxes, such as roller bearings for modified vehicles or alternative patterns of oil 'boxes'. Before installing the brass bearings, simply cut away the moulded axleboxes.

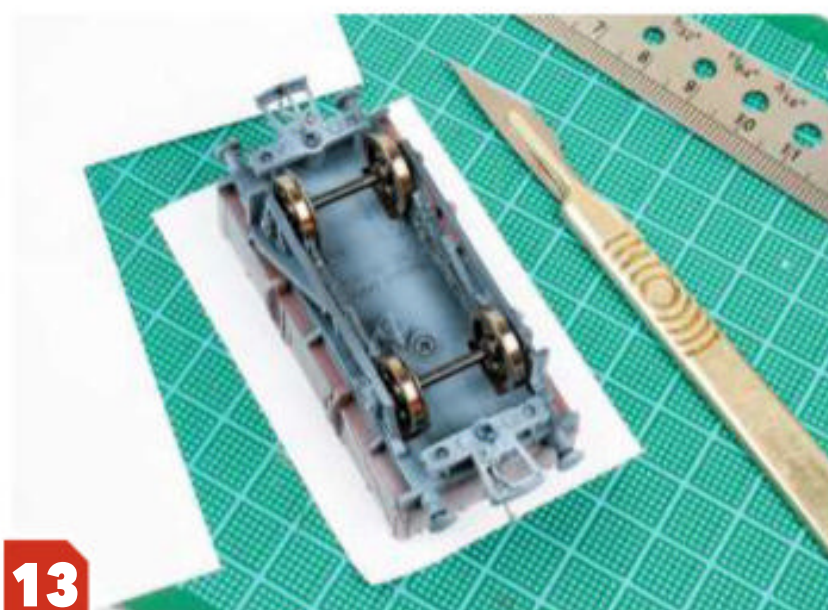


12

Fix the brass bearings into the holes in the frames, securing them with a drop of cyano glue. Whitmetal axleboxes, from the MJT range, can then be fixed in position. The cast holes on the inside may need drilling out to clear the bearings.

**TOP TIP**

Aim for variety in a fleet of similar wagons, with some appearing cleaner than others, or with slightly different fittings or minor modifications. Look closely at prototype images and you'll see that no two wagons are exactly the same.

**13**

Sheets of regular plain printer cartridge paper (80gsm) were cut into rectangles marginally larger than the wagon's body, allowing for an overlap of about 6mm around all four sides of the wagon. The sheets don't have to be exactly the same size.

**14**

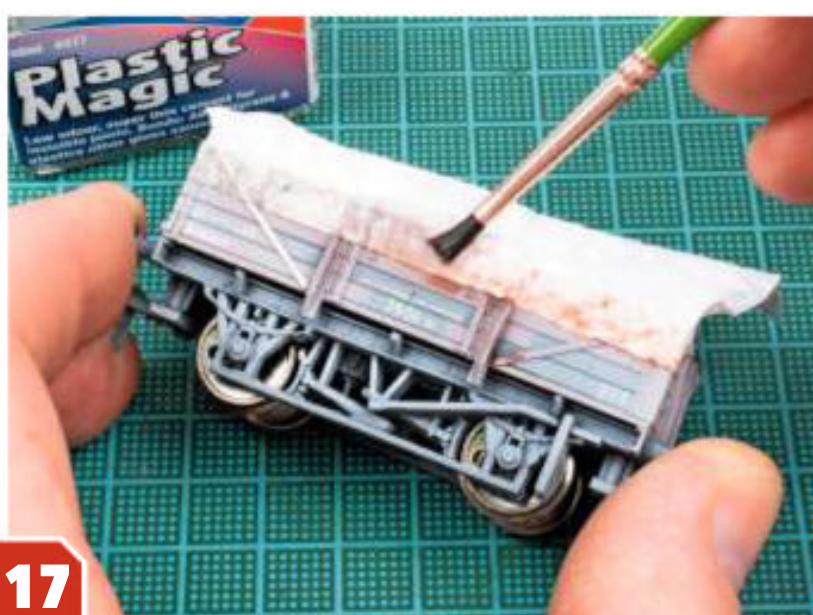
The paper rectangles were then scrunched up as tightly as possible into small balls, by rolling them between the fingers. The aim of this process is to impart as much texture into the paper as possible without tearing it.

**15**

Carefully unpick the balls and flatten the paper sheets out onto the work surface. Again, take care not to tear the paper. Similarly, we don't want to lose all those nice creases and texture, so gently persuade the paper back into a rectangular shape.

**16**

Place the paper over the wagon and fold over the edges, ensuring an equal overhang on each side and without excessive sagging over the opening. Starting with one side, brush liquid poly cement onto the paper.

**17**

The liquid will soak through the paper and soften the plastic beneath, bonding the two materials together. It may take a few applications to soften the plastic enough to allow the paper to bond securely.

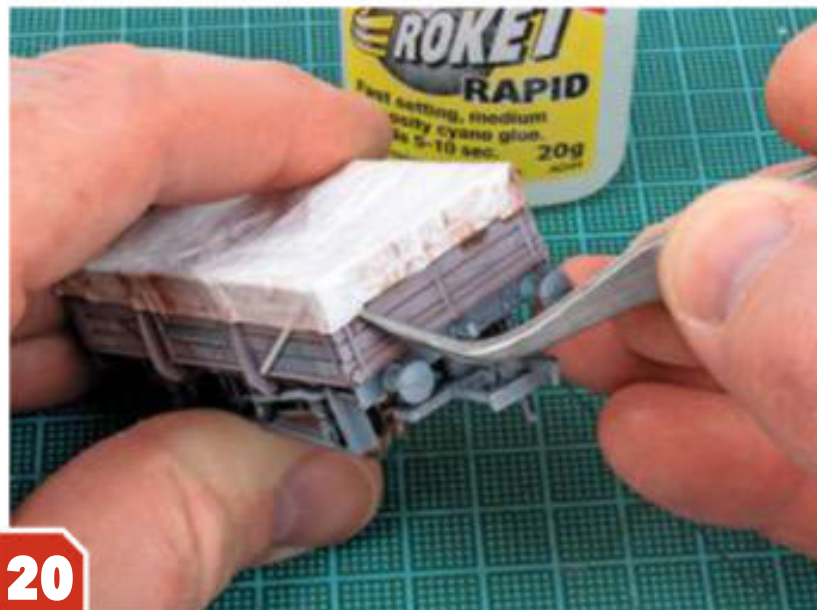
**18**

Use a cocktail stick to press the paper into the softened plastic, so that the surface contours are transferred into the paper. Avoid using your fingers to press the paper down, or fingerprints may be left in the softened surface.



19

Allow each side to dry for an hour or so before continuing, working on the opposite side of the wagon and tensioning the sheet to the desired amount. When this too has dried for an hour, treat each end in turn.



20

Fold the paper neatly at the corners, following prototype images for inspiration. Bonding the paper to itself requires a different glue, such as PVA or a card kit glue. For speed, I used a tiny drop of cyano glue, applied with a cocktail stick.



21

The new chassis will need painting and, as the liquid poly is likely to disturb the wagon's existing paint finish, including the numbers and other markings, it may be necessary to repaint the entire model.



22

Once the chassis and bodywork have been treated, the tarpaulins can be painted by hand. I used a mix of Lifecolor blue and grey acrylics to build up a variety of base shades, adding some darker tones around the creases in the paper.



23

When the base layer had dried, lighter shades of blue and grey were dry-brushed over the textured surface, which imparted a pleasing array of highlights. Use a flat brush and wipe away most of the paint onto tissue before treating the model's surface.



24

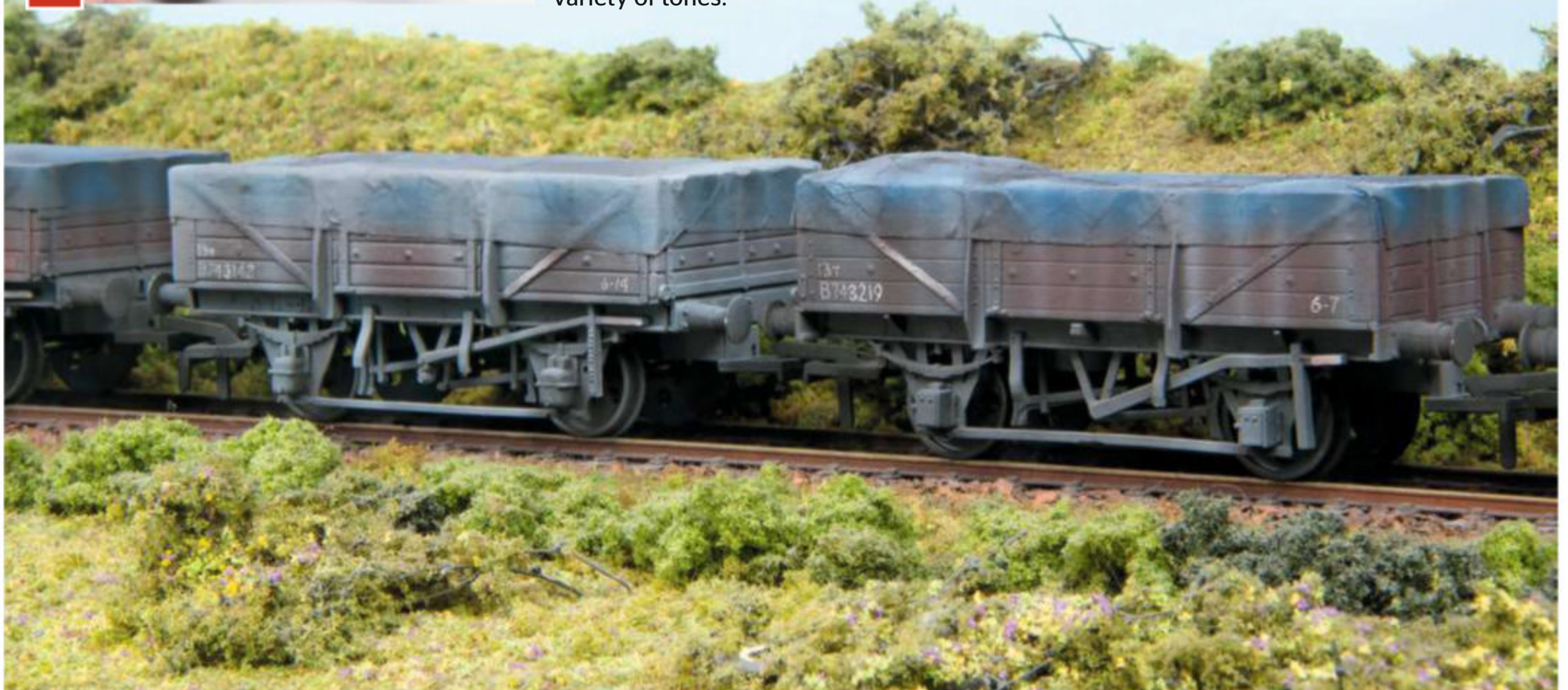
An airbrush was employed to add an overall coating of grime, using a variety of dark brown/grey shades, taking care to work the paint into the various chassis elements and the faces of the wheels. Dry weathering pigments offer a viable alternative for this stage.



25

Dry pigments, applied with a soft flat brush, add the finishing touch, depicting the dusty nature of china clay more effectively than paint alone. A mix of LifeColor Ash and Southern Europe Dust pigments was employed to produce a variety of tones.

Adding a more refined chassis to Bachmann's china clay wagons makes for a significant upgrade, with homemade tarpaulins adding the finishing touch.



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HOW TO

BUILD A NARROWBOAT

Balsa wood kits are available at pocket money prices, but how much fun are they to assemble? **Peter Marriott** finds out.

To add the finishing touch to my new canal scene (*MR292*), I needed at least one narrowboat. The choice of boat was an easy one to make, as I recalled that I'd built a Craftline balsa kit some 25 years ago.

After digging out the boat, I noticed that it had become very dusty and tired looking. After a little attention, with the help of Busch's Cyber Clean, which is a dry, dirt-absorbing

00 GAUGE | 4hrs |

material that removes grime and dust as well as eliminating bacteria from models, the model appeared a lot fresher. I also took the opportunity to add a boatman with his hand on the tiller, plus various other details including coils of rope and chain, a bicycle, some drums and other bits and bobs.

Despite the quarter of a century that has passed, I was reminded of how much fun the kit was to build. So much so that I invested in another kit and here follows an overview of how it goes together. The kits are still available and offer an ideal 'pocket money' modelling project. It's also a perfect introduction to working with balsa wood, which is a material that has endless potential for modelling.



What Peter Used

SHOPPING LIST

- ◆ Craftline canal boat kit
- Price: £7.25
- Availability: Scale Link
- Web: www.scalelink.co.uk

TOOLS AND MATERIALS

- ◆ Craft knife and fresh blades
- ◆ Steel rule
- ◆ Cutting matt
- ◆ Paintbrushes
- ◆ Busch laser cut quick drying white glue or Balsa Cement
- ◆ Black cotton thread
- ◆ Paints and weathering washes
- ◆ Black felt tip pen
- ◆ Tamiya fine finishing paper

Easy clean up

Cyber Clean is a flexible, dirt-absorbing material that removes dust and debris. Made from environmentally friendly material, it can be kneaded into shape and is ideal for use on intricately shaped objects and around delicate detail. It's also handy for cleaning up debris around tracks and leaves behind no residues. After use, store it in the resealable packing to prevent it drying out.



Product: Busch 1690 Cyber Clean Model Cleaner 80g sachet
Price: £4.54
Availability: www.goldenvalleyhobbies.co.uk

STEP BY STEP

1

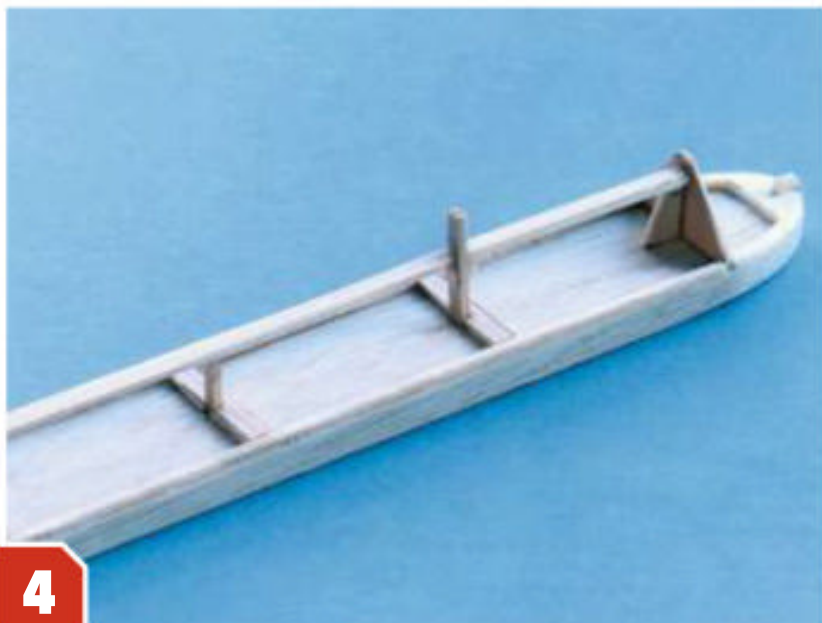
The Craftline 70ft coal carrying boat kit features balsa as the predominant material, with printed card overlays, a bag of coal chippings, plus a brass chimney and a pair of mooring dollies. The outline of the parts is printed onto the balsa.

2

The bow and stern of the balsa hull both need to be shaped, using the upper sections as a guide, after they have been cut from the thinner balsa sheet. Don't worry, shaping the hull is a lot easier than you would imagine.

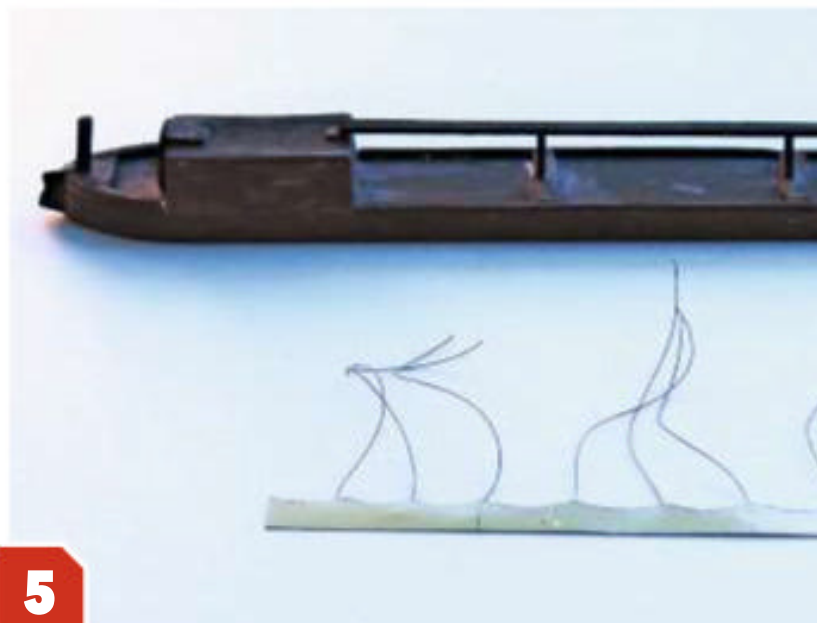
3

Use a new blade in a craft knife to get the quickest and cleanest cuts and remove a small amount of wood at a time, rather than attempting to achieve the final shape in one pass. There is no need to get a super-smooth finish with the knife cuts.



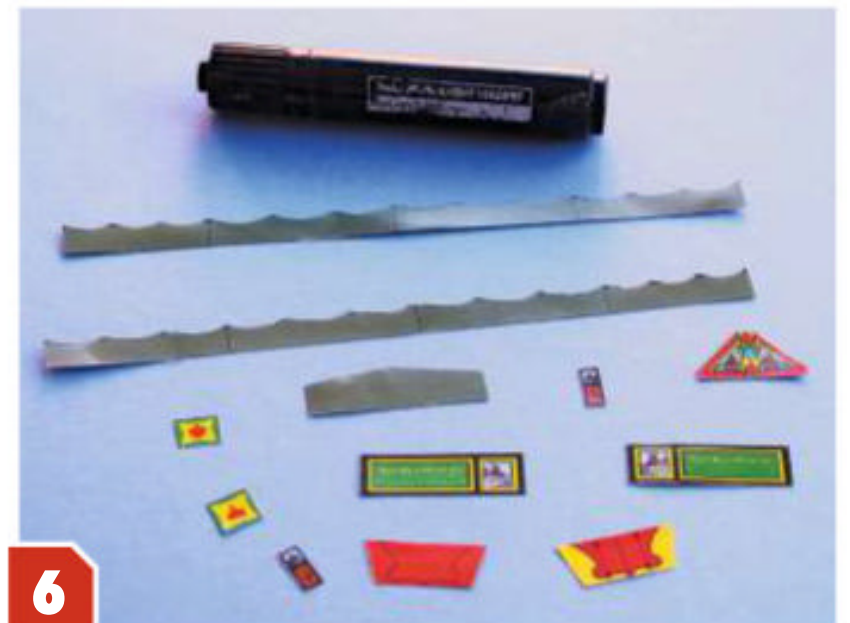
4

The next step is to use very fine sandpaper to achieve the final profile and to impart a smooth finish to the wood. When this has been taken care of, assembly of the rest of the boat's structure can progress, following the kit's instructions.



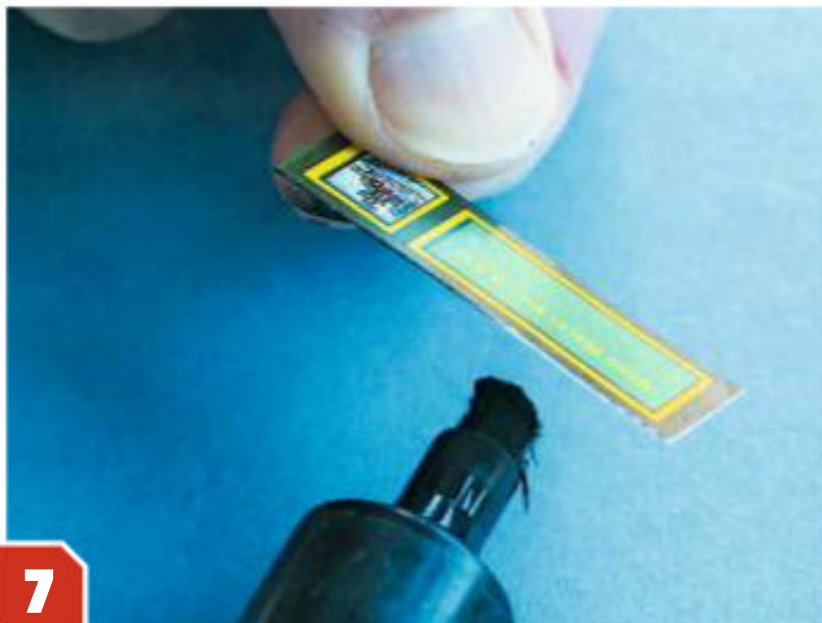
5

With the main structure of the narrowboat complete and the glue dry, the entire boat was given a coat of black acrylic paint. Lengths of black cotton were then carefully fixed to the load covers using contact adhesive.



6

Cutting out the paper pieces from the backing sheet takes about 15 minutes, with the curved sections demanding careful use of the knife (remember to use a sharp blade!). Using a steel ruler over a cutting mat is recommended to ensure that the cuts are clean.



7

I used a thick black felt tip pen to colour the cut edges of the paper parts before affixing them to the boat. This takes just a few seconds but makes a big visual difference. Otherwise, the bright white edges of the paper would be visible.



8

The overlays were fixed to the boat with PVA glue and the colourful elements immediately bring the model to life. The coal chippings were added to the cargo bays and secured with diluted PVA, which needed an overnight rest to dry out.



9

The side awnings over the coal load were glued into place and, once the glue had dried, the cotton thread was glued to the bar running across the top of the loading area. I used balsa parts of the kit to represent a tiller, but arguably a wire or a paper clip would look more to scale.

10 With assembly and detail painting complete, the finishing touches were added, including a boatman, bicycle, bucket, chain and a packing case. When placed into the canal scene, it looked very much at home.



Other boat sources

Other canal boat kits are available from a number of manufacturers, including Langley Models (www.langleymodels.co.uk) and a downloadable card kit from the Scalescenes range (www.scalescenes.com).

Gallery

Narrowboats captured at Stoke Bruerne lock on the Grand Union Canal in Northamptonshire.
PETER MARRIOTT



IRISH RAILWAY MODELS

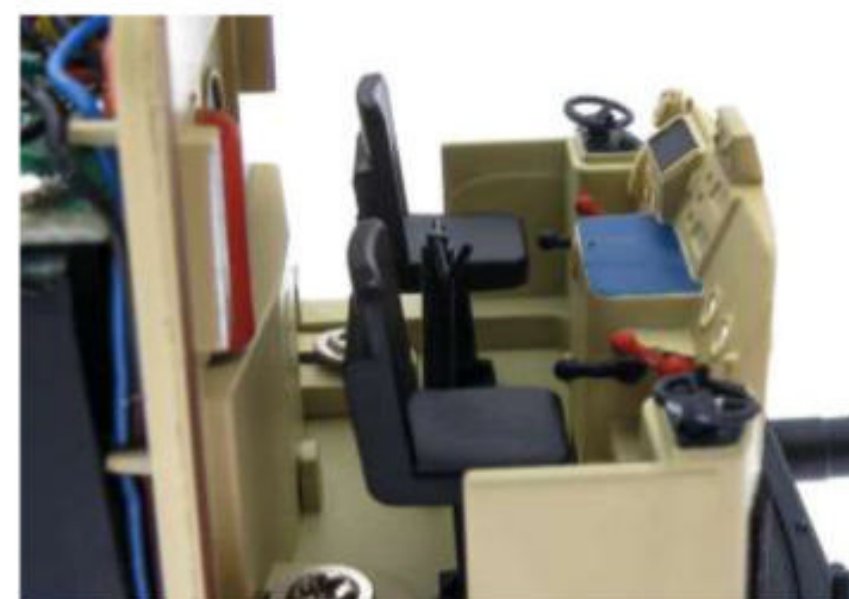
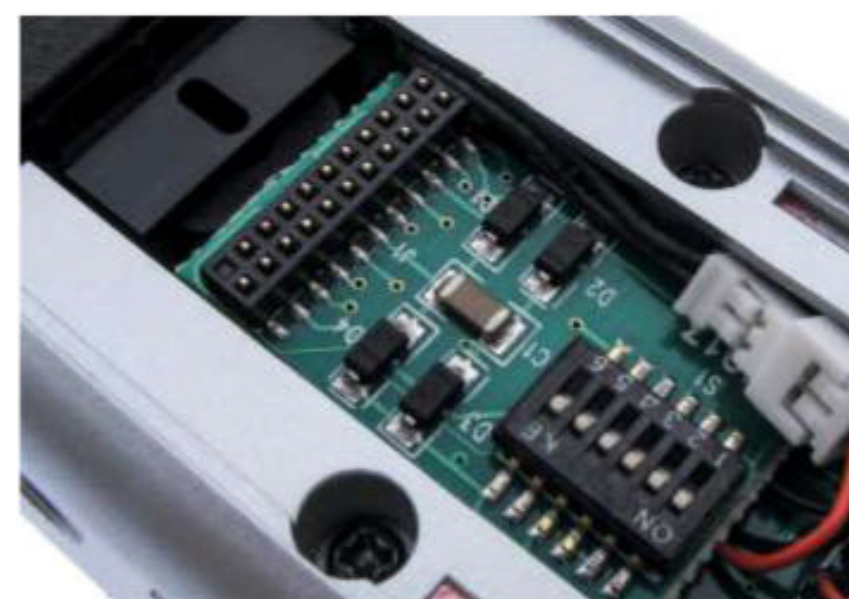
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HOW TO

CREATE REALISTIC IRON ORE LOADS

George Dent recreates a once-vital rail-borne commodity, offering tips on how to fashion your own removable loads.



Coal, iron ore and limestone are three key minerals that fuelled the industrial revolution. Without them, the iron and steel works that churned out materials to build ships, bridges – and railways – could not have functioned.

Prior to the expansion of the rail network, ironworks had to be located close to each (or most) of the key natural resources (including plenty of clean water). As railways spread across the land, it meant that foundries need only be near one or two of these resources.

Britain's major iron ore deposits have been mined in various locations, such as Cumbria, Cleveland, Northamptonshire, Leicestershire, Oxfordshire and West Somerset. Many notable rail routes were constructed to move these vital raw materials to and from key locations. For instance, the Barnard Castle to Tebay line, high in the Pennines, was built to take high-grade ore from the Furness area to the steelworks of Cleveland. It served the dual purpose of moving coke from the Durham coalfields in the opposite



direction, feeding the iron and steel industries of Furness and Cumberland.

By the 20th Century, the railway's extensive reach meant that ironstone and coal loads began travelling longer distances, as customers were able to shop around for better supply deals. As our indigenous resources began to dwindle, imported ore gained a foothold and, while Northamptonshire's mammoth ironstone industry continued to send loads by rail into the 1970s, the future was looking bleak.

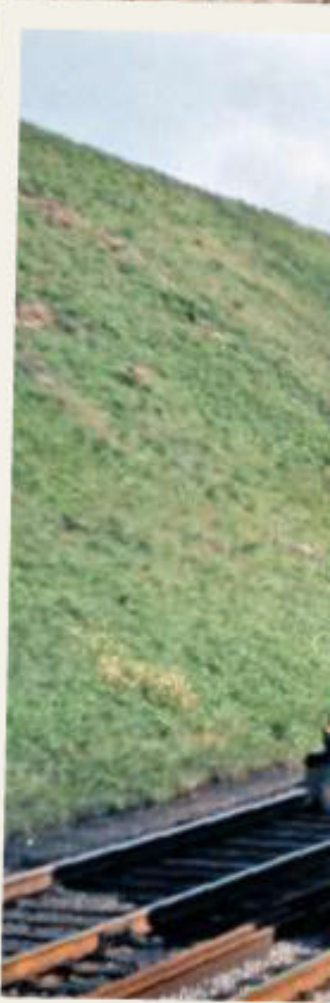
Imports had grown significantly during and after the Second World War, with several ports being adapted to cope with the increased traffic. Tyne Dock is a famous example, with extensive unloading facilities installed and a fleet of high-capacity hopper wagons built to carry the ore to the steelworks at Consett. Another example is the Port Talbot to Llanwern

imported ore flow, which provided British Rail with its heaviest trains throughout the 1970s-1990s.

ORE INSPIRING

With iron ore being moved across the country, it's therefore an important commodity to replicate for many steam and modern-era layouts. There are plenty of RTR wagons to choose from in 'OO' and a decent amount in 'N'. In 'O', there are some lovely Private Owner mineral wagons for the pre-nationalisation era, but kits are required for post-war prototypes.

But what about the load itself? There have been numerous bags of luminous orange-red dyed scatter materials branded as iron ore over the years, but I was seldom happy with their appearance. More recently, however, greater realism has been possible thanks to the likes ➤

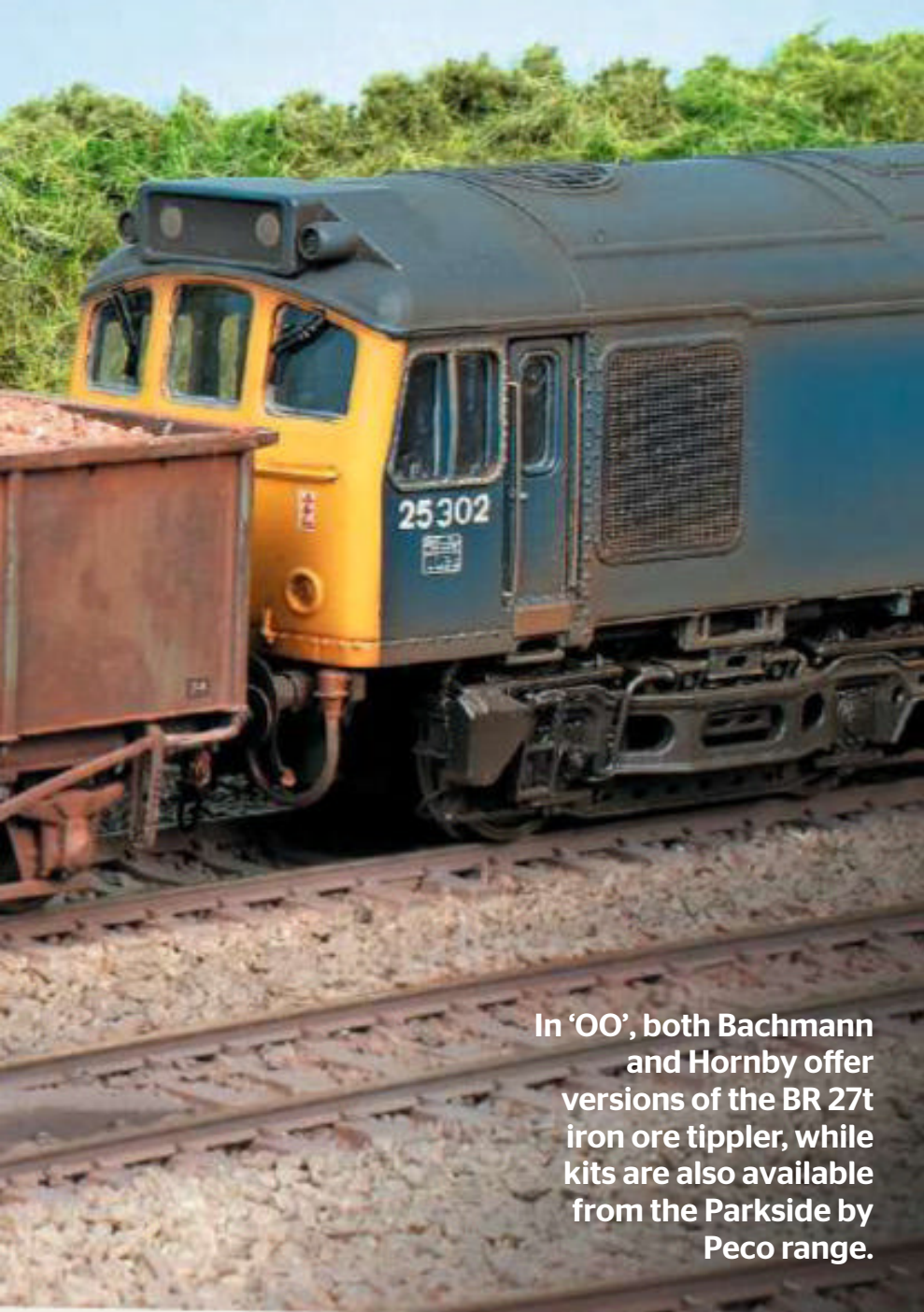




What George used...

SHOPPING LIST

- ◆ Hattons Constructor Iron ore, fine, 400g Availability: www.hattons.co.uk
- ◆ Neodymium magnets, rubbing alcohol (isopropyl alcohol) Availability: www.amazon.co.uk
- ◆ Deluxe Materials Ballast Bond adhesive Availability: Model shops or www.gaugemasterretail.com
- ◆ Darkstar dry weathering pigments Availability: www.airbrushes.com



In 'OO', both Bachmann and Hornby offer versions of the BR 27t iron ore tippler, while kits are also available from the Parkside by Peco range.



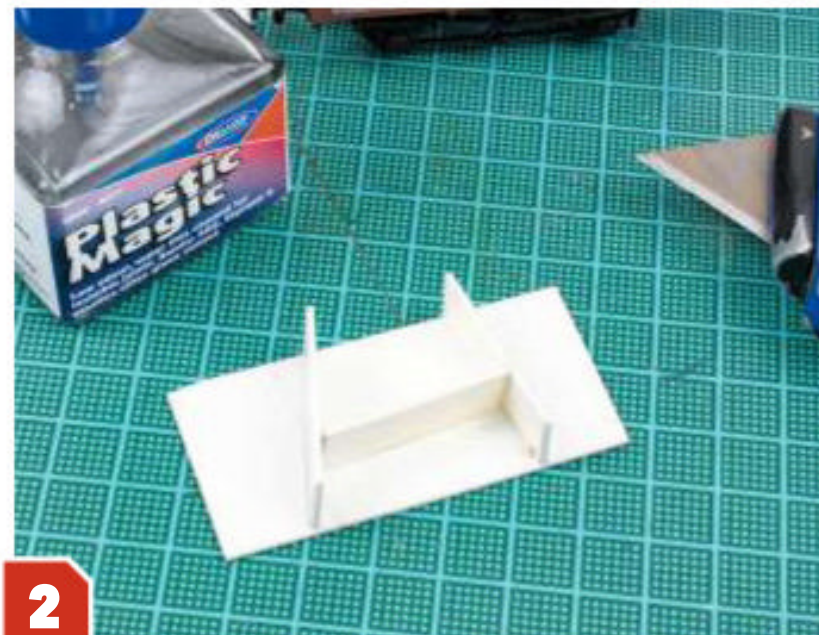
A Gresley 'O2' 2-8-0 is in charge of a typical ECML iron ore train from the 1950/60s era, hauling the ore from High Dyke to, probably, Scunthorpe in 1960. RAIL PHOTOPRINTS

STEP BY STEP



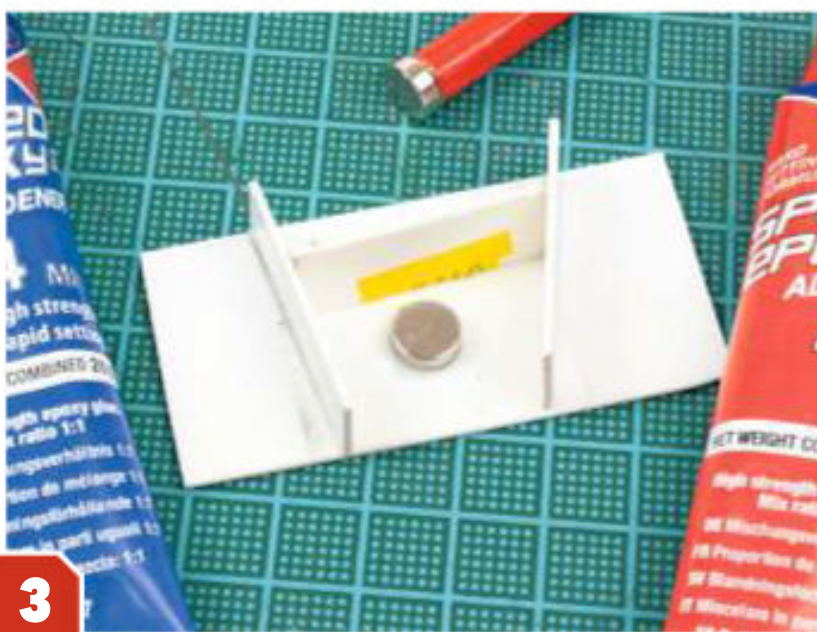
1

Mark out and cut a load platform from plastic sheet (I used 60thou/1.5mm sheet) or stout mounting card. It needs to be fractionally smaller than the wagon's aperture to ensure easy removal. Fettle, if necessary, with a file.



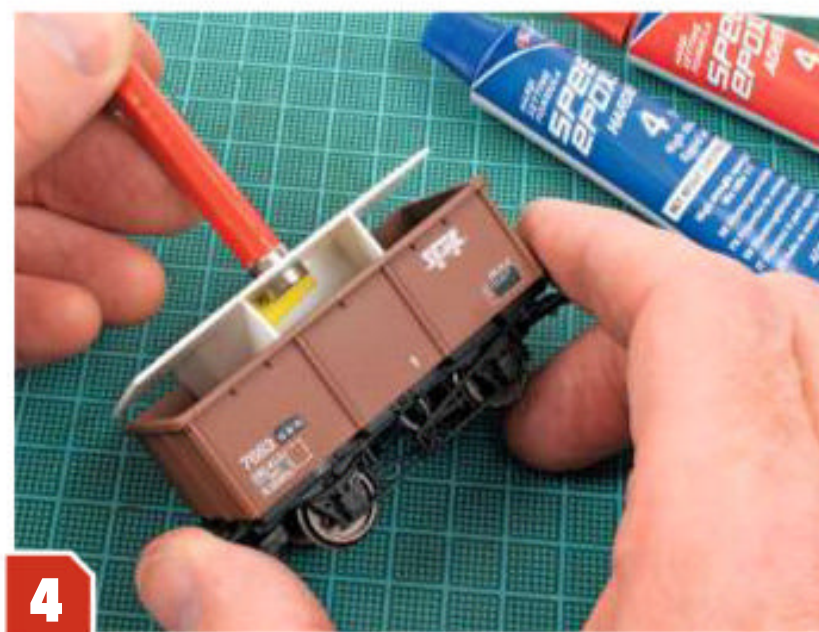
2

When happy with the fit, create supports from the same plastic or card, cut so that the former sits at the desired height within the wagon. For this 'OO' Hornby wagon, my platform was made to sit around 5mm below the wagon's top edge.



3

One of 10mm neodymium disc magnets was glued to the underside of the platform, checking the orientation of the polarity with the magnet fixed on the removal tool. The magnet could be fixed on the upper side if desired.



4

I fixed the magnet under the platform to avoid the risk of disturbing the scatter material in future, owing to the strength of the magnets. Before the epoxy glue cured, a final check was made to see if the platform could be removed.



5

After placing cling film inside the wagon, the platform was pushed into position. The cling film was then pulled as taut around the edges of the wagon (taking care not to tear it) to keep the load area as clear as possible.



6

Build up the scatter material onto the platform, spooning it gradually to ensure it works into the corners and edges. Beware that the metal spoon may be drawn to the magnet under the false floor!



7

Refine the shape of the ore with a brush or the edge of a flat screwdriver, ensuring that it's formed into a mound in the centre and that the material reaches to the sides and within the corners.



8

Re-stretch the cling film to prevent it interfering with the load. To help the glue penetrate the loose material, dampen it with a small amount of isopropyl alcohol, applied through a pipette or syringe.

of Geoscenics and Hattons, most of which employ natural materials which resemble the real thing far more closely.

I've been amassing a suitable rake of ironstone hoppers and tipplers for my own layout but, instead of only running loaded vehicles, I wanted to ensure that they could be 'unloaded' within the fiddleyard before returning in the opposite direction as a string of empties. Loose material would be too messy, so I'd need to create some removable loads, with the scatter material fixed to a raised platform. Magnetic operation is a natural solution for retrieving the loads and the process provides a simple modelling project.

With magnetically removed loads, there's an option of fixing a piece of steel (a washer for example) within the load and using a magnet to remove it. Alternatively, I employed pairs of neodymium magnets, which are readily available in all manner of sizes and are extremely powerful, especially when used in multiple. The 10mm magnetic discs feature north and south poles on opposite faces, so it's important to make sure that they're fixed into the load correctly. One of the discs, fixed to the flat end of a pencil, acts as a removal tool, so the polarities must be set so they attract each other rather than repel.

It's worth noting that, although my 'OO' models feature here, the same techniques apply across all scales. All I'd say is that, in larger scales, bigger magnets will be required to cope with the extra weight of the load. Furthermore, the same principles apply when loading wagons with any material, such as coal or stone chippings.

It's ore-right

Ironstone is a distinctive material with lots of tonal variation, so replicating it with natural materials is preferable to the brightly dyed scatters of the past. These varying grades of 'iron ore' are from the Geoscenics (left and centre) and Hattons Constructor ranges.



9

Diluted PVA or a ready-mixed glue such as Ballast Bond can then be applied through a pinpoint tip. The alcohol eases the flow, reducing the amount of glue needed and preventing disturbance or 'cratering'.



11

Remove the cling film and, while the glue retains a degree of flexibility, the edges of the load can be tidied up where necessary. I then realised that painting the white plastic platform in red oxide primer would've been a good idea!



10

Set aside in a warm space for a minimum of 24 hours before manipulating the cling film and gently prising the load out (don't use the magnet yet). A flat knife will help if necessary. Take care as the glue will not be fully set yet.



12

Leave the glue to harden for a few more days. The magnets have just enough power to allow the load to be picked up. A little trial and error is involved in gauging how deep the load can be before the magnetic force diminishes.

Finishing touches

Ore wagons got dirty, very quickly, with characteristically orange/red/brown dust deposits. Dry pigments provide the ideal material for weathering ore wagons, as they impart an authentic dusty sheen. An overall coat of matt clear varnish, preferably sprayed from an aerosol, is recommended to improve adhesion. Remove or cover the wheels and bearings beforehand, though.



A realistic load is just as important as an authentic weathered finish for iron ore wagons.

'O' BR CLASS 47

AVAILABLE NOW

- #4850 BR two-tone green Class 47 - (small yellow panel)
- #4851 BR two-tone green Class 47 - (full yellow ends)
- #4852 BR Blue Class 47/0
- #4860 BR Blue Class 47/4
- #4861 BR Large Logo Blue
- #4862 BR Railfreight Red Stripe
- #4863 Railfreight Trainload grey - (unbranded)
- #4864 BR Civil Engineers grey/yellow
- #4865 BR Parcels red/grey
- #4866 InterCity Executive
- #4867 Network SouthEast



SRP £699.00

'O' BR CLASS 60

AVAILABLE NOW



- 6000 Railfreight Grey Class 60 (unbranded)
- 6004 DB Traffic Red Class 60 unnumbered
- 6006 GB Railfreight Class 60 unnumbered

- 6007 Loadhaul black/orange 60059 Swinden Dalesman - WEATHERED
- 6010 Cappagh blue 60028

SRP £649.00

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

AVAILABLE NOW



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

SRP £239.95

'O' CENTRE HEADCODE CLASS 40

AVAILABLE NOW



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

SRP £549.00

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Know your stuff

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



George Dent

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



Peter Marriott

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



Paul Chancellor

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



Dave Lowery

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



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

HOW TO

APPLY STATIC GRASS IN CONFINED SPACES



I like the idea of planting static grass fibres because they look so realistic. But my layout is small and I won't be creating fields, just smaller areas such as weeds alongside the track and around buildings. What tool should I use?

Jo Hanson, Northampton

Peter says: You have two possible solutions. The first is a puffer bottle which, at around £6, is a very economical option. They're available from Gaugemaster, Hornby and Noch and offer a very simple and easy way to dispense short grass fibres onto wet glue. Just remove the plastic plug, put some fibres into the bottle, replace the cap and shake the bottle for a few seconds. This will introduce a modest static charge into the fibres and, after unscrewing the cap, you are ready to puff fibres into the wet glue. These simple devices can produce decent results.

A second method is to use a small electrostatic applicator, such as WW Scenics' Detailer grass planting tool. The Detailer may not be suitable for planting grass over large areas but it is ideal for working in confined areas and the tool is supplied with two interchangeable heads, for precise application of a slightly wider coverage. Ideal for use with static grass fibres up to 6mm in length, the tool is powered by a 9V battery and weighs 291g, so it has a solid feel without being too heavy.

The grass fibre holding pods are relatively small and do have to be refilled frequently, but the compact

nature of the device enables it to get in and around buildings, signals and telegraph poles. It's not only suited to micro layouts and awkward areas, though, as it's an ideal complement to a larger electrostatic applicator, allowing smaller patches to be treated, such as adding dashes of contrasting coloured fibres in key areas, such as a meadow or garden.

The Detailer has a useful red LED indicating that the device is in operation. An instruction leaflet is supplied and there is a useful on-screen demonstration video tutorial on the WW Scenics website. As with all electrostatic tools, read the instructions carefully before use, especially if you – or anyone else likely to operate the device – have a cardiac pacemaker device fitted.

The WW Scenics Pro Grass Detailer Applicator features two alternative heads, with the smaller unit being ideal for concentrating fibres in a confined space.

Peter recommends...

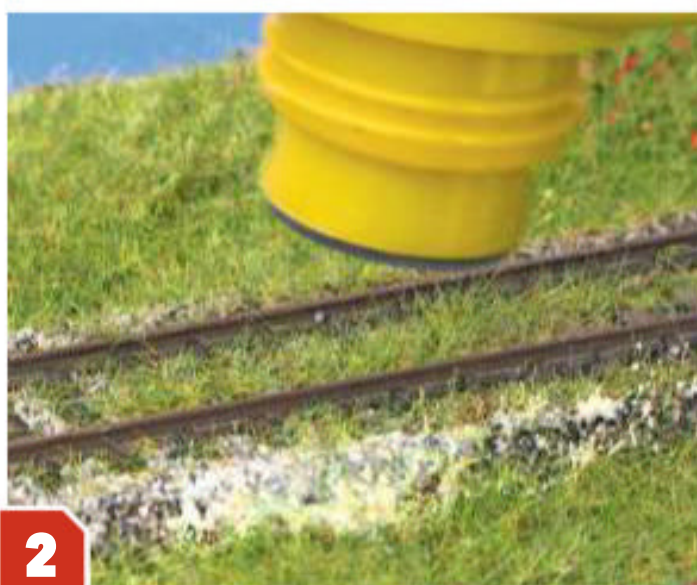
- ◆ Product WW Scenics 02-0620-WWS001 Pro Grass Detailer Applicator Scales: All Price: £74.99 Availability: www.wwscenics.com

STEP BY STEP



1

A puffer bottle is a viable option when treating small areas. Load the bottle so that it's about half full, fit the lid and shake vigorously for a few minutes.



2

Next, apply PVA glue over the entire area you wish to be treated and gently squeeze the puffer bottle to eject the fibres onto the wet glue.

Adding small patches of grass and weed growth to the trackside or around buildings, can help to bring a scene to life. CHRIS NEVARD

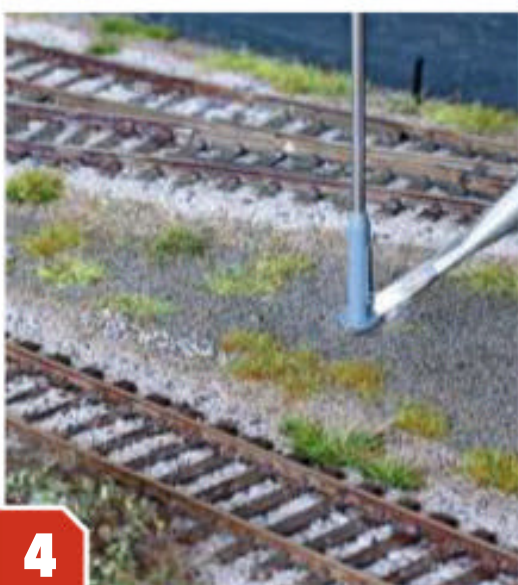


CHRIS NEVARD



3

Electrostatic grass devices offer a more convenient and (often) a more effective option. Most operate from a standard 9V battery. Read and follow the tool's instructions carefully before use.



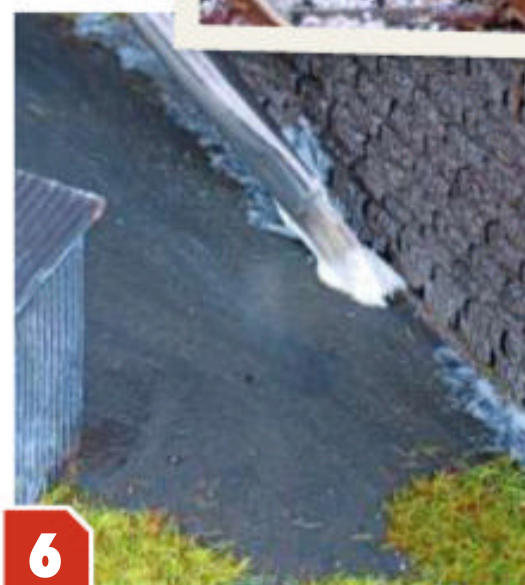
4

In order to blend the base of this lamp post into the scene, the first step is to paint a little PVA glue around the base of the post.



5

Create your desired tonal mix of static grass fibres and load the applicator. For detailed work such as this, I like to use 2-4mm long fibres. With the alligator clip attached to a nearby rail and the tool switch on, the applicator can be gently waved over the wet adhesive.



6

The same process can be followed for the base of a wall. Simply brush on the PVA (or similar white glue) with an old paintbrush.



7

It's very important that the grass fibres are planted while the glue is still wet. Allow time for the glue to dry before carefully vacuuming away any excess fibres.



KNOW YOUR... LIVERIES

PART 2: What the 'Warships' wore

Paul Chancellor turns his attention to the stylish Class 42/43 diesel hydraulics, revealing Swindon's more creative approach to BR's 'standard' liveries.

The Swindon-built 'Warships' (Class 42) and their North British lookalikes (Class 43) are perhaps one of the most challenging of any class of BR diesels when it comes to getting the livery correct, with countless small but important variations across the fleet.

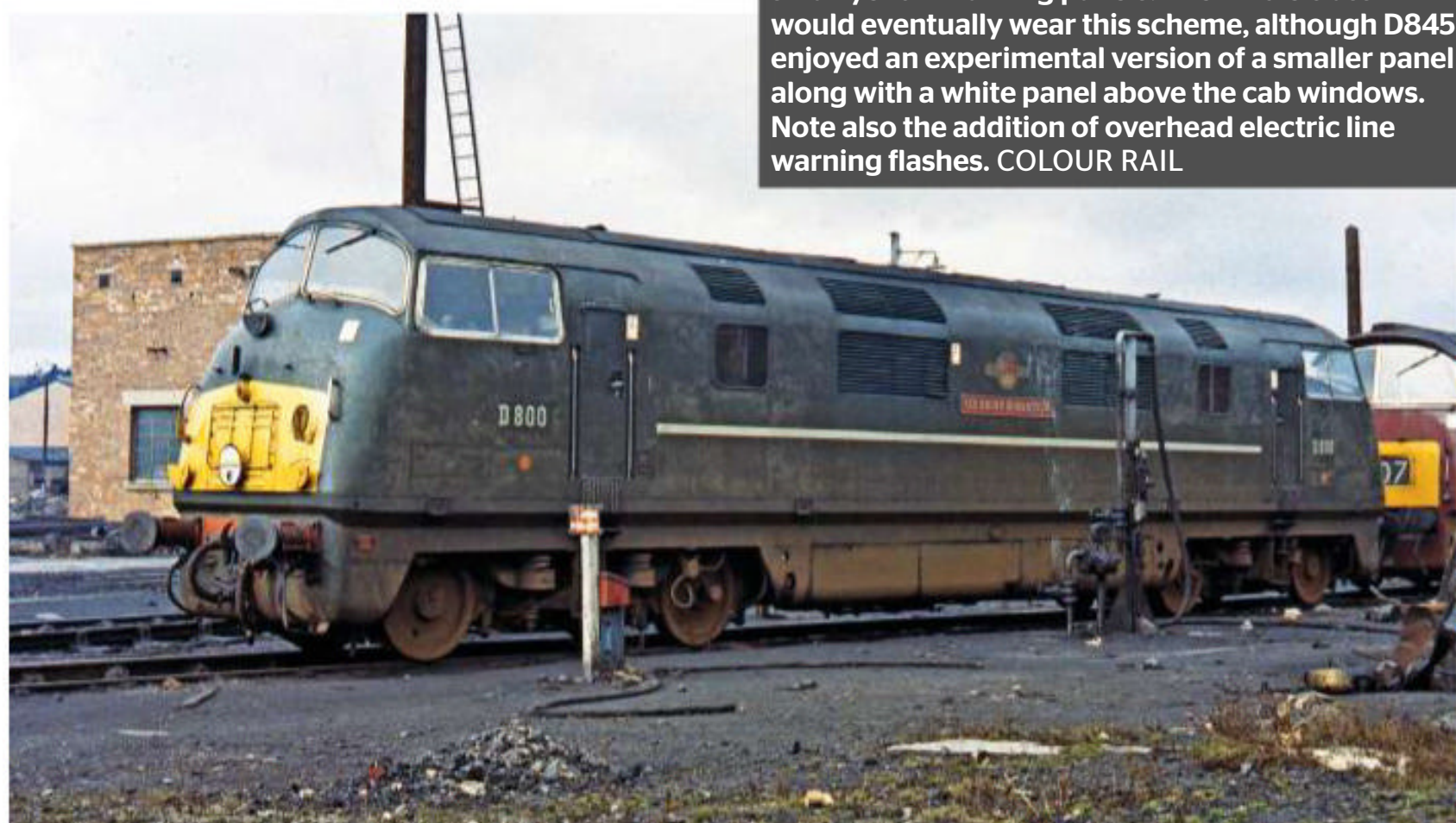
The lightweight diesel hydraulic design was chosen over North British Locomotive's (NBL) much heavier D600s to be the frontline power on the Western Region, until supplanted by the more powerful 'Westerns'. The first three locomotives emerged from Swindon Works in 1958 before orders were duly placed for a further 68 examples. Assembly would be split between Swindon and the North British works in Glasgow, with the latter building D833-65.

Although looking almost identical externally, there were several differences under the skin that would eventually lead the Scottish machines to enjoy shorter lives than their Swindon-built cousins. However, the whole class would soon be culled in the rush towards a standardised diesel electric fleet.

The 'Warships' started out in 'Standard' BR green before gaining a yellow warning panel. As ever, the WR ploughed its own furrow and, following the adoption of maroon for the 'Westerns', decided to apply the same colour to the 'Warships' before higher powers dictated that the class should be painted BR blue. However, this did not deter the creativity of the Swindon painters who turned out 'Warships' with several variations of what was supposed to be a standard paint scheme.

Above: All of the Swindon-built 'Warships' – and most of those from North British – entered traffic in 'Standard' BR green relieved by an off-white stripe along the bodyside and GWR-style red route disc applied below the number. Having recently entered traffic, D829 *Magpie* is seen at Truro in May 1961. COLOUR RAIL

Below: D800-D812 were built with WR three-position reporting number holders, but were later rebuilt with the standardised four-character panels, but not before some members of the batch received small yellow warning panels. The whole class would eventually wear this scheme, although D845 enjoyed an experimental version of a smaller panel along with a white panel above the cab windows. Note also the addition of overhead electric line warning flashes. COLOUR RAIL



Left: The first major change for the 'Warships' occurred with the application of maroon livery with small yellow panels, accompanied by the carriage crest rather than the standard BR totem. The original numbering font was retained. D848, seen here in withdrawn condition at Old Oak Common, displays the red route disc at one end but has the new data panel at the other. The Swindon examples carried the plate low down on the side valance at the front, while the NBL versions carried the plate on the bufferbeam. COLOUR RAIL



Left: D864 was a one-off product of the paint shop, its unique feature being the 'maroon' shade of skirt applied. Other than that, we have both cabside numbers and arrows. The numbers are in the original font and the 'D' is present. The route disc has been applied at both ends. COLOUR RAIL

Below: A handful of NBL maroon machines moved to the next stage - full yellow ends, as seen on D844 at Old Oak Common in March 1970. The shed allocation is just visible behind the cab door, but the original bufferbeam fitting point is visible. When first fitted, most shed plates were cast iron, but later versions were aluminium and occasionally had a red background. COLOUR RAIL



Right: One of Swindon's first attempts at BR blue saw D831 turned out with a small yellow panel. Double arrow logos were added to each cabside, but the numbers were placed inwards of the cab doors. The route disc appeared beneath each number and the 'D' was rendered in the original style font. T. OWEN/COLOUR RAIL

Below: They got there in the end! Standard blue livery as intended on 814 *Dragon*, with no D prefix, new style font, numbers on the cabside and a larger double arrow logo below the nameplate. A data panel is present but no route disc. The shed allocation is stencilled behind the cab door. COLOUR RAIL



D847 *Strongbow* essentially shares the same layout of decals as the maroon D844, with both a route disc and data panel evident, but this time on a blue base. A small double arrow is unusually carried above the nameplate. It is seen as such in 1969. Note some peeling of the paintwork. Some 'Warships' were noted for having large areas of rust on the bodyside where the paint appeared to have simply fallen off. T. OWEN/COLOUR RAIL



Notes from the Workshop

DAVE LOWERY'S TOP TIPS

JUST 'COS ITS SMALL...

Oh, I do love 'N' gauge! When a good friend of mine, Mike Gilligan, asked me to build him an 'N' gauge layout, to be housed in its own room, all my wishes were granted at once. Not only that, but he wanted DCC as well. That's a result!

Lovely long trains, running through plenty of scenery, with a big station and extensive goods yard - all the things we like to see. And so much easier to fit into a room thanks to 'N' gauge's modest proportions. The brief I received was to build the layout in basic form, so Mike could add the more intricate bits and pieces at his leisure.

I have always insisted layouts should have lots of play value. Indeed, something I've seen many times is layouts that have taken years of modelling work - and look beautiful as static scenes - but all the trains seem to do is go up and down or round and round on the same circuit. And that's it - not much fun (to me at least).

The plan that I came up with features a double-track main line, running between an upper and lower level, with a reverse curve across the centre of both the upper and lower circuits. These two levels are both linked together by a long, gentle incline. Trains can run in both directions, moving between the levels, and traversing the entire layout in a continuous loop, thus providing full play value.

And, of course, being fully DCC controlled, the trains can go anywhere, in any direction as the whole layout is live. So far, Mike has got the trains going in both directions on the upper and lower double-track sections, with the reverse curves next in line for opening.

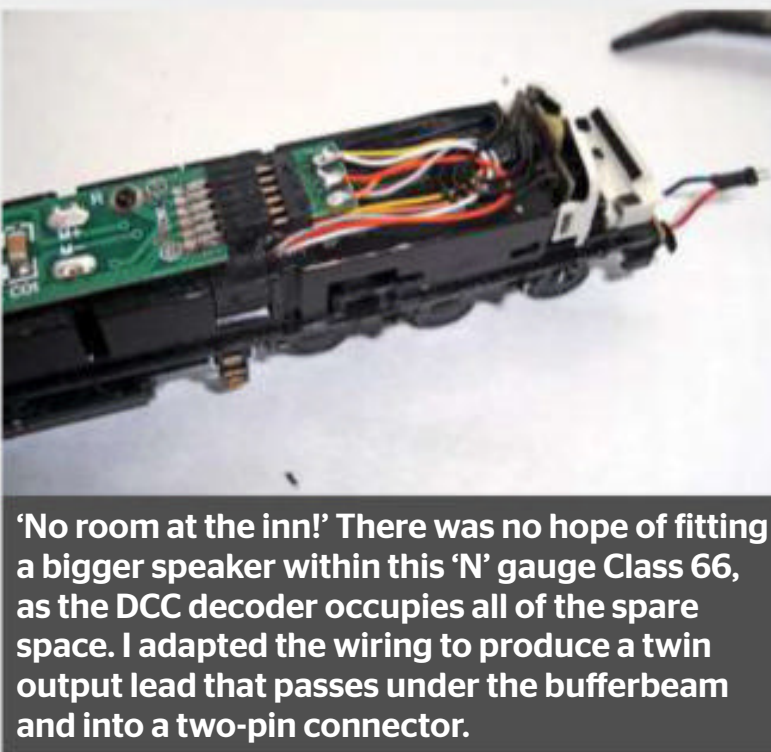
SOUND ADVICE

The layout has an 8ft by 4ft footprint and is designed to be operated from one corner of the layout, meaning that the sound from the locomotives tends to get lost as the trains move further away. Bigger speakers were needed, but the question was 'where to put them?' There's certainly not much room within 'N' gauge locomotives - sometimes it's hard enough just to cram a decoder in there! But there is room in the first vehicle behind the locomotive.

As Mike tends to run fixed rakes of locomotives and stock, that made life a lot easier. Featured here is an intermodal wagon with a larger 'N' (or small 'OO') gauge speaker wired direct to the locomotive and



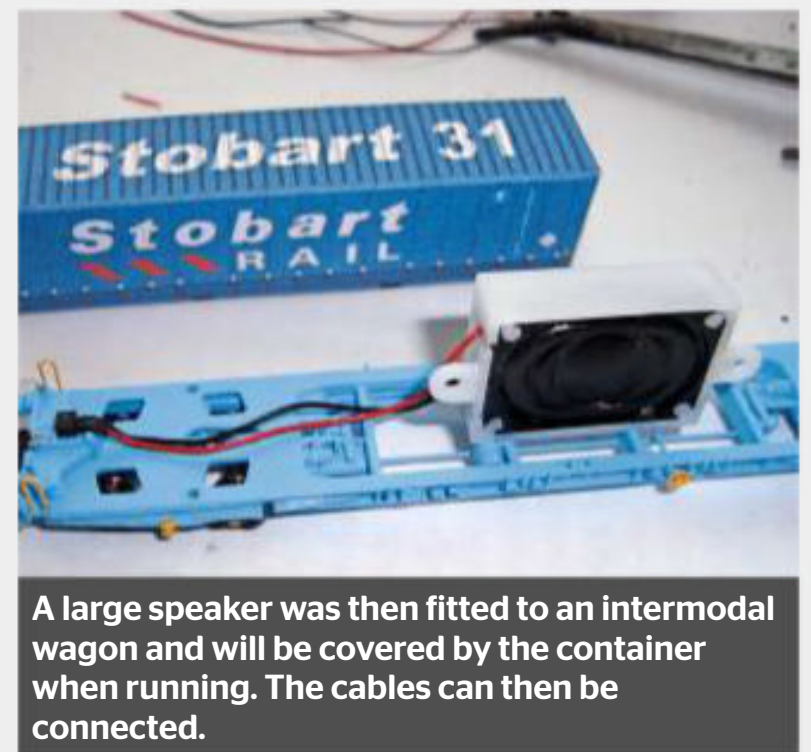
Mike's layout under construction, showing the various circuits, upper levels still to be added, up and down incline on right-hand side.



'No room at the inn!' There was no hope of fitting a bigger speaker within this 'N' gauge Class 66, as the DCC decoder occupies all of the spare space. I adapted the wiring to produce a twin output lead that passes under the bufferbeam and into a two-pin connector.

hidden below an ISO container. The two vehicles are 'permanently' coupled with a dab of UHU adhesive on the Rapido couplers and the wires are connected via a two-pin connector. If the pair do need to be separated, the coupler from one vehicle can simply be unclipped and the wires disconnected.

As well as this container train, a similar arrangement has been fitted to locomotives and a range of stock, including Mk 3 coaches, an HST set and a rake of Megabox wagons. The larger speakers make for a big improvement in 'N' gauge digital sound.



A large speaker was then fitted to an intermodal wagon and will be covered by the container when running. The cables can then be connected.



With the locomotive reassembled and the container installed, we're ready to go. Only a few simple tools were needed to do the job.



HOW TO

MODEL A SPEEDOMETER DRIVE SUITABLE FOR DIESELS

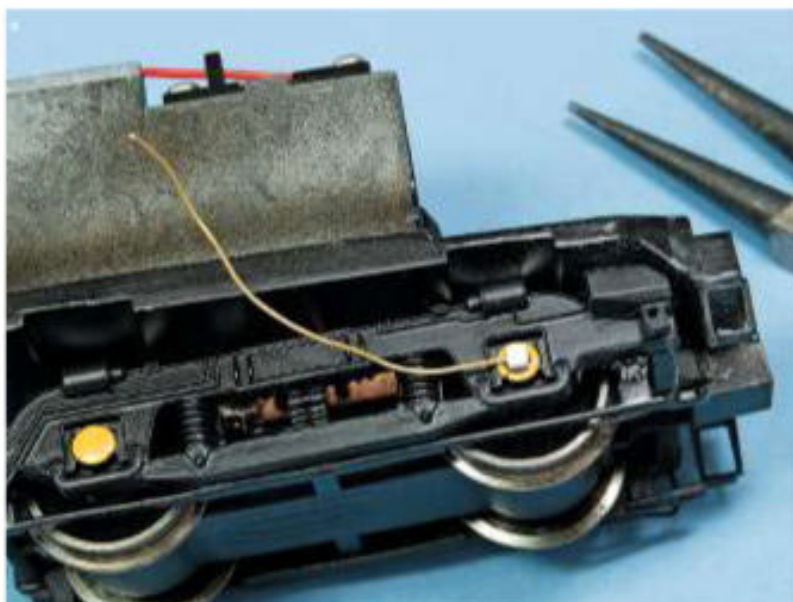


In MR286, George Dent demonstrated how to create speedometer drives for steam locomotives from scrap materials. Is it possible to do something similar with speedo units fitted to diesel traction?

Gerry Mountfield, by email

George says: Yes, absolutely. I've done this myself on numerous occasions, especially when working on first-generation DMUs and locomotives such as Class 20s and '47s'. All you need is a few scraps of plastic strip and some brass or copper wire.

Not all diesels carried speedometer drive equipment on the outside of the frames and, of those that did, there were a number of different types, so studying prototype images is important. The images here show the arrangement that I've fitted to various 'OO' Bachmann Class 20s (soon to be superseded by an all-new version) and it consists of a small scrap of square section styrene (about 1.5mm by 1.5mm), fixed to the flattened face of the axlebox.



A shallow hole was drilled into one side of the styrene square before fixing it in place with cyanoacrylate glue. Into this hole was fixed a scrap of 0.7mm soft brass wire (available from craft stores and jewellery making suppliers), again using cyano glue. The wire can then be shaped with a set of round-nose pliers, using prototype images as a guide. The other end of the wire was passed over the top edge of the bogie frame and secured with another drop of glue. Once painted, the new speedometer unit and cable looks very effective.

HOW TO

Paint rails - the easy way



Do any of the *Model Rail* team have any tips for painting the shiny sides of the rails? I've seen modellers using aerosol paints, but that will make a mess as I've already added ballast, scenery and buildings.

Gary Stevens, by email

Peter says: Noch has released a pack of Detail Markers - pens loaded with water-based acrylic paint. The paint adheres to most materials, including metal, plastic, wood, paper, glass and ceramics. The paint dries to a matt finish and the tips are approximately 2mm wide, so they're ideal for 'OO' and 'O' gauge track. The pack provides a range of colours, with the brown shade being perfect for rails, as the image on the Noch packaging highlights.

Shaking the pens thoroughly before use is recommended and the other colours have a variety of potential uses. For example, the white and yellow pens are great for adding road markings, with the black pen also being good for zebra crossings.

Cost: £23 for six **Availability:** Noch stockists or Gaugemaster.

Web: www.gaugemasterretail.com



THREE CAMEO IDEAS FOR YOUR LAYOUT



1

'Nevermore'

PUNDERFUL: We railway modellers must be fond of the odd pun, as they're a common feature of layouts, especially in terms of signage and corporate identities. Here, the name has clearly been tailor-made for this establishment.



2

'TGB Metal Recycling'

'WHAT'S IN THE BAG, MATE?' These two figures look to be deep in conversation. The rise of 3D-printed figures has certainly led to greater realism in figure modelling, thanks to the extra detail and texture.



3

'Nottingham'

TOOL STATION: A seldom-modelled feature of steam locomotive depots is the fire iron store, so this installation is a very pleasing feature of this layout. The 'Not to be Moved' sign is also an essential item for a post-1960 shed.



Chalked up to **experience**

Ray Taylor and Anna Bass are seasoned exhibitors, and their latest masterpiece is a showcase of the sum total of their modelling skills so far.

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

What makes this layout great?

“ Ray and Anna churn out brilliant layout after brilliant layout and they’ve delivered once again. The unconventional shape of the board does a great job of making the scene feel part of a wider environment and, although it’s small, there’s so much to look at you could be entranced for hours. ”

'N' GAUGE LAYOUT **WHITE MEADOW QUARRY**

There is, of course, no good time for a year's worth of model railway exhibitions to be cancelled, but when you've just finished a new layout and you're ready to show it off to the world, only to then have to store it in your house for months on end, it's even more frustrating.

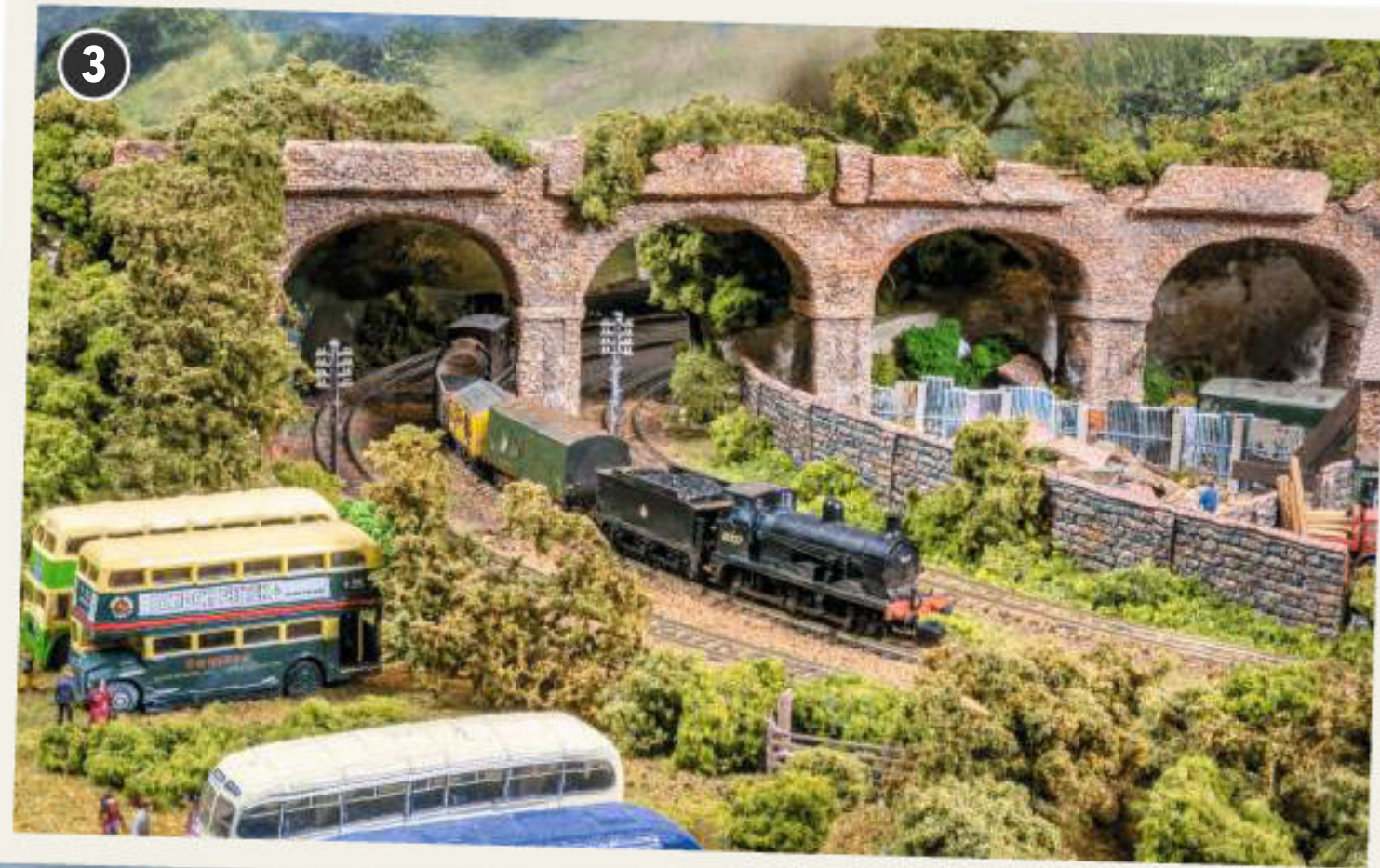
This is exactly what happened to Ray Taylor and Anna Bass when their new 'N' gauge layout 'White Meadow Quarry' was completed. Regular readers of *Model Rail* will be familiar with the couple's work as we have featured their coffee table layout

'Feldspar' and 'Ambleton Vale' in recent years. After a few outings with 'Ambleton Vale', they came up with the plan for a new layout that would fix some of the problems they'd encountered while exhibiting.

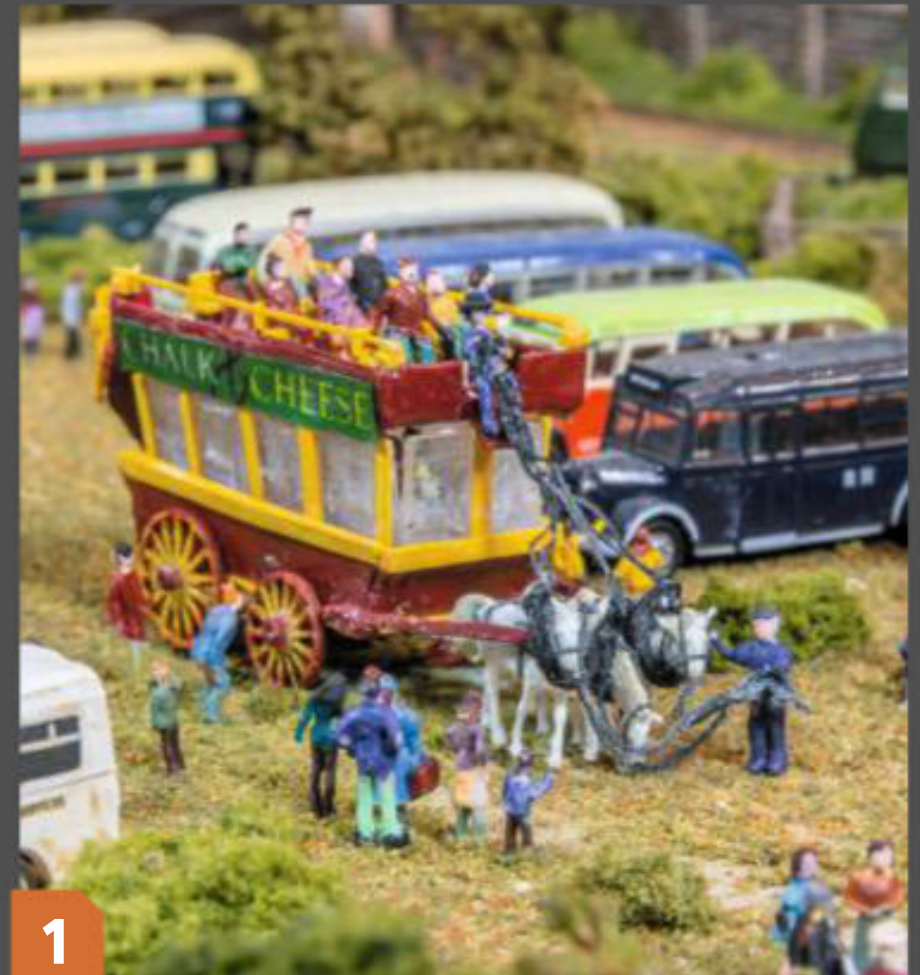
"The biggest issue we had was communication," explains Ray, "as 'Ambleton Vale' was 16ft long and in a busy and loud exhibition hall we couldn't hear each other when we were standing at each end. It was also an end-to-end layout, so we felt the pressure of constantly keeping things moving to entertain and that meant that it wasn't unheard of for

With weight being a factor, the landscape is built from polystyrene with papier-mâché and Polyfilla. It was then painted an earth colour and scatter material was added on the top. To make the path, Ray scratched away a bit of the scatter material.



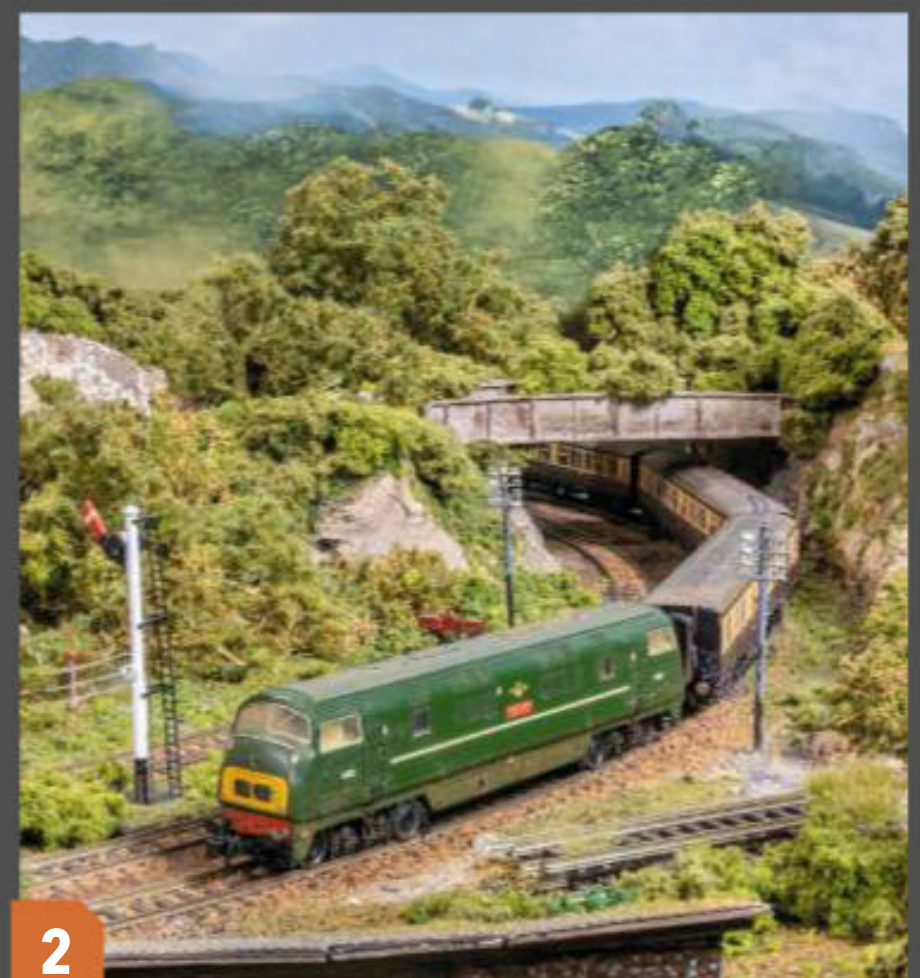


3 things we like



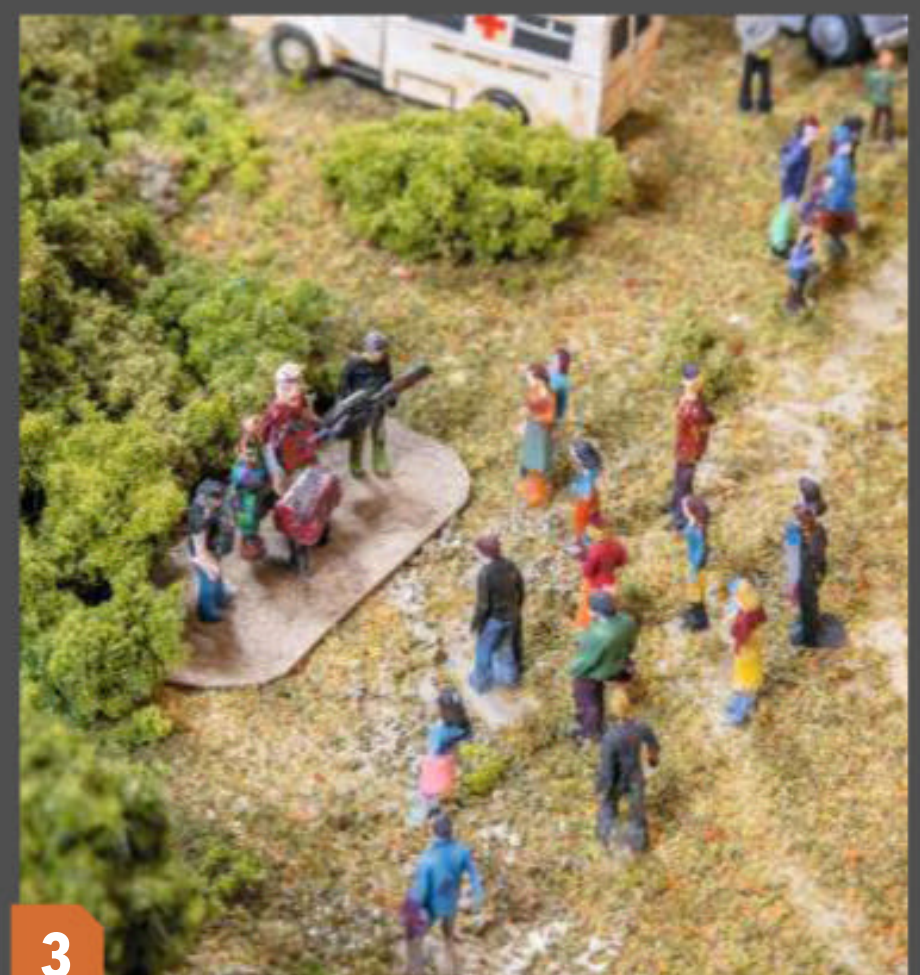
1

Anna made the horse-drawn omnibus and found it extremely fiddly.



2

The trees have all been created from Seafoam.



3

Four different shades of green have been used in the grass to avoid unrealistic uniformity.





one of us not to get away from the layout for a break until the middle of the afternoon. That gave us the requirements for this new layout: smaller, looped, and automated."

What Ray and Anna have created is 'White Meadow Quarry', a 7ft by 4ft 'N' gauge layout with automated loops and sections of manual control, allowing them to either run trains or leave everything to the computer and talk to the viewers. A fictitious layout based in the South of England, it became apparent that Ray had subconsciously created something rather similar to his old stomping grounds as a child.

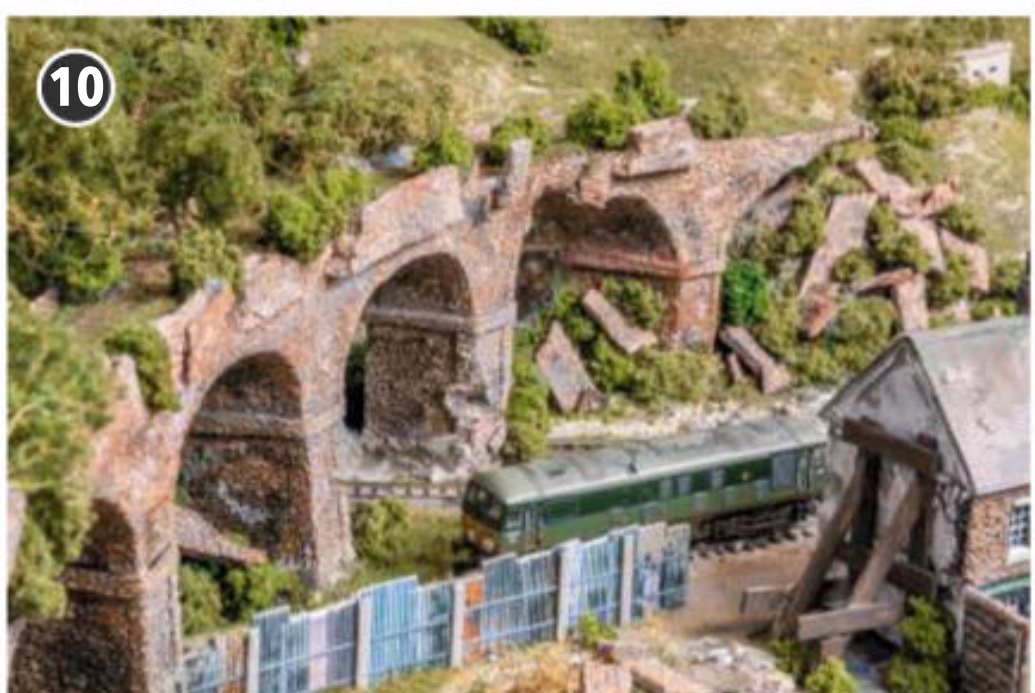
"It wasn't planned at all but I used to live near a chalk pit and when photographs of the finished layout were posted on Facebook somebody commented 'that looks like Whyteleafe!' which just so happened to be the quarry near to where I lived. That quarry used to be served by a railway which is still there, although the quarry has long gone, and Anna has used her design and artistic skills to create a ruined railway bridge for 'White Meadow Quarry'."

Anna learned how to scratchbuild from building Metcalfe kits. By paying attention to how the parts fit together she learned how to make buildings from scratch, and in the case of the railway bridge, she promptly attacked it with a knife.

"I wanted the bridge to look as though it was in a state of disrepair as the quarry is on its last legs and the railway serving it has gone. It started as cardboard cereal boxes and was covered in textured brick paper. Rather than trying to build the bridge in a ruined state, I decided to build the whole bridge and then hack at it with a Swiss army knife. Hacking ➤



'N' GAUGE LAYOUT **WHITE MEADOW QUARRY**



at the finished item, rather than trying to make it as rubble to start with, avoids the bridge looking too neat, as I felt that even if you tried to make it look natural the rubble would look forced and unrealistic. Some of the bits I hacked off have been placed underneath. Building the bridge wasn't too difficult – the tricky part was getting the pillars to fall perfectly between the tracks so as to not foul the lines, as it was built after the track was laid."

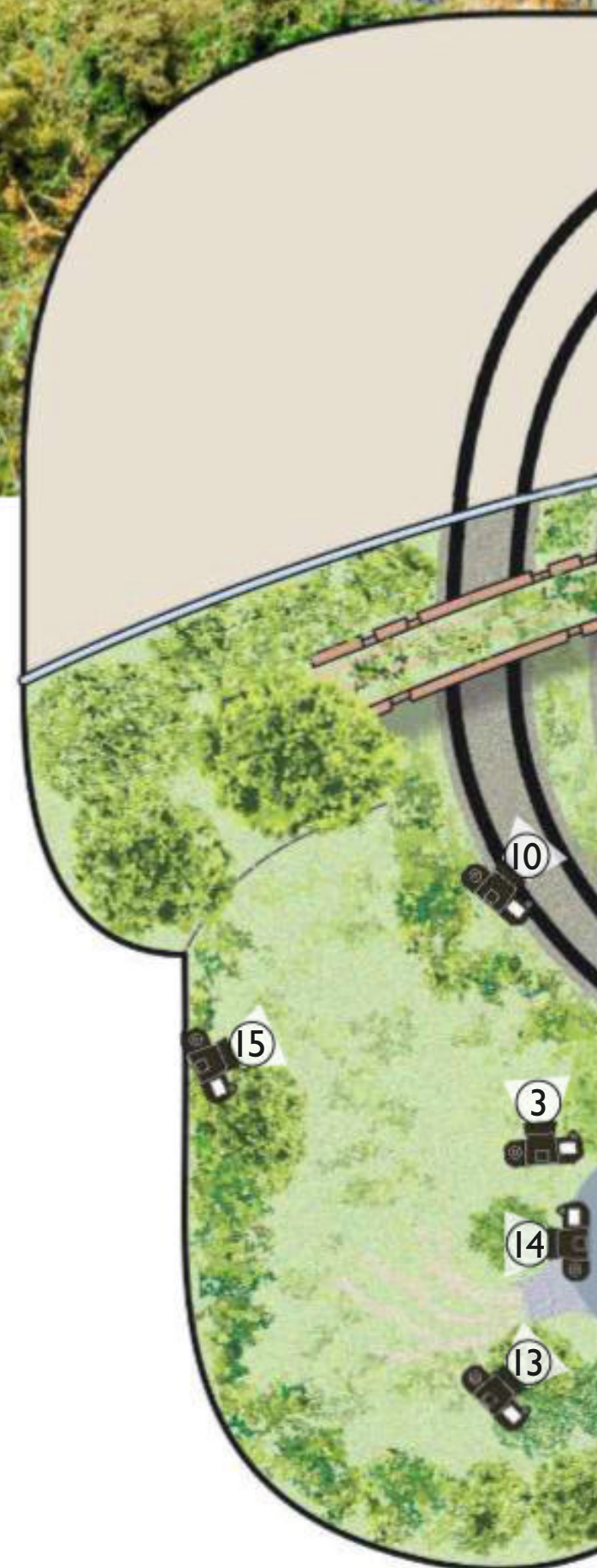
AUTOMATIC FOR THE PEOPLE

So how does the automation work? Although the pair don't have set roles, Ray tends to take charge of the automated loops and explains: "The two main station loops use Traincontroller software to operate a Digikeijs system. This will select one of the available trains and bring it into the station, pause it there for

a suitable time and then send it back to the fiddleyard. Once there the system will choose a different train and send that round, so that viewers don't see the same train all the time. I can take charge manually but it's nice to be able to leave it running and only have to cast a cursory eye over it now and then."

The branch line platform with runaround loop and the sidings are all controlled manually by an NCE PowerCab. Anna's party piece is being able to do the runaround in a highly realistic fashion, so she tends to operate manually while Ray keeps an eye on the automation. With the same stock on all of their layouts, Anna doesn't have to remind herself of how a particular layout's stock behaves.

"We don't have a lot of space at home and certainly don't have enough for boxes and boxes of models, so we decided to model the same era and region here as we did at 'Ambleton Vale' (1966 transitional). With transportability being key, we had to make sure that we could easily handle the layout, and keeping the weight down was a key objective, but we also wanted it to be interesting. As well as the core of ➤





MODELLER CV: RAY AND ANNA BASS

During lockdown the pair have been involved with online music gigs, and Anna has also been involved with horse and carriage driving.

FACTFILE: 'WHITE MEADOW QUARRY'

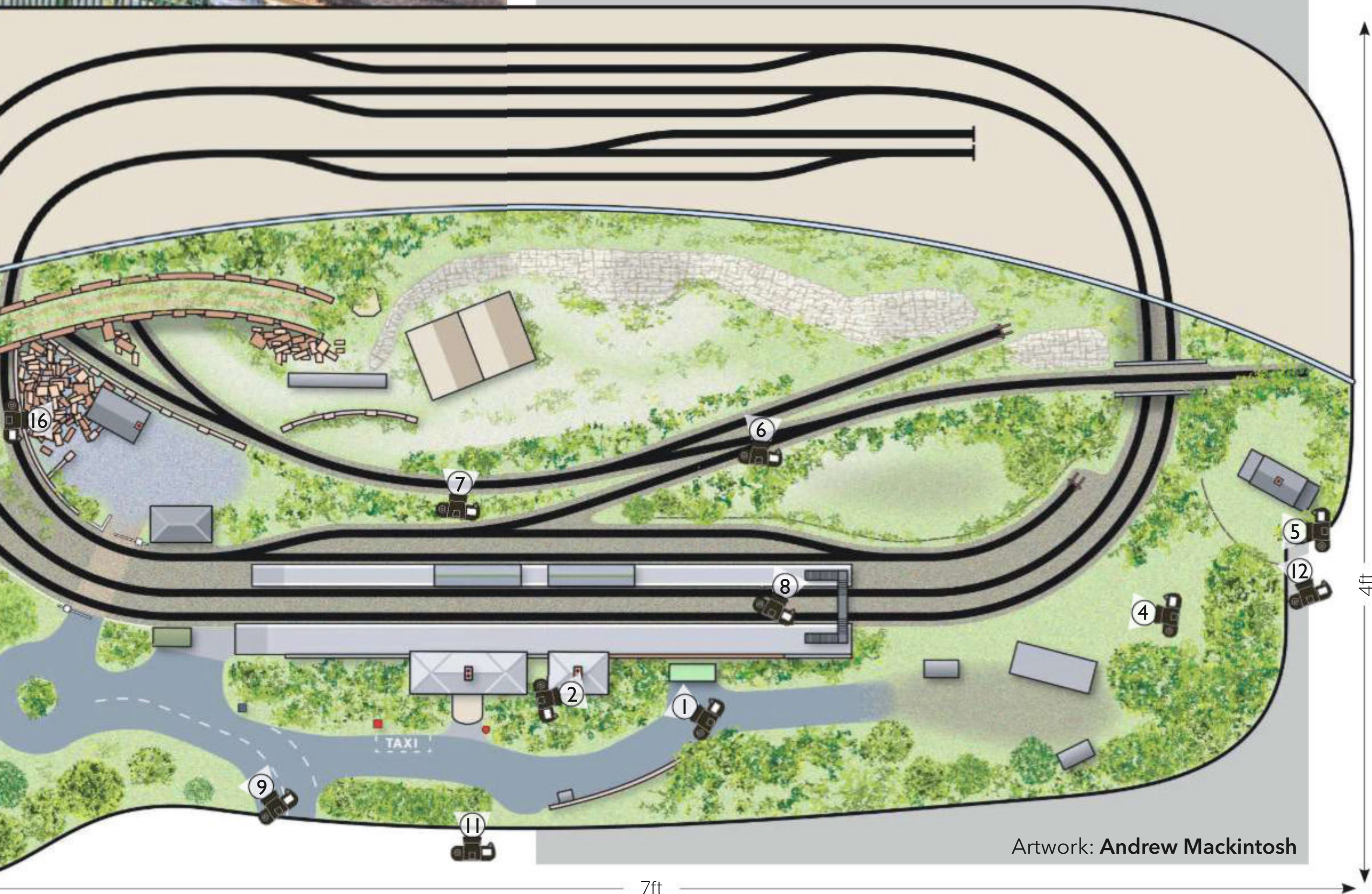
Gauge and scale: 2mm:1ft, 9mm gauge, 'N'

Time to build: One year

Size: 7ft by 4ft

Track: Peco Code 55

Power and control: Digikeijs automation with Traincontroller software, and NCE PowerCab



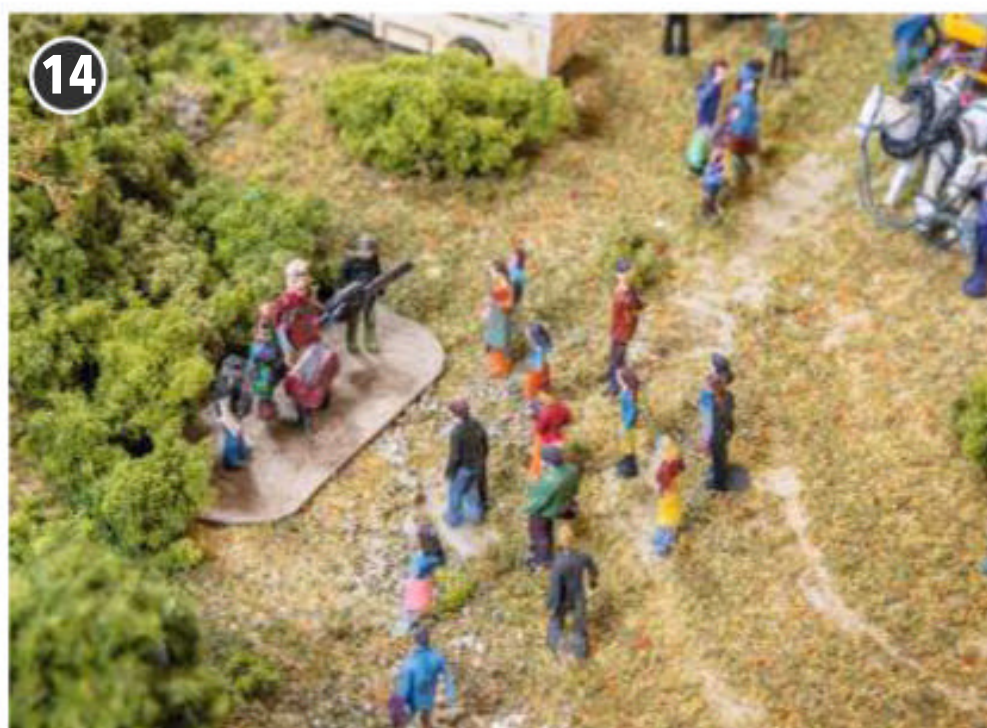
'N' GAUGE LAYOUT **WHITE MEADOW QUARRY**

'White Meadow Quarry' we created a couple of oddly shaped sections to bolt in place, just so that the layout wasn't a standard rectangle."

Away from the railway, and on one of these extra boards, they have added a bus rally after observations at previous shows.

"We had a couple of buses at 'Ambleton Vale' and people were as interested in those as they were the trains, so we thought 'why not put a bus rally on 'White Meadow Quarry'? As always, we had to add a few cameos as well, most notably the band performing at the rally which includes figurines of us. They were very fiddly but after starting with standard 'N' gauge figures and adding distinctive features such as Ray's beard and my colourful shirts I was able to create people that look (from a viewing distance anyway) like us. I also added Ray's dad as a policeman as, somewhat unusually, the blue police box on our layout actually is a police box and not a TARDIS!"

Hopefully, Ray and Anna will be able to take 'White Meadow Quarry' to an exhibition before too long and can put all of their new tactics and techniques to the test. Knowing them as we do though, another layout is probably already on the drawing board and it will be just as good as the previous three. **MR**



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FRY'S SHOW TRAIN LEAVING SOMERDALE IN SOMER

The CHOCOLATE train

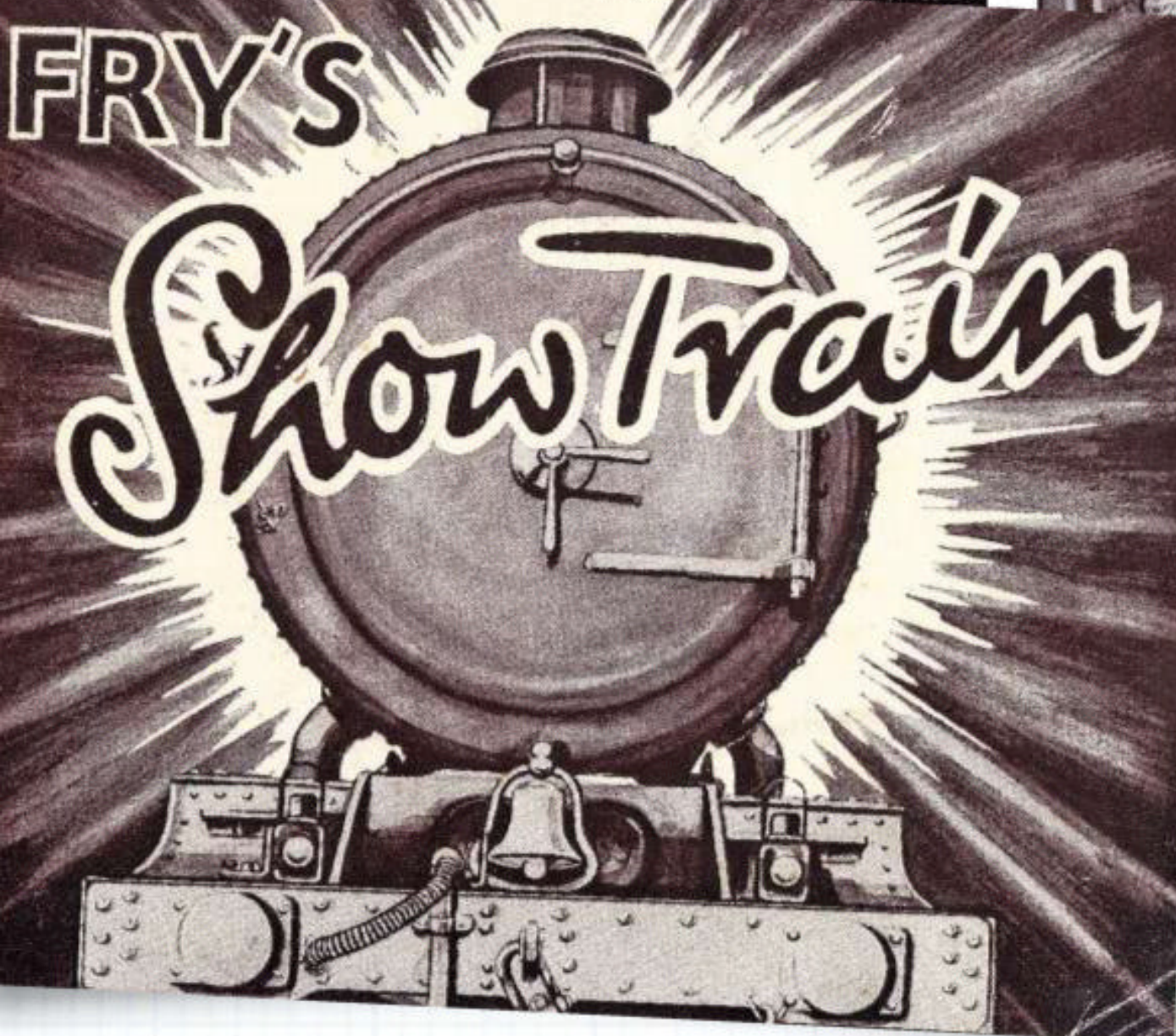
Do you have limited or uninteresting operation on your layout?
Are you looking to spice things up a bit, or perhaps
build a layout around a particular operational focal
point? **Paul A. Lunn** offers some suggestions.

In the 1930s, Fry's Chocolate adapted a special three-coach train, based at Somerdale near Keynsham, for promoting their products to invited customers, at sites around the UK rail network. The train included a lounge café/tearoom, kitchen, dressing rooms, sleeping accommodation for salesmen and an on-board Lister powerplant to provide electric lighting.

The train comprised a pair of converted GWR 'Monster' vans, which were originally built to carry theatrical scenery and numbered 590/3. Most of the side doors were removed and sets of gangways were

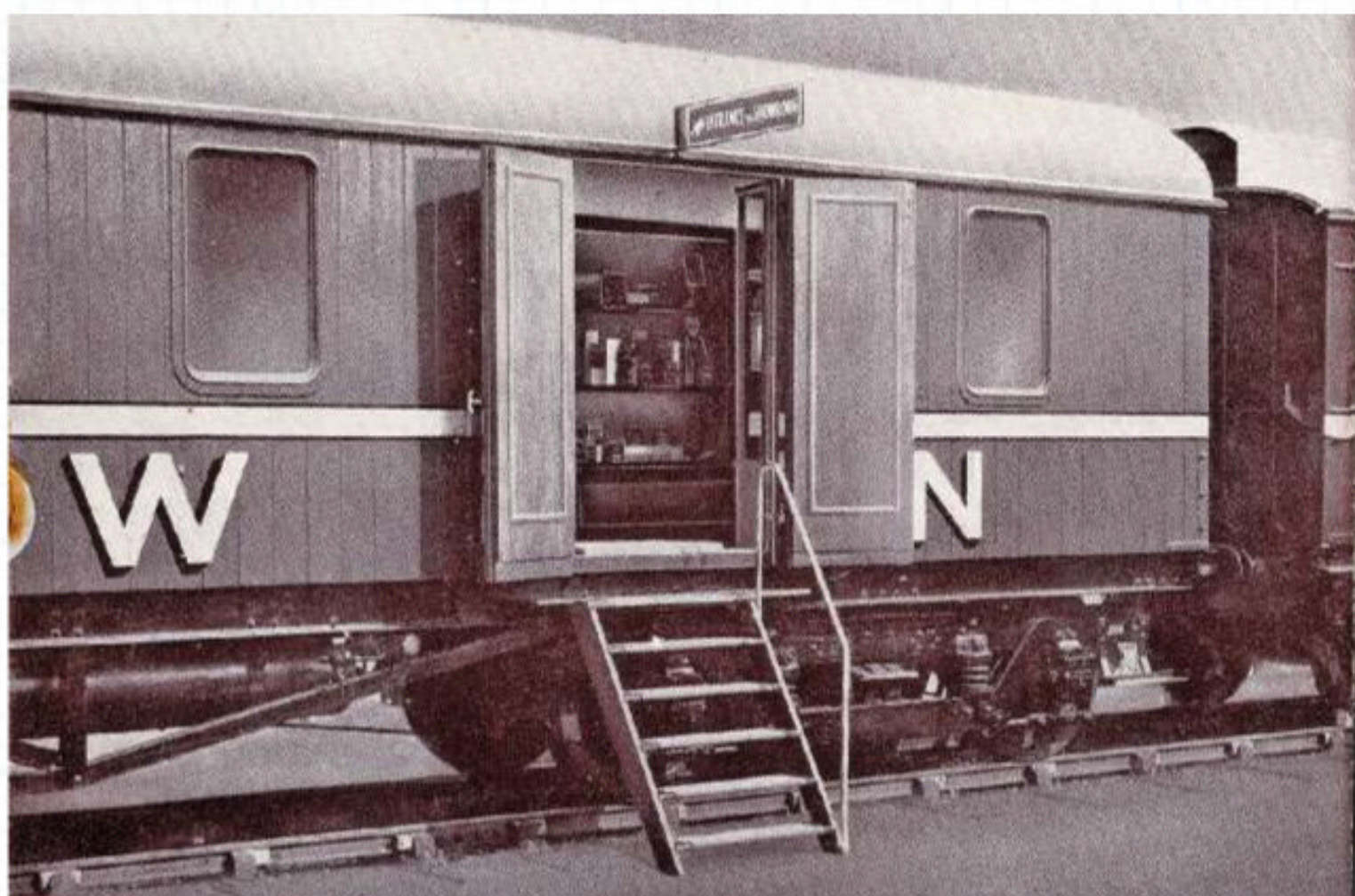
installed. The 'Monster' vans sandwiched centre car No. 9502, an 'H2' GWR First Class Dining Car with clerestory roof, converted into a tea lounge.

It's likely that all were painted in Fry's house colours of royal blue with gold lining. Operational dates were from 1933 to 1938 and possibly into 1939 and the inaugural train, from Somerdale, was pulled by a GWR pannier tank, decorated with a 'Fry's Chocolate Special' headboard. In the main, the Fry's coaches were often attached to service trains, of all four major railway companies. Movements were often by night.



It's said that the train covered 10,000 miles, visiting Scotland, North Wales, the North East, the West, Central and Southern England, to 250 locations in total. These included Barnsley, Barrow, Bishop Auckland, Bristol, Caernarfon, Carlisle, Canterbury, Chesterfield, Colwyn Bay, Consett, Crewe, Dundee West, Durham, Exeter, Gainsborough, Glasgow, Hanley, Harrogate, Hastings, Hereford, Kendal, Lancaster, Leamington, Newark, Macclesfield, Mansfield, Motherwell, Oswestry, Peterborough, Portsmouth, Rhyl, Sheffield, Shrewsbury, Stoke, West Hartlepool, Whitehaven, Wigan, Workington, Wrexham and York.

Try to imagine the routes used for these destinations and you could probably justify the train being on almost any layout. Most stopovers were for a day, sometimes extended to two and occasionally more, with a five-day sojourn at Chester being recorded.



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WANT TO KNOW MORE?

Railways of Keynsham by Russell Leitch (RCTS 1997) contains information on Fry's, The Show Train and Fry's Workers' Trains.

Bristol City Council's Museum Collection has an image taken at Bristol Cannon Road yard where the train is floodlit, for visitor access, and

end doors on one of the 'Monsters' are open, I suspect it was to cool the on-board stationary Lister Light Engine.

Numerous images of Keynsham and the Somerdale factory can be found at www.britainfromabove.org.uk

MODEL INTERPRETATION

The train could travel to any goods yard on your existing layout, or you could make a purpose-built model of Somerdale Works, bearing in mind a rail connection was added in 1925, ceasing operation in 1980. In that time, other stock included GWR panniers, a pair of 'Terriers' (works-only, ex WC&P), 'Dean Goods' 0-6-0, Class 22s, 'Hymeks', Class 03s, Class 08s and Fry's own 0-4-0 shunting locomotive.

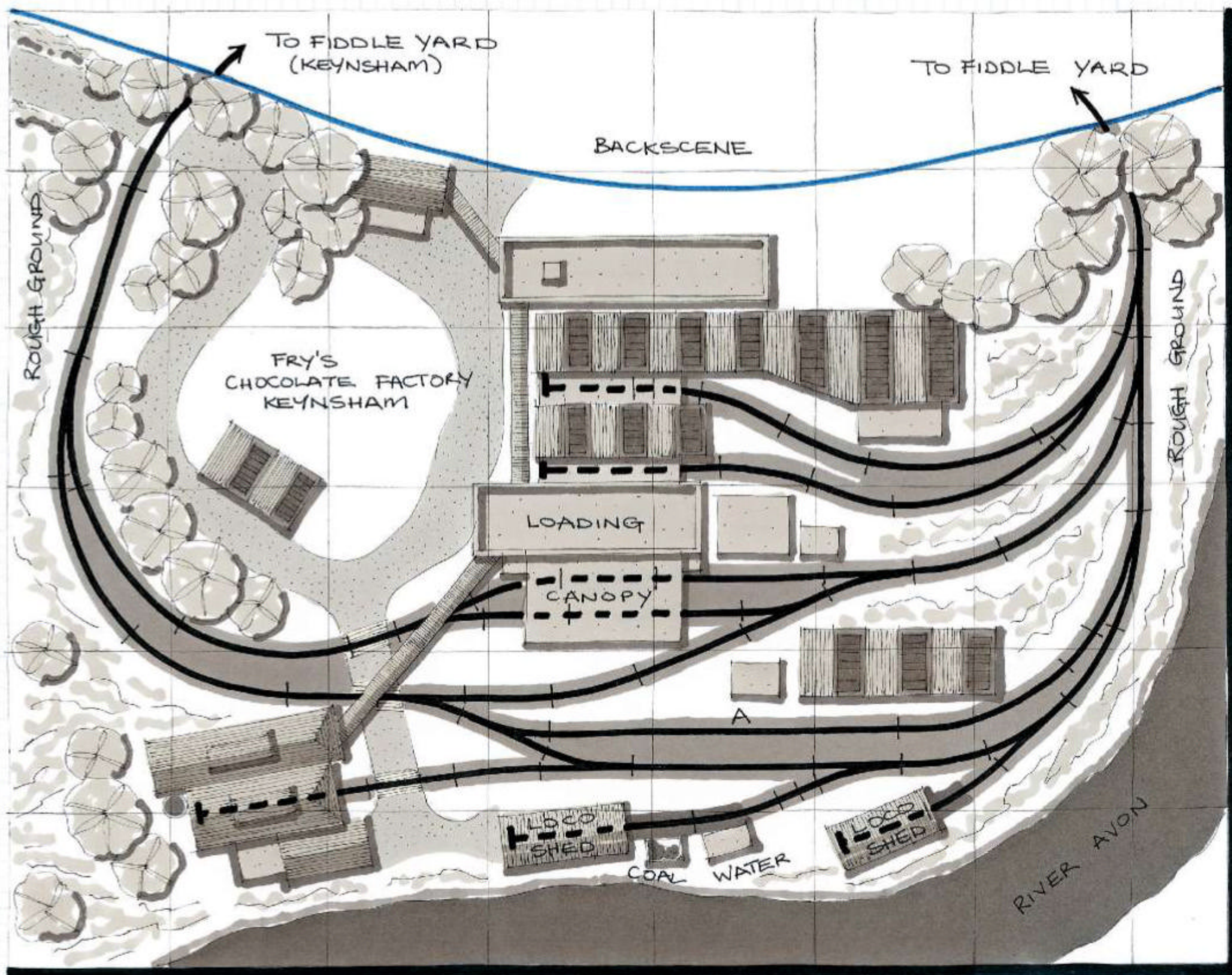
The accompanying 7ft 6in by 7ft layout (full width not shown), for 'OO' gauge, is designed to use rigid geometry track and replicates a number of prototype sections from Fry's factory at Somerdale, merged together in a highly condensed, semi-fictional arrangement. Principal structures are brick and concrete warehouses/works, with a several north light-style buildings and corrugated locomotive sheds.

The most significant feature is an approximately 8ft section of the River Avon, bordered with rough grassy banks and the factory. It's a wide baseboard and it may be helpful to make a lift-out section, where it says, 'Fry's Chocolate Factory Keynsham', to allow access to two stub sidings, immediately to the right. In reality, the track at the extreme top right is a dead end, but I thought a fiddleyard continuation would be more useful, partly as an increased headshunt and for running in locomotives. Track A is long enough to hold the Show Train carriages, which can be on display at all times, other than when supposedly on tour.



If you choose to model the layout in the pre-nationalisation period, this 6t GWR 'Tevan' would be ideal. Originally the wagon was a 'Mica B' refrigerated meat van, built in 1922 and the adjacent vehicle bears this out with its 'Vent-Insul-Meat' notation. When refurbished, the vacuum-braked vans were lined with zinc for transporting cocoa from Keynsham, via Bristol East Depot, to Ladbroke Grove Goods depot, on the western side of Paddington Station, for supplying stockists in London.

Suitable plastic kits of the GWR 'Mica B' van are available from the Parkside by Peco range, in both 'OO' and 'O' gauge.





FFESTINIOG FOR THE '90s

The Conwy Valley line in the mid-1990s might not match the glamour embued by Fry’s 1930s marketing material, but it does offer a tasty layout prospect nonetheless.

At this time, a pair of British Rail’s ‘retro’ green-liveried Class 101 DMU sets operated services along the Llandudno-Blaenau Ffestiniog branch, in a joint venture between Regional Railways and various public bodies, including Conwy Valley Railway Museum and the Ffestiniog Railway. The ‘101s’ ran as three-car units in the summer months, reduced to twin-car units in winter by removing the centre cars. The units involved were Set 685 (53164, 59539 and 53160) and Set 683 (51177, 59303 and 53269).

August 1994 was a time of unusual activity on the line, with a mix of nuclear flask traffic, weedkilling specials and test trains. Furthermore, if you’re happy to be flexible in terms of period, gunpowder trains and a temporary platform in the old goods yard near Maentwrog Road could easily be added into the mix.



Above: In 1982, British Rail opened a new ‘joint’ station with the Ffestiniog railway, after the latter had completed its extension back to the town of Blaenau Ffestiniog. A twin-faced island platform was built for narrow gauge services, complete with canopy and passenger facilities, just visible beside the narrow gauge train. ALAMY



Below: A brace of Class 31s top-and-tail the 1Z46 special at Llanrwst, providing extra weekend traffic along the branch.

Masterplan Unusual trains

This 'OO' gauge plan is an end-to-end design, wrapped round on a 7ft by 5ft 6in baseboard, more usually associated with an oval-type circuit. In order to maximise space, there is a 1:25 gradient, from approximately A to B, in keeping with the prototype, A nuclear waste terminal features over part of the non-scenic area, on the right-hand side. With short trains, there shouldn't be a problem with the gradient, but as always, test first and if unsuccessful consider the use of DCC concepts' Power Base system.

If we imagine a journey from one of the fiddleyard's sidings, travelling clockwise, we arrive at Blaenau Ffestiniog. Although much foreshortened, it captures the key elements of the real place with a standard gauge loop and two adjacent narrow gauge loops, two platforms with canopy and access stairway. The scene is contained at the left with a bridge. Beyond is a fictitious curve leading us into the goods yard at Maentwrog Road. Here I've included the single siding that once had a temporary platform, designed to improve tourism. The siding was also used temporarily for loading explosives from Penryn deudraeth.

While the main line is on a grade, it's important to keep the siding on the level so that any unpowered stock doesn't run back down the grade to Blaenau Ffestiniog, and probably beyond! With the gradient, there's a clearance of about 4in between the two levels at this point, sufficient for 'OO' gauge stock and a bit of thin framing. Clearance is slightly less over part of the hidden narrow gauge, but 'OO9' stock tends to be less tall, so I don't anticipate any problem.

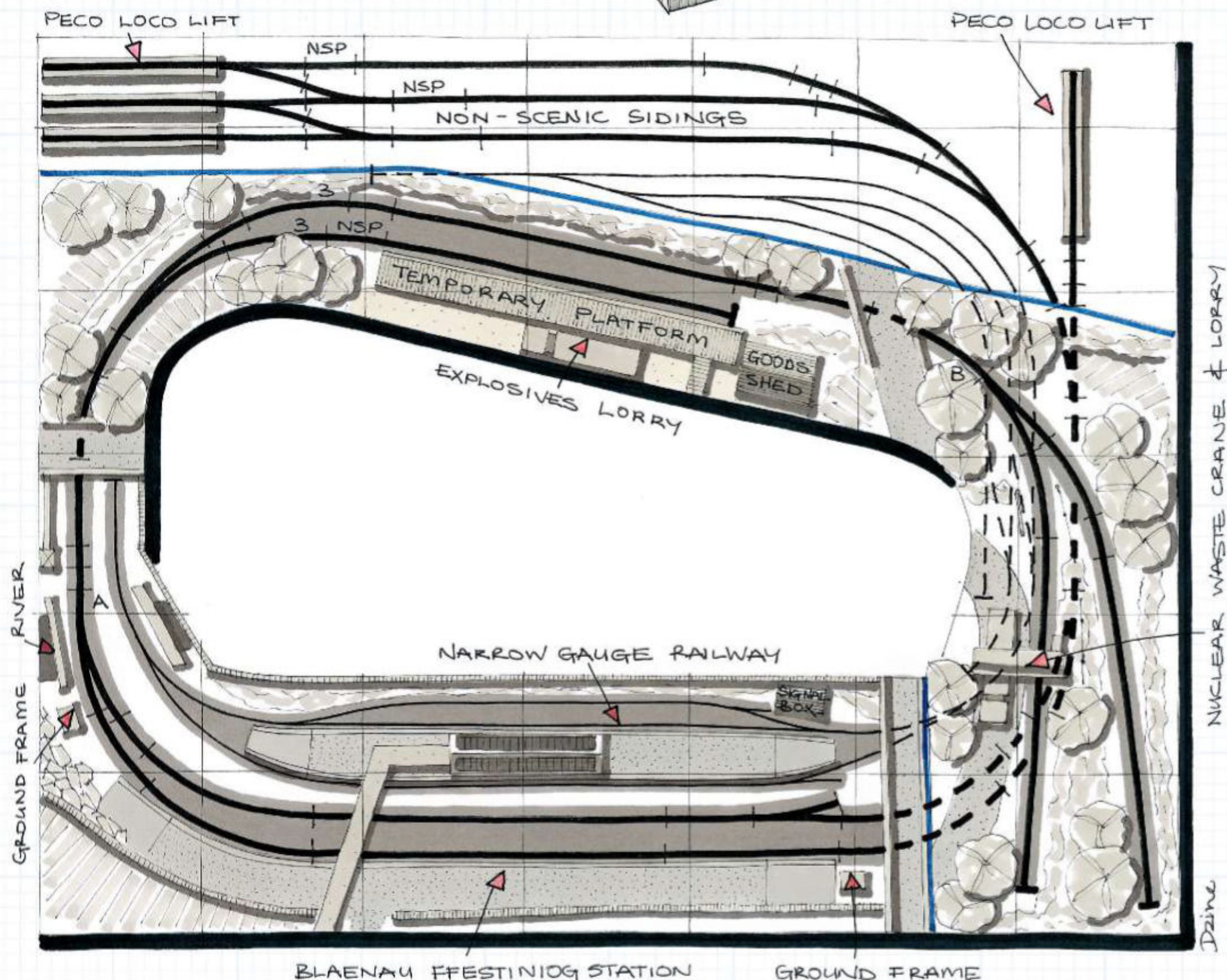
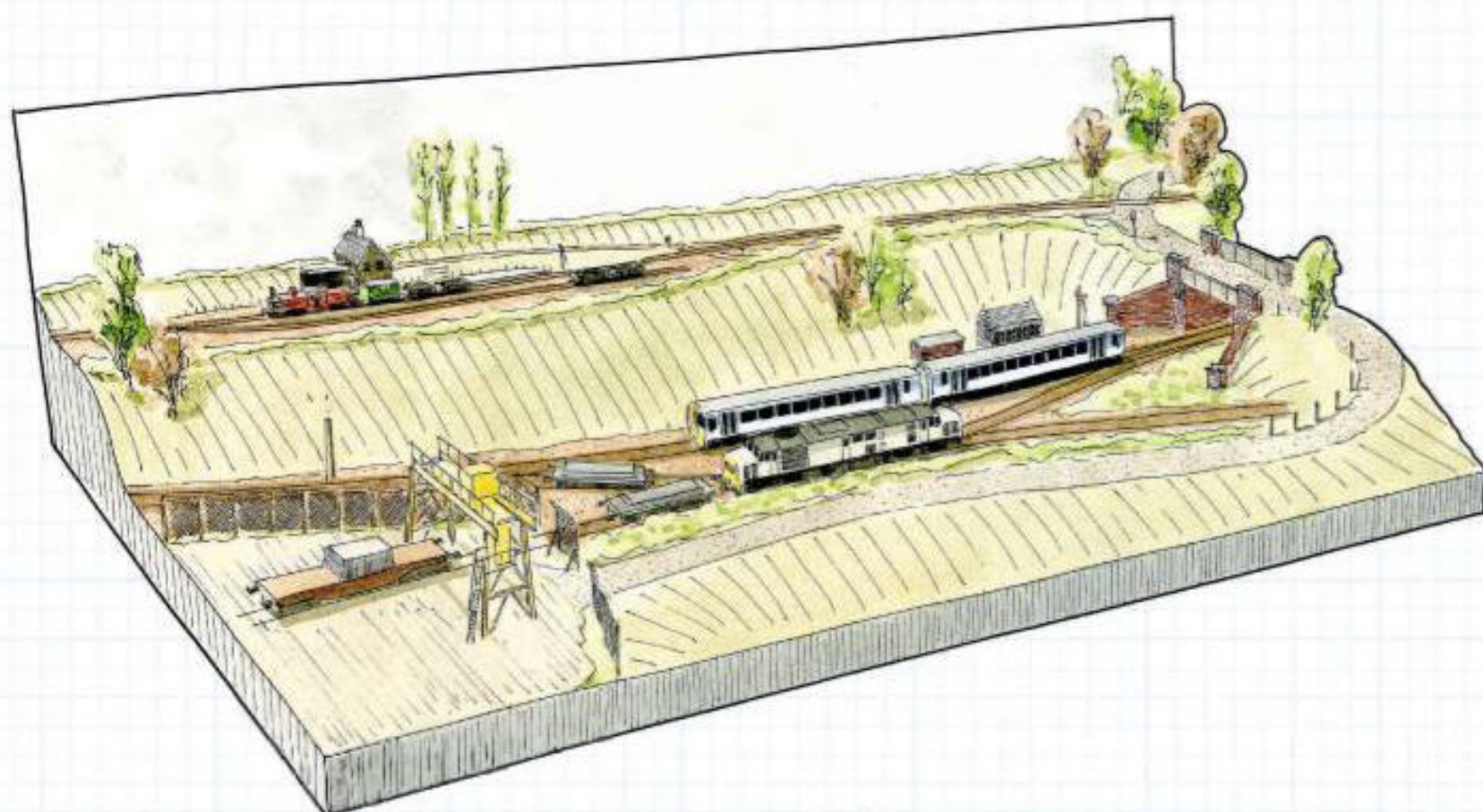
As for the operating well, as designed, it's for someone slim in stature but could easily accommodate a broader person by increasing overall width.

● Each square represents 1ft.



Above: Nuclear flask trains from Blaenau Ffestiniog were propelled to Trawsfynydd (with staff on the veranda of the leading brake van acting as lookouts), as there was no run-round loop at the latter. Here we see 31200 and 31201, with the inbound train, 'parked', behind vegetation, on the remaining stub of the former Bala line.

My favoured focal point would be based on a nuclear waste train and terminal, ideally at the end of a passenger branch.



Gallery

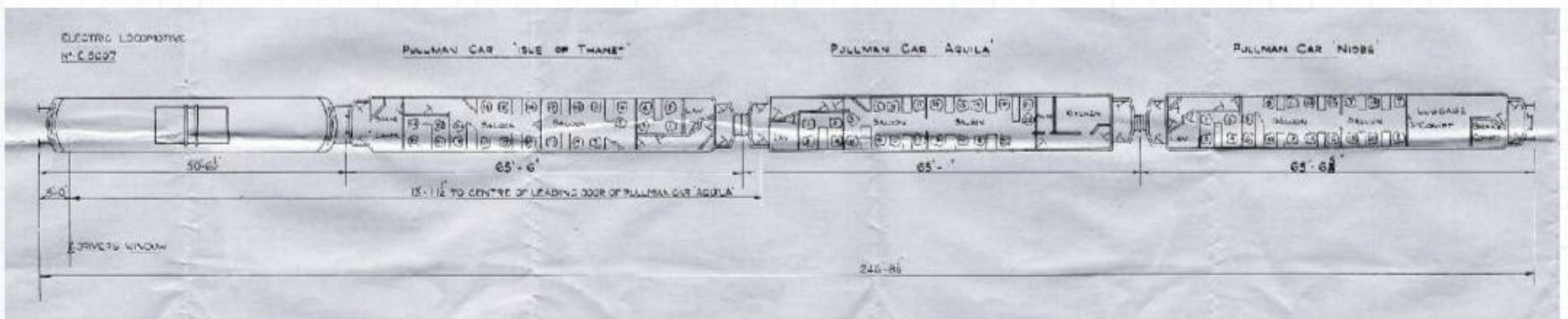


Left: Hunslet Barclay's Class 20s 20903 and 20902 are in charge of the Chipman's weedkilling train at Blaenau Ffestiniog, awaiting the right of way to Trawsfynedd.



Right: The farthest two FNA flask wagons are loaded for departure and the nearest, empty, pair are to be left behind. The rest of the train consisted of two brake vans (Nos. 955125 and 955008) and a pair of RNA barrier vehicles (Nos. 361867 and 360211).

NOT TO YOUR TASTE? HOW ABOUT THESE ALTERNATIVES?



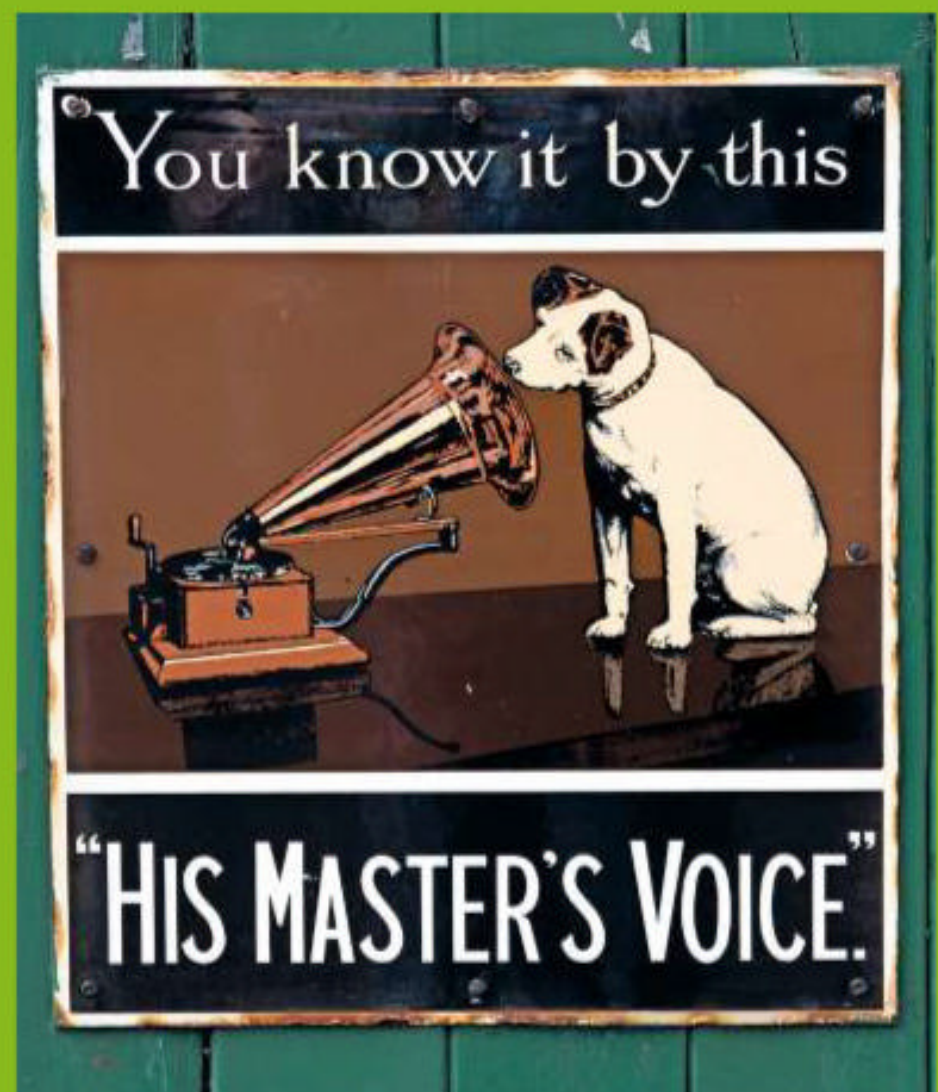
ICELANDIC PRESIDENT - OFFICIAL VISIT

On Monday November 18 1963, the President of Iceland, Asgeir Asgeirsson, visited the UK on a formal visit. His journey from Gatwick Airport to London (Victoria) was by special train, seen in the accompanying BR(SR) drawing, prepared by the Eastleigh Drawing Office. While it clearly shows the intended traction was Class 73 E5007, this locomotive failed and was replaced by Class 33, D6529.

Such a train, and no doubt those for other visiting dignitaries, provide us with endless possibilities. Furthermore, it's a perfect size for smaller layouts! Furthermore, there's the possibility of replacing a failed locomotive, to add some extra operational interest.

The three Pullman coaches listed on the drawing are *Isle of Thanet*, originally *Leona* and rebuilt, not for the first time, in 1950, to a Guards Parlour, *Aquila*, built as a Kitchen First, 1951, became part of the 'Golden Arrow' set and finally *Niobe*, a 'K' type from 1927. Of course, you don't need these three examples, just an existing main line layout and any Pullmans you may have to hand.

If chocolate's not to your liking, a similar - though not identical - arrangement was made for HMV records. The 'His Master's Voice National Show Train', with well-known dog logo, had its inaugural 2,750mile journey in 1934, setting off from Paddington, in the presence of the then prime minister, Ramsey McDonald. It was an ambitious route, taking in much of the UK, including Aberdeen, Brighton, Canterbury, Dundee, Edinburgh, Newcastle and York.



ALAMY



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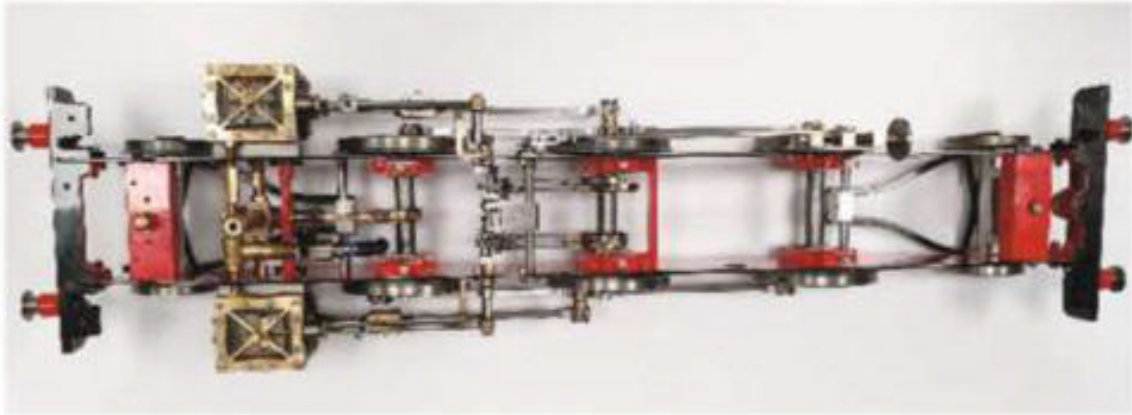
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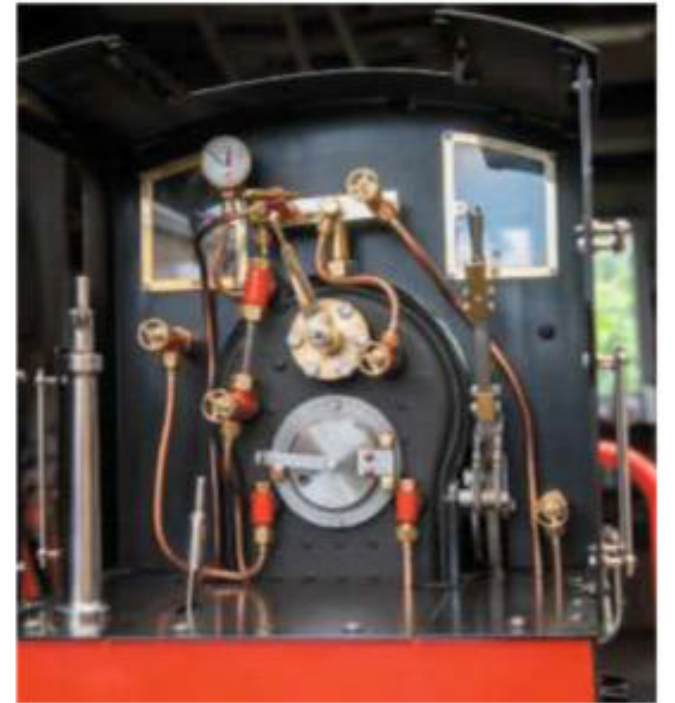
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86

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In-depth and unbiased reviews of the latest products

104 Mini test

Our experts rate five of the best products. This month: Peter Marriott tests five products for making plants and flowers.



92



90

86 Bachmann LNER
Gresley 'V2'

90 Oxford Rail LNER
'J27' later version

92 Bachmann
Class 47/0

96 Accurascale 21t
MDO/MDV wagons

98 Accurascale BR COILA
steel coil wagon

100 Dapol BR 'Conflat A'
and lime wagons

102 Gaugemaster track
ballasting aids

102 Scale Model Scenery
rowing boats

103 Noch multi-layer
grass mats

103 HobbyTrax Tyson
CDU and Power Pack

103 Model Railway
Projects Manual



98



96



100

Our reviewers

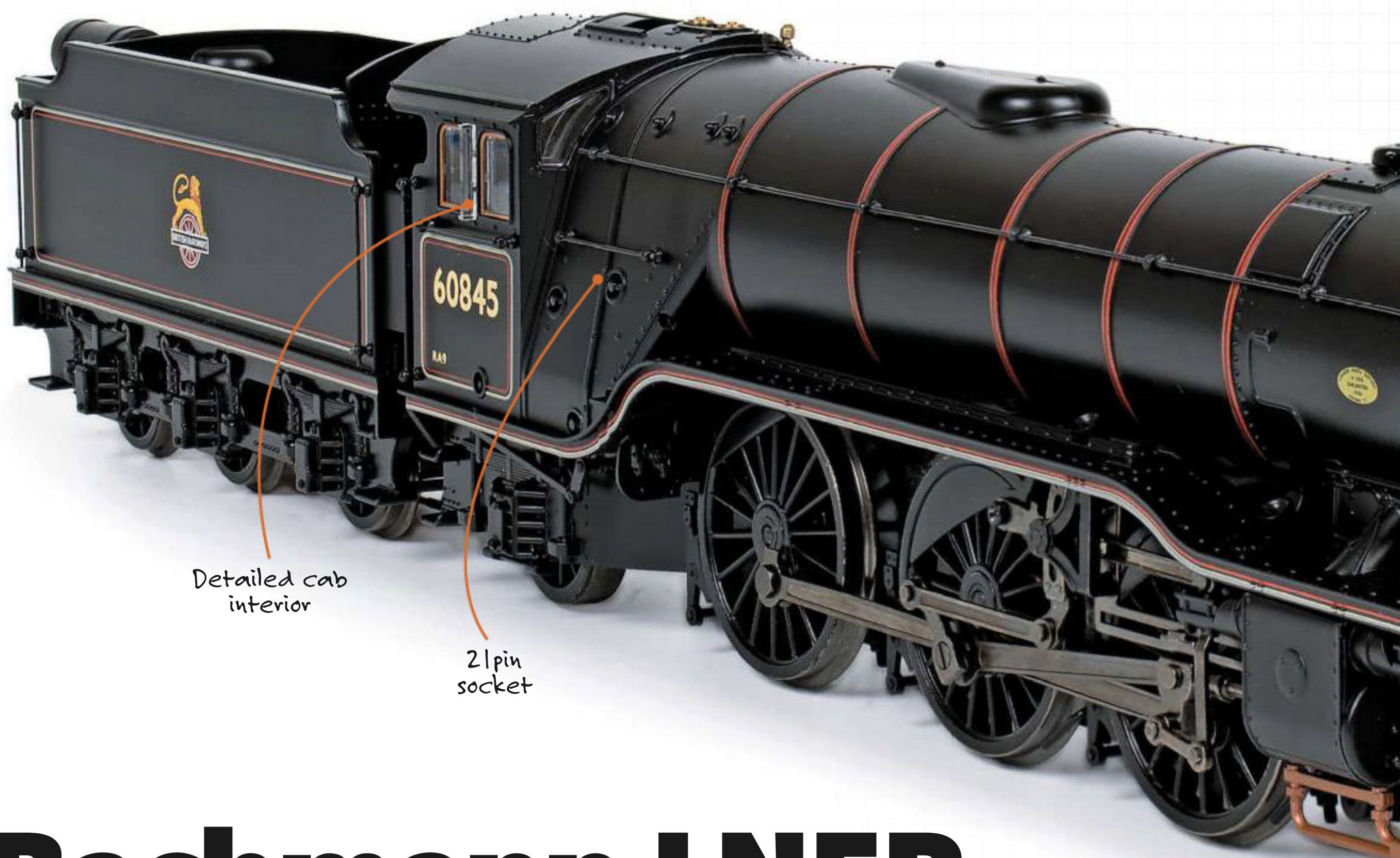
George Dent
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Chris Leigh
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Detailed cab interior

2 pin socket

Bachmann LNER Gresley 'V2' 2-6-2

◆ GAUGE 'OO' ◆ MODEL Bachmann Branchline LNER Class V2 2-6-2, BR lined black ◆ PRICE RRP £229.95 ◆ AVAILABILITY Bachmann stockists Web www.bachmann.co.uk

For such an important prototype, it's surprising that there have been relatively few RTR 'OO' renditions of Gresley's 'V2' over the years. Hornby-Dublo's projected 2-6-2 never made it off the drawing board in the 1960s and it took until 1991 before Bachmann introduced its first version. Can you imagine having to wait until the 1990s for a Stanier 'Black Five'?

A much-upgraded Bachmann 'V2' appeared in 2012, but there remained some limitations in the tooling, especially regarding potential detail variations. The decision to produce a completely re-tooled 'V2' was, therefore, welcome news and the first raft of models has now arrived. Three livery versions are on offer: No. 4791 in stunning original LNER Apple green, No. 60845 in BR mixed traffic lined black and early emblem (as reviewed here), while BR green No. 60847 shows

off the greater range that Bachmann's new tooling brings to the table, by incorporating outside steam pipes and a modified tender.

Some exclusive versions are also on offer. Two versions of *Green Arrow* will be available from Locomotion Models in preservation guise, in LNER or BR green (www.locomotionmodels.com). Additionally, Rails of Sheffield has commissioned models of No. 4843 *King's Own Yorkshire Light Infantry* in LNER green and No. 60964 *Durham Light Infantry* in BR green (www.railsofsheffield.com).

Having worked on - and owned - quite a few 'V2s' over the years, it only took a quick glance at this new version to appreciate how different it is to previous iterations. Not that Bachmann's last attempt at the 'V2' was poor, but this version exudes a far greater degree of finesse across the board.

HOW GOOD IS IT?

Gresley's elegant lines have been captured to a tee, with the long, sleek boiler and wide firebox merging seamlessly with the cab. The convex profile of the smokebox door looks spot on and there's a wonderfully fine seam along the top of the boiler,

complete with delicate fastener detail for the cladding sheets. The streamlined dome and chimney look right, the latter featuring a deep opening into the smokebox for greater realism.

The handrails and mounting knobs are very fine and there's a wealth of rivet and panel detail



“Gresley’s elegant lines have been captured to a tee, with the long, sleek boiler and wide firebox merging seamlessly with the cab”



driving wheels. The brake gear and sanding pipes add the finishing touches.

The cab glazing is neatly fitted, with wood effect reveals around the side windows, which is a very welcome touch, especially on this BR black version. Inside the cab, the floor has been painted in a plain ‘wood’ colour, which also helps to break up the black paintwork.

There’s a full array of controls, gauges and pipework picked out in appropriate colours and the twin bucket seats sit patiently awaiting a

footplate crew. The firebox is fitted with a pair of hinging deflector doors and these need to be opened with fine tweezers

to allow the firebox glow effect to be seen. But we’ll come to that in a moment.

The locomotive and tender are linked by a rather bulky plastic connector, incorporating a four-pin contact, allowing power to be transferred from the tender wheels to the motor within the locomotive. It also transmits the output from a DCC sound decoder (if fitted), allowing a speaker to be housed within the tender.

The tender itself is also impressive and, like the locomotive, is an all-new tooling. It’s not too heavy and the detail imparted on the body and chassis is excellent. It’s worth noting that the loco-tender connector is mounted on a pivoting cam at the tender end, which helps the locomotive negotiate tight curves while maintaining a close union between the two units.

Again, handrail and rivet head detail are impressive, with the moulded coal load easily removed to reveal a fully rendered bunker. A set of cab doors is pre-fitted to the tender and an extra set for the locomotive is supplied in the bag of extra details. These can be fitted if your layout features only

gentle curves or for display purposes. The same goes for the cylinder drainpipes and front footsteps, which are also provided as extras. Additionally, vacuum and steam hoses, dummy screw couplings, head and tail lamps, guard irons and an AWS protector plate are provided. Unfortunately, our sample was missing the drawhooks, which is why the couplings are missing in the photographs.

A flangeless wheel set is installed in the locomotive’s trailing truck, which is helpful for layouts with second radius curves. However, a replacement flanged set is also provided and swapping them over is a very simple affair – just take care not to lose the two small springs that sit beneath the axle. The comprehensive instruction booklet offers full guidance on this and other aspects of caring for this locomotive, including DCC installation and maintenance.

WHAT’S INSIDE?

This brings us onto the technical aspects of the model. Bachmann’s manual recommends the use of analogue controllers with a smoothed output, and the avoidance of electronic track cleaners, suggesting that the motor may be a coreless type. It does stand to reason that a sophisticated, 21st-century model would require a regulated power source rather than something rooted in the 1950s.

The motor is mounted towards the front of the locomotive, facing back towards the cab and powering the centre driven axle. There’s no risk of imbalance with this arrangement, as the weight is evenly distributed across the model’s full length and a 21-pin DCC interface sits within the firebox. Wiper pickups collect power from all six driving wheels, along with two of the tender’s axles. The pickup arrangement on the tender is a little ‘retro’ in some respects, but sometimes keeping things simple is the best way and there’s very little ‘drag’ induced on the axles, leading to

on the running plate, especially below the smokebox, featuring access panels for the inside cylinder and valve gear. The characteristic smokebox saddle, part of the monobloc cylinder arrangement for which the ‘V2’ was famed, is nicely rendered with smaller pipe runs integrated into the moulding. The sandbox fillers and mechanical lubricators are also worthy of note. I like the stubby buffer shanks and the fine lamp brackets are also impressive.

The sweeping curves of the footplate are an important element of the real ‘V2’, not least as they frame the driving wheels, but this is another area that Bachmann has got right. The chassis frames are also adorned with rivet head detail and the cylinders, valve gear and motion all look the part. The Cartazzi trailing truck and spring detail is excellent, and the wheels are also impressive, especially the

3 things we like



1

The streamlined profile of the cab roof and seamless joint with the firebox. The turned brass safety valves and roof vents – posed in the open position – add finesse.



2

Rivet head and panel seam detail moulded into the running plate. The front end is particularly well done, with all the hinged access panels in place.



3

While a flangeless wheelset is pre-installed in the rear pony truck, a flanged drop-in replacement is also included. Swapping the wheels is a simple job.

a very free-running tender.

Bachmann’s engineers have decided to forego a flywheel, but the motor was found to run very sweetly from the off. The usual 30-minute running-in time is prescribed and, once the gears had bedded in, the ‘V2’ proved to be a great performer, running quietly and with a smooth progression throughout the speed range.

The firebox glow effect ➤

Factfile: LNER 'V2'

Following the success of his 'K3' 2-6-0, Nigel Gresley strove to create an improved tender locomotive design, with an eye on fast freight services. Boasting a wider firebox, the 'Improved K3' would require a revised wheel arrangement, leading to the adoption of a 2-6-2 format – which was rather uncommon in the UK for tender engines.

The first examples of the new 'V2' class appeared in 1936 and they featured a monobloc cylinder, whereby the smokebox saddle, steam chest, twin outside and single inside cylinders, plus various steam passageways were incorporated into a single casting. This arrangement offered various potential benefits, most notably a lighter weight and fewer seams, to keep steam tight. It also offered a more direct route for the steam, without complex pipe runs, especially to the outside cylinders.

The 'V2' pioneer, No. 4771 *Green Arrow*, was named after the LNER's new fast freight service, signifying the primary purpose of these handsome locomotives. In total, 184 'V2s' were built between 1936-44, with assembly split between Darlington and Doncaster Works. Despite the focus being on freight traffic during their development, the 2-6-2s proved to be ultra-capable mixed traffic locomotives and they saw plenty of use on passenger trains throughout their lives. Indeed, they were frequently employed on express turns, standing in for unavailable 'Pacifics' and invariably giving a good account of themselves.

From new, the class was dispersed across the LNER network, working mostly on the East Coast Main Line and former Great Central lines. From London to Aberdeen, they could be seen hauling anything from fish vans and parcels to Top Link expresses. In BR days especially, they also became synonymous with services out of Marylebone and several were allocated to the London Midland Region, too. Moreover, a number of 'V2s' were loaned to BR's Southern Region when Bulleid's 'Pacifics' were temporarily withdrawn.

In later years, as the monobloc cylinders began to wear out, many locomotives received new,

separate castings with outside steam pipes, which spoiled the graceful lines of the prototype. A handful also gained double chimneys, but neither modification offered any substantial uplift in performance. By the early 1960s, if a 'V2' was deemed to require a cylinder change, the locomotive was simply withdrawn. Withdrawals soon gathered pace and by December 1966 the final example, No. 60831, was removed from traffic. All were scrapped, except for the pioneer *Green Arrow*, which was immediately preserved and is now part of the National Collection. It is currently on loan to Doncaster Museum.



1: Paired with a GWR tender in the equally unlikely surroundings of Swindon Works, 'V2' No. 60845 was undergoing coal consumption trials on the Western Region in March 1953. RAIL PHOTOPRINTS



2: Looking resplendent in BR lined green, No. 60858 pauses at York on a southbound passenger working, in June 1959. RAIL PHOTOPRINTS



System builder

Other items to complement this model...

THOMPSON TEAK STOCK

Bachmann's Thompson 59ft 6in and 63ft steel-bodied coaching stock are superb models, available in ersatz teak or BR liveries.

Price: £56.95

Availability:

Bachmann stockists

Web: www.bachmann.co.uk



GRESLEY TEAK STOCK

Hornby's Gresley coaching stock is an ideal companion for the 'V2', with a large range of vehicle types to choose from, in LNER teak and BR liveries.

Price: £54.99

Availability: Hornby stockists

Web: www.hornby.com



FISH VANS

The 'V2s' were built as mixed traffic locomotives, with an eye on hauling fast freight services, including overnight fish traffic from Scottish and East Coast ports to London. Bachmann's LNER 10t fish van is the perfect fit.

Price: from £22.95

Availability:

Bachmann stockists

Web: www.bachmann.co.uk



3: The ungainly addition of outside steam pipes reveals that No. 60956 has lost its monobloc cylinder casting. The scene is captured at Hadley Wood North in 1959. RAIL PHOTOPRINTS

consists of one red and one yellow LED. On analogue control, only the red LED is illuminated while the locomotive is running. Although the light is constant (no flickering), it does look good. On DCC, however, there's a facility to configure the two LEDs to flicker or glow to suit your own preferences.

FINE FETTLE

The finish is superb, with an even sheen to the black paintwork. The

lining is also top notch, with grey, white and red bands all applied neatly. The BR emblems and numerals are crisp and fully opaque and the Darlington builder's plates on the smokebox sides are fully legible. The only omission is a set of works plates on the rear of the tender. Build quality and overall fit of parts is about as good as it gets and, apart from the missing drawhooks in the detail bag (which is likely an isolated issue),

I've found it very difficult to find fault with this model. I freely admit that I don't know every rivet and boiler plug of the entire 'V2' fleet, but in terms of capturing the look, character and essential features of a vital locomotive class, Bachmann's new model has achieved that in spades. The uplift in technical specification is also very welcome in today's market. Finally, we now have an RTR 'OO' model that does justice to

one of Sir Nigel Gresley's masterpieces. Arguably one of, if not *the* most beautiful of LNER tender engines, Bachmann's new model will prove hard to resist for modellers of LNER and BR Eastern Region steam. On the back of the '94XX', Class 20, 24 and 47, this is turning out to be a vintage year for Bachmann. (GD)

BACHMANN LNER CLASS 'V2'

OVERVIEW

Manufacturer: Bachmann Branchline	Chassis: Metal with plastic parts
Ref. No. 35-201	Weight: 397g
Unit No. 60845	Min. curve radius: 438mm
Scale/gauge: 1:76 scale, 'OO' gauge	(second radius)
Body: Plastic with metal parts	Wheel back-to-back: 14.3mm

ELECTRICS

Electrical system: 12V DC two-rail	Lights: No
Motor type: Five-pole	DCC ready: Yes, 21-pin socket

MECHANISM

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

DIMENSIONS

	PROTOTYPE	1:76 SCALE	MODEL
Length (over buffers)	66ft 5 1/8in	266mm	270mm
Height	13ft 1in	52mm	52mm
Width	9ft 0in	36mm	36mm
Wheel diameter (driving)	6ft 2in	24.7mm	24.5mm
Wheel diameter (pony)	3ft 2in	12mm	12.5mm
Wheel diameter (trailing)	3ft 8in	14mm	14.5mm
Wheel diameter (tender)	3ft 3in	13mm	14mm
Coupled wheelbase	7ft 3in	29mm	29mm
	+ 8ft 3in	+ 33mm	+ 33mm

SERVICING

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

SUMMARY



PROS

- Looks fantastic.
- Excellent build quality.
- Smooth performance.
- Top notch paintwork and lining.

CONS

- Virtually nothing.



FINAL VERDICT

Superb.



270mm



52mm



36mm





Oxford Rail LNER 'J27' (later version)

◆ GAUGE 'OO' ◆ MODEL Oxford Rail OR76J27003 BR/LNER 'J27' 0-6-0 (later version) ◆ PRICE RRP £109.99 ◆ AVAILABILITY Oxford Rail stockists **Web** www.oxfordrail.com

I was mightily impressed by Oxford Rail's initial version of the Worsdell 'J27', which depicted the robust 0-6-0 in pre-war LNER condition, complete with Ramsbottom safety valves and roof-mounted whistles. Not only does Oxford Rail's model capture the look of the prototype admirably, but the lower price point also adds extra marks in its favour.

Sure, the model reveals its slightly more wallet-friendly nature by being less ornate than many contemporary steam-outline models, but this approach provides modellers with a broader choice. Not every modeller wants all the 'bells and whistles', after all. As an avid detailer and weathering

enthusiast, models like this are a real bonus to folks like me. Indeed, I mentioned in my original review that I was looking forward to seeing a later, British Railways-era version of the 'J27' - which is what you now see before you.

A couple of BR versions are on offer, with either an early emblem (as No. 65837) or later crest, which is the model under review. The plain black paintwork has a pleasant semi-satin sheen, while the cab interior carries a paler shade of cream than the LNER versions and the BR crests and numerals are printed to a high standard.

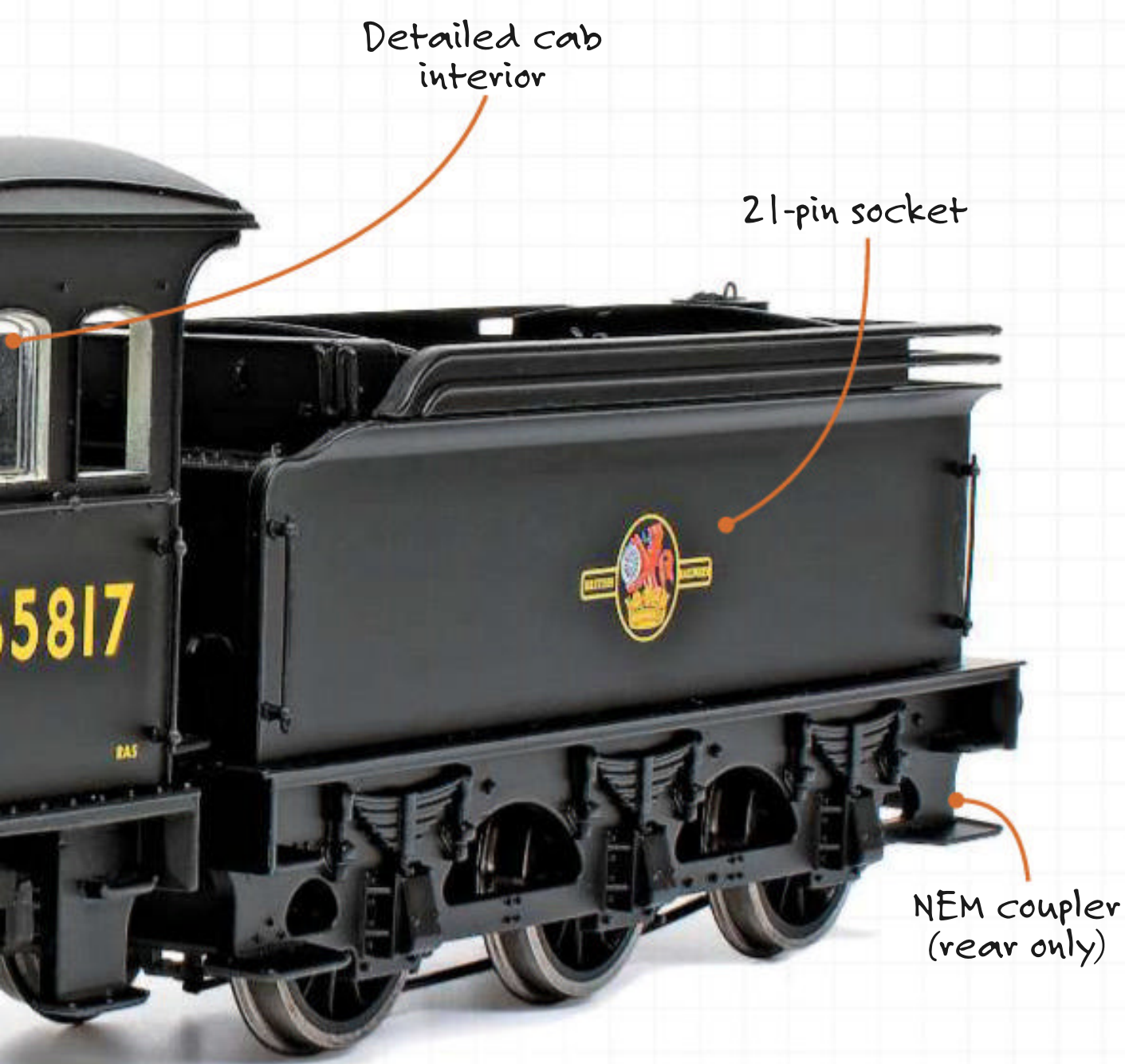
Our sample of No. 65817 carries a 52G Sunderland shedcode on the smokebox



door, which is an apt location for these locomotives, which were closely associated with hauling coal trains from the many Wearside and Tyneside collieries. Indeed, despite dating back to

the early 1900s, the 'J27s' lasted in service right up to the end of BR Eastern Region steam in 1967.

As well as the livery elements, Oxford Rail has made a few slight alterations to the tooling



“Extra power collection from two tender axles helps with performance, which was excellent straight out of the box”

to cater for the BR period. On the tender, the height of the bunker and coal rails is reduced, with the bunker's rear bulkhead featuring a notch in one corner, although I'm not sure what the purpose of this was.

On the locomotive, the substantial Ramsbottom safety valve unit has been replaced

with more discreet Ross 'pop' valves, and the twin whistles atop the cab have given way to a single device mounted onto the firebox. Incidentally, the safety valves and whistle are rendered in black plastic, rather than brass, but they have a refined outline, nonetheless.

A slightly different pattern of



dome is installed on the BR version, sited further from the chimney, and the placement of the boiler bands and wash out plugs also differ, showing admirable attention to detail.

Apart from these features, there isn't much to add to my original review in the summer issue (MR290). The coreless motor runs very sweetly on our sample, helped by the brass flywheel, while the minor issue of errant wiper pickups is present here, too, with a couple not being in contact with the locomotive's wheels. With some very gentle re-shaping of the pickups, the problem can be cured easily enough. That said, the extra power collection from two out of three tender axles helps significantly with performance, which was excellent straight from the box.

With some retailers offering 'J27s' at under £90 each, these models are a very tempting prospect. After all, they're an essential prototype for modellers with an interest in the North East of England in

particular, boasting long and distinguished careers throughout the LNER and BR steam eras. Look out for a feature on adding extra detail and a typical 1960s weathering job to a 'J27' in a future issue of *Model Rail*. (GD)

SUMMARY

PROS

- Overall looks and finish.
- Smooth performance.
- Great value.

CONS

- Smokebox door profile a little flat.
- Pickups needed tweaking.

FINAL VERDICT

Excellent.





Bachmann Class 47/0

◆ GAUGE 'OO' ◆ MODEL Bachmann Branchline BR Class 47/0 ◆ PRICE £239.95 ◆ AVAILABILITY Bachmann stockists Web www.bachmann.co.uk

Did we really need another Class 47 in 'OO'? We've certainly been spoiled with options over the past 20-odd years, thanks to Lima, Hornby, Heljan, ViTrains and Bachmann. Each model has had its good and bad points, with Bachmann's possibly being the pick of the bunch in terms of overall specification, although some may disagree!

With Heljan currently developing an all-new '47', it came as a surprise when Bachmann announced that it, too, had been working on a new Brush Type 4. Therefore, I've been eagerly anticipating how the model would shape up. With bold promises of unrivalled authenticity and a decent '47' already in the

range, the new version certainly has a lot to live up to.

The Class 47 was, by some margin, British Rail's most numerous main line diesel fleet.



Enjoying a long and distinguished career, there are endless livery options and a good many detail variations too, making the '47' an ideal addition to a model manufacturer's catalogue. Bachmann's new tooling will cater for each of the main sub-classes, including the original '47/0' and the freight-only '47/3', plus the electric heat '47/4', as well as other important versions.

Received for review is D1565, a Class 47/0 in stylish original two-tone green with small yellow panels. Other '47/0s' in this first batch include BR blue 47012 and Railfreight Construction Sector 47004.

BRUSHING UP

There's a tangible sense of quality when this new Brush

Type 4 is removed from its box, in terms of the exquisite level of finish and general profile. It really does look like a '47' and there are none of the shape issues around the windscreens and buffer-beams that have let down previous attempts from various manufacturers. The other noticeable difference is in the greater amount of detail to be found below the body, but we'll come to the nitty gritty of the underframe shortly.

Our sample portrays the original style of cant rail level radiator grilles and the level of finesse across the whole roof is impressive. The moulded detail is well defined and the etched metal fan grilles are super-fine. The fans below are also very well executed, with bracket



“The various lengths of plumbing are now separate components, rather than solid mouldings”

detail on each fin and they sit at just the right depth. There's a panel of fine mesh below the Spanner boiler exhaust outlet too, while the engine exhaust features a stepped interior, which is also pleasing.

The detail on the body sides and ends is equally good, with fine wire handrails installed (and painted appropriate colours) and the glazing is exceptional. The clear plastic is crystal clear, ultra-flush fitting and neatly installed, allowing the detailed interiors to be admired. The twin-arm windscreen wipers add the final touch of class.

As befitting an early-period Type 4, four-character headcode displays feature, with an Eastern Region express passenger code at the No. 1 end and a Class 4 freight code at the other end. The paintwork is almost flawless, with accurate shades and spotless colour separation, with just a hint of fuzziness at the edges of the yellow panels. The BR emblems, numerals and Crewe Works plates are finely rendered and



even the handles on the boiler tank access steps have been picked out in silver. Incidentally, the real D1565 was introduced in March 1964 and went new to Sheffield Darnall, although it soon relocated to Stratford later that same year and remained an Eastern Region Type 4 for some years to come.

The cowled bufferbeams feature a good rendition of the Oleo buffers, with small footsteps atop the shanks and the correct pattern of lamp brackets pre-installed. The buffers are sprung (albeit rather weakly) and holes are provided for drawhook and brake hoses, which come supplied in a separate bag. The detail bag also provides a set of miniature snowploughs

designed to clip into the NEM coupler pockets but, like those supplied with Bachmann's recent

Class 20/3, they protrude way too far and make it impossible to fit the bufferbeam detail as well.

The bogies are a significant upgrade on Bachmann's previous '47', with much greater depth to the frames, suspension and brake gear. The various lengths of plumbing are now separate components rather than solid mouldings, while the cab footsteps are a more convincing shape and size. The speedometer drive emanating from one of the roller bearing axleboxes is another highlight.

Between the bogies, the battery box and fuel tank area are excellent, with lots of definition and plenty of plumbing and electrical conduit picked out in orange. Fire extinguisher controls are present and also painted appropriately, as are the fuel gauges. Extra brake fittings can be found in the detail bag, for fitting to the corners of the bogies. These are likely to impair movement of the bogies, when fitted to the inner corners, so is recommended for static display only.

INTERNAL AFFAIRS

The Class 47 is to be offered in DCC-ready, DCC sound-fitted and DCC sound-fitted deluxe formats. We have the DCC-ready version here, which lacks the motorised radiator fans of the deluxe version. Like the new 'V2',

3 things we like



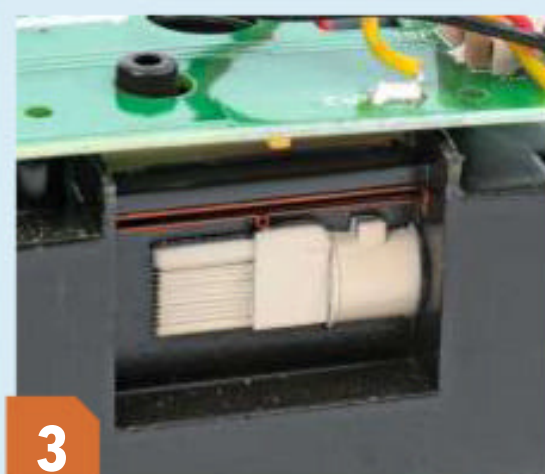
1

The etched radiator fan grilles are super-fine, without being overly fragile, and allow the detailed fans to be seen.



2

The underframe features a great sense of depth, with separately moulded pipework, brake and suspension detail.

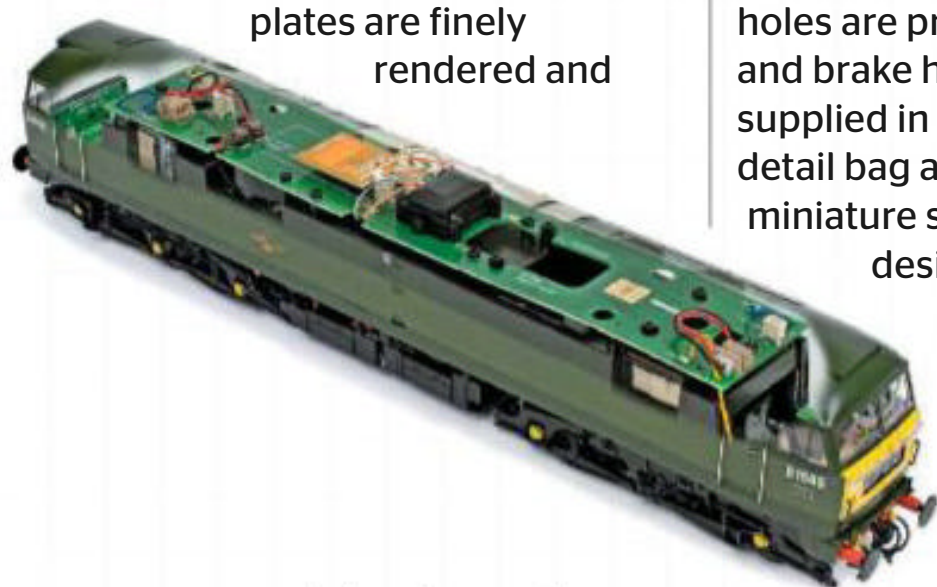


3

Engine room detail and pipework is cast into the chassis block and picked out in the correct colours, allowing it to be seen through the side windows.

Bachmann's manual cautions against the use of electronic track cleaners, suggesting that the '47' also features a coreless motor. In this instance, twin flywheels provide a welcome sense of inertia and help to provide an extremely smooth performance (the model was tested on analogue control only).

The body is very easy to remove and the PluX22 decoder socket sits prominently atop the main circuit board. A pair of speakers is installed to all models, whether DCC-fitted or not. Interior lights are installed for the cabs and the engine room, although these can only be controlled via DCC. The tail lights, however, can be switched ➤





**Bachmann Class 47
- in detail**

Factfile: BR Class 47

The BR/Brush Type 4 emerged out of an original plan to build another batch of Class 46 'Peaks', employing a more powerful Sulzer engine. However, there was dissatisfaction with the 1-Co-Co-1 wheel arrangement of the 'Peaks' and the Eastern Region in particular was lobbying for a six-axle Type 4 with a better weight-power ratio.

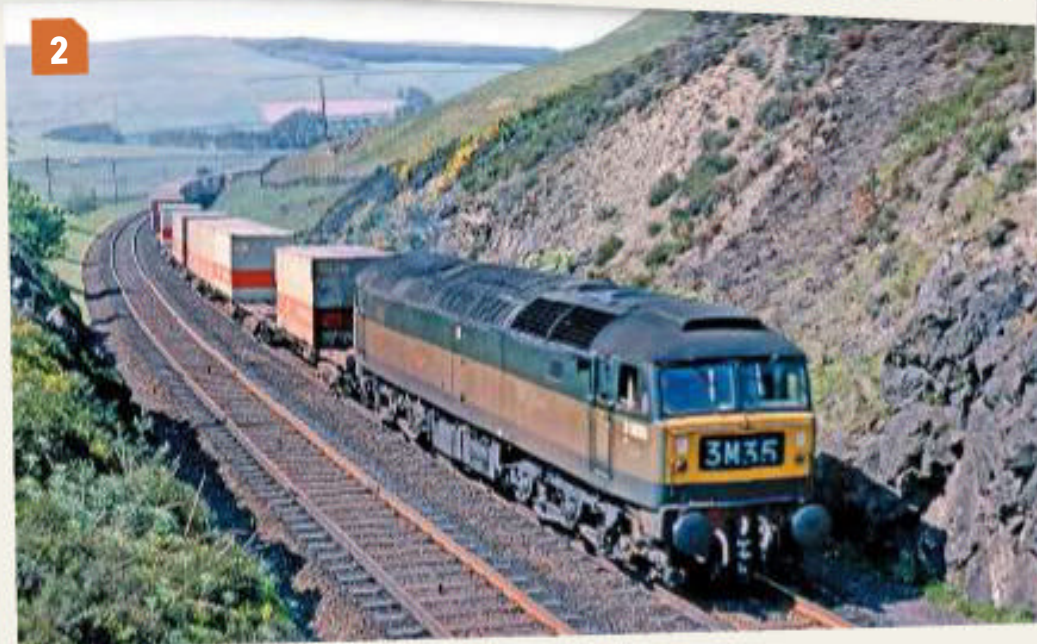
Brush duly took the hint and drew up plans for what would become the Class 47, arguably British Rail's most successful diesel electric main line locomotive. A different body assembly technique meant a significant weight saving over the Class 44/45/46 'Peaks' and the Sulzer 12LDA28C power unit was capable of outputting 2,750hp.

A total of 512 locomotives were constructed between 1962-65 at Brush's Loughborough site and BR's Crewe Works. The first examples were put to work on the Eastern Region and all but the Southern Region were slated to receive the Type 4s from new. Soon, many express passenger and freight services would be in the hands of '47s' and their ubiquity over the following two decades - on virtually all types of traffic across all regions - meant that they garnered a grudging admiration among enthusiasts, as opposed to a cult following.

Various refurbishment and modification programmes ensued, leading to several sub-classes and widespread withdrawals only began after privatisation. Numerous examples remain in main line use today.



1



2



3

1: The Western Region gained an allocation of the new Brush Type 4s and D1601 approaches Leaton with the Birkenhead-Paddington express in March 1967. RAIL PHOTOPRINTS

2: D1635 approaches the Beattock summit with a Freightliner service, June 1967. RAIL PHOTOPRINTS

3: Slow-speed control was fitted to the Class 47s to enable them to operate 'merry-go-round' coal traffic. D1767 runs into York with a test train of new HAA hoppers, August 1965. RAIL PHOTOPRINTS

System builder

Other items to complement this model...

BR Mk 1 STOCK

A BR green '47' needs a rake of maroon Mk 1 coaches, perhaps with the odd blue/grey example thrown in for that late 1960s look. Bachmann and Hornby offer plenty of choice.

Price: from £34.00 each

Availability: Bachmann or Hornby stockists

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



FREIGHTLINER STOCK

Beeching's liner trains were one of his better ideas and, from the start, they were closely associated with Class 47 haulage. Bachmann's FFA/FGA wagons are perfect.

Price: from £49.95

Availability: Bachmann stockists

Web: www.bachmann.co.uk



MGR HOPPERS

The '47s' were regularly employed on MGR coal services, hauling the HAA family of hoppers between collieries and power stations, into the 1980s. Hornby's model has been around for some time, while Cavalex and Accurascale are both developing alternatives.

Price: from £24.99

Availability: Accurascale, Cavalex or Hornby stockists

Web: www.accurascale.co.uk, www.cavalexmodels.com, www.hornby.com



without digital control, via a pair of tiny slide switches beneath the fuel tanks.

On the rails, the Class 47 ran smoothly and provided more than adequate hauling power. The mechanism was a tad noisy to begin with but, after five minutes or so it settled down to more of a ‘purr’. The illuminated

headcodes really look the part, with a soft yellow glow rather than a harsh light.

WAS IT WORTH IT?

After getting my hands on one of these new ‘Duffs’, did it meet my expectations? Yes, it did. In fact, it exceeded them. While I was excited by the prospect of an

all-new ‘47’, there was a lingering doubt as to how much better than the previous versions it could be. After all, I’m the happy owner of about a dozen Bachmann ‘47s’ and wasn’t unsatisfied with them. Placed beside this latest iteration, though, the uplift in authenticity and detail is obvious.

Bachmann has certainly nailed the looks of the Brush Type 4 and produced a superb new addition to its fleet of locomotives. Now I can’t wait to see Bachmann’s later-era ‘47s’! (GD)

BACHMANN CLASS 47

OVERVIEW	Chassis: Metal with plastic parts
Manufacturer: Bachmann Branchline	Weight: 597g
Ref. No. 35-410	Min. curve radius: 438mm (second radius)
Unit No. D1565	Wheel back-to-back: 14.3mm
Scale/gauge: 1:76 scale, ‘OO’ gauge	
Body: Plastic with metal parts	

ELECTRICS	Lights: No
Electrical system: 12V DC two-rail	DCC ready: PluX22 socket
Motor type: Five pole	

MECHANISM	Flywheel(s): Two
Drive system: Motor drives all six axles via cardan shafts and gears.	

DIMENSIONS	PROTOTYPE	1:76 SCALE	MODEL
Length	63ft 6in	254.7mm	254mm
Height	12ft 9¾in	51.3mm	51.3mm
Width	8ft 9¾in	35.3mm	35.5mm
Wheel diameter	3ft 9in	15mm	15mm
Bogie wheelbase	7ft 3in x 7ft 3in	29mm x 29mm	29mm x 29mm

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

SUMMARY

PROS

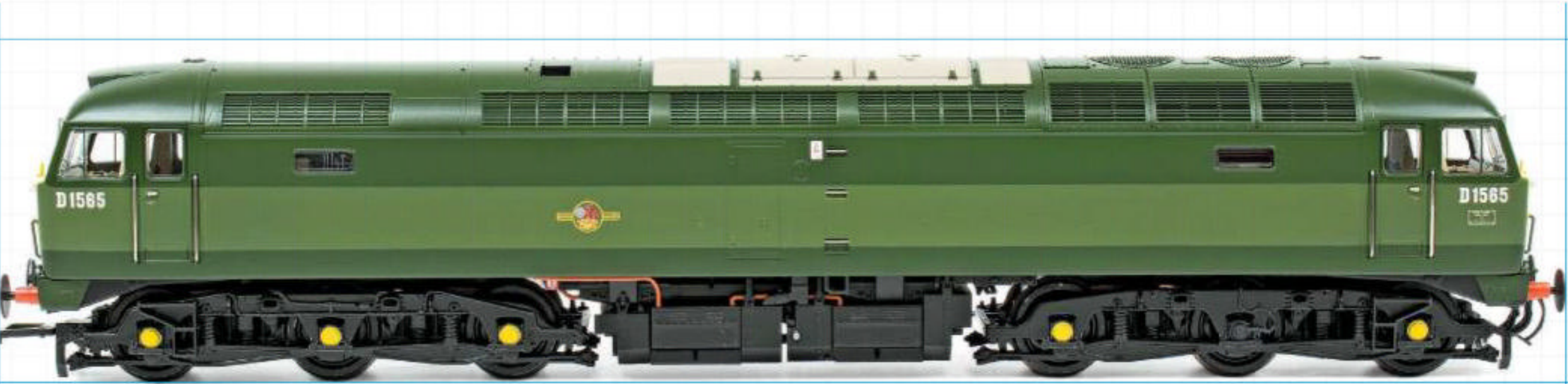
- Really looks the part.
- High-quality finish.
- Excellent level of detail.
- Smooth performance.

CONS

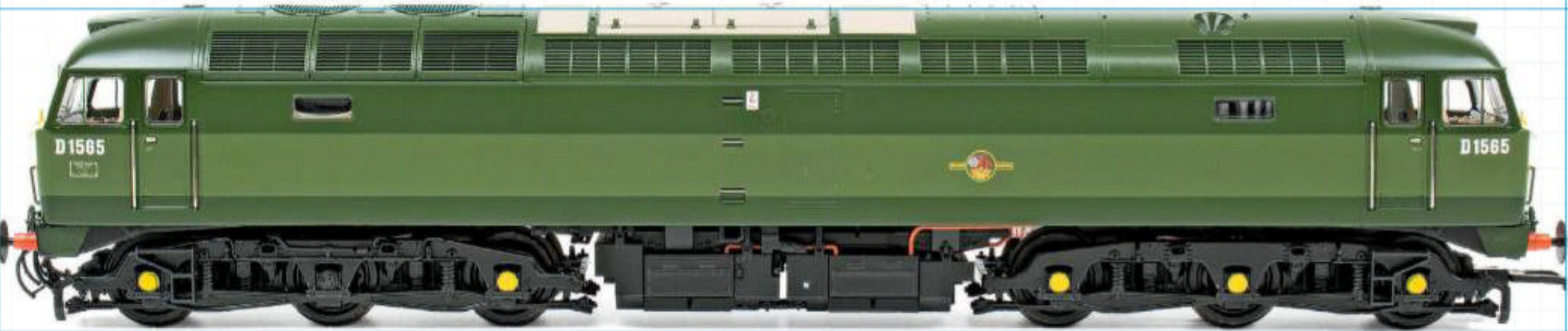
- Virtually nothing.

FINAL VERDICT

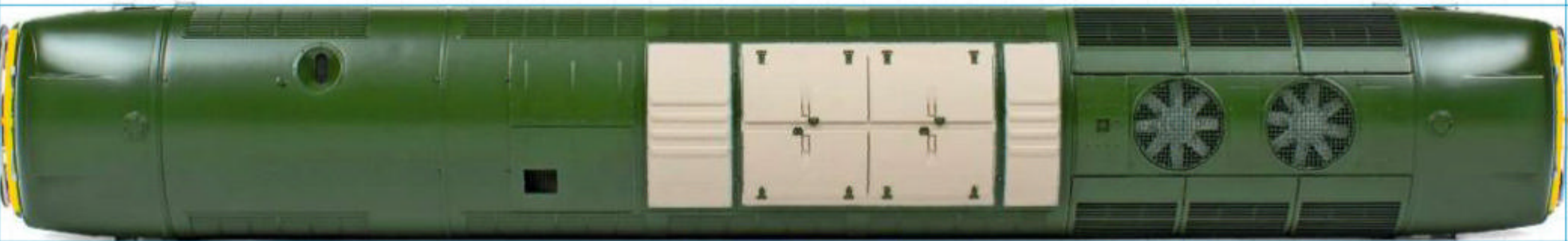
Terrific.



254mm



51.3mm



35.5mm





When thinking about BR steam-era coal traffic, most of us will think of the ubiquitous 16t steel-bodied mineral wagon. However, the use of larger, 21t wagons was also significant. Popular especially in South Wales, where increased capacity was vital to cope with the prodigious output of the collieries, 20/21t mineral wagons had been in use from the 1920s.

The GWR and various private owners were the main protagonists, and BR subsequently developed the concept in the 1950s, initially with a batch featuring riveted steel bodywork. A move to welded bodies soon followed, with 1,500 examples turned out to BR dia. 1/107 in 1950-51, from three different private contractors.

Appearing very similar to the 16t wagons also under construction, the side and end doors were common components, but the larger wagons featured 12ft underframes and lacked the small top flaps above each side door. Handbrakes only were employed, and the wagons worked mainly to and from collieries, ports,

Accurascale MDO/MDV

◆ **GAUGE** 'OO' ◆ **MODEL** Accurascale BR 21t COAL21/MDO/MDV mineral wagons ◆ **PRICE** £74.94 per triple-pack

◆ **AVAILABILITY** Accurascale stockists **Web** www.accurascale.co.uk



steelworks and other large industries, as well as to coal concentration depots.

Coded as MDO under TOPS in the early 1970s, this decade also

featured many wagons being re-bodied and equipped with roller bearings and vacuum brakes to extend their lives. Unmodified versions lingered on until 1983,

while re-bodied examples lasted a few more years, finally being retired in 1988.

Between 1961-63, BR authorised the building of 3,950 more 21t





very few common fittings, meaning that separate tooling suites have been necessary. Across both models, the welded bodywork and doors have been captured perfectly.

The reinforcing top corner plates are a very subtle inclusion, while fine wire grab handles and lamp brackets

embellish the end doors.

The underframe is excellent, with the solebars, axle guards, spring and axlebox detail all being crisply moulded. Fully legible builders' plates are present, along with instruction sheets in the clip frame, which is a great touch.

Sprung buffers are installed, of the correct pattern for each vehicle type and NEM coupler pockets are mounted in sprung, pivoting units.

The brake gear is excellent. The unfitted versions feature the correct 'laminated' actuating rods, which are further enhanced by wire safety loops. On the vac-fitted MDVs, all the equipment has been rendered, including the self-adjusting gear, yokes, safety hoops and pipework.

The three-hole disc wheels are impressive in terms of fine flange profile and the brake shoes align perfectly. Interestingly, the MDVs come with alternative brake gear for 'P4'/'EM' modellers. Brake hoses and scale couplings are also provided in the small detail bags.

The standard of assembly and decoration is top notch across all six of our samples, with even the smallest printed legends being cleanly applied and legible under a magnifier. Performance has been perfect, with the wagons trundling along over junctions without issue. Also of note is Accurascale's packs of matching 'coal' loads, which are available separately. Cast in resin and painted matt black, they

mineral wagons (to Dia. 1/120 and later coded as MDV), this time with vacuum brakes fitted as standard. The top flaps returned above each side door and roller bearings and heavy-duty buffers were further upgrades. Again, these wagons worked mostly on block coal trains between collieries and industrial customers or ports, and could be seen across large areas of England, Scotland's Central Belt and, of course, South Wales, lasting into the early 1990s.

Accurascale's decision to replicate both the MDO and MDV in 'OO' was a very welcome move, as these important prototypes have only previously been available as kits. It was a popular move, as many of the wagon packs were sold out on pre-order! Secured for review is a trio each of the MDO and MDV wagons. Available in triple-packs, the wagons come neatly packaged and a range of number and markings options were available to suit the pre and post-TOPS eras.

Although ostensibly similar in terms of overall dimensions, the two wagon types share



look convincing when installed.

Although I write this just before we close for press, there's a good chance that the remaining packs of MDO/MDVs will have sold out by the time this issue goes on sale. The demand for wagons of this type clearly exists and all credit goes to Accurascale for not only choosing a perfect prototype, but also for executing the project to such a high standard. Let's hope there'll be a second run, not least as I missed out on the post-TOPS versions for my own layout! (GD)

SUMMARY

PROS

- Important prototype.
- Looks, attention to detail.
 - Top notch finish.
 - Performance.

CONS

- Nothing.

FINAL VERDICT

Fantastic.





Accurascale COIL A

◆ **GAUGE** 'OO' ◆ **MODEL:** Accurascale BR COILA steel coil wagons ◆ **PRICE** £74.94 per triple-pack ◆ **AVAILABILITY** Accurascale stockists **Web** www.accurascale.co.uk

The COIL A is a wagon type that probably went unnoticed by many enthusiasts who were active during its lifetime. Indeed, it was a prototype that I'd taken no interest in until Accurascale announced its intention to portray it in 4mm scale. A bit of digging around reveals that the real things worked to all manner of locations in England, Wales and Scotland over a 30-year period. Furthermore, they were built on underframes originally intended for 21t mineral wagons, thus offering Accurascale further mileage for its new MDV chassis.

The post-war boom in consumerism led to greater demand for all manner of products, from washing machines to motor cars. This led to a steep rise in steel coil traffic during the 1950s, for which BR

was totally unprepared. Several options were considered as stop-gap measures, with many surplus wagon types being quickly converted for the carriage of steel.

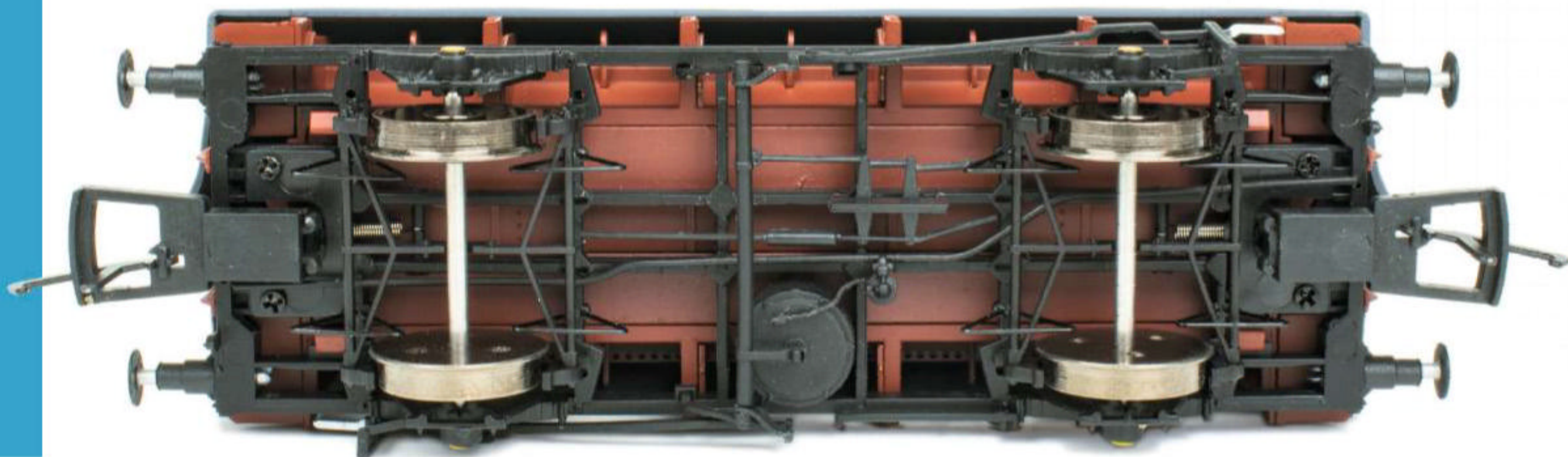
A purpose-built design did appear, however, in the form of the Dia. 1/412 'Coil Wagon', which was later given the name COIL A (and KAV under TOPS). The chassis came from a batch of 21t vacuum brake-fitted mineral wagons (the order for which was subsequently cancelled) and the body consisted of an 18ft long cradle for the transverse loading of steel coils. The load was covered with a large sheet, supported on three movable bars, which covered most of the body.

Fifty examples were constructed at Derby and entered service in 1962, initially working



from the John Summers plant at Hawarden Bridge, North Wales. Destinations included the West Midlands, Leeds and Watford. By the 1970s, they could be found serving Teesside, Tyneside, Motherwell, South Wales and various car plants, such as Ford at Dagenham and British Leyland at Swindon. The type lasted in traffic until 1992.

Accurascale's model naturally features the same underframe as the MDV mineral wagon, with an identical array of brake and suspension gear. The only difference below the bodywork is the picking out of the buffer shafts with metallic paint. The complex cradle assembly is impressive, with etched metal components employed for the





“Overall standard of assembly and finish is excellent, and the COIL A offers something a little different”



perforated, longitudinal support guides. These are only visible once the sheeted cover is removed (it's simply a friction fit), and the cradle's planked lining is also revealed.

The skeletal nature of the underframe can be appreciated when viewed from above, allowing more of that excellent detail to be enjoyed. A set of plastic bars is provided as separate details, and these can

be clipped to the end pivots if posing the wagons without the covers. Loaded wagons did not run without the covers, but stationary wagons within a goods terminal would look impressive.

The moulded plastic covers are rather convincing, with plenty of texture and an authentic shade of

paint. The look is enhanced with the odd random repair patch here and there. Like the mineral wagons, overall standard of assembly and finish is excellent, and the COIL A offers something a

SUMMARY

PROS

- Looks.
- Plenty of fine detail.
- Overall quality and finish.
- Interesting prototype.

CONS

- Nothing.

FINAL VERDICT

Excellent.

little different. Indeed, some extra variety for modellers of the 1960-90 BR freight scene is most welcome and it's nice that a previously forgotten wagon finally gets the attention it deserves. **(GD)**





Dapol BR 'Conflat A' with BD container

◆ GAUGE 'O' ◆ MODEL Dapol 7F-037-005 BR Conflat A with BD container ◆ PRICE £67.22 (£46.52 wagon only) ◆ AVAILABILITY Dapol stockists Web www.dapol.co.uk

Rail-borne container traffic began during the inter-war period, with each of the 'Big Four' companies investing in fleets of short wheelbase wagons and timber-bodied containers. The concept offered many advantages to the railway authorities, drastically reducing the amount of physical handling of loads and offering a door-to-door service for a wider range of customers.

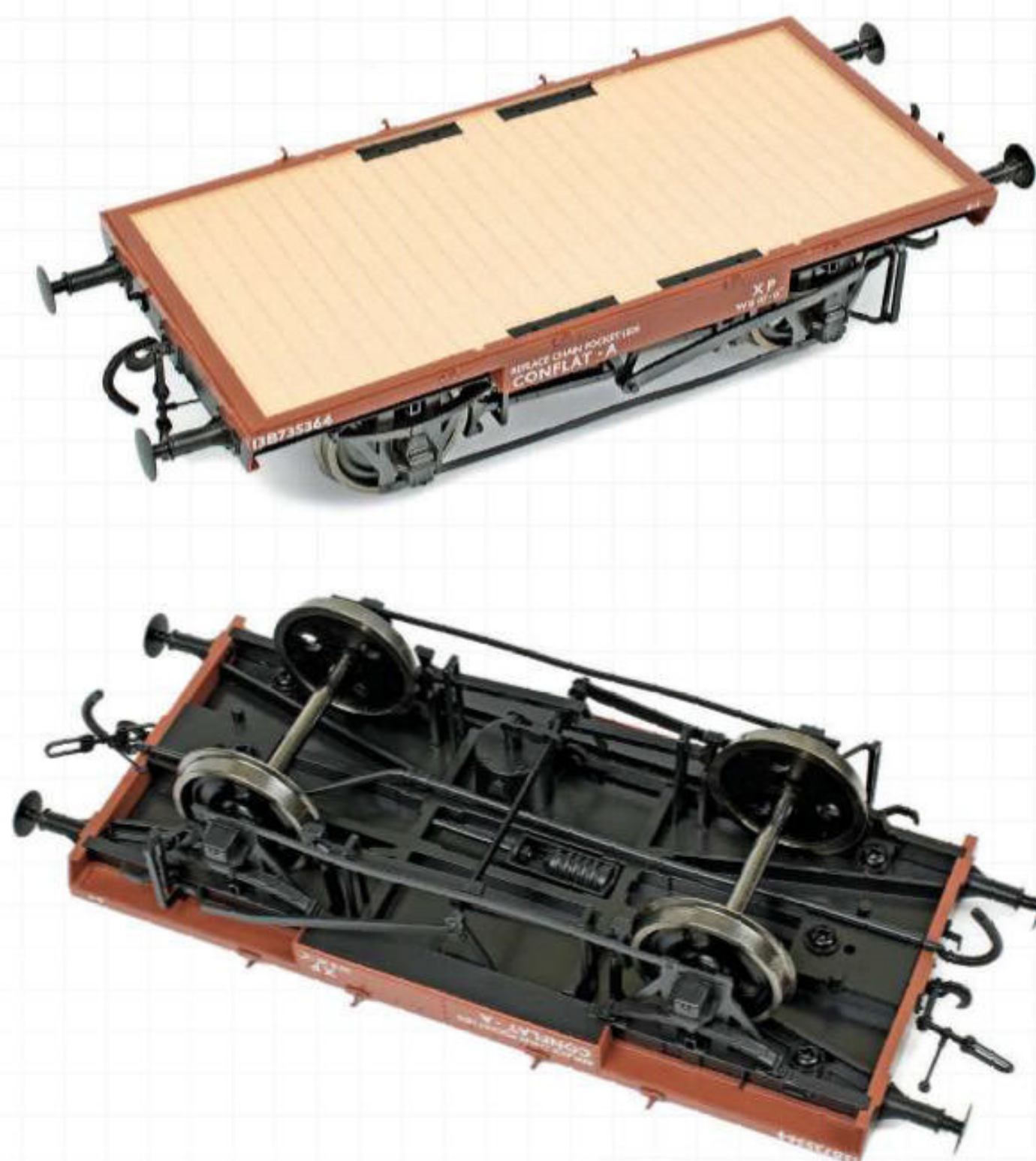
The containers were modestly sized, able to be hoisted from a wagon onto a waiting flatbed truck by a typical yard crane, found in most local goods yards around the country. Whether it was a house removal or a load of agricultural equipment, the railway's container services could carry all manner of commodities.

British Railways duly inherited a mixture of wagons and containers and, such was the demand, thousands more vehicles were assembled throughout the 1950s to broadly similar designs. BR looked to offer greater versatility with a range of container types, including insulated carriers for frozen or fresh food, as well as bespoke containers for powdered cargoes like cement.

Only the rapid growth of the Freightliner concept from the late 1960s and the decline of local freight facilities (and the closure of many wayside stations and branch lines) brought about the phasing out of these wagons and containers during the 1970s.

One of the latest additions to





Dapol private owner lime wagon

◆ GAUGE 'O' ◆ MODEL Dapol 7F-017-001 seven-plank lime wagon ◆ PRICE £51.70
◆ AVAILABILITY Dapol stockists Web www.dapol.co.uk

Dapol's stable of 'O' gauge rolling stock is the 'Conflat A', BR's most numerous vacuum-braked, 10ft wheelbase container-carrying wagon by far, with over 20,000 examples constructed. The chassis is impressive, with smooth-running compensated axles and a full array of brake gear. There's a set of attractive screw couplings mounted onto sprung drawhooks and the sprung buffers feature just the right amount of tension. There's even a vacuum pipe running the length of the underframe. In fact, the only thing missing is the white patches of paint on the end of the brake handles. The plank detail on the wagon's floor is convincing, while recessed chain pocket covers and protruding shackle hooks add an extra touch of authenticity.

Under review is one of Dapol's Conflat A wagons with BD-type container with the fetching 1960s-era Door to Door logos. Dapol is also offering the wagons without containers, while GWR versions of both wagon and containers are also available. The BD was BR's general purpose merchandise container and, while there were a few variations, this model sports the most common features, namely twin doors on each side and at one end,

with a pressed steel panel at the opposite end. Like the wagon, the container is produced to a very high standard, with crisply moulded relief, including the various hinge, bracket and lifting lug detail.

A highlight is the set of pre-painted, injection moulded plastic securing chains which add the finishing touch. These are easy to install and the mounting lugs were a fairly snug fit on our sample, so there was no need to glue them in place. The paintwork and printed detail is immaculate throughout, making for an excellent all-round package. **(GD)**

SUMMARY

PROS

- Great choice of prototype.
- Looks.
- Crisp moulded detail.
- Impressive underframe.
- Nicely priced.

CONS

- Nothing.

FINAL VERDICT

Great stuff!

Utilising the 9ft wheelbase chassis from its impressive range of private owner mineral wagons (MR261), Dapol is now offering a variety of covered salt and lime wagons. With their distinctive peaked roofs, with hinged access doors, these wagon types were a common sight across parts of the UK network, particularly in the pre-BR era. Employed to carry a range of commodities that had to be kept dry, the most common variations featured either seven or nine-plank sides.

Under review is Dapol's seven-plank lime carrying wagon, with this example bearing the name of H. Le Neve Foster of Whitehaven (in West Wales – not the Cumbrian Whitehaven!). Livery application is excellent, with just a few areas where the opacity of the white lettering is compromised by the black strap detailing beneath.

The corrugated roof panels are nicely rendered and the sprung buffers, drawhooks and free-running axle bearings combine to offer a high-quality, ready-to-run wagon that performs as well as it looks. **(GD)**

SUMMARY

PROS

- Useful prototype.
- High-quality mouldings.
- Underframe detail.
- Good value.

CONS

- A few minor finish imperfections.

FINAL VERDICT

Excellent.



Track ballasting aids

◆ **GAUGE** 'N' & 'OO' ◆ **MODEL** Gaugemaster GM65 ('OO'/HO'), GM68 ('N') Track Ballasting Aids ◆ **PRICE** £5.25 ('N'), £10.25 ('OO')

◆ **AVAILABILITY** Gaugemaster stockists or www.gaugemasterretail.com

There has been a boom in ballasting aids over the past decade, with a variety of tools being made available to help with this important but sometimes tricky task. The latest examples to land on *Model Rail*'s test bench are from Gaugemaster, aimed at 'OO'/HO' and 'N' gauge track.

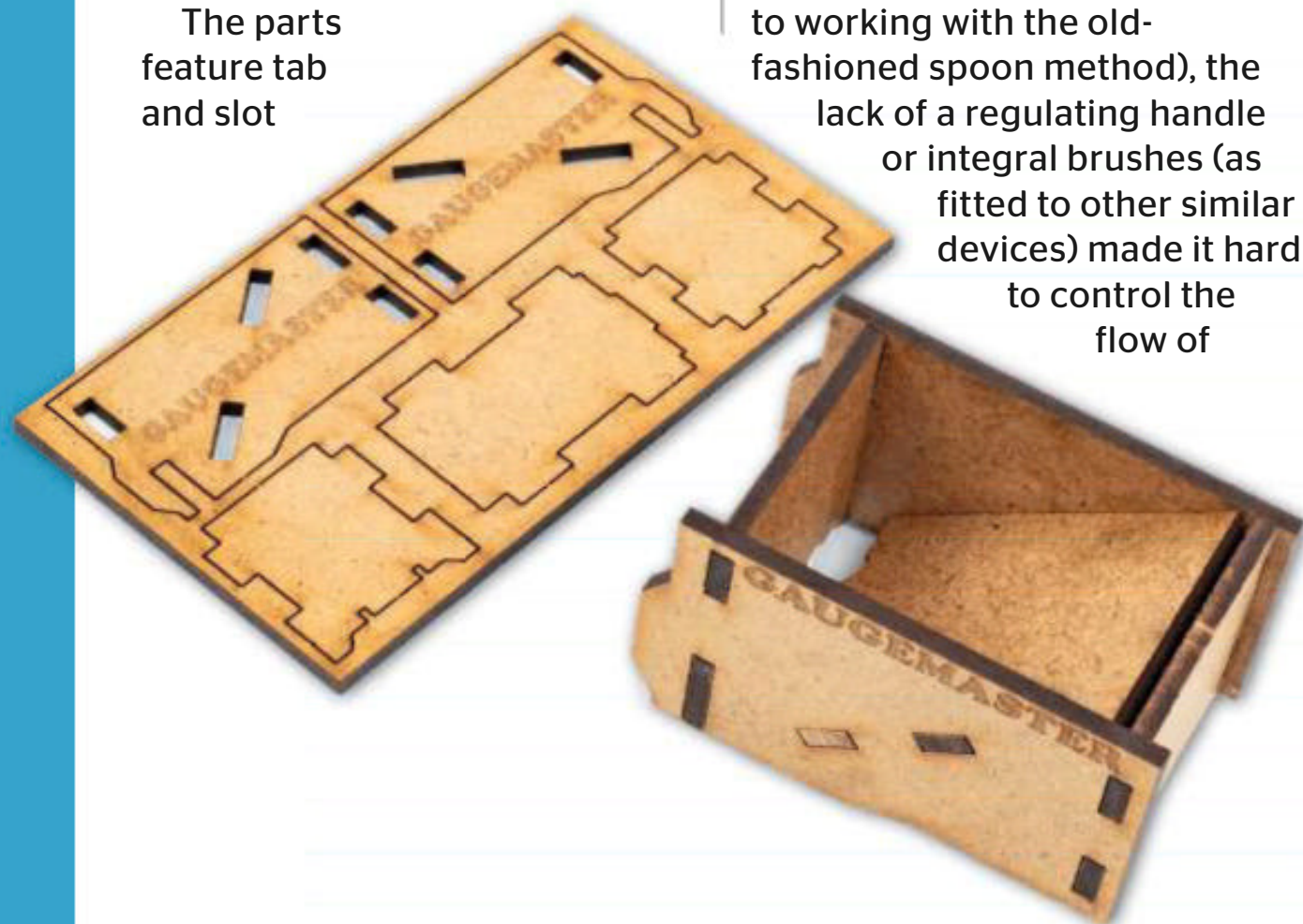
Rendered in laser-cut MDF, they're supplied in kit form and the parts must be cut from the fret and glued together, in much the same way as building a card or wood kit. Of note is that the 'OO'/HO' tool comes supplied with optional parts for use on three-rail track.

The parts feature tab and slot

joints, so the assembly process offered no difficulty. With a few blobs of PVA applied to the parts and elastic bands employed as clamps, the tool was left overnight to harden before use.

Consisting of an angled chute, the tool is profiled to sit over the track and sleepers. As ballast is added into the chute, the tool needs to be moved along the track to disperse the loose material. After trialling the tools on various types of track and grades of ballast, the results were a little patchy. While they did take a significant amount of labour out of the ballasting process (compared to working with the old-fashioned spoon method), the

lack of a regulating handle or integral brushes (as fitted to other similar devices) made it hard to control the flow of



SUMMARY

PROS

- Easy to assemble.
- Convenient size.
- Works best with coarse ballast.

CONS

- Lack of control over flow.

FINAL VERDICT

Does the job.

material. As a result, there was still plenty of tidying work to do after application.

Furthermore, I found that the 'OO' tool worked much better on Code 100 track, rather than Code 75, owing to the profiling of the tool's base and it dealt with coarser grades of ballast more effectively than finer chippings. Both tools are modest in size, fitting comfortably in the palm of one's hand. Not perfect, but worth a try, nonetheless. (GD)

Rowing boats and jetties

◆ **GAUGE** 'OO' ◆ **PRODUCT** LX386-00 Small wooden jetties; LX434-00 Rowing boats (waterline); LX435-00 Rowing boats (full hull) ◆ **PRICE** £4.99/£5.99 ◆ **AVAILABILITY** Scale Model Scenery **Web** www.scalemodelscenery.co.uk

These pocket-money-priced, laser-cut wood kits offer a handy way of adding detail to a river or lake scene. The small rowing boats are built up from individual layers, each being incrementally larger, producing a realistic 'stepped' profile of a typical timber planked hull. There's a choice of 'full hull' or 'waterline' kits, depending on the intended use, although the 'full hull' set can be built in either format. Indeed, portraying a mixture of floating boats with a handful ashore, would add greater variety to a scene.

The kits are easy to assemble with a PVA-type glue, taking about ten minutes each. Once the glue is dry, the boats can be painted or

varnished as desired. At 35mm long, they're an ideal size for a boating lake or fishing cameo. Sets of finely rendered oars are also provided.

The jetty pack features wooden frames, posts and planked overlays, providing enough material for four 60mm long jetties. Just the thing for mooring your boats against, or for an angler or two. (GD)

PROS: • Easy and fun to assemble. • Looks great.
• Great value.
CONS: Nothing.



Noch multi-layer grass mats

◆ **GAUGE** Any ◆ **PRODUCT** Noch 07470 Lush Meadow ◆ **PRICE** £8.25 per pack
 ◆ **AVAILABILITY** Noch stockists or Gaugemaster **Web** www.gaugemasterretail.com

These new grass mats by Noch feature two different grass fibre lengths and a greater variety of colour. Supplied in a pack of two 250mm by 250mm mats, the material can easily be cut to shape and size with a set of good quality scissors or a sharp craft knife.

The mats can be fixed to the landscape using PVA-type glue or a dedicated scenic scatter adhesive and the mats are flexible enough to follow any surface contours. Transitions and edges around the mats are easy to blend in using static grass fibres, applied via a simple puffer bottle or an electrostatic grass planting tool.

These mats are ideal for anyone building a small layout or diorama, offering a quick and easy way to adding authentic static grass effects. It's certainly quicker than building up layers of grass fibres in the traditional way. **(PM)**

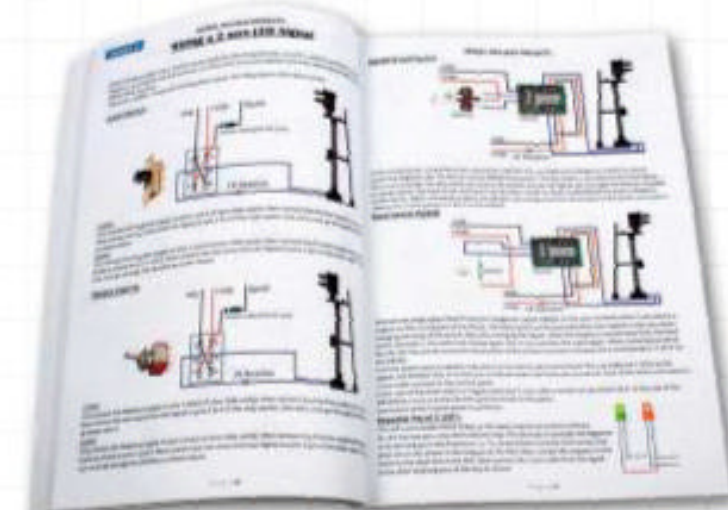
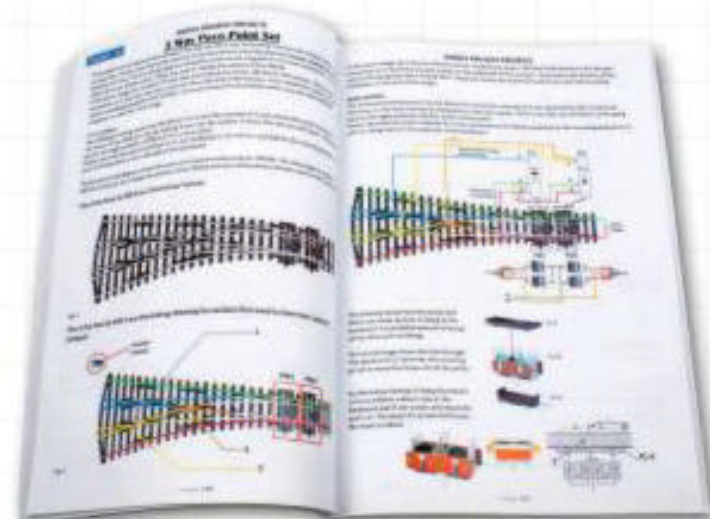


Model Railway Projects Manual

◆ **Scale** Any ◆ **PRODUCT** *Model Railway Projects Manual* by Andrew Duckworth
 ◆ **PRICE** £18.50
 ◆ **AVAILABILITY** Brimal Consultants Ltd
Web www.bclstore.co.uk

Andrew Duckworth has followed up his earlier book on model railway electronics with this new *Model Railway Projects Manual*. It offers an impressive collection of wiring FAQs, from how to install a three-way point to dealing with reverse loops, lighting circuits and isolation sections. There's a good mix of analogue and DCC content, with each project being clearly illustrated with easy-to-follow wiring diagrams and step-by-step demos.

As well as providing answers to questions you already may have, a quick flick through these pages will offer plenty of inspiration for projects that you may not have considered before, such as automation, mimic panels and creating a realistic beacon for a lighthouse! A very useful reference work. **(GD)**



PROS: • Diverse range of projects.
 • Easy-to-follow guides.
CONS: Nothing.

Hobby Trax Tyson CDU and Power Pack

◆ **Scale** 'ANY' ◆ **PRODUCT** Tyson CDU (£10.95), Tyson Xtra CDU (£14.95), 18V DC 1A power supply (£14.95)
 ◆ **AVAILABILITY** Hobby Trax **Tel:** 0345 0654472 **Web** www.hobbytrax.co.uk

If you're fitting solenoid point motors to your layout, the addition of a Capacitor Discharge Unit (CDU) is highly recommended. The power output from the accessory port of a controller or transformer is not always enough to ensure that a solenoid operates correctly, especially with the added resistance of point blades and springs.

A CDU works by accumulating power in a bank of capacitors. When a control switch is operated, this larger current (albeit of the same voltage as the input) packs a much bigger punch, helping to move the solenoid more effectively. This momentary boost of power is especially welcome when a number of solenoids need to be switched in quick succession, when setting a route. Another advantage of a good CDU is the protection that it affords to the solenoids in the event of a fault in the switching circuit.

This compact CDU from Hobby Trax, appropriately named 'Tyson' after the



hard-hitting former world boxing champion, is available in two versions: Tyson and Tyson Xtra. Both are designed to operate with an input voltage of 12-24V DC or AC, although checking the recommended supply for your point motors is strongly recommended. Hobby Trax also offers an 18V DC (1 amp) power supply, which comes with a suitable connector.

Both CDUs are mounted on 50mm by 80mm PCBs and feature hefty 4700uF capacitors (four for the Tyson Xtra and two for the standard unit). Under tests with Peco, Gaugemaster, Hornby and Seep solenoid motors, the power supply and CDUs offered faultless operation. A red LED is incorporated into the circuit board, which is handy for identifying if power is reaching the capacitors and full installation instructions are supplied in easy-to-read diagrammatic form. **(GD)**

PROS: • Compact. • Easy to install.
 • Performance.
CONS: Nothing.



Plants and flowers

Peter Marriott looks at what is available for green-fingered modellers.

There are many sources of realistic miniature flowers, bushes and vegetable plants to suit a variety of scales. They're suitable for adorning gardens, allotments or public spaces, such as around

station forecourts or platforms.

These products are manufactured from a wide variety of materials, including laser cut card, plastic, scatter material affixed to a foliage net and

scatter material affixed to clumps and strips of grass. Some of these come ready-assembled while others require some assembly and some optional painting before they can be 'planted'.

1 Busch plants and vegetables

PROS: Look good once weathered. Large range, so plenty of choice

CONS: Fiddly to assemble

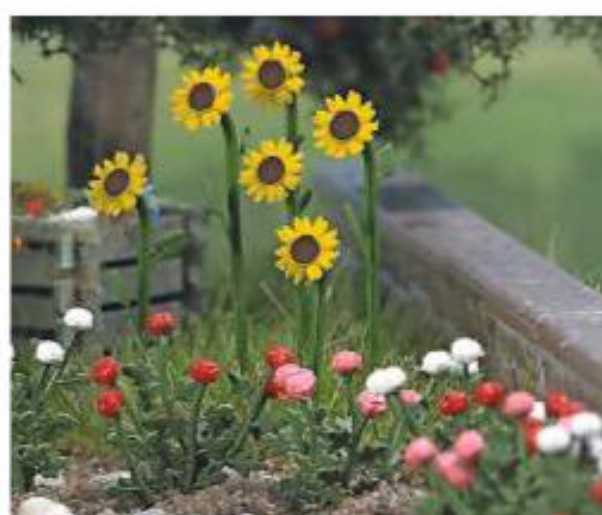
Product: Busch plants and vegetables (various) **Price:** from £4.54 per pack

Availability: www.goldenvalleyhobbies.co.uk **Scale:** 'N' 'OO'

Busch offers a large range of miniature crops, flowers and other vegetation including sunflowers, grape vines, flowers, ferns and wheat fields. Each kit contains a number of plants on different coloured plastic sprues with each plant made up of one, two or three separate pieces. For example, two parts make up the mushrooms – one plain light brown, the other with painted red and white tops.

The leaves and flowers need to be removed from the sprues with a sharp craft knife. Assembled plants can be pushed into small holes in the baseboard with a dab

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



of contact adhesive or PVA. Some of them require tweezers to assemble. The plants look better after being 'painted' with a dilute wash of acrylic paint – brown or green will do, just enough to remove the glossy plastic look. Busch also makes ready-assembled flower and vegetable arrangements on small bases.

2 Noch laser cut minis

PROS: Look realistic once the 'shine' has been removed

CONS: Unless painted, the white edge of the cut laser cut paper can be obvious

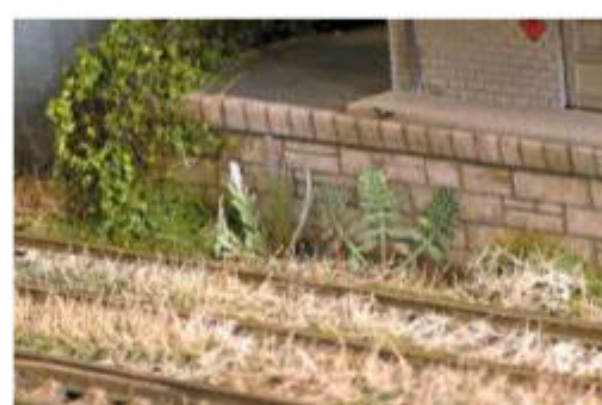
Product: Noch Laser Cut Minis **Price:** £9

Availability: Noch stockists, www.noch.com **Scale:** 'N' 'OO'

Made from multi-coloured, high-quality paper, allowing intricate detail to be produced while maintaining a degree of resilience. The plants require a dilute wash of green, brown or grey acrylic paint to remove a little of that glossy paper shine and to disguise the edges of the paper.

There are various small plants including sage, dandelions, strawberries, hollyhocks, and roses. The plants need to be

carefully cut out from the backing using the tip of a sharp craft knife. Because the plants come flat, they may need to be teased into an upright position with fingers or tweezers. Once you are happy with the plant's shape, it can be glued to the landscape using PVA or a contact adhesive.



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

3 Scale Link etched plants

PROS: Look great once painted

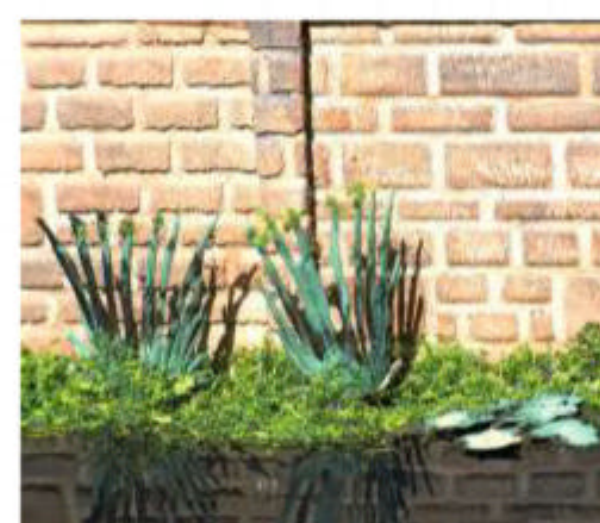
CONS: Need to be primed and painted before use

Product: Scalelink etched plants **Price:** £9

Availability: www.scalelinkfretcetera.co.uk **Scale:** 'N' 'OO' 'O'

Etched brass frets of a variety of foliage types are produced by Scale Link. These are available in many different scales, from 'N' gauge upwards, and with a selection of leaf and branch patterns available. There's also a pack specifically designed for ponds and rivers that includes aquatic plants such as water lilies and bulrushes.

The individual plants will need to be cut from the main fret



using sharp wire cutters or a similar tool. As supplied, the plants also need to be primed and then painted. Undertaking this task is easiest to achieve while the plant is still attached to the main fret.

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



4 Woodland scenics tufts

PROS: A great range of high-quality tufts

CONS: Slightly more expensive than others

Product: Woodland Scenics Peel 'n' Plant Tufts and Strips **Price:** £9.95

Availability: Bachmann/Woodland Scenics dealers **Scale:** 'N' 'OO' 'O'

Woodland Scenics has five different types of Tufts available: Grass Tufts, Flowering Tufts, Seeding Tufts, Prairie Grass and Edging Strips. Most of these are available in two colours such as the flowering tufts which are offered in red and violet.

Tufts are ready-made and can be peeled off their backing sheet and positioned where desired. The thick glue on the base needs hiding on some of the plants, but

this is easily done by brushing on a little white glue and sprinkling on some fine green scatter. Some of the tufts are just too large to be used in 'N' (the brown-tipped Prairie Grass is 25mm tall) but others could be cut down using a sharp craft knife to make them better suited to the smaller scales.



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

5 JTT plants

PROS: A good selection of plants that would not always be easy to make

CONS: Some of the plants look more realistic than others

Product: JTT plants and flowers **Price:** £7.50 upwards

Availability: Model shops, eBay or direct from www.jttmicroscale.com

Scale: 'N' 'OO' 'O'

Over the past decade JTT has expanded its range of plants and miniature crops in the most popular scales. Individual corn plants are available in 'OO'/'HO' and 'O' in either green or brown shades, the latter being ideal for late season crops due to be harvested. Each 'OO'/'HO' plant is 25mm tall and comes ready coloured and assembled for easy gluing to the landscape.



The range of vegetables includes tomato plants, lettuces, pumpkins and broccoli. For domestic gardens, there are flowering bushes, clumps of daffodils and more. Most come with a planting pin.

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

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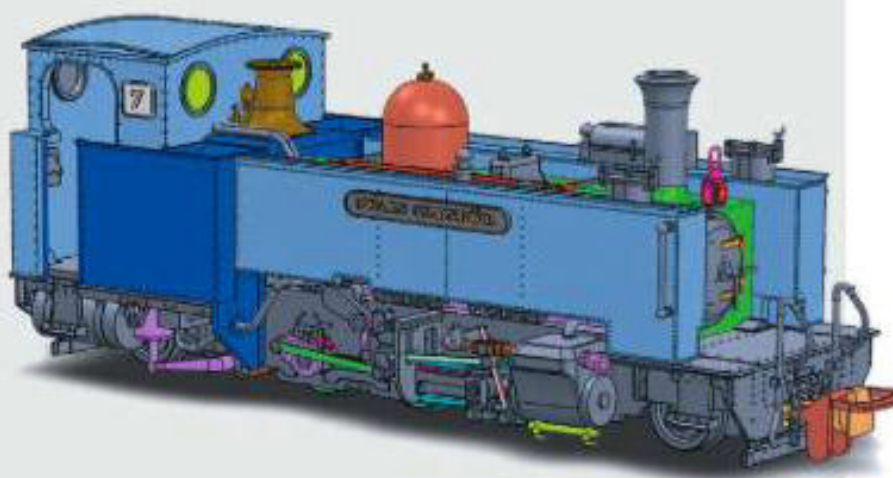


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ADVERTISERS' INDEX

AC Models	141
Accurascale	19, 57
ADM Turntables	141
Alton Model Centre.....	134
Anoraks Anonymous.....	132
Axminster Tool Centre	126
C&L Finescale	135
C&M Models	134
CM3 Models	140
Coastal DCC	142
Colour Rail.....	132
Crane Sheds & Summerhouses	139
Dapol	2
Deluxe Materials.....	133
Digitrains	24
DMG Technical	131
Dream Steam.....	136
Durham Trains of Stanley	135
EBMA Hobby & Craft	139
Eileen's Emporium	135
Ellis Clark Trains.....	124
EMA Model Supplies.....	142
Finescalebrass	134
Frizinghall Models & Railways.....	133
Gaugemaster.....	125, 148
GFB Designs.....	136
Golden Valley Hobbies	138
Harburn Hobbies.....	140
Harder & Steenbeck.....	13
Hattons	116-119
Heljan.....	61
Hobby Rail.....	141
Hobby Trax.....	39
Howes Models.....	142

Kernow Model Rail Centre.....	120-121
KJB Models	129
Langley Models	133
Littleworth Models	137
Macs Model Railroading.....	138
MegaPoints Controllers	138
Metcalfe Models.....	10
Model Electronic Railway Group	141
Model Railway Baseboards.....	140
Modelrailwayscenery.com	140
Morley Controllers	136
Morris Models	142
Osborn's Models.....	142
Peter's Spares	140
Polly Model Engineering	84
Rails of Sheffield.....	111-115
Rapido Trains UK	23

Revolution Trains.....	127
Ron Lines	142
S&J Models	128
Scalescenes.com	139
Smart Models.....	136
Spot On Models	132
The Airbrush Company.....	77
The Hereford Model Centre	40
The Hobby Shop.....	136
TMC.....	122-123
Tony's Trains.....	132
Tower Models	130
Townstreet	139
Trains4U.....	134
Warwick & Warwick	147
York Modelmaking	142
YouChoos.....	135

CLASSIFIED INDEX

Classified advertisers on pages 143-144

Pooley's Puffers	Howard Scenic Supplies	Recreation 21
Upstairs Downstairs	Items Mail Order	Redcar Models & Hobbies
AGR Model Railway Store	Jackson's Models	Roxey Mouldings
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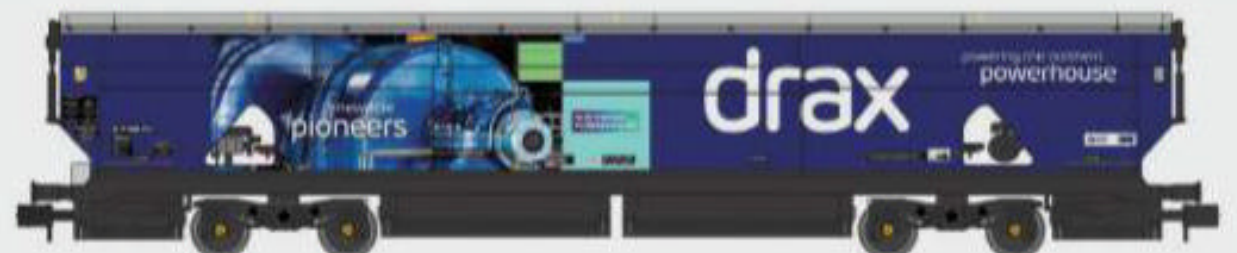
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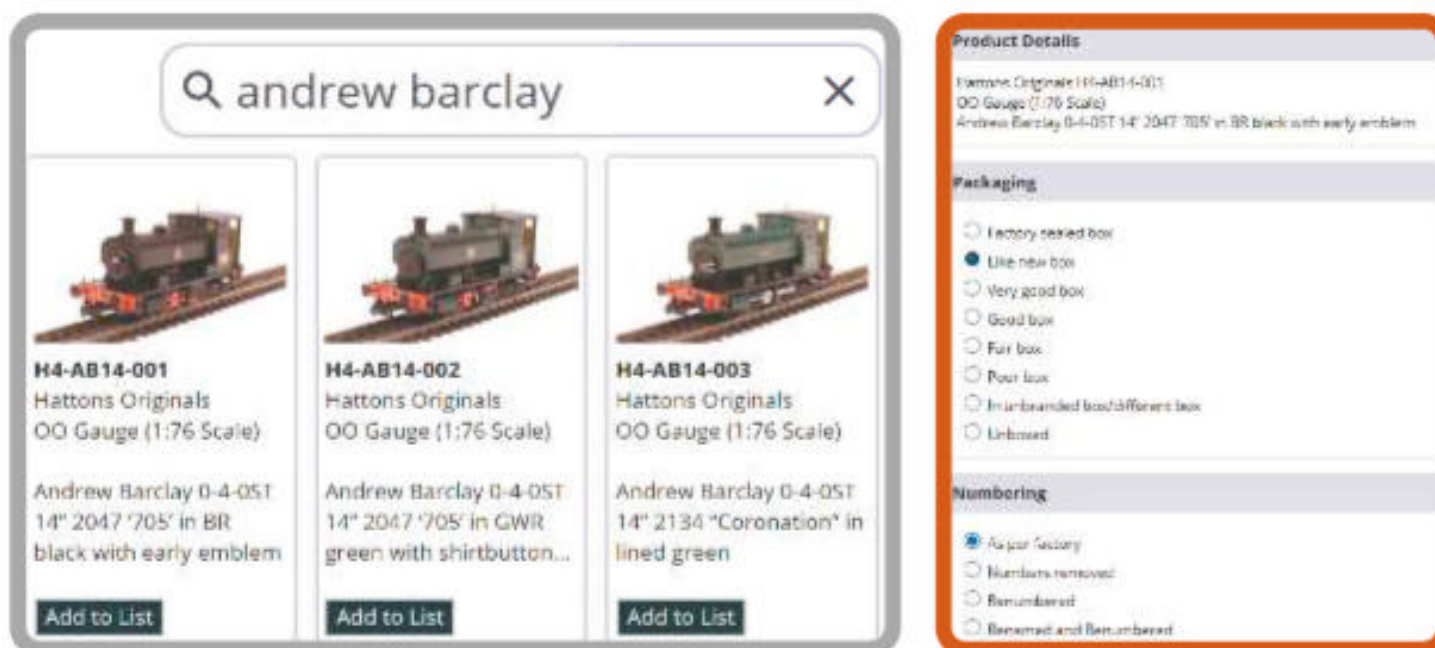


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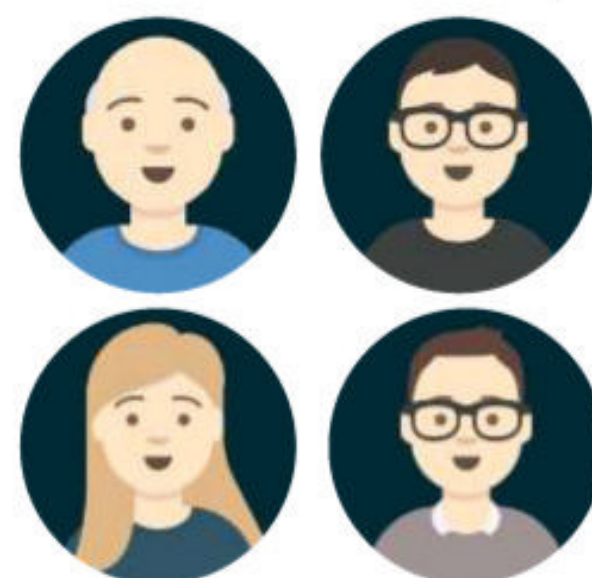


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Stage: Painted Samples Due: Nov 2021
Price: from £119.60 Digital: NEXT-18
hattons.co.uk/dapollargeprairie

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

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

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

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
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BR Pilchard Wagons
Stage: Deco Samples Due: Q4 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/oxfordgerman

LNER 10t Banana Van
Stage: Prototype Due: Q4 2021
Price: £12.50 Digital: N/A
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N Gauge Steam Locos

LSWR Class M7 0-4-4T
Stage: Prototype Due: Dec 2021
Price: £83.26 Digital: N/A
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N Gauge Diesel Locos

Class 59
Stage: CADs Due: Q3/ Q4 2022
Price: from £136 Digital: NEXT-18
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N Gauge Wagons

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

JHA 102t Hopper Wagons
Stage: CADs Due: Q3/ Q4 2022
Price: £33.96 Digital: N/A
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O Gauge Diesels/ Electrics

Class 26
Stage: Early sample Due: Q1 2022
Price: from £509.15 Digital: ESU XL
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Class 47
Stage: Deco Samples Due: Sep 2021
Price: £594.15 Digital: ESU XL
hattons.co.uk/heljano47

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

Class 73
Stage: 1st Sample 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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OO Gauge (1:76 Scale)

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OR76J27004 Class J27 0-6-0 1214 in LNER lined black (Oxf) £94
OR76J27003 Class J27 0-6-0 65817 in BR black late crest (Oxf) £94



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OR76N7004 Class N7 0-6-2T 69670 in BR black late crest and depot embellishments (Oxf) £98



OR76N7002 Class N7 0-6-2T 8011 in LNER black (Oxf) £98



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

Diesel locos



3462 Class 33/0 D6508 'Eastleigh' in 1990s BR green small yellow panels (Hel) £135.15



H4-66-036 Class 66 66623 in Freightliner/G&W orange (Hat) (RRP £150) £119
H4-66-025 Class 66 66731 in GBR/First group (Hat) (RRP £150) BARGAIN £119



H4-66-033 Class 66 66743 in GBR/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

Coaches



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



GWRCoachPackB Collett 57' Non-Corridor 2-pack in GWR chocolate & cream (includes 2 x R4876) (Hor) (RRP £107.98) BARGAIN £62



GWRCoachPackE Collett 57' Non-Corridor 4-pack in BR crimson (Includes R4878, R4879, R4880 & R4881A) (Hor) (RRP £215.96) BARGAIN £119
OR763FO003 Mk3a FO first open 11042 in Virgin Trains West Coast red and black (Oxf) NEW £33



OR763TO003 Mk3a TSO second open 12145 in Virgin Trains West Coast red and black (Oxf) NEW £33

Wagons



4F-026-023 HIA aggregate limestone hopper 369023 in Freightliner white (Dap) NEW £25.08



4F-026-024 HIA aggregate limestone hopper 369039 Freightliner white (Dap) NEW £25.08



4F-025-014 MJA mineral and aggregates twin bogie box wagon in GB Railfreight blue - 502009 and 502010 (Dap) NEW £50.15
4F-025-016 MJA mineral and aggregates twin bogie box wagon in GB Railfreight blue - 502051 and 502052 (Dap) NEW £50.15

Buses



76IR6006 Irizar i6 City Link Air (Oxf) NEW £21

OO9 Narrow Gauge

Steam locos



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

N Gauge

Steam locos



2S-007-028D Class 57xx Pannier 0-6-0PT 5775 in Great Northern and Southern Railway ochre - as in 'The Railway Children' - Digital Fitted (Dap) NEW £109.05
2S-007-022D Class 57xx Pannier 0-6-0PT 6752 in GWR green - Digital Fitted (Dap) £109.05



2S-007-023D Class 57xx Pannier 0-6-0PT 9741 in BR green British Railways lettering - Digital Fitted (Dap) NEW £109.05

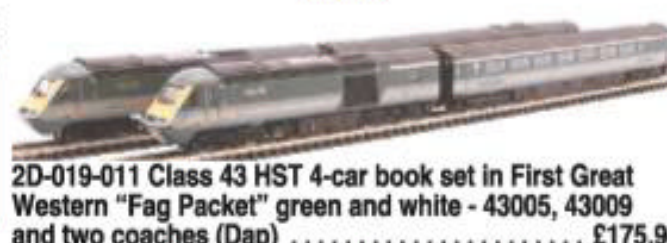


2S-007-027D Class 57xx Pannier 0-6-0PT 9770 in BR black late crest - Digital Fitted (Dap) NEW £109.05



2S-002-010D Class V 'Schools' 4-4-0 30915 'Brighton' in BR green late crest - Digital fitted (Dap) NEW £153.91
2S-002-009D Class V 'Schools' 4-4-0 924 'Hallebury' in SR olive green - Digital fitted (Dap) NEW £153.91

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) £175.94

Bi-Modal Multiple Units



K10-1674 Class 800/0 5-car BiMU IET 'Azuma' 800209 in LNER (Kat) £178



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

Track - Code 55 Finescale

SL-E392F Finescale left hand small point electrofrog (Pac) £11

O Gauge (1:43 Scale)

Steam locos



H7-A3-001 Class A3 4-6-2 2750 'Papyrus' in LNER Grass green unstreamlined corridor tender - 'Record Breaker' (Hel) (RRP £750) BARGAIN £579
H7-A3-006 Class A3 4-6-2 60077 'The White Knight' in BR green late crest and unstreamlined non-corridor tender (Hel) (RRP £750) BARGAIN £579



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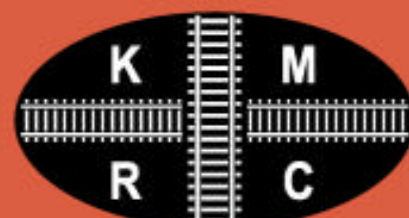


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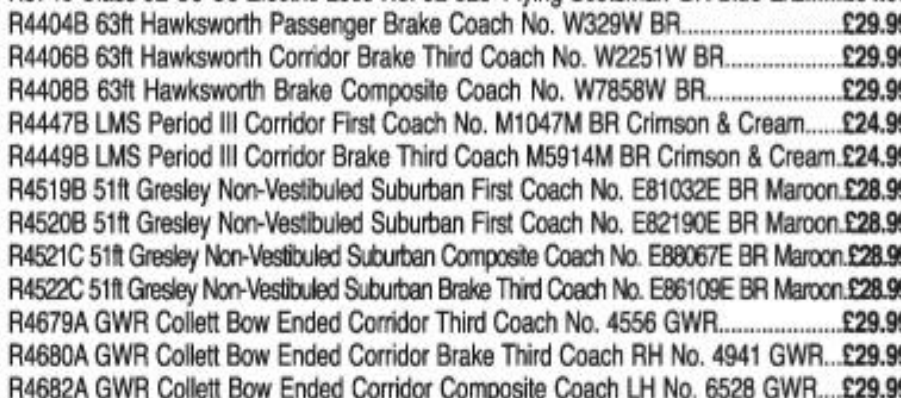
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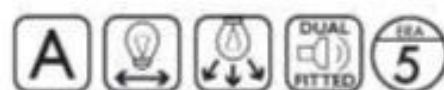
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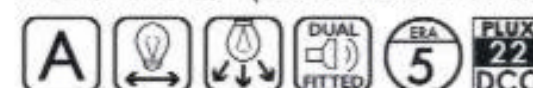
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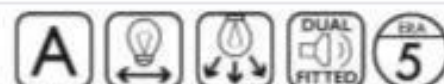
35-411

Class 47/0 47012 BR Blue



£203.95 Regular Price £239.95

**SOUND
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35-413SF

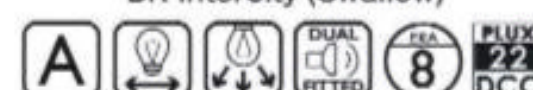
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35-418SF

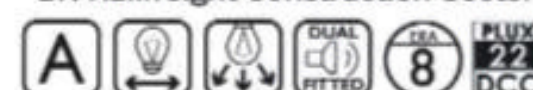
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BR Railfreight Construction Sector



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**SOUND
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35-419SF

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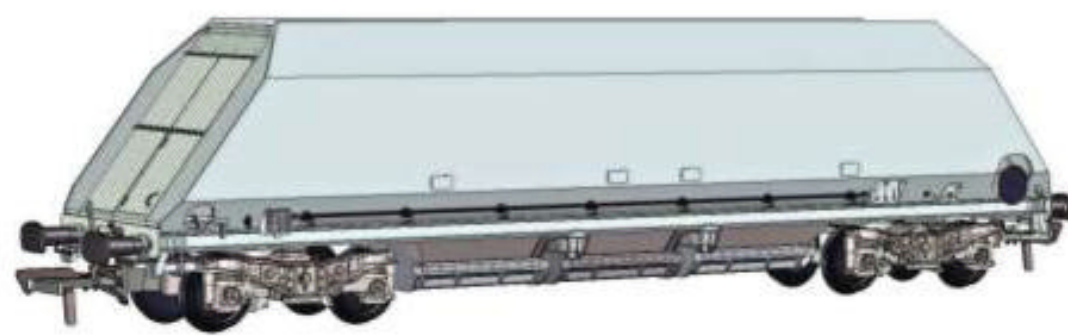
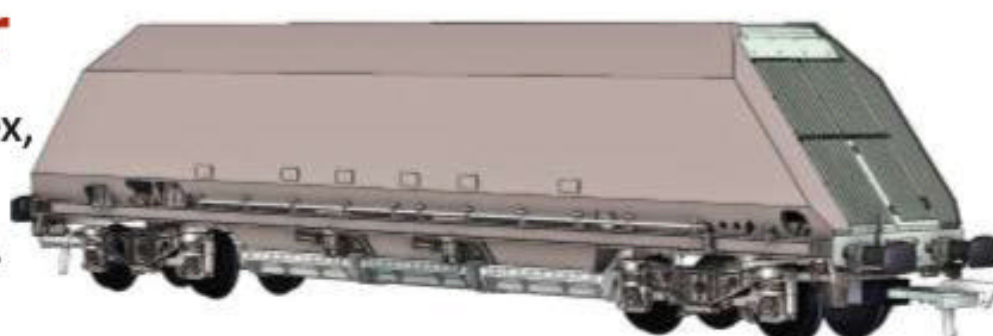


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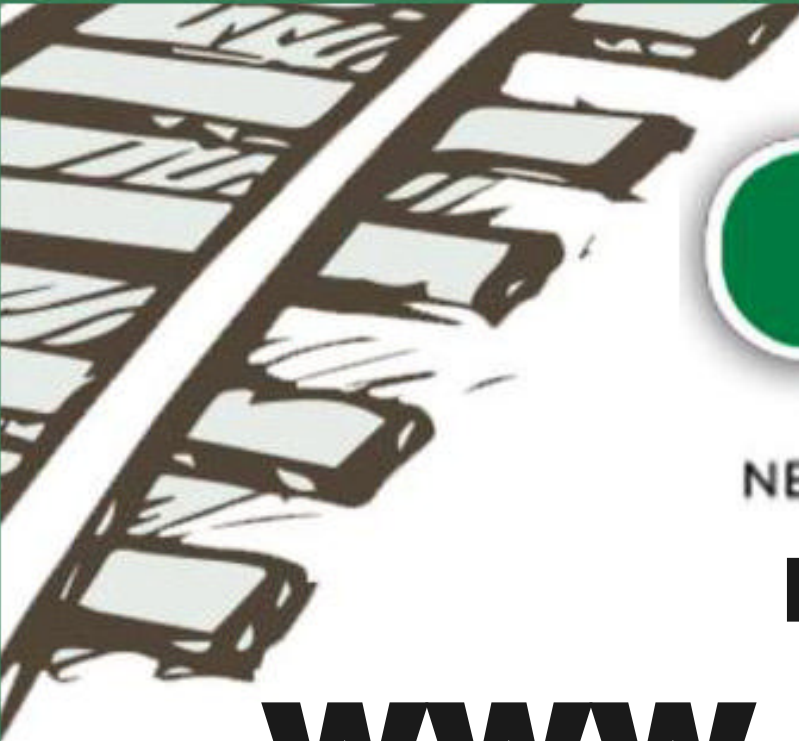
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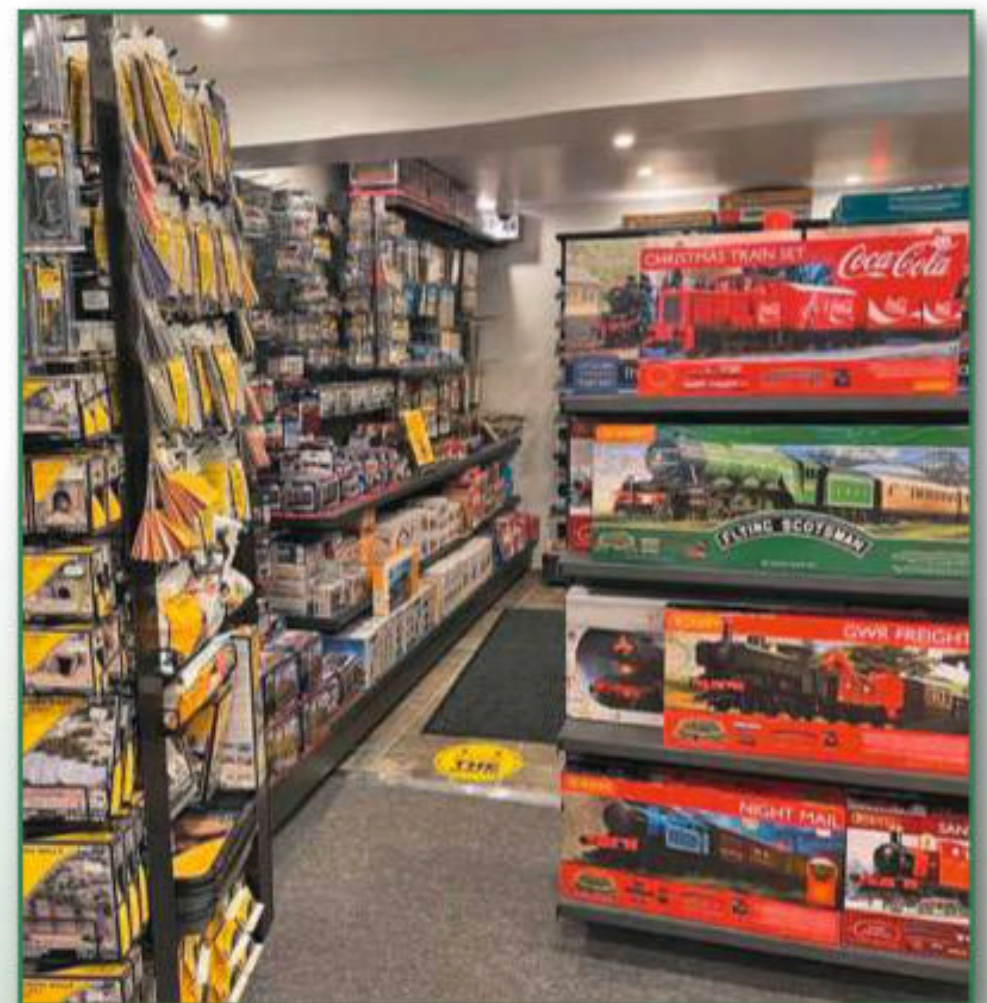
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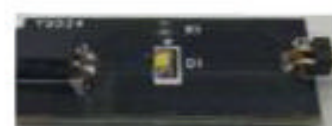


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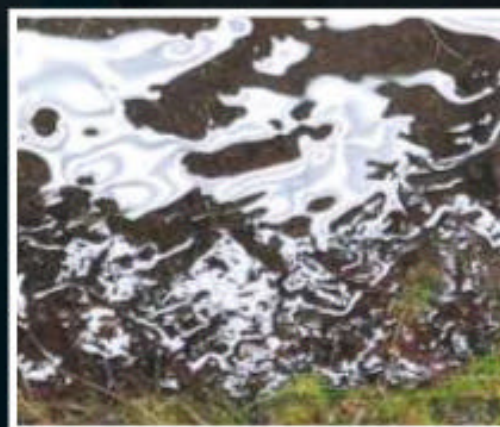
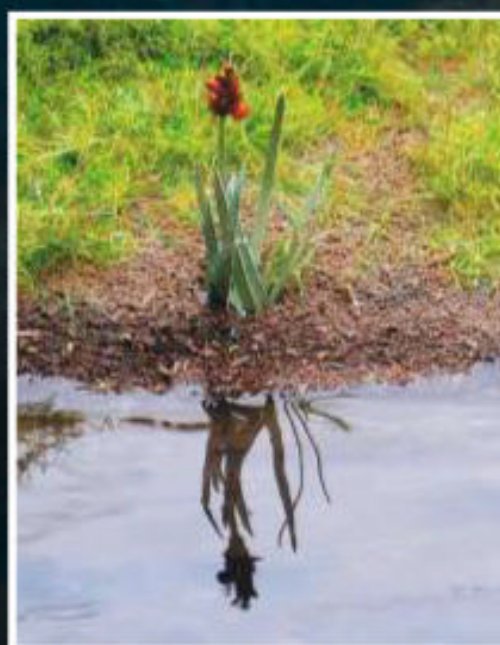
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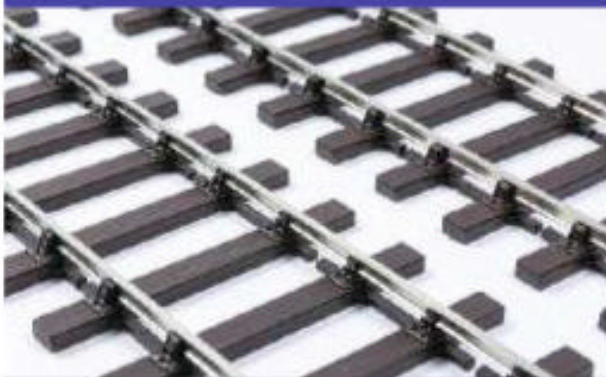
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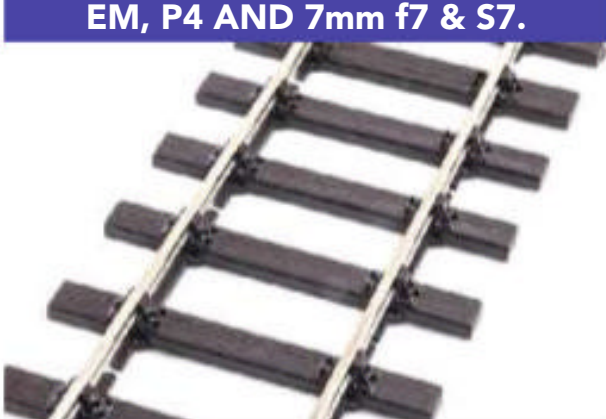
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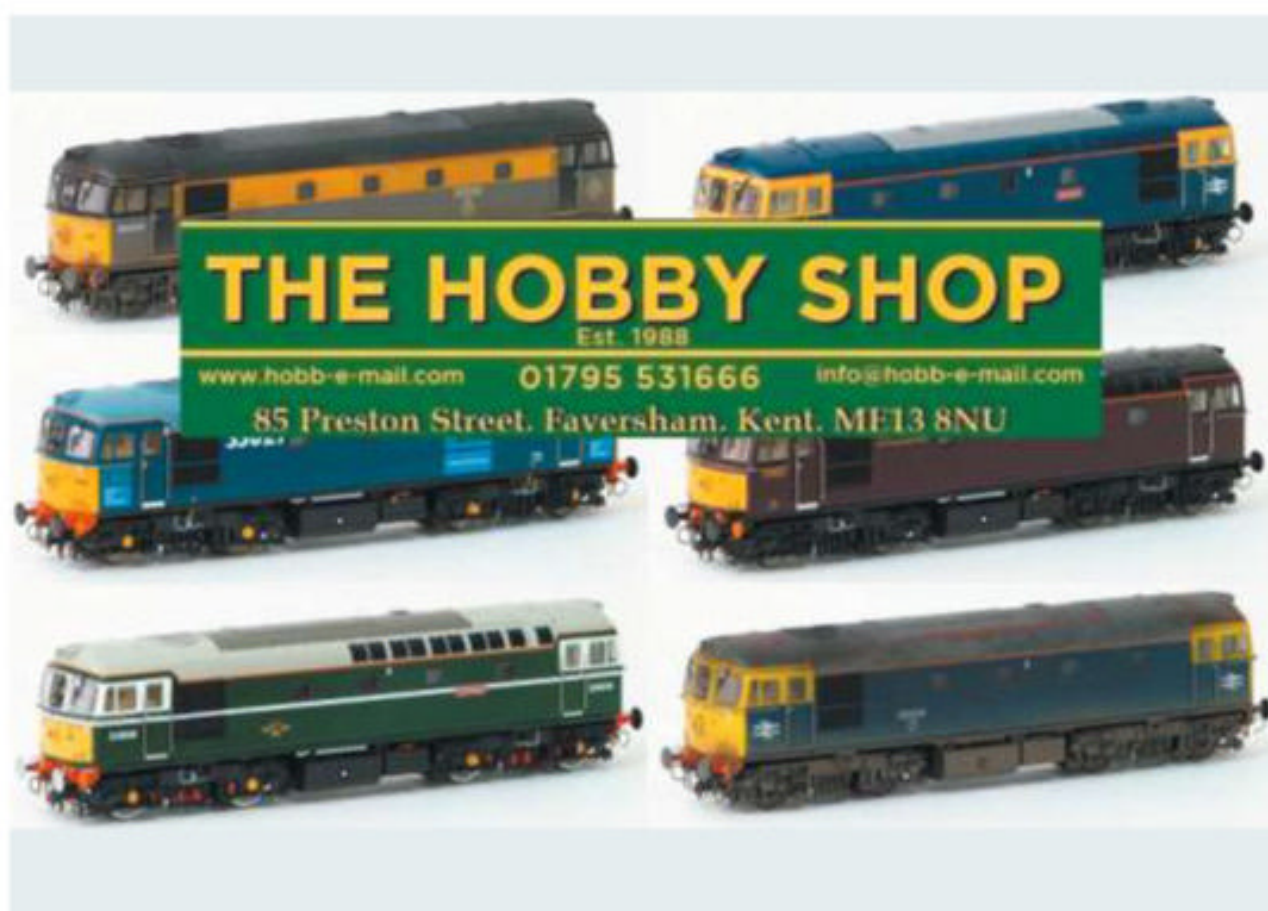
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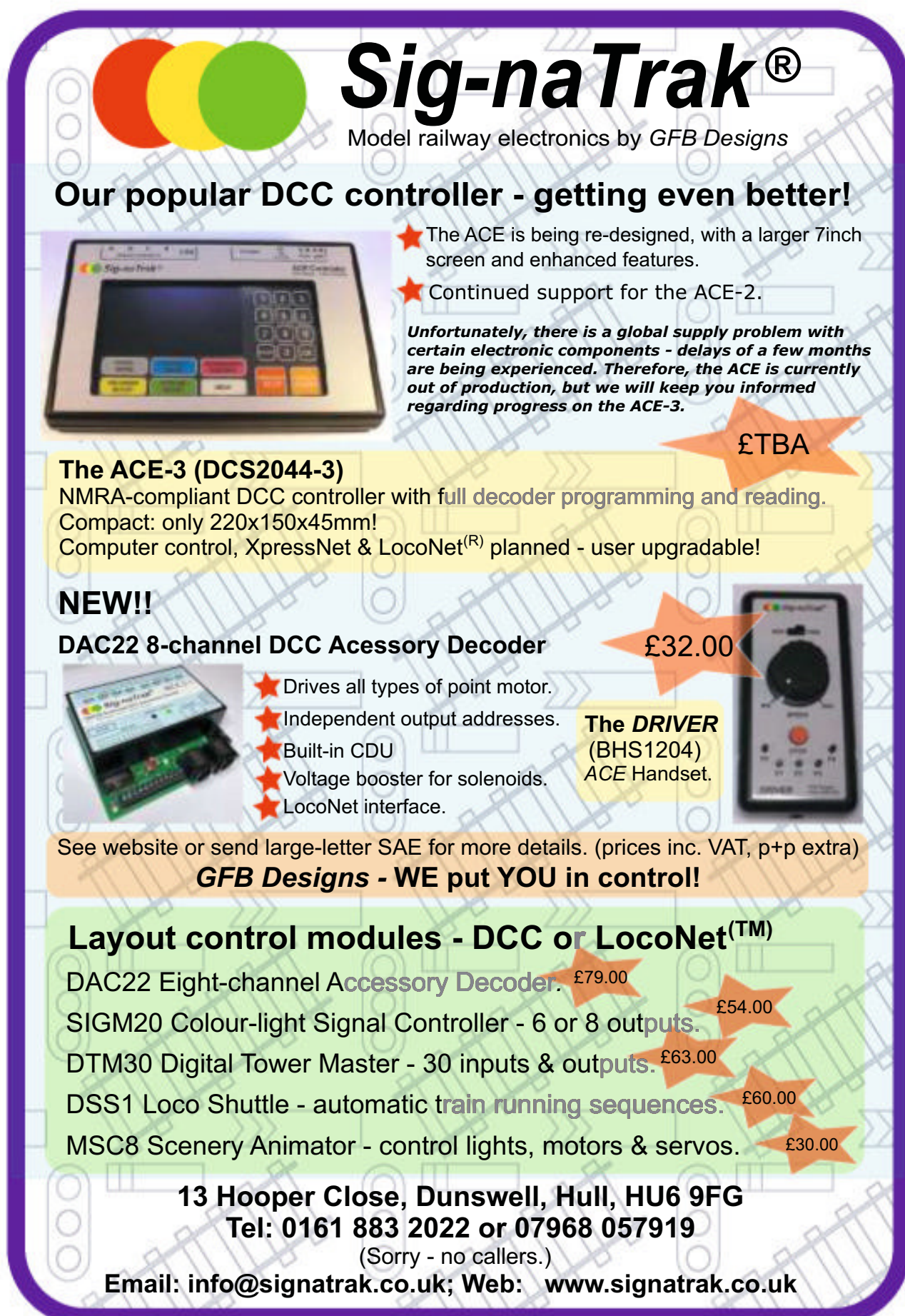
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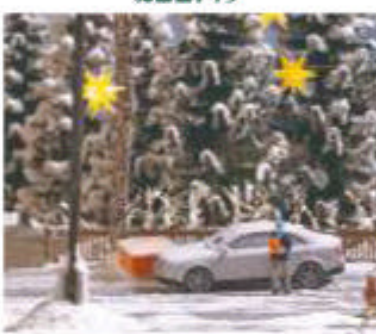
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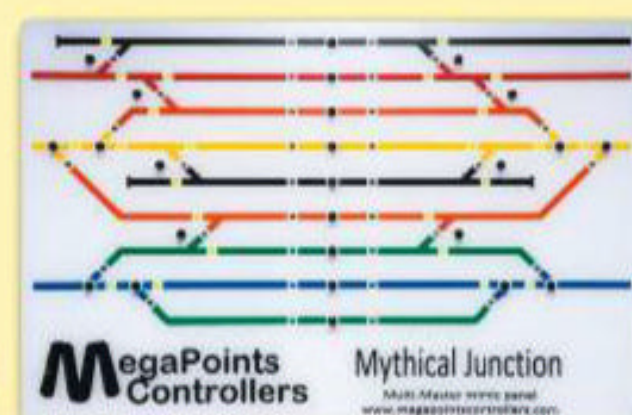
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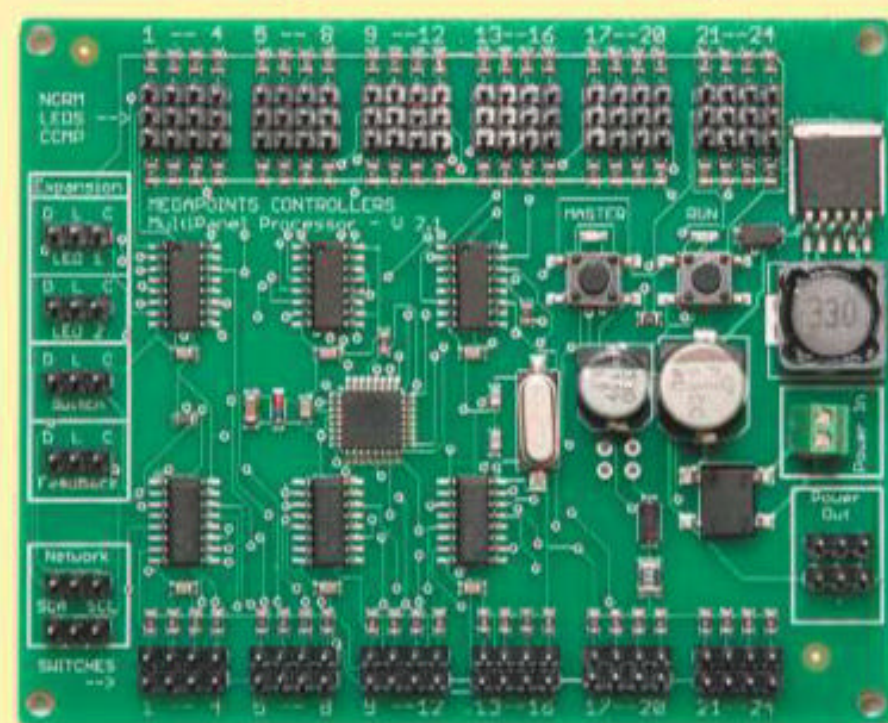
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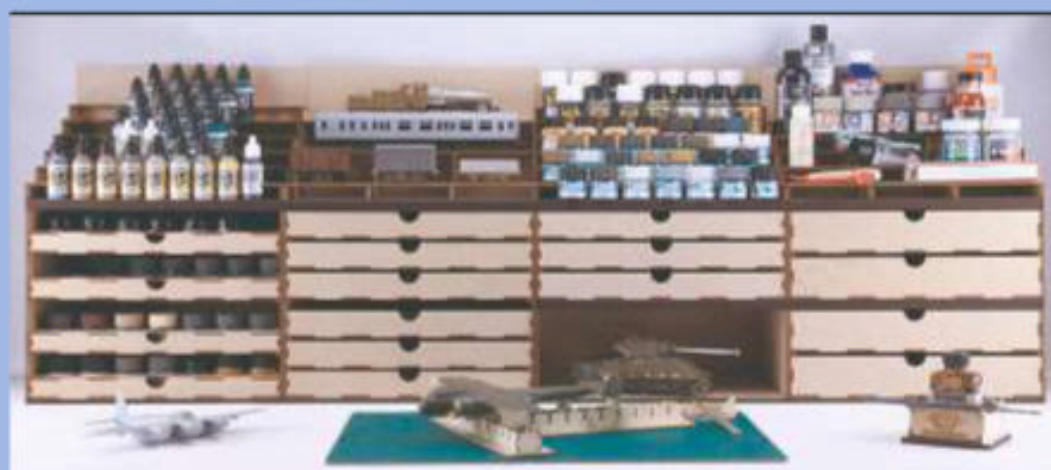
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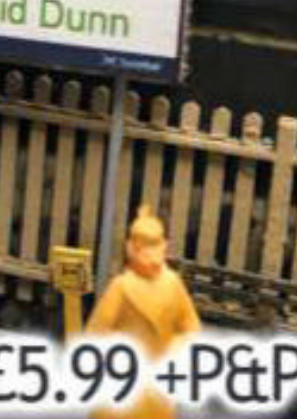


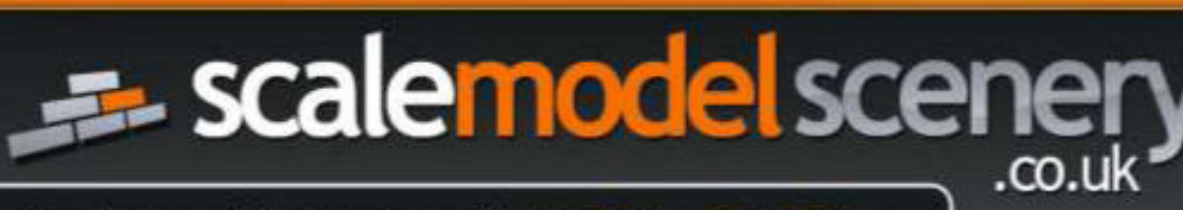
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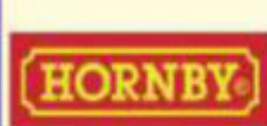
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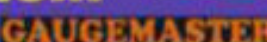
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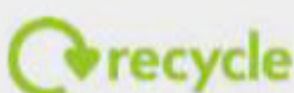
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RAIL PHOTOGRAPHS



Present your case

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

Locomotive: GNR 'J22'/LNER 'J6' 0-6-0

Gauge: '00'

Proposed by: Paul Wilkinson

What is it?

The LNER 'J6' was a classic, well-proportioned Edwardian-era 0-6-0 steam locomotive that enjoyed a career lasting over 50 years. A total of 110 were built at Doncaster Works over a ten-year period from 1911 and they were used across the LNER's southern reaches, on services from London to Doncaster on the ECML, on coal trains across the Nottingham area, around much of Lincolnshire and in West Yorkshire, especially on lines around Leeds and Bradford. Examples also worked across the Pennines to Manchester's Great Northern Deansgate goods depot. They were used on cross-London freights and appeared at Feltham Yard in west London and Stratford in east London.

Despite being designed primarily for freight, they were used on passenger trains including summer excursions to the east coast and in the 1950s on M&GN lines along the north Norfolk coast.

Two basic types were constructed, under Ivatt and his successor, Gresley. The Gresley versions made up the bulk of the fleet, with 95 examples, and these featured boilers set slightly further back in the frames resulting in a shorter overhang of the smoke box, plus a shorter cab. There were chimney and detail fitting variations too, such as the change from Ramsbottom to Ross Pop safety valves. The biggest visual

difference was the trial-fitting of water feed heaters, resulting in elongated dome covers being fitted from 1916 into the 1930s. Two engines carried a shorter 'N2' type dome. Most of the tenders fitted after 1923 were either 3,140gal or 3,170gal GNR Ivatt tenders.

The first 25 were painted GNR green, fully lined, followed in 1913 by standard grey for goods engines. LNER painted them lined black, initially lettered L&NER and with numbers carried on the tender. This was later changed to LNER lettering with numbers applied to the cabs. Upon nationalisation, British Railways painted the fleet in plain black livery, adding 60,000 to the post-1946 LNER numbers. Only 30 engines received the late style of BR crest. Withdrawals began in earnest in 1958 and the last seven survivors clung on until 1961.

What would make it viable?

There's certainly plenty of subtle detail and livery variations for a manufacturer to offer. Most of the pre-Grouping companies' 0-6-0 tender engines which lasted through to the 1960s have been modelled, but the 'J6' is an obvious missing link. The chassis is of the same wheelbase as the 'N2' and 'J50' and other GNR tender and tank engines, so tooling costs may potentially be spread across other models. A Gresley 'J6' would make an ideal tender engine for a GNR/LNER/BR(e) main line or branchline based layout.

Can I see a real one?

Sadly, none of the 'J6s' survived into preservation.



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.

RAIL PHOTOGRAPHS



Behind the Backscene

The latest victim of *Model Rail*'s quick-fire questions is **Dave Martin**, a Manx tram 'basher', a fan of '80s rock and someone with a dad joke for any occasion.



Dave Martin is buying manager at Hattons Model Railways.

“I went to watch a launch at Cape Canaveral as a child and asked if I could take one of the astronauts' places”

1: What is your earliest railway memory?

A trip on the North Yorkshire Moors Railway when I was two years old, behind a WD 'S160'. With the exhaust beat hammering off the sides of the valley, it was impossible not to get hooked.

2: What has been your most memorable train journey?

An early morning trip on the West Highland line in my teens. The noise of the Class 37 and the sunrise lighting up the dramatic Scottish scenery is something that will stay with me forever.

3: Do you have a favourite railway station?

Ballamoar Top. It's a long closed 'station' on an obscure part of the Manx Electric Railway – there's a hedge, a couple of bushes and that's about it.

4: How did you get into the hobby industry?

I've had toy or model railways since before I could speak, and had gained quite a few friends inside the modelling world. One of them just happened to be working at Hattons Model Railways and he eventually persuaded me to head over for an interview... and the rest, as they say, is history.

5: What did you do beforehand?

I was working as a supervisor at WHSmith Manchester city centre store.

6: Have you ever built a model railway?

Just a couple! I've helped build and operate a few 'OO' gauge layouts over the years but a group of us are currently in a modern image 'O' gauge phase.

7: What model or craft projects are you most proud of?

Until recently I've had other people customise my model locomotives and stock, but thanks to a few close friends and a lockdown or two, I've given it a go myself. I now have a fleet of Class 08 shunters and I've learnt more skills with each one – from simple weathering, to renumbering, to a full respray.

8: If you were able build your dream model, what would it be?

It's a tie between Crewe Station in 1995 or a part of the German metre gauge Harz network. It isn't somewhere I've ever been, but the mix of stunning scenery, history and interesting rolling stock ticks all the right boxes.

9: Who is your hero?

My dad. As well as being responsible for my railway interest, he's always given me great advice on all matters in life and supports me in whatever I choose to do (although I'm still capable of being told off!).

10: Where do you find your inspiration?

I've always been optimistic, and that mixes in with a desire to see the railway modelling industry grow and develop. That benefits me, my job, and my hobby, so I've got nothing to lose from it!



ALAMY

11: What other hobbies do you have?

I'm involved in restoring full-size trams in Manchester and the Isle of Man, which is a great excuse to play with all sorts of slightly dangerous machinery, as well as painting and undertaking bodywork repairs. I'm also a keen walker and enjoy live music – one of these pastimes has been easier to do during the last 18 months than the other.

12: What motivates you most in your job?

Seeing other people enjoy the hobby. Whether it's someone proudly displaying their new model, or a kid's eyes lighting up at an exhibition, it reminds me that there's so many ways to enjoy this hobby and that I'm grateful to be a part of the industry.

13: What is the biggest challenge you've faced?

Managing so much stock! With around 17,000 different products at Hattons at any one time, across a range of suppliers and manufacturers, it can sometimes feel like I'm spinning plates.

14: What has been the best decision you've ever made?

Getting a passport and keeping it in date. I've been lucky enough to visit places including China, the USA and large chunks of Europe, and have enjoyed both the differences and similarities of other cultures.

15: If you could change anything about the hobby, what would it be?

More acceptance that there's room for all skill levels and ways of enjoying the hobby. If you collect locomotives and don't use them, that's fine. If you build everything from scratch, that's also fine. There's no 'best way' to be a railway modeller, and we can all learn from each other.

16: What was your big ambition as a child?

I always wanted to go into space – I went to watch a launch at Cape Canaveral as a child and remember asking if I could take one of the astronauts' places!

17: If you had a time machine, where would you go?

I'd have a month's holiday in the early 1980s, for a month of classic British diesel locos and hard rock gigs.

18: What's your hidden talent?

I have a suitable dad joke for almost all occasions.

19: Do you have any strange quirks that you're prepared to share?

As a proud Lancashire man working near Liverpool, there's quite often a language barrier between myself and the team who live a little closer to the Mersey. I'm still working on the translation guide after eight years...

20: What is the best piece of advice you've ever had?

Believe in yourself.

21: How would you like to be remembered?

As a 'do-er', a friend, and the subject of an occasional "do you remember that time when..." anecdote.

Next Month: Paula Thompson, marketing director at Metcalfe Models, faces the questions.

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GMC-T4	Open Transformer 2x 12V AC 1a	£32.50
GMC-WM1	Wall Mounted Transformer 16V or 12V DC 1.1a	£26.00
GMC-WM2	Wall Mounted Transformer 9v DC (1600mA) 1.6A	£21.00
GMC-WM3	Wall Mounted Transformer Kato Unitrack UK Power Supply	£21.00
GMC-WM4	Wall Mounted Transformer 12v DC Smoothed for Lighting	£21.00
GMTFK1	Transformer Fitting Kit for T1/T3/T4	£15.50
GMTFK2	Transformer Fitting Kit for T2	£15.50

See the GM365 Gaugemaster Catalogue (£5.00) for more details

GAUGEMASTER products are available from your local model shop or, in case of difficulty, direct from ourselves

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