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**REVIEWED
THIS MONTH**



DAPOL 'LARGE
PRAIRIE'

HELJAN CLASS 47



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Coming soon...

9F

DCC versions
also available



Previous model used for illustration purposes only.

2S-013-006 - 9F BR Unlined Black Early Crest 92079

2S-013-010 - The Pine Express 9F Evening Star 4 Gresley Maroon Coaches

Autocoach



Light Bar, DCC & Light Bar and sound options also available

7P-004-011 - Autocoach GWR Twin Cities Crest Chocolate & Cream 38

7P-004-012 - Autocoach GWR Shipton Chocolate & Cream 36

7P-004-013 - Autocoach BR Crimson & Cream 41

7P-004-014 - Autocoach BR Maroon 40

Stroudley Coach



- 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

Brake Van



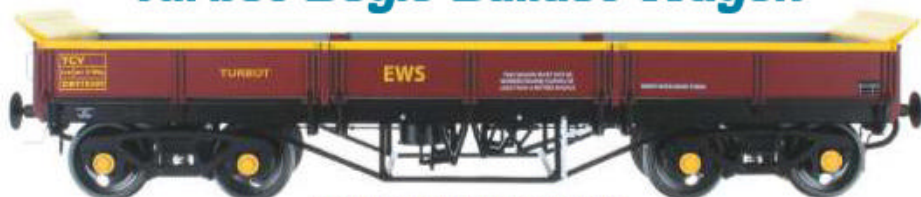
- 7F-200-009 - BR 20T Brake Van B951841 Grey
- 7F-200-010 - BR 20T Brake Van B951260 Bauxite
- 7F-200-011 - BR 20T Brake Van B953501 Bauxite (Oleo Roller Bearing)
- 7F-200-012 - BR 20T Brake Van B954768 Bauxite/Yellow (Air Braked)
- 7F-200-013 - BR 20T Brake Van B954781 Grey Coal Sector CAR
- 7F-200-014 - BR 20T Brake Van DB951767 Engineers Grey/Yellow ZTO
- 7F-200-015 - BR 20T Brake Van B954561 Railfreight Grey/Red CAR

HEA Coal Hopper



- 7F-047-001 - HEA Coal Hopper Railfreight Red/Grey 360104
- 7F-047-002 - HEA Coal Hopper Railfreight Red/Grey 360000
- 7F-047-003 - HEA Coal Hopper Freight Brown 360114
- 7F-047-004 - HEA Coal Hopper EWS Maroon 360354
- 7F-047-005 - HEA Coal Hopper Freight Brown 360292
- 7F-047-006 - HEA Coal Hopper Mainline Blue 360620
- 7F-047-007 - HEA Coal Hopper Transrail Grey 360208
- 7F-047-008 - HEA Coal Hopper Freight Brown 360626

Turbot Bogie Ballast Wagon



Previous model used for illustration purposes only.

- 7F-043-007 - Turbot Bogie Ballast Wagon Engineers Dutch 978281
- 7F-043-008 - Turbot Bogie Ballast Wagon Engineers Dutch 978115
- 7F-043-009 - Turbot Bogie Ballast Wagon Engineers Dutch 978339
- 7F-043-010 - Turbot Bogie Ballast Wagon Engineers Dutch 978665
- 7F-043-011 - Turbot Bogie Ballast Wagon EWS Maroon DB978255
- 7F-043-012 - Turbot Bogie Ballast Wagon EWS Maroon DB978101

O & K JHA Hopper



- 4F-050-005 - O & K JHA (end hopper) Foster Yeoman 19302 Early
- 4F-050-006 - O & K JHA (end hopper) Foster Yeoman 19307 Early
- 4F-050-007 - O & K JHA (end hopper) Foster Yeoman 19317 Late
- 4F-050-008 - O & K JHA (end hopper) Foster Yeoman 19319 Late
- 4F-050-107 - O & K JHA (middle hopper) Foster Yeoman 19322 Early
- 4F-050-108 - O & K JHA (middle hopper) Foster Yeoman 19325 Early
- 4F-050-109 - O & K JHA (middle hopper) Foster Yeoman 19330 Early
- 4F-050-110 - O & K JHA (middle hopper) Foster Yeoman 19354 Late
- 4F-050-111 - O & K JHA (middle hopper) Foster Yeoman 19375 Late
- 4F-050-112 - O & K JHA (middle hopper) Foster Yeoman 19391 Late

Class 68



Previous models used for illustration purposes only.

- 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

O Gauge

OO Gauge

N Gauge

Product Scale Key

All product release dates correct at time of going to press

7F-037-008 - Corflit & Container LMS Furniture Removal
7F-037-009W - Corflit & Container LMS Furniture Removal Weathered
7F-037-009 - 7 Plank 8' W/B Three Door H P Sauce No 1

7F-073-008W - 7 Plank 8' W/B Three Door H P Sauce No 1 Weathered
7F-073-008 - 7 Plank 8' W/B Three Door Elizabeth Jones No 3
7F-073-009W - 7 Plank 8' W/B Three Door Elizabeth Jones No 3 Weathered

4F-018-027 - Salt Van Saxe Salt 245

4F-018-028 - Salt Van Saxe Salt 245 Weathered

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modelrail@bauermedia.co.uk

Postal address

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

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Here's why: Starting as a supplement in *RAIL* magazine, *Model Rail* went 'standalone' in 1997. In each issue we bring you easy-to-follow modelling projects that you can complete without breaking the bank, inspirational photographs of the best model railways and thorough, unbiased reviews so you can make the most informed choices when spending your money. Don't forget our own model ranges – see pages **106-109**.

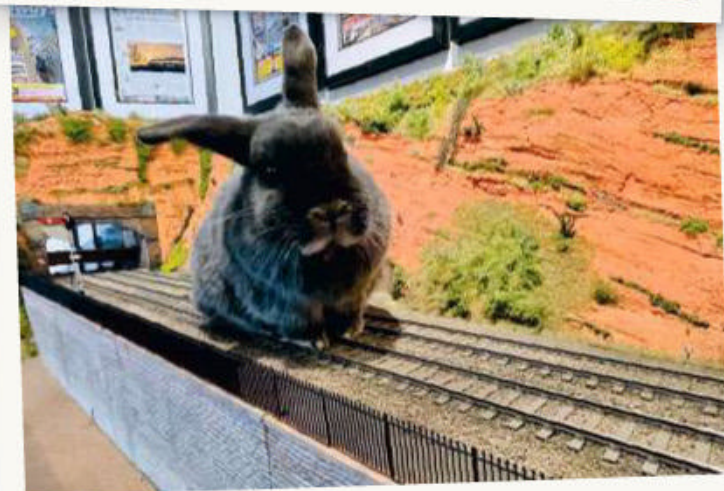
Welcome

It's early afternoon as I type this, in mid-December, and it's already dark and freezing cold outside, so it's definitely a good time to hunker down and let our minds turn towards more pleasant things, such as making models.

Following the instalment of Skills Station in MR290, in which Chris Nevard shared his techniques for painting and weathering buildings, we had many requests from readers eager to see how he had built the 'Jolly Farmer' pub in the first place. This month, on page 50, you can read all about how he transformed the bare bones of a laser-cut kit into something truly special. So good, in fact, we've put it on the cover!

There's no doubt that laser-cut and 3D-printed kits and components are changing the way many of us work, so we have a few demonstrations this month to offer guidance on what to expect with these materials – and how to get the best from them. I'm glad that 3D-printing technology continues to improve, as I really wasn't keen on working in this medium at first. There remain some limitations with the materials and printing processes, but 3D-printing does open up otherwise complex projects to a broader range of modellers and offers many benefits over resin casting, for instance.

Just before this issue went off to the printers, Hornby announced its plans for 2022 to the model railway press. There were some very exciting announcements but, alas, the news was embargoed until after this issue goes on sale. Rest assured – we'll bring you all the details in the February issue of *Model Rail* (on sale January 20).



We always love seeing your furry modelling friends, so please send us some images via email or Facebook. Brunel the bunny looks like he could be causing havoc with GWR services at Dawlish Warren! JACK BOSKETT

Finally, on behalf of the *Model Rail* team, I'd like to wish you all the very best for Christmas and the New Year. Let's hope that 2022 brings a little more certainty into our lives.

George Dent Editor

Meet the team behind the UK's best modelling magazine



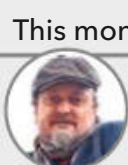
Chris Leigh

Active in the hobby since his teens – he can claim to be experienced!



Chris Gadsby

Our DCC specialist starts a new layout every year!



Chris Nevard



Peter Marriott



Dave Lowery



Paul A. Lunn



Graham Hedges



Paul Gosden

This month's contributors

Model Rail essential information

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

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

Q: Want to order one of our exclusive models?

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

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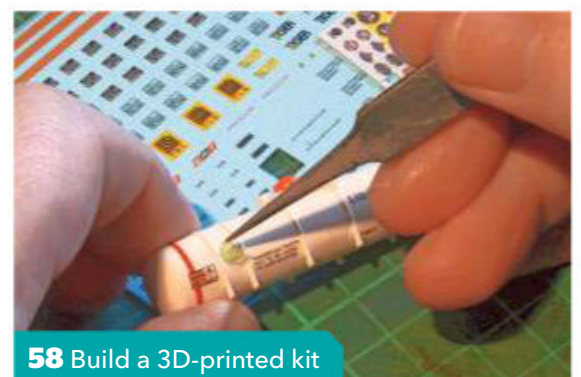
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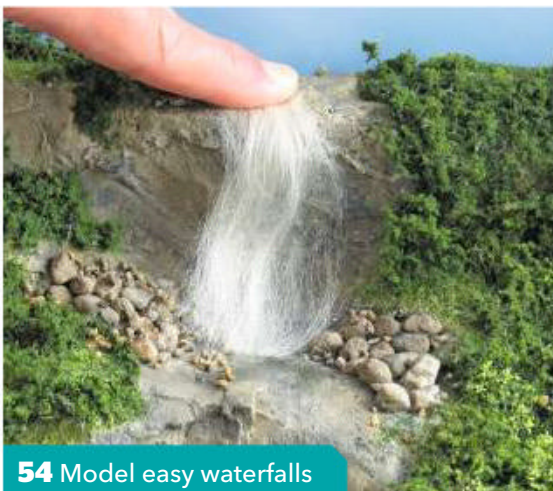
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The entire range of our exclusive '16XX' is now in stock and some of our 'J70's are nearly sold out. Buy yours today.



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Opening the box

The latest happenings from the world of model railways

The Big Picture

As steam faded away into the distance towards the end of the 1960s, diesel took centre stage. As with most things British Railways, the changeover took a while to complete, giving modellers the perfect opportunity to create a realistic scene with both featured. That's exactly what Chris Sykes has done, and his 'N' gauge layout 'Amberfield' features the best of the old and the new. Look out for this layout in an upcoming issue of *Model Rail*.

Photography:
CHRIS NEVARD







BRITISH RAIL

PART AND PARCEL

Following the acclaimed AEC passenger railcars released in 2021, it was a logical next step for Heljan to tackle the GWR's parcel-carrying version. Just a single prototype was built by AEC, in 1941, and numbered 34 by the GWR (W34W under BR), the railcar boasted a load capacity of 10 tons and it lasted in BR service until 1960. Both GWR and BR livery options will be available and the model will feature a 21-pin DCC socket and working lights.

What's planned?

HELJAN GWR AEC PARCELS RAILCAR

- ◆ 19430 No. 34, chocolate/cream with coat of arms (dark grey roof)
- ◆ 19431 No. 34, BR 'Express Parcels' Crimson (grey roof)
- ◆ 19432 No. 34, BR 'Express Parcels' Crimson (grey roof), weathered

Another batch of Heljan's Class 25 will also appear in 2022, in BR green and blue liveries, plus a blue/grey 'ETHEL' unit. A Class 25/9, 25904, is also featured, which is perfect for recreating the latter days of the Sulzer Type 2s, when a dozen '25s' were retained for freight work in the North West in 1985-86.

HELJAN'S 2022 PLANS REVEALED

In early December, the team at Heljan announced a raft of new releases for 2022, including an all-new GWR Parcels railcar in 'OO' and fully re-tooled Class 37/0 and 'Deltic' in 'O'. There are also several revamped versions of existing models in both scales and a host of new livery options.



'OO' GAUGE HIGHLIGHTS

Heljan's Class 14 is being re-released, with a 21-pin DCC socket and mechanical improvements to the chassis. The 'Teddy Bear' will be offered in a mix of BR and industrial liveries, including a pale blue NCB scheme. The ever-popular Class 35 'Hymek' receives a few welcome upgrades, including LED lighting and a

21-pin DCC interface, and will be available in six different liveries (including a weathered pair). Other 'OO' diesels to reappear in a variety of livery options include the Class 07, 'Clayton' and the Waggon & Maschinenbau diesel railbus, the latter including an option for a BR brown/yellow track recording car.

The 'Slim Jim' Class 33/2 tooling has been modified to allow the original exhaust outlet/silencer arrangement to be replicated for the first time, with five suitable D-prefixed identities to choose from, each with slight livery variations. The later '33/2' bodysell also gets another run out, with a range of BR liveries on offer, including BR blue, BR General grey and a couple of Railfreight sector versions. Furthermore, the 33/1 also gains some new liveries, including Network South East, 'Dutch' and BR green with small yellow panels.



COLOUR RAIL

DUE SOON: CLASS 86/4

Heljan's all-new Class 86/4 and '86/6' AC electrics are due early in 2022, with a variety of BR and privatisation liveries. Depicting the 'AL6' in later, refurbished condition with Flexicoil springs and various other adornments, these models promise to be just as good as the '86/0' released in 2021 (MR288).



CLASS 104 PROGRESS

Heljan has shared updated CAD imagery of the forthcoming 'OO' gauge Class 104 DMU, which will be available in two or three-car formations, in a number of liveries.

'O' GAUGE HIGHLIGHTS

Due to popular demand, Heljan is developing an all-new Class 37/0 in the senior scale. The first batch will portray the original split headcode variant with post-1970s cutaway bufferbeam cowlings for the first time. There will be plenty of detail differences catered for, dealing with boiler compartments, nose-end doors, headcodes or plated-over marker lights, high intensity headlights, plus cast or fabricated bogie frames. A range of BR and early privatisation colour schemes will be provided.

The new year marks the 40th anniversary of the 'Deltic' swansong on BR in 1982, so Heljan has chosen 2022 to relaunch its 'O' gauge rendition, with a focus on the later BR and post-preservation condition of the English Electric racehorses with detail modifications incorporating the post-1975 alterations such as ETH equipment, cast bogies, plated quarterlight windows, plated or glazed headcodes and single or twin windscreen wipers.

Both the '37' and 'Deltic' will feature a suite of up-to-date features, such as plug-and-play DCC interface and improved lighting.



What's planned? HELJAN CLASS 37/0, SPLIT HEADCODE

- ◆ 3720 BR blue
- ◆ 3721 BR Large Logo blue
- ◆ 3722 BR Civil Engineers' grey/yellow
- ◆ 3724 BR green 37350/D6700 (full yellow ends)
- ◆ 3725 Railfreight Sector grey (unbranded)
- ◆ 3726 EW&S red/gold
- ◆ 3727 DRS blue (early)
- ◆ 3728 Railfreight 'Red Stripe' 37008, weathered

HELJAN CLASS 55 'DELTAIC', LATE BR CONDITION 1976-82

- ◆ 5520 BR blue 55003 *Meld*
- ◆ 5521 BR blue unnumbered
- ◆ 5522 BR blue 55015 *Tulyar* (white cabs)
- ◆ 5523 BR blue unnumbered (white cabs)
- ◆ 5524 BR green 55002 *King's Own Yorkshire Light Infantry* (full yellow ends)
- ◆ 5525 BR Railtour blue 55022 *Royal Scots Grey*
- ◆ 5526, BR blue 55021 *Argyll & Sutherland Highlander* weathered

HELJAN CLASS 55 'DELTAIC', PRESERVED (MAIN LINE) WITH HIGH-INTENSITY HEADLIGHT (1999-2022)

- ◆ 5530 BR green D9000 *Royal Scots Grey* (small yellow panel)
- ◆ 5531 BR blue 55019 *Royal Highland Fusilier*
- ◆ 5532 BR blue unnumbered (white cabs)

ROLLING STOCK

New versions of Heljan's 35T Class B tank wagon and the 'Catfish' and 'Dogfish' ballast hoppers are also due in 2022, in a range of liveries. The Mk 1 GUV and CCT vans will make another appearance, again with a host of colour schemes to choose from across their BR careers.



METCALFE

Card Construction Kits

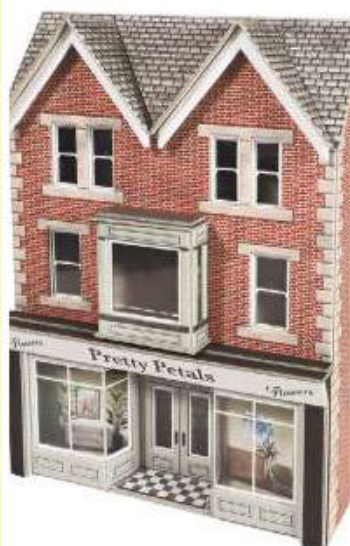


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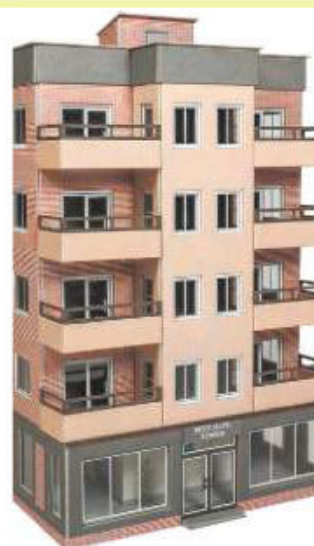
L/R TOWN HOUSE FRONT
00 CODE PO373 / N CODE PN973



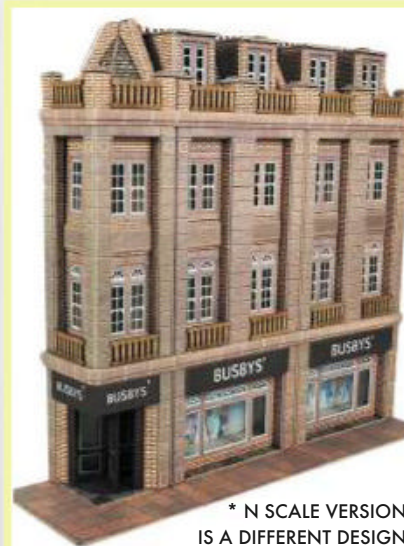
L/R PUB & SHOPS
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L/R CINEMA & SHOPS
00 CODE PO206 / N CODE PN170



L/R TOWER BLOCK
00 CODE PO360 / N CODE PN960



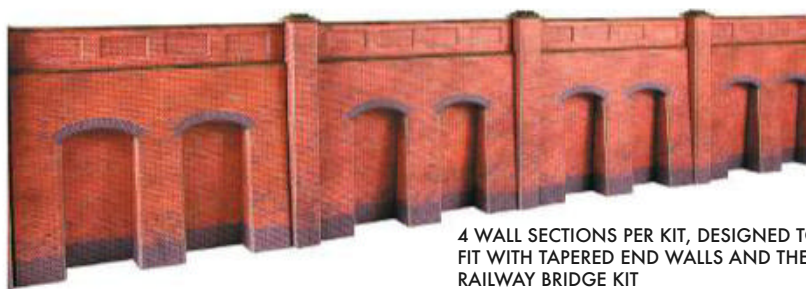
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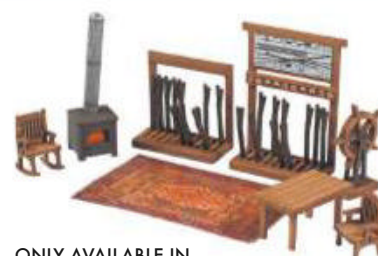
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HYBRID CLASS 18 FROM REVOLUTION TRAINS

The all-new battery hybrid Class 18 Bo-Bo shunter, currently under construction by Clayton for Beacon Rail Leasing, is to be produced in 'OO' by Revolution Trains. Fifteen locomotives have been ordered, with the intention of offering a modern, low-emission alternative to diesel shunting

locomotives, such as the venerable Class 08.

Designated CBD90 by Clayton (Clayton Battery Diesel 90t), each locomotive has two large battery packs that can either be charged via a three-phase shore supply or topped up on demand by the on-board diesel engine.

The Class 18/CBD90 can move



more than 2,000t and offers operators significant savings on fuel costs and emissions, along with a better driver environment. They are being assembled at Clayton's factory in Burton-on-Trent and are the largest locomotives built in the UK for nearly a quarter of a century.

Revolution has agreed an exclusive licence to produce the locomotives in Beacon livery and also has permission to produce the five slightly different Tata Steel versions that have been in service since 2019.

The Revolution model will feature a high level of detail, plus accurate working light functions. DC and DCC sound options will be available, with first samples being expected in Spring 2022.

Initially, models will be offered in Beacon blue, Tata pale blue and Sellafeld blue with yellow handrails, with other operator liveries likely to follow.

Revolution has partnered with Rails of Sheffield to retail the models, and they are expected to ship during Q4 2022.

Web: www.revolutiontrains.co.uk



NEW 'SKIPS' FROM DAPOL

Dapol has announced a quartet of new livery options for its popular Class 67 locomotive, featuring up-to-date schemes such as Colas Rail orange/yellow, Transport for Wales white/red and DB red. The classic EWS red/gold scheme also gets a look in.



What's planned?

CLASS 67

- ◆ 2D-010-012 67023, Colas Rail *Stella*
- ◆ 2D-010-013 67025, *Transport for Wales*
- ◆ 2D-010-012 67028, DB Schenker red
- ◆ 2D-010-012 67020, EWS red/gold



Dapol is also creating new tooling to allow the later versions of the Freightliner HIA aggregate hoppers to be produced in 'OO', complementing the existing models in its range.



COLOUR RAIL

HORNBY 'CLAN' MAKES WELCOME RETURN

Following a hiatus of more than a decade, the BR Standard 6MT 'Clan' 4-6-2 has returned to Hornby's range, with a pair of new models originally announced last year. Despite boasting only 10 locomotives, the 'Clan' class has been popular with enthusiasts, so the return of the model that first appeared in 2009, has proven very popular. No. 72009 *Clan Stewart* (R3996) is offered in BR green with later emblems, while No. 72004 *Clan MacDonald* (R3995) wears the original 'lion on wheel' crests. Both models were selling rapidly as this issue was being prepared.

Price: £197.99 each

Availability: Hornby stockists **Web:** www.hornby.com



ACCURASCALE HOPPERS DUE IN JANUARY

Due to arrive early in the new year is Accurascale's rendition of the UK's most modern coal-carrying wagon, the HYA hopper, along with the cut-down versions which have been created in recent years for aggregate traffic. The IIA Biomass hoppers are also due

to arrive, so there's plenty to get excited about if you model contemporary freight!

Each wagon type is offered in twin-packs at £74.95 each, with 10% off when two or more twin-packs are ordered direct from Accurascale.

Web: www.accurascale.co.uk



OO
GAUGE



OO
GAUGE

ADDITIONAL MARK 2b COACHES ANNOUNCED

Accurascale has announced two further 'OO' Mk 2b coaches, depicting a pair of TSO vehicles from West Coast Railways' charter fleet. The BR-built prototypes have enjoyed a varied career, operating services for various TOCs until the mid-2000s when they were acquired by WCR. For modellers of the contemporary scene, these coaches will add extra variety to main line railtour operations, as the real vehicles regularly run with other Mk 2 and Mk 1 stock behind steam or heritage diesel locomotives.



Each Mk 2b will be sold separately and they're available to pre-order now via Accurascale stockists. The first pre-production

samples have been assessed and delivery is expected in Q3 2022.

Price: £59.95 each

Web: www.accurascale.co.uk

In Brief

NEW STRUCTURE FROM TOWNSTREET

OO
GAUGE

Plaster-cast buildings specialist Townstreet has launched a new twin-storey goods shed/warehouse. Depicting an attractive, imposing brick-built structure, it features twin trans-shipment platforms with canopies, plus a set of large double doors. Rail access is via the end walls. Supplied in kit form, it will add an eye-catching feature to any goods yard scene.

Price: £89.00 plus p&p

Tel: 01768 88456

Web: www.townstreetuk.co.uk



NEW RUN OF 'TURBOTS' FROM KERNOW

OO
GAUGE

Kernow Model Rail Centre has announced that a third production batch of its exclusive YCV 'Turbot' bogie ballast wagons is now in stock. Comprising four separately numbered versions, in weathered BR 'Dutch' livery, they're sure to prove as popular as previous batches, so grab them while you can!

Price: £29.99 each

Web: www.kernowmodelrailcentre.com



HARDER & STEENBECK



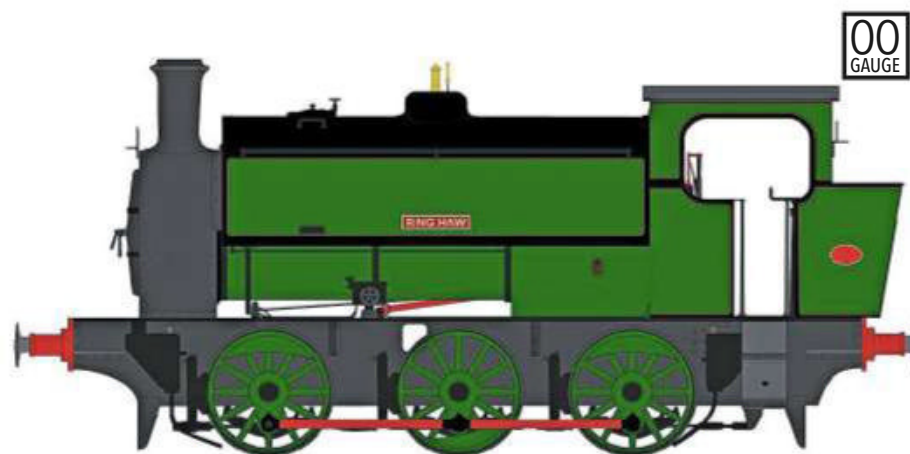
PAINT EASY THE HARDER WAY

www.harder-airbrush.eu

RING HAW EXCLUSIVE FROM HARDY'S HOBBIES

Hardy's Hobbies has commissioned an exclusive version of Rapido Trains UK's 16in Hunslet O-6-OST. Depicting Hunslet No. 1982 *Ring Haw* (built 1940), production will be limited to just 125 models, 25 of which will be donated by Rapido to the M&GN Society (the owners of the real *Ring Haw*) to help raise funds for the locomotive's overhaul. Each model purchased from Hardy's

Hobbies will come with a numbered certificate, bespoke driver and fireman figures and a small bag of coal for the bunker. *Ring Haw*, now residing at the North Norfolk Railway, spent its entire working life at Nassington Ironstone Quarries, working alongside sister locomotive *Jacks Green*, which is available in the standard Rapido range. **Web:** www.hardyshobbies.co.uk



ROCKET RAILWAYS LAUNCHES RECLAIMED MODEL SCHEME

Coalville-based model shop Rocket Railways has launched a new initiative with the aim of giving broken old trains a new lease of life. Specialising in spare parts and models for repair, 'Rocket Railways Reclaimed' encourages enthusiasts to adopt creative solutions to restore locomotives to working order. This new enterprise deals exclusively in spare parts and broken items and, although currently trading exclusively on

Ebay, there are plans to open a second shop in Coalville in 2022. A product that is proving popular is the 'Mystery Box', which includes a random assortment of rolling stock and accessories for only £10. With a little skill and imagination, all manner of projects could stem from the raw materials within each box. **Web:** www.rocketrailways.co.uk
Ebay shop: www.ebay.co.uk/str/rocketrailwaysspare



In Brief

CROWDS FLOCK TO BRITAIN'S BIGGEST MODEL RAILWAY

Thousands of visitors made the opening weekend of 'Britain's Biggest Model Railway' a great success.

The huge 'O' gauge layout made its public debut in Wakefield on December 4/5, in the city's former market hall, where the layout's full 175ft scene could be enjoyed. Months of preparation ensured that the opening week was remarkably problem-free, with only a broken diamond crossing disrupting operations on December 5. Locomotives are supplied largely by Danish manufacturer Heljan, with rolling stock coming from Heljan and Dapol supported by a range of kit-built models. Other major suppliers include Peco, White Rose Modelworks and Tim Horn Lasercutting.

The event, which ran from December 4-19, was the culmination of more than five years' hard work by layout owner and creator Simon George. Modelled on Heaton Lodge Junction, near Mirfield, in the mid-1980s, the layout was inspired by Simon's childhood trainspotting experiences. Always intended to be portable, 'BBMR' will embark on a UK tour in 2022, with dates and locations to be announced shortly. **Web:** www.britainsbiggestmodelrailway.com



FESTIVE (AND FEARSOME) FIGURES FROM OSBORN'S

Osborn's Models has got into the festive spirit with two new pre-painted figure packs. Father Christmas, complete with a sack full of goodies, looks ready to make a delivery, while an impressive pair of snowmen shows that the kids have been busy. Something slightly

different is a pair of pre-painted Gorillas, designed to complement Preiser's range of zoo animals. **Prices:** £5.20 (Father Christmas), £5.95 (Snowmen), £8.75 (Gorillas) **Availability:** www.osbornsmodels.com



Stockists of Hornby, Dapol, Falter, Gaugemaster, Train-Tech, Javis, Expo, SuperQuick, Ancorton, and many more. Plus our exclusive own-brand products not available anywhere else!



Innovators not imitators!

Secure online ordering
Friendly technical advice
Free postage over £75
No Highlands and Islands surcharge!

NEW PRODUCT ONLY £24.95

DCC Decoder Tester

With our brand new DCC decoder tester you can check all your DCC decoders before fitting them. Tests 6, 8 and 21 pin decoders up to 6 functions. Very easy to use, just clip to your track, plug in your decoder and control as normal. Clear LED indicators show the status of all functions, headlights, motor output etc. Full instructions included.



Works with all DCC controllers!!

NEW PRODUCT Meet the Cobra Cable!

Building an exhibition layout? Then you need our Cobra Cable! Two terminal boards fit either side of a baseboard joint and our ingenious cable connects the two. Unlike off-the-shelf cables we make ours from 16/02 cable capable of carrying 3A per terminal meaning it can carry all your electrical signals across a baseboard joint including **point motor wiring** and **DCC bus** connections. When it's time to dismantle, simply unplug the cable at either end. Comes as a complete kit with two easy wire terminal boards, 1m Cobra Cable and full instructions.

9 way £22.95 15 way £26.95 25 way £36.95

20% discount when you buy 3 or more together!



NEW PRODUCT – LOCO GO! - Wheel AND pickup cleaner

J-J-J-Juddering L-L-L-Locho? You need new Loco Go! From Hobby Trax. Most wheel cleaners only clean the running surfaces of the wheels. Our spray formula cleans the wheels and pickups. Simply spray on and see the difference! For all DC and DCC locos - 200ml just £6.99



NEW PRODUCT – Track Gapper 00 gauge

Struggling to lay tracks side-by-side so coaches don't crash into each other on curves? Try our new Track Gapper! This handy tool is used to space tracks next to each other on curves or straights. Correctly spaces for curves, cross-overs, fiddle yards and straight tracks. Simply use the grooves on the tool to lay your tracks. An ideal tool for every modeller – just £9.99



ANNOUNCING THE EYE-CHOO CAMERA WAGON!

Ever wondered what your layout looks like from the drivers eye view? Well now you can film it using our brand new camera wagon! Simply couple our wagon to the front of your loco, press the record button and send it round your track. Our camera will record the view for you to play back on your computer. You can edit your footage for use on YouTube. It even records sounds too, so use a sound equipped loco for even more realism. Records at full 1080p at 30fps. Comes complete with camera wagon, SD Card, USB cable and full instructions. 00 Gauge only. **Only £89.95**

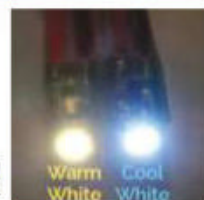


Warm white 12VDC LED modules

Our own design! These tiny 12V LED modules easily fit inside a building and create a warm white glow to simulate incandescent bulbs. Simply connect to any 12VDC supply or our 12VDC distribution board.

Just £2.99 each or £9.99 for a pack of 10.

Also available in modern cool white.



The Tyson Capacitor Discharge Unit

Give your points some extra punch!

Standard version (2 capacitors) £10.95

Xtra version (4 capacitors) for larger layouts with multiple points switching simultaneously £14.95



NEW PRODUCT – DC and DCC Bus Bar with isolate function

Struggling to wire bus connections under your layout? Our new Bus Bar makes it easy! For DCC use simply fit one of our boards under your layout every few feet or so and connect all your droppers to the nearest board. 16 easy screw terminals give up to 5A per board. Got a short circuit somewhere? Use the unique isolate function to help you find out where. Also ideal for DC use to split a PSU output.

£5.95 each 20% discount for 3 or more



Cable and wire – huge stocks on our website

Bk Bn Rd Or Yw Gr Bl Vi Gy Wt Pk

Bi-colours available (7/02 and now 16/02)

Rd-Bl Rd-Bn Gy-Bl Wt-Rd Rd-Bk Yw-Bk Or-Bk

Wt-Bk Gy-Bk Or-Rd Pk-Bk Yw-Gr Rd-Gr

Vi-Rd Gr-Rd Yw-Rd Gr-Yw

10m / 100m

5/01 ultra-fine cable for wiring models etc £4.95 / N/A

7/02 cable 1.4A for lighting £1.40 / £7.99

16/02 cable 3A for points & DCC £2.10 / £14.99

24/02 cable 5A for longer runs £2.70 / £19.99

32/02 cable 6A for really large layouts! £3.45 / N/A

6 core 7/02 cable £3.75 / £24.99

12 core 7/02 cable £6.45 / £42.99

Twin cable (red and black together) ideal for DCC bus and power

feeds. 14/02 (3A) or 24/02 (5A) 10m lengths £3.96 / £4.95

Roll end remnants – A mixed pack of at least 50m of wire £5.99

Lowest price!

Magnetic corner clamps (Sm, Md, Lg) £6.99, £7.99, £8.99
Peco or Hornby pin extenders (10 pk) £9.99

SPECIAL PRICE DCC Controllers

NCE Power Cab UK Starter set £167.95

Hornby Select £98

Hobby Trax DCC Controller (Shush it's a secret!)



Dapol kits – full range on our website

C001 – Turntable £8.45

C002 – Railway workmen £7.07

C003 – Girder bridge £8.68

C004 – Footbridge £7.39

C005 – Water tower £7.28

C006 – Signal box £8.15

C007 – Engine shed £8.68

C008 – Platform figures £7.18

C009 – Deltic diesel £9.99

C010 – Canopy £8.49

P&D Marsh pre-painted and ready assembled

Prices are for 00 gauge, most available in N gauge too!

Rowing boat £10.40

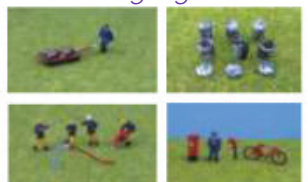
Firemen 1970/80's £11.00

Newspaper seller £7.90

4x park benches £7.90

Postman, box and bike £9.20

8x dustbins £8.80



Hornby Train sets – Ideal Xmas gifts!

R1225M Tornado Express £134.95

R1271M iTraveller 6000 £128.95

R1233M Coca-Cola train set £89.95

R1248M Santa Express £58.95

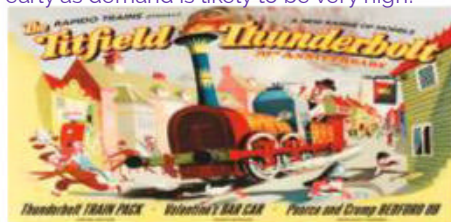
More sets available on our website!

Rapido Trains:

Titfield Thunderbolt (due late 2022)

DC and sound versions will be available.

Prices TBA, please register your interest early as demand is likely to be very high!



Inter City APT-E (00 Gauge)

Available with DC or DCC sound fitted. Prices from £319.95. Pre-order now to avoid disappointment!



Just £30 deposit to secure any pre-order item!

Hornby set track – all parts available

R600 / R601 straights £2.30/£2.75

R606 2nd radius curve £1.80

R609 3rd radius curve £2.70

R8072 / R8073 Std points £11.45

R8076 Y point £10.95

R8077 / R8078 Express point £17.99

SuperQuick kits – full range on our website

A1 – Station platform

£6.99

A5 – Two road loco shed

£10.99

NEW SERVICE – Want it ready-built? Due to growing demand we have now hired a full-time cardboard construction engineer (yes it's a real job!) and we will now build ANY SuperQuick kit to professional standards for just £20. Simply search our website for "SuperQuick Ready Built"

Electronic components

NEW Ultra-miniature 2 pin plug and socket

£0.50 per pair

Ideal for wiring between loco and tender etc.

NEW Resistors – all values available (20pk)

9 pin D plug, socket or cover (each)

£0.49

15 pin D plug, socket or cover (each)

£0.60

25 pin D plug socket or cover (each)

£0.70

12 way screw terminal block (3A or 5A)

£0.85 / £0.95

12 way 6A screw terminal plug and socket

£6.95

Toggle switch ON-ON (SPDT / DPDT)

£1.60 / £1.99

Toggle switch (ON)-OFF-(ON) (SPDT / DPDT)

£1.99 / £2.10

Toggle switch ON-OFF-ON (SPDT / DPDT)

£1.99 / £2.10

Push to make button (various colours)

£0.49

General tools

Wire glue (it's conductive glue for wires!)

£6.49

Flux pen

£4.99

Solid flux pot

£2.99

Xuron track cutter normal / in-situ

£15.95 / £17.95

Cutters and pliers

£6.95 ea

Tweezers – always handy!

From £3.00 ea

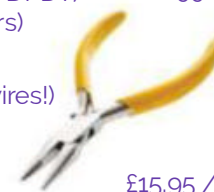
Antex 25W soldering iron and stand

£34.95

Drill bits sizes 0.3 to 1mm (10 pack)

£8.00

Digital multimeter £9.99



Just need a single item?
Try our eBay shop where all products include postage!
www.ebay.co.uk/str/hobbytrax

"Want to film your layout from the drivers eye view? Try our new Eye-Choo!"

Did you know?

The oldest railway station still in operation in the UK is Broad Green in Liverpool. It was opened on the 15th September 1830 and has 2 platforms.



www.hobbytrax.co.uk 0345 065 4472

Hobby Trax, Ford, Lochgilphead, PA31 8RJ

Telephone lines open 9-5 Mon-Fri. Please call for shop opening times.

NOCH MARKET STALL PACKS

HO
SCALE

Noch has released a selection of pre-painted market stall sets featuring figures and various accessories. The range includes a vegetable stall, fish stall, ice cream and hot dog stalls, a coffee stall and a fruit stall. Coffee stalls are a common sight these days,

so one could be positioned near a station entrance, along with a flower seller. **(PM)**

Products: Noch Coffee Stall 16230 (£29.00), Flower Stall 16227 (£33.50)

Availability: Noch stockists or www.gaugemasterretail.com



ELEGANCE - AND DEVIANCE - FROM MODELU

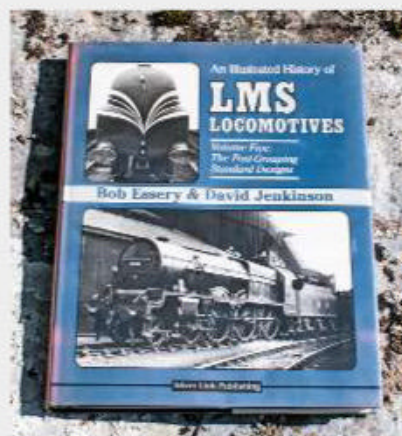
ANY
GAUGE

Some of the latest figures to emerge from Modelu include some rather elegant 1940s women, as single figures or with children, plus a multi-pack designed to fit within a GWR Autocoach and tank locomotive footplate. On the seedier side of the spectrum is a small range of hoodie-clad young men spraying graffiti, drinking and looking like they're generally up to no good. All figures are available in a wide variety of scales, from 'N' upwards, with prices starting at £4.40 each.

Web: www.modelu3d.co.uk

Modeller's Bookshelf

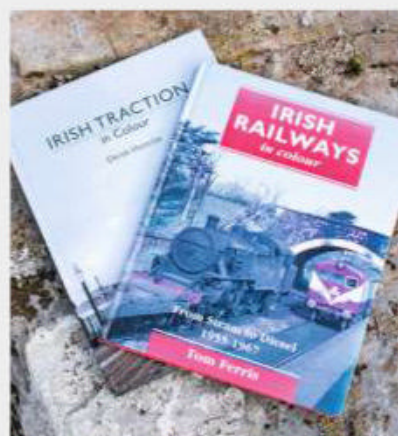
Here's a quartet of highly useful books that have kept *Model Rail's* editor occupied over the past month.



We were very sad to hear of Bob Essery's passing as this issue was being prepared. His various books on all things Midland/LMS have been a massive help to countless modellers over the years. While creating the LMS '2P' 0-4-4T for this month's Workbench (page 44), all the essential prototype information was found in Volume Five of Essery & Jenkinson's comprehensive overview of LMS locomotives, which covers the Post-Grouping 'Standard' designs.

Book: *An Illustrated History of LMS Locomotives, Volume Five*. By Bob Essery & David Jenkinson (Silver Link)

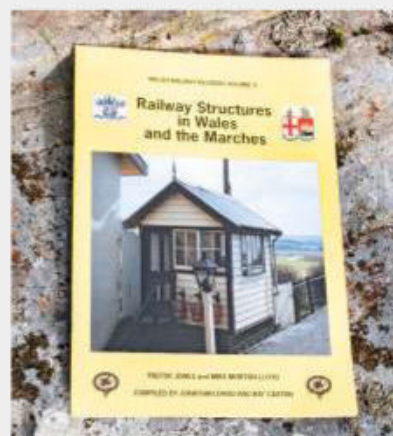
Availability: Available from second-hand book dealers



My interest in Ireland's railways was reignited last month, while reviewing the Metropolitan-Vickers A Class, from Irish Railway Models. These A4-sized colour albums are packed with fascinating images and information, providing excellent fireside reading. Offering a comprehensive overview of the Irish scene from the 1950s onwards, they're perfect for anyone interested in modelling Irish railways.

Books: *Irish Traction in Colour*, by Derek Huntriss (Crecy) and *Irish Railways in Colour*, by Tom Ferris (Ian Allan)

Availability: Available from second-hand book dealers



Produced by the Welsh Railway Research Circle, this 40-page, A4-sized paperback volume features a fascinating collection of scale line drawings of Cambrian and GWR railway structures across Wales and the Border counties. Most of the drawings are reproduced to 7mm scale and subjects vary from signal boxes, station buildings, bufferstops and wagon turntables. A good selection of photographs is also included.

Book: *Welsh Railway Records Volume 3: Railway Structures in Wales and the Marches*, by Mike Morton Lloyd and Trefor Jones (WRRRC)

Availability: Bookstores or direct from the WRRRC
Web: www.wrrc.org.uk



GEAR UP FOR LIMA REPAIRS

The range of Lima spare parts produced by Peter's Spares continues to expand. The latest additions include various replacement top, middle and bottom gears for Lima motors, covering the full array of 'pancake'-motored models, from steam to diesel locomotives, multiple units and HST power cars.

Availability: Peter's Spares

Tel: 01642 248584

Web: www.petersspares.com





ON THE WORKBENCH

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

RECHARGEABLE ELECTRIC ERASER

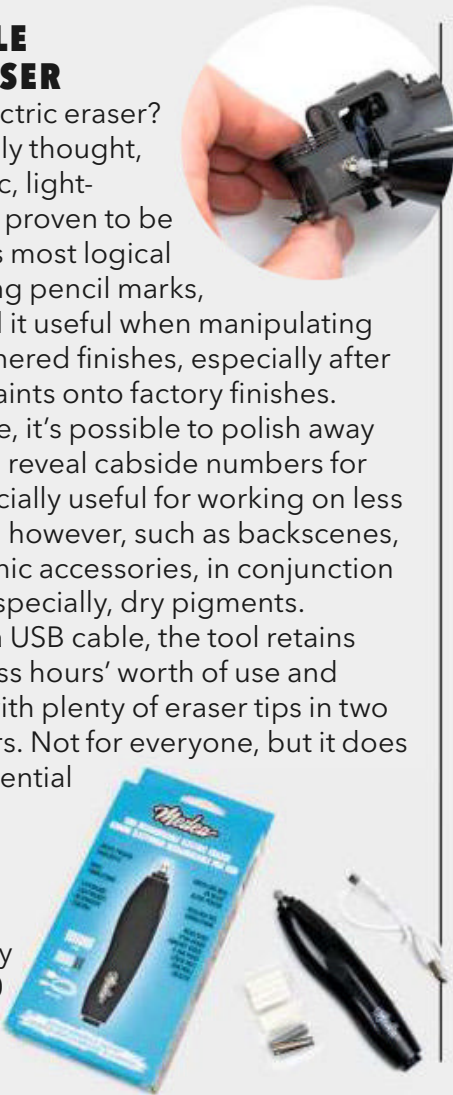
Who needs an electric eraser? That's what I initially thought, but this ergonomic, light-weight device has proven to be rather versatile. Its most logical use is for correcting pencil marks, but I've also found it useful when manipulating painted and weathered finishes, especially after spraying acrylic paints onto factory finishes. With light pressure, it's possible to polish away areas of 'grime', to reveal cabside numbers for instance. It's especially useful for working on less precious surfaces, however, such as backscenes, buildings and scenic accessories, in conjunction with paints and, especially, dry pigments.

Recharged via a USB cable, the tool retains power for countless hours' worth of use and comes supplied with plenty of eraser tips in two different diameters. Not for everyone, but it does have plenty of potential for less obvious applications!

Price: £18.95

Availability: The Airbrush Company
Tel: 01903 767800

Web: www.airbrushes.com



HATAKA HOBBY PAINTS

A few fellow modellers have recommended this Polish paint range, so I decided to see what the fuss was about. The Corrosion & Rust Weathering Effects Set (HTK-AS26) was chosen, which contains six 17ml eyedropper-style paint jars which feature a mixing ball within to disperse the pigment while the paints are being shaken prior to application.

Available in single jars or themed packs, this 'rust' set contains a wide spectrum of shades, from Mahogany Brown (Old Rust) through Flame Red (base rust) to Signal Yellow (light rust). The colours, straight from the jars, are a tad vivid for my tastes but, after inter-mixing, some authentic tones were achieved. Application by brush produced good results and, although 'optimised for airbrushing', I found that they performed better with a drop of acrylic thinners rather than sprayed 'neat'.

Price: £14.50

Availability: Model shops

Web: www.hataka-hobby.com



RUBBLE ON THE DOUBLE

OO
GAUGE

Supplied in packs of two, these resin-cast piles of bricks, rotten timber and general detritus look convincing, especially when set within a scenic environment. Each pile measures about 45mm by 30mm and, although pre-coloured, some dry-brushing with suitable colours would improve their appearance. Sold under the Jarvis brand (ref. JR1), they should be available from your local model shop.

Price: £1.55

Availability: Model shops



ESSENTIAL STREET FURNITURE

OO
GAUGE

Gaugemaster has produced a comprehensive range of traditional street furniture in pre-painted, ready-to-plant form. Rendered in photopolymer resin, the classic red telephone box and post boxes are complemented by more

mundane items like concrete bollards, litter bins, wheelie bins, skips, grit boxes and skips. There are also green telecoms cabinets for urban streets and grey trackside relay boxes. Quantities vary between packs and prices start at £3.50 per

pack, with each being available in 'N' and 'OO' gauge.

Availability: Gaugemaster

Web: www.gaugemaster.com



TERRIFIC TREES FROM BUSCH

OO
GAUGE

Adding to its already impressive range of scenics, Busch is now offering high-quality ready-made trees with 'true-to-scale' leaves. Available in different sizes, types and shades to suit the various seasons, they're ideal for planting in the

foreground of a scene, backed up with cheaper trees behind. This deciduous tree (Ref. 3732, £29.60 each) stands 125mm tall and looks very good indeed! (PM)

Availability:

www.goldenvalleyhobbies.com



REDUTEX SHEETS NOW AVAILABLE FROM RAILS

OO
GAUGE

This highly regarded range of pre-coloured, self-adhesive, textured building sheets is now being stocked by Rails of Sheffield. All manner of brick, stone, roof and paving sheets are available and they're perfect for overlaying basic structures and baseboard surfaces, offering realistic results with little fuss.

Web: www.railsofsheffield.com



EXHIBITION DIARY - JANUARY-APRIL 2022

(ALL SUBJECT TO GOVERNMENT GUIDANCE ON COVID-19)

2022

January 8

MAIDENHEAD, BERKS. 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

January 8 & 9

FROME, SOMERSET. Frome Model Railway Exhibition, Cheese & Grain, in the Market Yard, Frome BA11 1BE. **Time:** 1000-1600. **Admission:** Adults £5, Children under 12 free. **Tel:** Tom Snook 01747 861977. **Web:** www.wamrc.co.uk

January 29 & 30

EASTLEIGH, HAMPSHIRE. Southampton Model Railway Exhibition, Barton Peveril College, Chestnut Avenue, Eastleigh, Hampshire, SO50 5ZA (Satnav use SO50 5BX). **Time:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adults £8, Children (5-15) £1, Family (2+2) £17. Disabled access to all areas. **Tel:** David Barker 01489 799809. **Web:** www.southamptonmodelrailwaysociety.wordpress.com

KENDAL, CUMBRIA. Kendal Model Railway Club, Kendal Leisure Centre, Burton Road, Kendal LA9 7HX.

Time: Sat 1000-1700, Sun 1000-1630. Disabled access is provided. **Admission:** Adults £6, Concessions £5, Children (6-16) £3, Family (2+2) £16. **Tel:** Exhibition manager 01539 733844. **Web:** www.kendalmrc.org

LONGFIELD, KENT. Longfield Model Railway Exhibition 2022, Erith Model Railway Society, The Longfield Academy, Main Road (B260), Longfield, Kent DA3 7PH. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adults (17+) £9, Accompanied Children (5-16) £1. **Web:** www.ukmodelshops.co.uk/erithmrs/exhibit.html

February 5

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. Bring your 'O', 'OO' or 'N' gauge locomotives and trains to run on our club's three separate test tracks. Please note that this is NOT an exhibition, but a good opportunity to meet fellow friendly modellers, chat, and test out your models. **Tel:** Peter on 020 8368 4090. **Web:** www.hillingdonrailwaymodellers.co.uk

February 11-12

SOUTH SHIELDS, TYNE & WEAR. Model Rail Exhibition, The Salvation Army, Wawn Street, South Shields, Tyne & Wear NE33 4EB. **Time:** Fri 1300-2000, Sat 1000-1700. **Admission:**

Adults £4, Children £2, Family £10 (2 adults, 2 children).

February 12-13

WIMBORNE, BOURNEMOUTH. Bournemouth Model Railway Exhibition, The Hamworthy Club, Magna Road, Wimborne BH21 3AP. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adults £5, Accompanied Children Free. Free Parking. **Tel:** Keith 07970 641493. **Web:** <https://info2939128.wixsite.com/bmre>

February 19

BIGGLESWADE, BEDS - CANCELLED

HARROGATE, NORTH YORKS. Harrogate Model Railway Group Exhibition, Constance Green Hall, St Aidan's School, Oatlands Drive, Harrogate HG2 8JR. **Time:** 1000-1600. **Admission:** Adults £5, Children £2, Family £10 (2 adults + 2 children). **Tel:** 07534 829050

TONBRIDGE, KENT. Tonbridge Model Railway's 40th Annual Model Railway Exhibition, The Angel Centre, Tonbridge TN9 1SF. Wheelchair Accessible. **Time:** 1000-1700. **Admission:** Adults £6, Children (10-16yrs) £1, Children under 10 free. **Tel:** Roy Prentice 01892 527199. **Email:** tonbridgemrc@yahoo.co.uk. **Web:** www.tonbridgemrc.com

March 5 & 6

ROMSEY, HAMPSHIRE. Romsey & District Railway Modellers Society, The Crosfield Hall, Broadwater Road, Romsey SO51 8GL. **Time:** Sat 1030-1700,

Sun 1000-1630. **Admission:** Adult £5, Child £3, Family £12 (2 adults, 1 child). **Tel:** Howard Coulson, Exhibition Manager 02380 736217

March 12 & 13

BASINGSTOKE, HAMPSHIRE.

BNHMRS Exhibition, Aldworth Science College, Western Way, Basingstoke, Hampshire RG22 6HQ. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** £8. **Web:** www.basingstokemrs.org

March 26

NEWTON AYCLIFFE, CO DURHAM.

Rotary Newton Aycliffe and Shildon MRC, The Newton Aycliffe Youth and Community Centre, Burn Lane Newton Aycliffe DL5 4HT (opp TESCO), Full disabled access, refreshments all day, car parking. **Time:** 1000-1700. **Admission:** Adults £6, Concessions £5, Family £12, Children 50p, Wheelchair users free. **Tel:** John Burrows 07870 210269, **Email:** jandeburrows@gmail.com **Web:** www.newtonayclifferotary.org.uk Facebook: [@rotarynewtonaycliffe](https://www.facebook.com/rotarynewtonaycliffe)

April 2

BECKENHAM, KENT. Beckenham and West Wickham Model Railway Club, Vintage Model Railway Show, St John's Church, Eden Park Avenue, Eden Park, Kent BR3 3JN. **Time:** 1000-1700 **Admission:** Adults £6, Accompanied Children under 15 free. **Tel:** 07545 469610. **Web:** www.bwwmrc.co.uk

...and finally

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

At a secret location, tests are under way with the new and improved 'World Beating Northern Powerhouse' railway service. Fuelled by hot air, the all-new 'Cattle Class' accommodation, for those who haven't booked in advanced via an app, sports a low-cost ventilation system designed to remove pathogens in under five seconds (subject to train speed). Due to enter traffic whenever spare capacity allows, it's hoped that the new service will be 'champion'.



IRISH RAILWAY MODELS

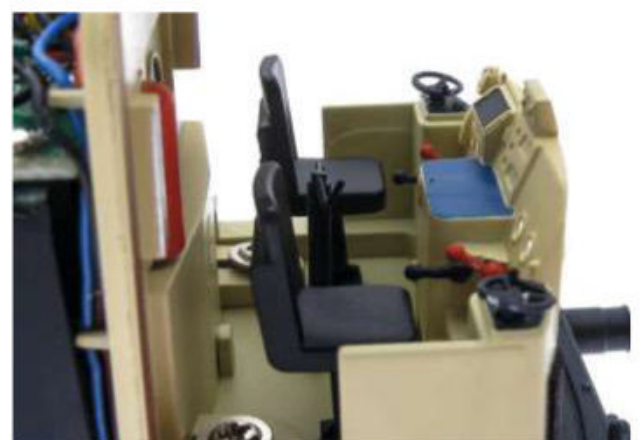
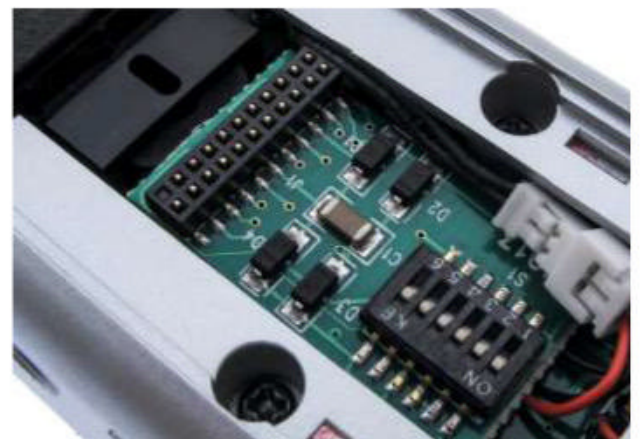
A CLASS MODEL...

In stock now, the IRM CIÉ/Irish Rail A Class locomotive in OO/1:76.2 scale is the most accurate, highly detailed ready-to-run Irish outline model ever produced.

With availability in a full range of liveries depicting these legendary locomotives as they appeared throughout the course of their 40-year career, there is one to suit all tastes!

Priced at £169.99 DCC ready with an unbeatable specification including twin speakers ready for DCC sound, powerbank capacitors, helical cut gearing for the smoothest performance and more.

Several liveries are already sold out, so make sure you grab yours before they go! The A Class model, available to buy direct at www.irishrailwaymodels.co.uk



For further information visit our website: www.irishrailwaymodels.co.uk



It's that time of year again when we give you the opportunity to celebrate excellence and innovation in British outline model railways with our Model of the Year competition. Model of the Year covers all of the new

ready-to-run tooling reviewed in issues of *Model Rail* from January 2021 (MR282) to December 2021 (MR294). There are 13 categories in which you can cast your vote and you can cast one vote per category.

VOTE NOW

You can vote on the *Model Rail* website and can cast one vote per category.

The poll closes on January 31 2022. View what we said and vote now at

<https://bit.ly/2ZTgROw>



www.facebook.com/modelrail
www.twitter.com/modelrailuk
www.instagram.com/modelrailmag

'OO' GAUGE - The Shortlist

'OO' gauge steam locomotives

- ◆ Bachmann Branchline '94XX' - MR282 January 2021
- ◆ Hornby Ivatt 'Duchess' - MR282 January 2021
- ◆ Dapol GWR '43XX' - MR283 February 2021
- ◆ Hornby original 'Merchant Navy' - MR287 June 2021
- ◆ Locomotion Models/Rails of Sheffield/Dapol SECR Wainwright D Class - MR289 August 2021
- ◆ Oxford Rail 'J27' - MR290 Summer 2021
- ◆ Hornby LNER Thompson 'A2/3' - MR291 September 2021
- ◆ Bachmann Branchline LNER Gresley 'V2' - MR293 November 2021
- ◆ Oxford Rail 'J27' (later version) - MR293 November 2021
- ◆ Locomotion/Rails of Sheffield/Bachmann Branchline LNWR 'Precedent' - MR294 December 2021
- ◆ OO Works Adams LSWR 'Jubilee' - MR294 December 2021

'OO' gauge diesel/electric/multiple units

- ◆ Bachmann Branchline Class 20/3 - MR284 March 2021
- ◆ KR Models English Electric gas turbine GT3 - MR283 March 2021
- ◆ Heljan Class 25/3 - MR286 May 2021
- ◆ Heljan Class 86/0 - MR288 July 2021
- ◆ Bachmann Branchline Class 410 '4-BEP' EMU - MR288 July 2021
- ◆ Bachmann Branchline Class 24 - MR289 August 2021
- ◆ Heljan GWR railcar - MR290 Summer 2021
- ◆ Bachmann Branchline Class 47/0 - MR293 November 2021
- ◆ Rails of Sheffield GWR Gas turbine No. 18000 - MR294 December 2021
- ◆ Irish Railway Models Metro-Vick A Class - MR294 December 2021

'OO' gauge rolling stock

- ◆ Accurascale PTA/JTA/JUA tipplers - MR283 February 2021
- ◆ Hornby Mk 1 buffet cars - MR283 February 2021
- ◆ Hornby four-wheel coach - MR283 February 2021
- ◆ Hornby six-wheel coach - MR284 March 2021
- ◆ Accurascale JSA steel carrier wagons - MR286 May 2021
- ◆ Kernow/Revolution Trains IZA Twins - MR287 June 2021
- ◆ Hornby SR luggage van - MR288 July 2021
- ◆ TMC/Bachmann BR 24.5t Mineral Wagon - MR289 August 2021
- ◆ Accurascale KUA nuclear flask wagon - MR289 August 2021
- ◆ Kernow LSWR road vans - MR289 August 2021
- ◆ Trains4U/Cavalex PFB/KFA 'Warflat' - MR289 August 2021
- ◆ Hornby Mk 1 BCK - MR290 Summer 2021
- ◆ Hornby LMS Stanier 'Coronation Scot' coaches - MR292 October 2021
- ◆ Dapol JHA Aggregate hoppers - MR292 October 2021
- ◆ Accurascale MDO/MDV - MR293 November 2021
- ◆ Accurascale Coil A - MR293 November 2021

'OO' gauge manufacturer of the year

- | | | |
|------------------------|---|---------------------------|
| ◆ Accurascale | ◆ KR Models | ◆ OO Works |
| ◆ Bachmann Branchline | ◆ Locomotion/Rails of Sheffield/Bachmann Branchline | ◆ Oxford Rail |
| ◆ Dapol | ◆ Locomotion/Rails of Sheffield/Dapol | ◆ Rails of Sheffield |
| ◆ Heljan | | ◆ TMC/Bachmann Branchline |
| ◆ Hornby | | ◆ Trains4U/Cavalex |
| ◆ Irish Railway Models | | |
| ◆ Kernow MRC | | |

'OO9' GAUGE - The Shortlist

'OO9' gauge locomotives

- ◆ Heljan Lynton & Barnstaple Baldwin 2-4-2T *Lyn* - MR291 September 2021
- ◆ Bachmann Narrow Gauge Ffestiniog Railway double Fairlie - MR294 December 2021

'OO9' gauge manufacturer of the year

- ◆ Bachmann Narrow Gauge
- ◆ Heljan

'N' GAUGE - The Shortlist

'N' gauge locomotives

- ◆ Graham Farish Class 31/6 - MR283 February 2021
- ◆ Revolution Trains Class 92 - MR283 March 2021
- ◆ Kato Class 800/0 five-car unit - MR288 July 2021
- ◆ Kato 'Azuma' Class 800/2 LNER - MR290 Summer 2021
- ◆ N Gauge Society Hunslet - MR291 September 2021
- ◆ Kato 4w electric locomotive - MR291 September 2021

'N' gauge rolling stock

- ◆ Revolution Trains IPA car carrier sets - MR282 January 2021
- ◆ EFE Rail 'Shark' ballast plough brake van - MR287 June 2021
- ◆ EFE Rail 'Mermaid' ballast wagon - MR287 June 2021
- ◆ Revolution Trains PCV cement hoppers - MR289 August 2021
- ◆ Revolution Trains FWA 'Ecofret' Intermodal Wagons - MR291 September 2021

'N' gauge manufacturer of the year

- | | |
|-----------------|---------------------|
| ◆ EFE Rail | ◆ N Gauge Society |
| ◆ Graham Farish | ◆ Revolution Trains |
| ◆ Kato | |

'O' GAUGE - The Shortlist

'O' gauge locomotives

- ◆ Heljan GWR railcar - MR285 April 2021
- ◆ Heljan Class 17 'Clayton' - MR286 May 2021
- ◆ Dapol Gloucester RC&W diesel railcar (Class 122) - MR292 October 2021
- ◆ Heljan refurbished Class 31 - MR292 October 2021

'O' gauge rolling stock

- ◆ Dapol/Lionheart BR Mk 1 coach - MR289 August 2021
- ◆ Minerva GWR 'Mink' van - MR292 October 2021
- ◆ Dapol BR 'Conflat A' with BD container - MR293 November 2021
- ◆ Dapol private owner lime wagon - MR293 November 2021

'O' gauge manufacturer of the year

- ◆ Dapol
- ◆ Heljan
- ◆ Minerva

Poll closes on January 31 2022

Overall Manufacturer of the Year

- | | | |
|------------------------|---|---------------------------|
| ◆ Accurascale | ◆ Kato | ◆ Minerva |
| ◆ Bachmann Branchline | ◆ Kernow MRC | ◆ N Gauge Society |
| ◆ Dapol | ◆ KR Models | ◆ OO Works |
| ◆ EFE Rail | ◆ Locomotion/Rails of Sheffield/Bachmann Branchline | ◆ Oxford Rail |
| ◆ Graham Farish | ◆ Locomotion/Rails of Sheffield/Dapol | ◆ Rails of Sheffield |
| ◆ Heljan | | ◆ Revolution Trains |
| ◆ Hornby | | ◆ TMC/Bachmann Branchline |
| ◆ Irish Railway Models | | ◆ Trains4U/Cavalex |

Staff Show & Tell

Lighting the scene

George Dent has been making use of the winter evenings by installing a backscene and lighting rig to 'Lisburn Lane'.

An essential job that needed tackling before the layout could progress involved getting the curved backscene into place. My Tim Horn laser-cut plywood baseboard features a 'scenic box' with a front pelmet, but I try and avoid square corners in backscenes whenever possible, as they tend to create shadows and visible edges in the 'sky'.

A curved backscene requires a flexible material and I'd been assessing my options for a few weeks. A brief experiment with a cast-off roller blind offered potential, as the pale grey/blue, water-resistant fabric looked to be perfect. Once tacked in place, though, I really wasn't sure. Instead, I resorted to my tried-and-tested use of flexible MDF and, luckily, my local branch of Wickes sold it in 4ft by 2ft sheets.

Like all MDF products, it needs to be handled, cut and installed carefully, not least owing to the toxic nature of the dust that's created during sawing and sanding. Flexible MDF features rows of half-cut grooves on the rear face, which allows the material to flex, but this also seriously weakens the material. A sharp, fine-toothed panel saw (14tpi - teeth per inch) was employed to minimise splitting and ensure neat cuts, working gradually with the material securely held on the workbench.

Care is also needed when shaping the curves. If the curves are too sharp, the MDF may fold over on itself, which renders it more or less useless. At over £20 a sheet, this can be disheartening - trust me, I know! But, once cut to size and tested for fit, it can then be glued in place and clamped gently until cured.

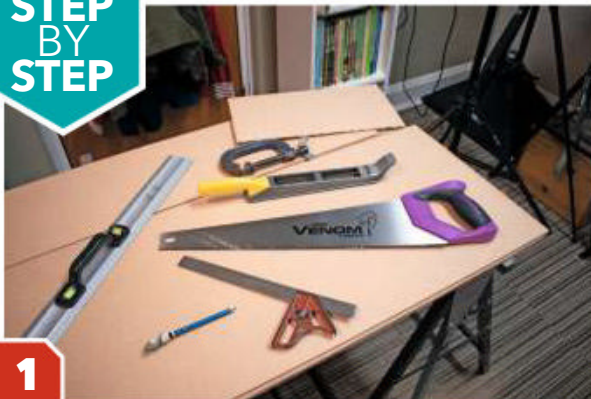
A fairly smooth surface can be achieved with sanding (ALWAYS wear a mask!), but in order to minimise any gaps or imperfections, I opted to cover the MDF with a layer of thick lining wallpaper. Now this is in place, along with the lighting rig, the landscape formations can be installed. Before that, though, I need to get the track laid, wired up and thoroughly tested.

WHAT'S NEXT?

Not much can happen now until the track laying and wiring is complete, although the bridges and tunnel mouth are currently being assembled and painted.



STEP BY STEP



1 Two sheets of flexible MDF were needed and they were cut to size with a 14tpi panel saw. Hold the MDF steady while cutting and don't apply too much pressure on the saw, as the material splits easily if roughly treated. Remember to wear a mask when cutting and sanding MDF, vacuuming the dust away regularly.



2 The MDF sections were then glued inside the plywood 'box', forming the curved corners gently. Plenty of PVA glue was brushed onto the plywood first and the MDF was clamped gently overnight. Scraps of card were employed to prevent the clamps from leaving depressions in the MDF.



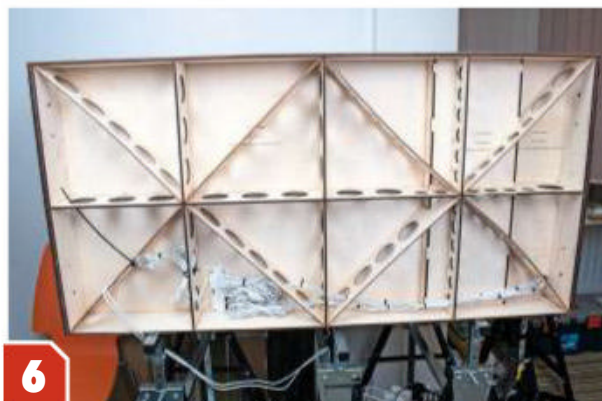
3 Any joints or gaps can be treated with wood filler, which is sanded smooth when dry.



4 After smoothing and cleaning the surface of the MDF, I covered it with thick (2000grade) lining paper, fixing it in place with regular wallpaper paste and taking care to brush out any creases or air bubbles.



I'd bought some LED units from Ikea, initially to illuminate some display cabinets. However, they looked like they might be more useful for the layout, so a row of six units was installed inside the baseboard's front pelmet, along with a further half-dozen on a wood batten at the rear. We'll see how this arrangement works as the layout develops, but the two rows should eliminate any shadows from falling onto the 'sky'.



The Ikea LEDs (named Vaxmyra) come with plenty of flex, and mains transformers need to be bought separately, although each can power six units. Cable ties keep everything neat and tidy below the baseboard.

Build your own bench Chris Gadsby

I was left with a lot of spare wood after finishing the exterior of my log cabin, and primarily these pieces came from cutting the hole for the extra window. They were too nice to simply cut up and throw on the fire, so what was I to do with them? My first thought was to incorporate them into the new layout as baseboard legs, but a further examination of my track plan highlighted

something to me. The logs were almost exactly (with an inch or two) the same length as I had planned my new desk, and I could definitely adapt to that. They were also ready cut, would slot together easily and were treated from when I was doing the exterior. It seemed perfect, so I set to work making a frame from other pieces of wood and a couple of hours later I had my new workbench.



This is one of the baseboards from my old layout using 3 by 1 timber for the frame and legs. It worked, but was never designed to be long-term. I started by taking the plywood top off the frame and putting it to one side.



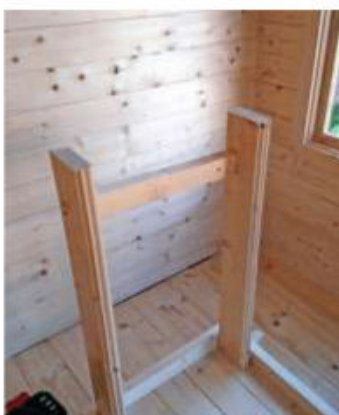
I also knew the frame was roughly right, so I placed it against the window where I was going to have my desk. Unfortunately it was a few inches too long and not quite tall enough, so I had to get the circular saw out to make some alterations.



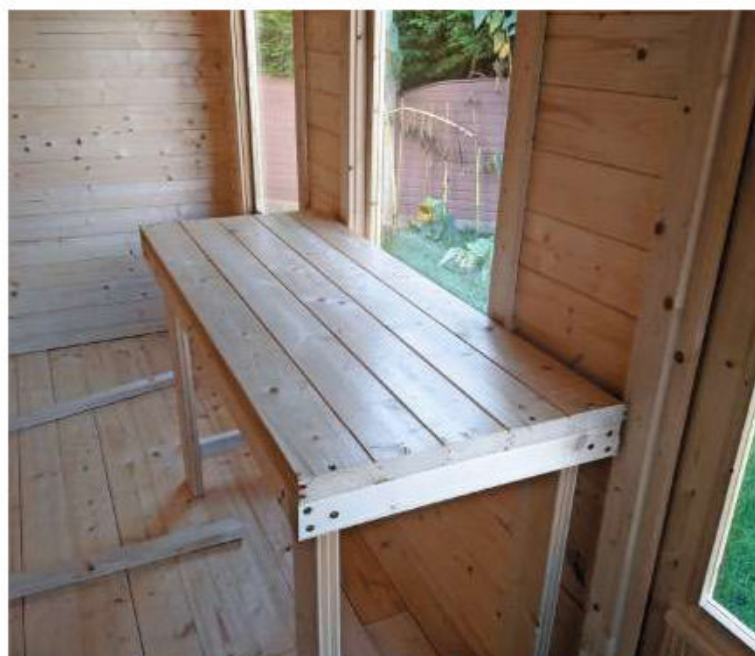
With the frame made I slotted together the five spare logs (I decided to make the frame fit the logs rather than the logs fit the frame as the cutting was easier that way), and screwed the two together.



Next came the legs but, as you can see, I didn't have enough full logs as the extra window took eight and a half. To keep the bench looking nice I used the half-log in the corner which will be both against the wall and hidden by the layout.



As was to be expected with such heavy legs, they were very flimsy only screwed at one end, so I made a cross brace out of more spare wood to keep them straight and the right distance apart. It doesn't need to be fancy and it will be hidden in the end anyway.



Turn the bench the right way up and place it into position. It's larger than the desk on which I currently do the majority of my modelling and it's tall enough for me to be able to open the window underneath. Next step - electrics!

Show & Tell

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



BETTER TIE BARS... AND A POINTLESS LAYOUT?

I enjoyed reading George's Workbench feature on improving Bachmann china clay wagons (MR293), and noticed that he'd had the same problem as me with the extremely fragile axleguard tie bars on the Parkside chassis kits.

Cambrian Model Rail (www.cambrianmodelrail.co.uk) offer sets of etched tie bars for 9ft wheelbase wagons (ref. C305) which are far more robust and much finer in appearance than plastic. They're available for 9ft 6in, 10ft and 12ft wheelbase chassis.

I used the 12ft wheelbase tie-bars on a rake of Parkside 21-tonners, which I've had weathered by the supremely talented Scott Illingworth at The Weathering Works (www.theweatheringworks.co.uk). The wagon is part of the fleet running on my colliery micro layout, which is currently under construction. I still need to complete the scenery, but I have built a quarter-scale card mock-up of the scenic section to give an idea of what it will look like once complete.

Having been a 'OO' modeller for many years, this is my first dip into 'EM' gauge, spurred on by the availability of RTR track from Peco, which is available via the EM Gauge Society. It started as a 'lockdown project' and I'm building it to see how easy it

could be to get into 'EM'.

Therefore, I've designed it to be simple to build, but with maximum operational interest.

In total it's only 177cm long by 46cm wide, the scenic section being just 86cm long. There are no points – just a sector plate is used to give access to the five roads, plus a cassette traverser off-scene to the right for exchanging rakes of wagons, all to save space.

The layout represents the 'empties' side of a small colliery loading screens, so only empty wagons are needed. They arrive onto the sector plate via the back road from the cassette traverser and are then shunted on to the centre three loading screens roads, very slowly pushing the waiting rake through on to the cassette. While this is happening, another locomotive then runs off to fetch another rake.

The front road will lead to a workshop, which will receive deliveries by van, open and plate wagons using a Bogie Bolster 'C' as a reach wagon. It's repetitive, but then that's exactly how industrial railways were in reality. And the bonus for such a small layout is that there's always something moving.

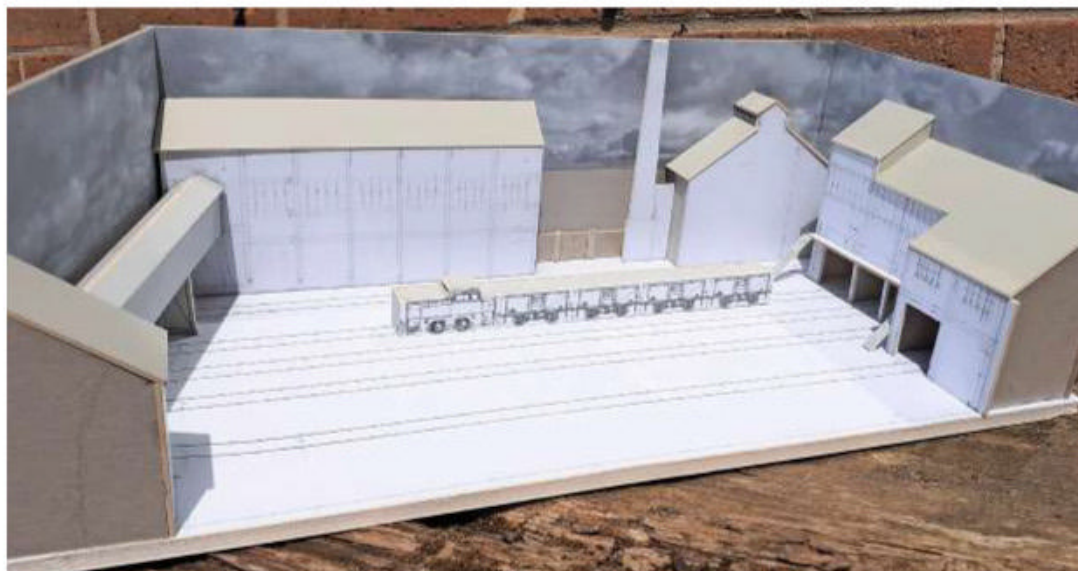


I happened to have three Hornby Sentinel shunters in my 'OO' collection which, after a bit of research, turned out to be about the simplest 'EM' conversion you could ask for. They just require drop-in Ultrastyle wheelsets, which take no more than 15 minutes to install.

It's also my first dip into DCC and, again for simplicity, I used plug-in Hornby decoders specially produced for the Sentinel and I have to say I've been blown away by being able to have all three shunters performing different tasks at different speeds simultaneously on such a small layout – amazing!

When it's complete I hope to exhibit it to demonstrate how easy it can be to get into 'EM' gauge. For me, once you've got into it and seen how realistic it looks, there's no going back to 'OO'!

John Burgess





The Palbrick B Wagon OO Gauge

The Palbrick Wagon dates back to the mid 1950's, seeking to replace the ancient brick wagons used by LNER.

Originally medium goods wagons converted to carry pallets of bricks, the Palbrick featured 3 different variations for different sizes of pallets. Palbrick A could carry 13 tons, whereas B and C could carry 16 tons.

Across all of the roughly 1400 Palbrick wagons that were made, all of them had some changes or variations to them that differed from the standard templates.

By the 1960's, most of the had fallen out of use and converted into other types of wagons. Some converted into match wagons, others into shellcase wagons. Now, very few exist across the UK.



We will produce both body shapes of the Palbrick B wagon, the most common.

Available 1qtr 2022
3 car rake for £60.00
plus shipping

Order now from

www.krmodels.co.uk/products/oo-gauge

Today's lesson - Hunslet '16in' 0-6-0ST

Step #1 - Find a popular industrial locomotive, research it thoroughly
AND
make the details CORRECT

Step #2 - Put hours into perfecting the details



Choice of chimneys

✓ Optional lubricator pipework
✓ Next18 DCC decoder socket

✓ Full cab detail
✓ Firebox glow

And much MUCH more!



Realistic coal load



Step #5 (most important)

ORDER YOUR 'OO' gauge Hunslet TODAY!

MASTER CLASS



Step #3 - View the samples and fall in love with the locomotive!



NOTE: Hand-painted sample, subject to change.

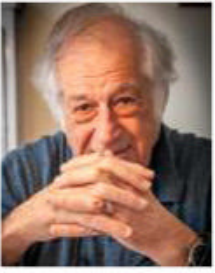
Step #4 - WOW. Speechless.
Just look at that footplate detail!

SEVEN LIVERIES (ALL WITH THEIR OWN SPECIFIC DETAILS) TO CHOOSE FROM:

- Alex, Oxfordshire Ironstone lined red
- Arthur, Markham Main Colliery lined green
- Beatrice, South Yorkshire Area NCB lined red
- Holly Bank No. 3, Staffordshire Area NCB lined blue
- Jacks Green, Nassington lined green
- Primrose No. 2, NCB lined black
- Thorne No. 1, plain green

Order
deadline
extended to
January!

RAPIDO TRAINS UK



According to Chris...

Some people always go above and beyond, making a special place in everything they touch and everyone whose lives they affect. Chris remembers one such person, Allan Weare, who passed away recently.

“There’s no right or wrong. Our hobby is a personal thing”

The clubhouse at Hummer Road Car Park, Egham, is really Allan’s legacy. No one did more to make it happen.
CHRIS LEIGH

Model railway clubs are an important part of the hobby. They aren’t for everyone and I suspect that among those reading this there are a lot for whom club membership has never been a consideration. They prefer to do things their own way and to enjoy the hobby on their own terms. There’s no right or wrong. Our hobby is a personal thing.

I’ll let you into a secret. I’ve always been a bit of a loner. Even as a small kid I can recall my parents and teachers saying things like “he doesn’t seem to mix with other children very much.” I think I was probably about nine years old before I made a real friend at school. At least part of the attraction was that he had Hornby ‘O’ gauge and we could run track all the way through the bungalow where he lived! He passed the 11+ exam. I didn’t, and so our ways parted and we never met again.

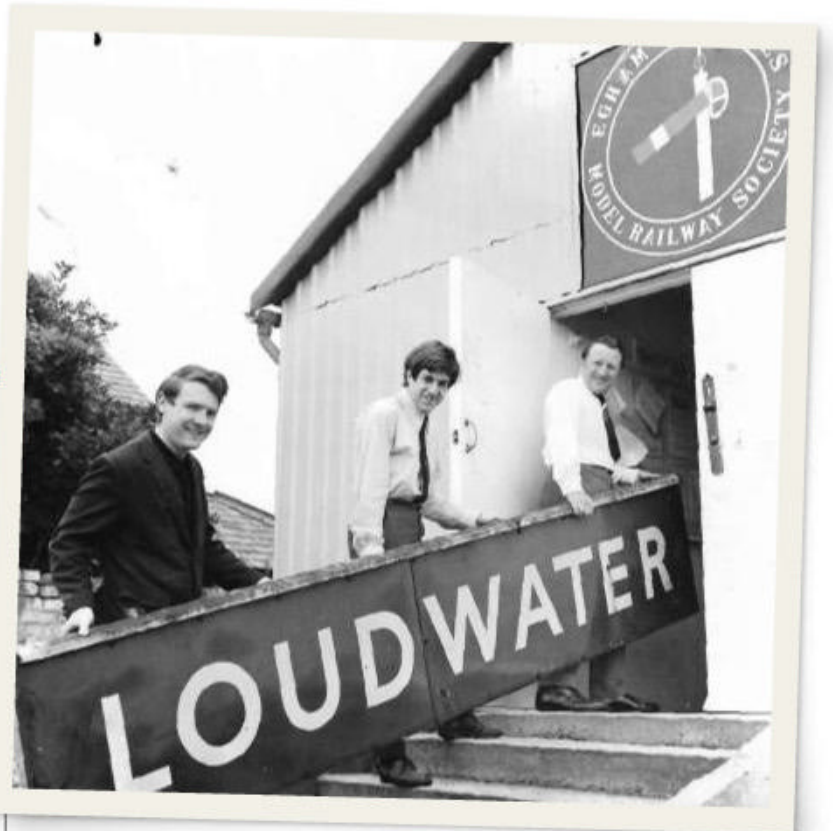
Once I started work, I had no option but to mix with others and when the ‘Club News’ page in *Model Railway Constructor* included a letter inviting modellers to form a new club in Staines, I braced myself to attend a meeting with lots of strangers. Two brothers-in-law, who were both modellers, invited half a dozen of us to meet to thrash out a constitution, and from that came a meeting at Staines Town Hall, where a room was hired and prospective members were invited.

A couple of dozen turned up and the wheels were set in motion with a committee and a membership fee. So started the Staines Model Railway Society, with regular Tuesday evening meetings in that basement room at the Town Hall nearly 60 years ago. We even started building a layout there, but the room had to be emptied at the end of meetings and various members took baseboards home. It was not very satisfactory and things came to a head when one baseboard was left leaning against a car for a few moments. The wind blew, the baseboard fell on its face, and several scratchbuilt structures were crushed.

A move took place, to a village scout hall which was well appointed and had storage space for layouts. It was not easily accessible by public transport, and when its heating system persistently failed some very cold meetings began to adversely affect attendance.

Something needed to be done and one of the founder members, Allan Weare, began to spearhead a plan to find the club a permanent home.

Allan’s role in the early years of the society was pivotal. Not only did he resolve the issue of premises by obtaining a plot of land behind the High Street shops in Egham, Surrey, at a very reasonable rent, but he also did much of the



I thought I was buying something much smaller! Allan Weare (right) and Jim Cotton (left) help me lift it into the clubhouse.

work towards creating a clubhouse at a price ‘we’ could afford. When a bricks and mortar building proved too expensive, he found a source of timber from the closed Staines stock car racing stadium. When the owner gave us just two weekends in which to dismantle the structure and remove the timber, Allan borrowed a lorry from his work. The owners never knew that their truck was frequently bogged down to its axles in mud and that at one point we had to get a tractor to tow it out.

I’ve no idea what Allan’s wife thought about having the timber, including several very substantial roof trusses, stored in her garden but the society did have to reimburse the cost of a new lawn.

In the meantime, Allan worked to negotiate the design of the building through the council’s planning system, largely by getting the council to tell him what we could have. The building would be 60ft long by 20ft wide and, at the council’s recommendation, a green plastic-coated steel sheeting called Everclad was used over the timber frame. Inside, it was plasterboard, and fireproof paint on the ceiling.

After the scout hall meetings were suspended and everything was concentrated on the construction work at Egham the membership fragmented. Not surprisingly, some members were not inclined to do building work. Allan managed to keep several of them ‘on message’ so that the membership numbers could be quickly rebuilt once the clubhouse was finished.

He went on to serve in every post on the committee, chairman, secretary and treasurer. He represented the ‘TT’ gauge layout on which he was the guiding hand and he did much to establish the ‘junior’ layout to encourage younger members of the society. Clubs reflect life itself. There are always comings and goings, and at Egham there was always a turnover of members as the club was close to Heathrow Airport and members came and went as their jobs at Heathrow dictated.

Allan was, I believe, the last active member to have been at those founding meetings. He was always modest about his massive contribution to the society but it won’t be forgotten while Tuesday meetings continue on ‘Macfisheries old shop site’ at Hummer Road, Egham. If you’re in the area on a Tuesday evening, look in. I know you’ll be welcome.

Modeller CV: Chris Leigh

Thinks – am I now the last surviving complimentary life member paid off for work on the clubhouse construction?



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Be true to your **shelf**

Rising to the challenge of creating a layout in a constricted area – in this case a shelf – **Paul Marshall Potter** has still managed to imbue his layout with atmosphere and operational interest – and future expansion potential.

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



What makes this layout great?

This is one of those layouts that we can't stop admiring, as from every angle it looks sublime. The low viewing angle helps to reinforce the feeling of being in the middle of a wooded area and the view-blocking trees at the front do wonders for the realism.





Paul Marshall Potter is a familiar name to many in the world of railway modelling and he's produced numerous layouts over the years that have graced the pages of this magazine and the internet. Now he's back with his next one, 'Shelfie 2 Guyzance', based in the rural north east of England.

"This 'shelfie' is all based around a drift mine loading point in Northumberland, branching off the Whittle Colliery line to the north of the village of Guyzance. The operation feeds into the exchange sidings adjacent to the East Coast Main Line for transport to Blyth for onward shipping or power station use. The main difficulty with building any layout on something as thin as a shelf is getting all

of the operational potential in there that you want without filling the entire board with track. This plan encompasses just the loading dock and a couple of sidings, and can be quite a shunting puzzle."

Not content with only making life difficult for himself in such a small work area, Paul also decided to fix his entry and exit points for future expansion.

"The layout is one of a series of shelf layouts I'm making and I'm hoping it will become part of a series of small shelf-style layouts that can join together, but rather than having to plan the entry and exit points to match, I'll customise the joins in the boards when the time comes, so they won't be conventional joins such as most other modular layouts have."

Paul opted for Peco Code 75 and C&L bullhead ➤

“The main difficulty with building any layout on something as thin as a shelf is getting all of the operational potential in there that you want without filling the entire board with track”

3 things we like



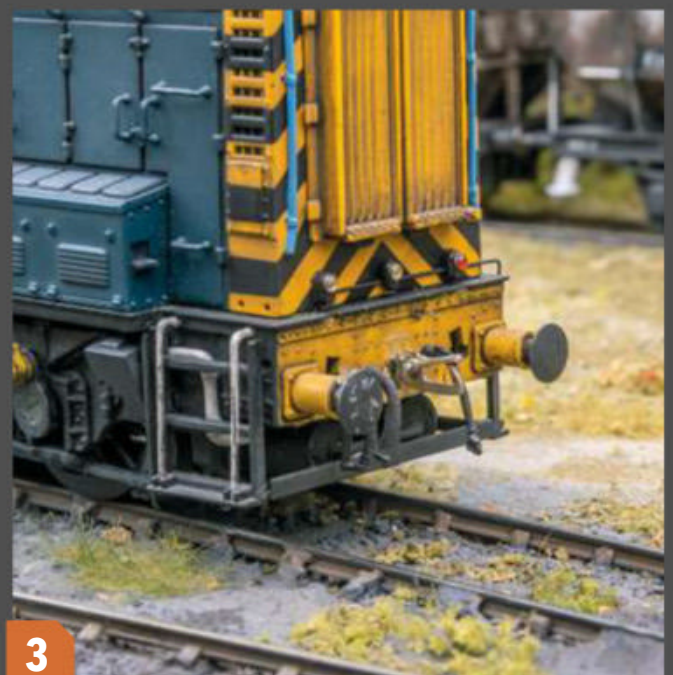
1

The fiddleyard is a Tim Horn turntable baseboard which Paul uses as a sector plate.



2

To get an effect of a distant Cheviot landscape a low-lying hill backdrop has been added.



3

Woodland Scenics ballast and DAS modelling clay give the dirt-filled run-down look of a disposal siding approaching its final years.



3



4



track with Code 75 large radius points. These give sweeping curves and help the automatic couplings to function properly, as they need gentle curves to work effectively.

"On this layout I've opted for Dingham couplings, which use electromagnets so the brake van and train can be uncoupled completely hands-free – fascinating for people not familiar with the system. The electromagnets fit underneath the rails and I mark the positions of the magnets with a little flash of yellow paint on the side of the rail, so the operator knows when to operate the magnet. I use the same method on my point switch blades so it's easier for an operator to see which way a point is moving from a couple of metres away. Not all the stock is fitted with Dingham couplings as they are quite fiddly to make and set up to get reliable operation, but when configured correctly I get high reliability out of them. This means that some wagons run in short rakes of up to a maximum of four and others can operate as single wagons. However, one disadvantage of Dinghams is they are handed, so you can't turn stock around and it has to always face the same direction. When steam outline stock is used, I revert back to three link couplings and ►

Paul does sometimes ring the changes a bit, so occasionally he runs steam-era stock with 16t mineral wagons. However, when he does that it means reverting to three-link couplings, which is another reason for having gentle curves across the layout.





manual operation."

Designed to be controlled from the front using analogue control, the use of Dingham couplers and walkabout point and power controls mean the operator can both work and enjoy the view of the layout from any point along the frontage. It's displayed at a height of 50in to give an eye-level view, which also disguises the 'OO' gauge to which it's built.

WOOD FOR THE TREES

Even on a small layout such as this, the scenery is very important. Get it wrong and it's a sure-fire way to ruin the authenticity of your layout. Some modellers like to visit real world locations to get a feel for the scene they're modelling, whereas some find looking at photographs to be sufficient. For Paul, the aim was to reflect the heavily wooded area in which his line was set.

"I needed to make it feel like rural Guyzance, and to try and get the feeling of the sidings sitting in a natural amphitheatre. As the layout is operated from the front, the scenic section is enclosed by a wraparound backscene made from foam board. This is roller-painted with emulsion paint a light sky blue, and then cloud effects added using aerosol car spray paints. This gives the added advantage of enclosing the layout and making it feel as though you are surrounded on three sides by trees. I use LEDs to give a thin cloud overcast effect, reinforcing the lack of direct sunlight on the area. The tree armatures which are on the layout are predominantly Woodland Scenics, with their scatter material and pastiche put together using the technique from my layout 'Shelfie1', featured in MR214."

Set in the late 1960s through to the mid-1970s, motive power comes courtesy of modified Bachmann RTR Class 08 locomotives, a Class 03 and an etched Craftsman Kits '02' diesel shunter. The ➤

The operation

"Very simply, the train arrives with unloaded hoppers or MDV 21t coal wagons and runs in across a weighbridge. This would weigh the wagons inbound so the loading point knows when the wagons depart and how much coal is in each wagon. I run both with and without brake vans for operating variety. If I have a brake van on, this is uncoupled before the train arrives at the loop with the weighbridge. Once all wagons inbound have been weighed they are then pushed into the loading bank for filling. The engine can then collect and run round the brake van and depart, or wait for further inbound traffic. The layout is operated 'one engine in steam' as the prototype would have been, another reason for a small fleet which can keep the cost of the hobby down. There are three sections which I can isolate to bring another engine or train on or off-scene, but generally all track is 'live'."



'OO' GAUGE LAYOUT **GUYZANCE**

locomotives are weathered to replicate hard-working but looked-after locomotives from the crossover era from BR green to 'Corporate Blue' liveries. Paul has also added details such as extra pipework and Shawplan laser glazing.

"I looked at plenty of images of the area and the wagons predominantly in use were 21t hoppers of various diagrams which is reflected in the normal ebb and flow of trains on the layout. I also use a small selection of kit-built MDV open wagons, although these weren't common in this area. Despite this sounding quite a dull mix, it does give a feeling of capturing an offshoot of the Whittle branch. The 'fleet' of three locomotives is actually more than adequate and the wagon stock comprises about 20 wagons. ➤



MODELLER CV: **PAUL MARSHALL POTTER**

A well-known name in the model railway world, Paul has built numerous layouts over the years including two more 'Shelfies'. Be sure to keep an eye out for some of his creations on the exhibition circuit in years to come.

FACTFILE: 'GUYZANCE'

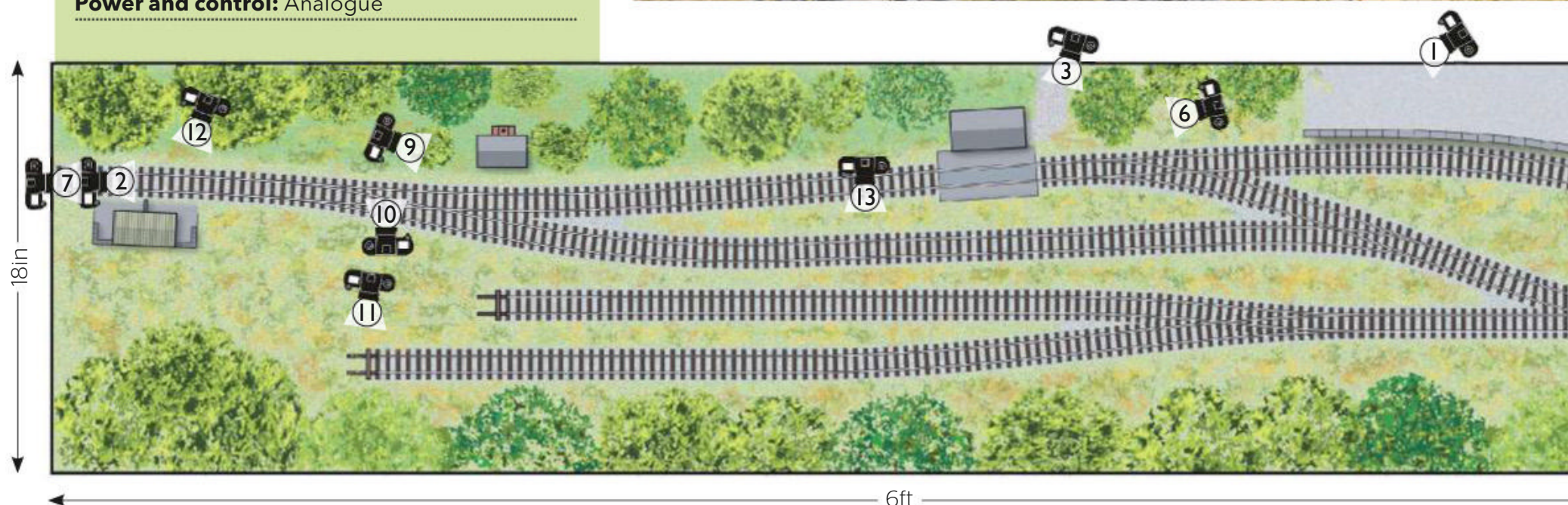
Gauge and scale: 4mm:1ft, 16.5mm gauge, 'OO'

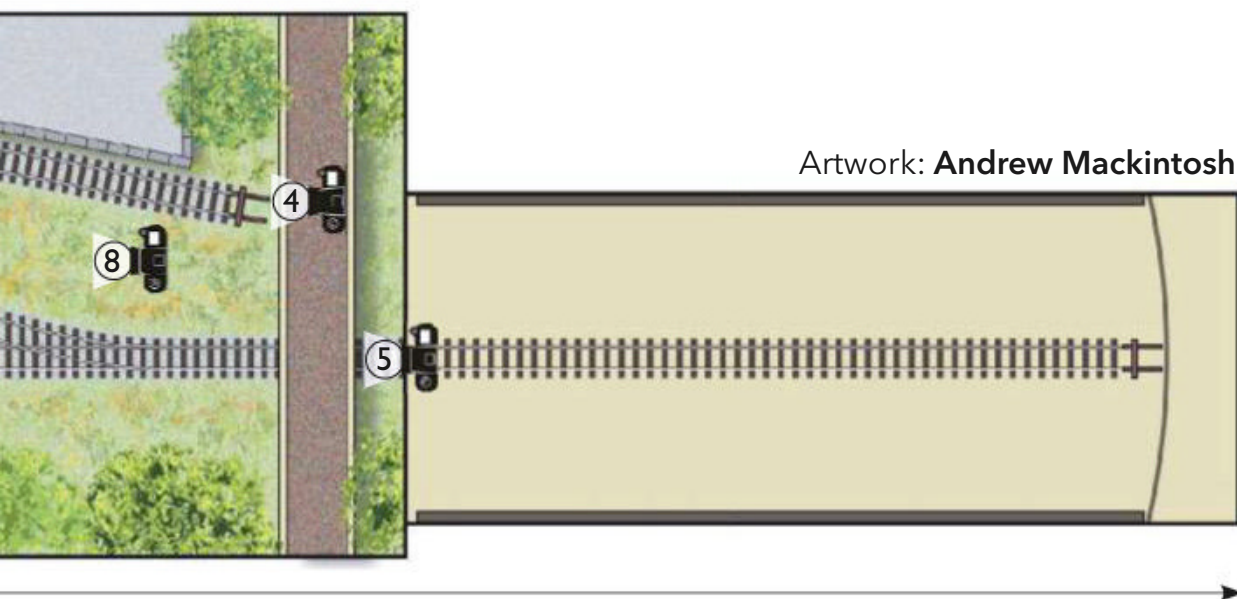
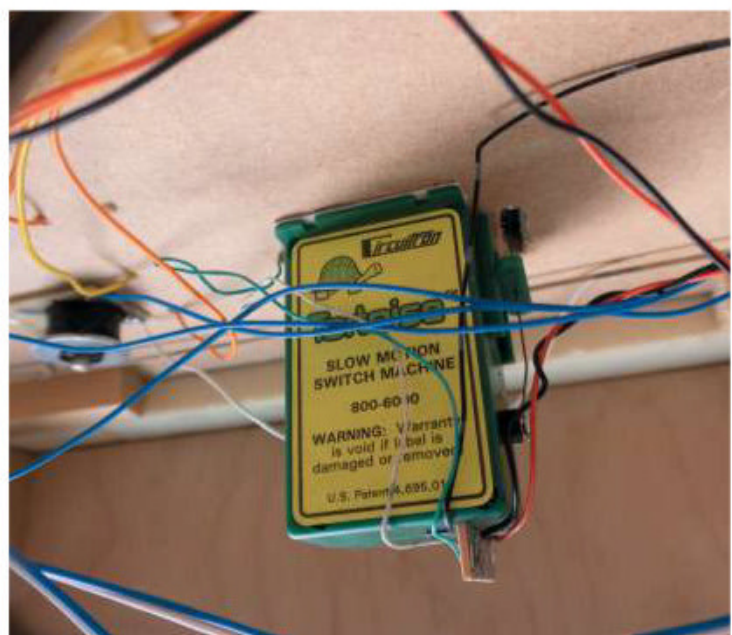
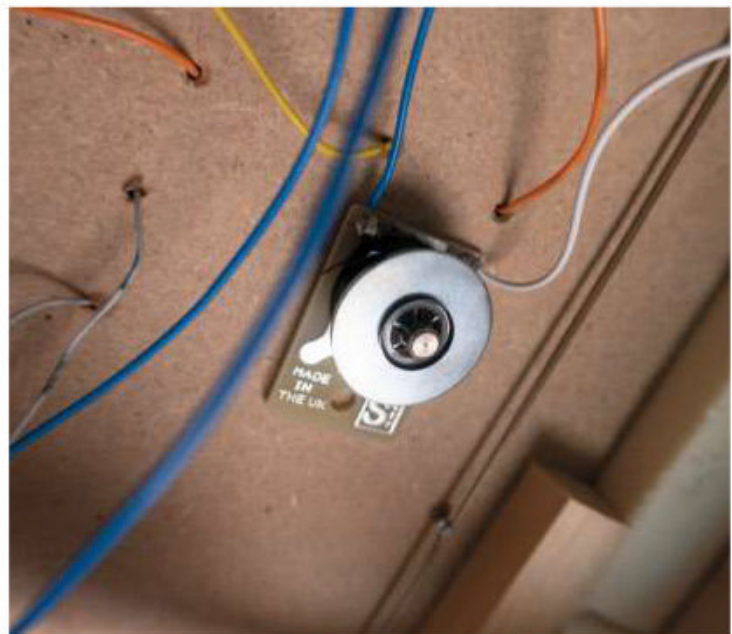
Size: 6ft by 18in

Track: Peco Code 75

Time to build: Two years

Power and control: Analogue

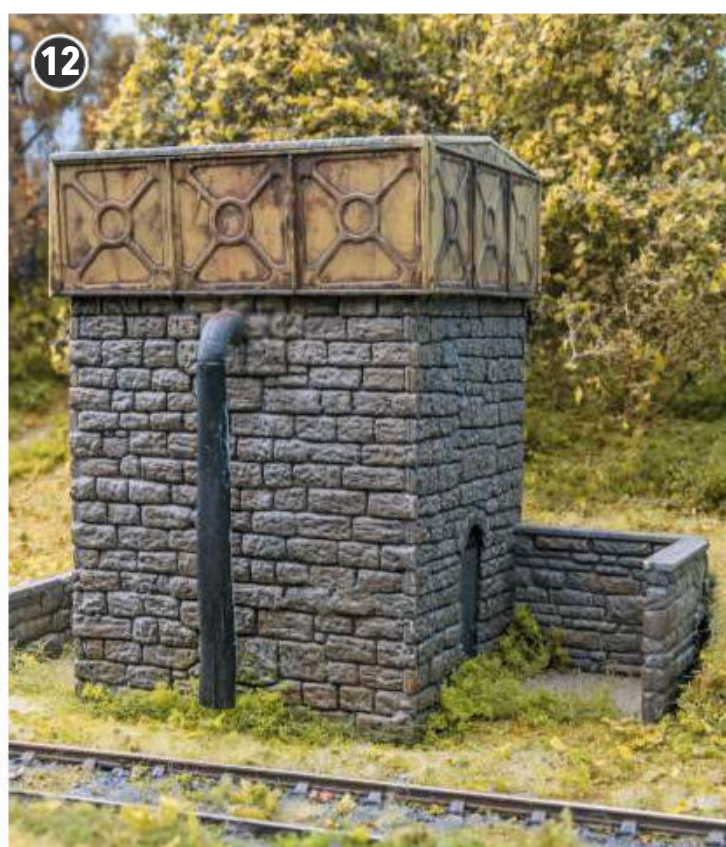
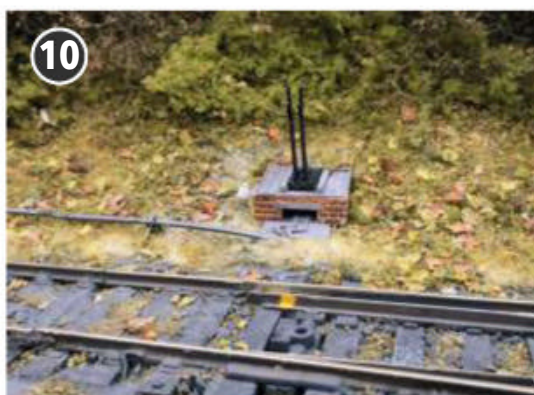






OUT OF THE WOODS

"I've been pleased with how this layout has worked, though it did take a bit of time to get here. It has taught me how to make reliable automatic couplings, ensuring that running qualities are paramount to achieve that reliability. I have largely achieved the woodland setting I was after, but I've still not yet devised a fascia and frontage presentation I'm happy with. I'd better get on with that as, subject to the ongoing pandemic, it's got a couple of exhibition invites to go to!" **MR**

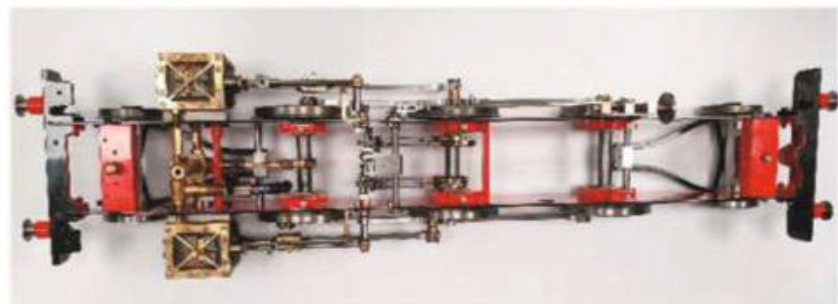




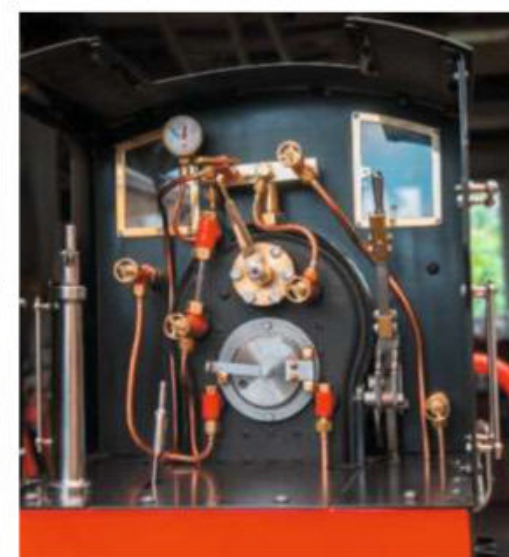
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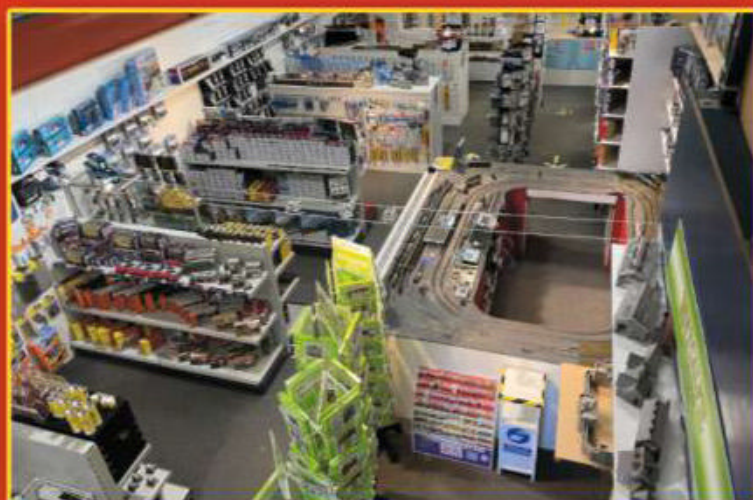
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44 Get the best from a modern conversion kit



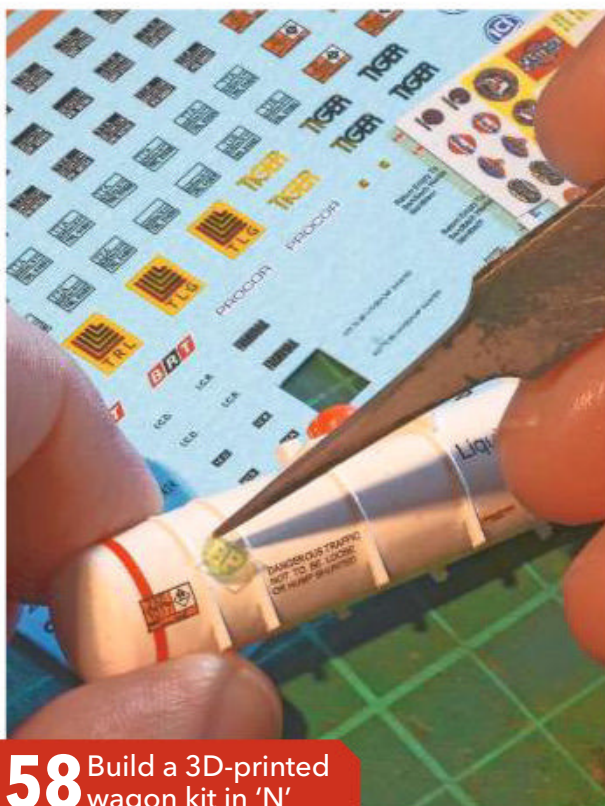
50 Build a laser-cut pub

Workbench

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



54 Model waterfalls - the easy way



58 Build a 3D-printed wagon kit in 'N'



62 Upgrade your bus fleet

Meet the *Model Rail* Expert modellers



George Dent

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Peter Marriott

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



Grahame Hedges

A 2mm scale modeller with a passion for urban scenes.



Paul Gosden

Paul's bus and rail dioramas continue to wow the MR team.

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

HOW TO

GET THE BEST FROM A MODERN CONVERSION KIT

George Dent employs a 3D-printed bodyshell and a Hornby chassis to create a lesser known Stanier 0-4-4T.

00
GAUGE



8hrs



Modern technology has certainly helped to make complex locomotive and rolling stock conversion projects more accessible. Assembling etched metal kits or building from scratch are now options rather than necessity.

The rise in 3D printed components over the years has been a mixed blessing. OK, there's far less labour involved in the assembly stages, but my own experience has proven that plenty of work may still be required in compensating for the inevitable 'layered' texture of the material.

Moreover, the brittle nature of the resins employed in 3D printers can make it difficult to customise components, but recent developments in material technology have improved matters to a degree and this bodyshell 'kit' from CDC Design is a good example of where we're currently at in terms of detail and workability.

RESINS TO BE CHEERFUL

CDC Design offers a range of simple steam locomotive conversion projects under the Thanet Loco Works banner. The bodysells are rendered in UV-cured resin and come complete with all details, such as whistles, safety valves, handrails, smokebox door handles, buffers and steam or vacuum pipes. The level of detail is impressive, while the material is fairly rugged. There's a discernible texture to the surface, evidence of the layered printing process, but from the usual viewing distance, it's not too obvious when the model is pootling around a layout.

The bodysells come pre-painted and have been designed to fit specific RTR chassis, complete with mounting screw holes to match those on the specified donor chassis so, in theory, the conversion work should be simple.

As, indeed, it proved to be, with just a few tweaks needed to get the body and chassis married up correctly. The Hornby 'M7' chassis had to be trimmed at each end, which meant that only the rear mounting hole could be employed. This hasn't been a problem, provided that the





model is handled carefully, but there were a few issues with getting the chassis correctly balanced on the rails.

Most modern RTR chassis are designed in tandem with a bodysell so, when they're separated, there's no guarantee that the chassis will behave as well without the original distribution of weight. Die-cast running plates or extra ballast in smokeboxes play a pivotal role on RTR models and, with the 'M7' donor chassis, I initially had trouble balancing the weight at the front end. As a result, the chassis was inclined to tip backwards, lifting the leading axle from the rails.

The 3D-printed bodysell offers little in the way of mass, so extra weight had to be crammed in wherever I could find space. For this, I used a self-adhesive tungsten putty designed for weighting an angler's line, which could be pressed into the various cavities within the bodysell's interior.

While it's still not perfect, the '2P' has been performing well enough on the short-formation suburban services it was intended for. It's always good to add a bit of variety to one's traction fleet and, although there was some waiting around for paints and glue to dry, the total time involved in the project was minimal. I'm happy with the resulting locomotive – it's certainly one of the best 3D-printed conversions I've worked on so far.

What George used

SHOPPING LIST

- ◆ LMS Stanier '2P' 0-4-4T 3D-printed bodysell Price: £48.00 plus p&p
Availability: CDC Design
Web: www.cdc-design.net/thanet-loco-works.html
- ◆ Mainly Trains MT226 Spectacle plates Price: £3.90
Availability: Wizard Models
Web: www.wizardmodels.ltd
- ◆ Dark Matter extra heavy tungsten putty, 60g tin Price: £7.94
Availability: Angling supplies or Amazon
- ◆ Cabside and smokebox numbers, BR logo decals
Availability: Fox Transfers
Web: www.fox-transfers.co.uk
- ◆ 8BA brass bolt, nut and washers, brass wire, Springside Models lamps
Availability: Eileen's Emporium
Web: www.eileensemporium.com

TOOLS

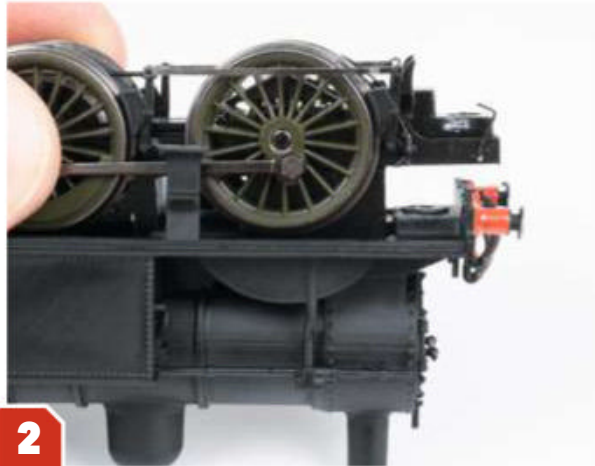
- ◆ Miniature screwdrivers
- ◆ Drill and bits
- ◆ Junior hacksaw
- ◆ Needle files
- ◆ Pliers
- ◆ Tweezers
- ◆ Knife
- ◆ Airbrush (optional)

STEP BY STEP



1

The CDC Design 3D-printed bodyshell comes pre-painted in plain black, with red bufferbeams and details such as the whistle and safety valves also being picked out. A Hornby 'M7' is required as a chassis donor.



2

It's not a simple matter of swapping the bodies, alas, as the Hornby chassis is slightly too long. About 5mm had to be cut from both ends of the chassis block and the front retaining screw hole could not then be used.



3

The die-cast metal chassis was marked and trimmed to size with a junior hacksaw. To prevent metal particles damaging the motor or interfering with the electrics, the wheels and mechanism was wrapped in masking tape.



4

The rear mounting screw hole did align with the chassis but, rather than risk splitting the resin by driving a screw into it, I drilled out the hole to clear an 8BA brass bolt. The nut could then be fixed via the bunker compartment.



5

The body didn't sit onto the chassis perfectly, requiring a couple of brass washers to act as spacers to get the body riding level in relation to the track. Blu-Tack can hold the bolt in the chassis during assembly, freeing up both hands.



6

After fine-tuning the fit of the body and checking that the buffer height was correct, the locomotive was given a test-run. There were no clearance issues with the coupling rods, but a need for extra weight was identified.



7

There's not much room for extra ballast at the front of the locomotive, where it was needed most. Tungsten putty provided a handy solution, as it could be fixed behind the smokebox door and in any other available gaps.



8

Once set up satisfactorily, detail work could be undertaken. A BR smokebox numberplate was needed so I cut one from thin black plastic card, using the decals as a guide. The plate was installed with cyanoacrylate glue.



9

While the body features plenty of detail, it lacked the protective bars over the rear spectacle plates. Etched brass grilles were thus employed, from the Mainly Trains range - primed and painted before fixing in place.



10

After a few coats of clear gloss varnish, the water-slide decals were applied. I realised late in the day that my stocks of BR cabside numbers have depleted, so the digits I've used are too large, but that's something I'll fix at a later date.



11

The decals were left overnight to dry before being coated with a further layer of clear gloss. This seals the decals and renders any carrier film invisible. Again, the model needs an overnight rest before work can continue.



12

A weathered finish was achieved using four Tamiya acrylics (XF-1 Flat Black, XF-24 Dark Grey, XF-52 Flat Earth and XF-64 Red Brown), thinned with Tamiya's own thinners and applied with an airbrush. I sprayed on several light layers.



FIRST AND LAST - PROTOTYPE FACTFILE

Steam Railway editor **Chris Gilson** recounts the history of the Stanier suburban tank locomotives.

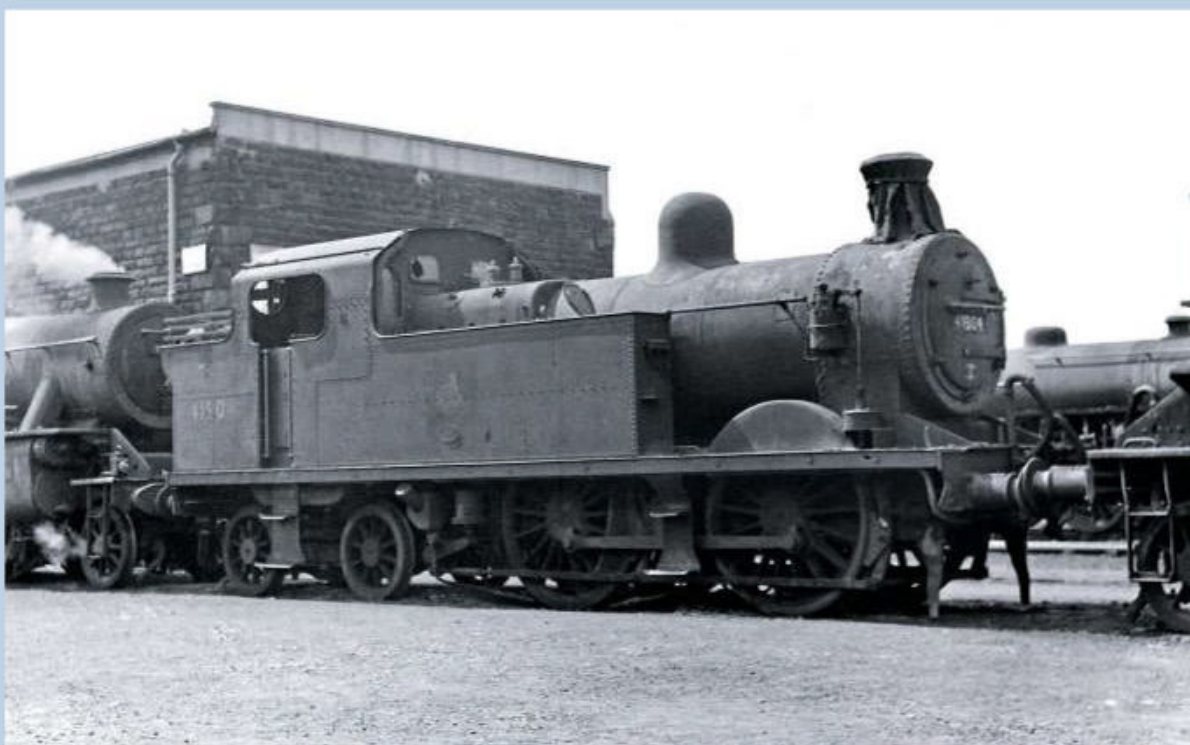
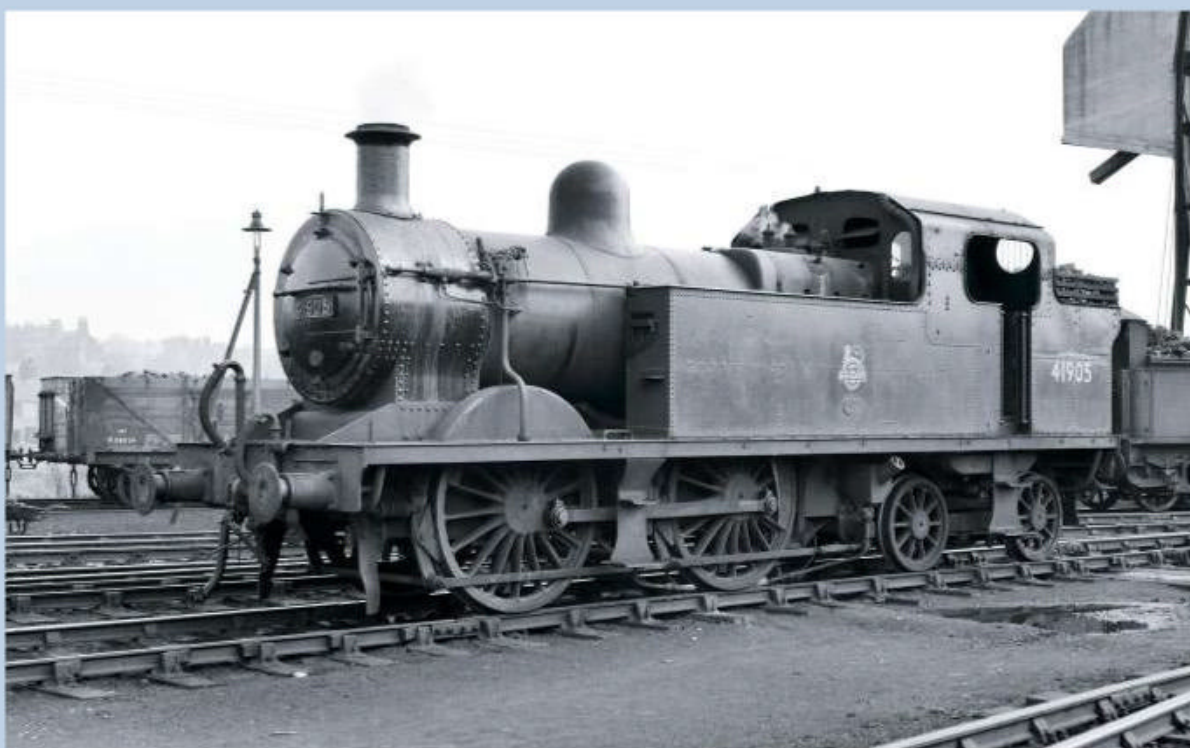
Despite Sir William Stanier being credited for the design of the ten 0-4-4Ts introduced in 1932 for suburban services, their lineage stemmed firmly from the drawing boards of the Midland Railway. They had been passed for construction in 1931 under the then LMS chief mechanical engineer E.J.H. Lemon, and were typical of Henry Fowler's thinking.

When built, these smart locomotives were originally numbered 6400-6409 under the LMS system, although they were subsequently renumbered to 1900-1909. Nationalisation meant the fleet was renumbered to 41900-41909, which they carried until their withdrawal.

Unusually when first entering service they were fitted with ungainly stovepipe chimneys although all retrospectively gained standard Stanier designs early in their working lives.

The class worked out of various sheds across the former LMS network, ranging from Crewe North to Longsight and Watford. The last two built - 6408 and 6409 - were fitted with vacuum control gear in 1934 for 'motor' (push-pull) trains on the St Albans branch line, with the other eight following suit between 1950-57.

Undistinguished, but hard working - and heavy at 58.1 tons - they carried on quietly, with the majority of the class being withdrawn in November 1959. Doyen 41900 survived until March 1962, when it too vanished and the first official 'Stanier' design, and the true last of the Midland Railway, passed into history.



Top: The inspiration for George's model, 41905, is in light steam at Buxton shed in May 1955. RAIL PHOTOPRINTS

Above: Withdrawn and forlorn 41904 stands at Lancaster Green Ayre shed in 1960. RAIL PHOTOPRINTS

Left: Closely associated with suburban services on the St Albans branch, '2P' 41901 has been spruced up for this special RCTS working. Standing at St Albans Abbey station, ex-LNER 'N7' No. 69632 is at the rear of the train, waiting to work the 'Hertfordshire Railtour No. 2' to Hatfield in May 1958. RAIL PHOTOPRINTS



13

The same colours were used on the chassis, working around the wheels and coupling rods (moving the wheels under power) to ensure even coverage. Wheel rims and pickups were cleaned with Loco Go! (www.hobbytrax.co.uk).



14

I fashioned some fire irons from brass wire and strip, which were painted and weathered before fixing atop the tank on the fireman's side. Photos show the irons emerging from the front cab window, which was often propped open.



15

Access to the chassis mounting bolt posed an issue when it came to filling the bunker. One option could be to fill the bunker with loose chippings but I crafted a false floor, with a small neodymium magnet fixed to the upper surface.



16

Cling film was pushed into the bunker, beneath the false floor and pulled taut before coal chippings were added. The loose material was pushed into all four corners and sculpted into a mound to obscure the magnet.



17

Ballast Bond was applied through a pinpoint tip, taking care to keep the glue away from the rest of the model. Double-check that the coal is arranged correctly, then set aside to dry in a warm environment for at least 24 hours.



18

When fully dry, the coal load can be extracted with the aid of the hidden magnet. This steel paint stirring tool proved perfect for attracting the magnet. Remove the cling film and any loose chippings.





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HOW TO

BUILD A LASER-CUT PUB

Laser-cut kits are a great way to ease yourself into scratchbuilding, says **Chris Nevard**.



PHOTOGRAPHY: CHRIS NEVARD



Inexpensive laser-cut MDF, plywood and card kits are becoming an increasingly popular means to create model buildings in various scales. Their affordability is one of their main attractions, and they're often priced at about a tenner. I tend to think of them as scratchbuilder's aids rather than full kits, for as builders, we will have to create their own finish. They are, however, a great way to learn basic skills, that can be transferred when you're ready to start building completely from scratch.

When scratchbuilding, one of the greatest challenges for a beginner can be producing

the basic structure - these kits provide a shortcut, providing a building with the correct proportions and in the right scale (hopefully!). Another bonus is that the kits tend to be supplied with suitable windows, doors and other details, such as chimneys - things that in their own right can be a challenge to even the most experienced modeller.

For this feature we're going to look at Fair Price Models. It's a recent entry in to this rapidly expanding arena of easy-to-assemble kits. The model chosen is 'The Lock Inn', a 1/76 scale ('OO' gauge) cottage which could have many uses other than a pub; it could

easily be a dwelling, a shop, works office, crossing keeper's cottage and maybe even a station building. Do check out the rest of the Fair Price range, as there's a huge range of useful full-relief and low-relief buildings to choose from.

People who know me know that I love a traditional pub, so for this demo it became 'The Jolly Farmer' - though a couple of farmers I know have since told me that there is no such thing...



What Chris used

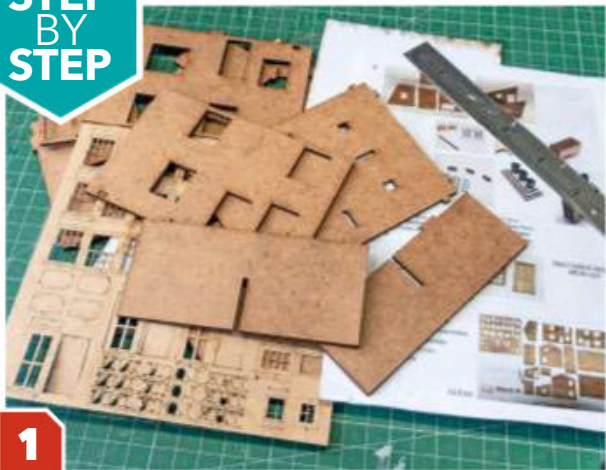
SHOPPING LIST

- ◆ Fair Price Models - The Lock Inn laser-cut kit £9.99 Web: www.ebay.co.uk/str/fairpricemodels
- ◆ Embossed plastic card - brick, stone, pantiles
- ◆ Halfords red, grey, white primer and matt black
- ◆ Emulsion match pots
- ◆ PVA wood glue (Gorilla Glue)
- ◆ UHU glue

Workbench

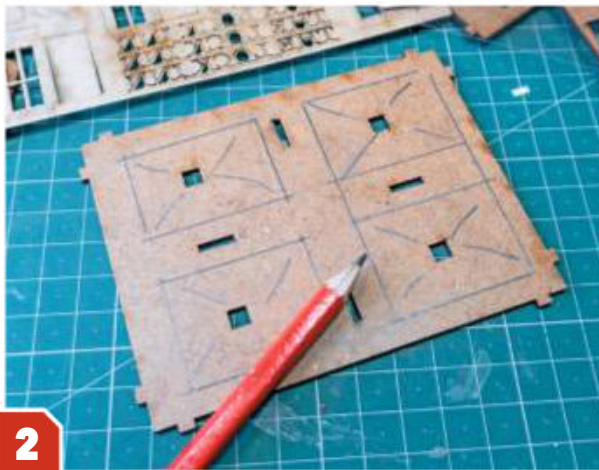
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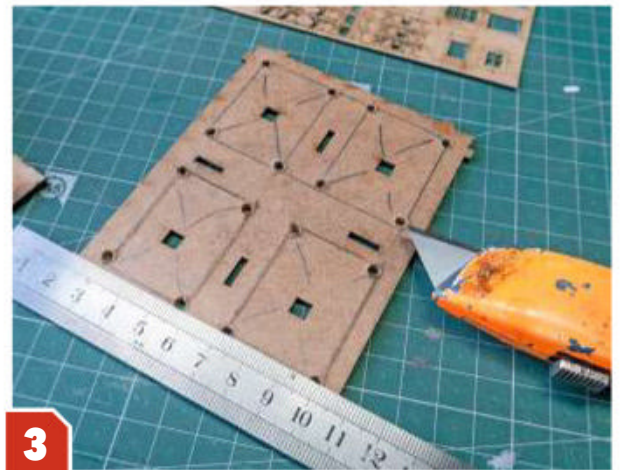
1

Inside the package there's everything you need apart from glue, paint, and finish. The final finish is entirely up to you and the style you most desire.



2

The instructions are easy to follow, but models frequently have a rigid base, which means windows and interior details have to be added early in the build. I cut out holes in the base so that I can access the interior easily at the end.



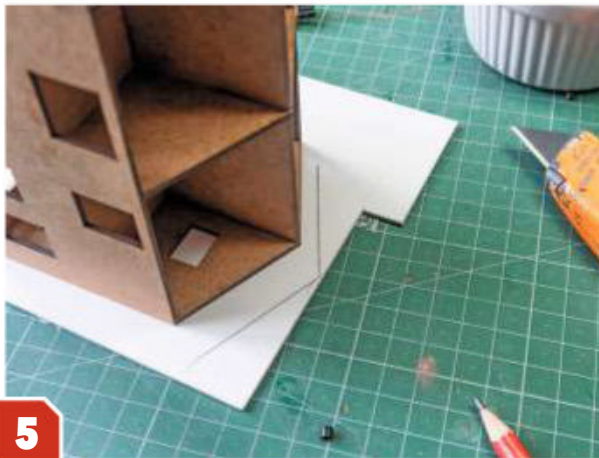
3

I like to add windows after painting and finishing the building to avoid getting paint and such on them. It's easy enough to open out the holes to allow proper access and then the rest of the opening can be done with a craft knife.



4

I usually use cyanoacrylate for these laser-cut buildings, but here I used Gorilla Wood Glue. It's easy to apply and sets rapidly so you can build the building foundations quite quickly. The compromise is that there's less room for error.



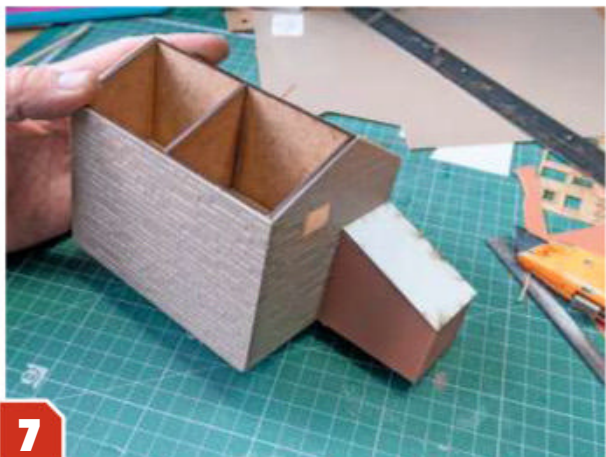
5

The instructions suggest attaching the roof permanently but, as I mentioned, I want access to the interior, so the roof is detachable. Bargeboards aren't supplied, so the end of the building was used as a template for the angle.



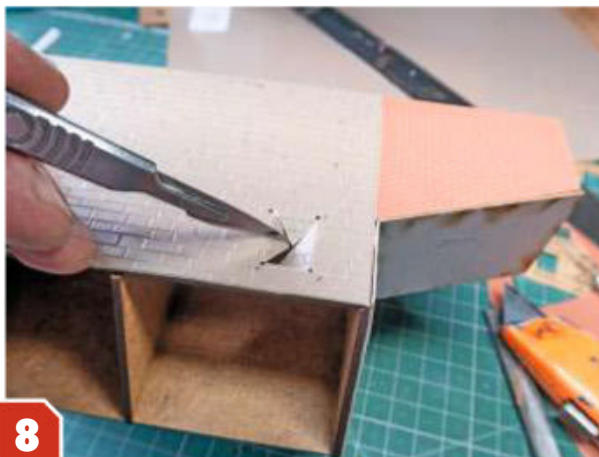
6

I made the bargeboards from thick card that would be attached to the two pieces of supplied card that make up either side of the roof. It's these subtle additions that make a big difference to the end product.



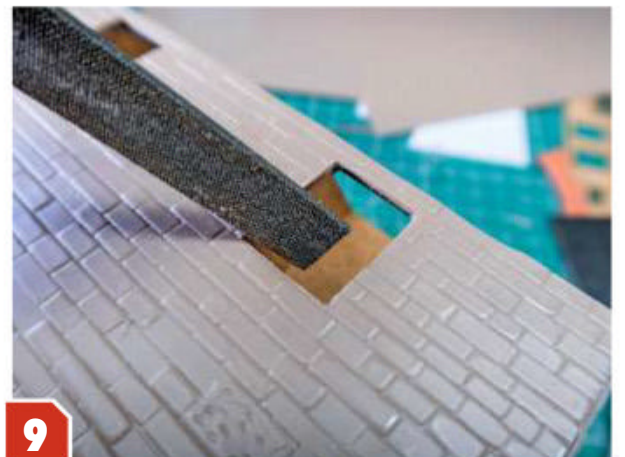
7

The finish of the laser-cut MDF is left up to the modeller. It could be anything - printed papers, hand-scribed plaster, or textured plastic card. I chose the latter - dressed stone effect for the main building and brick for the extension.



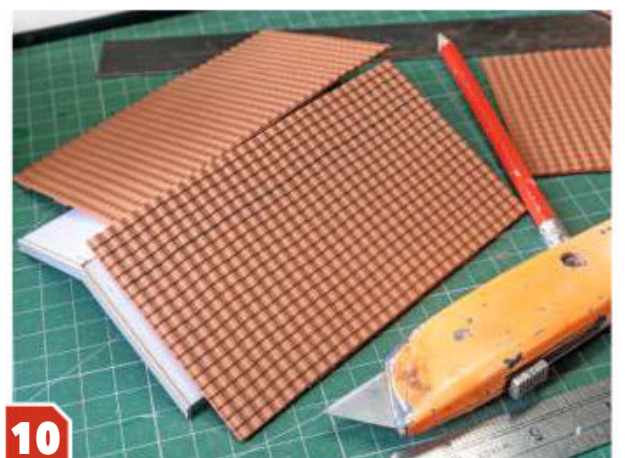
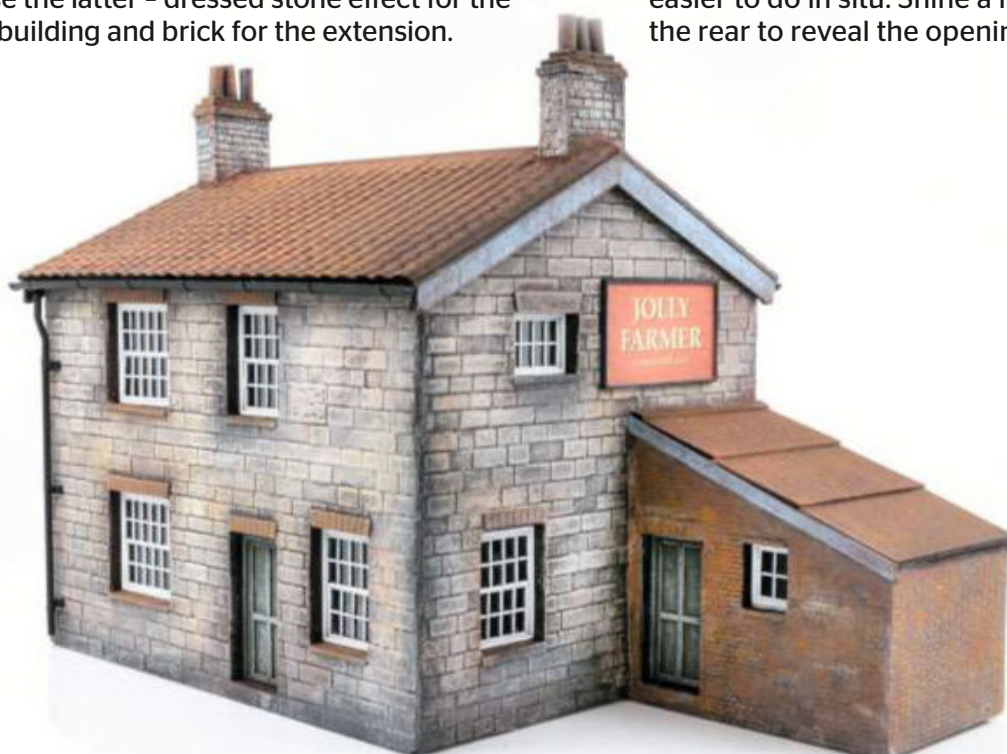
8

The plastic sheet (from Slaters) is easy to cut and shape. Rather than mark up and cut out window apertures in advance, I found them easier to do in situ. Shine a light from the rear to reveal the openings.



9

Drilling out the corners before cutting helps to ensure you are making the cuts in the right place and that the corners will be neat. You can tidy up the edges with a file after the aperture has been cut for the window.



10

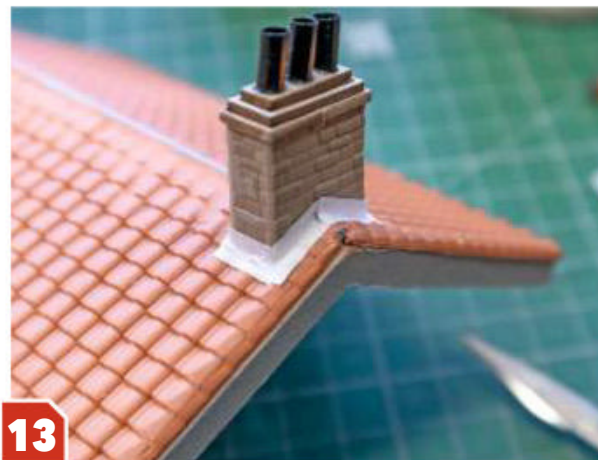
Wills SSMP206 plastic sheets were used for the pantiles. I cut two sheets to the desired size and then glued them onto the card roof with UHU. Use the working time to make sure the roof sits square on the building.

**11**

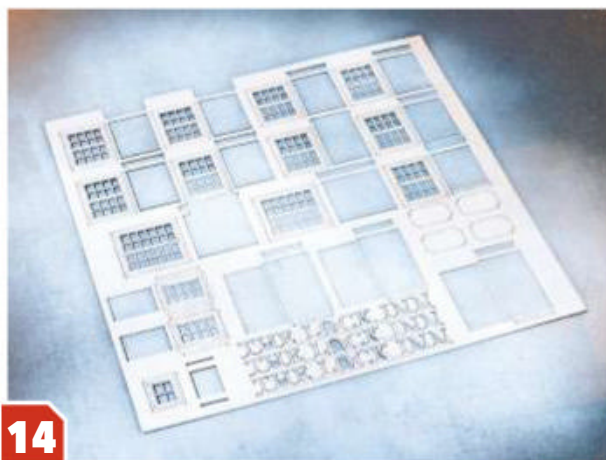
Fill any open joints with filler. DAS clay works well if you don't have any plastic filler. Don't worry about colour variations as any paint you add over the top will make a huge difference and you won't see it at the end.

**12**

On the extension I used corrugated plastic card for the roof (from the Slaters range). Make sure if you are overlapping sections, as I have here, that you place the higher sheet on the top, just as it would be on the real thing.

**13**

Another small detail is the lead flashing, which can be represented with thin paper. It's a little fiddly, but it's worth it and it makes a big difference to the overall look of the building once weathered.

**14**

Laser-cut windows are painted in advance, prior to glazing. A quick blast of Halfords white primer is a quick way to do this - best performed out doors of course.

15 The all-important pub signs were designed using Phonto app. It has some great old-style fonts. The resulting images were dragged in to Microsoft Word or MS Pages and resized for printing out on a domestic printer. I tend to fill up the A4 with signs in several different sizes and select the most suitable. The background boards were made up from plastic card. Pritt Stick glue is ideal for attaching the paper signs to the background.

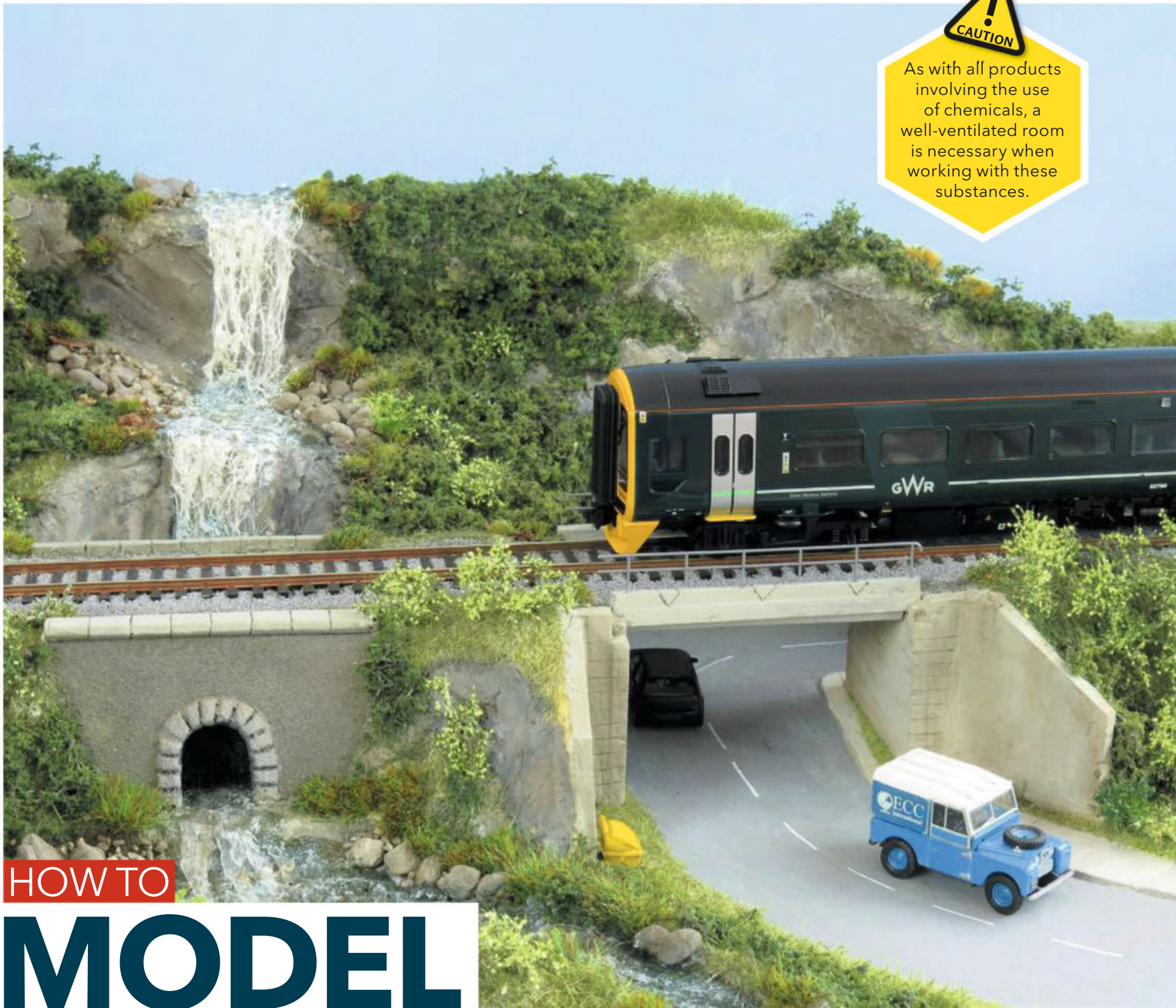


Conclusion

This useful little building will shortly take pride of place in a miniature re-creation of Hemyock I'm currently building. Hopefully editor George Dent will find space to let us publish that in due course, when it is finished. And unlike my more usual 'micro' layouts, this one will be a 10ft by 7ft 'U'-shaped wall hugger.



As with all products involving the use of chemicals, a well-ventilated room is necessary when working with these substances.



HOW TO

MODEL WATERFALLS - THE EASY WAY

Peter Marriott demonstrates two methods for modelling realistic waterfalls.

PHOTOGRAPHY: PETER MARRIOTT

The uplands of the north and west are home to the majority of the waterfalls in England with the Eas a' Chual Aluinn in Scotland at 200m (660ft) being the highest waterfall in the UK. But there are many other waterfalls of varying heights and widths - even flowing water over boulders in a river creates a waterfall effect.

A waterfall is usually found where a stream or river falls over a rock formation at a sudden elevation change. Some waterfalls form in

ANY
GAUGE



45mins



mountainous and hilly regions where erosion may be rapid and the courses of streams may be subject to change according to the seasons. Over a period of years, the edges of this shelf will gradually break away. The waterfall will steadily retreat upstream and a rock pool might be formed at the base of the waterfall.

Streams usually become wider and more shallow just above a waterfall, before they flow over the rock shelf.

Granted, waterfalls aren't the most popular scenic item on a model railway owing to the necessity of needing a significant hillside. They do make for a striking feature, though, and here I make two waterfalls using two completely different methods and materials. Making each waterfall took around three days, working on them for about 15 minutes a day.



MAKING THE SCENERY

The back wall of waterfalls can be formed from pieces of rock made from the Woodland Scenics Hydrocal and rock moulds 'stained' using diluted acrylic paints or Earth Colours in a variety of light colours. Alternatively, the landscape can be formed from Shaper Sheet or Plaster Cloth, then covered in plaster which can be sculpted and then stained.

At the top of the waterfall, the banks of a river or stream can be formed from plaster cloth using Scenic Cement to fix scatter material, fine sand and static grass fibres along the banks of the river with small pieces of rock glued along the river banks. Where a mountain stream is intended, small twigs from the garden can be used to represent fallen branches.

What Peter used

MATERIALS

- ◆ Deluxe Materials Scenic Fibres
- ◆ Deluxe Materials Making Waves
- ◆ Woodland Scenics Water Effects
- ◆ Woodland Scenics Water Undercoats
- ◆ Woodland Scenics White Water Highlights

TOOLS

- ◆ Paintbrushes
- ◆ Scissors
- ◆ Ruler

The useful Woodland Scenics modelling tray

The Woodland Scenics Modelling Tray is ideal for making waterfalls. Just squeeze out lengths of Water Effects fluid into the tray and leave it to dry. The drying time for Water Effects very much depends upon the weather at the time, but when the strips are clear they are dried and can be easily peeled from the tray with your fingers. After you have finished working with the tray rinse it out with warm soapy water and it'll be as good as new because the silicone base is non-stick.

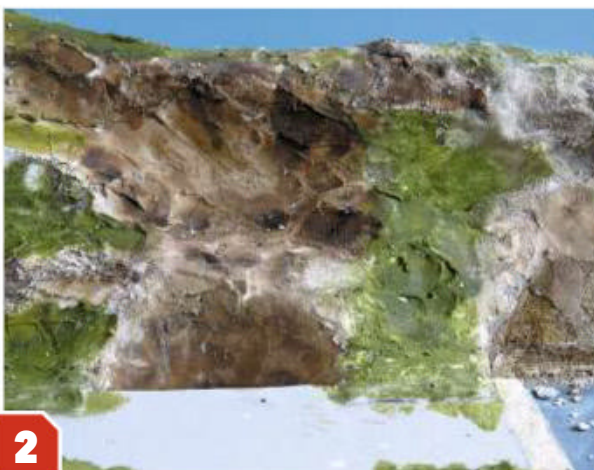
**STEP
BY
STEP**

FORMING THE LAND



1

The land around the waterfall was made using Shaper Sheet, draped over hard foam pieces as formers. The pieces were glued to the foam using Scenic Glue, and as it dried, foam nails were used to hold the pieces in position.



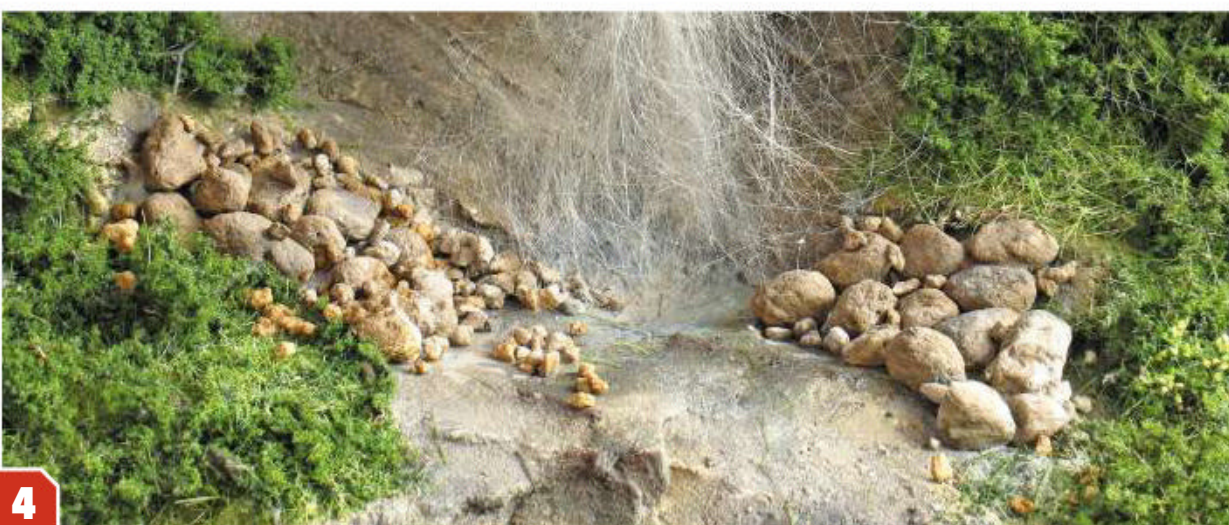
2

I mixed some Shaper Sheet plaster and spread it over the land, sculpting it with a lolly stick where the rock face would be exposed. Once the plaster had dried the next day I dabbed various Earth Colours onto the dried plaster.



3

After the Earth Colours had fully dried I painted the floor of the base pool with Woodland Scenics Water Undercoat, which sealed it fully after two coats to make it ready for the water.



4

In all the level parts of the waterfall, I sprinkled on various sized pieces of Woodland Scenics Talus, which I fixed to the land with Scenic Cement. This does not react with subsequent layers of water fluid, so won't turn it cloudy.



5

I measured the top drop of the waterfall with a steel ruler. I would then cut the Scenic Fibres a few millimetres longer than the drop so that I had sufficient material to fix the fibres to the top and base of the waterfall.

STEP BY STEP

WATERFALL: METHOD ONE



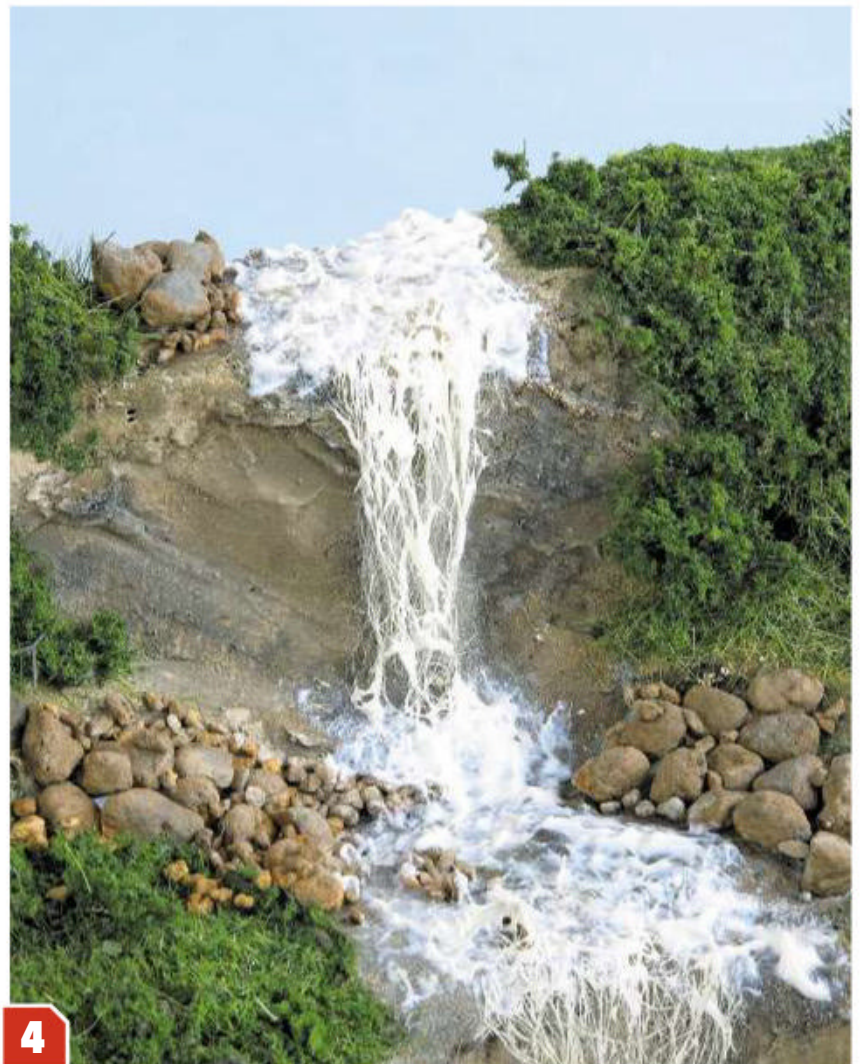
1

Scenic Fibres are white fibres that can be used to model moving water. I cut the Scenic Fibres to 4mm longer than the top drop of the waterfall so that the excess would be used to fix the fibres of the top and bottom of the waterfall.



2

I spread the fibres apart a little so that the waterfall would resemble a thin and 'ragged' piece of water, rather than a 'slab' of water. I held the fibres in place with my fingers to check that I had cut them to the correct length.



4

I painted Making Waves onto the pools of the waterfall too. It holds the shape you brush it into and dries clear. Here the Making Waves was added ten minutes ago. It looks white here, but 30 minutes later it had dried clear.

3 At the top and base of the waterfall I painted on Deluxe Materials Making Waves to act as an adhesive. It's a thick white milky fluid that dries clear in a few hours - the warmer the weather the quicker it dries and goes clear.



STEP BY STEP

WATERFALL: METHOD TWO



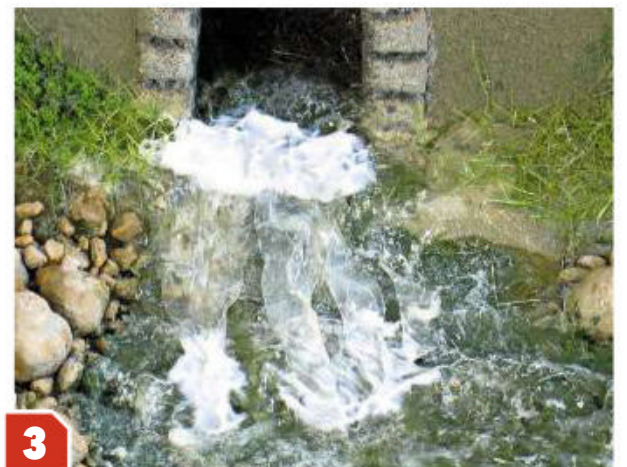
1

The Woodland Scenics Modelling Tray is ideal for making waterfalls because it is non-stick and the water effects fluid can be left to dry on it. Here I am squeezing out runs of the Water Effects to the correct lengths.



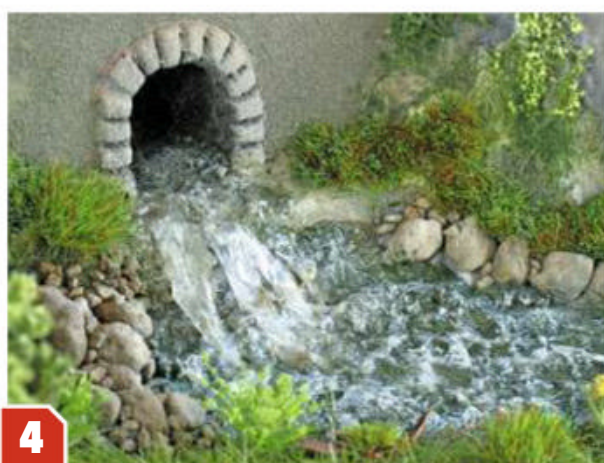
2

This is how the lengths of water effects fluid dry. Their white appearance has changed to transparent and shiny. Lengths of almost dry Water Effects are very easy to remove from a Modelling Tray.



3

At the top of the waterfall I attached the lengths of dried Water Effects using a little more of the fluid. The result was that it looked as if water was tumbling over the rocks and down the rock face.



4

With the strips in place, I stippled on more Water Effects with a flat paintbrush. Where the water would crash over the rocks, the white swirling water would be seen. This was the scene after the Water Effects had all dried.

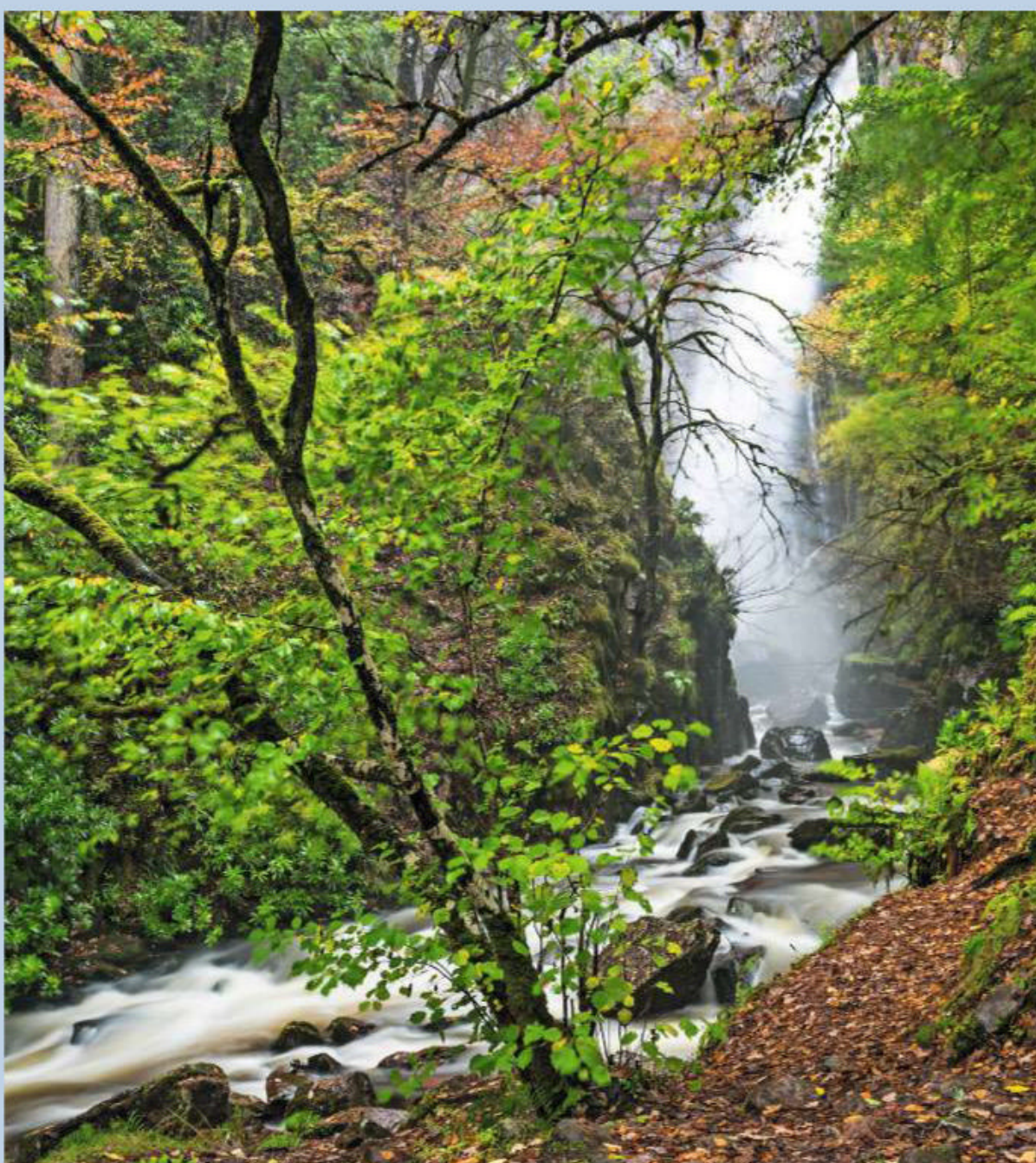
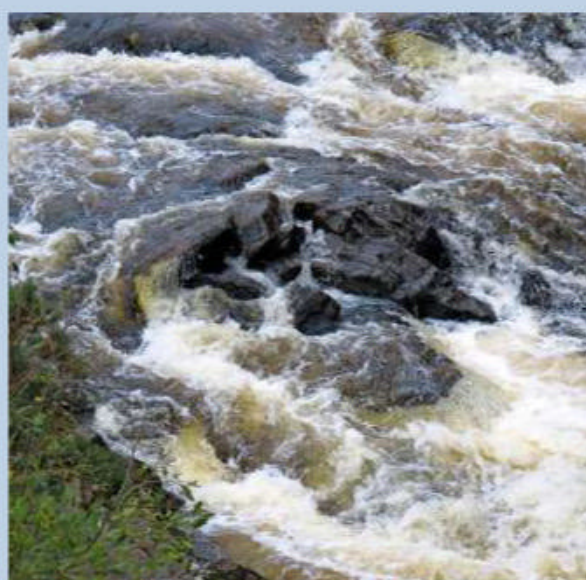
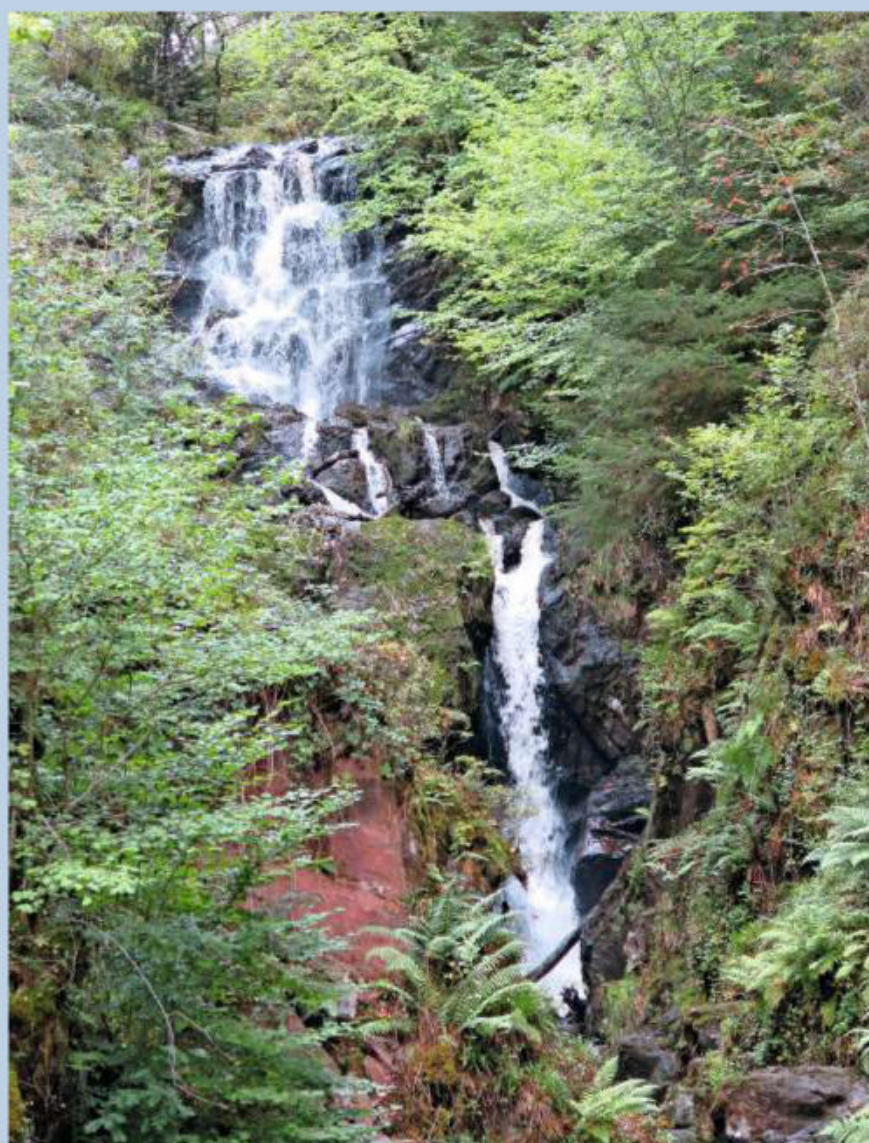
5 White Water Highlight is 100% acrylic and is ideal for adding froth onto the peaks of the waves. Wipe it onto kitchen towel so that there is little left on the bristles, then brush over the peaks of the ripples.





INSPIRATION

In real life, waterfalls may only be small but the effect of rushing water is still there. Rock debris and swirling white water are the hallmarks of most waterfalls. ALAMY



HOW TO

BUILD A 3D-PRINTED WAGON KIT IN 'N'

Short bogie tank wagons were rare in the UK, but a small fleet was built for liquid chlorine traffic in the late 1950s. **Grahame Hedges** recreates one in 2mm scale.



Generally, 3D-printed models involve a minimal amount of assembly, especially compared to traditional plastic or etched brass kits. Most of the modeller's input consists of cleaning up the parts prior to assembly, painting and decorating.

However, there is often the need for some fettling and filing to make it presentable, especially if there's obvious signs of the print build-up, revealed by stratification lines and ridges, as mentioned opposite. When the chassis and running gear are also 3D-printed, there's also a need to ensure that the axles and wheels turn freely, so that the vehicle runs well.

Additionally, there is always the opportunity for making a few improvements in fidelity and to personalise your model. In this instance, I chose to replace the printed ladders which, by necessity, are rather



5hrs



chunky. Meanwhile, the buffers were upgraded, and various bits of missing underframe detail were also added.

The subject of this model is a 35t bogie liquid chlorine tanker, as manufactured by L&Y Wagons for Murgatroyds in the late 1950s. The small fleet was later acquired by Fisons/Distillers Co. and later owned and operated by British Petroleum Chemicals from 1967. They were stored out of use in 1983 and in 1991 were purchased by Allied Steel and Wire for conversion to internal use at their Cardiff plant.

As usual, reference photographs of the real wagons are essential and many can be found on Paul Bartlett's excellent website (<https://bit.ly/3pclXxF>), showing all the essential

technical and livery details. There were various diagrams of 35t liquid chlorine bogie tankers, each with slight detail variations, but the real wagon that most closely represents my model is BPCM77003 (ex T203).

The livery seemed to vary with individual wagons and time period, but in general the tank body was white and the underframe dark, although on some wagons the end stanchions and tank support angle plates were white, while on others they were black or a dark grey. I opted to try and replicate one with a fully dark coloured underframe and tank supports.

THE KIT

The kit is designed by Maridunian's Models and is produced and sold via the Shapeways 3D-printing services website. As supplied, 3D-printed models from Shapeways tend not to include any instructions as they are usually complete models or, at the most, have just a



The finished 35t liquid chlorine tanker in the company of a completed and pristine NGS kit of a TTA chemical wagon, from which some decals were of use on the 35t bogie tanker.

**TOP TIP**

HANDLE WITH CARE!
Great care is needed when handling 3D-printed plastic acrylic as it is very fragile and will easily break if put under any undue strain. I managed to knock the tank body off the table and, although it fell on to thick carpet, several of the protruding fine tank straps broke off and needed to be replaced with styrene strip.

few parts to add or put together. However, there is some helpful advice to be found on Maridunian's Models shop page within the Shapeways website (see panel).

It should be noted that Shapeways models are produced in Eindhoven in the Netherlands so they will need to be sent across the EU/UK border. Fortunately, Shapeways is registered for charging and collecting British VAT at 20% (so long as the total order value is under £135) which means the courier used will not need to charge you separately and directly for their services in collecting tax on behalf of HMRC. It will be just a matter of one payment to Shapeways at the time of ordering, which includes production, handling, VAT and post and packing.

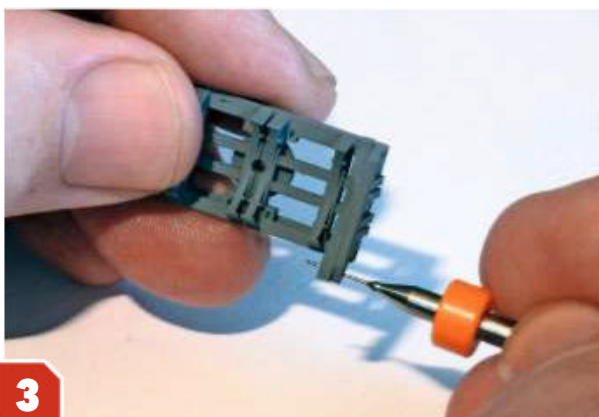
The 35t liquid chlorine tanker is supplied in two main parts - the tank body and the underframe - plus separate ladders and buffers, although they are all supplied joined

STEP BY STEP**1**

The first stage is to thoroughly clean the parts to remove any of the wax deposits used to support it while the 3D printing builds up. I use an old toothbrush to scrub the model with cream cleaner before rinsing in warm water.

**2**

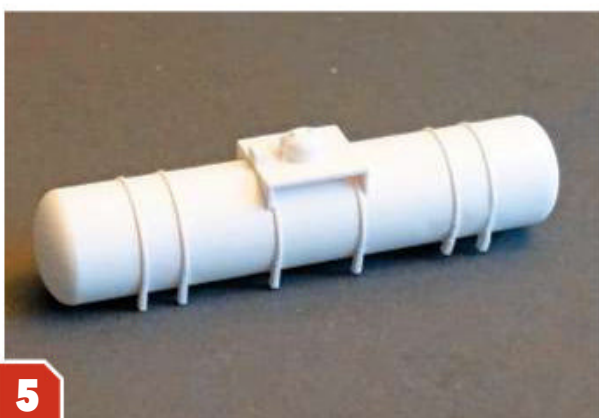
When dry, the chassis was given a grey primer coat and the tank body a white primer coat, both from Halfords aerosol car paints. The primer makes it easier to see where any work is required to remove print stratification ridges.

**3**

The holes to accommodate the wire bracing were drilled out by hand using fine drill bits. Then the wire bracing was added, secured with cyanoacrylate. Cyano glue was used for much of the assembly work.

**4**

I added etched brake 'V' hangers, brake handles and new brass buffers, then primed and painted the chassis dark grey. Bracing wires need painting white, but the real wagon was weathered so it didn't need to be pristine.

**5**

I replaced the broken tank straps with 30thou' by 40thou' styrene strip (0.75mm by 1.0mm) fixed in place with cyano and painted white to match the body. This was a fiddly operation but probably penance for breaking them off!

**6**

The domed filler hatch and walkway were hand-painted prior to the decals being added. The surface was painted with Johnsons Klear to make it glossy. When dry, they were given a further coat of Klear to seal them in place.

together and need to be carefully separated. You will also need some scale 5ft 6in plate-back bogies, available from the N Gauge Society (NGS), plus wheels and wire for the bracing.

There are no specific decals for the kit but it is possible to use sections from various transfer sheets. The sheet for the NGS TTA chemical wagon kit (available separately from the NGS) has some suitable parts on it, including the wording 'liquid chlorine', Hazchem signs and unmarked TOPS panels, while the Langley Models petrol pump decal sheet has BP (and other oil company) logos, albeit rather small.

One of the omissions on the 3D print, despite its overall high fidelity and sharpness, is the lack of underframe equipment. Obviously missing are the 'V' hangers and handbrake handles. However, I guess they'd be very vulnerable to damage, especially considering

Useful sources

- ♦ Maridunian's Models/Shapeways
Web: www.shapeways.com/shops/maridunian-models
- ♦ Paul Bartlett wagon photograph archive
Web: www.paulbartlett.zenfolio.com
- ♦ The N Gauge Society
Web: www.ngaugesociety.org
- ♦ Langley Models
Web: www.langleymodels.co.uk

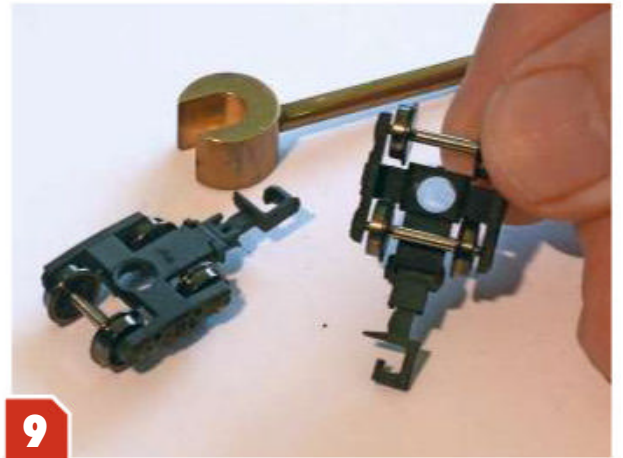
the brittle nature of the material involved. Initially, I had considered cutting my own from plastic card, but I was fortunate to be able to source suitable etched versions which were glued in place using cyanoacrylate.



7 The two almost completed assemblies, the chassis and the tank body, were glued together and then given a coat of matt varnish from an aerosol to tone down and harmonise the finish and make it ready for any weathering.



8 The new ladders are from the Ratio range (218 etched brass laddering), cut to length and curved to the appropriate profile. They were pre-painted in grey, and matt-varnished before being glued in place with a few drops of cyano.



9 The coupler pockets were attached to the bogies and painted to match the chassis. The axlebox ends were picked out in yellow before the three-hole disc wheels were clipped in place after checking/resetting with a gauge.

10 The ends of the handbrake handles were picked out in white and the buffer shanks painted silver before weathering was done with thinned acrylic washes and MIG weathering powders. The actual wagon was rather grubbier in photographs, but I've kept the weathering quite light for the completed tank wagon model. Further weathering can always be added later.



Want to know more?

A history of these 35t bogie tank wagons, appeared in an article by Peter Fidczuk, 'Gas by Rail Part 3: Murgatroyd's', in *Railway Archive* No. 15 (2007).

Prototype inspiration: 35t chlorine tank wagons



Above: Liquid chlorine tank BPCM77001 (T201) was built by L&Y Wagon in 1956. It is seen wearing BP Chemicals livery at Newport Docks in May 1978. Note the different end stanchions and tank-top platform compared to the other wagons illustrated here.



Left: Former Murgatroyd's tank BPCM77009 (ex-T209) was a Hurst Nelson product, built in 1959. After a second career as an internal user wagon at Allied Steel & Wire's Cardiff works, it had been condemned by the time it was captured in this March 1991 view.



Above & below: Built by Central wagon builders in 1963, BPCM77026 (T226) is seen in BP service at Spondon in 1978. ALL: PAUL BARTLETT



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TOP TIP

Whenever I modify a model bus, I always look to prototype photographs for inspiration and to ensure that I get the details correct.



HOW TO

UPGRADE YOUR BUS FLEET

Former London Transport apprentice **Paul Gosden** has customised a fleet of die-cast buses for his impressive, scratchbuilt dioramas.

PHOTOGRAPHY: PAUL GOSDEN

Having recently scratchbuilt a scale model of Kingston bus station, I needed a fleet of vehicles with suitable markings to suit the location. A host of EFE London Transport RFs, RTs and a RM were thus modified with new decals.

Altering logos, vehicle and garage numbers and destination blinds means that the original legends need to be removed first. Luckily, this isn't a difficult task thanks to automotive restorer

00 GAUGE | 4 hrs per bus |

products such as T-Cut. These fluids contain micro abrasive particles which, together with the solvent in which they're suspended, work to soften and remove the printed characters without damaging the underlying paintwork.

There's plenty of suitable decals available too, especially for London Transport vehicles, from Fox Transfers and

Modelmaster (see panel), so the whole enterprise is fairly straightforward.

The bus featured here was typical of the work carried out, with the later white 'bullseye' logo and 'pay as you enter' markings requiring removal in favour of London Transport decals. To add extra authenticity, I also modified the garage location and individual running number. A final touch was to install nearside and offside wing mirrors, which were painted to match the livery of the buses.


**STEP
BY
STEP**
1


I use an automotive finish restorer (such as T-Cut) to carefully remove the printed legends. A small amount of the finish restorer is decanted into a jar and some cotton buds are kept on hand.

2


Dip the cotton bud into the finish restorer and begin gently rubbing the surface. The tampo-printed characters will begin to soften and fade away. As the cotton becomes clogged, switch to a clean one and repeat the process.

What Paul used

- ◆ Fox Transfers Tel: 0116 319 4950
Web: www.fox-transfers.co.uk
- ◆ Modelmaster Tel: 01292 289770
Web: www.modelmaster.uk
- ◆ T-Cut automotive restorer (original formula)
Availability: Hardware stores

TOOLS

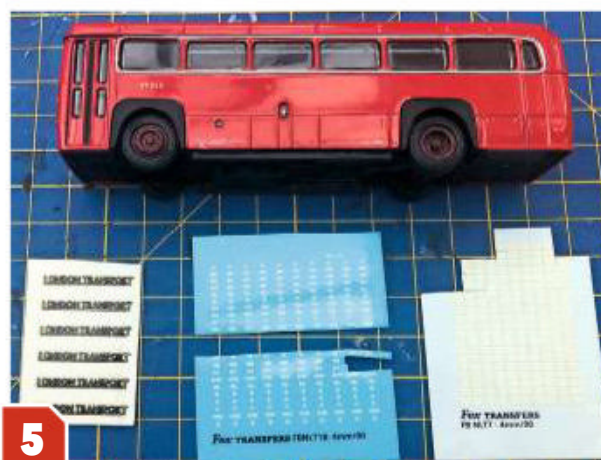
- ◆ Tweezers
- ◆ Scissors
- ◆ Knife
- ◆ Cocktail sticks
- ◆ Cotton buds
- ◆ Paintbrushes

3


With care, the unwanted logos, numerals and any other printed details can be removed without damaging the underlying paint. I then use a fresh cotton bud to remove any traces of the solvent and buff the surface clean.

4


The finish restorer does what it says on the tin and creates a lovely, glossy shine, which is a perfect base for the new decals. However, leave the surface for a few hours to let any chemical residues evaporate before continuing.

5


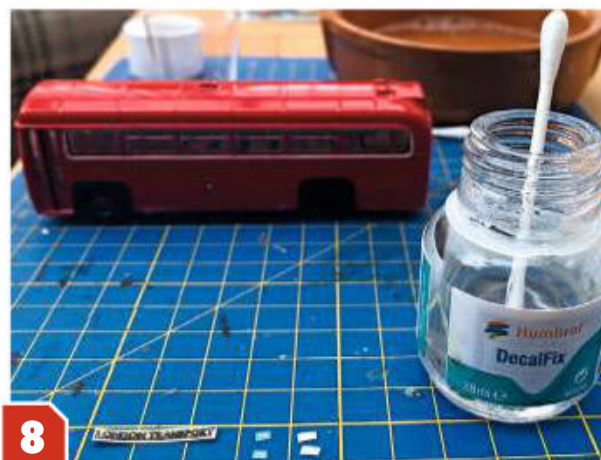
Once cleaned and polished we're now ready to apply the new decals. I use two different suppliers for anything to do with London Transport: Fox Transfers or Modelmaster, both offer a vast array of suitable decals.

6


I will be using two London Transport motifs along with a garage code and running number. These are the only changes I need to do as the route number and destination blind are correct for my Kingston bus station model.

7


When using Fox Transfer decals, the instructions advise adding a drop of washing-up liquid to a bowl of warm water. This helps the decals to slide away from the backing paper - and onto the model - more easily.

8


Apply a small amount of a decal setting solution, such as Humbrol's DecalFix, to the model's surface with a brush or cotton bud. Dip the decal into the warm water for about 30 seconds, then remove it with tweezers.

9


Place the decal and its backing paper close to its final position before gently sliding it into place with a cocktail stick. When you're happy with the position, run a dry cotton bud over the decal to press it firmly into place.

10


The procedure is then repeated for the other decals, including codes and running numbers, which have to be applied on both sides of the bus. Be careful when handling the model as the decals need an overnight rest to dry fully.

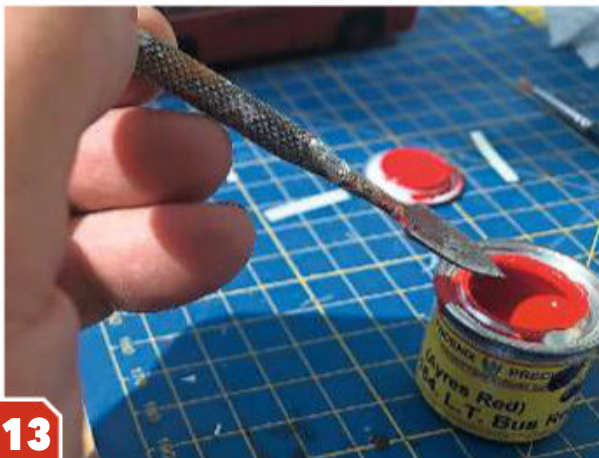
11


The next stage is to add nearside and offside wing mirrors and indicators to the front of the RF. These were supplied via Ebay from AML Models and they fit any EFE London Transport bus from the 1960s.



12

You can drill holes into the body to mount the mirrors, but this can be tricky and there's little room for error. I prefer to cut off the stem and affix with a very tiny amount of Roket Rapid cyanoacrylate glue.



13

Once the indicators and mirrors are in position and the glue has set, I run a tiny bit more glue down the sides with a cocktail stick and leave to dry. A coat of Phoenix Precision Paints Ayres Red (for LT buses) is then applied.



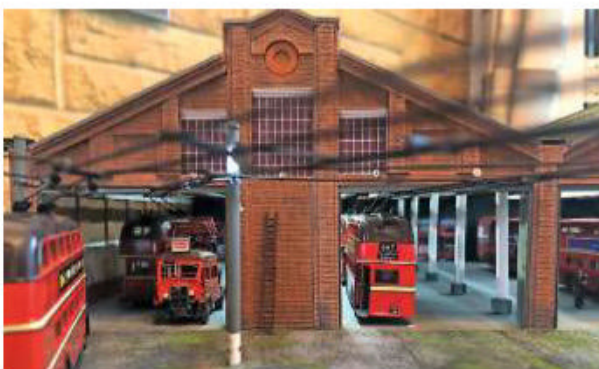
14

Ensure paint is well stirred before use. When the red is dry, paint the detail, with black surrounds to the mirrors and orange added to the reflectors. Finally, I brush a light coat of varnish over decals to secure them in place.

Paul's latest diorama



Once my model of Kingston's old bus station was complete, I decided to scratchbuild a scale rendition of Fulwell Garage, which started life as a tram depot. My model depicts Fulwell in 1962, when a fleet of Routemasters was being prepared, as part of the trolley bus replacement programme.



Filling the seats

by George Dent



If your buses are to appear 'in service', then it's worth adding a driver, conductor (if applicable) and passengers. 'HO' scale passenger figures from Preiser are ideal, as they come with their legs pre-trimmed.



If the little people still require trimming, the soft plastic is easy to work with. After priming and painting the figures, they can be installed with a drop of cyanoacrylate glue. 'HO' figures often look more authentic inside 4mm scale vehicles than true 'OO' figures.

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



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HOW TO

MODIFY A FACTORY WEATHERED FINISH



How can I tone down a factory-weathered locomotive without damaging the original paint finish?

Bill Jefferson, by email

George says: In many cases these days, factory-applied weathering is generally to a high standard. However, sometimes it can be a little too heavy in places, especially the front ends of diesel and electric traction which, in real life, were generally cleaned more regularly than the sides. Furthermore, the nature of mass-produced weathering means that the 'dirt' is applied in a fairly general manner, without the care and attention of a bespoke job. That's why high-quality weathering jobs cost more!

Factory weathering does give us something to work with, and it's quite a simple task to tweak the finish to our own specification. Some care is needed, however, as we need to ensure that the underlying paint, including printed numbers and logos, is not affected. The glazing, too, might also need to be protected, along with fine detail fittings and electrical connections.

Having tweaked countless factory-weathered models over the years, I've found isopropyl alcohol (IPA), often referred to as rubbing alcohol, to be the most reliable aid. Available from pharmacists or online, a jar will last for years. It can be a little smelly, so it's a good idea to work in a well-ventilated space.

The other essential is a supply of cotton swabs. Regular cosmetic cotton buds are fine, but special craft swabs,

What George used

- ♦ IPA/rubbing alcohol
Availability: Local pharmacy
- ♦ Tamiya cotton swabs, Tamiya Weathering Master Set B
Availability: Scale Model Shop
www.scalemodelshop.co.uk



from Tamiya or Mr Hobby, will last longer and do not shed as many fibres onto the surface. Furthermore, they're available in a greater range of shapes and sizes, making them ideal for reaching into awkward areas or around fragile detail fittings.

As the demonstration shows, the IPA effectively softens the weathering paint and allows it to be wiped away. The process takes a little practice and the alcohol should be used sparingly at all times, or it may start to act on the livery colours too. Always employ gentle

BEFORE: Out of the box, Heljan's weathered '27' looks good for the most part, but the cab fronts are a little overdone.



pressure on the cotton swabs and, when the fibres become clogged with softened paint, switch to a clean swab.

Importantly, I've found that IPA is safe to use on most clear glazing too. However, I'd strongly recommend testing on a less visible area first,

STEP BY STEP



1

In many cases, it helps if the body can be removed from the chassis wherever possible. Dip a swab into the IPA and begin gently rubbing the surface in vertical strokes. The 'dirt' will start to lift within seconds, depending on how thickly it has been applied.



2

Switch to a clean swab at regular intervals, dampening each with the IPA and maintain vertical strokes as much as possible. Feint streaking can be left behind, which can look realistic. We can also leave deposits of 'dirt' around raised details or within recesses.



3

Repeat the process until as much of the unwanted weathering is removed to suit your tastes. Try to avoid too 'hard' an edge between clean and dirty areas and retaining deposits of grime in key areas, such as along the lower edges of the cabs and around lamp brackets.



AFTER: With traces of grime retained around the raised detail on the cab fronts, the Heljan Class 27 looks far more convincing.

rather than the front windscreens, just to check. The following techniques are equally relevant to steam locomotives and rolling stock, regardless of scale.

The finished results can look very impressive and the process provides plenty of scope for achieving the level

of weathering that suits your own particular needs. With practice, it's possible to remove enough of the weathering to leave a convincing finish, without the need to re-apply any further 'dirt'. It took me just a couple of hours to treat the Heljan Class 27

featured here, with most of the cleaning work being centred on the cab fronts. The only other intervention consisted of painting the bare metal front handrails and re-touching the bufferbeam detail. It certainly proved to be time well spent!



4

When happy, use a clean swab to absorb any traces of the IPA and to buff the surface clean of any loose debris. Avoid touching the treated surfaces with fingertips for an hour or two. The paint may be softened slightly, so there's a risk of leaving fingerprints.



5

Set the model aside overnight to allow any traces of alcohol to evaporate before reassembling the model. At this point, I touched in the paint on the bufferbeam components as well as the cab handrails. This light rust shade proved to be a decent match for the BR yellow.



6

Any freshly painted surfaces might jar with the overall effect, but they can be blended effectively with a light dusting of dry weathering powders or Tamiya's Weathering Master compact sets, using the supplied applicator.



This close-up image shows how the Southern Region dealt with a Bulleid 'Pacific' immediately after nationalisation on January 1 1948. 'West Country' No. 21C107 was later to become 34007, but at this time no decision had been made about the general renumbering that was required, never mind eliminating the eccentric Bulleid system. Thus, each region applied a letter denoting the former ownership of the locomotive, this being 'S' for Southern, although as seen here it was hardly obvious at any distance from the engine. The underlying colour was Malachite green while the numbers and letters were applied in a bright 'Sunshine' yellow using the standard Southern font. British Railways has been applied to the tender. A smokebox numberplate would not have been fitted at this time. J. SUTTON/COLOUR RAIL

KNOW YOUR... LIVERIES

PART 4: Early BR on the Southern

Paul Chancellor takes a look at the colour schemes worn by former Southern Railway locomotives in the first years of the nationalised railway.

As discussed in MR292, British Railways' locomotive fleet was initially painted in the liveries of their former owners, with new numbers and ownership applied, in most cases, onto the original paint scheme. Indeed, it would be a full year after nationalisation - in 1949 - before a decision was taken on future livery schemes.

At the very outset, no decision had been taken on renumbering the entire fleet and, for a brief period, a prefix letter was applied to the existing number. While 'British Railways' lettering appeared, usually during routine repainting, this was applied in the style used previously by the relevant company. This month, we'll look at how the Southern Region coped with the renumbering of its fleet.



Above: History showed that one place where renumbering was not required was on the Isle of Wight, where the locomotive fleet retained its original numbers, although nominally prefixed by a 'W' which only appeared on a small plate attached to the rear of the bunker. 'O2' No. 32 Bonchurch displays full British Railways lettering in 'Sunshine' style on its original green livery on May 18 1952. COLOUR RAIL

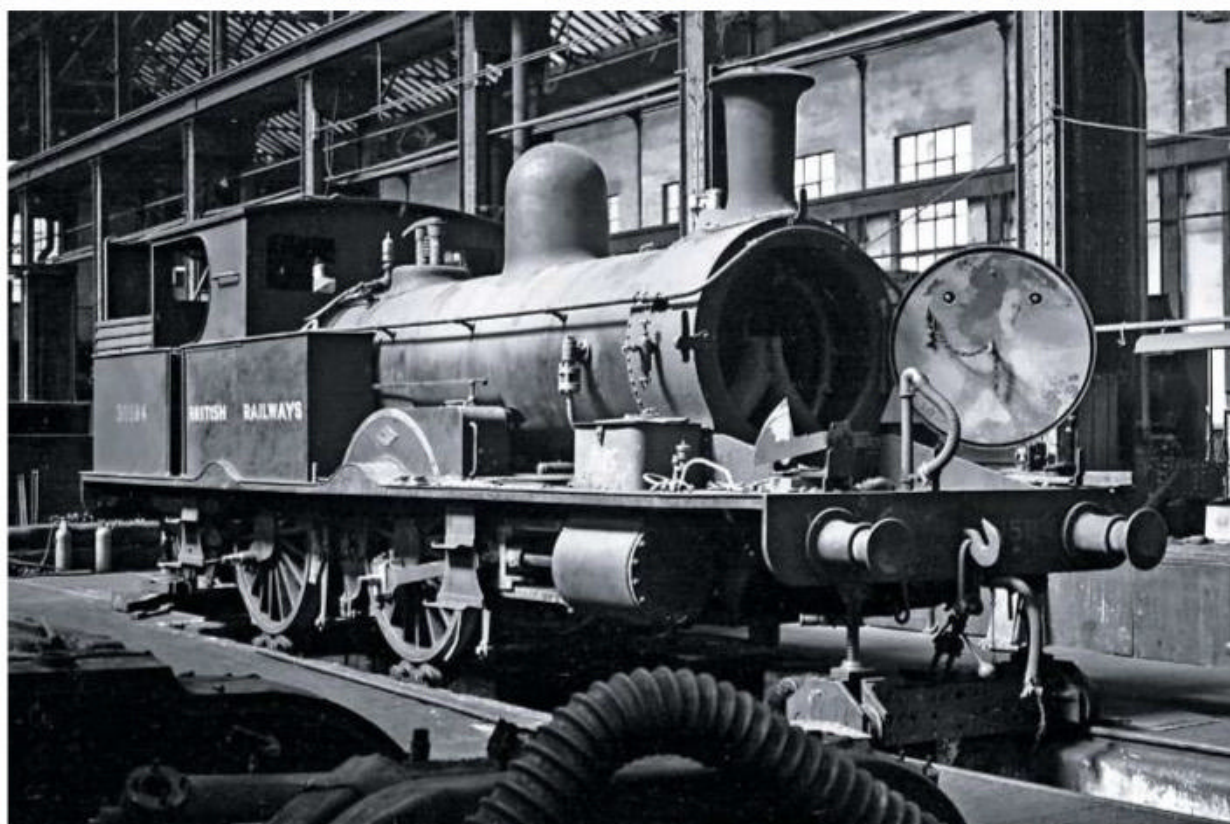


Left: With such a large number of engines for BR to deal with, priority was given to renumbering rather than replacing 'Southern' with 'British Railways'. Indeed 'Southern' lived on, as seen in this June 1951 picture of 'U' 2-6-0 No. 31622 at Bournemouth. COLOUR RAIL



The 'R1' tanks had minimal space on the bunker for a number to be applied and No. 31154 appeared with the number placed centrally on the tank side. A smokebox numberplate has yet to appear, with the number painted on the bufferbeam. COLOUR RAIL

'West Country' No. 34006 has gained its new BR number but retains the Southern smokebox door plate. It had been decreed that all locomotives should carry small numberplates on the smokebox doors, but here the numerals have been painted in what had been the standard position. Pictured at Aylesbury, coupled to what looks like an LMS tender, No. 34006 was taking part in the locomotive exchange trials in May 1948. P. HUGHES/COLOUR RAIL



Some Southern engines also had their new numbers applied to the rear of the tender or bunker, as seen on 'IX' No. 32005. This image was captured in April 1951, as the class neared extinction. It is unlikely that any carried standard BR livery. COLOUR RAIL

Applying British Railways lettering proved to be a challenge on some of the smaller locomotives and, in the case of the '0415' Adams radial tank No. 30584, resulted in its application in a very small font. To retain visual balance, the cabside numerals are also rather small. The locomotive is seen in Eastleigh works in June 1951. T. OWEN/ COLOUR RAIL

The British Railways livery, as intended, is seen on 'L12' No. 30425 which employed Gill Sans as the font and, in this case, is applied atop unlined black livery. No power classification was carried at this time but a smokebox numberplate was carried. However the engine did not last long in this condition, being withdrawn in 1951. COLOUR RAIL



Notes from the Workshop

DAVE LOWERY'S TOP TIPS

ON THE EDGE

"It only started off as a test track, but suddenly it's become a full-blown layout." I know that's an old cliché, but it's one that is rooted in truth. It's certainly close to reality in my case, especially recently, as my storage sidings have become part of the scenic layout.

Experience has shown me that you can never have enough storage sidings. It's difficult to hide trains that are 12-15ft long - they don't just slip into a cupboard! And yet, they're rarely an attractive proposition from a visual point of view. Endless miles of bare wooden baseboards covered in tracks which are then filled up with rows of rolling stock. That can be a real turn-off to non-modellers when they visit.

Having thought long and hard, I ended up making a completely incongruous decision to remove one of my beloved storage sidings in favour of adding a platform. This offers the chance to dress up the area as a station and make it generally more attractive and convincing. Indeed, it has given the impression of a working model railway, not an endless wagon storage facility.

With one of the sidings removed, I screwed in place lengths of wood, 30mm in height, to form the front of the platforms and then cut 4mm hardboard to shape for the surfaces. Having painted the walls red oxide and the platform surface black, this looked OK, but a horrible outer edge remained.

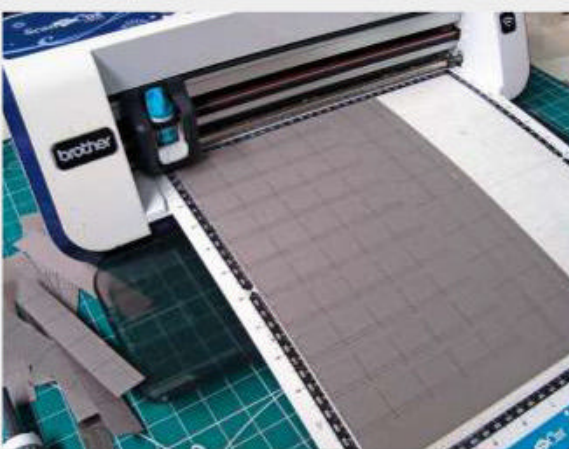
I have previously used some excellent etched brass platform edging, available from Peter Clark Models. However, the cost to do these platform edges, one 11ft long and the other 16ft and double-sided, would make it rather expensive.

My wife is a fan of paper crafts and has a lovely machine called a ScanNcut which scans in a drawing and can then redraw it onto a sheet of paper and then cut the shapes out. Imagine my delight when she not only designed but also cut out 83 5.5in lengths of platform edging, printed onto nice grey card.

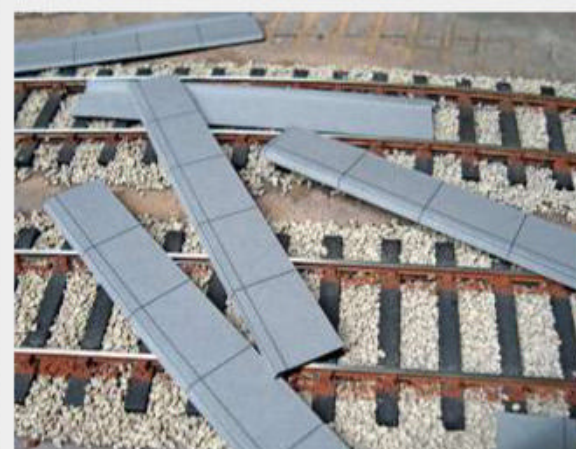
She also uses a superb PVA glue called Tacky Glue, which is available from craft stores such as The Range. A small amount of glue was applied to the freshly cut card edging before fixing them in place. And that, as they say, is a result.



A total of 43ft of platform edging now looks reasonably presentable. That's one job I can tick off my to do list!



The Brother ScanNcut machine that both draws and then cuts out the drawn image parts. It's just a shame it doesn't do brass...



Once they'd been cut out by the ScanNcut machine, the corners of the platform edging components were scored and folded over.

Tacky Glue PVA - a great adhesive that's available from craft stores - was then applied to the rear of the folded card sections. Each was then pressed home onto the platform edge. Wipe away any squeezed-out glue with a damp cloth.





HOW TO

CLEAN AND SHINE YOUR STOCK



My steam locomotive bodies are looking decidedly dull and dusty after spending years on a loft layout. How should I clean them and give them a bit of a polish?

Steven Patrick, by email

George says: Deluxe Materials' Grime 2 Shine is a foaming cleaner which can be useful for removing layers of dirt, oil and general grime. The product is designed with larger scale radio control cars and aircraft in mind, so it's very effective for cutting through oil and grease deposits. It's perfect for large-scale locomotives, including live steam and garden railway stock.

Safe for use on plastics, metals and painted finishes, Grime 2 Shine imparts a gentle shine on surfaces when dry. Used

with care, it's also suitable for smaller scale models, although it's worth testing on a small area first. The shine might not be everyone's cup of tea, but if you prefer your models to carry a semi-gloss sheen, then it's worth trying.

Note that Grime 2 Shine is best suited to cleaning locomotive bodysHELLS. If your chassis, wheels and electric components also need sprucing up, try a product such as Loco Go! from Hobby Trax, which cuts through oil, grease and dried paint.

◆ Grime 2 Shine 225ml Price: £7.99
Availability: Deluxe Materials stockists or www.gaugemaster.com

◆ Loco Go! Price: £6.99
Availability: www.hobbytrax.co.uk



With a soft, dry brush, dust away as much loose dust and debris as possible.



Shake the bottle and decant a small amount of Grime 2 Shine into a dish.



With a clean brush, apply the Grime 2 Shine and leave for 30 seconds before wiping away with a soft cloth or cotton swabs. Repeat as necessary.

READER'S TIP – EASY WALL RETAINING PLATES

George says: After reading about the road overbridge I've been building for my 'Lisburn Lane' layout, John Thewlis got in touch and suggested that press studs might be a viable alternative to my scratchbuilt reinforcing plates. This was an intriguing idea, so I decided to have a go and see how it looked.



After fixing the male half of a press stud onto a scrap of Wills embossed stone sheet, I applied coats of primer, paint and weathering, in a similar manner to that applied to my bridge. When magnified by the camera, the brand markings of the press stud become visible, but these can't be seen from regular viewing distances. Indeed, I think it looks quite convincing. It certainly offers a cheap and quick alternative to my original method of punching out individual hex bolts and discs from sheet plastic.



The circular retaining plates on George's bridge were scratchbuilt from plastic sheet, using various cutting and punch tools (see MR292).

HOW TO HOLD AWKWARD PARTS WHILE PAINTING

I've scratchbuilt an exterior staircase for a signal box from plastic strip, which is now ready for priming and painting. I need to hold it somehow while spraying the paint. Any ideas of how I can do this, while being able to treat all sides of the assembly?
Alex Paul, by email

George says: That's a good question, so I've improvised a similar staircase from leftover parts of a Metcalfe warehouse kit in order to show you how I treat such objects. As you'll be spraying paint, the part only needs to be lightly secured to a surface, in contrast to

what would be required if buffeting it with a paintbrush. Therefore, fixing it to a scrap of foamboard, plywood, stout card or other flat surface with a couple of drops of cyanoacrylate glue will suffice. It will need supporting as the glue cures to keep it upright, but that should only take around ten seconds.

When dry, the layers of primer and paint can be built gradually, rotating the assembly to ensure that all surfaces are coated. When the final coat has dried fully, simply snap the staircase away from the base. The glue bond should break

easily, although there's bound to be a little cleaning up of the part but that should be simple enough, provided just a small amount of glue was used.

The same principle can be used when spray-painting all manner of awkward objects. If painting by hand brush. A secondary support will probably be needed, such as a length of brass wire fixed between the temporary base and the underside of the staircase landing, for instance.



Scrapheap challenge

Inspired by a world portrayed in a cult comic book, **Paul Rolley** found real scrap value in his choice of setting.

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



'O' GAUGE LAYOUT TGB METAL RECYCLERS



What makes this layout great?

Layouts such as this demonstrate how realistic eye-level layouts can be. They're not everybody's cup of tea, but there's something particularly exciting about watching the side of a locomotive as it passes, rather than looking down on it from a bird's eye view.

It's well documented that modellers take their inspiration from a variety of sources, and if you're currently planning a layout that sentence has probably reignited that train of thought for a short while. Although the majority of people look to the real world for inspiration, we have seen others going further afield. Who can forget Laurie Calvert and his sci-fi layout? Paul Rolley hasn't quite gone to those extremes, but has found his inspiration in the pages of a comic book.

"My layout is set in the fictitious town of Fulchester, a name which may well ring a bell with readers of the *Viz* comic. The focus is around a family who appeared back in the early 1990s. In the

comic, they are self-employed (non-tax paying) scrap metal collectors, and as I wanted to build a scrap metal-themed layout, everything tied in nicely. They could appear with their Transit tipper as a mini diorama. I wanted to build a layout that was very different to others you see, to try and make it more appealing to exhibition managers. Exhibition layouts in 'O' gauge can be so limiting because of the space. There are so many stabling points and depots and they all begin to look the same after a while. I set out to try and show that you can create a realistic operating layout with train-load sized trains, and run a railway, rather than a depot, on a shelf-sized space. I'm also trying to showcase that you can run a variety of SpeedLink-type wagons. This may ➤

"All the small details, such as traffic cones, have been modelled with close reference to photographs of the real thing. Building stuff from your mind can create unrealistic results, whereas in real life traffic cones are bent or discoloured or have pieces missing."



2

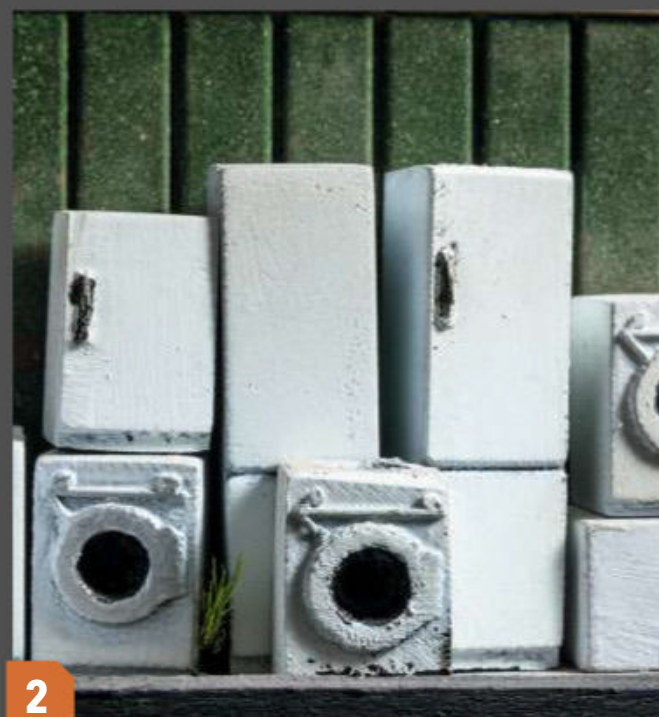


3 things we like



1

The aluminium scrap has been made by squashing foil into a cube inside a Lego block chimney.



2

Some of the old scrap white goods are 3D-printed.



3

The Portacabins have been designed and built by Paul out of resin.



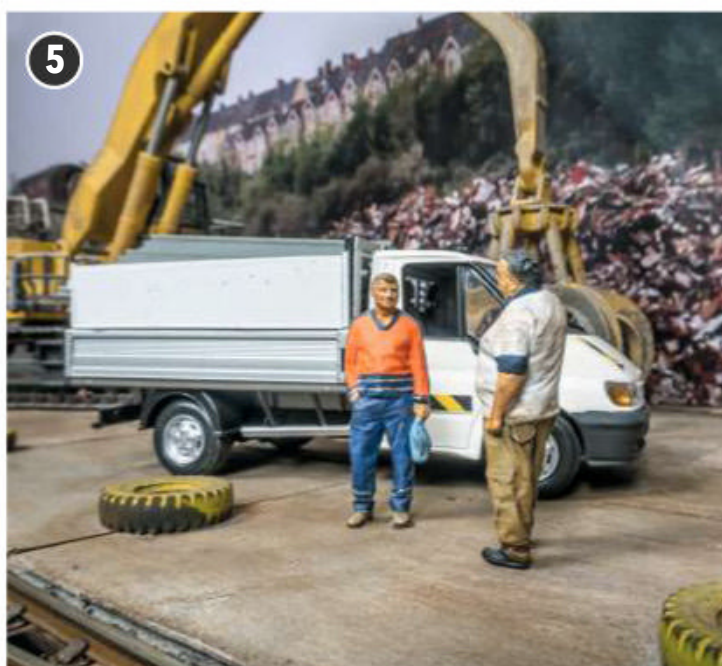
encourage people to build, say, a wagon repair depot for some variety on the exhibition circuit."

Not only did Paul want to encourage other people to get into modelling, but he also wanted to make people aware of the range of wagons on offer in the larger scale.

"If you model in the steam era there are hundreds of kits you can buy, but if you're modelling modern-era stuff the choice is more limited. A small number of people are now making wagon kits, myself included, so there is much more around than just what's available from the major manufacturers. There used to be very little, other than some infrastructure wagons available as kits, but in recent years there has been a steady flow of new wagon stocks for these modern 'O' gauge locomotives from Heljan and Dapol to pull. It's certainly improving but there's a long way to go."

All of the wagon stock featured at 'TGB Metal Recyclers' has been made by Paul out of resin, and he can't think of a better way to showcase his work than by exhibiting it.

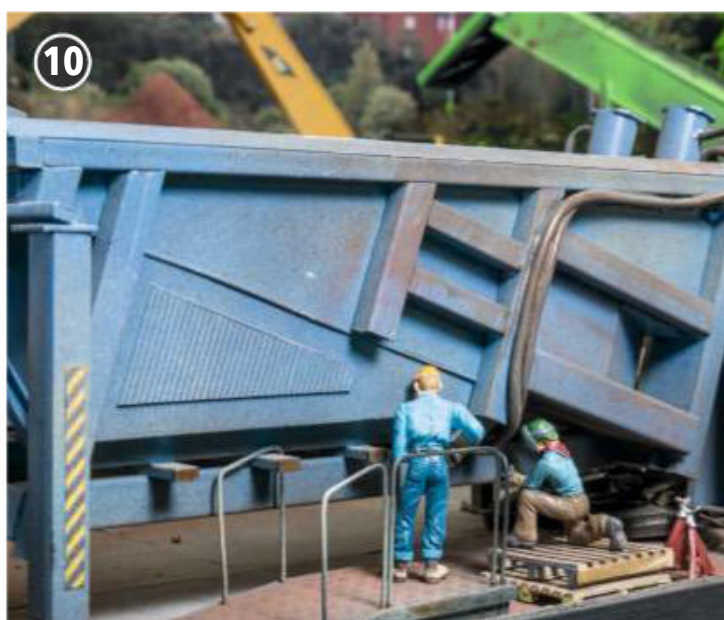
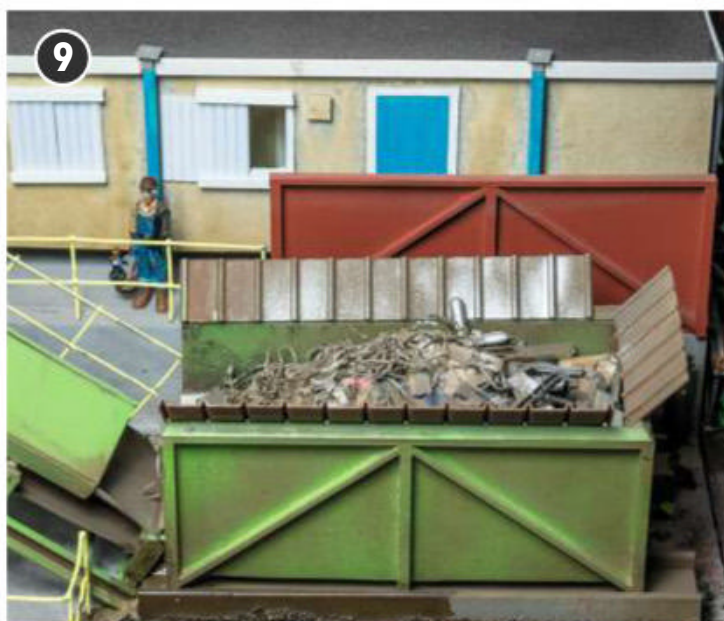
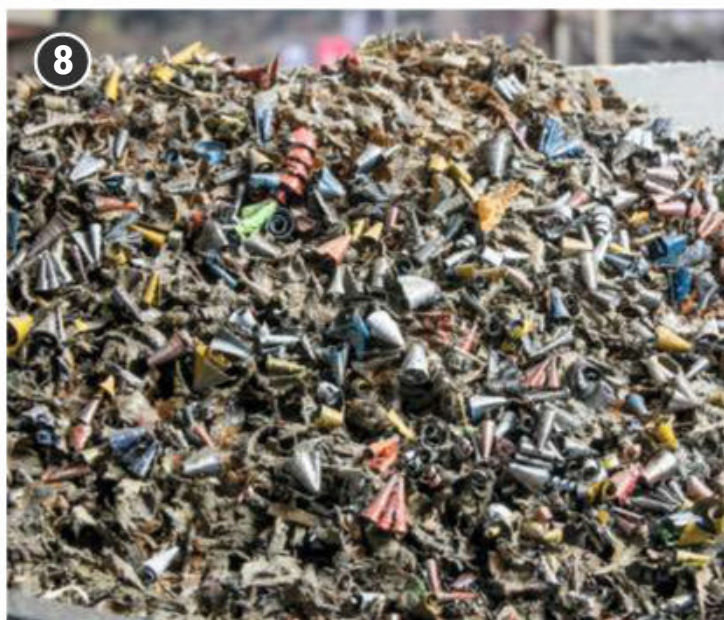
"I built the layout, in part, with the thinking that it could be used to show my wagons at exhibitions. By taking the layout that has my own wagons on it, I hoped to garner enough interest and occasional follow-on sales from talking to people so that I'd be able to cover my manufacturing costs. It is my hobby, so it's even smaller than a cottage industry and I only have stuff to offer when I want that thing myself. For example, if I wanted, say, a rake of five wagons, I'd make ten, and by selling the other five it will cover my costs of the five I'm going to use. ➤



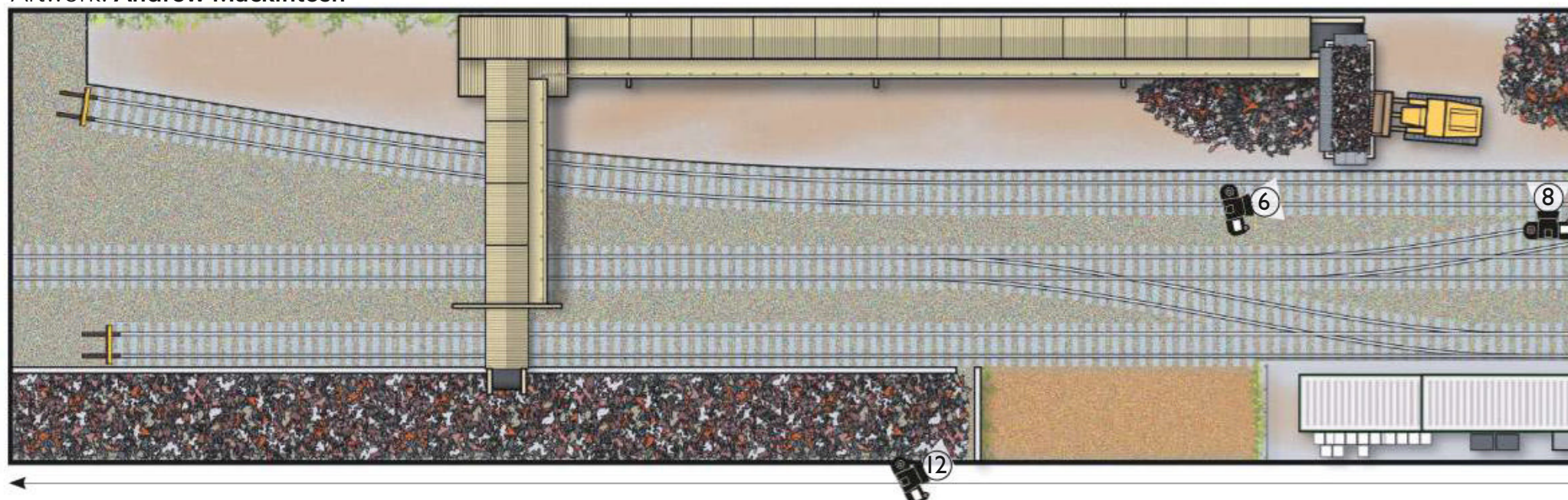


The dimensions of 'TGB Metal Recyclers' mean Paul has to hire a van when he takes it to shows.





Artwork: **Andrew Mackintosh**



“Control comes courtesy of an NCE PowerCab that also has a booster amp with Cobalt digital point motors so the layout is completely automated”



That way I get to run the wagons I desire, and they're heavily subsidized.”

COMINGS AND GOINGS

Split across three baseboards, ‘TGB Metal Recyclers’ measures a total of 14ft by 2ft and consists of three roads with runarounds, allowing Paul to bring a rake of wagons into the scrapyards and then get the locomotive to leave. All of the stock has three-link couplings, but at an exhibition Paul runs block trains so that he doesn't have to frustrate spectators with his clumsy hand of god coupling pole.

“I can't be faffing about with that at an exhibition and, as the access is from the front, I'd be blocking everyone's view anyway. By running block trains I can stay to the side. Control comes courtesy of an NCE PowerCab that also has a booster amp with Cobalt digital point motors so the layout is completely automated. It only took two months to build as a lot of it came from a previous incarnation, but I've evolved it heavily over the last couple of years, not least because I had lots of modelling offcuts!”

With a layout based so heavily around scrap metal, it's no surprise that viewing ‘TGB Metal Recyclers’ presents you with piles upon piles of the stuff.

“The main scrap pile on the front is made up of offcuts from everything I've done when I've been building. I kept it all in a shoebox and then hit them ➤



MODELLER CV: PAUL ROLLEY

Paul has a large collection of motorbikes which will soon take over his modelling area.

However, he has considered modelling Shakespeare Cliff for the Channel Tunnel, and says he can't quite scratch that itch.

FACTFILE: 'TGB METAL RECYCLERS'

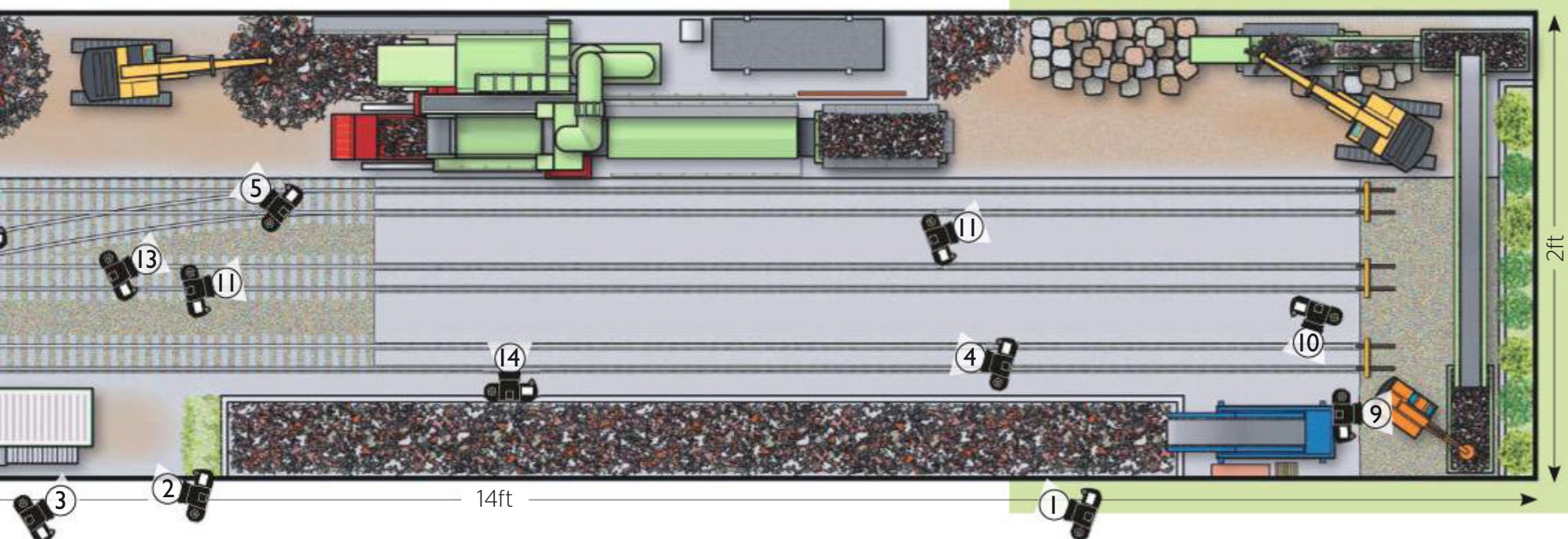
Gauge and scale: 7mm:1ft, 31.75mm gauge, 'O'

Time to build: Two months

Size: 14ft by 2ft

Track: Peco Setrack

Power and control: DCC from NCE PowerCab



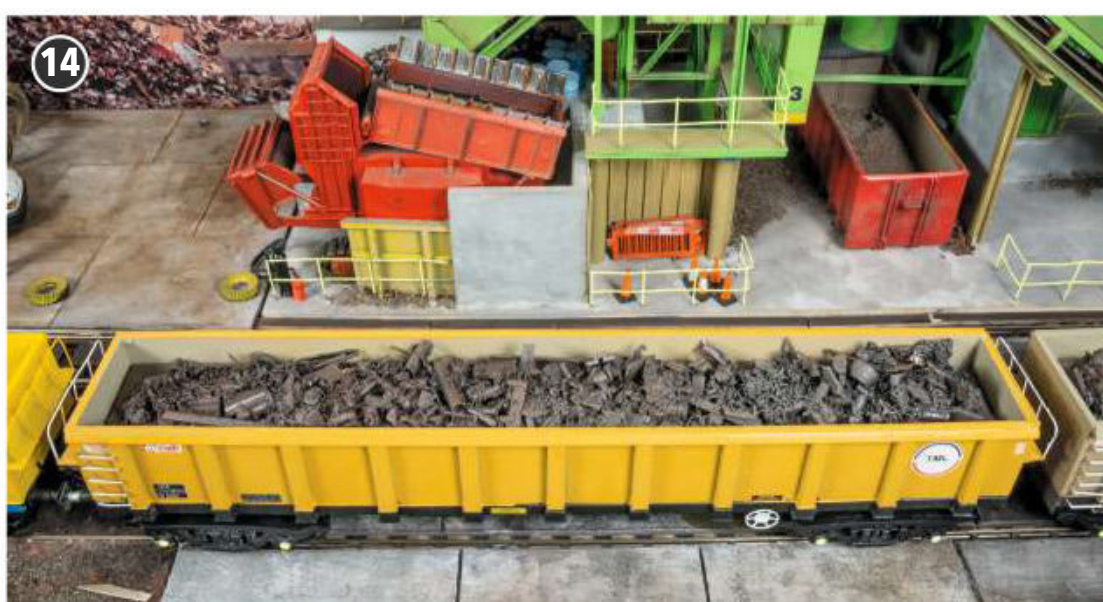


with hammers and cut them with scissors to make them rough and look like scrap. In the real world, scrap is categorised into different sizes, so you get a greater profit margin from selling fragmentised metal. If you look closely, I've replicated these different areas on the layout."

Looking closely is something you'll have to do as Paul has designed the layout to be as accurate to the real world as possible, and that includes making it harder to see. Not only is the viewing side of the layout blocked in many places by the huge scrap piles, but it's also sited at eye level so you have to look through the layout and see the sides of the trains more than the top.

"I decided after seeing 'Farkham' from the Mickleover group that it would be the way to go. The downside is that there is a small minority of people in wheelchairs who then can't see the layout, and children tend to have to sit on parents' shoulders, but unfortunately you can't cater for everybody all the time. Fortunately, having something that's a bit different promotes conversation, as operating it is the most challenging part of owning the layout. As I mentioned earlier, it's a back and forth layout as almost all exhibition 'O' gauge layouts are, so operating it for two days constantly can be draining! That said, I do like to set a locomotive to go slow and then following it along its journey. I've tried to make it interesting enough to keep people engaged, even if a train isn't running.

"I feel as though my time with 'TGB Metal Recyclers' is drawing to an end, so its appearance on the exhibition circuit may not be too frequent, so I'd like to take the opportunity to thank Alistair Tait from the MIOG (Modern Image 'O' Gauge group) for his help with the layout and promotion of my kits and the talents of Garry Lane. 





SR 4DD

In 1948 BR asked O.V.S Bulleid to come up with a solution to help reduce overcrowding on suburban routes to and from London. In 1949 2 Double Deck units rolled off the production line, numbered 4001/4002 these were an experiment that lasted 22 years and finished on 1st October 1971.

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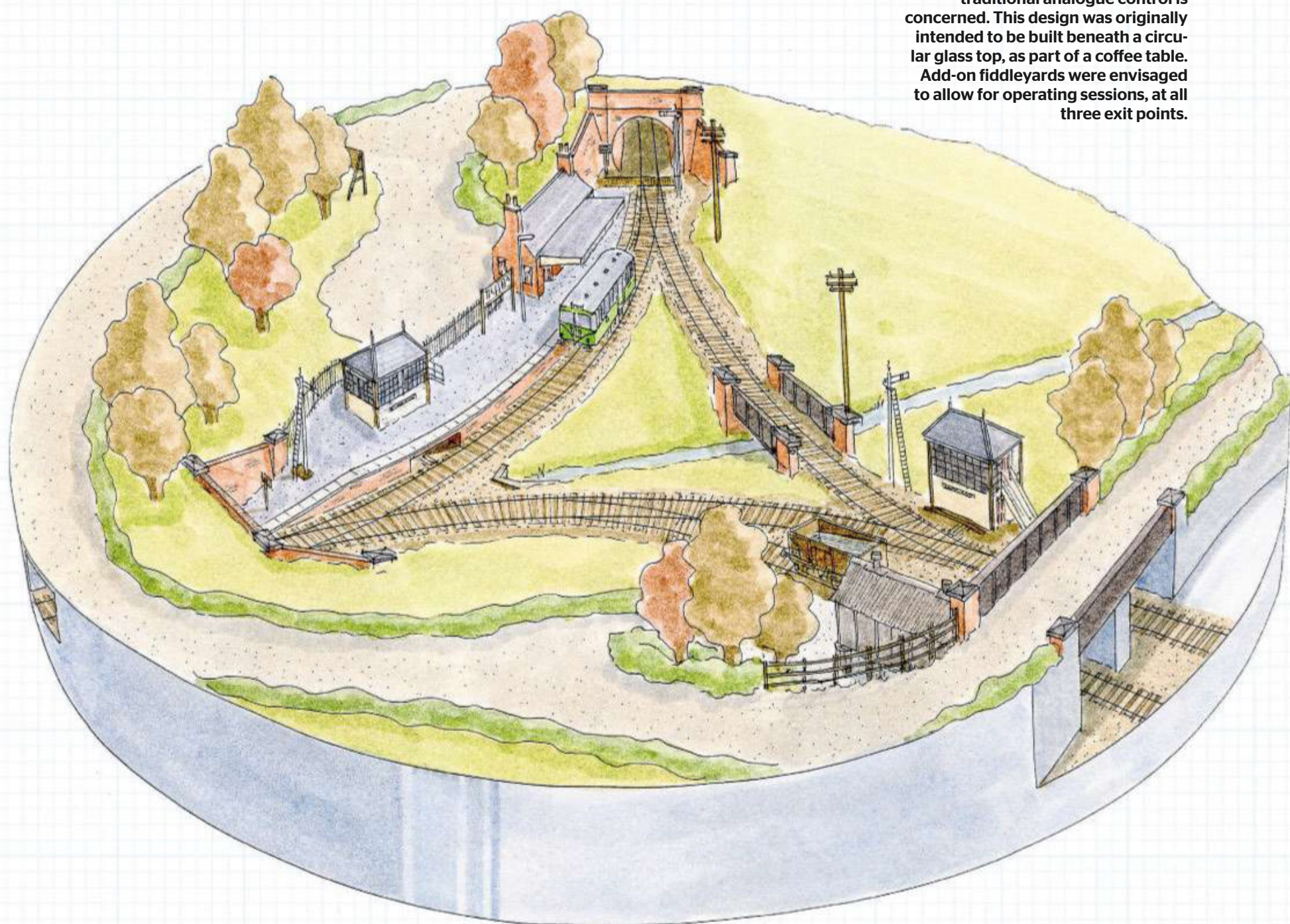
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Masterplan Junctions

Track plans to get you thinking in three dimensions

Triangular junctions may, potentially, demand a lot of space and complex electrical circuitry, especially where traditional analogue control is concerned. This design was originally intended to be built beneath a circular glass top, as part of a coffee table. Add-on fiddleyards were envisaged to allow for operating sessions, at all three exit points.



TRIANGULAR junctions

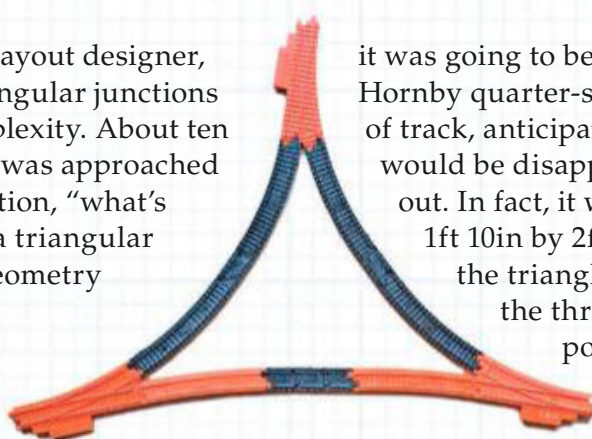
Few railway junction layouts grab the attention like a triangle, especially in model form. Design hero **Paul A. Lunn** offers a range of ideas for layouts large and small.

Artwork & photography: Paul A. Lunn

In my early days as a layout designer, I tended to avoid triangular junctions because of their complexity. About ten years ago, however, I was approached by a client who asked the question, "what's the smallest space you can do a triangular junction in 'OO' gauge rigid geometry track (Peco and/or Hornby)?"

Without wanting to raise expectations, but thinking

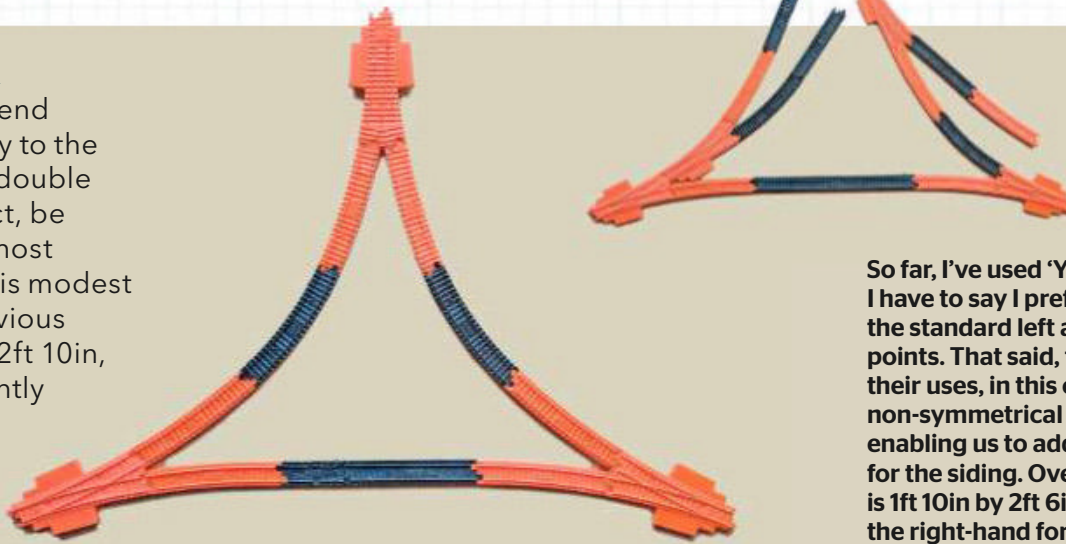
it was going to be large, I set off with paper, Hornby quarter-scale templates and a few bits of track, anticipating that my answer to him would be disappointing. Not so, as it turned out. In fact, it was surprisingly small at 1ft 10in by 2ft 8in. The issue was not with the triangle itself, but what you do with the three outer track ends, all pointing in different directions! More of that later.



● Each square represents 1ft.

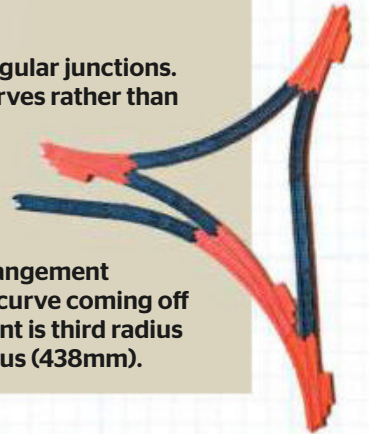
SINGLE TRACK

Single track triangles lend themselves more easily to the formation rather than double track and can, I suspect, be increased in size to almost anything you need. This modest increase, from the previous example, to 2ft 2in by 2ft 10in, provides us with a slightly longer and partially straight track section along the bottom edge - ideal for a small halt platform.



Enlarging further, to 2ft 8in by 3ft 4in, provides the opportunity to add short sidings, both within the triangle and outside.

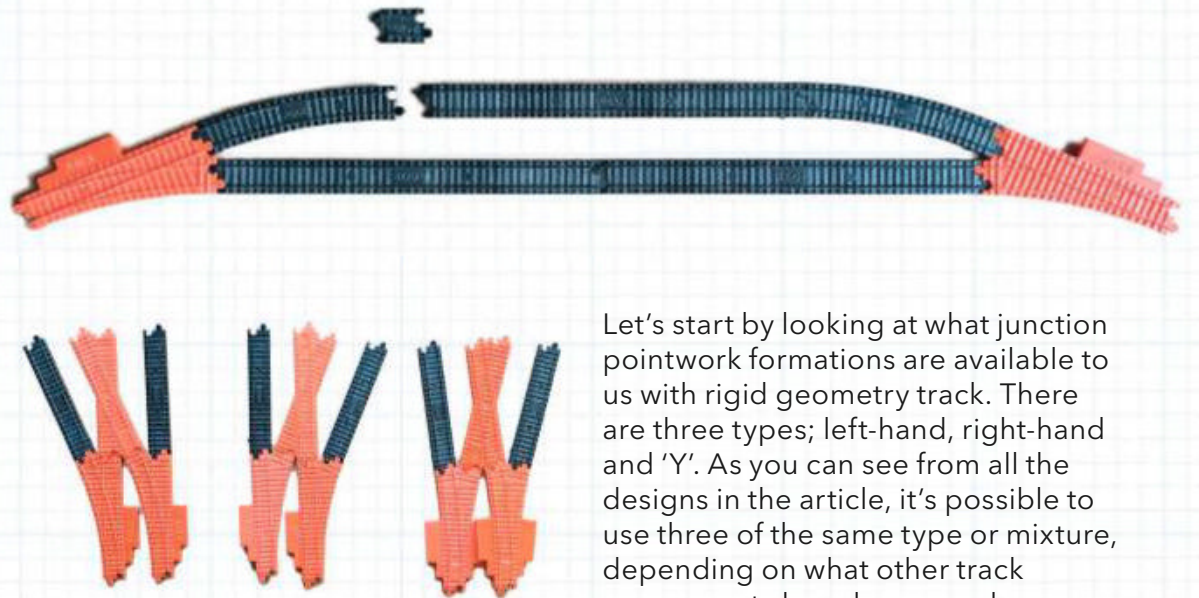
So far, I've used 'Y' points at the triangular junctions. I have to say I prefer their flowing curves rather than the standard left and right-hand points. That said, the latter have their uses, in this case, creating a non-symmetrical triangle and enabling us to add a curve point for the siding. Overall size of this arrangement is 1ft 10in by 2ft 6in. Please note, the curve coming off the right-hand fork of the curved point is third radius (505mm) - all others are second radius (438mm).



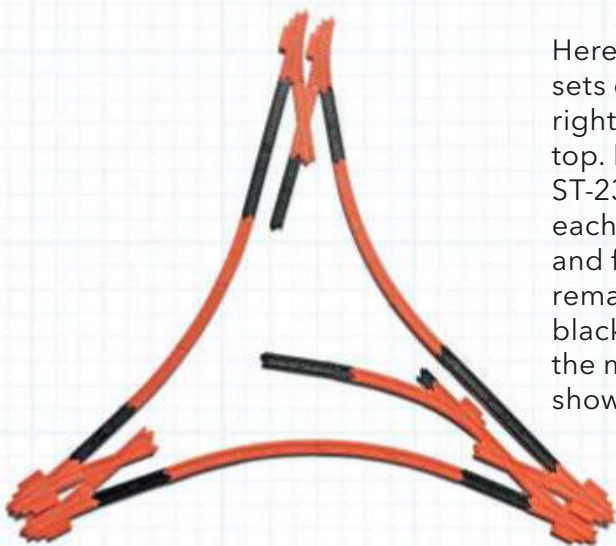
DOUBLE TRACK

Now, this is where things get really complicated if using fixed track components. When you place either a Hornby or Peco left or right-hand point on an outside second radius curve you end up with a gap, as shown in the accompanying image. Furthermore, Hornby's diamond crossings are side-specific, which can also create a gap, particularly in triangular junctions. There are potential solutions, if somewhat lengthy, to these problems and as they affect many entry-level layouts, not just at triangular junctions, I'll have to cover these at another time.

As most prototype triangles have curves on all three sides, if we're using rigid geometry track, then it's likely that a few sections of straight track will be needed on each side. I want to avoid that as much as possible and suggest we consider using some flexible track sections instead.



Let's start by looking at what junction pointwork formations are available to us with rigid geometry track. There are three types; left-hand, right-hand and 'Y'. As you can see from all the designs in the article, it's possible to use three of the same type or mixture, depending on what other track components have been used.

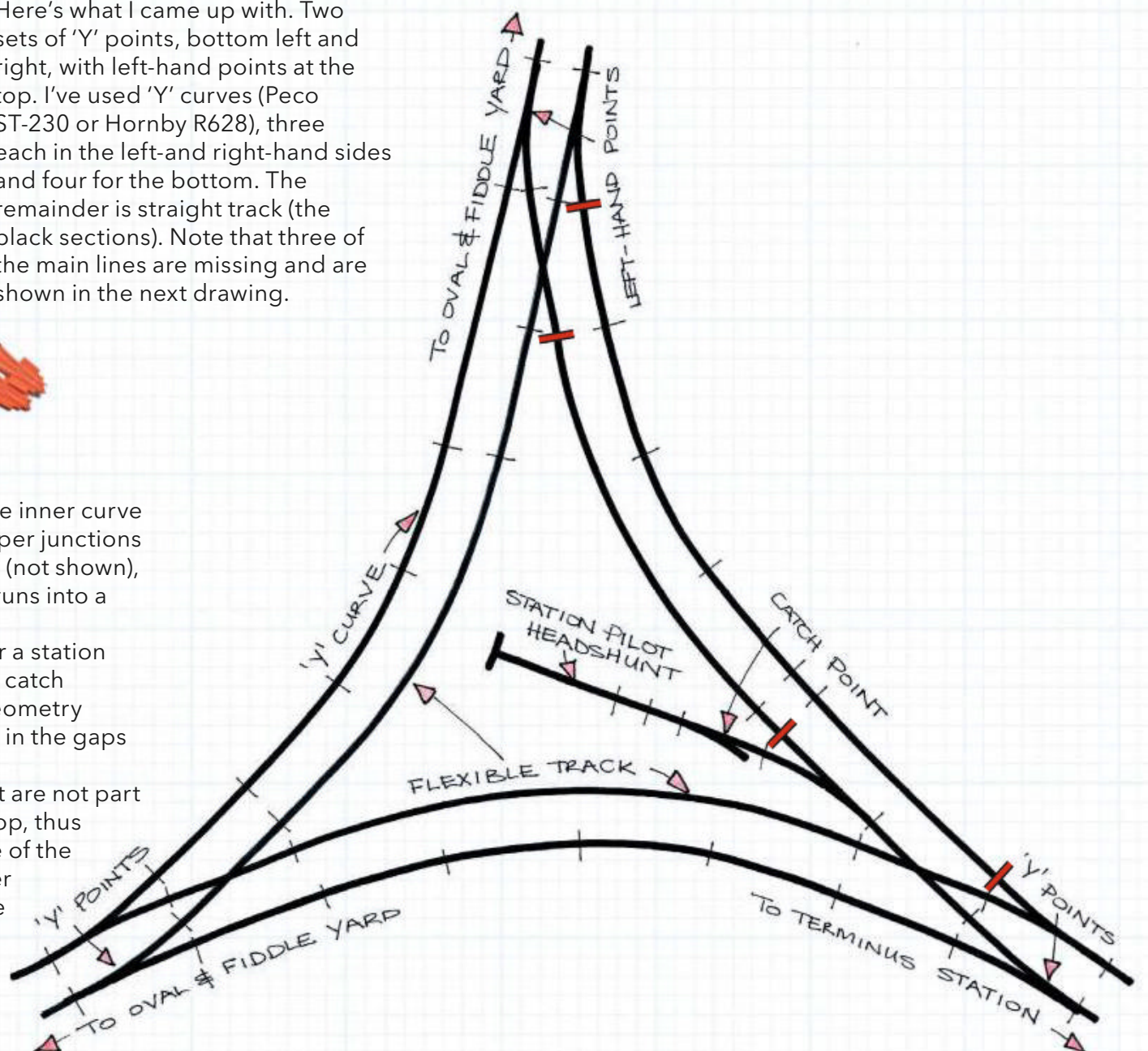


Here's what I came up with. Two sets of 'Y' points, bottom left and right, with left-hand points at the top. I've used 'Y' curves (Peco ST-230 or Hornby R628), three each in the left and right-hand sides and four for the bottom. The remainder is straight track (the black sections). Note that three of the main lines are missing and are shown in the next drawing.

I've now added the flexible track, on the inner curve of all three sides. The left-hand and upper junctions will be linked by an oval and fiddleyard (not shown), while the third junction, bottom right, runs into a terminus station.

I've also added a short headshunt for a station pilot, with a Peco Streamline Code 100 catch point (SL-84). By setting up the rigid geometry track first, it should make it easier to fill in the gaps with flexible track.

It's important to note that curves that are not part of the main oval could form a return loop, thus creating an electrical short circuit. One of the two needs special treatment, and either would be OK, but I've chosen the curve on the right. Note the red lines sandwiched between two thin black lines. These indicate a switched (DPDT) electrical break ➤





in both rails, on each track. The switches at both ends must never be opened together. You must open a switch at one end and drive a train into the section before closing the switch behind it and then open the switch at the opposite end, for the onward journey. It works both ways and it doesn't matter if rolling stock remains outside the switched section unless the vehicles are fitted with electrical pick-ups for lighting, in which case they may 'bridge' the electrical gap and cause a short circuit.

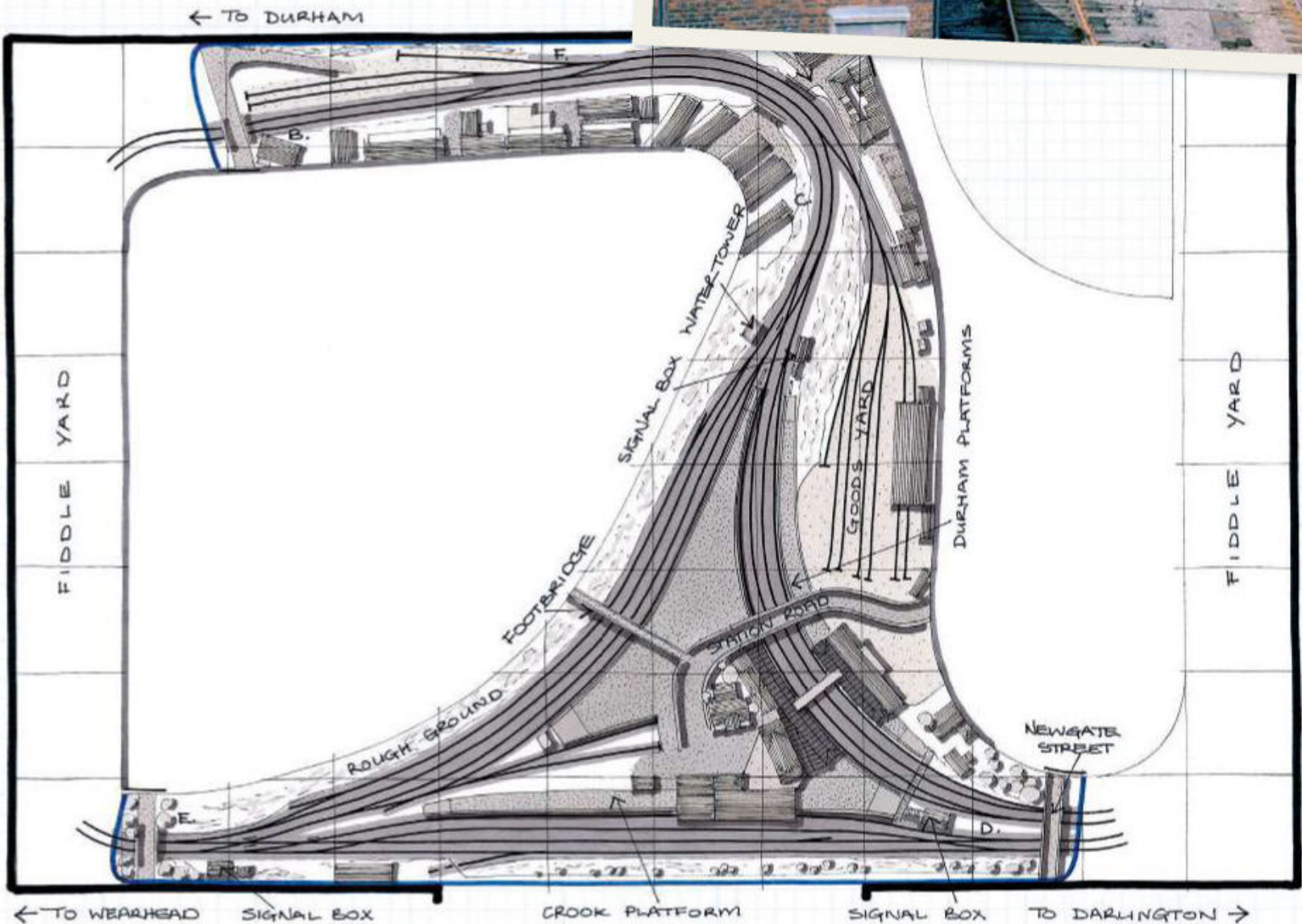
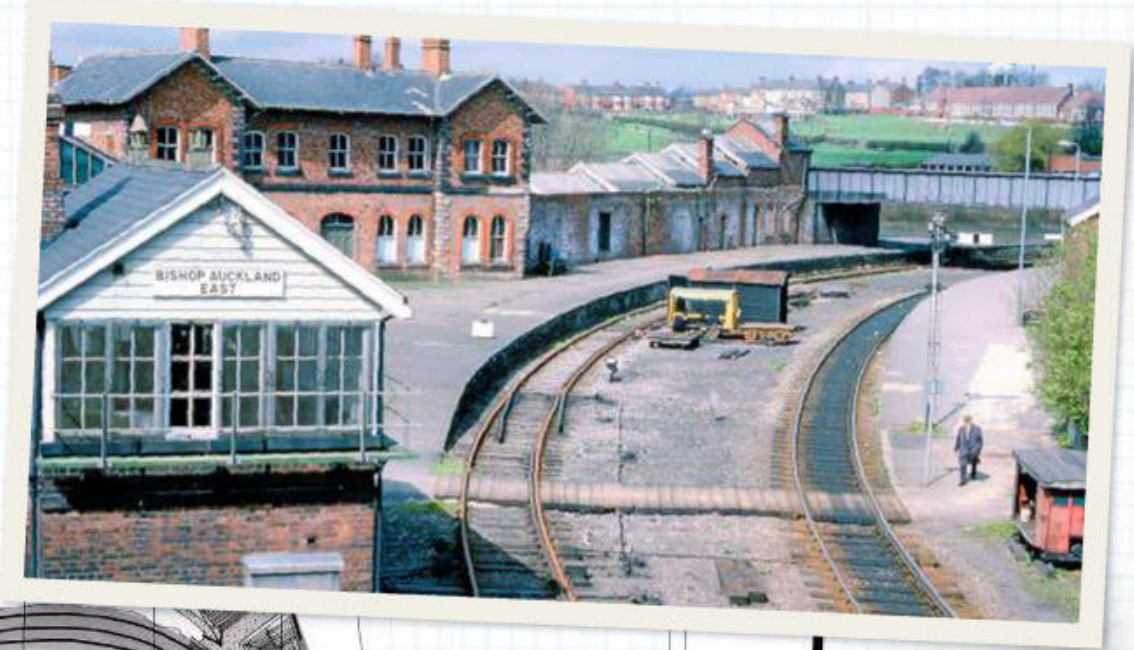
The theory behind wiring up return loops was covered in the April 2016 issue of *Model Rail* (MR220).

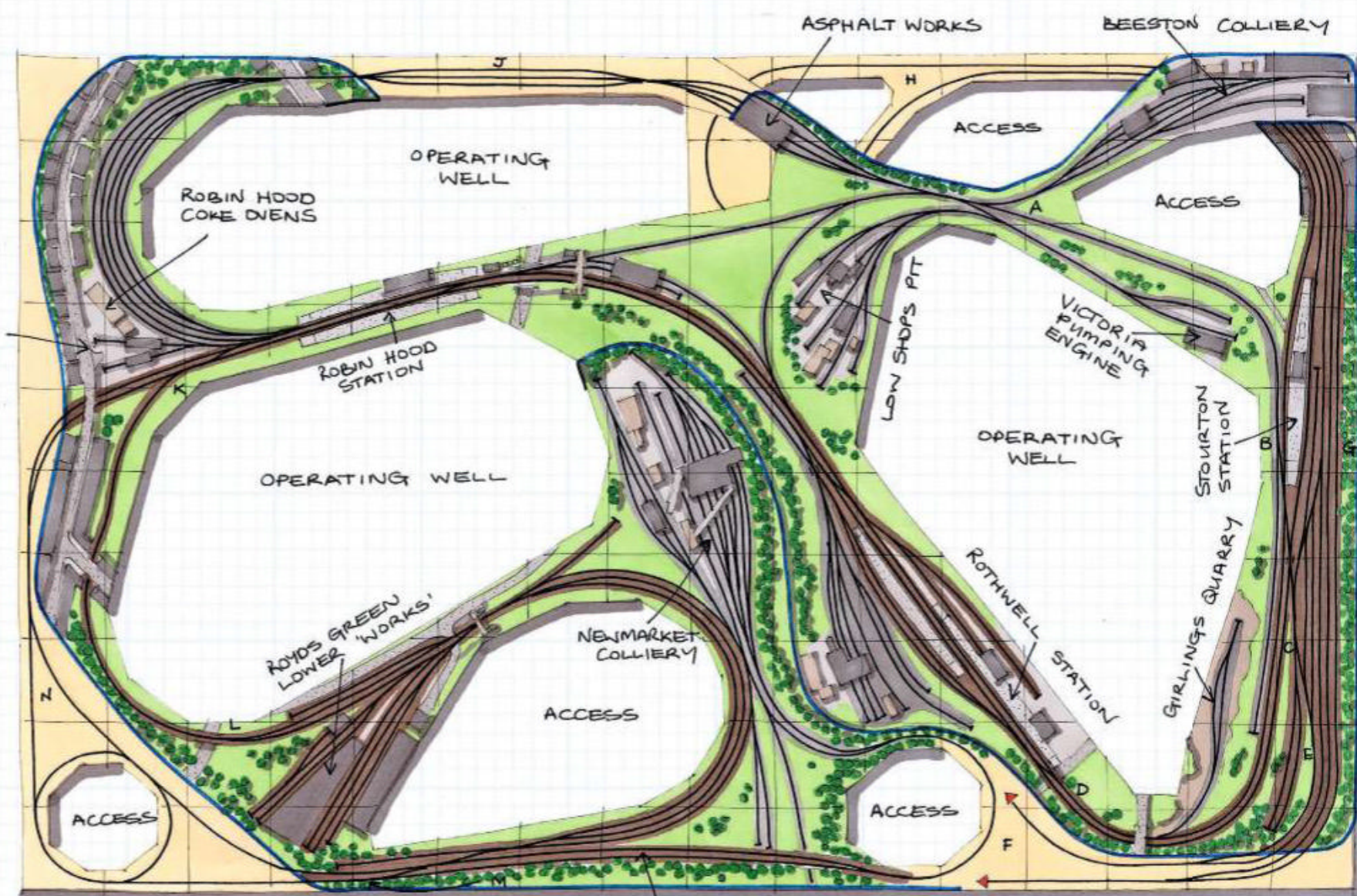
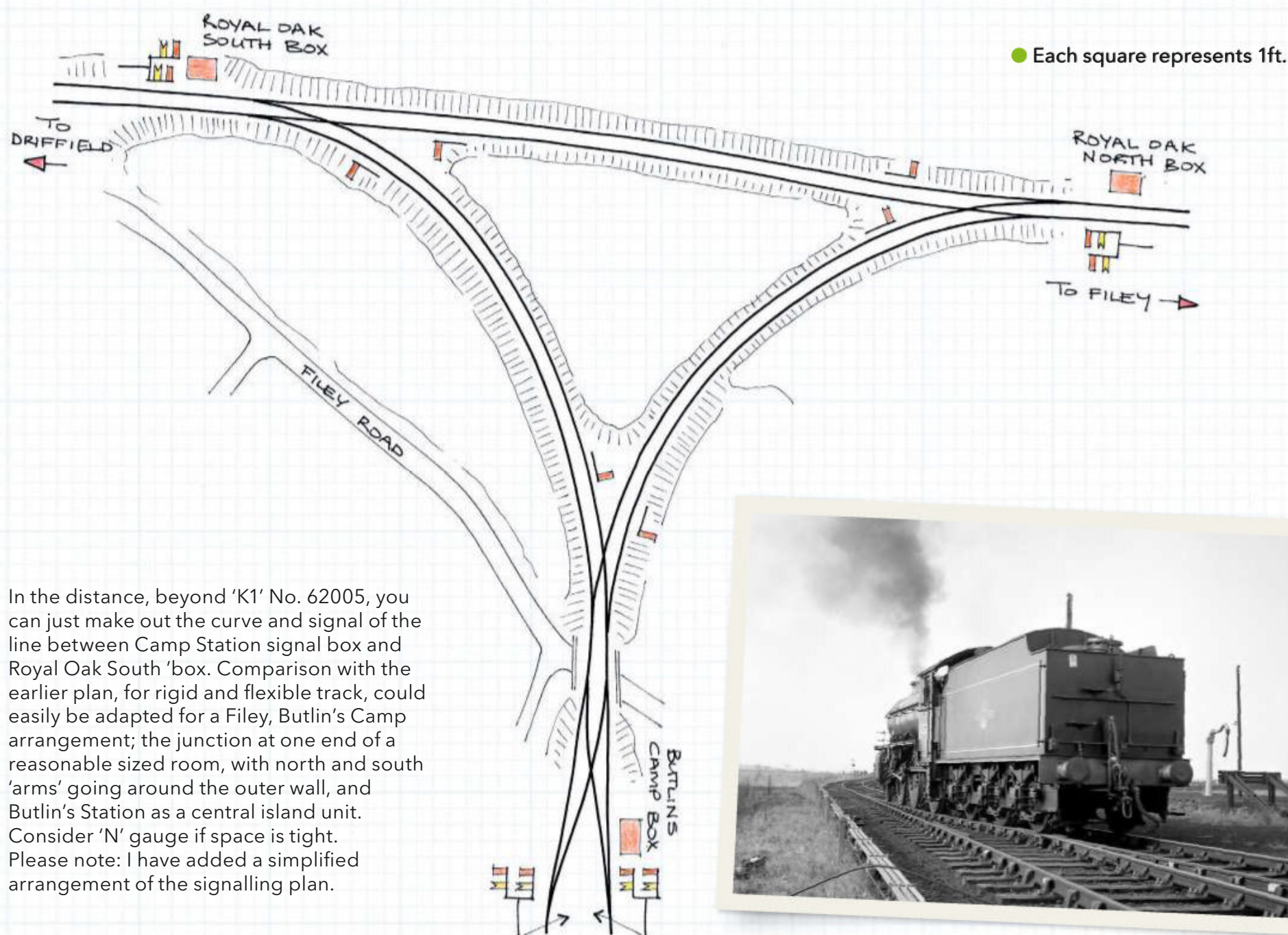
Left & right: So much for the theory, but does the concept pass muster in reality? Here's Steven Oakden's triangle, with a sharper curve on the left to accommodate a nearby goods yard and a gentle curve to the right which is part of the continuous oval main line. I was impressed by Steven's adaptation of my layout design and, as you can see, it doesn't take up a huge amount of space. STEVEN OAKDEN



TRACKPLAN GALLERY

Once you've worked out your arrangement, it's worth seeking prototype inspiration to ensure a degree of realism. Bishop Auckland once boasted an impressive arrangement, which I've interpreted into an 'N' gauge design, with sweeping curves on two sides of the triangle, and straight track on the third aspect. Only two of the four tracks remain in situ in this view of the right-hand side of the triangle, in March 1978.





This intensive 'N' gauge plan covers much of the East & West Yorkshire Union Railway and includes a triangular junction occupying a space, top centre, of approximately 4ft by 3ft and shows the

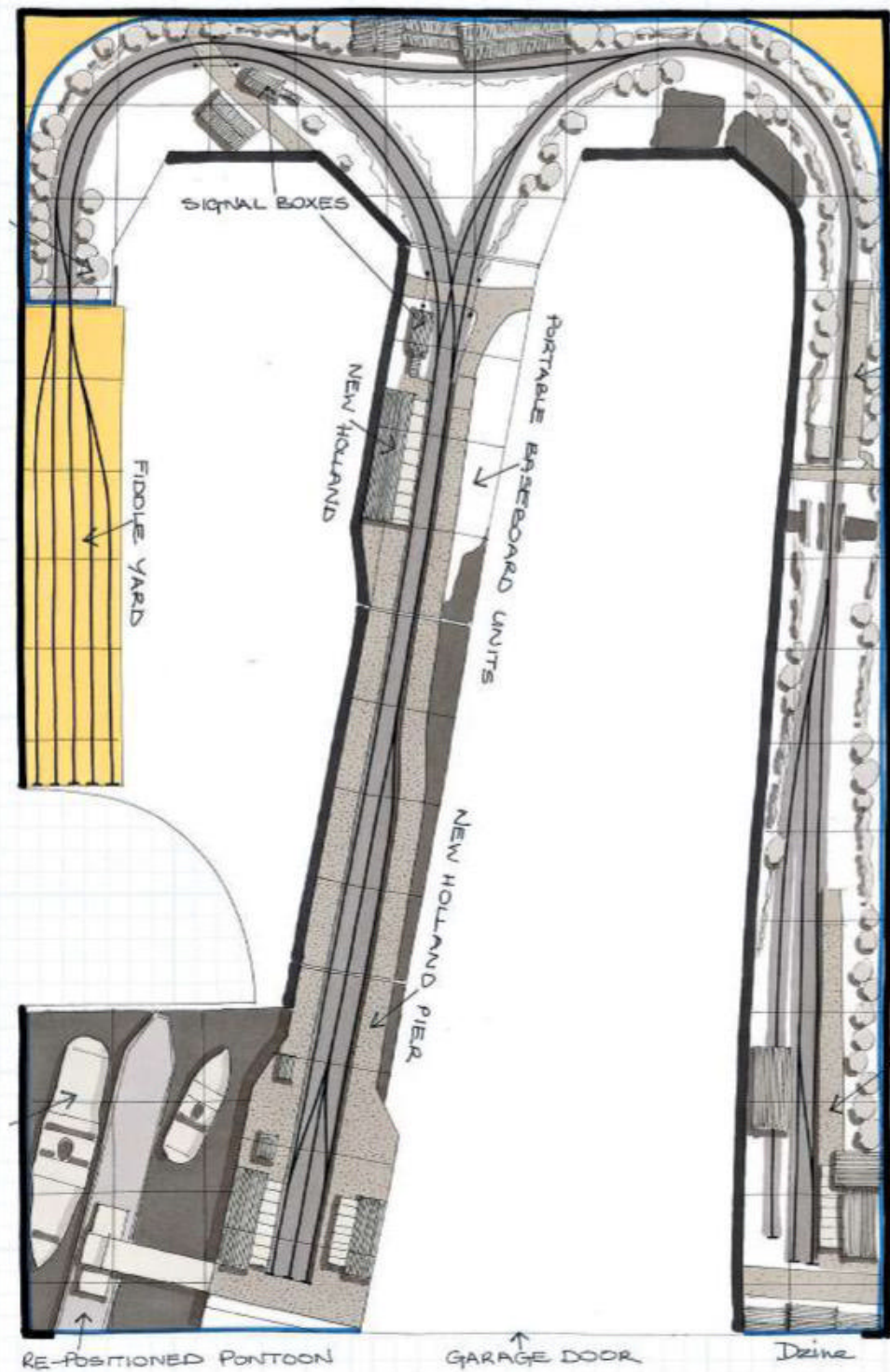
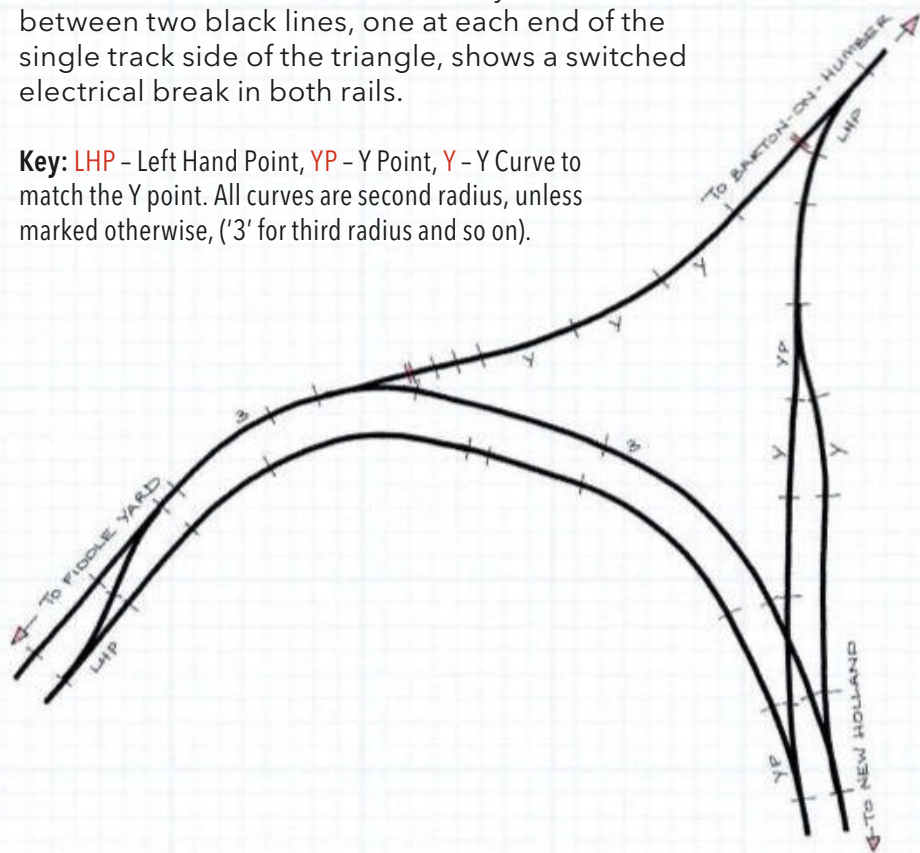
benefit of 2mm scale, bearing in mind it would be 8ft by 6ft in 'OO'. Notice how the 'arms' of the triangular junction fit in and around adjacent scenic features.

Masterplan Junctions

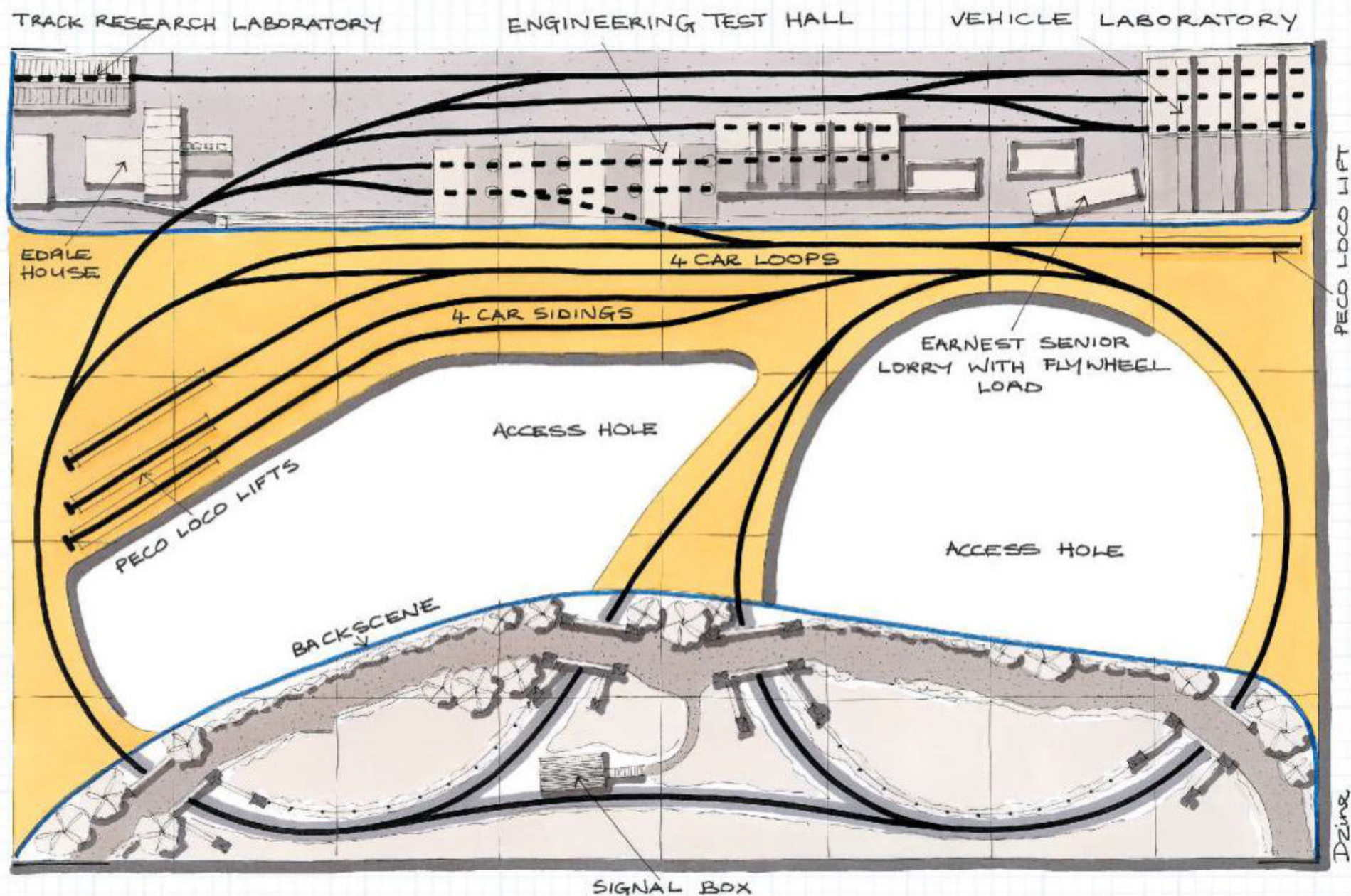
I include this 'OO' gauge version of the triangular prototype that once existed at New Holland because it's a combination of both single and double track. Just to make sure it works, I've tested the idea with Hornby 1/4-scale templates and drawn it up from that arrangement.

The isolated section, indicated by two red lines between two black lines, one at each end of the single track side of the triangle, shows a switched electrical break in both rails.

Key: LHP - Left Hand Point, YP - Y Point, Y - Y Curve to match the Y point. All curves are second radius, unless marked otherwise, ('3' for third radius and so on).



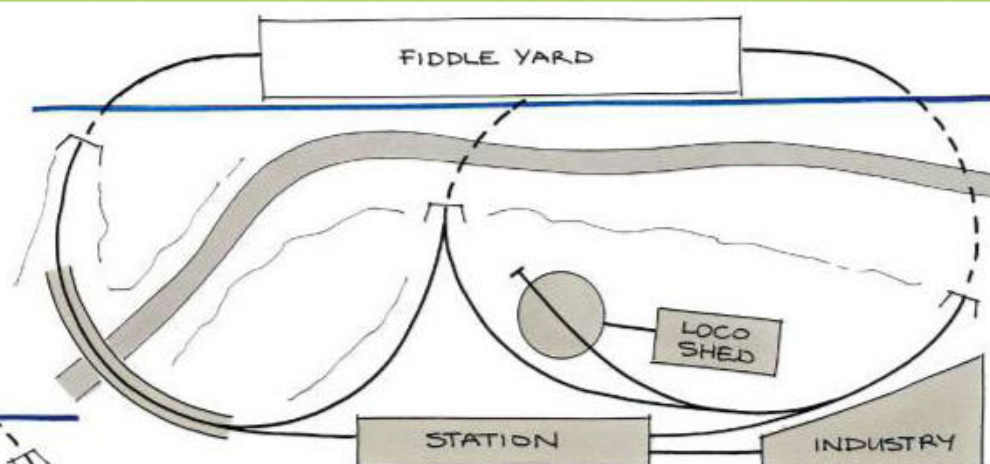
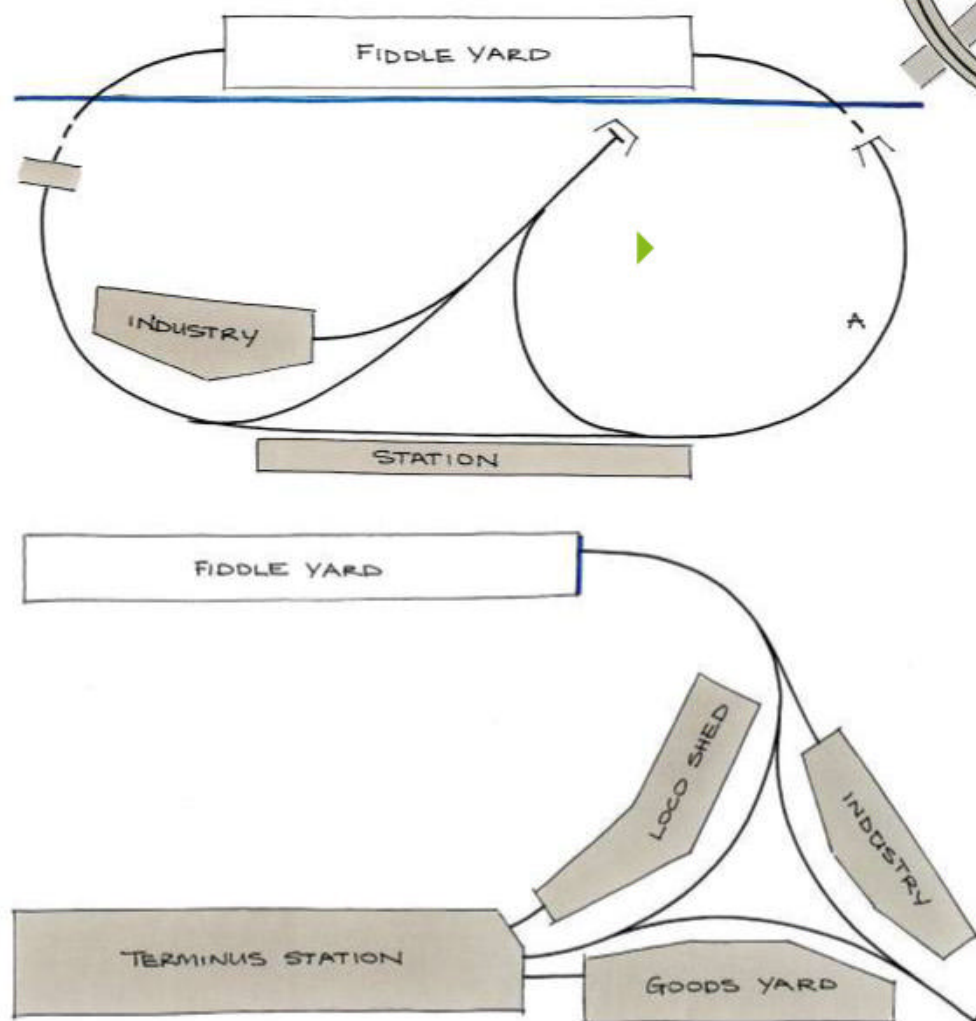
This plan below, based around a locomotive engineering and development works, has a joint out-and-back and combined oval, ostensibly to represent test tracks. There are two reverse loops, top left and bottom right of the oval and, as such, the left-hand triangle track, shared by both, will need electrical breaks at both ends.



- Please note all designs refer to DC operation
- Track plans without a grid are not to scale

POSITIONING THE TRIANGLE AND EXTENDING 'ARMS'

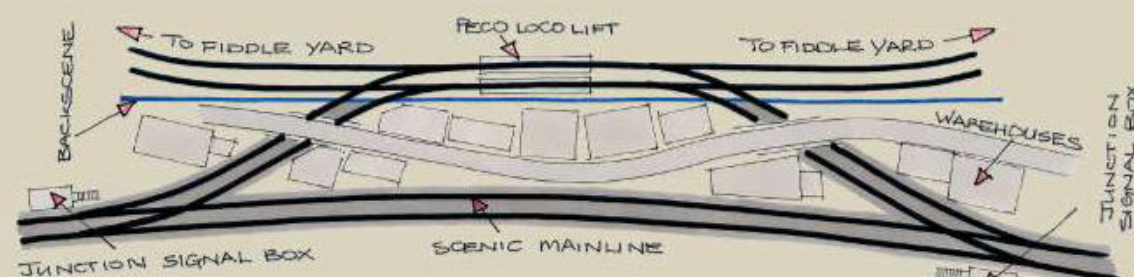
I mentioned earlier about 'arms', the three outer ends of any triangular junction, and it's the next section of track that you add that will make even the smallest triangle a substantial undertaking. There are a couple of methods that will help keep this to a minimum. Let me show you what I mean.



Above: With this schematic, featuring a triangle within an oval, I'd be tempted to position the isolated section on the curve adjacent to the turntable. The track disappearing into the centre tunnel would kick-back into the fiddleyard besides joining into the right-hand curve. It would be possible to substitute the industry for a goods yard.

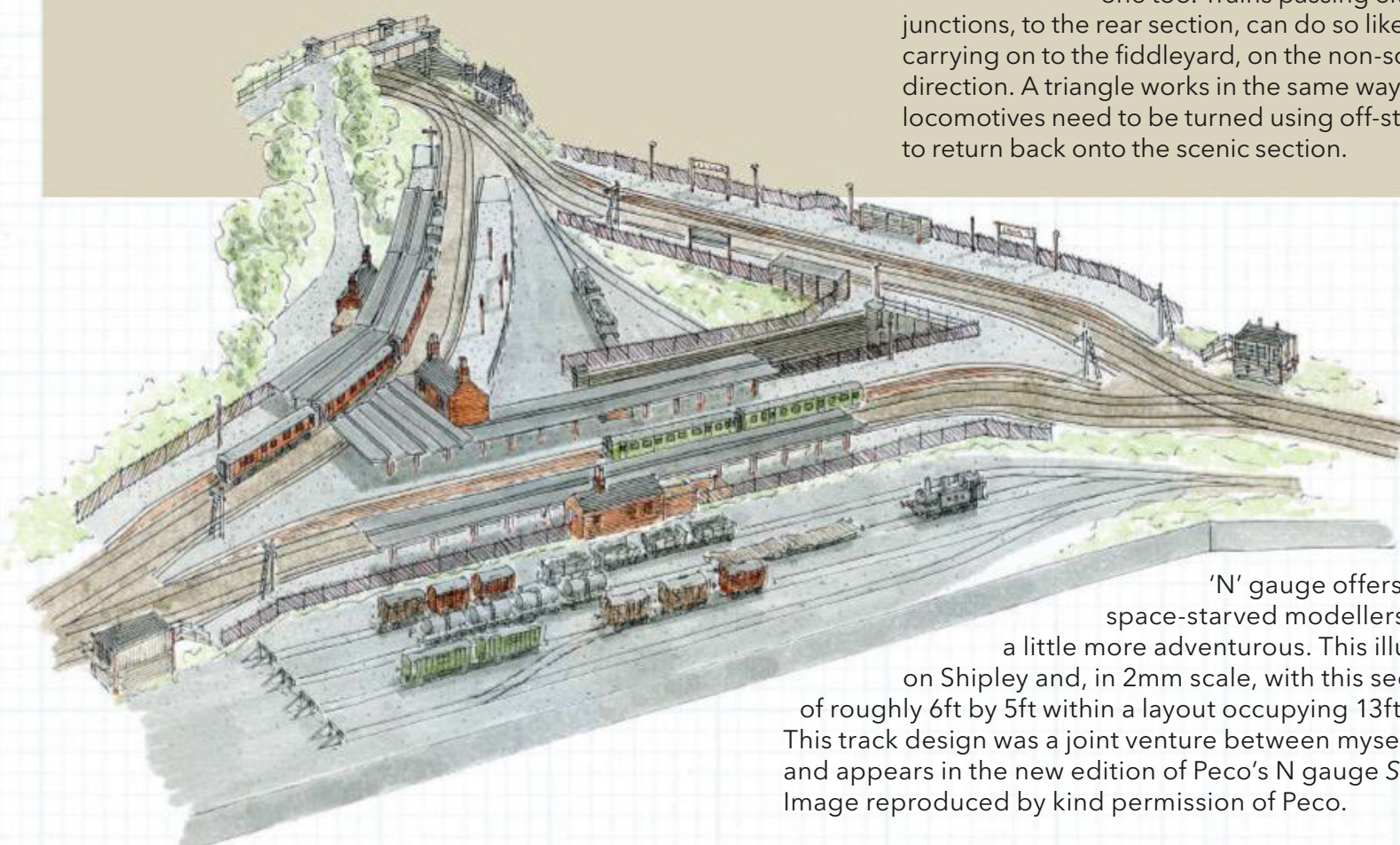
Above left: The simplest of designs has a truncated topside to the triangle but with sufficient track for your largest locomotive to perform a run-round. Note how the industrial siding point is some distance away from the truncated end to allow shunting of traditional short wheel-based wagons. Most important, the station side of the triangle is straight. The loop on the right, marked 'A' is a freight-only section.

Left: The final schematic, for a larger design, also has a truncated 'arm', with the whole arrangement positioned in one corner. This has allowed me to include an engine shed, goods yard and industry.



TRIANGLE TRICK

I realise that a triangle may not be to everyone's liking, certainly in terms of space and electrical circuitry, though in terms of the most interesting factor - operation - there might be a simple way to cheat... well a little bit. This plan looks partially like a triangle and with a little trickery can operate like one too. Trains passing either of the two scenic junctions, to the rear section, can do so like a normal triangle but carrying on to the fiddleyard, on the non-scenic section in either direction. A triangle works in the same way as a turntable, so locomotives need to be turned using off-stage loco lifts if they are to return back onto the scenic section.



STILL TOO LARGE?

'N' gauge offers many possibilities for space-starved modellers who desire something a little more adventurous. This illustrated plan is based on Shipley and, in 2mm scale, with this section occupying a space of roughly 6ft by 5ft within a layout occupying 13ft by 7ft 9in in total. This track design was a joint venture between myself and Steve Croucher and appears in the new edition of Peco's N gauge *Setrack Planbook*. Image reproduced by kind permission of Peco.

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92 020 GBRf
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92 032 GBRf, ImechE Railway Division
92 036 EWS, Bertolt Brecht

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Dapol GWR 'Large Prairie'

◆ GAUGE 'OO' ◆ MODEL Dapol GWR 'Large Prairie' 2-6-2T ◆ PRICE £140.71 ◆ AVAILABILITY Dapol stockists Web www.dapol.co.uk

When Airfix entered the RTR 'OO' market in 1977, the GWR 'Large Prairie' was one of its first subjects. Subsequently produced by Mainline, I had one in my collection as a teenager, having received it in exchange for some LPs from a school friend who had lost interest in model trains.

You could argue that I came out of that deal well, as it was certainly an attractive model for the time. And those obscure heavy metal records probably didn't age very well. Dapol later took on the tooling before it eventually passed to Hornby in the late 1990s and, following a revamp, it remained available until relatively recently.

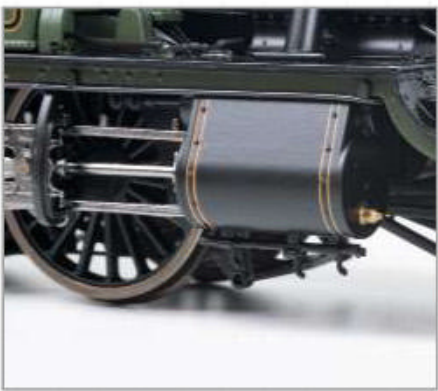
Both Hornby and Dapol announced all-new versions of the handsome 2-6-2T design, with the Margate firm's version being the first to arrive (see our review in MR277). Dapol's re-creation is now also available, with seven versions offered initially within the 41XX, 51XX and 61XX number series, as built between 1929-49. A choice of various GWR and BR liveries is available, with each model featuring era-specific details, such as bunker side steps, cab side shutters, safety valve and water filler covers, top feed pipes and lamp bracket positions.

Our sample portrays No. 4134 in BR lined green with early emblems, with an 87E (Landore) shedplate placing the locomotive

squarely in South Wales. When first extracted from Dapol's attractive foam-lined packaging, the model immediately looks and

feels superior to the old ex-Airfix version. It's quite weighty for a tank locomotive and, overall, it captures the look of the real





“Amazingly, a representation of the inside valve gear is present, picked out in red, but is only visible when the model is upturned”



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thing admirably. There's a slight question mark over whether the locomotive's 'face' has been captured definitively, especially when viewed from the front. I initially wondered if the diameter of the smokebox was a fraction too small, but it looks fine from the side, so maybe it's an optical illusion.

In terms of detail adornments, our example has the bunker side footsteps and cab shutters, as befitting the BR era, while the fine handrails, pipework runs, lamp brackets, tank fillers, vents, whistles and smokebox door handles are all excellent

and neatly installed. The highly polished 'brass' finish of the safety valve cover suggests ex-works or bulled-up condition, which may not be to everyone's tastes, and there's plenty of surface relief on the bodywork and frames, with rows of rivet heads where they should be. The chimney features a metal upper section, painted with a very convincing 'copper' paint and it fits to the base well.

The cab roof is a simple clip fit, affording easy access to the fully detailed interior. As well as pipes, valves and controls, the various gauges feature needles

and increments added to the dials and a pair of fold-down seats and tool chests adorn the bunker bulkhead. The moulded coal can be removed from the bunker, revealing a fully rendered interior and the opportunity to model a depleted coal load.

Below the footplate, the spoked wheels are refined, with rivet head detail present on the balance weights. Wheel rims and motion are blackened to a pleasing degree and the cylinder drainpipes are pre-installed, as is the brake rodding. Sandpipes curve down towards rail height, although they're somewhat 'out-of-gauge' in terms of their alignment.

Amazingly, a representation of the inside valve gear is present, picked out in red, but is only visible when the model is upturned. But full marks to Dapol for including it.

Looking at the finish, the paintwork has been applied to a high standard, although I'm not sure about the shade of green, which may be a little pale, but the lining, 'lion-on-wheel' emblems and numberplates are extremely well rendered. Etched numberplates are provided as separate details, should you prefer some extra relief.

NO PRAIRIE DOG

Power is collected from all six of the driving wheels and the leading two coupled axles feature a degree of compensation to help when negotiating uneven track joints. The leading and trailing

3 things we like



1

The cab roof simply unclips, revealing the beautiful interior detail and making it easy to add a footplate crew.



2

The inside valve gear and connecting rod have been represented, even though the parts aren't readily visible from most angles.



3

Lining and printed numberplates are excellent, while there's lots of finely rendered rivet head detail on the bodywork.

axles are mounted on free-moving pony trucks, providing plenty of lateral swing to cope with second radius curves. Furthermore, the leading pony truck has a cam action, which helps to keep the wheel rims clear of the cylinder covers on curves.

The use of a die-cast metal footplate adds some extra ballast and the 2-6-2T ran very smoothly and quietly straight from the box, improving further after the allotted running-in period. Hauling power was more than adequate for a locomotive this size and, although the non-coupled axles do not collect power, the model ran well over point frogs and baseboard joints without issue, ➤

Dapol GWR 'Large Prairie' - in detail



Factfile: GWR 'Large Prairie' 2-6-2T

Following experiments with a single prototype 2-6-2T in 1903, George Jackson Churchward went on to create the '3100' class, which proved successful after a few teething troubles, mostly owing to weight distribution problems. Further developments in the early 1900s meant larger tanks being employed, along with a standard No. 4 boiler, creating a bigger, more powerful 2-6-2T, which were classified in the '3150' series.

From 1929, Collett built on Churchward's design to create the '51XX' class of 2-6-2Ts (which also included the '41XX' series). These were built at Swindon in several lots, right up to the early days of nationalisation, with the final examples turned out in 1949. In the mid-1930s, the '61XX' also arrived, which was ostensibly similar, but with an increase in boiler pressure which subsequently boosted tractive effort.

Various detail modifications were made over the years, with sliding cab shutters fitted new from 1934 and retrofitted to earlier versions during the mid-1930s. The other most noticeable alteration was the addition of steps to the bunker side (fireman's side only), which took place in the early 1950s.

Both the '51XX' and '61XX' were intended primarily for suburban and secondary passenger duties across the GWR system. The '61XX' held the monopoly on London Division suburban work and also worked in the Birmingham area, while examples of the '51XX' could also be seen on banking duties. Light freight services were also within their abilities, and this work increased as the introduction of DMUs displaced them from passenger work. The final examples were withdrawn in 1965 and a number have survived into preservation.



1: Ex-works '51XX', No. 4165, lets off some steam at Wolverhampton Stafford Road in July 1960. RAIL PHOTOPRINTS

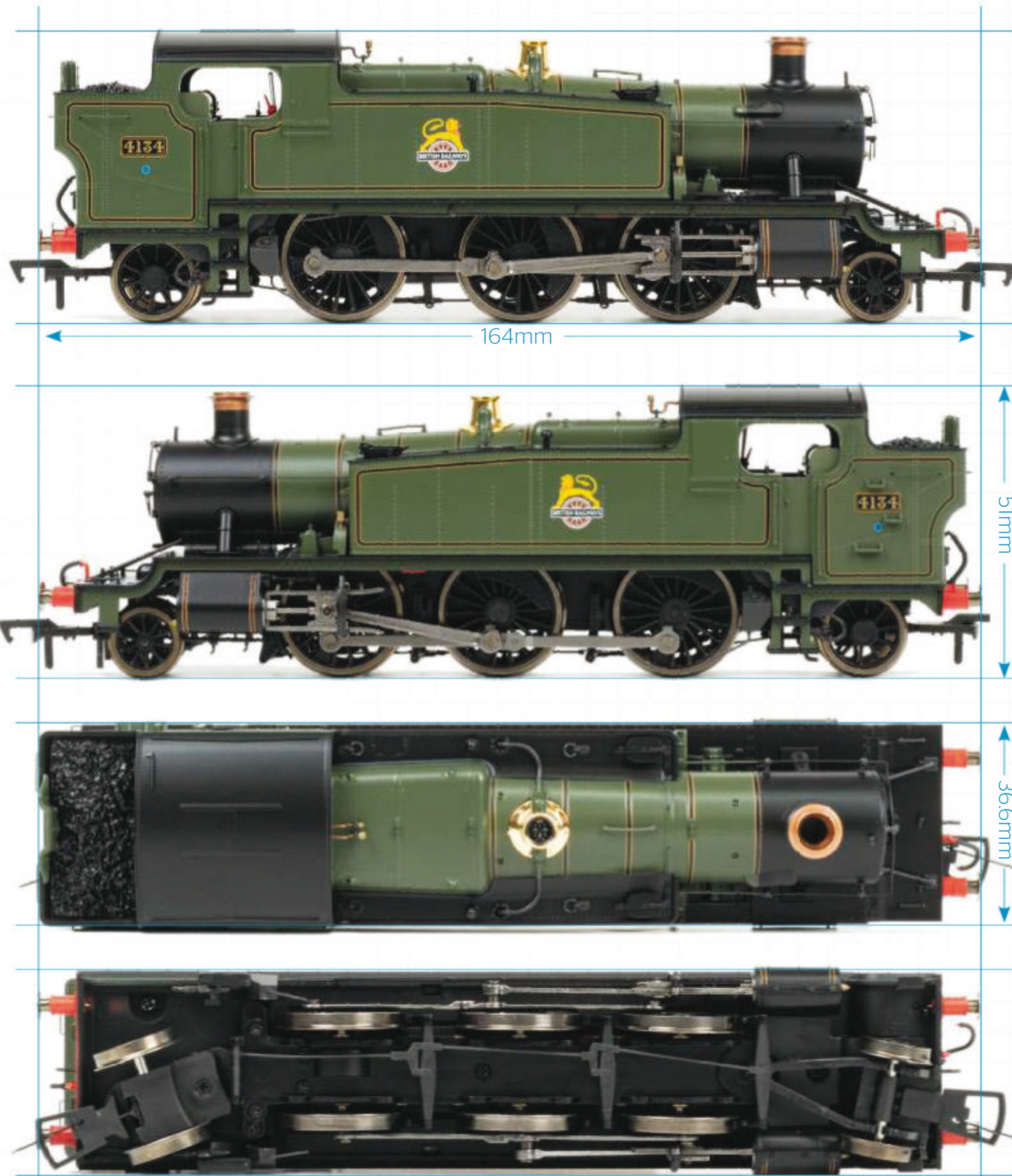
2: A slightly grimy No. 4106 calls at Chipping Norton in April 1962. RAIL PHOTOPRINTS

3: Hauling an interesting rake of ex-LMS and LNER coaches, No. 4154 departs Banbury with a local southbound service, in December 1962. RAIL PHOTOPRINTS

The firebox glow effect looks great, even on analogue control, although the enclosed nature of the cab makes it difficult to enjoy to full effect. As with other recent Dapol steam-outline models, DCC installation couldn't be simpler. The decoder interface is accessed by opening the smokebox door using the supplied plastic tool. Once

This is a very handsome model and one into which Dapol has clearly put a lot of work. Performance-wise, our sample has been excellent and the breadth of choice across the

The simplicity of access for DCC installation and the removable cab roof are also big plus points, especially the latter feature, making the addition of footplate crew and ephemera a breeze. I wish more models were designed this way! **(GD)**



OVERVIEW

Manufacturer: Dapol
Ref. No. 4S-041-006 **Unit No.** 4134
Scale/gauge: 1:76 scale, 'OO' gauge
Body: Plastic with metal parts

Chassis: Metal with plastic parts
Weight: 324g
Min. curve radius: 438mm
(second radius)
Wheel back-to-back: 14.3mm

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

Lights: Firebox flicker
DCC ready: Next18

Drive system: Motor powers rear driving axle via gearbox.

Flywheel(s): Yes
Traction tyres: No

	FRONT	MIDDLE	REAR
Length	41ft 0in	164mm	164mm
Height	13ft 2in	53mm	51mm
Width (over cylinders)	8ft 11in	35.7mm	36.6mm
Wheel diameter (leading)	3ft 0in	12mm	12mm
Wheel diameter (driving)	5ft 8in	23mm	23mm
Wheel diameter (trailing)	3ft 8in	15mm	15mm
Coupled wheelbase	7ft x 7ft 9in	28mm x 31mm	28mm x 31mm

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

Other items to complement this model...

Make the most of the easy-to-access cab interior by adding a realistic footplate crew, tools, bags, flasks and other ephemera, courtesy of the Modelu range.

Price: from £4.50 each
Availability:
www.modelu3d.co.uk



Hornby's Hawksworth coaches are beautiful things in their own right, but they'll look great behind a 'Large Prairie'.

Price: £49.99
Availability: Hornby stockists
Web: www.hornby.com



Hornby's GWR 57ft non-gangwayed stock is ideal for recreating suburban passenger services.

Price: £45.99
Availability: Hornby stockists
Web: www.hornby.com



PROS

- Lots of fine detail.
- Easy access cab interior.
- Simple DCC installation.
- Excellent performance.

- Is the BR green too pale?

Excellent.



Powered roof fans

Detailed cab interiors

Working lights

Heljan Class 47

◆ GAUGE 'O' ◆ MODEL 4863 Railfreight red stripe Class 47 ◆ PRICE £594.15 ◆ AVAILABILITY Heljan stockists ◆ WEB www.heljan.co.uk

The Class 47 comes in standard Heljan packaging, well protected by foam inserts. Like all Heljan 'O' gauge diesels, the first thing one notices about the Class 47 is its weight. It tips the scales at just over 6lb and it's nearly 18in long. The review sample supplied is in Railfreight grey with the red bodyside stripe, as introduced on the Class 58 locomotives. It carries the TOPS panel and overhead live wire signs but has no BR logos or numbers.

I'd have to admit that this is probably my least favourite of all potential liveries, but it does emphasise the length and the neatness of the Class 47 design.

Despite being warned that the model has large openings in the cab ends to facilitate the various alternative headcode/marker light versions, this sample had the panelled-over headcode displays, with two marker lights already installed. Presumably other livery versions have the alternative parts included. I understand that many

of the class had standard marker lights at one end and frosted lenses at the other, and both styles are catered for. Inevitably some locomotives bucked that trend and if you know your chosen locomotive was different, well, you should be able to replicate it with the parts supplied.

The only extras provided with the review sample are two sprues of snowploughs which can be attached with the small screws supplied. It seemed odd that there are no decals for BR logos or

alternative numbers etc included, though these are available from other sources.

FIRST IMPRESSIONS

The first impression created by this model is a reminder of just how far the Brush Type 4 moved the aesthetic design of diesel locomotives. Previous designs had featured American-style 'noses' and bodies covered in grilles and hatches. The Class 47 design was smooth and rather featureless by comparison.



3 things we like



1

Working roof fans.



2

Detailed bogie frames.



3

High level of detail in and around cabs.

“If anyone needs to convince themselves why the cost of ready-to-run models has risen they need look no further than the amount of intricate hand assembly which has gone into this model”

On a model, that's not necessarily good news. The lack of grilles and other details to attract the attention inevitably leads one to look at the overall shape, and this led to lots of discussion about the accuracy of Heljan's earlier 'O' gauge Class 47. The net result of that has been this retooled version and, again, more online discussion about its shape.

I have no experience of the earlier model against which to compare it, so I'm doing so against photographs of the real thing. Here, too, I'm up against problems because the livery affects the look of a locomotive and finding photographs of examples in this particular livery has proved quite difficult. I found just one, and even that has the large BR logos, not present on Heljan's unbranded example. I understand the logo may have been omitted in order to give the modeller choice as several different sizes of logo were carried by different locomotives in this livery.

Returning to the locomotive, to

my eye it looks every inch a Class 47 but I admit that I've not studied the class that closely until now. Closely compared to photographs of the real thing, it may be that the roof is not quite rounded enough, resulting in slightly flattened roof domes over the cabs and a reduced curvature above the windscreens. It is, however, an impression from examination prompted by the comments of others. If the model is incorrect, it is very slight and unlikely to bother most purchasers, and neither should it.

One of the things which always fascinated me about the Class 47s was the way in which the external body shape did not seem to match the internal framing. This was most obvious in the cabs where an

Performance

I ran the model for a few return trips on my 'Oakworth' layout. It was smooth and quiet straight from the box but I really wanted a chance to see what it could do on a larger layout so I took it across to visit Dave Lowery.

From the outset, Dave, who has considerable experience with 'O' gauge modern traction, said it was one of the smoothest, quietest performers he had seen. It performed faultlessly on his minimum 7ft radius circuit. He then added a train of six large



heavy bogie wagons, each loaded with a die-cast cement truck trailer, and it handled these with ease.

Heljan Class 47 - in detail



Factfile: Class 47

If it was to complete the elimination of steam traction by its 1968 deadline, BR urgently needed a Type 4 mixed traffic diesel locomotive that was lighter and more versatile than the English Electric (Class 40) and BR/Sulzer (Class 44/45/46) behemoths. Potential answers were offered by English Electric, BRCW/AEI and Brush and it was the Brush design that was chosen, 512 eventually being built by Brush works at Loughborough (310) and BR Crewe (202).

Deliveries took place between 1962 and 1968, most being built with train heating boilers. Later, as steam heating was phased out, the boilers were isolated or removed. Nos. D1500-20 and D1960/1 were delivered with electric train heating and others were retro-fitted during the 1970s/80s. A total of 81, eventually numbered 47301-81 were built and retained as freight-only without any train heating equipment.

Five locomotives, D1702-6 were built with Sulzer V12 engines and became Class 48 but by the late 1960s all had been rebuilt with standard engines.

The locomotives were widely used on all types of services. I recall my disappointment at leaving King's Cross for Bradford one evening in 1963 behind a new Brush Type 4 when I had been hoping for Deltic haulage. Twenty years later I would see them working the heating fuel trains to Staines West.

As they head towards their 60th anniversary, no fewer than 78 Class 47s survive with a variety of operators, some 24 of them on the main line network and there are 33 converted to Class 57s with GM engines.



1: The Serck shutters have opened as 47223 recovers from a signal slack at Iwer with the Langley-Lindsey refinery aviation fuel empties c.1991. It has standard marker lights at this end. CHRIS LEIGH



2: Stratford's 47117 in original condition, apart from 'domino' headcode, runs round its train of TTA tank wagons containing central heating fuel, at Staines West in the early 1980s. CHRIS LEIGH



3: Fitted with radio aerials and a high-intensity headlight but retaining its bufferbeam cowling, 47224 runs through Kemble with an Up train of empty Perrier Water 'Cargowaggons'. The locomotive has the flat frosted marker light lenses at this end. CHRIS LEIGH

angled section of what I assume is the frame, can be clearly seen through the cab side windows. This is the first time I have seen that distinctive feature modelled.

There is some exceptional detail away from the roof area too, not least in the bogie sideframes where a massive enlargement of detail photographs of the model reveals that the cab steps have open mesh treads. The cab interior is modelled with seats and some features in different colours. It is also notable that both ends of the bogie sideframes feature tiny wire-wound springs as part of what I think is the brake actuating mechanism. These are very tiny and delicate and one of the eight on the sample has already become damaged and detached during handling. They are part of the attention to detail which sets this model apart. If anyone needs to convince themselves why the cost

of ready-to-run models has risen they need look no further than the amount of intricate hand assembly which has gone into this model.

ELECTRICS

Each bogie has a horizontally mounted five-pole motor driving the outer axles through a driveshaft and gears. The middle axle of each bogie is unpowered. An electric motor mounted in the roof drives the two main fans which are under mesh covers. They look good when running and the fine mesh is superb. All that's missing is for the Serck shutters to open and close appropriately. They are moulded closed.

Locations are provided for a 66mm by 29mm 'earth mover' speaker and the manufacturer recommends the ESU Loksound 58513XL sound decoder. There is also provision for fitting an ESU 54678 smoke unit.

Three micro-switches on the underside control the tail lights, the cab lights to be turned off (both at rear in direction of travel) and for the headcode panel or lights to be turned off at the front. DCC users can, of course, operate these functions remotely.

FINISHING TOUCHES

It is a personal view but I cannot think of a duller and more boring livery than Railfreight grey. Nevertheless, Heljan has finished the model very neatly in the spray-painted grey, red and yellow. The only tampo printing on the sample appears to be live wire warnings on the ends and TOPS data panels on one side of each cab. It's all neatly done and legible.

FINAL THOUGHTS

Don't dwell on the roof shape. It may be very slightly 'off' but you'll just convince yourself it's worse

than it is. This is the only 'O' gauge ready-to-run Class 47 we're likely get for many a long year, so enjoy all the really good stuff about it, the exceptional level of small details and the smooth, quiet operation which will suit analogue and DCC sound users alike. To misquote a certain movie, I'm going to need a bigger layout. (CJL)

System builder

Other items to complement this model...

VEA VANS

Dapol's forthcoming air-braked VEA vans will be a perfect match for a Railfreight Class 47. **Price:** £58.59 **Web:** www.dapol.co.uk



OAA/ZDA

The '47s' were favourites for Speedlink work in the late 1980s, so a few Heljan OAAs wouldn't go amiss. **Price:** £84.95 **Web:** www.heljan.co.uk



'CARGOWAGGONS'

Both the open and enclosed versions of these long bogie vehicles were a common sight behind a Railfreight-liveried '47'. **Price:** £189.00 **Web:** www.heljan.co.uk



SUMMARY

PROS

- Accurate shape.
- Varied lighting functions on DC or DCC.
- Cancel your gym membership - just lift this a couple of times a day!

CONS

- Nothing of note.

FINAL VERDICT

Another great addition to the fleet.



HELJAN CLASS 47 LOCOMOTIVE

OVERVIEW		DIMENSIONS	PROTOTYPE	1:43 SCALE	MODEL
Manufacturer: Heljan	Body: Plastic				
Ref. No. 4862	Chassis: Metal/plastic	Length over buffers	63ft 6in	444.5mm	450mm
Unit No. Unnumbered	Weight: 2,758gm (6lb 1oz)	Height	12ft 10in	89.25mm	87mm
Scale/gauge: 7mm:1ft 'O'	Min. curve radius: 800mm (31½in)	Width	8ft 9¾in	62.5mm	62mm
		Wheel diameter	3ft 9in	26.25mm	25mm
		Wheel back-to-back			29.5mm
ELECTRICS					
Electrical system: 12V DC two-rail	Lights: Marker, high-intensity, cab				
Motor type: Two, five-pole	DCC ready: Screw terminals on PCB				
MECHANISM					
Drive system: Twin motor bogies	Traction tyres: No				
Flywheel(s): Two					
		SERVICING			
		How to dismantle: Four screws adjacent to bogies.			
		Where to oil: Gears, bearings, axles.			



Peco L&B goods brake van

◆ SCALE '009' ◆ MODEL Peco GR-240BO L&B 8ton bogie goods brake van ◆ PRICE £35.00 ◆ AVAILABILITY Peco stockists Web www.peco-uk.co.uk

The Bristol Carriage and Wagon Works built several 8ton goods brake vans for the Lynton & Barnstaple Railway in 1897, originally with an open veranda at one end and equipped with an external handbrake wheel. The veranda was later enclosed by the Southern Railway, affording the guard a much more cosy working space.

The 27ft 10in long bogie vehicles featured a large sliding door on each side and plenty of cargo capacity, while a stove was provided within the guard's accommodation. These vehicles lacked look-out duckets, as installed on other L&B brake van

designs, of which a reconstructed example survives at Woody Bay today.

CHARMING TRIO

Peco's rendition captures the charming appearance of the prototype well and three models are on offer in this initial batch, encompassing L&B grey and red liveries, plus Southern Railway brown (with enclosed veranda). Our sample depicts No. 14 in L&B red and the livery has been applied to a high standard. Ironwork has been picked out neatly in black and the lettering and numerals are crisply printed with good opacity.

The large side doors can be



slid open, revealing interior plank detail to the walls and door within the central area of the van, which is an impressive touch. On the outside, the ends feature vacuum brake hoses with a representation of the pipework running along the side frames. The various grab handles and lamp brackets are solid mouldings and there are a few gaps between the various components, especially between the body and roof, but they're not particularly noticeable when the wagon is running on a layout. In fact, the roof can be easily lifted away, allowing the interior to be loaded and detailed, if desired.

Standard Bemo-style couplers are installed and the wagon rides on a pair of diamond frame bogies and the wheels feature metal-rimmed plastic wheels. The axles were a little stiff and squeaky on our example, although they have since loosened up and the van can easily negotiate first radius curves. It's rather a light model, at only 23g, so a little extra weight might be beneficial, depending on

the capabilities of your locomotive fleet. The moulded trussing arrangement looks good, and a pair of vacuum cylinders is present under the floor.

All in all, this is a tidy little model from Peco and another welcome addition to the array of RTR models in '009'. **(GD)**

SUMMARY

PROS

- Nice surface detail.
- Quality paint finish.
- Sliding side door is a bonus.

CONS

- Stiff, squeaky axles on our sample.
- Gap between roof and body.

FINAL VERDICT

An attractive and useful addition to the '009' range.

“The roof can be easily lifted away, allowing the interior to be loaded and detailed, if desired”



Dapol BR Banana van

◆ GAUGE 'O' ◆ MODEL Dapol 7F-016-004 BR Banana van ◆ PRICE £49.95 ◆ AVAILABILITY Dapol stockists Web www.dapol.co.uk

British Railways' fleet of banana vans, built during the 1950s, followed LMS practice in the most part. Only in later batches did designers move away from the well-established 9ft wheelbase chassis, with the 10ft versions being capable of higher speeds and, thus, could be employed in express, vacuum brake-fitted services. Banana traffic had increased significantly in the post-war period, with the railways moving

significant tonnages from ports to wholesale markets in the major conurbations. In contrast to the shelves of chilled, green bananas we tend to see in supermarkets today, it had previously been the norm to heat the fruit while in transit, helping it to ripen before it reached market, using steam from the locomotive. In addition to the heating apparatus, the vans' bodies were clad with internal insulation, the weight of which duly limited the payload capacity to 8 tons.

“The body is an all-new tooling which captures the attractive appearance of the prototype extremely well”

One of BR's later banana van types, the Diagram 1/242 version, is the subject of Dapol's new 'O' gauge model. Built in several batches between 1952-56, a total of 700 examples were constructed to this design at BR's Faverdale Works and examples lasted in service into the 1970s. Offered in four versions initially, the van sits atop Dapol's existing 10ft wheelbase, vacuum brake-fitted chassis, which has been employed on various other open and box wagons. The body, however, is an all-new tooling which captures the attractive appearance of the prototype extremely well. The planked sides and ends, with attendant strap and hinge detail, are crisply moulded, while the door fastening gear features plenty of relief. Additionally, the separately rendered lamp brackets are a very nice touch.

Decoration is to a high standard, with the lettering and Fyffes logos neatly printed (Geest-branded versions are also available). Overall, this is another great addition to Dapol's 7mm scale range of freight stock. (GD)



SUMMARY

PROS

- Popular prototype.
- Looks.
- Nicely priced.

CONS

- Missing steam pipes.

FINAL VERDICT

Top Banana!





Hornby Mk 1 BCK

◆ **GAUGE** 'OO' ◆ **MODELS** Hornby R40022 BR Mk 1 BCK maroon, R40023 • BR Mk 1 BCK blue/grey, R40024 • BR Mk 1 BCK Network Rail yellow
 ◆ **PRICE** £34.99 each ◆ **AVAILABILITY** Hornby stockists **Web** www.hornby.com

Since we first reviewed Hornby's new Mk 1 Brake Corridor Composite (BCK), in issue MR290, more versions have since been released. Accordingly, we can now compare the various detail differences that have been incorporated across the range, with the latest releases presenting the BCK in BR maroon, corporate-era BR blue/grey and Network Rail yellow.

Hornby's current Mk 1 range has been growing steadily since 2014 and many of the key passenger variants have now been covered, along with the RBR catering car and BG full brake. The BCK was an important member of the Mk 1 family, permitting the inclusion of First class accommodation on short-formation services, so its appearance in a range of liveries is very welcome.

Built over a decade from 1954,

the BCKs featured five passenger compartments (three Second class and two First class), plus a pair of lavatories and a small guards' area. Early batches boasted a capacity of 12 First class and 18 Second class seats, but this was altered in later builds to offer 24 seats across the Second class compartments, by way of removing the armrests and thus allowing passengers to squeeze together a little more tightly.

TAKE YOUR SEAT

Impressively, Hornby has observed this by fitting different interior mouldings across the BCK variants, with the seating arrangements matching the running numbers. For instance, the maroon version represents E21106, which was built by Metropolitan-Cammell in 1956 and features fixed armrests in Second class. Meanwhile, blue/grey W21178 depicts a vehicle

built in 1958/9 by Charles Roberts with open bench-style seats in what was subsequently termed Standard class accommodation.

As per previous releases, these Mk 1s eschew many of the delicate 'bells and whistles' of more expensive coaches, so there is a lack of fine wire and etched detail fittings and close-coupling units (the NEM couplers are mounted to the bogies). However, the overall build quality, smooth running and high-quality paint finishes mean that the limited detail specification is not really apparent, especially when the vehicles are working on a layout. I'm a big fan of Hornby's Mk 1 range, as it offers modellers the choice of a more affordable product, while also providing an excellent basis for customisation for those who seek such things.

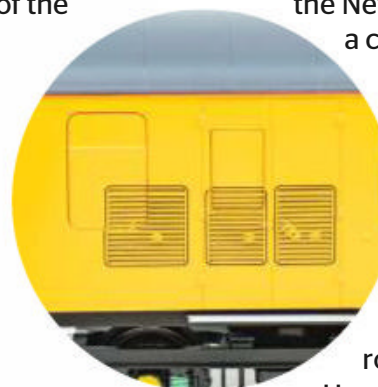
As well as the interior detail differences, the exteriors also feature a few era and prototype-specific variations. The maroon and blue/grey versions ride on original B1 pattern bogies, while the Network Rail version is fitted with B4 bogies, as befitting a refurbished Mk 1. The NR yellow version depicts No. 975280 (ex-21263), which is a Derby-built BCK of 1964 vintage and the prototype switched to BR Departmental service back in the mid-1970s. Latterly used as a dormitory and generator coach for NR's Structure Gauging Train,

this is a handy addition for those of us who enjoy recreating contemporary test trains, hauled by vintage traction.

Inevitably, given the wallet-friendly price of these coaches, the Network Rail version is a compromise, with painted-out - rather than plated-over - windows, printed ventilation louvres for the generator compartment and without the revised rooftop fittings.

However, there is a reservoir tank for the air brakes and an extra electrical equipment box fitted below the chassis, which are welcome touches.

Here's hoping that Hornby continues to add to its Mk 1 range in the coming years. A Sleeper car or two would be nice! (GD)



SUMMARY

PROS

- Useful Mk 1 variant.
- Detail differences observed.
- Good quality finish.
- Great value.

CONS

- Given the price, not a lot.

FINAL VERDICT

Keep 'em coming, Hornby!

Ground signals and interface

◆ **GAUGE 'OO'** ◆ **PRODUCTS** DCD-GSC.1 Ground signal interface board (£12.95 each), DCD-GS-BR.4 Alpha Mimic standard three-light ground signals, four-pack (£29.95), DCP-CBDiP Cobalt iP digital turnout motor (£26.95 each) ◆ **AVAILABILITY** DCCconcepts **Web** www.dccconcepts.com

Those folks at DCCconcepts continue to offer innovative and user-friendly electronic equipment for railway modellers. The latest offering is a compact circuit board that allows working colour light ground signals to be integrated with an electronic point motor, changing the aspects to reflect the position of the turnout's blades.

The foam-backed PCB can either be screw-mounted to the baseboard or secured into the recess of a DCCconcepts Cobalt slow-action point motor using double-sided sticky pads (not supplied). There's no need for soldering or making tricky connections, as everything is designed to be 'plug and play'.

The ground signals come pre-fitted with miniature push-fit connectors and suitable cables are provided to connect the interface PCB with the Cobalt motor. Two signals can be operated from one interface PCB or, alternatively, one of the signal outputs can be connected to LEDs on a mimic control panel to display the status of the points. The interface circuit board can be connected to Cobalt point motors already in situ, offering an affordable and accessible upgrade to your layout.

Operation is possible with digital or analogue control systems, with the signals taking their power from the supply to the point motor, so there's no need for any



“It took me less than an hour from opening the box and reading the instructions to having everything installed and operational”

other wiring. Indeed, it took me less than an hour from opening the box and reading the instructions to having everything installed and operational.

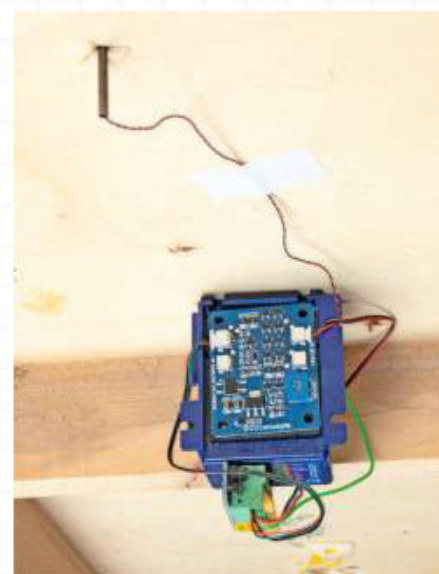
Initially reviewed by *Model Rail* back in 2018, the Alpha Mimic ground signals are available in various types and really look the part. Supplied fully assembled and painted, all that's needed is a mounting hole drilling before the signals are secured in place with a drop of

contact adhesive. A light weathering job will help them to blend

into the surroundings, plus identifying number panels would add the finishing touch.

The Cobalt iP digital turnout is a slow-action motor with on-board DCC control (although it can be used on analogue layouts too). It can accept power from various means, within a 7-23V range, in AC or DC form, or from a DCC power bus. The motor performs smoothly and extremely quietly, especially when the supplied foam mounting pad is installed between the housing and the baseboard and the push-fit wire connector strip means that, again, there is no need for soldering.

Despite the ease of installation, the work still provided an enormous sense of satisfaction as everything worked perfectly first time. Simple, easy to use and looking great, there's not much more we could ask for! **(GD)**



SUMMARY

PROS

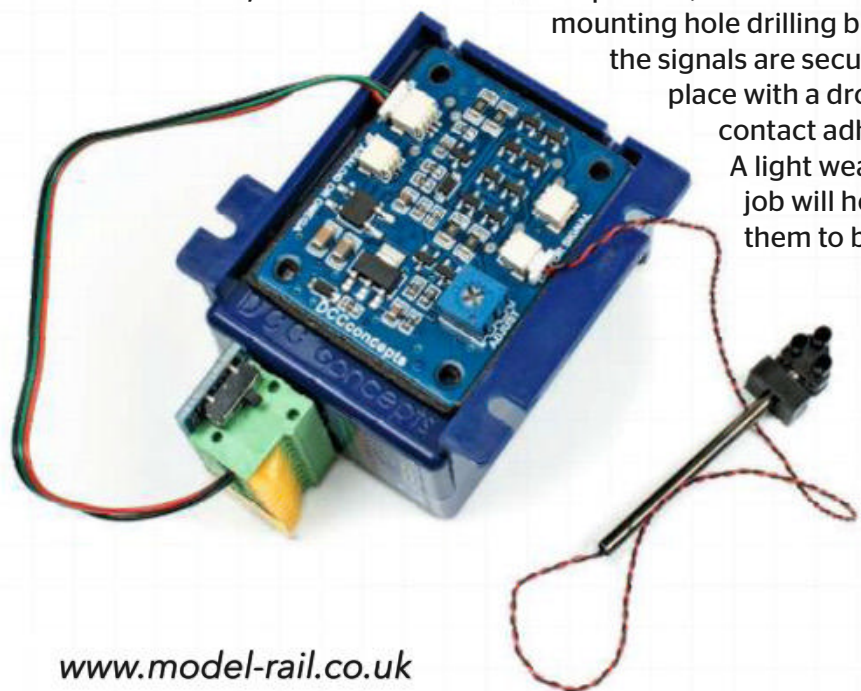
- Easy to install.
- Solder-free connections.
- Reliable operation.
- Signals look great.

CONS

- Nothing.

FINAL VERDICT

Tech-tastic!





Rapido Leyland Fleetline and 'new look' Guy Arab buses

◆ **GAUGE** '00' ◆ **MODEL** Rapido Trains UK 901007 Leyland Fleetline (WMPTE), 900001 'New Look' Guy Arab (Birmingham City Transport)

◆ **PRICE** £54.95 each ◆ **AVAILABILITY** Rapido Trains UK stockists **Web** www.rapidotrainsuk.co.uk

Up until the age of about 13, my burning ambition was to be a bus driver, so in love was I with the Daimler Fleetlines and Leyland Atlanteans that I spent so much of my youth riding on. Margaret Thatcher's deregulation of bus services in the late 1980s made it a less appealing job prospect, however. Besides, by that age, I'd transferred my ambitions to playing football for a living - until my dodgy ankles and limited talent got in the way!

Virtually all of the railway enthusiasts of my acquaintance also harbour a passion for

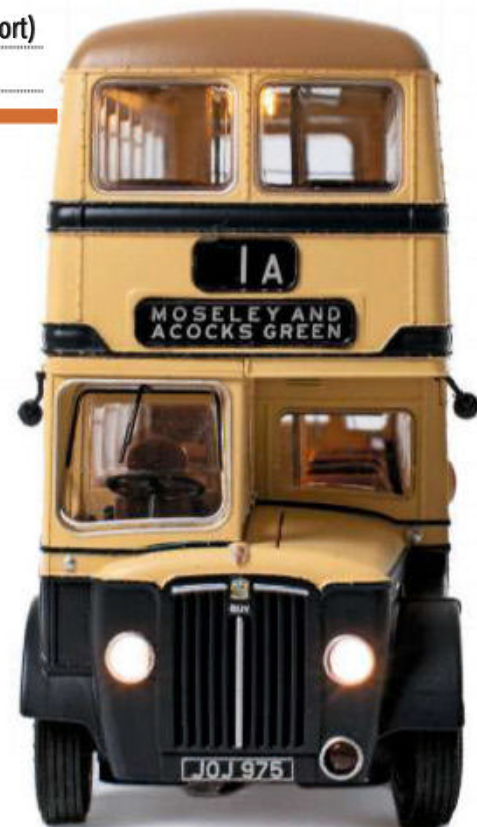
older buses, and Rapido's recent bus models have certainly caused a stir within our circle. Supplied for review is an example from the second production run of the 'New Look' Guy Arab, plus an all-new model of the Leyland Fleetline.

Rapido's Guy Arab half-cab set new standards for 1:76 scale bus models when it first appeared in 2019. The prototype fleet operated services in and around Birmingham from 1950 into the late 1970s and this latest production run offers 11 different livery and route options. Our sample wears Birmingham City Transport navy blue and

cream livery and is operating route No. 1A to Moseley & Acocks Green.

The Leyland Fleetline carries the early version of West Midlands Passenger Transport Executive (WMPTE) livery and the route indicator displays a No. 6 service to Birmingham city centre via Stratford Road. Twenty different Fleetline options are available, in terms of routes and livery variations, along with a pair of unpainted models (£44.95 each), in a choice of early or late period condition.

The Fleetline, originally designed by Daimler, was only the second rear-engine double-deck





bus chassis to be produced in the UK. First appearing in the late 1950s, several thousand examples were built for operators across the UK, although the two largest fleets were employed in

London and Birmingham. Examples remained in frontline service well into the 1990s.

Rapido's Guy Arab and Fleetline models are rendered in injection moulded plastic, which

“The front axles are steerable, allowing for greater realism... and the rubber tyres feature excellent tread detail”

provides a welcome contrast to the usual die-cast metal road vehicles from other manufacturers. The use of plastic mouldings allows for a greater degree of finesse to be achieved and this is evident with the exquisite panel seams, fastener heads and grilles that adorn the bodywork.

The front axles are steerable, allowing for greater realism when placed on a layout and the rubber tyres feature excellent tread detail. The glazing is superb, which allows the interior to be admired to full effect. The Fleetline's driver compartment features a ticket machine and the seat backs boast delicate grab rails, while everything is picked out in appropriate colours (no self-coloured plastic mouldings here!). The empty interiors would look even better with the addition of a driver and passengers, so it's good to see that Rapido have designed these buses with ease of access in mind.

The quality of assembly and finish is top class and there's an

added bonus of working headlamps and interior lights, which can be switched on or off via the supplied magnetic wand which operates a tiny reed switch within the bus. A pair of delicate wires emerge from the base of each bus, which can be passed through a layout's baseboard to a standard 9-12V DC lighting supply.

The Fleetline, arguably one of the most handsome rear-engine bus designs, is a very welcome addition and, again, Rapido has set the standard in terms of quality and fidelity. There's a good chance that we'll see other regional liveries and detail differences in the coming years. In fact, I've already lodged a request for some red/white Warrington Borough Transport versions, so here's hoping...! (GD)

SUMMARY

PROS

- Superb level of detail inside and out.
- Top-notch paint job.
- Lighting pre-installed.

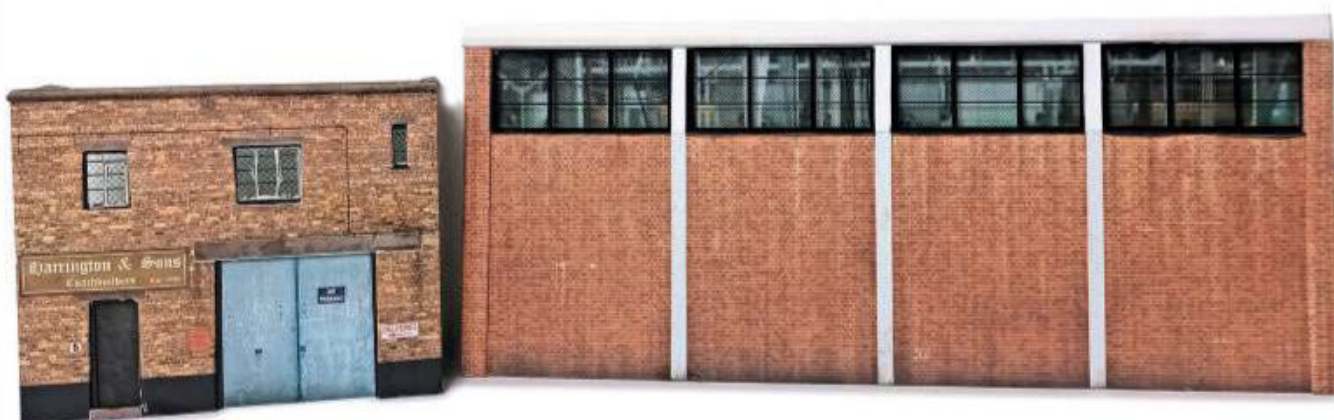
CONS

- Nothing.

FINAL VERDICT

Fabulous.





Low-relief card kits

◆ **GAUGE** '00' ◆ **PRODUCTS** Small Low Relief Industrial Building (£7.80) Ultra Low Relief Industrial Building (£6.80) ◆ **AVAILABILITY** www.thehousethatpetebuilt.co.uk

There are already plenty of card and paper building kits to choose from, and it's not easy for a new entrant into the market to break through, but that's what Pete Harrington has attempted with his 'The House That Pete Built' range.

We received two low-relief industrial building kits for review, and I spent a couple of days building them. Armed with just a knife, straightedge and some glue, I was able to build the kits successfully and viewing them from a typical distance (in the case of my layout, from at least 3ft away), none of the common imperfections you get with some card kits are visible.

Two things to note. Firstly, to be more eco-friendly, the instructions are only available online, so you must either print them out or build the kit in the vicinity of your computer or tablet. Secondly, some of the parts are very fragile and I tore one of the window frames, so be very careful and use a fresh blade. The instructions themselves are very clear, certainly clearer than the IKEA coffee table I built that evening.



The small unit has a scale frontage of 24ft (96mm in '00') and is handy for filling a leftover space on a backscene. The ultra-low relief kit is perfect for narrow layouts to provide a backdrop and give the perception of a larger world. Add a bit of weathering and they certainly wouldn't look out of place on a layout. (CG)

Dimmable LED distribution board

◆ **GAUGE** Any ◆ **PRODUCT** CN161 8-way dimmable LED distribution board ◆ **PRICE** £9.45 each ◆ **AVAILABILITY** www.bclstore.co.uk

This compact 105mm by 40mm printed circuit board encompasses a self-contained, eight-way distribution board for LEDs, designed with miniature buildings, streetlights and other scenic lighting features in mind.

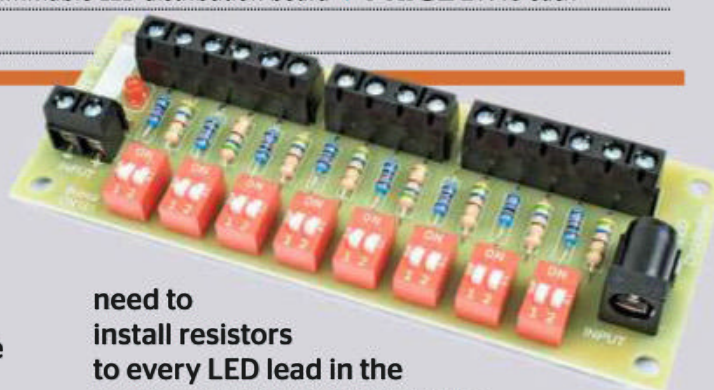
A bank of screw terminals provides the eight separate output connections, with each equipped with miniature slide switches that give three different brightness levels. The outputs can also be turned off individually if desired, providing the user with the chance to tailor the appearance of different types of lighting (interiors and exteriors of buildings for example) or to isolate certain circuits as desired.

Power input (5V-16V DC) can be via the screw terminal block or a 2.1mm pin plug (check the instructions to ensure correct polarity) and a small LED on the PCB signifies whether power is reaching the unit. Resistors are pre-installed to each circuit, so there's no

need to install resistors to every LED lead in the chain. Around 30 LEDs can be connected in parallel to each of the eight outputs, giving a total of 240 LEDs from a single distribution board.

The unit performed reliably under test and was simple to install. It's certainly a very useful addition to any layout and takes away much of the hassle of installing lighting. The fact that it offers great value (bulk discounts are available) and is made in the UK are an added bonus. (GD)

PROS: Easy to install, Useful device.
CONS: Nothing.



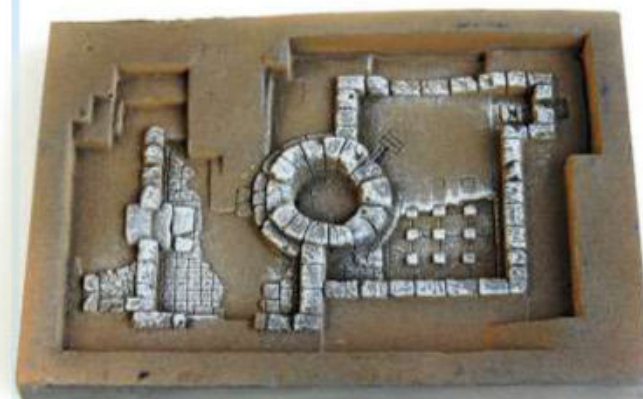
Archaeologists and their finds

◆ **GAUGE** '00'
◆ **PRODUCTS** Noch Archaeologist figure set 15043 (£14.75), Roman Baths 58614, T-Rex 58614 (£22.50 each)
◆ **AVAILABILITY** Noch stockists or Gaugemaster
◆ **WEB** www.gaugemasterretail.com

This pack of archaeologist figures offers a quick and easy way to create an unusual cameo scene. There are six different figures plus a small, excavated skeleton and a theodolite atop a tripod.

To complement the figures, Noch is also offering site scenes, including a Roman Baths and a striking dinosaur excavation. Both are rendered in hard foam which can be shaped with a craft knife to fit into the available space before being partially sunk into the landscape. The Roman Baths scene is probably more authentic for a British excavation, but the Tyrannosaurus Rex could be more fun (and might be of use in UK-outline modelling if it were presented as the excavation of a different theropod!). Either would be ideal for a scene depicting the building of a new road or railway line, such as HS2. (PM)

PROS: Unusual scenes. Excavation sites useful for other scales.
CONS: Nothing.



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DCC socket: Next18

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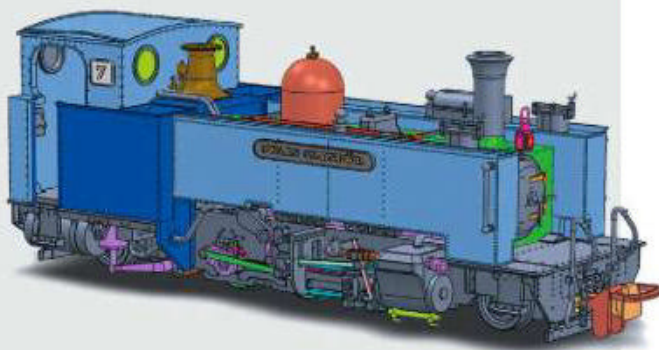
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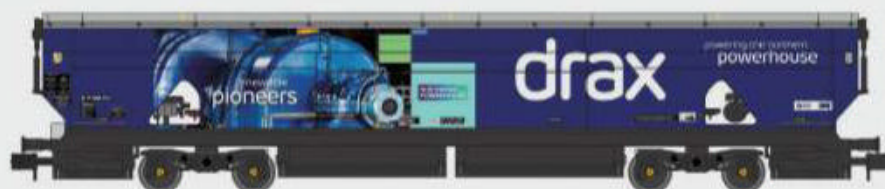
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OO Gauge Steam Locos

Class 78xx 'Manor' 4-6-0
Stage: Deco Samples Due: Dec 21 / 2022
Price: from £140.72 Digital: NEXT-18
hattons.co.uk/dapolmanor

FR Small England 0-4-0TT
Stage: Deco Samples Due: Q2 2022
Price: £135 Digital: Yes - no socket
hattons.co.uk/pecosmallengland

Class 78xx Manor 4-6-0
Stage: Engineering Sample Due: Q1 2022
Price: from £169.99 Digital: 21-pin
hattons.co.uk/accurascalemanor

Hunslet 16" 0-6-0ST
Stage: Engineering Sample Due: TBC 2022
Price: from £110.46 Digital: NEXT-18
hattons.co.uk/rapidohunslet

Class 15xx 0-6-0PT
Stage: CADs Due: TBC 2022
Price: from £127.50 Digital: NEXT-18
hattons.co.uk/rapido15xx

OO Diesels & Electrics

Class 33/2 Re-Tool
Stage: Announced Due: 2022
Price: from £152.96 Digital: 21-pin
hattons.co.uk/heljanoo33

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 45
Stage: Early Sample Due: Q2 2022
Price: from £143.65 Digital: 21-pin
hattons.co.uk/heljan45

Class 47
Stage: Prototype Due: Mid-2022
Price: from £184 Digital: 21-pin
hattons.co.uk/heljanoo47

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

Class 86/4 & 86/6
Stage: Painted Samples Due: Jan 2022
Price: from £186.96 Digital: 21-pin
hattons.co.uk/heljan864

APT-E Gas Turbine Unit
Stage: Announced Due: TBC 2022
Price: from £322.96 Digital: 21-pin
hattons.co.uk/rapidoapte

GWR AEC Railcar (Parcels Variant)
Stage: Announced Due: 2022
Price: TBC - Wishlist Digital: 21-pin
hattons.co.uk/heljanoorailcar

Class 104 DMU
Stage: CADs Due: 2023
Price: from £296.65 Digital: 21-pin
hattons.co.uk/heljan104

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

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

BR Pilchard Wagons
Stage: Deco Samples Due: Q1 2022
Price: £13 Digital: N/A
hattons.co.uk/oxfordpilchard

GPV Gunpowder Vans
Stage: Engineering Samples Due: 2022
Price: £28.01 Digital: N/A
hattons.co.uk/rapidogpv

Chaldron 4-wheel Wagons
Stage: Deco Samples Due: Q2 2022
Price: £44.99 (3-pack) Digital: N/A
hattons.co.uk/accurascalechaldron

MGR Hopper Wagons & CDAs
Stage: Deco Samples Due: Q4 21 - 22
Price: £74.95 (3-pack) Digital: N/A
hattons.co.uk/accurascalemgr

MHA 'Coalfish' Wagons
Stage: Deco Samples Due: Q1 2022
Price: £74.95 (3-pack) Digital: N/A
hattons.co.uk/accurascalemha

N Gauge Steam Locos

LSWR Class M7 0-4-4T
Stage: Prototype Due: Q2 2022
Price: £83.2 Digital: Yes - PCB swap
hattons.co.uk/dapolm7

N Gauge Diesel Locos

Class 28 Co-Bo
Stage: CADs Due: TBC 2022
Price: from £101.96 Digital: NEXT-18
hattons.co.uk/rapidocobo

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

N Gauge Wagons

JHA 102t Hopper Wagons
Stage: CADs Due: Q3/Q4 2022
Price: £33.96 Digital: N/A
hattons.co.uk/dapolnjha

O Gauge Diesels/ Electrics

Class 26
Stage: Early sample Due: Q1 2022
Price: from £509.15 Digital: ESU XL
hattons.co.uk/heljano26

Class 37/0 Re-Tool
Stage: CADs Due: 2023
Price: £534.65 Digital: ESU XL
hattons.co.uk/heljano37

Class 55 'Deltic'
Stage: Early sample Due: 2023
Price: from £594.15 Digital: ESU XL
hattons.co.uk/heljandeltic

Class 56
Stage: Deco Samples Due: Dec 21 - 22
Price: from £594.15 Digital: ESU XL
hattons.co.uk/heljan56

Class 66
Stage: Engineering Sample Due: Q3 2022
Price: from £285.92 Digital: 21-pin
hattons.co.uk/dapolo66

Class 73
Stage: Engineering 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: Q2 2022
Price: from £297.50 Digital: 21-pin
hattons.co.uk/dapolorailcar

Class 117 2/ 3-car DMU
Stage: Early samples Due: 2022
Price: from £551.65 Digital: 21-pin
hattons.co.uk/heljan117

Class 121 'Bubble Car'
Stage: Painted Samples Due: Q1 2022
Price: from £263.05 Digital: 21-pin
hattons.co.uk/dapolo121

O Coaches & Wagons

Stroudley 4 Wheel Coaches
Stage: Deco Samples Due: Q1 2022
Price: from £96.77 Digital: Yes TBC
hattons.co.uk/dapolstroudley

Mk2 & Mk2A Coaches
Stage: Prototypes Due: Q3 2022
Price: from £237.15 Digital: N/A
hattons.co.uk/heljanmk2

Mk1 Covered Carriage Trucks
Stage: Early sample Due: 2022
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OO Gauge (1:76 Scale)

Steam locos



4S-041-006 Class 5101 'Large Prairie' 2-6-2T 4134 in BR lined green early emblem (Dap) **NEW** £119.60
4S-041-003 Class 5101 'Large Prairie' 2-6-2T 5108 in GWR green shirtbutton emblem (Dap) **NEW** £119.60



4S-041-001 Class 5101 'Large Prairie' 2-6-2T 5109 in GWR green Great Western lettering (Dap) **NEW** £119.60
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4S-041-004 Class 5101 'Large Prairie' 2-6-2T 5150 in GWR green GWR lettering (Dap) **NEW** £119.60



4S-041-005 Class 5101 'Large Prairie' 2-6-2T 5190 in BR black BRITISH RAILWAYS lettering (Dap) **NEW** .. £119.60
4S-041-002 Class 51xx 'Large Prairie' 2-6-2T 6129 in GWR green Great Western lettering (Dap) **NEW** £119.60
4S-041-007 Class 51xx 'Large Prairie' 2-6-2T 6167 in BR lined green late crest (Dap) **NEW** £119.60
4S-041-007D Class 51xx 'Large Prairie' 2-6-2T 6167 in BR lined green late crest - DCC fitted (Dap) **NEW** £146



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

Diesel locos



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



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

DMUs



4D-009-HAT04 Class 121 single car DMU 'Bubblecar' 121020 in Chiltern Railways blue - Hatton's limited edition (Dap) (RRP £129.95) **BARGAIN** £89

Train sets - analogue



R1167 'Flying Scotsman' starter train set 4472 'Flying Scotsman' loco in LNER green and three Gresley teak coaches (Hor) £157



R1214 East Coast Express starter train set (Hor) £157.50

Coaches



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



OR763RM003 Mk3a RFM restaurant first 10206 in Virgin Trains West Coast red and black (Oxf) **NEW** £33

Wagons



BOC08 100 ton BOC tank in BOC Liquid Oxygen yellow stripe and Gloucester bogies - 0006 (Hel) (RRP £75) **BARGAIN** £45



5115 IGA Cargowagon bogie flat barrier wagon twin pack concrete panel weights in RailAdventure grey (Hel) **NEW** £110.46



H4-RHTT-001 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules (Hat) (RRP £118) **BARGAIN** £99

OO9 Narrow Gauge

Steam locos

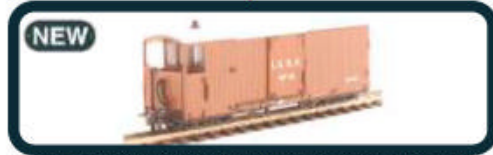


9963 Lynton & Barnstaple 2-6-2T 190 'Lynd' in Southern Railway green - as preserved (Hel) (RRP £219.95) **BARGAIN** £154

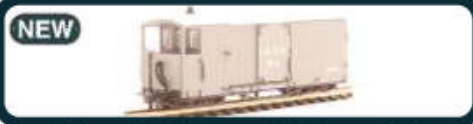


9960 Lynton & Barnstaple 2-6-2T E188 'Lew' in Southern Railway green (Hel) (RRP £219.95) **BARGAIN** £154

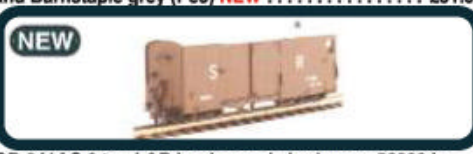
Wagons



GR-240BO 8 ton L&B bogie goods brake van 14 in Lynton and Barnstaple brown (Pec) **NEW** £31.50



GR-240AO 8 ton L&B bogie goods brake van 5 in Lynton and Barnstaple grey (Pec) **NEW** £31.50



GR-241AC 8 ton L&B bogie goods brake van 56039 in Southern Railway brown (Pec) **NEW** £31.50

N Gauge

HSTs



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

Bi-Modal Multiple Units



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

O Gauge (1:43 Scale)

Steam locos

H7-A3-006 Class A3 4-6-2 60077 'The White Knight' in BR green late crest and unstreamlined non-corridor tender (Hel) (RRP £750) **BARGAIN** £579



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



H7-A4-006 Class A4 4-6-2 60007 'Sir Nigel Gresley' in BR express blue unstreamlined corridor tender - 'Record Breaker' (Hel) (RRP £750) **BARGAIN** £579



H7-A4-009 Class A4 4-6-2 60008 'Dwight D Eisenhower' in BR green late crest and streamlined non-corridor tender (Hel) (RRP £750) **BARGAIN** £579

Diesel locos



2051 Class 03 shunter D2011 in BR green no yellow ends and conical exhaust (Hel) (RRP £395) **BARGAIN** £259



1751 Class 17 'Clayton' in BR green full yellow ends - unnumbered (Hel) (RRP £549) **BARGAIN** £350



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

4061 Class 40 in BR green small yellow panels and centre headcode panel - unnumbered (Hel) £466.65



4851 Class 47 in BR two-tone green full yellow ends - unnumbered (Hel) £594.15



4866 Class 47 in Intercity Executive - unnumbered (Hel) £594.15



4867 Class 47 in original Network SouthEast original - unnumbered (Hel) £594.15



4865 Class 47 in Parcels sector red and grey - unnumbered (Hel) £594.15



4862 Class 47 in Railfreight Red Stripe grey - unnumbered (Hel) £594.15



6006 Class 60 60021 'Penyghent' in GBRf blue and orange (Hel) **NEW** £551.65



6007 Class 60 60059 'Swinden Dalesman' in Loadhaul black and orange - weathered (Hel) **NEW** £568.65



6004 Class 60 in DB Cargo traffic red - unnumbered (Hel) **NEW** £551.65



6000 Class 60 in Railfreight triple grey - unbranded and unnumbered (Hel) **NEW** £551.65

DMUs

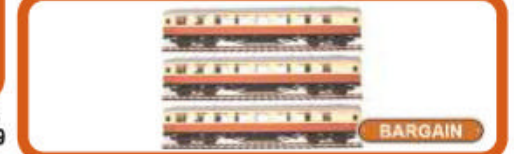


7D-015-002S Class 122 'Bubble Car' single car DMU 55000 in BR green small yellow panels - Digital sound fitted (Dap) **NEW** £439



7D-015-001S Class 122 'Bubble Car' single car DMU 55002 in BR blue and grey - Digital sound fitted (Dap) **NEW** £439

Coaches



LNERTeakPackC Gresley Teak 3-pack in BR carmine and cream (includes 2 x H7-TC186-003-GA and 1 x H7-TC186-004-GA) (Hat) (RRP £747) **BARGAIN** £509



LNERTeakPackA Gresley Teak 4-pack in LNER teak (includes H7-TC175-001, H7-TC115-001, and 2 x H7-TC186-002) (Hat) (RRP £996) **BARGAIN** £599

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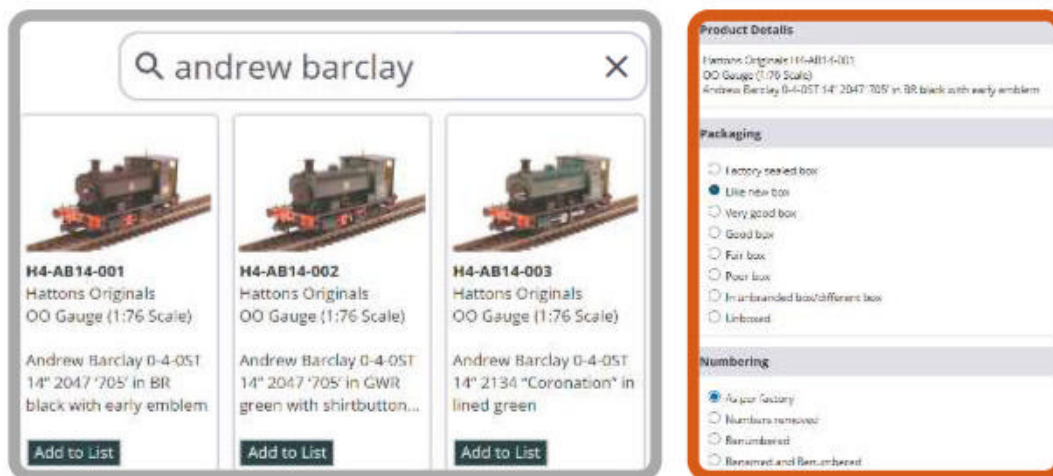


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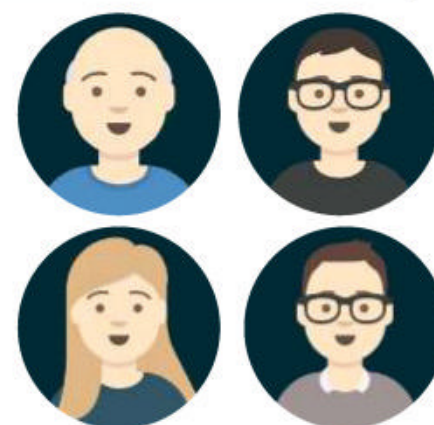


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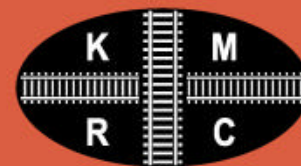


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4S-041-006 Large Prairie Steam Locomotive No. 4134 BR Lined Green E/E.....**£119.95**

4S-041-007 Large Prairie Steam Locomotive No. 6167 BR Lined Green L/C.....**£119.95**

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PECO OO-9

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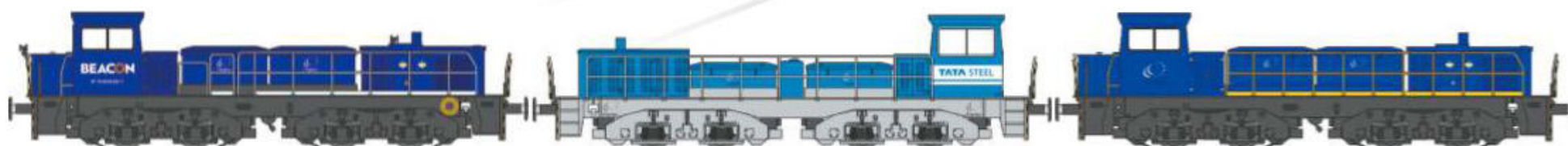
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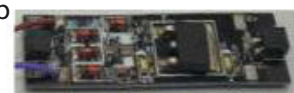
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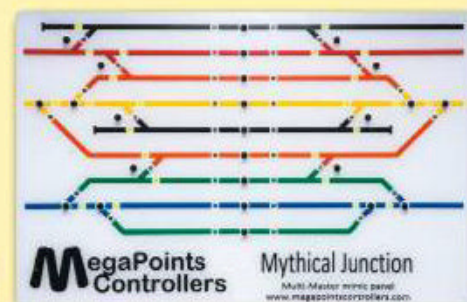
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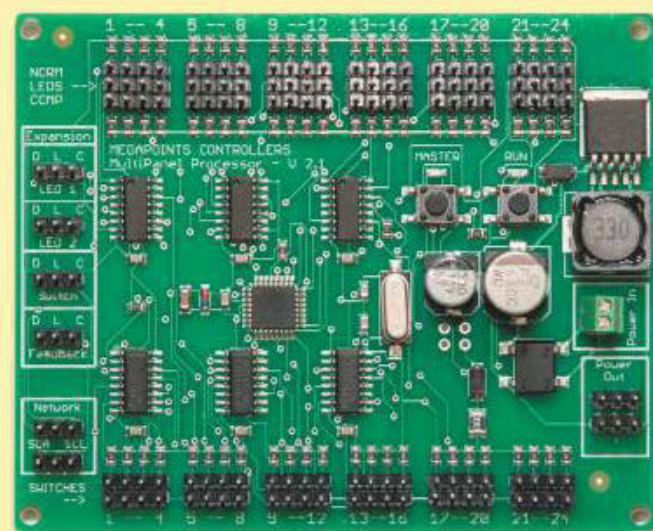
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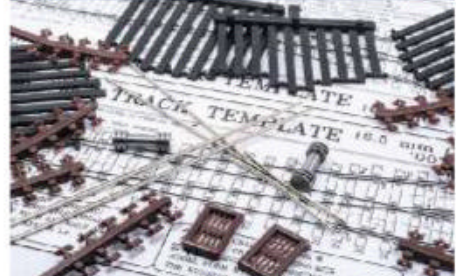
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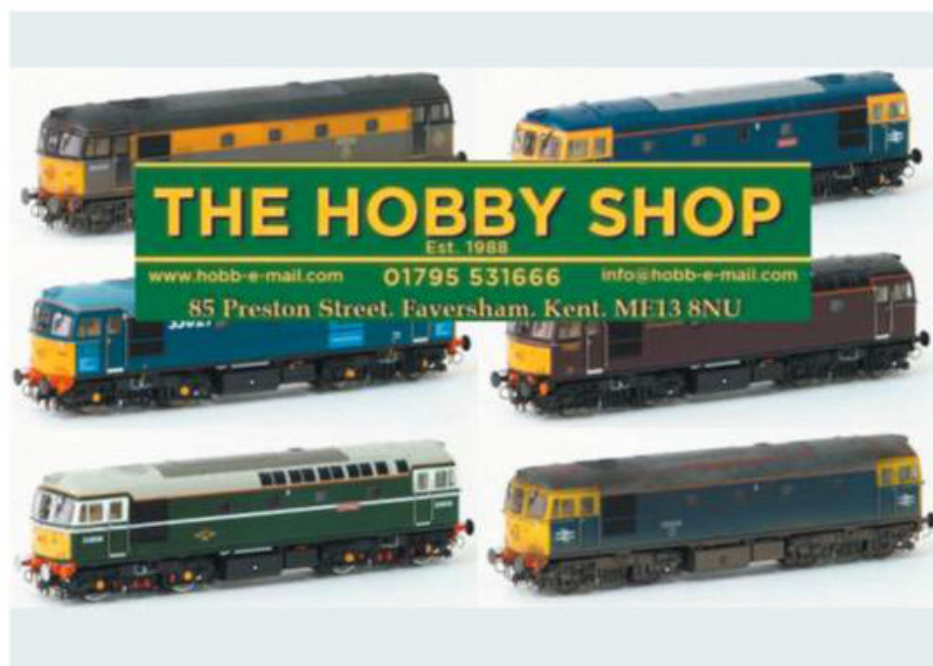
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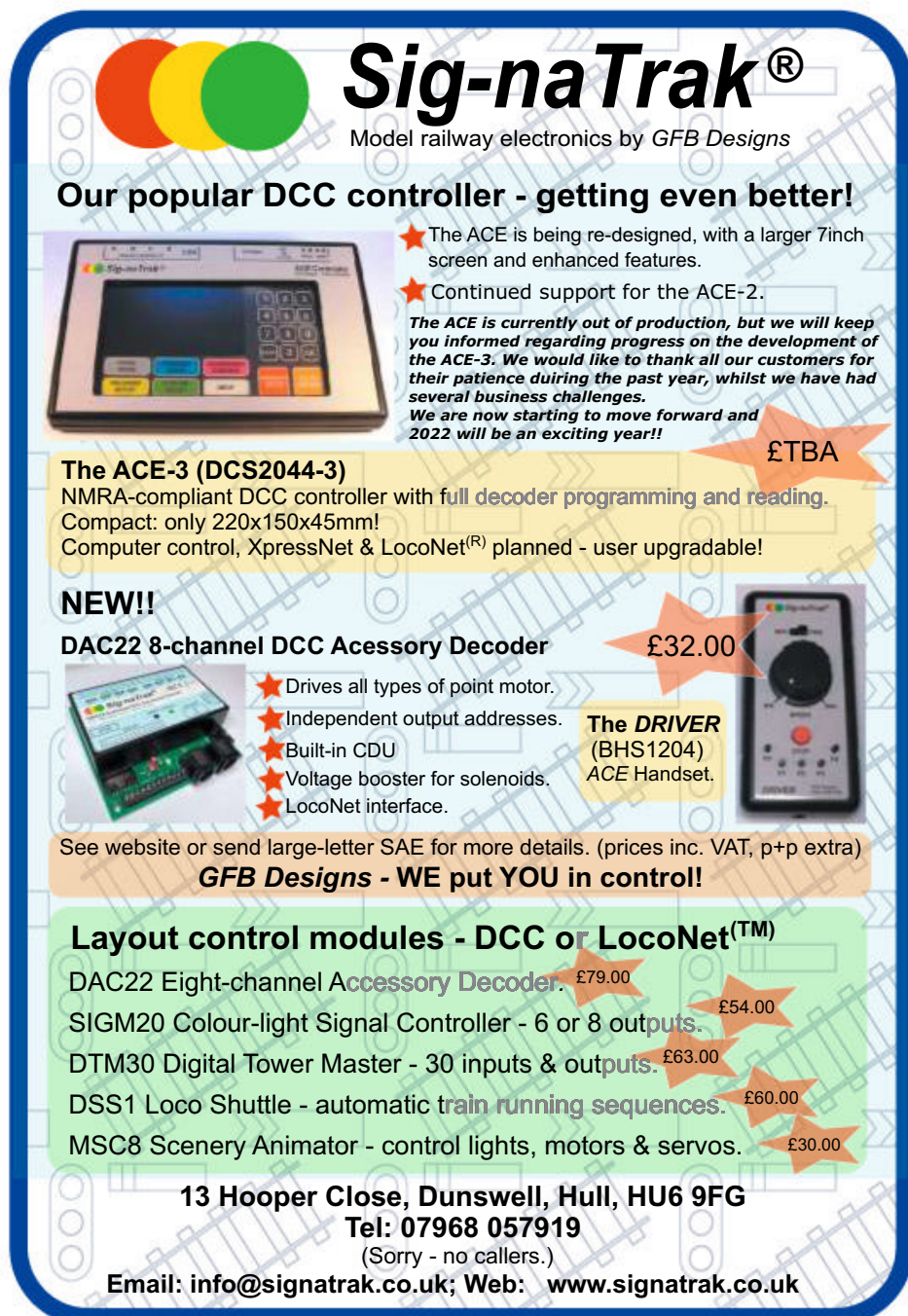
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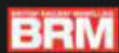


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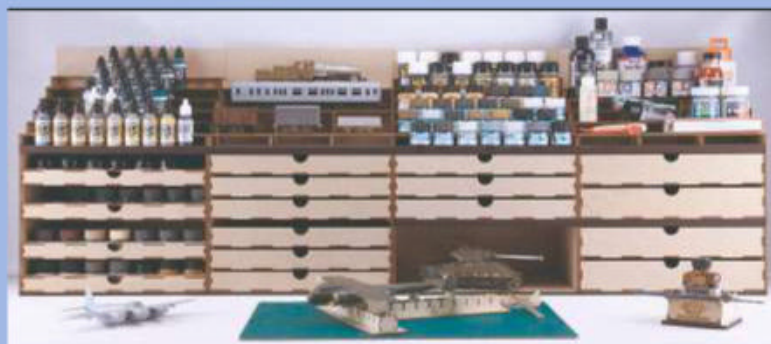
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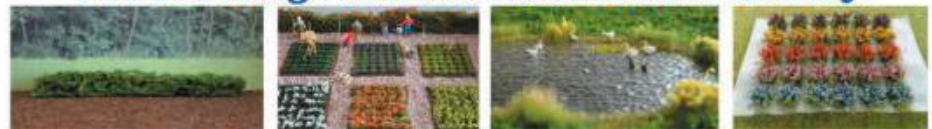
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Consultant Editor: Chris Leigh

Staff Writer: Chris Gadsby

Model Consultant: Dave Lowery

Editorial Assistant: Samantha Toombs

Art Editor: Matthew Hunt

Production Editor: Shane Collins

Sub Editor: Richard Hampson

Photography: Jacques Portal, Chris Nevard, George Dent

Artist: Andrew Mackintosh

PRODUCTION

Telephone: 01733 468377

Print Production Manager: Richard Woolley

Advertising Production: Zoe Bellamy

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ADVERTISING

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Gemma Smith 01733 366379

Group Sales Manager

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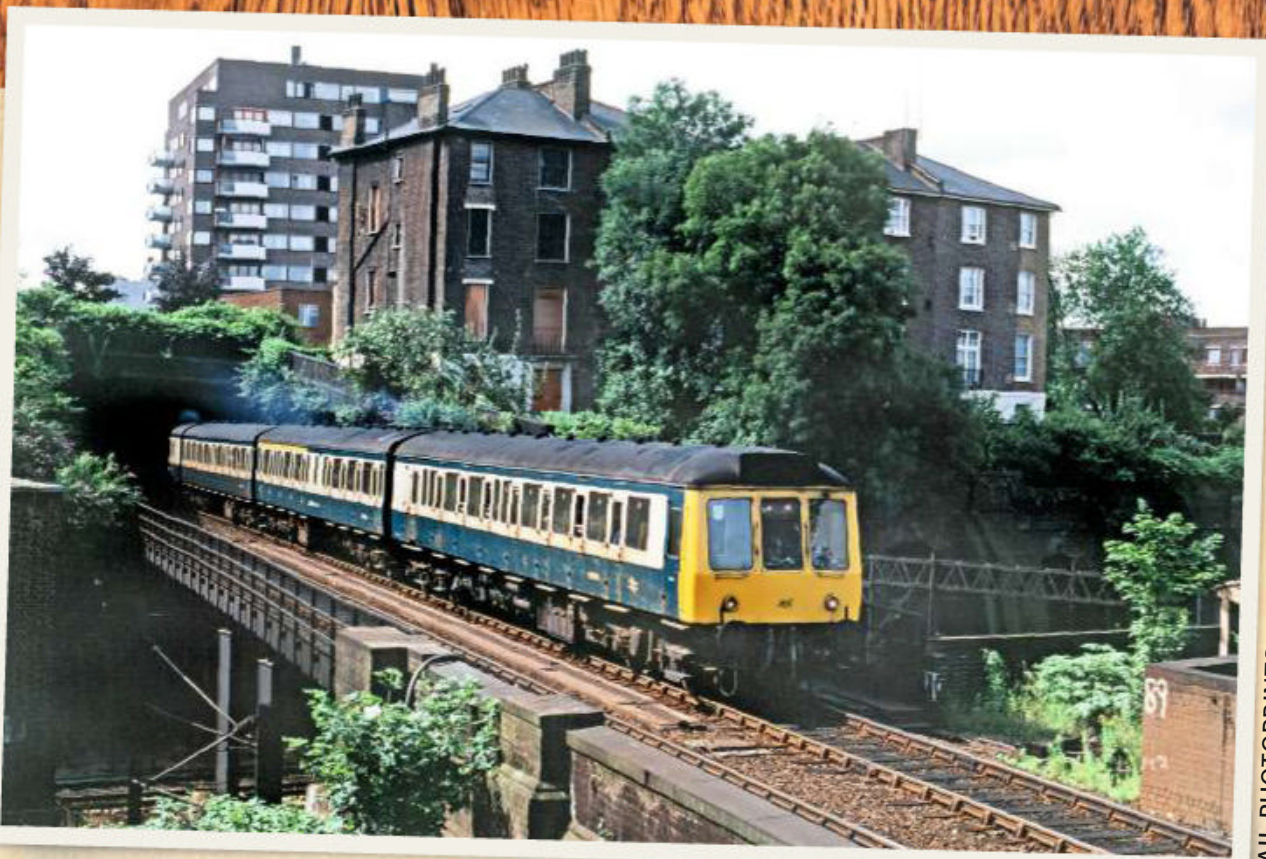
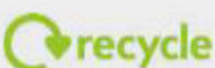
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RAIL PHOTOPRINTS

Present your case

If there's a prototype that you think needs to be offered ready-to-run, here's the place to voice your opinion...

Prototype: British Rail Class 115 four-car DMU

Gauge: 'N'

Proposed by: Andrew Rossiter, Northwich

What is it?

One of BR's first generation of diesel multiple units, the Class 115 fleet consisted of four-car units designed principally for the outer suburban services emanating from London Marylebone, on the former Great Central suburban routes, along with the odd run as far as Nottingham.

Constructed at BR's Derby Works and equipped with Leyland Albion engines and traditional mechanical transmissions, they entered service in 1960. Outwardly similar to the Class 127 DMUs employed on St Pancras to Bedford services, the '115s' featured improved interiors despite the high-density nature of their seating arrangements. Doors were fitted beside each seating bay and there were no gangways between vehicles. A toilet was provided in one of the intermediate Trailer Composite coaches.

A total of 41 four-car sets were built, 35 of which were earmarked for the Chiltern line services, with the other six initially employed

on the former Cheshire Lines Liverpool to Manchester route. The units were earmarked for refurbishment in the 1970s, leading to them enjoying long careers, and they were eventually replaced in the 1990s with the emergence of the Class 165 'Networker' units.

What would make it viable?

Owing to their longevity, there are plenty of livery options to offer, encompassing the various permutations of BR green and Rail blue liveries, plus blue/grey and even Network SouthEast livery for the later survivors.

Members of the class also worked in other areas, including Gospel Oak to Barking and Redhill to Tonbridge, while a number of units were based at Tyseley in latter days, so there's a breadth of potential appeal in geographic terms. Furthermore, the tooling wouldn't need too many tweaks to produce the four-car Class 127 sets as well.

A DCC sound-fitted version, with authentic gear changes, would bring back many special memories for those who remember these DMUs.

Can I see a real one?

Yes, plenty of Class 115 vehicles have survived into preservation.



Have your say

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

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RAIL PHOTOPRINTS



Behind the Backscene

Andy Hardy reveals how he wooed his wife-to-be from the footplate of 'A1' class 'Pacific' *Tornado*.

Andy Hardy is operations manager at Rapido Trains UK.

“I play a few different brass instruments (some better than others). I also taught myself to juggle”

1 What is your earliest railway memory?

I have quite a lot of early railway memories, but one that sticks with me is visiting the National Railway Museum with my parents. They took me to a huge number of museums and heritage railways which cemented my railway interest.

2 What is your most memorable train journey?

There are too many to choose from in the UK, let alone abroad! However, crossing the Forth Bridge on the footplate of *Tornado* was a rather spectacular experience.

3 How did you get into the hobby industry?

Right place, right time! I have done some freelance work for several manufacturers, in a research capacity, including helping *Model Rail* and Rapido Trains on the '16XX' project. When Rapido advertised for staff for its new UK operation, I was in the right place to apply.

4 What did you do beforehand?

I was previously a manager on the Kent & East Sussex Railway (hence the '16XX' connection) and, before that, I spent nearly a decade at the National Railway Museum.

5 What hobbies do you have?

Away from building model railways? I regularly drive locomotives on the K&ESR along with acting as support crew on *Tornado* and supporting the 'P2' project. I also have an unhealthy obsession with Lego – I'm currently building Bodiam out of it.

6 Have you ever built a model railway?

My latest layout, 'Lynsford', built with my friend Steve Bassett, appeared in *Model Rail* issue 284. I am currently building a couple of new layouts in 'O' gauge and 'Gn15' ('G' scale narrow gauge trains running on 'OO' track).

7 What model or craft projects are you most proud of?

An 'O' gauge 'Terrier' No. 32678, which is the engine on which I passed my KESR driving test. The model is based on the day I drove it for a photographic charter, with myself and the fireman appearing in laser-scanned format on the footplate. The cab has been detailed, including my jacket hung up. It has working smoke and DCC sound fitted by TRS Trains and it's weathered as per photos from the day. I'm extremely proud of it.

8 If you could build your dream model, what would it be?

I'd love to build Glenfinnan Viaduct, but I'd need a small industrial unit to give me enough space.

9 Do you have a favourite railway station?

I always enjoy a trip to St Pancras but, on the opposite end of the scale, I also love backwater stations like Bodiam on the Kent & East Sussex Railway.



10 Where do you find your inspiration?

Everywhere, usually in the most unusual of places. It's amazing what you can see when you look around.

11 Who is your hero?

There are many heroes in life and history. The locomotive draughtsmen like Doncaster Works' Teddy Windle are unsung heroes, taking the ideas and rough designs of the CME and turning them into fully functioning, detailed and stylish locomotives.

12 What motivates you most in your job?

Having the opportunity to bring new and exciting products to market is a great inspiration, especially things that have a personal connection. I grew up watching *The Titfield Thunderbolt* repeatedly on VHS – now I'm working to bring it to life in model form.

13 What is the biggest challenge you've faced?

Setting up the infrastructure for Rapido in the UK.

14 What has been the best decision you've ever made?

Getting married and starting our family. I met my wife on a heritage railway while with *Tornado* and now I have a two-year-old daughter who loves railways (and tractors).

15 If you could change anything about the hobby, what would it be?

I'd like to change people's business awareness around the hobby. The costs, timescales and practicalities of producing fantastic models, as all of the manufacturers do. Just about everyone I know in the business pours their heart and soul into projects and sometimes hard decisions have to be made for business or practical reasons that I think the consumer sometimes don't understand or see.

16 What was your big ambition as a child?

To drive a steam locomotive!

17 If you had a time machine, where would you go?

I would love to witness, first-hand, the development of the railways from about 1900 until the First World War.

18 What's your hidden talent?

I play a few different brass instruments (some better than others). I also taught myself to juggle. Not a very useful talent, until my daughter came along.

19 Do you have any strange quirks that you're prepared to share?

I have a thing for railway velocipedes and other hand-powered vehicles. I was part of a team that did 100 miles on a pump trolley for Sports Relief on the K&ESR a few years ago.

20 What is the best piece of advice you've ever had?

Just remember to breathe!

21 How would you like to be remembered?

Hopefully as a nice guy, father and husband who loves to share a hobby and passion with people.



Next Month: We fire the questions at Julie Lightburn of York Modelmaking.

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