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MODEL RAIL

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- ♦ Expert guide to rust effects
- ♦ Distressing and weathering
- ♦ Repurpose old models
- ♦ Create a lifelike scrapyard diorama



SIMPLE SHEDS

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Populate a diesel railcar

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REVIEWED THIS MONTH



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9F

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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 Shirtbutton 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



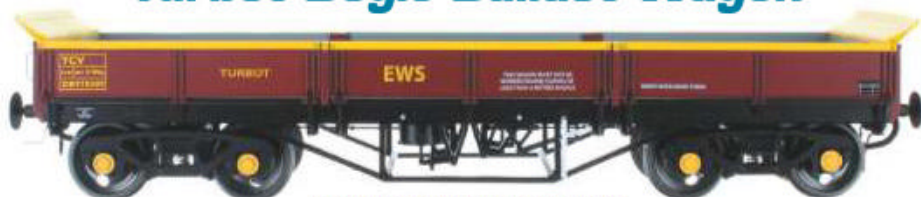
- 7F-200-009 - BR 20T Brake Van B951841 Grey
- 7F-200-010 - BR 20T Brake Van B951260 Bauxite
- 7F-200-011 - BR 20T Brake Van B953501 Bauxite (Oleo Roller Bearing)
- 7F-200-012 - BR 20T Brake Van B954768 Bauxite/Yellow (Air Braked)
- 7F-200-013 - BR 20T Brake Van B954781 Grey Coal Sector CAR
- 7F-200-014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



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- 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 **100-103**.

Welcome

Hornby's 2022 range contained a handful of surprises. As someone with a penchant for all things LMS, it's good to see that a couple of all-new steam locomotive models will be appearing in the near future. You can read all about Hornby's range on pages 6-9 but, without spoiling too much of the fun, I must say how pleased I was to see the appearance of a few new diesel and bi-mode multiple units.

Firstly, the re-emergence of the Class 110 will surely be popular among diesel fans, despite it being a revamped version of the 1980s-era model. I've been upgrading a '110' set recently, and examples had become rather difficult to source on the pre-owned market (for sensible prices), so look out for that project in an upcoming issue of *Model Rail*.

Hornby's promise of a bi-mode Stadler 'FLIRT' will please modern image modellers, especially as there are precious few post-BR DMUs to choose from at present, despite the UK network being dominated by units for the past 30-odd years. Indeed, Bachmann's 'OO' gauge 'Voyager' is almost 20 years old now, while important prototypes such as the '175', '180', '185' and '222' have yet to be tackled. Maybe one day?

On a different note, I had great fun creating the various scrapyard-related projects that feature in this month's Workbench, supplementing Paul Gosden's amazing diorama. Offering an ultra-cheap – and ultra-enjoyable – means of re-purposing old or faulty models, the various techniques are open to modellers of all abilities. Of course, not everyone likes to see trains being scrapped. I, for one, can remember feelings of



Hornby's decision to model Greater Anglia's new Class 755 'FLIRT' fleet is a welcome surprise. Similar units are also being delivered to Transport for Wales, so maybe there's a chance that these could also appear at some point in future? **GEORGE DENT**

great sadness when faced with images of Class 25/26/27/40 diesels being broken up during the 1980s, while the recent demise of HSTs and Mk 3 stock still feels premature. But such things are the stuff of life and the railway must continue to evolve.

Nothing lasts forever, alas!

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!

This month's contributors



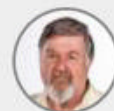
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Peter Marriott



Ben Ando



Dave Lowery



Paul A. Lunn



Graham Goodchild



Paul Gosden

Model Rail essential information

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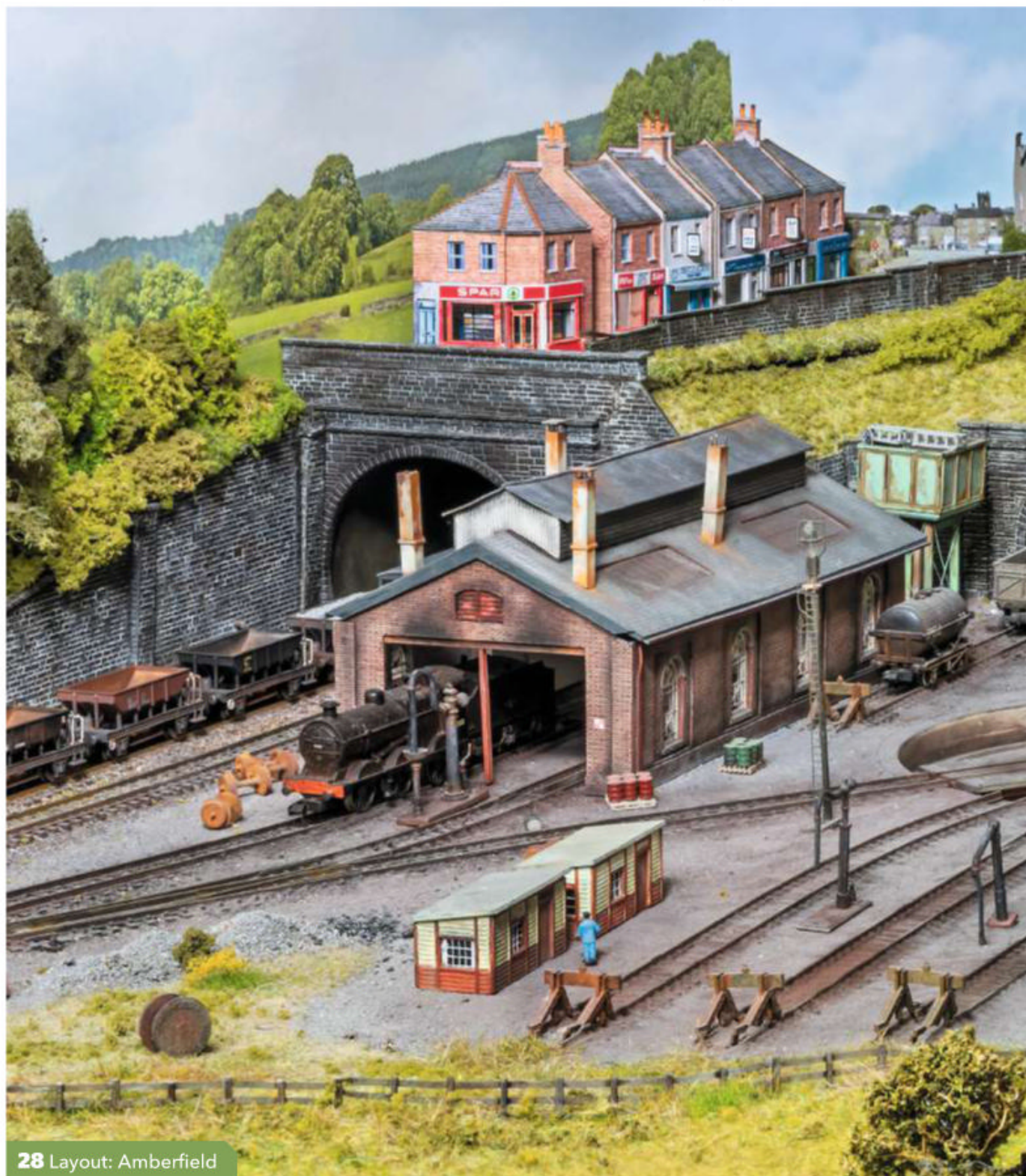
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Workbench

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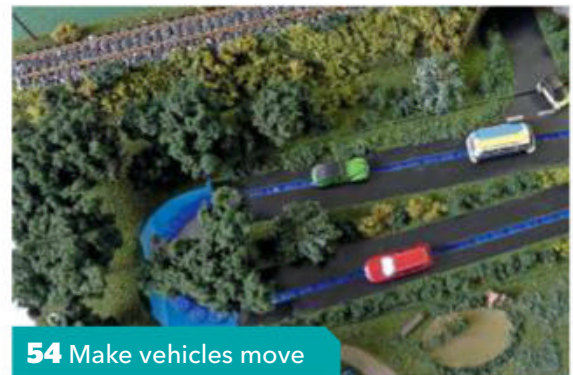
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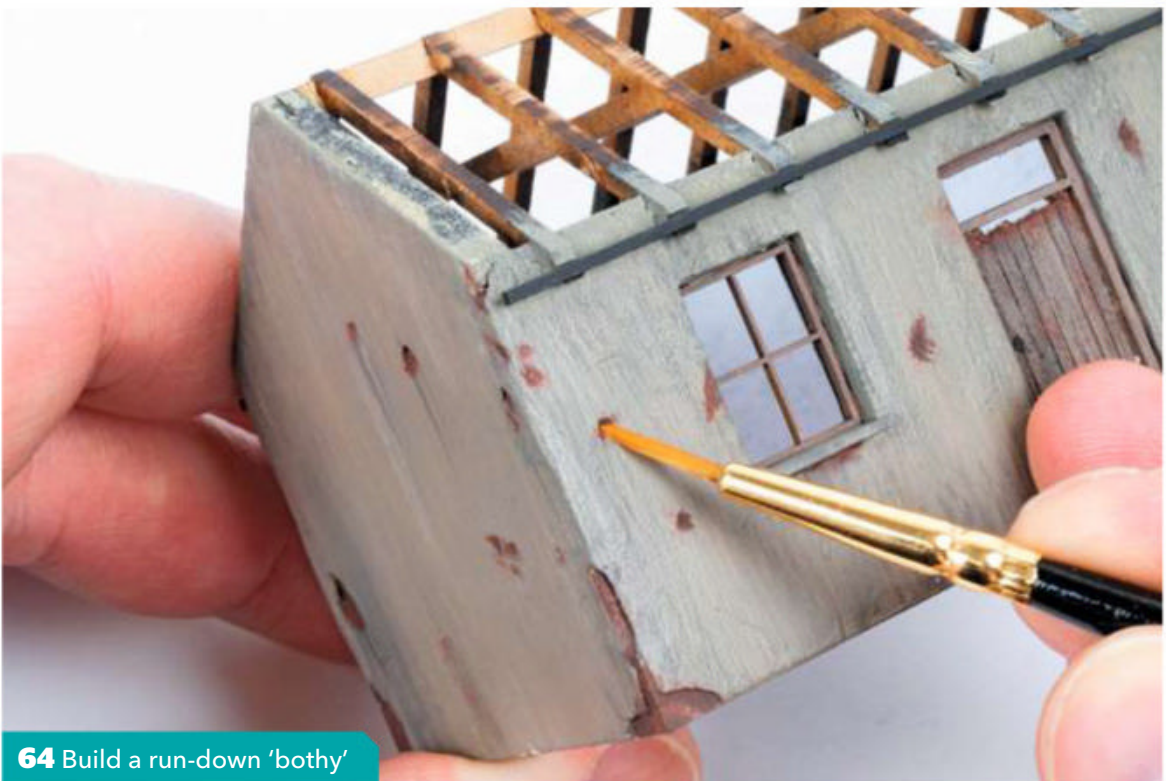
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Model Rail exclusive models

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NEWS Opening the box

The latest happenings from the world of model railways

EXCITING RELEASES IN HORNBY'S 2022 LINE-UP

During the recent *Hornby: a Model World* TV series, we got to see a fascinating behind-the-scenes view of the Margate firm's 2021 range announcements. Not long after that broadcast, the Hornby team was once again hosting its annual announcement to the press in mid-December via video link, revealing the red-boxed goodies that would be appearing in 2022.

Despite the manifold difficulties of the past couple of years, there have been plenty of new Hornby models reaching the shelves and the team has built on these successes with some exciting new models for the coming year.

Top of the bill is an all-new LMS 'Black Five', plus a rendition of the unique Stanier 'Turbomotive'. Four versions of the 'Black Five' are planned, including a web-exclusive version with Caprotti valve gear, with delivery expected towards the end of next year.

As well as new tooling, new technology is also gracing the Hornby range next year with steam-generator units fitted to various DCC sound-equipped models, including one of the 'Black Fives', a version of 'A3' *Flying Scotsman* (with die-cast footplate upgrade) and LNER 'P2' *Prince of Wales*. Unlike previous smoke units, Hornby's new version is controlled via DCC, allowing emissions to be linked to the locomotive's movement and sounds. Flickering firebox effects are also provided, offering a comprehensive package.

There's no doubt that LNER fans will be pleased with a range of four new 'Coronation' coach packs, an observation car and, in the collectible Hornby-Dublo range, a newly tooled 'A4'. Modellers who missed out on the LMS 'Coronation Scot' coaches will be heartened to hear that a second production run will commence, featuring a different set of vehicle numbers.

Away from steam, diesel and electric fans have also been catered for in the 2022 range. Some old favourites reappear in new guises, including classes 08/31/50/60 while the HST power cars have been re-tooled to incorporate enhanced features such as lighting, working roof fans, 21pin DCC sockets and improved couplers. To match the new power cars, a fully re-tooled Mk 3 coach range will also be launched, featuring both slam and slide doors.

There's a new 0-6-0 industrial

Sentinel and an upgraded Class 423/4 VEP with the various flaws of the original release corrected, plus a couple of striking new livery options for the Class 91. Greater Anglia's Stadler Class 755 FLIRT units will also be produced, in three and four-car versions. Finally, in the RailRoad Plus range, the much-requested Class 110 DMU makes a reappearance in the range in a choice of two liveries.

New modellers haven't been overlooked either, with a number of new train packs coming to the

range for next year, including throwbacks to the Tri-ang days with 'The Victorian Train Set' and 'Crash Train Set' available in summer. Finally, a new 'Trains on Film' series has been announced with models inspired by *The Lady with a Lamp* and *The Titfield Thunderbolt* which are expected to be available towards the end of next year. Surprisingly, despite Hornby putting great store by its own Coca-Cola and Beatles licensed ranges, the 'Trains on Film' sets are not licensed by the rights holders.

STEAM RANGE

HORNBY STANIER '5MT' 'BLACK FIVE' 4-6-0

Four versions are being offered with one, No. 44726, offered with steam generator and sound.

What's planned??

- ◆ R30224 - LMS 5MT 'Black Five' 4-6-0, No. 5200, LMS lined black
- ◆ R30226 - BR 5MT 'Black Five' 4-6-0, No. 45157 *Glasgow Highlander*, BR lined black early emblem
- ◆ R30225SS - BR 5MT 'Black Five' 4-6-0, No. 44726 (with steam generator and sound), BR lined black early emblem
- ◆ R30227 - BR 5MT 'Black Five' Caprotti 4-6-0, No. 44755 (web exclusive), BR lined black early emblem

Price: £229.99 - £249.99

When's it due? November - December 2022



RAIL PHOTOPRINTS

00 GAUGE HORNBY 'PRINCESS ROYAL' CLASS 'TURBOMOTIVE'

Hornby is to offer two versions of 'Turbomotive' with a 21-pin connection.

What's planned??

◆ R30134 - LMS Princess Royal Class 'Turbomotive' 4-6-2, No. 6202, LMS crimson

◆ R30135 - BR Princess Royal Class 'Turbomotive' 4-6-2, No. 46202, BR lined black early emblem

Price? £266.49 - £290.49

When's it due? December 2022



00 GAUGE HORNBY LNER CLASS A3

The classic model of the *Flying Scotsman* has been given an upgrade with the addition of a steam generator and sound, die-cast footplate and flickering firebox.

What's planned?

◆ R3991SS - LNER Class A3 4-6-2, No. 60103 *Flying Scotsman*, BR green early emblem

Price? £272.99

When's it due? December 2022



00 GAUGE HORNBY LNER CLASS P2

Featured in *Hornby: A Model World*, *Prince of Wales* is also in the range this year with the addition of a steam generator and sound.

What's planned?

◆ R3983SS - LNER Class P2 2-8-2, No. 2007 *Prince of Wales*, LNER green

Price? £274.99

When's it due? November 2022



00 GAUGE HORNBY LNER CORONATION COACHES

A range of four Coronation coach packs and an observation car are due in the summer.

What's planned??

◆ R40223 - LNER Coronation Brake Third & Kitchen Third Articulated Coach Pack

◆ R40224 - LNER Coronation Double Open First Articulated Coach Pack

◆ R40225 - LNER Coronation Open Third & Kitchen Third Articulated Coach Pack

◆ R40226 - LNER Coronation Open Third & Brake Third Articulated Coach Pack

◆ R40227 - LNER Coronation Observation Car, No. 1729

Price? £66.99 - £108.99

When's it due? September 2022



Other steam highlights



◆ R30221 - LMS/BR Class 4F, No. 43924, *The Railway Children*, LMS Black

◆ R30122 - Departmental 'Terrier' 0-6-0, D.S.680, black

◆ R30140 - SR 'M7' 0-4-4T, No. 30244, British Railways green with lettering



◆ R3434 - SR 'Merchant Navy' 4-6-2, No. 21C1 *Channel Packet*, Southern Railway lined green

◆ R30129 - BR 'Battle of Britain' class 4-6-2, No. 34072 257 Squadron, Southern lined green British Railways lettering



◆ R30114 - BR 'West Country' 4-6-2, No. 34046 *Braunton*, British Railways lined green early emblem

◆ R3993 - LNER 'A4' 4-6-2, No. 4490 *Empire of India*, LNER blue

◆ R3992 - LNER 'A4' 4-6-2, No. 4491 *Commonwealth of Australia*, LNER blue

◆ R3994 - LNER 'A4' 4-6-2, No. 60030 *Golden Fleece*, British Railways lined green late emblem

◆ R30228 - LMS 'Princess Coronation' 4-6-2, No. 6222 *Queen Mary*, LMS streamlined blue

◆ R3997 - LMS 'Princess Coronation' 4-6-2, No. 46245 *City of London*, British Railways crimson late emblem

◆ R30126 - LNER W1 'Hush Hush' (smoke lifting cowl) 4-6-4, No. 10000, LNER black

◆ R30125 - LNER W1 'Hush Hush' streamlined 4-6-4, No. 60700, LNER blue with British Railways lettering



Gauge 00 HORNBY DUBLO

The collectable, retro-branded range of steam locomotives is expanding further with a couple of newly tooled locomotives, two other models and a train set for 2022. Sixty-four years after it was first released, the Hornby-Dublo 'Royal Scot' train set makes a return with a metal bodied *Duchess of Montrose* in BR green, two coaches and an oval of track.

What's planned?

◆ R1283M - BR 'The Royal Scot' train set

Price? £429.99

When's it due? June 2022

What's planned??

◆ R39109 - BR 'Princess Coronation' 4-6-2, No. 46250 *City of Lichfield*

◆ R30112 - SR 'Merchant Navy', *Lampart & Holt Line*

◆ R3973 - BR 'A4' 4-6-2, No. 60007 *Sir Nigel Gresley*

◆ R3972 - LNER 'A4' 4-6-2, No. 4900 *Gannet*

Price? £302.49

When's it due? September - December 2022





DIESEL AND ELECTRIC RANGE

00 GAUGE HORNBY SENTINEL INDUSTRIAL LOCOMOTIVES 0-6-0

What's planned?

- ◆ R30083 - Sentinel 0-6-0, 39, Port of Bristol Authority blue
- ◆ R30084 - Sentinel 0-6-0, 3001, MSC blue
- ◆ R30085 - Sentinel 0-6-0, 57, NCB green

Price? £108.99

When's it due? April 2022



- ◆ R30013 - Ruston and Hornsby 48DS 4wDM, 200792 Gower Princess, black
- ◆ R30012 - GCR(N) Ruston and Hornsby 48DS 4wDM, 1 Qwag, green



- ◆ R30115 - BR Class 08 0-6-0, 604 Phantom, BR blue with wasp ends
- ◆ R30121 - BR Class 08 0-6-0, 13079, BR black (National Railway Museum edition)
- ◆ R30142 - Loram Class 08 0-6-0, 08632, Loram livery



- ◆ R30120 - BR Class 31 A1A-A1A, D5500, BR green (National Railway Museum edition)



RAILROAD PLUS

- ◆ R30197 - Class 31 A1A-A1A, 97203, BR Departmental RTC Train Testing livery



- ◆ R30196 - Class 31 A1A-A1A, 31454 *The Heart of Wessex*, BR InterCity livery
- ◆ R30180 - Class 37 Co-Co, 37152, BR InterCity livery
- ◆ R30185 - Class 37 Co-Co, 37116 *Comet*, BR large logo blue with yellow ends
- ◆ R30191 - Class 40 1Co-Co1, 97407, BR departmental blue



- ◆ R30912 - Class 40 1Co-Co1, D232 *Empress of Canada*, BR green late emblem
- ◆ R30186 - Class 47 Co-Co, 47803, BR infrastructure livery
- ◆ R30187 - Class 47 Co-Co, 47598, Network South East livery
- ◆ R30179 - Class 47 Co-Co, 47656, BR large logo blue with yellow ends
- ◆ R30181 - Class 57 Co-Co, 57603 *Tintagel Castle*, GWR livery
- ◆ R30178 - Class 67 Bo-Bo, 67029 *Royal Diamond*, DB grey
- ◆ R30184 - Class 67 Co-Co, 67023 *Stella*, Colas Rail Freight livery



- ◆ R30158 - BR Class 31 A1A-A1A, 31139, BR blue with yellow ends
- ◆ R30153 - BR Class 50 Co-Co, 50044 *Exeter*, Network South East livery



- ◆ R30154 - BR Class 50 Co-Co, 50042 *Triumph*, BR large logo blue with yellow ends
- ◆ R30156 - BR Class 60 Co-Co, 60001 *Steadfast*, Railfreight construction livery



- ◆ R30157 - BR Class 60 Co-Co, 60001 *Steadfast*, Railfreight petroleum livery
- ◆ R30165 - LNER Class 91 Bo-Bo, 91101 *Flying Scotsman*, LNER 'Flying Scotsman' livery
- ◆ R30166 - VTEC Class 91 Bo-Bo, 91110 *Battle of Britain Memorial Flight*, 'Lest We Forget' livery



TRAIN PACKS

00 GAUGE HORNBY CLASS 755/3 'FLIRT' THREE-CAR TRAIN PACK

What's planned?

◆ R3963 - Class 755/3 'FLIRT' three-car train pack, Greater Anglia livery

◆ R3963A - Class 755/3 'FLIRT' three-car train pack, Greater Anglia livery

Price? £362.99 **When's it due?** December 2022



RAIL PHOTOPRINTS

00 GAUGE HORNBY CLASS 43 HST TRAIN PACK

◆ R30096 - Class 43 HST, First Great Western green

◆ R30098 - Class 43 HST 'Castle', Great Western Railway

◆ R30099 - Class 43 HST, East Coast Trains grey

◆ R30219 - Class 43 HST, East Midlands Railway blue

◆ R30218 - Class 43 HST, RailAdventure grey

Price? £362.99 **When's it due?** September 2022



◆ R30123 - K&ESR Terrier 150th Anniversary pack

◆ R3961 - Isle of Wight Central Railway Terrier train pack, IWC lined black

◆ R30104 - BR Class 370 Advanced Passenger Train Sets 370003 and 370004 five-car pack, InterCity APT livery

◆ R30229 - BR Class 370 Advanced Passenger Train Sets 370001 and 370002 seven-car pack, InterCity APT livery

◆ R3967 - GWR Class 802/1 train pack, GWR green

◆ R3965 - LNER Class 801/2 train pack, LNER Azuma livery

◆ R3908 - TPE Class 802/2 'Nova 1' train pack, TransPennine Express livery

◆ R30102 - Lumo Class 803, 803003, Lumo blue

00 GAUGE HORNBY CLASS 755/4 'FLIRT' FOUR CAR TRAIN PACK

What's planned?

◆ R3964 - Class 755/4 'FLIRT' four-car, Greater Anglia livery

◆ R3964A - Class 755/4 'FLIRT' four-car, Greater Anglia livery

Price? £411.49 **When's it due?** December 2022

00 GAUGE HORNBY CLASS 423 4-VEP EMU TRAIN PACK

What's planned?

◆ R30106 - Class 423 4-VEP EMU, Southern railway livery

◆ R30107 - Class 423 4-VEP EMU, South West trains livery

Price? £362.99 **When's it due?** October 2022



00 GAUGE CLASS 66 CO-CO CAVALCADE

◆ R30223 - Class 66, 66432, Direct Rail Services livery

◆ R30150 - Class 66 Co-Co, 66748, GBRf grey

◆ R30151 - Class 66 Co-Co, 66796 *The Green Progressor*, GBRf HS2 livery

◆ R30152 - Class 66 Co-Co, 66793, GBRf



◆ R30177 - RailRoad BR Class 43 HST InterCity train pack, InterCity swallow livery

◆ R30170 - RailRoad Plus BR Class 110 DMU three-car train pack

◆ R30171 - RailRoad Plus BR Class 110 DMU two-car train pack



Coaches & wagons

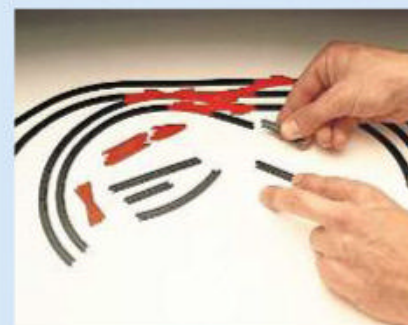


The all-new Mk 3 coaches are a highlight, with a variety of post-privatisation liveries to choose from, including FGW 'fag packet', East Midlands Trains, East Coast and LNER. The more up-to-date slide door versions will be offered in GWR livery.

Other coach highlights include more four and six-wheel stock, in a variety of liveries, plus the re-run of the LMS Stanier Coronation Scot stock. Additionally, various Mk 1s will be offered in RTC blue/red.



The newly-tooled GWR 'Loriot Y' machinery truck developed for the pseudo Titfield set will also be available separately in GWR and BR livery without a load. Priced at £38.99, it should be due in November.



PLANNING AID'S WELCOME RETURN

Hornby will be re-issuing the popular plastic track planning symbol sets (R619), as regularly used by *Model Rail*'s Paul A. Lunn. They should be available in August 2022.

Price: £9.99

TRAINS ON FILM

Making use of Hornby's forthcoming rendition of the Liverpool & Manchester 0-4-2 *Lion*, plus existing and new rolling stock, is a pair of train packs 'Inspired by...' famous films.

What's planned?

◆ R30094 Trains on Film pack inspired by *The Lady with a Lamp*

◆ R30093 Trains on Film pack inspired by *The Titfield Thunderbolt*

Price: £229.99 each

When's it due? November 2022



Airbrushes.com

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NEW

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GWR 'SIPHON G' FROM ACCURASCALE

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GAUGE

To complement its forthcoming GWR 'Manor' 4-6-0, Accurascale has announced that it will be producing several variants of the GWR/BR(W) 'Siphon G' bogie vans. Built between 1930-45, over 100 examples eventually emerged, incorporating plenty of design alterations along the way. Employed on all manner of duties, from carrying milk churns to performing ambulance duties during the war, they remained in parcels and Departmental use well into the 1980s.

Accurascale's comprehensive tooling suite has been produced to cover 15 different versions, with the first production run covering examples from the prototype's entire operational period. Liveries will include GWR brown (with 'shirt button'

monogram and BR lettering options) to BR carmine, maroon and Rail blue, plus US Army Deep Bronze Green with Red Cross insignia. As usual, Accurascale's models will feature plenty of fine detail and high-quality components, including brass axle bearings.

The project has passed the engineering sample stage, which highlighted a few areas for improvement, while decorated samples are due soon. The 'Siphons' are now available to pre-order via your

local stockist or direct via the Accurascale website. Delivery is due in early 2023.

Price: £54.95 each

Web: www.accurascale.co.uk/collections/siphon-g



DECORATED 'MANORS' REVEALED

In late December, Accurascale unveiled images of decorated samples of its forthcoming GWR/BR '78XX' 'Manor' class locomotives. Like most manufacturers,

Accurascale has had to deal with a few manufacturing and supply chain issues, which have caused a slight delay to the project's timeline. However, now that

these samples have been assessed and areas for improvement highlighted, production will now commence very shortly, with a delivery date of

Q2 2022 now expected. Pre-orders are still being taken at Accurascale stockists, or direct from www.accurascale.co.uk

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GAUGE

REVOLUTION'S NEW RECRUIT

Revolution Trains is delighted to announce that well-known enthusiast Mike Buick is joining the company as a third full-time member of the team from the beginning of 2022. Mike is a keen modeller in all scales and his 4mm layout 'Oak Road', which depicts a stretch of the present-day Great Western Berks and Hants line in 4mm scale, has been widely admired on the exhibition circuit since its debut in 2017. As well as being a popular attraction, 'Oak Road' has also raised

money for the charity Meningitis Now. Having survived meningococcal meningitis at the age of 20, Mike is dedicated to supporting research into the disease.

His role at Revolution will be primarily project design and customer service.

"With more and more projects under development, it became clear we needed to recruit someone to help Revolution grow," explains co-director Mike Hale. "We are confident

Mike's enthusiasm and skill are what we need as we move forward with our plans."

He'll be the third permanent member of the team, joining company founders Ben Ando and Mike Hale, and will also represent Revolution at exhibitions alongside long-time helpers Paul Churchill and Gareth Atkinson, who have full-time jobs outside the hobby. "Mike will be a familiar face to many," said Revolution co-director Ben Ando, "and we are confident he'll be a good fit in our small but dynamic team."



ORDER BOOK IS NOW OPEN FOR RAPIDO'S 'TITFIELD THUNDERBOLT' MODEL LINE-UP



Rapido Trains UK has announced that the order book for three key models from the 'Titfield Thunderbolt' range is now open. This range of 'Titfield Thunderbolt' models are the only products licensed from and fully endorsed by StudioCanal, which owns the rights to the classic 1953 Ealing comedy. Rapido's sales and marketing manager Richard Foster said, "Developing 'The Titfield Thunderbolt' range is a hugely ambitious project for a new business like ours. We deliberately kept the order book closed until design work was complete. Given the number of variations we'd need to make, coupled with global price rises, we wanted to ensure that there would be no hidden nasties that would mean we'd have to raise the price."

Design work has now been completed on three key products, meaning that the train packs containing *Thunderbolt*, the 'Loriot Y' carrying Dan's House and the 'Toad' brake van, are now available to order. Orders are also being taken for *Lion* and the 'Loriot Y' in their non-Titfield, historical liveries too.

Still to come from Rapido Trains UK are the ex-Wisbech & Upwell

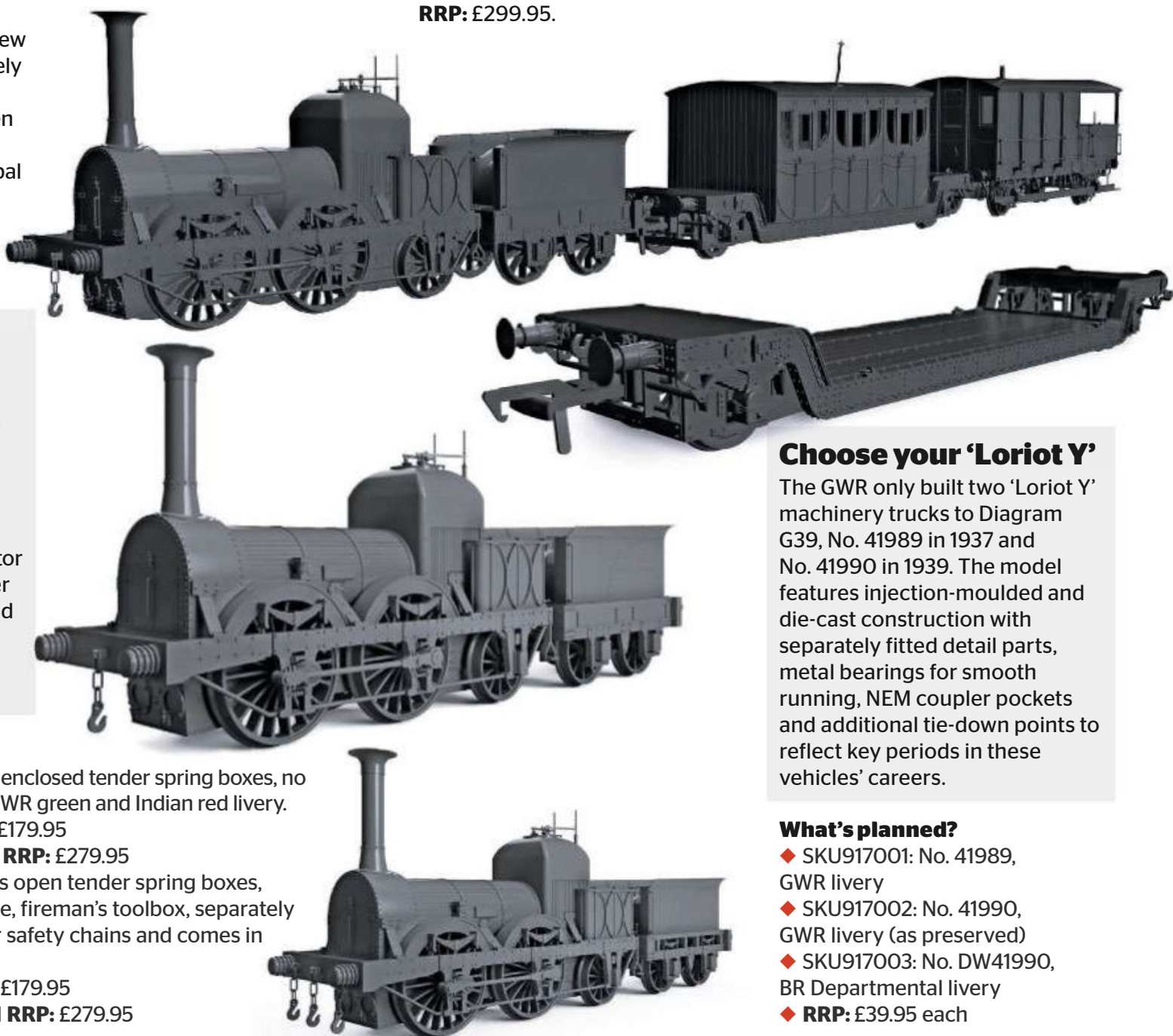
tramcar and the Bedford OB coach, operated by chief antagonists, Pearce & Crump.

All models will be in stock by March 2023, the 70th anniversary of the film's release.

What's available?

◆ SKU922001 The Titfield Thunderbolt Deluxe Pack. This pack contains sound-fitted *Thunderbolt* with period-specific details, 'Loriot Y' plus Dan's House, 'Toad' No. W68740, scale figures and commemorative booklet. **RRP: £399.95.**

◆ SKU922002 The Titfield Thunderbolt Pack. This pack contains DCC-ready *Thunderbolt* with period-specific details, 'Loriot Y' plus Dan's House and 'Toad' No. W68740 but not the figures or booklet. **RRP: £299.95.**



Choose your *Lion*

Rapido is producing models of Liverpool & Manchester O-4-2 *Lion* in two versions with period specific details that will not be found on *Thunderbolt*. All versions feature die-cast metal and injection-moulded plastic construction, a high-quality motor and mechanism, Next18 decoder socket, NEM coupler pockets and a coupler that means it can be hooked up to historic coaches from other manufacturers.

What's planned?

- ◆ *Lion* (1930 condition) features enclosed tender spring boxes, no pressure gauge and comes in LNWR green and Indian red livery.
- ◆ SKU913001, DCC-ready **RRP: £179.95**
- ◆ SKU913501, DCC sound-fitted **RRP: £279.95**
- ◆ *Lion* (1980 condition) features open tender spring boxes, firebox mounted pressure gauge, fireman's toolbox, separately supplied locomotive and tender safety chains and comes in Ruston green and black livery.
- ◆ SKU913002, DCC-ready **RRP: £179.95**
- ◆ SKU913502, DCC sound-fitted **RRP: £279.95**

Choose your 'Loriot Y'

The GWR only built two 'Loriot Y' machinery trucks to Diagram G39, No. 41989 in 1937 and No. 41990 in 1939. The model features injection-moulded and die-cast construction with separately fitted detail parts, metal bearings for smooth running, NEM coupler pockets and additional tie-down points to reflect key periods in these vehicles' careers.

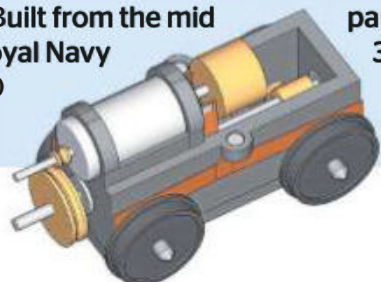
What's planned?

- ◆ SKU917001: No. 41989, GWR livery
- ◆ SKU917002: No. 41990, GWR livery (as preserved)
- ◆ SKU917003: No. DW41990, BR Departmental livery
- ◆ **RRP: £39.95 each**

FLAMEPROOF LOCOMOTIVE FROM PLANET INDUSTRIALS



Planet Industrials' latest multimedia kit depicts the flameproofed version of F.C. Hibberd & Co. Ltd's 'Planet' twin-axle locomotive type. Both petrol and diesel versions were available, with power being transmitted to the axles via a Wilson four-speed gearbox and roller chain. **Built from the mid 1950s, the Royal Navy purchased 10 examples for**



use in the Devonport dockyard in Plymouth, while a further six went to Chatham Dockyard.

The kit contains all parts required to create a running locomotive in 'OO' gauge, with the body comprising a 3D-printed shell, with a fret of etched nickel silver detail parts provided. Further 3D-printed details complete the model. The chassis is based

around a 3D-printed core and is supplied with Romford wheels. A 12V DC motor transmits power to a layshaft via a belt drive, with worm and spur gear drive to both axles. A brass flywheel is also provided to aid smooth running. The chassis is designed to be assembled with basic tools and no soldering is required.

There is ample space inside the body for modellers who wish to consider fitting DCC, and to add

additional weight as required. **Price: £125**
Availability: www.lightrailwaystores.co.uk



HARDER & STEENBECK



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www.harder-airbrush.eu

PLENTY OF PROGRESS FOR REVOLUTION TRAINS



A bumper consignment of new product samples has been received by the Revolution Trains team, in both 'OO' and 'N' gauge, including decorated samples of the 'OO' SR General Manager's saloon, in both BR blue/grey and Network Rail green. There are some corrections to be made, but these early samples show lots of promise. The order book for the saloons closes at the end of January 2022.



Progress has also been made on Revolution's 'N' gauge Class 59, which has reached the first EP stage. It's been produced to test the fit of parts and to prove the mechanism, which ran very smoothly under test. Many tooling options will be available, allowing nearly all of the individual '59s', at all periods of their service lives, to be modelled - including the unique 59003. The order book for these models remains open at the low pre-production price and they are expected to ship in Q4 2022.



Decorated samples of the 'N' gauge Mk 5a TransPennine Express coaches have also been received and are being assessed. The models feature full interiors, photo-etched details and are being offered in full, accurate train packs correctly depicting all five vehicles in each set and they'll be the perfect companion for a Dapol TPE Class 68.

The order book for these models is expected to close at the end of February, with delivery scheduled for the late summer.



The first running samples of the 'N' gauge Class 313/314 'PEP' units have also been assessed. These three-car trains were introduced in the late 1970s and some remain in service on the south coast and in Scotland.

For more details on all of these projects, see www.revolutiontrains.com



Also arriving in decorated sample form was the 'N' gauge Drax Power IIA-D biomass hoppers, being produced exclusively for Rails of Sheffield. These models are expected to go into production after Chinese New Year.



VOTE NOW!

Don't forget to cast your votes for *Model Rail's* Model of the Year 2021. This is your chance to help celebrate the very best of British and Irish outline model railways. Covering all the newly tooled models to feature in *Model Rail* between January-December 2021, there are 13 different categories in which you can vote, with one vote permitted per category.

The poll closes on January 31 2022 and the results will be revealed in the next issue of *Model Rail*, on sale February 17.

Go to <https://bit.ly/2ZTgROw> to cast your vote now!

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!



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New offer for 2022: Buy any 3 Hobby Trax own brand products and get 10% discount!!
Online purchases only. Discount is automatically applied and cannot be used in conjunction with any other offer. All qualifying items must be purchased in a single transaction.

DCC Decoder Tester Just £24.95

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!!



Cobra Cable baseboard wiring system

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

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.



LOCO GO! - Wheel AND pickup cleaner - 200ml just £6.99

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.



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**



Hobby Trax Scenic range

We have a rapidly expanding range of scenery products covering all seasons and gauges! nBallast from £7.99 per kg. Huge 50g lichen bag £4.99. Coal (various grades) 250g £2.99 All very clean and not dusty!



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



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 / £8.99

16/02 cable 3A for points & DCC £2.10 / £17.99

24/02 cable 5A for longer runs £2.70 / £21.99

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 **£179.95**

Now with free programming track switch!

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

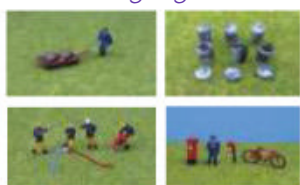
Firemen 1970/80's £11.00

Newspaper seller £7.90

4x park benches £7.90

Postman, box and bike £9.20

8x dustbins £8.80



New from Hobby Trax:

NCE Programming track switch

Like the NCE PowerCab controller but wish it had a programming track? Well now you can add one! Simply connect our switch unit and have a dedicated programming track. Also features a unique isolate function to switch everything off to allow you to work on any part of your layout. Very simple plug-and-play installation, no soldering required. Full instructions included, fits to all existing set-ups. **Just £12.99**

We include one FREE with every NCE controller we sell!!



Hornby set track - all parts available

R600 / R601 straights £2.30/£2.75

R602 Analogue power clip £2.95

R603 long straight £4.79

R606 2nd radius curve £1.80

R609 3rd radius curve £2.70

R636 Double track crossing £30.95

R910 Fishplates (12pk) £3.19

R920 Insulated fishplates (12pk) £2.39

R8008 Grand suspension bridge £42.95

R8072 / R8073 Std points £11.45

R8076 Y point £10.95

R8077 / R8078 Express point £17.99

R8232 DCC Electro point clips £7.49

R8242 Digital power clip £6.15

R8261 - 4th radius curve £2.20

R8262 - 4th radius double curve £4.75

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)

15 pin D plug, socket or cover (each)

25 pin D plug socket or cover (each)

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

12 way 6A screw terminal plug and socket

Toggle switch ON-ON (SPDT / DPDT)

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

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

Push to make button (various colours)

General tools

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

Flux pen

Solid flux pot

Xuron track cutter normal / in-situ

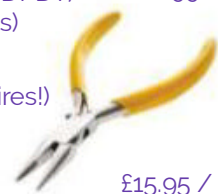
Cutters and pliers

Tweezers - always handy!

Antex 25W soldering iron and stand

Drill bits sizes 0.3 to 1mm (10 pack)

Digital multimeter £9.99



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

"Switching tracks is easy with our new NCE programming track switch!"

Did you know?

The shortest passenger platform is Platform 1 at Birkenhead North and is just 15m long.

The shortest mainline platform is at Battersea Pier Staff Halt - just 3m long, barely 40mm in 00 gauge!



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.

MAKE A START WITH SHAPER SHEET KIT

Woodland Scenics has launched a Shaper Sheet Learning Kit (ref. LK 957), which includes everything you need to get started. Shaper Sheet enables landforms to be made quickly and easily and, because it is light in weight, it's ideal for portable layouts. Consisting of a strong and pliable sheet, it can be shaped and reshaped to form all manner of landscape profiles,

from rock faces to gentle slopes, and provides a useful alternative to plaster-impregnated bandage. Useful instructions are supplied within the packaging, along with earth-coloured paints and tools. **(PM)**

Price: £23.25

Availability: Bachmann stockists

Web: www.bachmann.co.uk



ANY
GAUGE

FITTER'S ESSENTIALS

Modelu's latest offerings aren't figures but a range of workshop equipment that will transform the interior of a locomotive shed or factory. The Fitter's Cupboard is a typical locker-type store with drawers, shelves, tools and a jacket hung on the back of the doors.

The Fitter's Bench is a heavy-duty affair, with drawers, a pair of vices and a compression tool. When painted and suitably weathered, these will look fantastic. Available in any scale from 'N' to 'O'.

Price: from £4.50 each

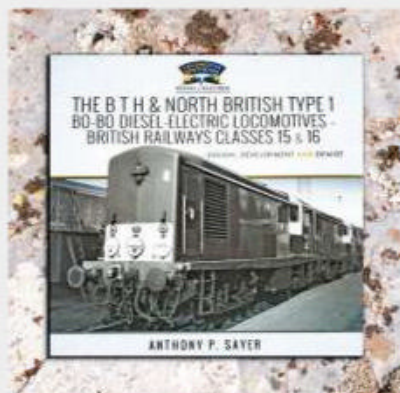
Web: www.modelu3d.co.uk

ANY
GAUGE



Modeller's Bookshelf

An exhaustive history of two of BR's less-fêted diesels and a guide to a vital, if unheralded, railway route have kept our editor occupied this month, along with an intriguing weathering guide.

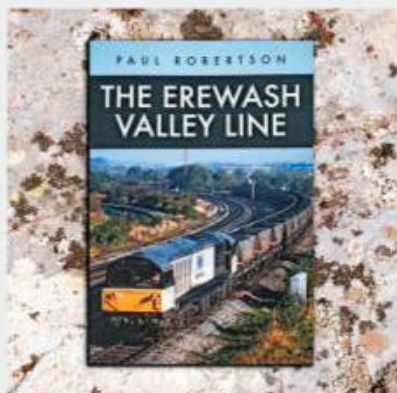


This is one heck of a tome, delving deep into the genesis, production, operation and disposal of the Class 15/16 fleets. Starting with the lessons learnt from the Brush 10800 Bo-Bo, the author makes use of copious sources and even provides exhaustive histories of each individual locomotive. There are plenty of images, many of which haven't been published before. At over 350 pages, this is a heavyweight hardback - essential reading for anyone interested in these fascinating locomotives.

Book: *The BTH & North British Type 1 Bo-Bo Diesel-Electric Locomotives - BR Classes 15 & 16*, by Anthony P. Sayer (Pen & Sword)

Price: £40.00

Availability: www.pen-and-sword.co.uk



I travelled along the northern stretch of the Erewash Valley line on a weekly basis for over a decade, so I was excited by this title. The various collieries had gone by the time I started my travels, but traces of coal infrastructure remained here and there. This full-colour album presents a feast of all manner of freight trains from the past few decades, with plenty of variety in terms of traffic and traction. The captions are highly informative too, which is a bonus.

Book: *The Erewash Valley Line*, by Paul Robertson (Amberley)

Price: £15.99

Availability: www.amberley-books.com



Part of the AK Learning Series, this 84-page all-colour guide offers step-by-step instructions for recreating all manner of wood and timber effects. Everything from fences, barrels, boat hulls, tools and buildings is covered, with the onus on scenic dioramas, aircraft, ship and military models. Yet the techniques and materials are transferable to model railways. There's a fair bit of product placement, inevitable given that the publisher is a paint manufacturer, but there's some truly superb modelling on show. Highly recommended.

Book: *Realistic Wood Effects*, by Mike Rinaldi et al, (AK Interactive)

Price: £12.00

Availability: www.discountobbyzone.com



RELAY BOXES FROM ROUTEMEX

O
GAUGE

To complement its recent range of signal kits (see MR285), Routemex is now also offering a range of 'O' gauge relay boxes and location cabinets. Early timber-built versions and modern steel cabinets are available, each offered in triple-packs at £8.00 per pack.

Web: www.routemex.com





ON THE WORKBENCH

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

FINGER CRAFT KNIFE

This unusual tool is designed to offer superior grip and comfort, allowing the index finger to bear down more effectively on the blade. This helps with precision work, especially in tougher materials such as thick plastic or card. It certainly creates less fatigue than when gripping a scalpel in the traditional way. Suitable for left or right-hand use, it comes with a pair of interchangeable blades and a safety cover.

Price: £3.95

Availability: Scale Model Shop

Tel: 01422 405040

Web: www.scalemodelshop.co.uk



LIQUITEX ACRYLIC MARKERS

While similar paint markers have been released under a certain model brand, I found these Liquitex acrylic markers in an art shop for a fraction of the price. Available with broad (15mm) or fine (2mm) tips, there's a wide palette of colours to choose from, although shades such as Raw Umber and Burnt Sienna can produce effective results on the sides of rails, for example. Suitable for application on virtually any material, they have countless potential uses.

Price: £3.25 each

Availability: Art shops

Web: www.cassart.co.uk



LOW-RELIEF SHOPS AND OFFICES 00 GAUGE

More low-relief building kits have been added to the Scale Model Scenery range. The Modular Temporary Offices (ref. LX390-00) feature laser-cut MDF sections for the main walls and thin overlays for the window frames, doorways and external framing. The kit can be built up in various formations, with just paint required to finish things off. The structures resemble a number of Network Rail office structures found at yards and depots around the country.

In contrast, there's also a traditional terraced shop (ref. LX356-00) which, again, consists of a main structure rendered in laser-cut MDF, with windows, doors and details cut from thin fibre board. A variety of store front options are available to customise the kit as anything from a butcher's to an Indian takeaway. The shop kit includes a basic interior, glazing and printed logos.

Prices: £9.99 (offices),

£13.99 (shop)

Tel: 01530 456952

Web:

www.scalemodelscenery.co.uk

BATTERED FENCING 00 GAUGE

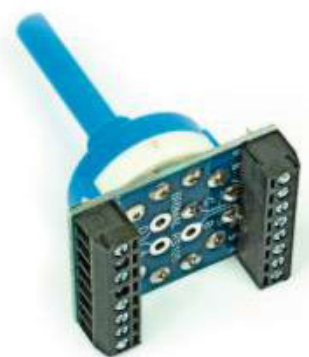
These laser-cut sections of weather-beaten wooden fencing, from Model Scene, feature knot and nail holes and lots of random shapes and texture. Rendered in 74mm long sections, the packs are marketed primarily towards 1:87 scale/'HO'. However, it's perfectly suitable for 'OO', offering a scale 5ft height, and separate overlays are provided to add extra depth to the posts and battens. Although the timber finish looks great in its natural state, the shade could be tailored with a wash of wood dye or diluted acrylic paint. Perfect for planting around a derelict house or patch of waste ground.

Price: £4.78 per pack

Availability: Scale Model Shop

Tel: 01422 405040

Web: www.scalemodelshop.co.uk



ROTARY SWITCH ANY GAUGE

The RS100 series of rotary switches from BCL come pre-fitted to a PCB with screw terminals, for solder-free connections. Available in 1-pole 12-way, 2-pole 6-way or 4-pole 3-way format, full instructions are provided.

Price: £4.70 each (quantity discounts available)

Web: www.bclstore.co.uk/rotary-switches



NEW WEATHERING POWDERS FROM WWS ANY GAUGE

A range of weathering powders is now available from WW Scenics, supplied in 80ml resealable plastic tubs. Eight different colours are on offer, providing a broad palette of tones: Deep Rust, Light Rust, Concrete Dust, Light Earth, Black Soot, Green Moss, Copper Oxide and Desert Yellow. Ideal for many different weathering applications, they can also be mixed with isopropyl alcohol



to create a greater variety of effects on rolling stock, buildings and scenic. (PM)

Price: £7.99 per tub or £27.99 for all eight colours.

Availability: www.wwscenics.com

EXHIBITION DIARY - JANUARY - MARCH 2022

(ALL SUBJECT TO GOVERNMENT GUIDANCE ON COVID-19)

2022

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. **Contact:** 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. **Contact:** exhibition manager 01539 733844. **Web:** www.kendalmrc.org

LONGFIELD, KENT. Longfield Model Railway Exhibition - CANCELLED

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. **Web:** www.hillingdon-railwaymodellers.co.uk. **Contact:** Peter on 020 8368 4090.

February 11-12

SOUTH SHIELDS, TYNE & WEAR. Model Rail Exhibition, The Salvation Army, Wawn Street, South Shields, Tyne and 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. **Contact:** Keith 07970 641493. **Web:** <https://info2939128.wixsite.com/bmre>

February 19

BIGGLESWADE, BEDFORDSHIRE. EBMRS Exhibition - CANCELLED

HARROGATE, NORTH YORKSHIRE. 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). **Contact:** 07534 829050

PRINCESS RISBOROUGH, BUCKINGHAMSHIRE. Risborough & District Model Railway Club, RISEX 2022, Risborough Community Centre, Wades Park, Stratton Road, Princess Risborough HP27 9AX. **Time:** 1000-1700. **Admission:** Adult £4, Child £2 (5-17). **Contact:** Mark Bacon risexmanager@rdmrc.org.uk **Web:** www.rdmrc.org.uk

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. **Contact:** Roy Prentice 01892 527199. **Email:** tonbridgemrc@yahoo.co.uk **Web:** www.tonbridgemrc.com

February 26

READING, BERKSHIRE. Kenavon Model Railway Exhibition - CANCELLED

March 5 & 6

RAINHILL, MERSEYSIDE. Rainhill Model Railway Club - 'Model Rail 2022' Exhibition, Rainhill Village Hall, Weaver Avenue, Rainhill, Merseyside L35 4LU. **Time:** Sat 1000-1700, Sun 1000-1630 (full disabled access). **Admission:** Adults £5, Children £3, Families (2+2) £13. **Contact:** Brian Davis 01925 226266. **Web:** www.rainhillmrc.org.uk

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 (two adults, one child). **Contact:** 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

LEAMINGTON SPA, WARKS. Midlands Garden Rail Show, Warwickshire Event Centre, Nr. Leamington Spa CV31 1XN. **Time:** 1000-1600. **Admission:** £9 Adult, £8.50 Senior Citizen, £4.50 Child (5-14). All tickets must be purchased in advance via the website. **Web:** www.midlandsgardenrailshow.co.uk. **Tel:** Avril Spence 01926 614101. **Email:** avril@meridienneexhibitions.co.uk

March 19

ABINGDON, OXFORD. ABRAIL22, Abingdon & District Model Railway Club, Abingdon College, Wooton Rd, Abingdon OX14 1GG. **Time:** 1000-1630. **Admission:** Adult £10.00 Children x 2 free with an adult - www.ticketsource.co.uk/abingdon-district-model-railway-club **Web:** www.admrc.org.uk

TADWORTH, SURREY. Tadworth Spring 2022 Model Railway Exhibition, ABRAIL22, The Good Shepherd Church Hall, Station Approach Road, Tadworth, Surrey KT20 5AH. **Time:** 1000-1700. **Admission:** Adults £6, Under 16s £3, Concession £5. **Web:** www.ndmrc.info/Home/Tadworth.htm. **Contact:** Stuart Robinson 07758 458827 **Email:** stuart.robinson27@outlook.com

March 19 & 20

HOWDEN, EAST YORKS. Carlton Model Railway Society Annual show, Howden Shire Hall, Marketplace, Howden, East Yorks DN14 7BJ. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** £5 entry, accompanied children under 12 free. **Contact:** thomaszugic@gmail.com **Tel:** 07795 831494

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. **Time:** 1000-1700. **Admission:** Adults £6, Concessions £5, Family £12, Children 50p. **Contact:** John Burrows 07870 210269, **Web:** www.newtonayclifferotary.org.uk. **Facebook:** @rotarynewtonaycliffe

...and finally

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

In 1959, filming was underway on *Return of the Titfield Thunderbolt*, the sequel to the much-loved comedy about local people saving their railway. Sadly the original line, the Limpley Stoke to Camerton branch, had been torn up the year before, so the former S&DJR line was used around Catcott Burtle instead. Alas, the film was never completed, after a fire in the processing lab destroyed all the film negatives. Here we see a rare colour photograph, the locomotive being very similar to *Model Rail's* Sentinel 4wVBT, and is captured hauling a motley collection of elderly rolling stock during one of the takes.



THE ELECTRIC LIGHT ORCHESTRA!

The Class 92 is a dual-voltage electric locomotive capable of running on 25kV AC from overhead lines via pantograph, or 750V DC from a third rail. It was designed specifically for operation through the Channel Tunnel between Britain and France. Since then, they have spread their wings, operating across the electrified sections of the national network and even to Eastern Europe.

We are producing a range of these elegant locomotives in OO/4mm scale, spanning the locomotives' lifespan to date, including the latest Caledonian Sleeper colour scheme, for which we are also manufacturing the new Caledonian Mk5 Coaches.

Models will feature dual motorised pantographs, a wealth of separate detail, running on a heavy die-cast metal chassis, powerbank capacitors, with availability in both DC/DCC Ready and DCC Sound Fitted formats, the latter including a twin speaker set up including an EM1 style 'Accurathrash' speaker, and ESU Loksound 5 digital decoder.

Due Q3 2022, our locomotives will be available and ready to perform from Q3 2022. Pre-order direct from Accurascale's website today www.accurascale.co.uk



The Class 92s to be released are:

92 001 EWS, Victor Hugo
92 003 Railfreight, Beethoven
92 009 DB Schenker, Marco Polo
92 010 Caledonian Sleeper
92 020 GBRf
92 022 Railfreight Distribution, Charles Dickens
92 032 GBRf, ImechE Railway Division
92 036 EWS, Bertolt Brecht

92 038 Caledonian Sleeper
92 042 DB Schenker
92 043 Euro Porte 2, Debussy

Retailer commissioned locomotives will also be available. These are; **92 015**, **92 017** and **92 023**.

1:76/4mm scale, OO gauge

Available Q3 2022

£179.00 DC/DCC ready, £279.00 DCC sound



Staff Show & Tell

A tale of two bridges

Although track laying is taking longer than planned, **George Dent** has at least finished the two bridges for 'Lisburn Lane'...

According to my original schedule, track laying and wiring on 'Lisburn Lane' should have been complete by now. Alas, time has been scarce either side of Christmas, so I've had to prioritise other projects and responsibilities. However, I did manage to make some progress on the two key bridges, which have been built and painted away from the baseboards. Indeed, they have provided ideal small-scale tasks for the winter evenings at home.

The main road overbridge was described in October's issue (MR292), but subsequent alteration of the track plan meant that the structure required some slight modification. Furthermore, I was dissatisfied with the painted stonework and mortar courses, so the rebuilding work afforded the opportunity to start again and, hopefully, get things right second time around.

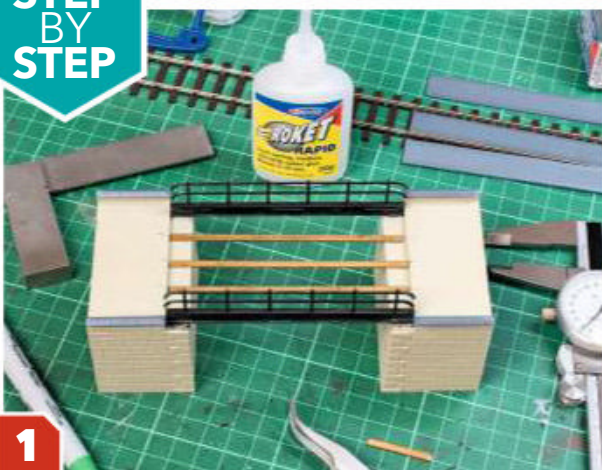


The other structure, a modest rail overbridge, has also been constructed and finished. A Wills decked girder bridge kit (ref. SS49) has been enhanced by the addition of shallow brass channel to the underside of the plastic card deck. I'm not sure if this will be visible once the bridge is installed but, as it would be impossible to add the detail later, it seemed prudent to do it now just in case.

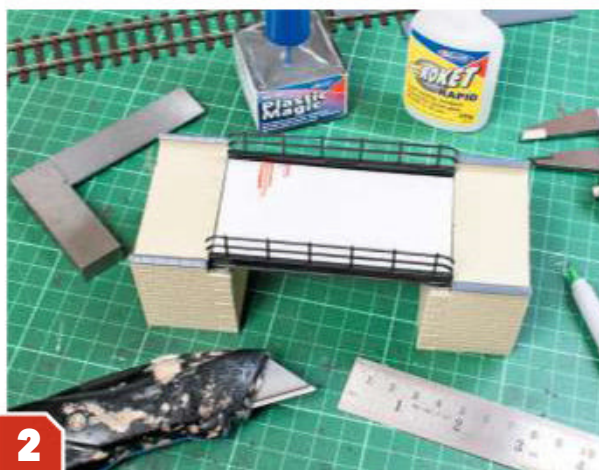
Now that the rail overbridge has been assembled, painted and test-fitted, the final obstacle to track laying has been taken care of.



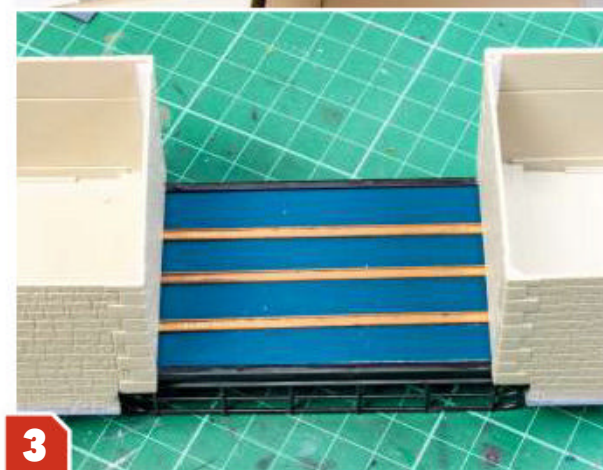
STEP BY STEP



1 The Wills bridge kit includes support piers, outer girder frames and upper decking plates. No lower decking is provided, however. I cut three strips of brass channel (from K&S Metals) and fixed them between the piers.



2 A sheet of scrap plastic card was then laid over the channel and secured with cyano glue. The thickness of the plastic was chosen to sit as flush as possible with the deck of the piers. The structure had become very sturdy at this point.



3 The brass channel greatly enhances the underside of the deck, suggesting the presence of steel girder beams. The underside may be just about visible when it's in place, so I wanted to avoid a featureless, flat surface.



4 Once the upper decking sections are installed - after the bridge and track have been installed properly - the bridge should look more realistic, while the homemade decking certainly provides greater strength.



5 It was easier to prime and paint the bridge and upper deck sections away from the layout than attempting it after installation. I've used acrylic paints throughout, dry-brushing successive layers of colour to achieve the desired effects.



6 The underside was stippled with a variety of 'rust' shades before dry-brushing picked out the relief in the brass channel. A little airbrushing of generic grime followed this stage to tone everything down slightly.



As the areas of unpainted plastic stonework testify, I've had to modify the road overbridge slightly by enlarging the central and right-hand piers, plus a new wing wall. I really wasn't happy with my first attempt at painting the stonework so, once the glue and filler had cured, the whole structure was sprayed with grey primer and I started again.

LISBURN LANE BRIDGE - TAKE TWO

I'm much more satisfied with the paint job this time around, both in terms of the stonework and the brick arch lining. Painting this bridge at the same time as the piers of the girder bridge ensured continuity, as the same paint shades were employed across the board. There's bound to be some touching up required once the bridges are installed and the scenic work added, but taking care of the lion's share of the finishing now, while the structures are easily accessible, will make life so much easier.



WHAT'S NEXT?

Get on with one of my least favourite jobs - the track laying and wiring!

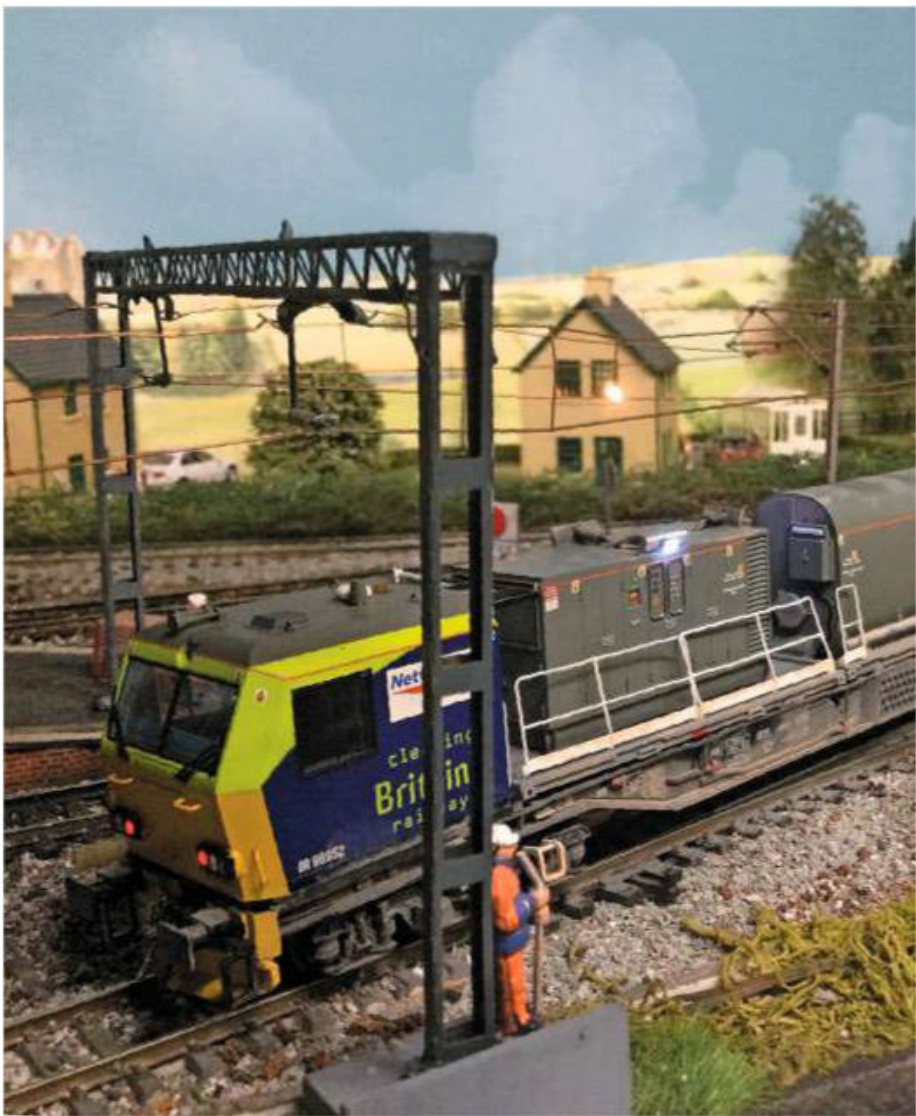
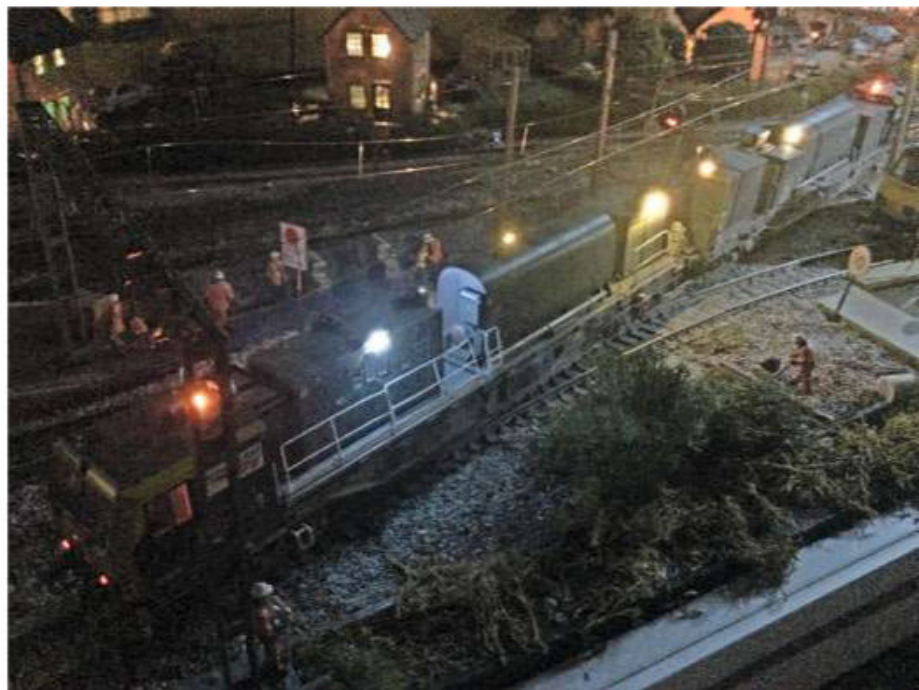
Show & Tell

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

Weathered and upgraded my Windhoff

I really enjoyed reading George's article on the Windhoff MPV (MR292) and how it has been developed and operated on the Network Rail system. It would be good to see further articles on similar specialist and engineering vehicles occasionally. It was certainly a change from the

usual articles seen in most railway modelling magazines. I've included a couple of images of my own Bachmann MPV. Several years ago I kitted out the operational areas with battery-powered work lights. Please also note the weathering, which I also applied.
Colin Linley



Coach class

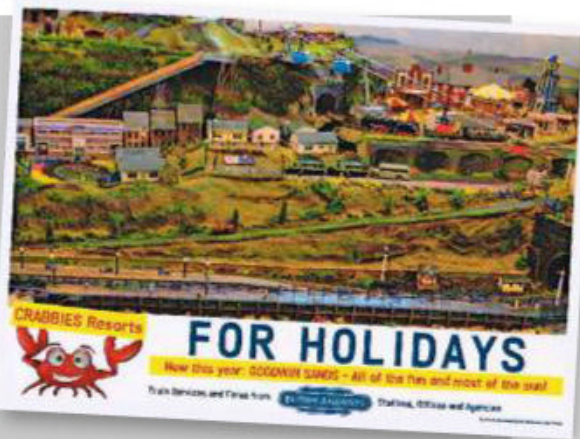
I picked up a copy of your magazine in Stamford Market and saw Chris Leigh's mention of the Old Gentleman's coach from *The Railway Children*. I thought

you might like to see my recently built version, scratch-built in real wood in 'O' gauge. The second image features an earlier build of mine, depicting the other coach built for the 1970 film. I built it for someone at the Bluebell Railway and I believe they have it in their museum.
Brian Bartholomew



Happy holidays

After reading Paul A. Lunn's Masterplan feature, I decided to build a layout based around a holiday camp. 'Crabbies Holiday Camp' took four months to build and is 'N' gauge with a DCC-operated shuttle on the main line. There's also an analogue-controlled 'Z' gauge miniature railway in the park. The carousel works, as does the cable car. I'm pleased to say that the layout



won a competition, the prize being this advertising poster. Thank you, Paul!
Brian Willcocks





Inside track with Ben Ando

Ben Ando is the co-founder of Revolution Trains and a regular contributor to *Model Rail*.

“While railway modelling may never be ‘cool’, it is no longer a pastime to be derided or mocked”

This is the first of a new column I have been invited to write in which I want to share my enthusiasm for railway modelling, and the real railway, and offer some insights into the thrills – and occasional spills – of being a model train manufacturer.

As 2022 begins it will soon be two years since the pandemic swept the world, and many of us found ourselves spending considerably more time at home than we’re used to.

One consequence of this – as a bored nation seeks out new indoor hobbies and pursuits – has been the growth in interest in model railways. Retailers with an online presence have reported surging sales, and an influx of new entrants to the hobby.

In the media too, perceptions have changed. Celebrities such as Rod Stewart and Jools Holland ‘coming out’ as model railway enthusiasts, coupled with programmes such as *Hornby: A Model World* shining a light on the hobby in a positive way, have changed the narrative.

Since the 1980s the high street model shop – the traditional showcase for the hobby – has been in steady decline, so these programmes are helping to raise awareness among those who have never seen a model railway layout.

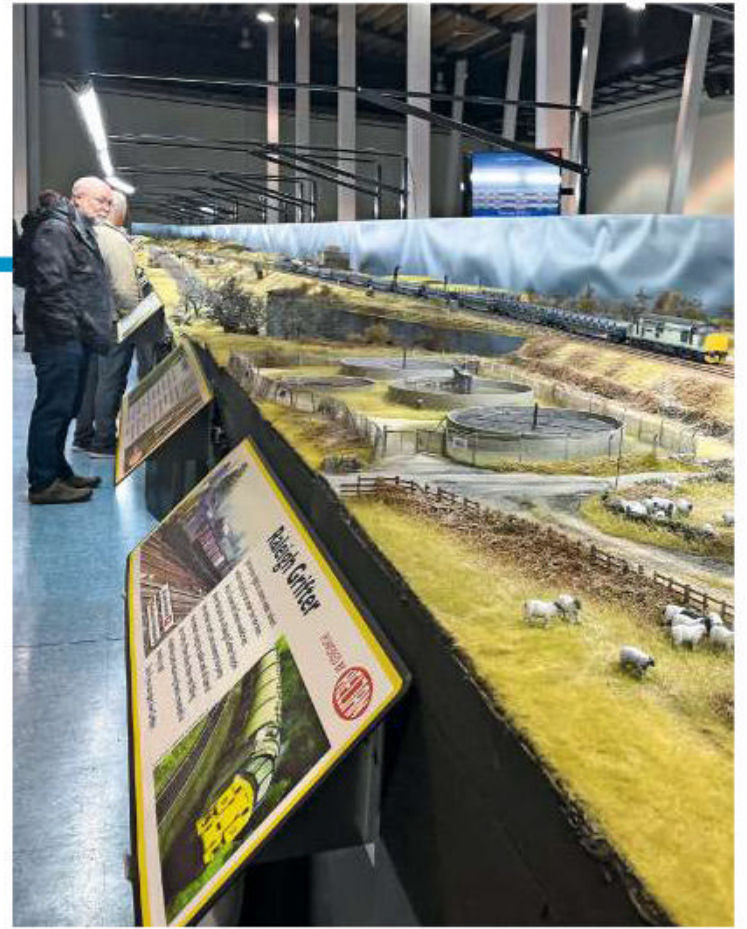
And while railway modelling may never be ‘cool’, it is no longer a pastime to be derided or mocked. The artistry, skill and dedication of those of us who enjoy it is now more widely admired than ridiculed.

So how does our hobby capitalize on this zeitgeist?

Although I’m an ‘N’ gauge modeller at heart, I was recently invited to see the amazing ‘Heaton Lodge Junction’ ‘O’ gauge layout built by Simon George.

The layout is huge – nearly 200ft long and 40ft wide – and is modelled on the location in West Yorkshire where the former London & North Western Railway line converges with the Lancashire and Yorkshire Railway’s Calder Valley route.

Visitors to the Market Hall in Wakefield, where it made its debut, watched a succession of scale-length passenger and freight trains pass along a stretch of fully signalled main line, with the stock and scenics all weathered to a similar and consistent high quality.



But while the layout of itself is stunning, to me what’s most exciting is its potential to reach a completely new audience.

In the second decade of the 21st Century, Britain’s town centres are struggling.

Our shopping habits were already moving inexorably online and the pandemic has accelerated this transition.

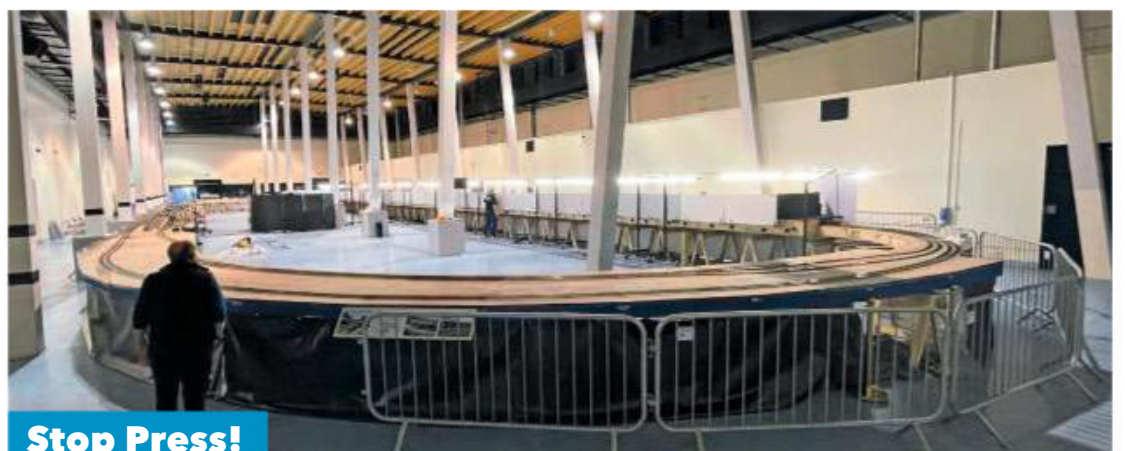
But what if high streets become more about content than consumables?

There is no shortage of empty shop units – and attractions such as ‘Heaton Lodge Junction’ can provide an extra reason for a town centre trip.

Simon knows a lot about managing events, having previously founded a highly successful company providing supercar driving experiences, and from the beginning his layout was designed with display in mind.

It is robust enough to be repeatedly built up and taken down, has a computer control system requiring minimal number of operators, and dedicated lorries for convenient and quick transportation.

Could ‘Heaton Lodge Junction’ form the template for a new generation of model railway displays that tour the country, both invigorating moribund town centres and becoming the 21st-century equivalent of the oval of track in the local model shop’s window?



Stop Press!

Simon George recently announced that he is planning to display ‘Heaton Lodge Junction’ at a large venue in South West England during the second quarter of 2022. This will be part of a wider exhibition, including other layouts and trade support. Look out for more details in *Model Rail* soon.



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.

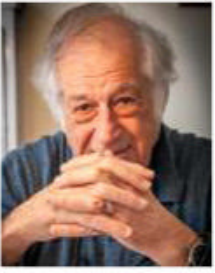


We will produce both body shapes of the Palbrick B wagon, the most common.

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

Order now from

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



According to Chris...

...the pandemic has changed the face of railway modelling forever – and the internet makes it hard to sort the wheat from the chaff when it comes to model ‘reviews’...

“I’ve lost count of how much I’ve spent over the years buying models to review because the manufacturer hasn’t sent one”

In the top corner of this page, you’ll find the description ‘Opinion’. ‘According to Chris’ was introduced as an opinion piece that comes from someone who is not in the Editor’s chair. Most of the time I write personal stuff that’s not opinion, not controversial and – always, I hope – readable and enjoyable.

This time, I’m writing in the run-up to the year end and a few days after my ‘three quarters of a century’ birthday. So perhaps it’s time for a ‘review’ of 2021, which began with a lockdown and didn’t quite end with one, in England, at least.

I don’t think that 2021 was the worst possible year for the hobby. It wasn’t good but it wasn’t as bad as it could have been. There were bright spots, notably that club meetings could resume with a few reasonable precautions. Clubs had been badly hit by being forced to close for such a long time and by the loss of income from cancelled exhibitions. Some, no doubt, have only survived by members dipping deeper into their pockets to get bills paid.

There was also the loss of that companionship and interaction with others that is so much a part of club membership and which is needed by all of us in some form, through work, clubs, social events, golf and so on. Let’s hope that we can get all that back, however gradually.

The other side of the hobby is model railways as a business, and here there has been a different set of difficulties, not all of which were related to the pandemic. At least one manufacturer had a container of models held up for months by the mishap to the *MV Ever Given* in the Suez canal. All have suffered from the soaring prices of raw materials, shortage of factory labour in China and the hiatus that continues to affect the supply chain across the world.

Things have improved somewhat, but they are not going to return to pre-pandemic conditions for many months, if at all. I heard recently of a \$3,000 per container ‘congestion charge’ levied against containers held on private land at Vancouver because the docks’ own land is full. Doesn’t affect us? I wonder how many UK modellers realise that containers from the Far East to Europe are often shipped via Canada, using the Vancouver-Halifax route as a land bridge...

And that brings me to a thought. Internet forums and so-called social media has certainly been a useful diversion during the pandemic. I’ve kept an eye on several, both forums and Facebook pages, over recent years, usually without actually taking part in them. I guess that makes me a ‘lurker’ in their language.

I still find it impossible to watch more than a couple of minutes of amateurs ‘reviewing’ models on YouTube, though they do now seem to have progressed beyond ten minutes of opening a box and taking the model out! But test-running a £200 model on Setrack laid on the carpet? And berating one manufacturer while ostensibly reviewing the product of another. Seriously? Yet, some of those who post so passionately on forums prefer these reviews because, ‘unlike the established media’ (by



OK, Bachmann, how about one of these next? Welsh Highland Beyer-Garratt in the street at Porthmadog. CHRIS LEIGH

which they mean us) the reviewer has bought his models and not been given them’. I’ve lost count of how much I’ve spent over the years buying models to review because the manufacturer hasn’t sent one – usually because he’s upset at some criticism in a previous review!

It’s this lack of understanding, lack of ‘grasp’ on social media, that gets to me, and because they are simply places for folk to sound off, there is little to ever rectify that lack of understanding. A detailed, sensible expression of the facts – even by the forum’s moderator – can simply be dismissed as someone else’s opinion.

Thus, when the *Model Rail* ‘J70’ was discussed recently and someone pointed out that the BR-liveried ones had sold out, someone else responded that ‘surely they will now do a second run with pre-Grouping GER liveries.’ Why? Logic says that, if another run was contemplated (and as far as I know, it hasn’t been) it would surely be more in BR livery because they are the ones that sold! Given the choice between something known to sell well and something untried, which would you invest your money in?

It is good to welcome a regular column ‘Inside Track’ by Ben Ando (see page 23) who, as a manufacturer, will be able, perhaps, to inform and enlighten some of those who post so stridently online. Whether or not they will take any notice is a moot point.

Finally, talking of things done online, I haven’t been involved in Hornby’s annual pre-Christmas range launch for the past two years. The pandemic caused the usual gathering at Margate to be replaced by an online conference and with my colleagues taking part, there was no need for me. As a result, at the time of writing this, I’ve no idea what’s coming, so reading the proofs of the news pages will be interesting.

I’m guessing 2022 will be a year of ‘consolidation’ for most manufacturers as many of them have some catching up to do. We have become accustomed to lots of mouthwatering announcements but far fewer actual deliveries, and one does not need to look far to see the frustration that this causes across the hobby.

On the plus side, my ‘Oscar’ for the best performance would go to Bachmann for the first significant leap into ‘OO9’ Welsh narrow gauge ready-to-run and for keeping ‘Fairlie quiet’ about it until it was actually here!

This is surely one instance where there really was a gap in the market waiting to be filled. So much more imaginative than yet another revamp of a BR diesel.

Modeller CV: Chris Leigh

Having suffered a few weeks of ‘modeller’s block’ when I got nothing done, I’m now back and working in ‘N’ gauge for a change.

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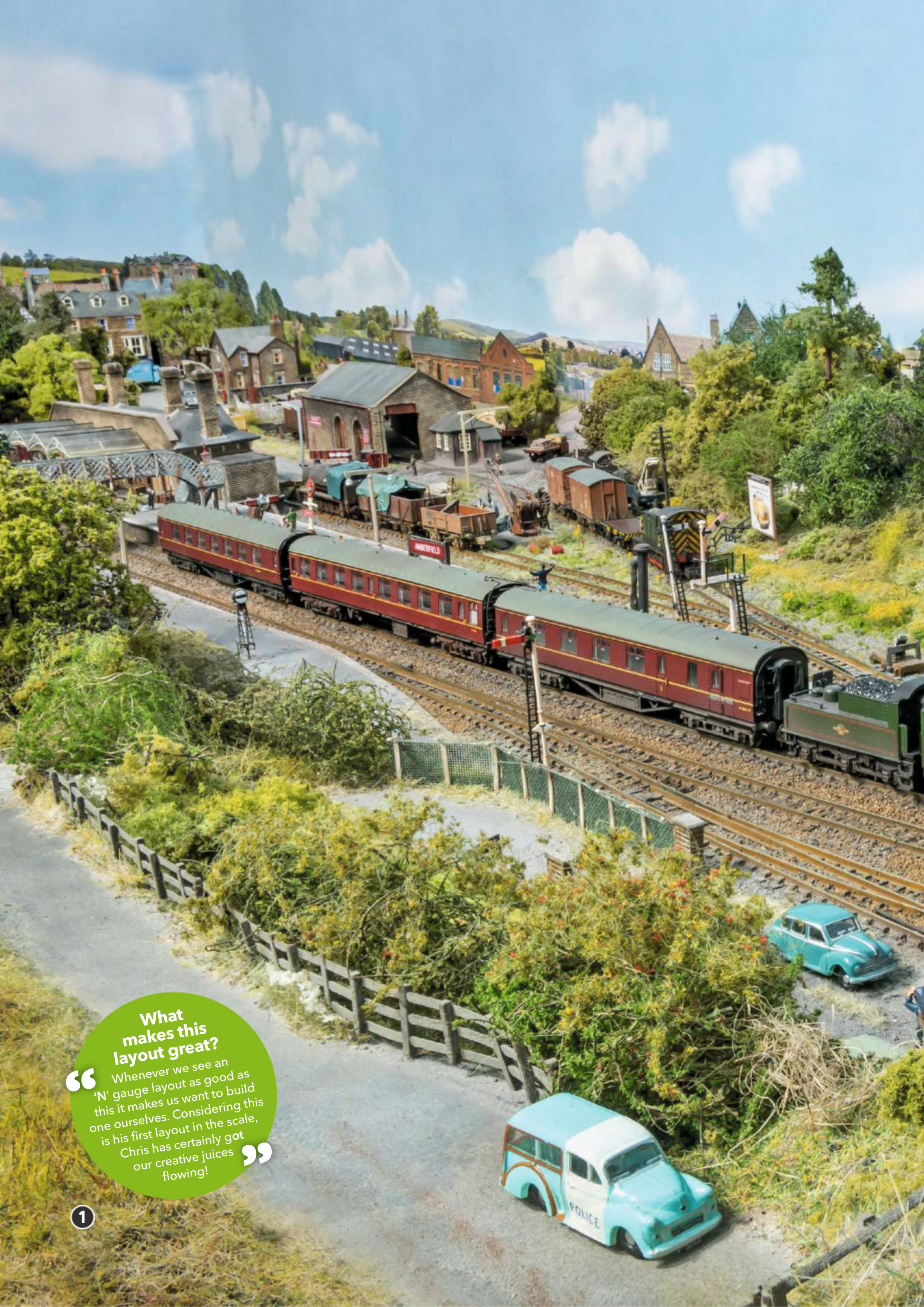
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What makes this layout great?

“Whenever we see an ‘N’ gauge layout as good as this it makes us want to build one ourselves. Considering this is his first layout in the scale, Chris has certainly got our creative juices flowing!”

Bigger challenges... **smaller scale**

Railway modelling had changed a lot since **Chris Sykes** was a teenager.
Now he's discovered that life begins at 1:148.

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





ur routes into model railways are varied and numerous but the vast majority follow a similar pattern; enjoy the hobby as a child, life gets in the way, come back to it at a later date. That date will be different for everyone and the way in which you return to the hobby will also be different. Perhaps you were bored one day and stumbled across videos on YouTube or, perhaps, like Chris Sykes, you got caught out in the rain and had to make a dive for cover.

"I was in Thirsk market square one Saturday when it started raining and I took shelter in the town hall, which was the closest building to me at the time. I dived in and there happened to be a model railway exhibition in progress. I was astounded by the level of detail that was in these

models, as when I had left the hobby as a teenager we were still using coloured sawdust for scenery. It fired up my inspiration again and I decided to have a go at another layout. Fortunately, I had a spare room available and opted for an 'N' gauge layout to make the most of the available space."

The benefits of the smaller 'N' gauge have been well documented but can also present a challenge if you haven't modelled in the scale before. Chris decided that although his teenage layouts were all in 'OO' he would dive head-first into the challenge.

"I got my first locomotive shed book at 13 and quickly built a layout in my bedroom. That became boring very fast so I started building a new one when I was 17, but it was never finished. One of the biggest gripes I had with it was that I couldn't run ➤

Chris intends to add DCC sound to 'Amberfield' and has started a new 'OO' gauge layout so he can get to grips with the technology before installing it.

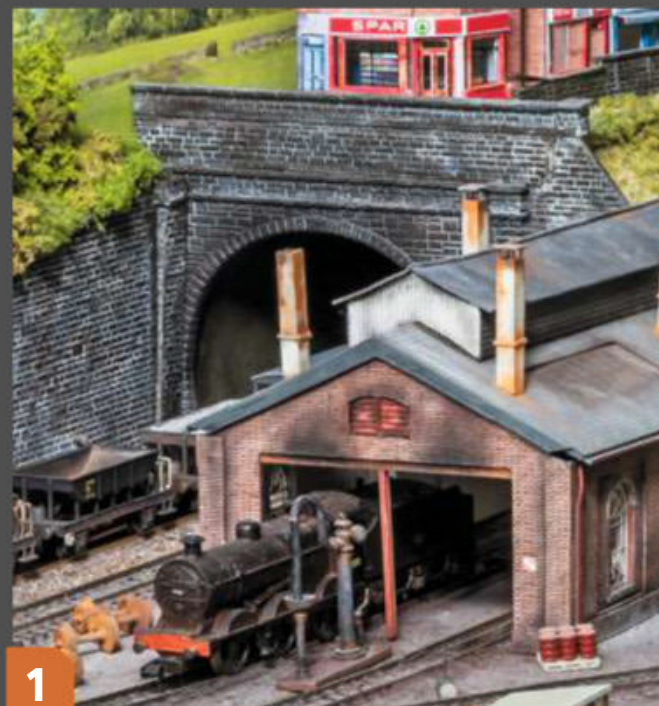
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“‘N’ gauge would allow me to run trains through scenery, use the latest scenic materials and make me push my modelling skills to the limit”



3 things we like



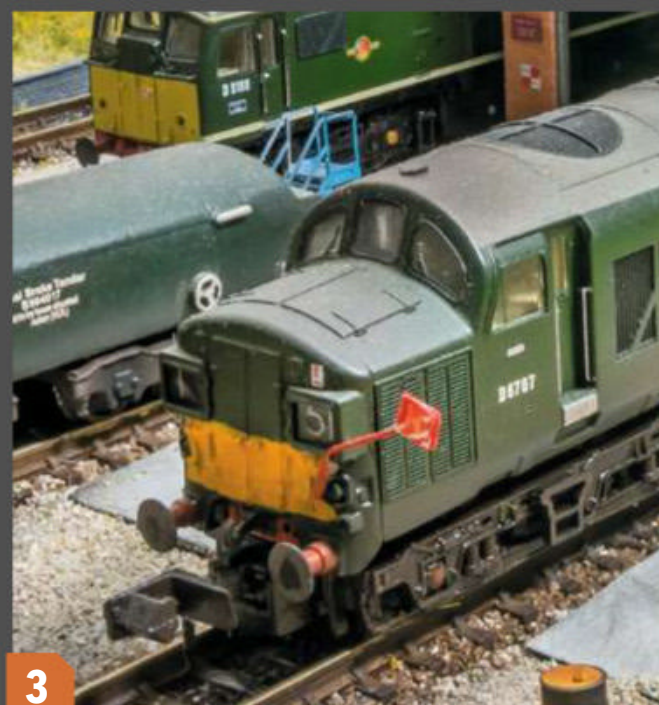
1

The tunnels behind the steam shed that imply a wider world.



2

The station itself is based on Bakewell, which Chris built from diagrams found in a book about the area.



3

The 'Do not move' sign on the Class 37 in the depot.

3 The lock gate is a whitemetal kit from Langley models and Chris has also added the often-forgotten by-wash



4



5

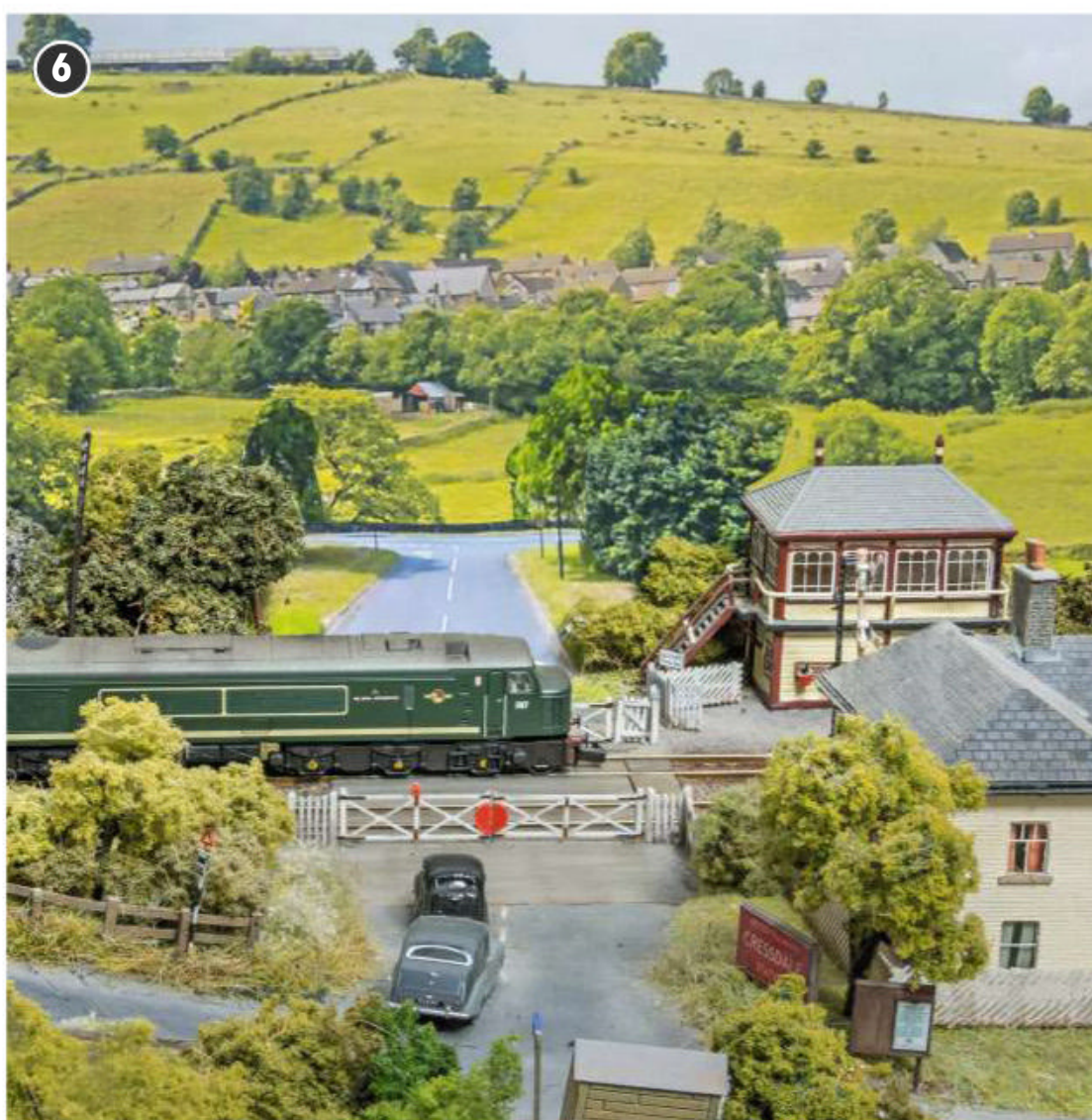


prototypical length trains, as 'OO' gauge forced me to make too many compromises. 'N' gauge would allow me to run trains through scenery, use the latest scenic materials and make me push my modelling skills to the limit."

Set in a fictitious Derbyshire town, 'Amberfield' has loose connections to the former Monsal line and is based in the late 1960s to early 1970s, allowing Chris to model both steam and diesel locomotives.

"If I was to fall into the usual trend of modelling what I grew up with then I should really be in the BR blue period, but when I started building in 2008 there wasn't a lot of 'N' gauge 1970s stock available, so I went for the 1960s. I've been able to extend the era as new models become available." ➤

6





Modelling in a new scale for the first time meant that Chris had nothing in stock to get him going, but he was able to quickly accumulate a handsome collection of models.

"The first 'N' gauge model I bought was an Austerity 0-6-0 for about £30 which failed after a few months, but I was buying models about once a month and getting them for Christmas and birthdays so my collection grew quickly. That very first model may have expired but it's still on the layout with a tarpaulin over it and 'condemned' written on the side. I used it to practise weathering because as it was a 'condemned' locomotive it didn't matter if it went a bit wrong. Weathering is an important part of making a

layout look realistic, but I didn't want to fall into the trap of painting everything with the same brush, so to speak, as at 'Amberfield' there's one area that needed to stay nice and shiny."

Chris' favourite part of the layout is also the newest in terms of when he built it and its place on the layout. With steam being phased out, new motive power depots were popping up across the country and Chris has added one to 'Amberfield' that's not quite finished.

"I wanted to give the impression that the depot had only just opened, so I made the ballast and the building quite clean. There's also a small construction area which I'm pretending they are going to turn into a canteen. The depot itself is a ►

The scratchbuilt smaller buildings took Chris two or three evenings, but it took three or four weeks to do the bigger buildings as Chris is having to do it while also performing his full-time job.



“I wanted to give the impression that the depot had only just opened, so I made the ballast and the building quite clean”



10



Scalescenes kit and the ballast a mixture of Woodland Scenics fine ballast and chinchilla sand, as the ballast is usually different off the main lines.”

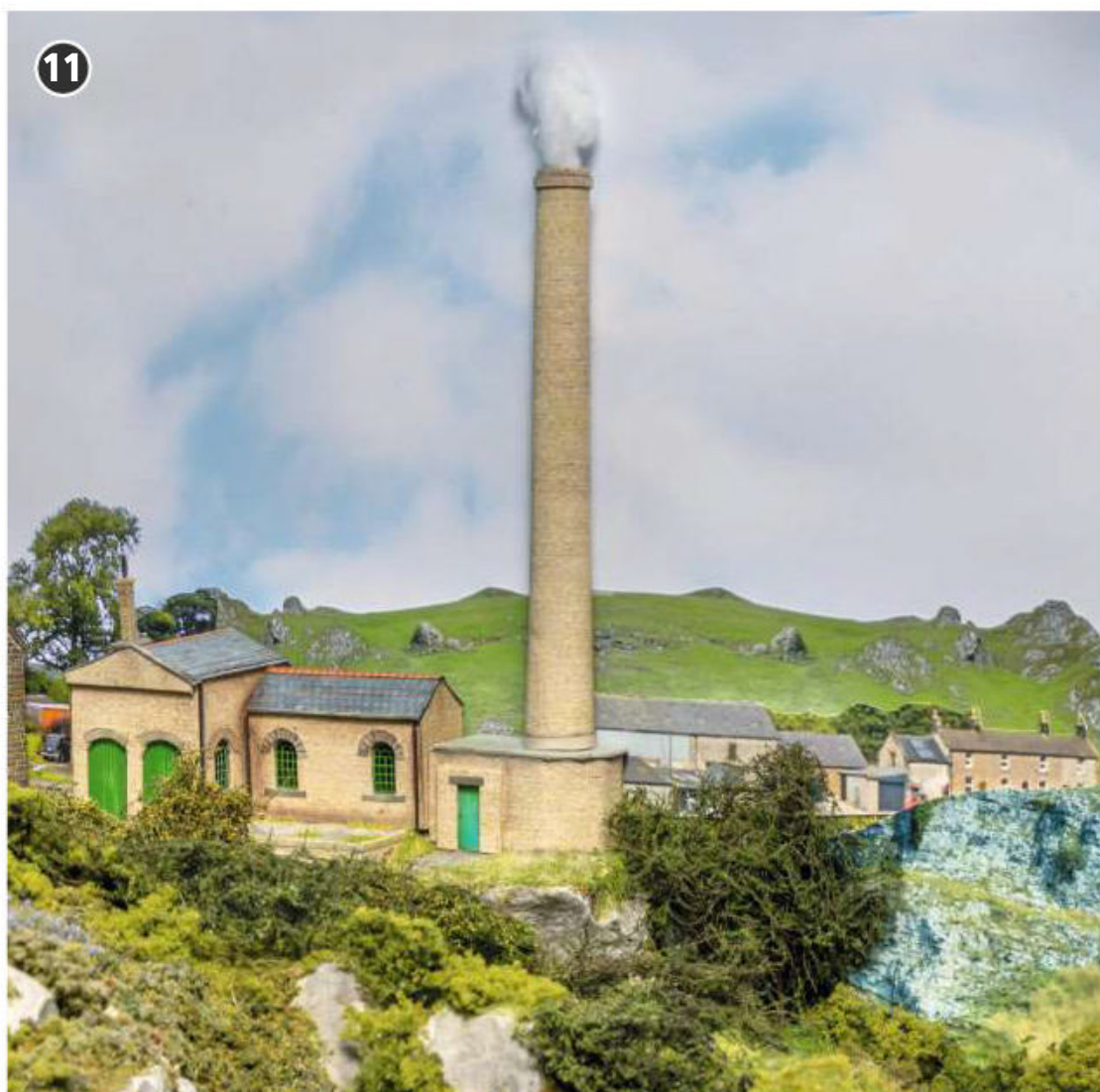
ONE DOOR CLOSES...

Building a layout to make the most of the available space in a room is something to which every modeller aspires, but there is one thing that always gets in the way: the door. Chris explored several options before settling on a hinge system.

“My first plan was to have a removable section across the door but it became apparent to me that that wouldn’t work because it would prove too difficult to get all of the tracks perfectly lined up each time. I then opted to hinge it using brass bolts to lock the board in place and provide the electrical connection. To ensure everything was in the right place I set the board up, laid the track and glued it in place before cutting it with a small hand drill and a fine cutting disk. That way I knew that whenever the track was hinged it would return to the same place. I was worried that it might distort over time but it’s been fine for about a decade now. The track in that section is Setrack, which I don’t like, so I built a tunnel that goes over the top to hide the joins of the hinged board and the Setrack so you never see the train on it.”

With a layout that took so long to construct it was natural that Chris felt his modelling skills had improved sufficiently over the course of the build, ►

11



FACTFILE: 'AMBERFIELD'

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

Time to build: Seven years

Size: 13ft 6in by 6ft 6in

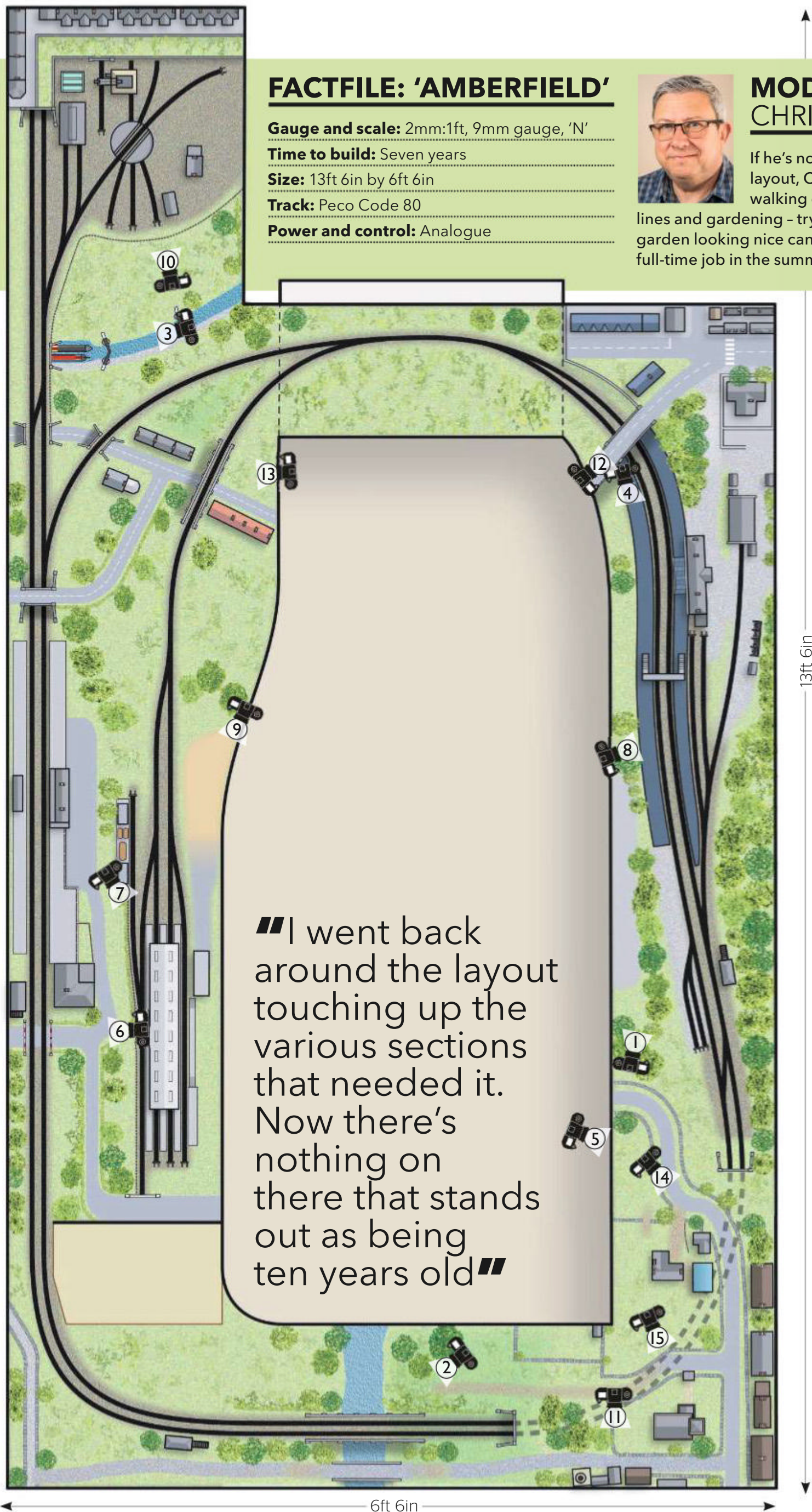
Track: Peco Code 80

Power and control: Analogue



MODELLER CV: CHRIS SYKES

If he's not working on the layout, Chris enjoys walking disused railway lines and gardening - trying to keep the garden looking nice can become a full-time job in the summer!



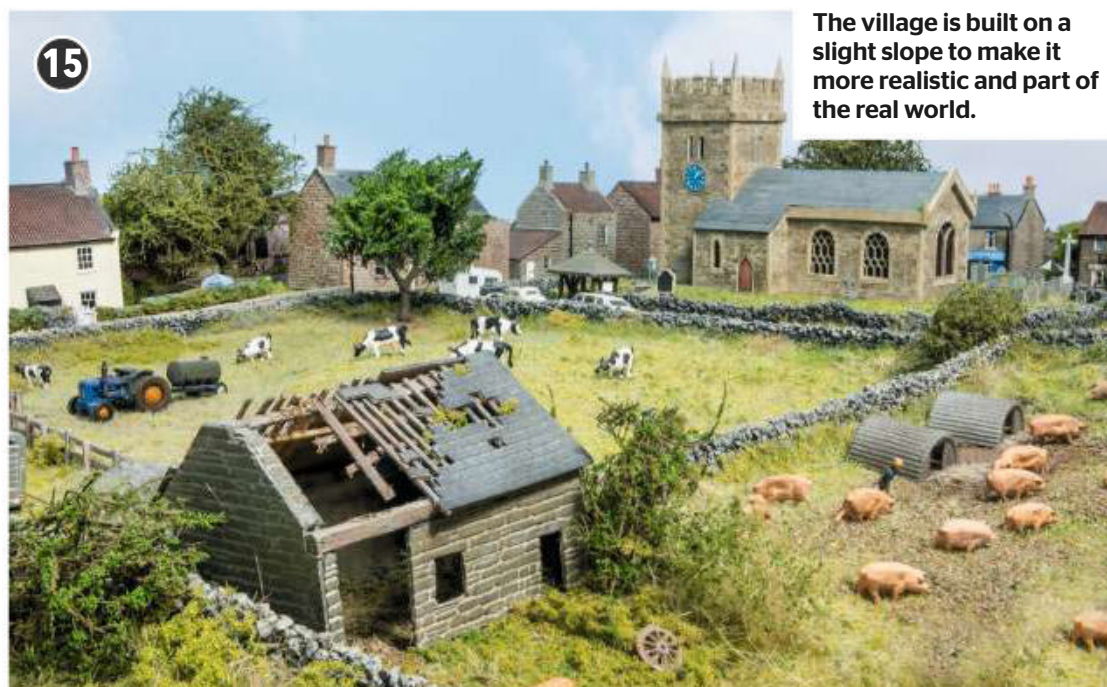
“I went back around the layout touching up the various sections that needed it. Now there's nothing on there that stands out as being ten years old”



and that some of the original layout wasn't living up to his expectations. Like painting the Forth Bridge, once the layout was completed he went back to the start.

"I got a Peco static grass applicator for Christmas, which was much better than the puffer bottles I was using. Then I went back around the layout touching up the various sections that needed it. Now there's nothing on there that stands out as being ten years old."

Every time we see an 'N' gauge layout such as this it reminds us just how good the smaller scale can be. Even though you can't see it on the exhibition circuit, there's hopefully enough in these pages to inspire you to create your own 'N' gauge layout. You'll love how much you can fit in and you may never look back. **MR**





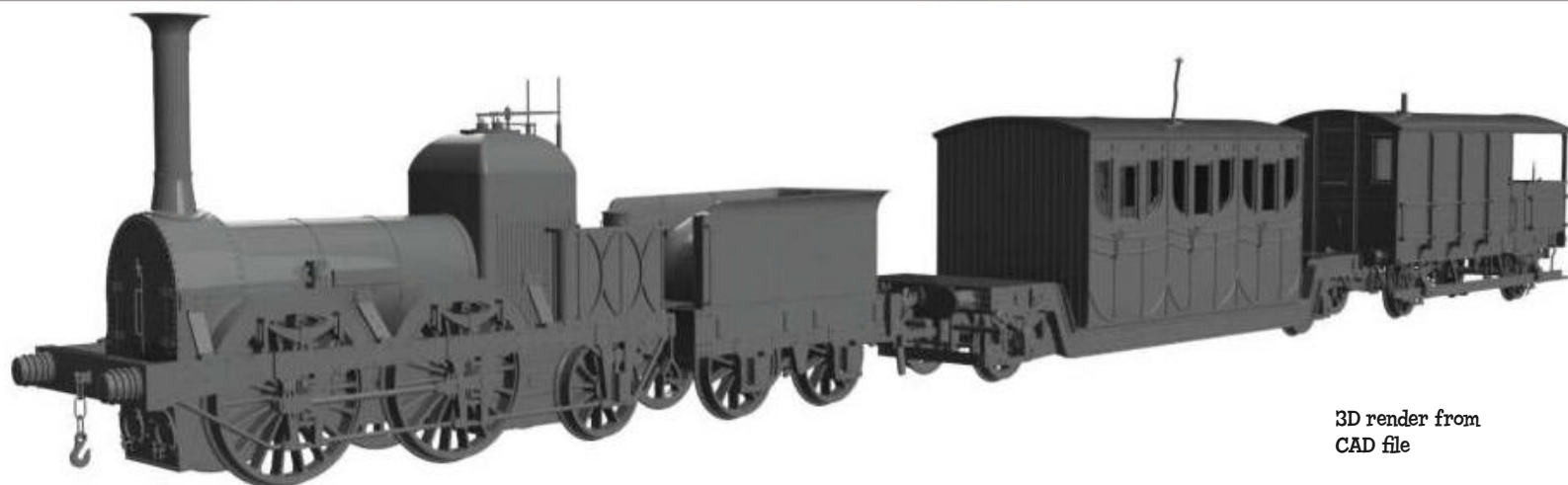
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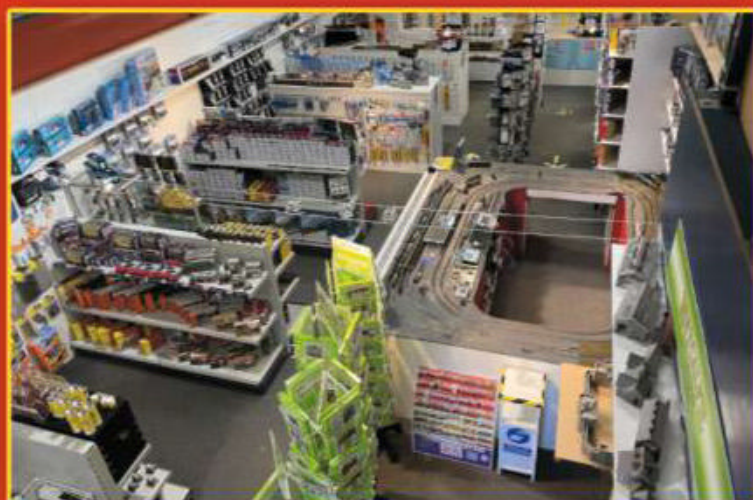
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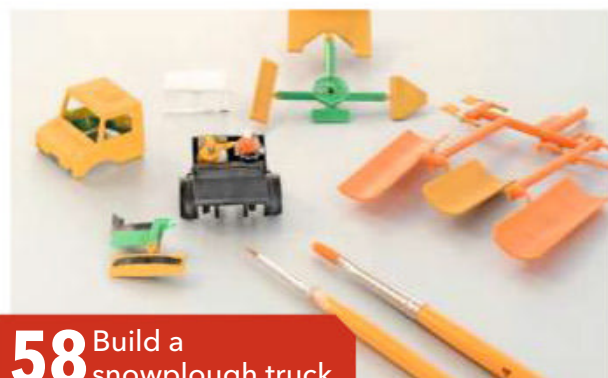
42 Create a scrapyard scene



54 Make your own moving vehicle system

Workbench

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



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64 Build a run-down 'bothy'

Meet the *Model Rail* Expert modellers



George Dent

Learn from one of the country's best modellers.



Paul Gosden

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



Graham Goodchild

A modeller who loves to innovate with electronics and automation.



Peter Marriott

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



Chris Leigh

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

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

HOW TO

CREATE A SCRAPYARD SCENE

While taking a break from building layouts, **Paul Gosden** created a fascinating scrapyard diorama. Meanwhile, weathering supremo **George Dent** shares a range of practical tips for creating your own scrapyard scenes.

After spending several years building two layouts, 'Chadwick' (MR212) and 'Ledleigh Depot' (MR258), plus a couple of depot-based layouts for Freightliner, depicting Leeds Midland Road and Crewe Basford Hall, Paul Gosden decided to have a break from larger projects and concentrate on smaller dioramas for a while.

Paul says: "As I had worked for London Transport on a five-year apprenticeship starting in 1964, I have always been interested in modelling the buses on which I worked, including RTs, RTLs, RFs and, of course, the best bus ever built for London - the Routemaster."

"I worked at Aldenham bus works for six months as part of my training and it was when I was working in the accident shop that a battered and twisted Routemaster appeared in the workshop." The bus had caught fire at

Marble Arch, owing to oil leaking from the flywheel. Unsurprisingly, this bus was eventually scrapped, although it left a lasting mark on Paul. "During the course of the fire investigation, I was working on the chassis area with a 27mm spanner trying to undo a nut which had become virtually welded to the frames with the heat of the fire. The nut suddenly gave way and the large spanner slipped and hit me in the mouth, breaking one of my teeth!"

When the Routemasters were withdrawn, many were sent for scrapping at PVS Carlton, a famous bus breaker's yard near Barnsley. "After employing Google Earth to view the real scrapyard from above, I soon appreciated that it was much bigger than I'd originally thought. Therefore, I decided to concentrate on one area, allowing the whole scene to fit within a modestly sized diorama case, just a couple of feet long."



PHOTOGRAPHY: CHRIS NEVARD & GEORGE DENT



What George used

SHOPPING LIST

- ◆ 3D-printed Class 25 cabs (versions 1 & 2), £20.45
- ◆ Class 47 traction motors, £6.95
- ◆ Class 24/25 wheelsets, £4.95
Availability: West Hill Wagon Works Ltd Tel: 01623 759939
Web: www.westhillwagonworks.co.uk
- ◆ LifeColor paints and dry pigments, airbrush and accessories.
Availability: The Airbrush Company Tel: 01903 767800
Web: www.airbrushes.com
- ◆ AMMO Drybrush paints, Tamiya paints and thinners, Aerosol-based primers and paints
Availability: Scale Model Shop Tel: 01422 405040
Web: www.scalemodelshop.co.uk

TOOLS

- ◆ Jeweller's saw and blades
- ◆ Knife and spare blades
- ◆ Tweezers
- ◆ Pliers
- ◆ Cutters
- ◆ Needle files
- ◆ Hammer
- ◆ Paintbrushes



The buses were distressed with sanding pads and tools to break the glazing and add surface texture, prior to weathering. Areas of the bodywork were also cut away, suggesting that the engines had already been stripped out.



DISTRESSING TALES

Paul Gosden writes...

In order to add an interesting focal point, I recreated a burnt-out Routemaster, in honour of the prototype that suffered at Marble Arch back in the 1960s. The premise, in this case, being that the bus had caught fire during cutting up, thanks to a quantity of fuel remaining in the tank. Or perhaps it was arson...?

All of the buses within the diorama are from the EFE range and the burned-out vehicle itself was set on fire under safe, controlled conditions, being doused as it started to twist and melt [Don't try this at home! Ed]. The fire appliance was obtained from

Kytes Lights (www.kyteslights.com), equipped with flashing lights powered by a 9V battery below the baseboard. The battery also powers the flashing of the cutting equipment at the rear of the scene, where one of the railway carriages is being processed.

The flooded area around the burned bus, soaked by the firefighters, was created with many layers of gloss varnish.

"The scrap locomotives were treated to various stages of distressing and weathering. After searching for suitable prototype images online, I downloaded them to my iPad, allowing me to study them closely while working. Initially, lots of time was spent with very small sanding discs



The real London Transport Routemaster, which caught fire near Marble Arch in the 1960s, provided the inspiration for this diorama.
PAUL GOSDEN COLLECTION



mounted in a high-speed drill to create damaged areas on the bodywork. These areas were then weathered with various 'rust' shades of paint. I used LifeColor weathering paints although, as I applied each shade to a particular area, I didn't let it dry before working different shades into each other. The wet paints could then be merged easily, leading to seamless transitions between tones.

The buses were treated in much the same way, with physical distressing preceding the painted weathering. Cutting up was achieved with tools, with all pieces re-purposed around the yard as scrap. Indeed, all manner of odds and ends were piled up to create convincing mounds of scrap metal, proving the worth of never throwing any modelling parts or offcuts away!



STEP
BY
STEP

ANY
GAUGE

30 mins



CREATE SCRAP FROM WASTE MATERIAL

1

I try not to throw away any plastic or metal waste from my modelling (writes George Dent), as it can usually be recycled. Plastic offcuts and spare parts can be chopped into random shapes and kept for use as scrap.



2

The joy of plastic scraps is that they're easy to fuse together with liquid poly cement. Flood the waste with the solvent, having piled it up on a piece of styrene sheet – ideal for wagon loads or mounds of scrap.



3

Allow the solvent to harden fully before painting. Aerosols are ideal, and a black primer provides an ideal base for red oxide, tan and/or dark grey shades. Build up in light mists to maintain the dark shading from the initial coat.

4

The edges of the scrap can be highlighted by dry-brushing with various rust-coloured paints. AMMO Drybrush paints are ideal. A gunmetal shade adds a metallic sheen to the parts.

5

The styrene sheet base can then be fixed to the base of the layout or diorama, prior to adding ballast around the edges to blend it into the scene. Secure the ballast using dilute PVA or ready-made glue such as Ballast Bond.



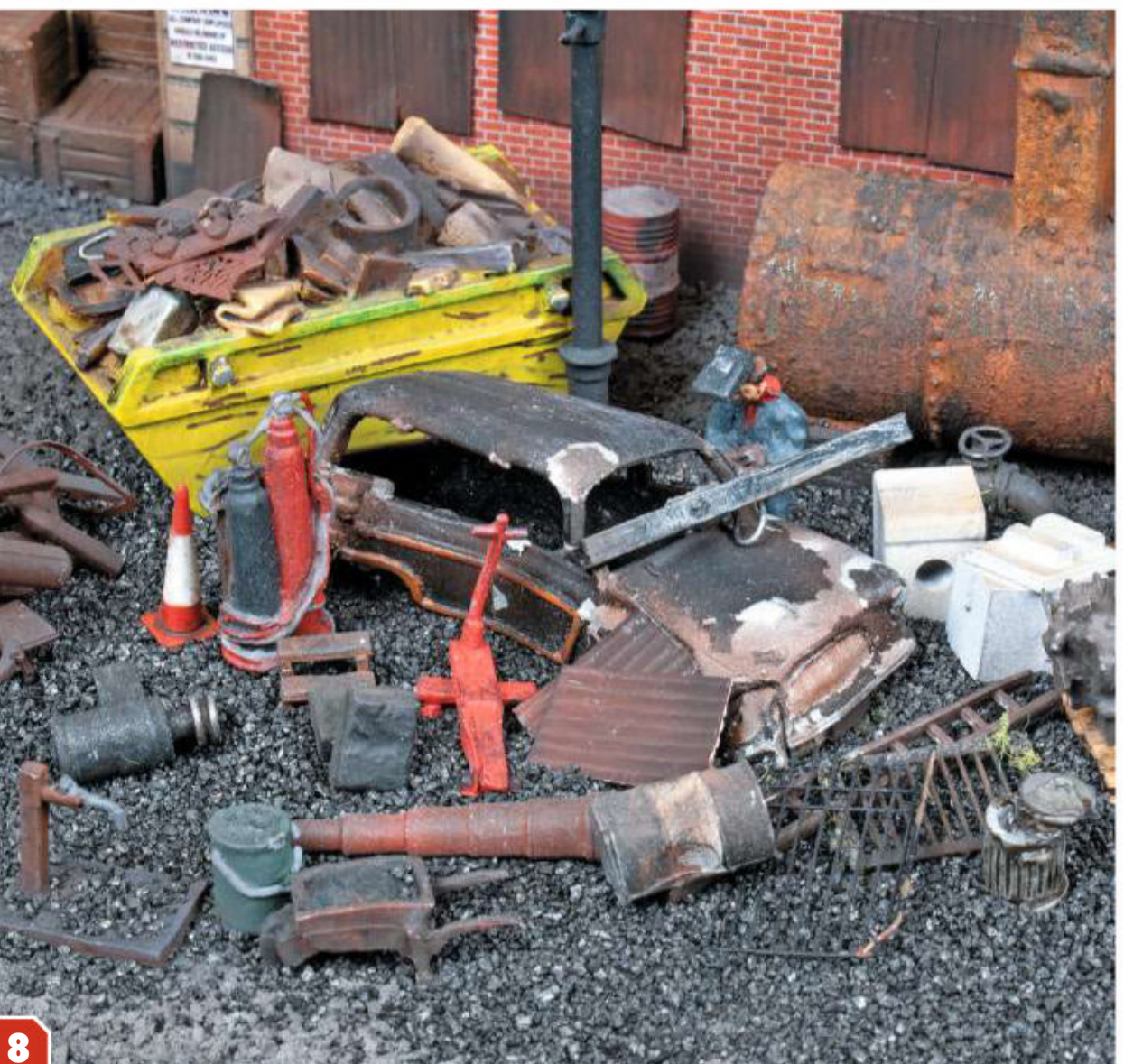
6

The finished mounds of scrap can look very effective. Picking out individual parts with different colours suggests freshly cut, painted metal. In contrast, this mound portrays waste that has been rusting away for some time!



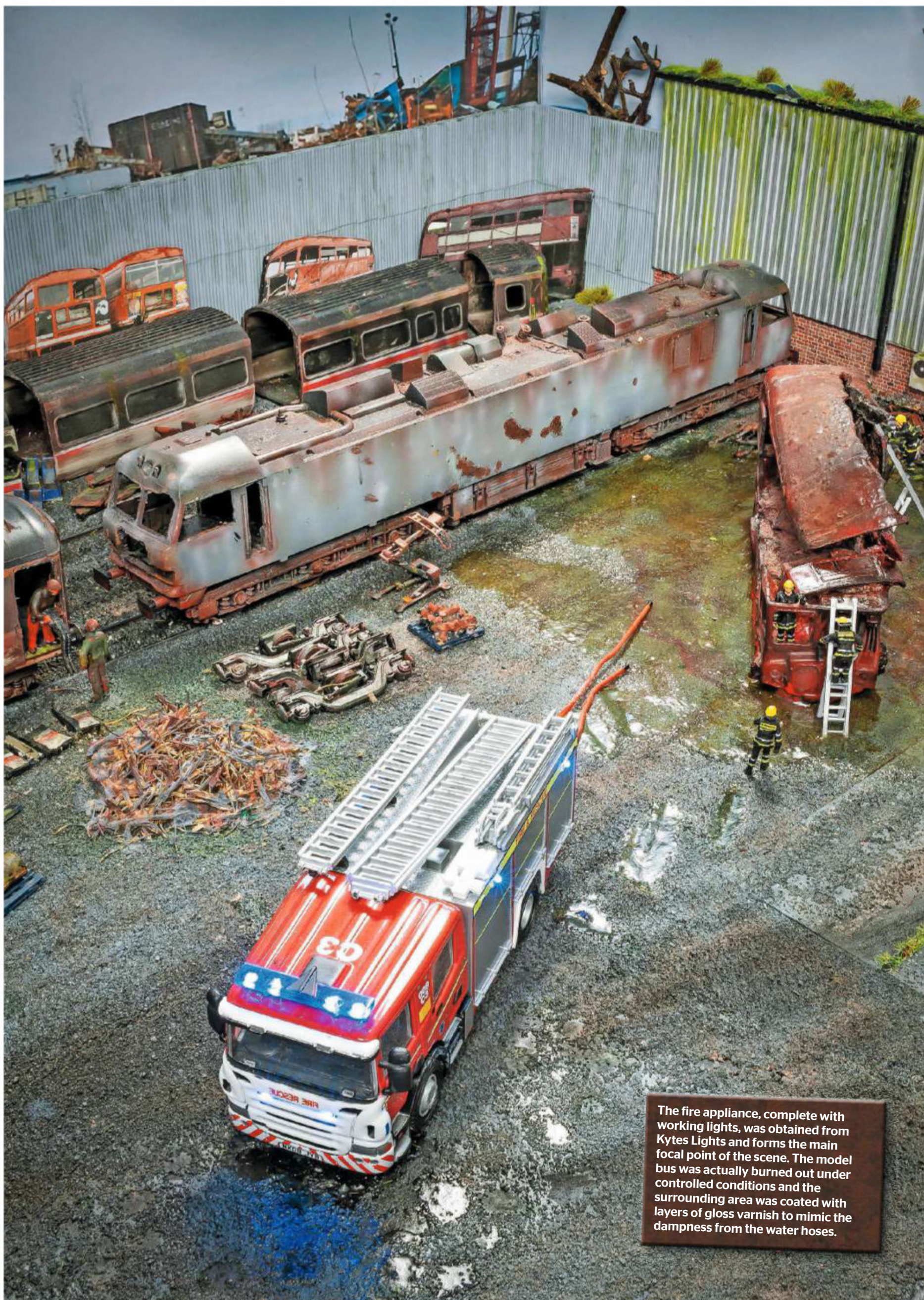
7

Die-cast cars can be readied for the scrapyards by separating the metal body from the chassis and lightly hitting it with a hammer. Bare metal can be weathered with rust shades of paint (wear eye protection!).



8

Mangled, scrap cars add extra interest, especially to the typical small-scale breakers' yards once found in every town and city.



The fire appliance, complete with working lights, was obtained from Kytes Lights and forms the main focal point of the scene. The model bus was actually burned out under controlled conditions and the surrounding area was coated with layers of gloss varnish to mimic the dampness from the water hoses.

STEP BY STEP

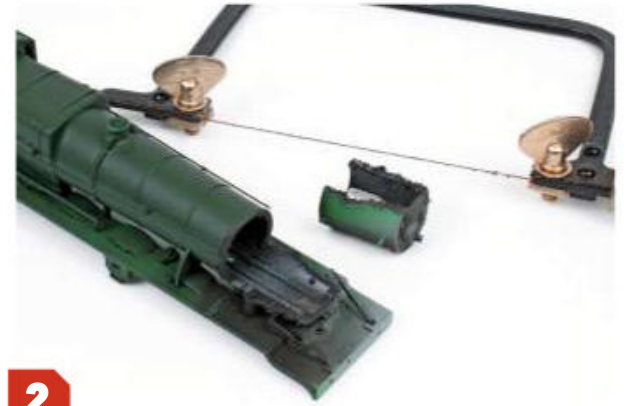
ANY GAUGE

3 hours per loco



RECREATE SCRAP STEAM LOCOMOTIVES

1 Dapol's range of injection-moulded plastic locomotive and wagon kits remain a cheap and easy way of producing static display models. Working from kits allows parts to be modified before or during assembly.



2 Alternatively, unwanted or faulty RTR models can be modified or cut up to represent scrap locomotives. Use of a jeweller's saw to cut through the components, in a deliberately sloppy way, mimics the effect of a cutter's torch.



3 To represent locomotives in Barry Dock-style condition, with years' worth of corrosion, is simple. Combine some rust-coloured water-based acrylic paint and a similarly-coloured dry pigment, stirring into a spreadable paste.



4 With a flat brush, stipple the paint mix onto the model (plastic kits will need a primer coat first). The amount of texture is governed by the ratio of paint and dry pigment, which can be tailored to suit your particular tastes.



5 Allow the initial coat to dry then add tonal depth with rust-coloured paints (without dry pigments added). Maintain a dabbing, stippling action, with only a small amount of paint on the bristles. It'll look odd to begin with...



6 ...but greater depth and realism will be achieved by building up several shades. Adding darker shades will begin to tone things down. Practice is needed to get the right results, but it's easy to correct things by adding more paint.

7 With a dark grey/brown shade added, the stippling action continues, but this time the paint is worked into areas where natural shading would occur, such as around the boiler bands and within recessed areas.



**8**

If the shading is stark, tone it down with light stippling of the rust shades. With careful, patient application, it's possible to mimic the appearance of airbrushed paint. Using a soft brush loaded with minimal paint is key.

**9**

Finish the job with dry-brushed lighter rust shades, along with gunmetal, to give the material a metallic edge. The texture imparted with the initial layer of dry pigments and paint will help the dry-brushed paint to adhere.

**10**

Daubed markings can be added with a very fine paintbrush, using an off-white paint. Alternatively, a fine white ink gel pen could be used.

**11**

A disc cut from plastic card and drilled with holes for the boiler tubes adds a bit of interest to the partially cut GWR 2-8-0. Such a scene is an eye-catching addition to locomotive shed or works yard from the latter days of steam.

STEP BY STEP

ANY GAUGE | 2 hours per loco |

CREATE SCRAP DIESEL & ELECTRIC LOCOMOTIVES



1

Old locomotive bodyshells can often be picked up at pocket money prices, especially if already damaged or missing parts. Again, the jeweller's saw can be used to cut the shell into sections. Diesels and electrics often have their cabs cut away as entire units.



2

Either remove the glazing units completely or try breaking the individual panes with a sharp tool (protect your eyes and fingers!).



3

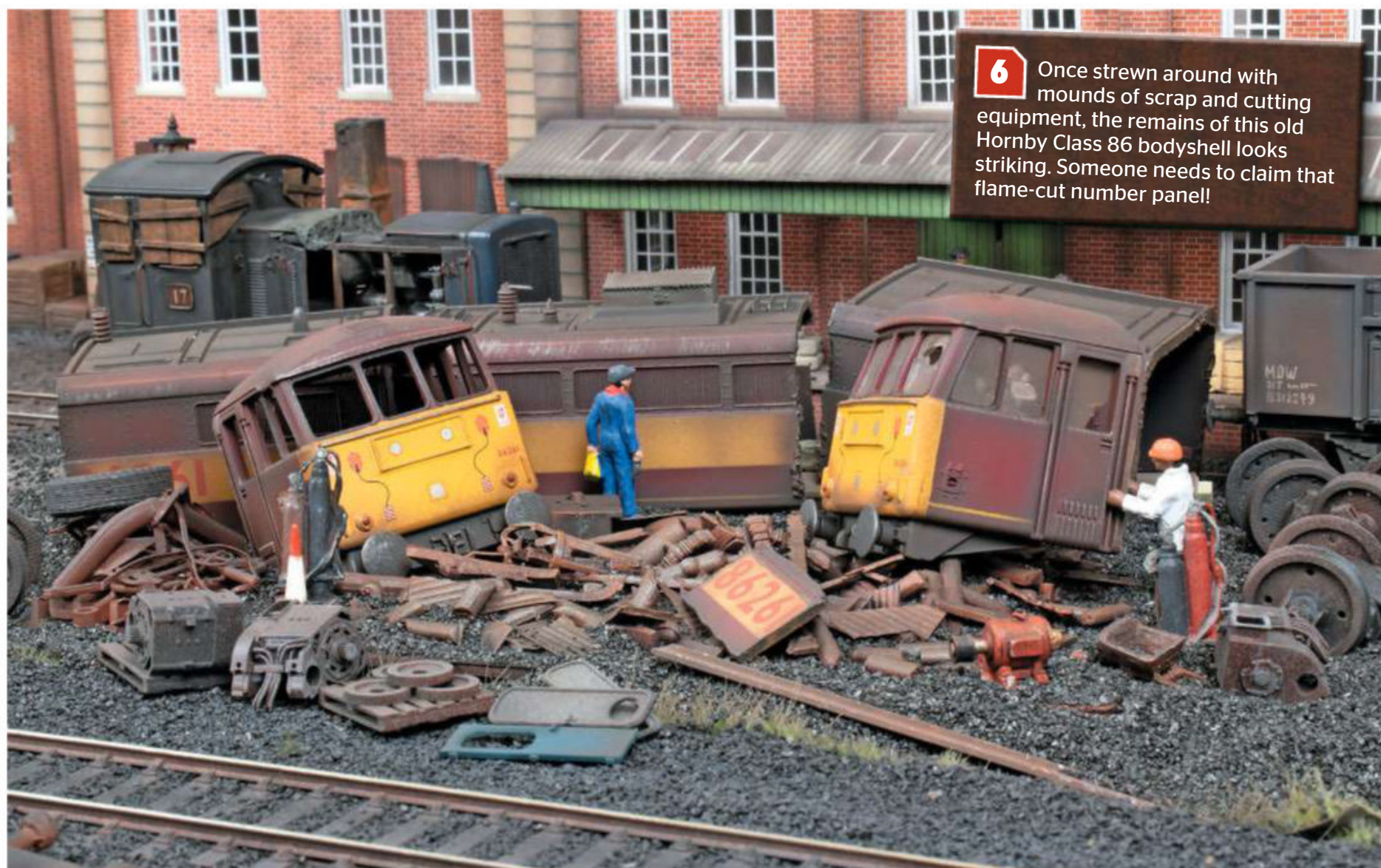
As well as cutting away the cabs, prototype images revealed that locomotives could often be cut into sections. I also cut away one of the number panels, using the saw to gain ragged edges. This is likely to be adorning an enthusiast's wall in future!



4

The roughly cut faces can be enhanced with liquid poly adhesive, re-bonding the plastic swarf to create a jagged edges redolent of gas-cut steel. Set the treated parts aside overnight to harden.

5 The sections can be weathered by hand brush, using layers of dry-brushed grime or, for greater speed, an airbrush can be employed. I used a mix of Tamiya acrylics, blending browns, grey and black to create a range of tones.



6 Once strewn around with mounds of scrap and cutting equipment, the remains of this old Hornby Class 86 bodyshell looks striking. Someone needs to claim that flame-cut number panel!



Old locomotives and coaching stock models that may be languishing in a box somewhere are prime candidates for converting to scrap. Cutting up interior mouldings and bogie frames creates realistic debris.

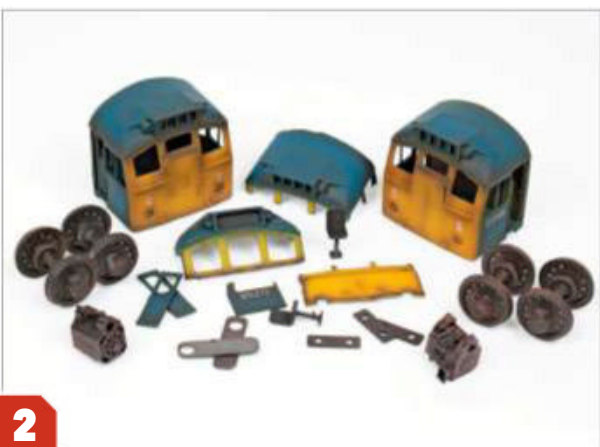
STEP BY STEP

USING 3D-PRINTED PARTS



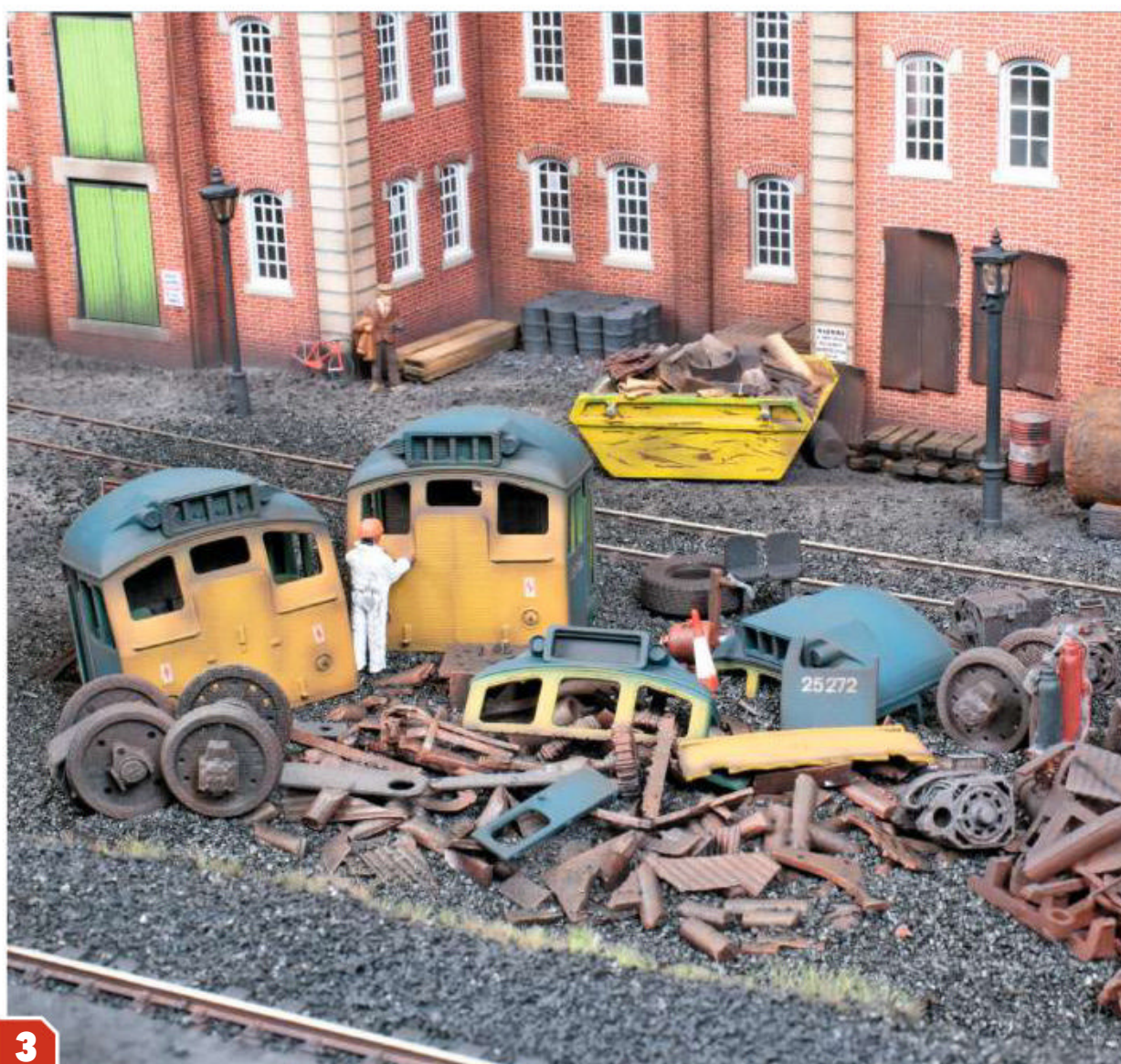
1

Rather than cutting up models, 3D printing offers an alternative. Various packs of BR Class 25 or 'Peak' cabs are available from West Hill Wagon Works (see page 43), along with wheels, traction motors and other details.



2

After removing the parts from their support structure and cleaning them up, they can be primed and painted. The cabs received TOPS decals and an airbrush was used to add burn marks around the edges of the 'cut' panels.



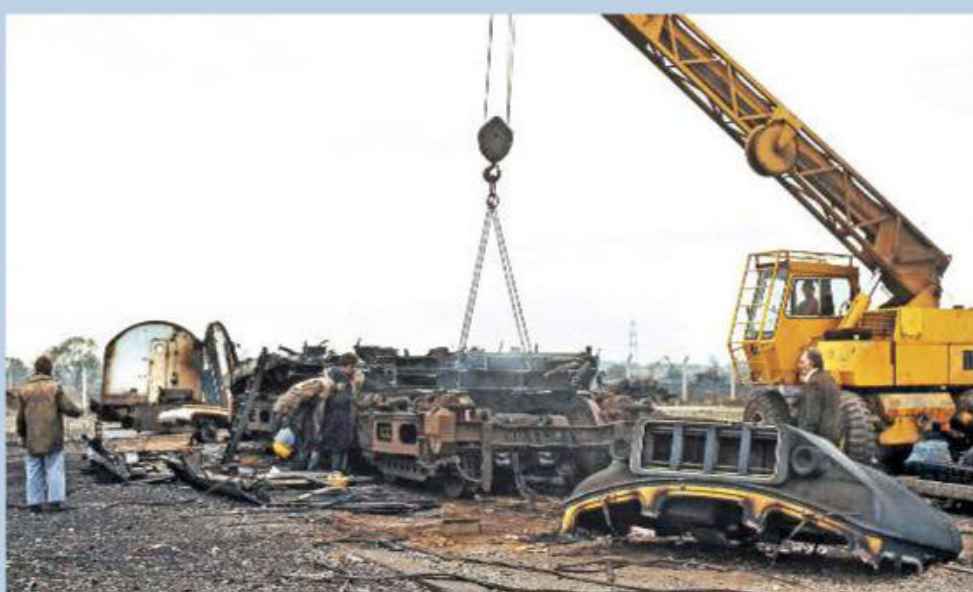
3

The 3D-printed components offer a short-cut to portraying cut-up locomotives, while the traction motors, wheels and other fittings are also great for a locomotive depot or workshop scene.

Prototype inspiration

Right: GWR '28XX' No. 3862 was rescued from Woodhams Brothers' scrapyards at Barry, where it is pictured in 1980. The 2-8-0 is undergoing restoration at the Northampton and Lamport Railway. ALAMY

Below: George Cohen's scrapyards at Cransley was the final resting place of many steam locomotives. An LMS '8F' awaits its fate in this 1960 view. ALAMY



Above: The sad remains of Class 25 25215 are seen at Swindon Works in 1983. RAIL PHOTOPRINTS

Below: A line-up of former GWR locomotives quietly await their fate at Woodham's, Barry, in 1979. RAIL PHOTOPRINTS

Above & above right: Vic Berry's scrapyards in Leicester became famous in the 1980s as it processed a large number of redundant BR locomotives, DMUs and coaches. BOTH: COLOUR RAIL

Below: After spending 15 years at Barry, BR Standard '4MT' 75079 was eventually preserved and now resides at the Mid-Hants Railway. ALAMY





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HOW TO

MAKE YOUR OWN MOVING VEHICLES SYSTEM

Motion is one of the key elements of model railways, but it's often just our trains that move. **Graham Goodchild** offers a means of creating a cheap and effective system for animating your road vehicles.



PHOTOGRAPHY: GRAHAM GOODCHILD

Model railway layouts often include one or more roads serving part of a town scene, with static vehicles placed on to the road surface. Such scenes can look convincing in a still photograph, but the lack of movement can be disappointing. One way around this is to portray road vehicles in a parked or static state (waiting at a junction perhaps) but, as we know, road vehicles don't sit still indefinitely.

Indeed, moving vehicles can add an extra touch of realism and Faller's 'N' and 'OO'/'HO' road systems have become well known

N GAUGE | 15 hours |

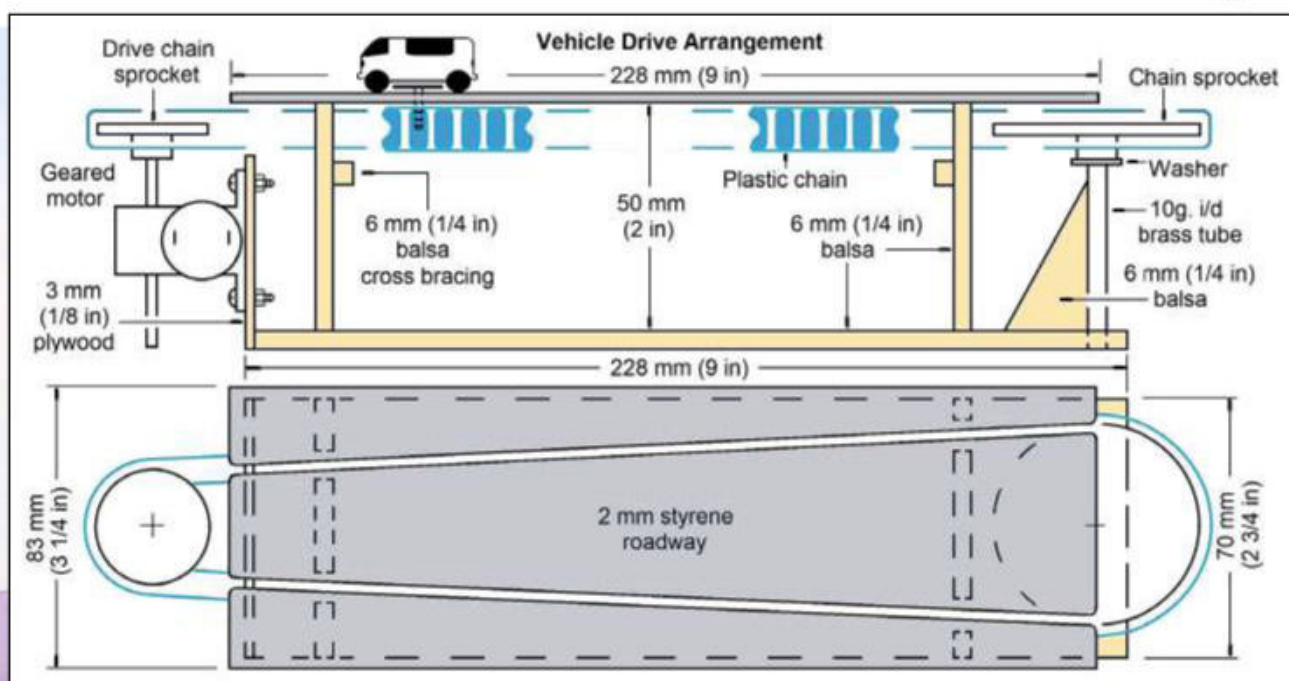
among modellers. The Faller system consists of self-powered vehicles with motorized chassis fitted with a rechargeable battery, guided along an embedded metal wire cut into the road surface. Faller also produces a range of pre-cut lengths of straight and curved sections of roadway with the metal guide wire pre-installed.

However, it's possible to create your own moving vehicle system for a modest cost, using a geared electric motor, plastic chain and

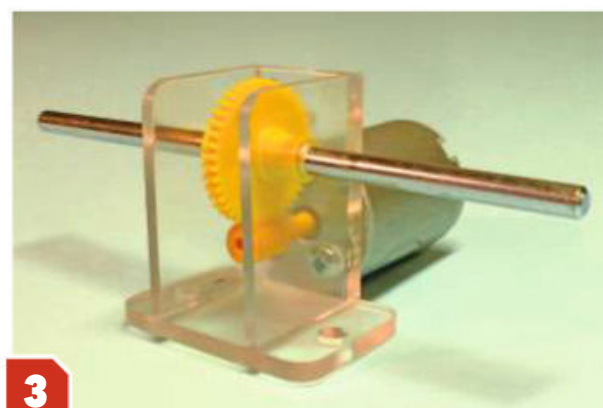
a couple of sprocket wheels. Vehicles go round and round in conveyor fashion, attached to the chain, which is looped around the sprocket wheels. The drive motor and sprocket wheels can be mounted on a balsawood base and the road sections constructed from thin plywood. Although my prototype system was constructed with 'N' gauge vehicles, it is suggested that lightweight plastic 'OO'/'HO' vehicles could also be used. The same system would also be suitable for giving the illusion of moving boats with, instead of sections of road, a water effect painted on the underside of clear acrylic sheet.


**STEP
BY
STEP**
1

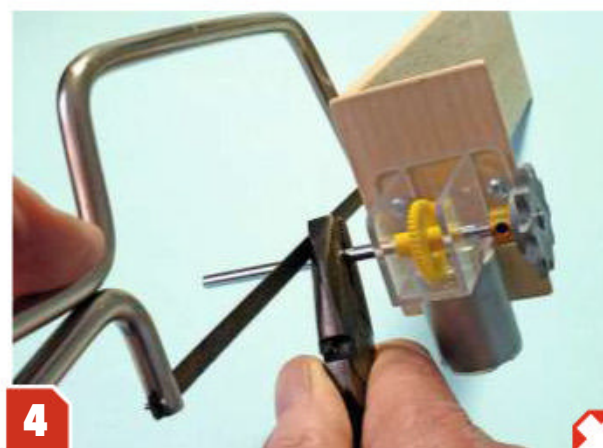
For the base of the unit, I used 6mm thick balsawood, while the motor support bracket was cut from 3mm plywood, cut to the measurements shown in the diagram (right). As will be explained, I later replaced parts A, B and C with black styrene sheet.


2

Glue the plywood motor support bracket at 90° to one end of the balsawood base using PVA or epoxy glue. Use a set square as a guide to ensure that the support bracket sits at a perfect right angle.


3

The small electric motor and 40:1 reduction gears will happily run at 1.5V to drive the vehicles at a realistic speed. Insert the axle and temporarily add the small chain sprocket wheel onto the upper end.


4

Ensure the chain will clear the top of the support bracket, mark and drill the motor mounting holes and secure with nuts and bolts. Cut away a section of the axle from the spare end with a hacksaw with the aid of pliers for support.

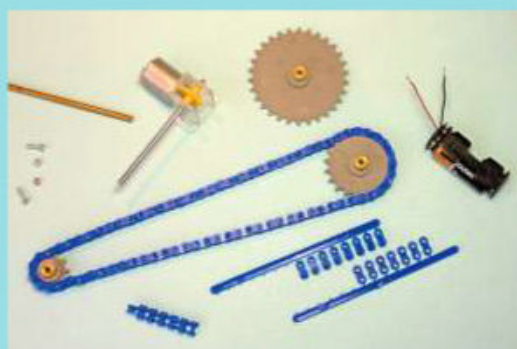
Warning! Take care to protect the motor from metal swarf.

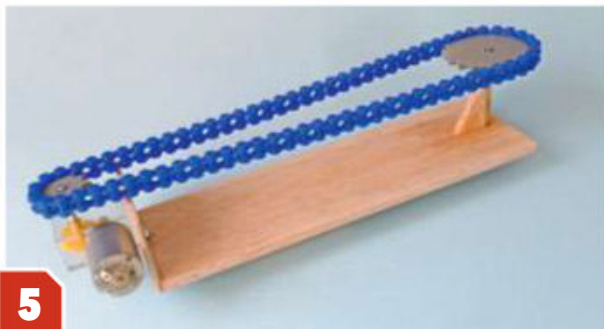
What Graham used

- ◆ 3V electric motor, 40:1 reduction gearbox, sprocket wheels and chain, brass tubing and battery holder, plywood, balsawood, styrene sheet
- Availability:** Hobby's Tel: 020 8761 4244 Web: www.hobby.uk.com

TOOLS

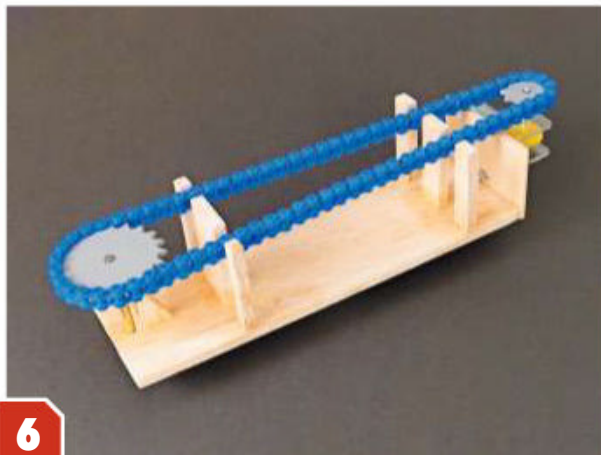
- ◆ Junior hacksaw
- ◆ Set square
- ◆ Drill and bits
- ◆ Pliers
- ◆ Knife
- ◆ Straightedge
- ◆ Screwdrivers





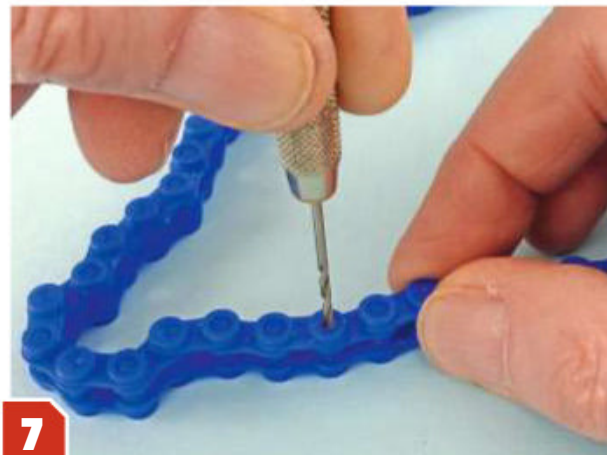
5

With the other end of the chain attached to the larger sprocket, mark the position of its axle on the balsawood base. The axle is then formed from the cut section of the gearbox output axle, rotating inside a 10 gauge inside diameter brass tube, glued vertically into the base where previously marked. Cut a triangular strengthening bracket for the brass tube from 6mm balsawood and secure with epoxy glue.



6

Chain tension is adjusted by inserting washers on the bolts between the motor base and mounting. Mark and cut a set of supports for the roadway from 6mm balsawood. They need to project about 1mm above the chain.



7

Drill a hole using a pin vice with a 1mm diameter drill bit into a suitable chain link pivot hinge where a vehicle is to be attached.



8

Cut mounting pads from styrene sheet, just big enough to fit between the axles on the underside of each vehicle chassis. Drill and countersink a hole in the centre and fix a countersunk head machine screw with cyanoacrylate glue.



9

The vehicle mounting pads are temporarily tested by screwing them into the chain, allowing them to cut a thread in the plastic. Take care not to over-tighten the screws, which will prevent the chain links from moving freely.

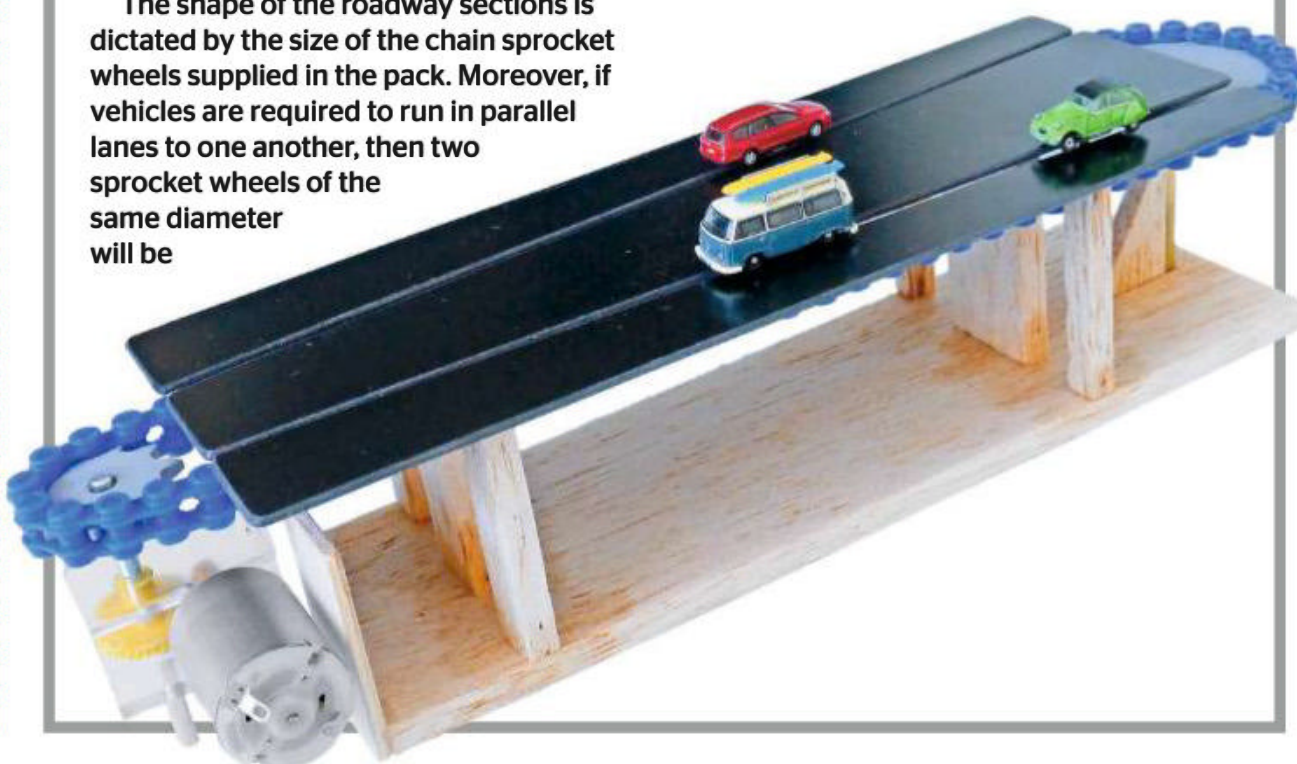


THE ROADWAY

I had originally intended to use thin plywood for the road but, as this would require painting a suitable road colour and be subject to wear from the car attachment pads, I decided to use 2mm thick black styrene sheet instead. The roadway comprises three sections of styrene sheet which are cut to shape as per the diagram, and the edges and corners sanded smooth.

The shape of the roadway sections is dictated by the size of the chain sprocket wheels supplied in the pack. Moreover, if vehicles are required to run in parallel lanes to one another, then two sprocket wheels of the same diameter will be

required. With the vehicles attached to the chain, place the road sections on top of the balsawood supports leaving slots between the vehicle attachment mounting screws. Temporarily fasten the road sections with Blu Tack to the balsawood road supports and test to check the vehicles run correctly with a battery hooked up to the motor. With the system working OK, the road sections can be glued to the balsawood supports.





SETTING INTO THE SCENE

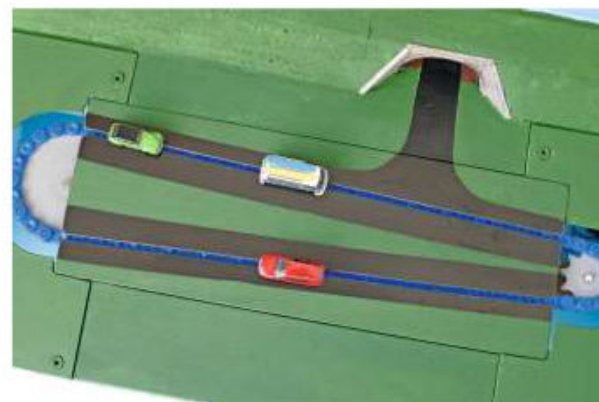
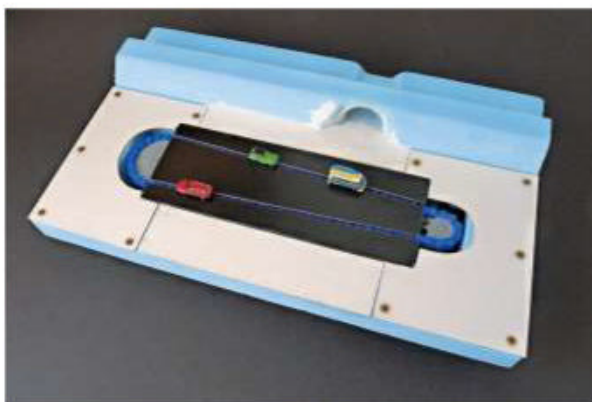
Trace the outline of the roadway unit onto the baseboard of your layout and cut out to allow the roadway to slot into place with the edges of the road sitting on the layout surface. A Styrofoam base is used for this example, which includes the sub-structure for a railway embankment and road tunnel.

Mounting card, the same thickness as the styrene road way, is cut out to partially cover

each end of the roadway leaving sufficient clearance for the vehicles. The card covers are fastened to the Styrofoam base with small countersunk screws to allow access to the roadway mechanism. Cyanoacrylate glue is smeared around the screw holes to strengthen the card, while PVA glue is applied into the screw holes in the Styrofoam base, which is left to dry prior to

screwing the card covers in place. Strips of card are glued to the Styrofoam base alongside the straight sections of roadway to create a flush surface onto which the landscaping may be applied.

Household green emulsion paint can be applied to the areas to be landscaped, having masked off the road boundaries with tape.



The card sections were treated to a layer of grass scatter material, sprinkled evenly over a layer of wet PVA. The rest of the scenery is then built up in the traditional way, with bushes and trees located strategically to block the view of any areas of exposed mechanism. The moving cars are best viewed as close to eye level as possible, rather than from a 'bird's eye' perspective.



POWERING UP

A realistic speed for the moving vehicles is attained with the motor connected to a 1.5V supply, such as a battery wired to an on/off switch, or from a spare layout controller. The advantage with the latter method, of course, is that the speed of vehicles can be easily adjusted.



HOW TO

BUILD A SNOWPLOUGH TRUCK

Peter Marriott feels the chill of winter as he modifies a plastic kit of a Mercedes-Benz Unimog, creating an eye-catching addition to a snow scene.

Today, there are many sources of high-quality, fully finished road vehicles in various scales. In 'OO', for example, EFE, Oxford Diecast and others provide a vast number of models that cater for any era, from the 1930s onwards. These ranges are supplemented by various European and North American manufacturers, such as Atlas, Herpa, Rietze and Wiking, each producing ready-made vehicles in plastic.

Some brands, such as Kibri, offer plastic assembly kits and, although they're strictly 1:87 scale/'HO', with careful positioning on a 'OO' layout they often do not look out of place, especially if set in the background and

OO
GAUGE



5 hrs



not side-by-side with similar 'OO' vehicles.

Aptly, given the time of year, I decided to experiment with one of Kibri's snowplough kits. I opted for the Mercedes-Benz Unimog all-wheel drive vehicle. The kit provided parts for a plough but also an unusual brush roller/sweeper implement for the rear. After a bit of consideration, I decided to forego the rear brush equipment and create a grit hopper and spreader, which is a more common arrangement.

What Peter used



- ◆ Kibri 14974 'HO' Unimog snowplough kit Price: £30.00 Availability: www.goldenvalleyhobbies.co.uk

TOOLS

- ◆ Tweezers
- ◆ Abrasives
- ◆ Knife
- ◆ Cutting board
- ◆ Sprue cutters
- ◆ Paintbrushes
- ◆ Needle files
- ◆ Steel ruler



What I learned – the importance of healthy paint

When I came to paint the truck, I realised that some of my acrylic paints were rather 'claggy' and difficult to work with. Sometimes they can be salvaged with the addition of a little compatible thinners, but other times the pigments have dried to such an extent that they can't be dispersed, rendering the paint useless. That is why it's so important to clean the rim of a paint jar and replace the lid tightly soon after use.

My current favourite paints are those in the AMMO by MIG range (www.migjimenez.com), because the jars come with a small

ball bearing which really helps to disperse the pigment while shaking before use. The eyedropper-style container also forces the user to decant the paint onto a palette, rather than dipping a brush into the jar, thus minimising the extent to which the paint is exposed to the air.

So, as well as taking care of my paints, I've also learned the importance of checking their condition in advance of starting a project. That way, when it comes to the painting stage, I won't be faced with having to make do with paints that really aren't up to the job.


**STEP
BY
STEP**
1

The Kibri kit includes a large number of separate components, with the chassis alone being made up of plenty of individual elements. Not all of the parts are needed, however. Full instructions are supplied, along with decals.

2

I recommend painting many of the parts before assembly while they're still on the plastic sprues and easy to access. They can always be touched up later if you need to, following assembly.

3

I added a crew to the cab using a pair of Noch seated figures. Despite the figures being pre-painted, I modified them slightly to give them 'high-viz' work clothes and safety hats.

4

The chassis is impressive, with the various transmission and driveshaft elements moulded as separate parts. Although the parts were already black, I overpainted them with matt acrylic to give a more convincing appearance.

5

The hopper was created from card, the sides and ends being cut with a sharp knife and glued together. After painting, a scrap of Celotex foam was cut to form the load. I used some leftover parts to improvise a grit spreader device.

6

Woodland Scenics snow and earth-coloured fine turf were mixed in equal parts and applied over the Celotex foam former to represent road salt. A light coat of PVA glue had been brushed onto the foam beforehand.

Factfile: Mercedes-Benz Unimog

The Universal-Motor-Gerät, or Unimog, was conceived in the late 1940s as a universally applicable motorised implement that would appeal to a wide range of users, from farmers to fire brigades. First appearing under the Mercedes-Benz brand in 1953, the Unimog features a powerful diesel engine, all-wheel drive and high ground clearance, allowing it to cope with the roughest terrain.

The concept has evolved constantly over the years, with Unimogs being found in countless military, industrial and civilian applications. Still in production today, their 'go anywhere' ability has lent them particularly well to snow clearance duties. Indeed, many local authorities across the UK, Europe and further afield have invested in Unimogs for winter ploughing and gritting work, while



A Stobart Rail Mercedes-Benz road-rail Unimog, coupled to a pair of trailers, is seen at Liverpool Lime Street during platform upgrade works in February 2018. GEORGE DENT

road-rail versions have also been popular, with various types being employed by Network Rail and its contractors over the years.

Kibri's kit portrays a Unimog model that first appeared in the mid-1970s, with an angular truck-style cab. The vehicle has been popular with other kit manufacturers, in a range of scales, including a large 1:24 scale kit by Revell – an example of which was built by George Dent recently (above).

My second attempt at fitting a driver required removal of most of both legs and repositioning of his right arm to give the right impression.



HOW TO

POPULATE A DAPOL RAILCAR

Never a fan of 'ghost trains', **Chris Leigh** puts a driver and passengers into the Dapol 'O' gauge Class 122 railcar.

Ready-to-run models in all the popular scales are being produced with more and more detail but, with a few exceptions,

manufacturers are still reluctant to include even a driver, never mind passengers, in their latest releases. Bachmann tried it for a while, some years ago, but have dropped it since, presumably because of the cost.

This, at least, leaves modellers the choice of which figures to use but getting access to the interior is a different process for almost every model and few are easy. While the lack of people - passengers and crew - is less noticeable in the smaller scales, I find it difficult to cope with running 'ghost trains' in 'O' gauge. For me, a driver is the minimum requirement and with a DMU shuttling back and forth, that means a driver in both cabs.

I have tackled a couple of 'OO' gauge Dapol railcars but my new 'O' gauge Gloucester RC&W single-unit needed the

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2 hrs



same treatment as its emptiness was particularly obvious. Although the 'O' gauge version does not have the same 'raised floor level' issue as the 'OO' model, it is still necessary to modify some figures to make them fit. With some manufacturers now using the 3D-printing process to produce figures it is surely worth them considering where their figures are likely to be used and designing them accordingly, such as versions with and without lower legs.

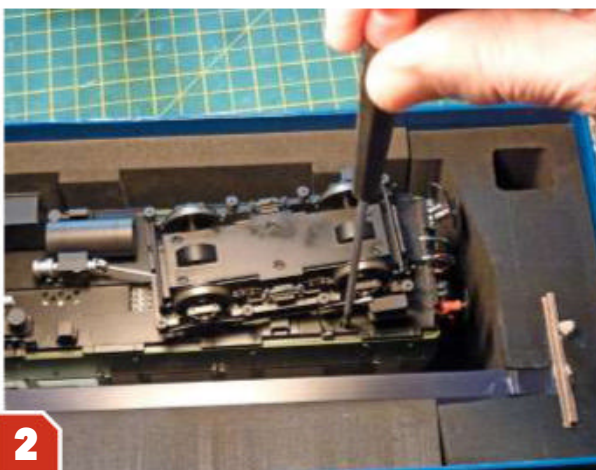
In most cases passengers will require feet to be removed and/or legs shortened to fit seats in 'O' and 'OO' vehicles because the plastic floor will necessarily be greater than scale thickness. Figures intended as drivers need to be posed specifically to be driving or braking, with their hands posed appropri-

ately and, at least in 'O' gauge, they need to be shaped to fit the seat, even if this requires a bespoke figure for each locomotive or railcar. However, at the present time we don't have such a luxury, so figures - and seats - may need to be modified.

I considered the possibility of using the bulk packs of figures offered on Ebay from Chinese suppliers, but in the end suspicions about the pricing and delivery times led me to play safe and order a smaller quantity of figures from Modelu, which supplies a set including a driver and several passengers suitable for a diesel railcar. George Dent painted the figures for me and described the process in December's *Model Rail Skills Station* (MR294). They've since come 'home' and I have modified and fitted them.


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

The Dapol railcar is extremely well packaged in a stout card box with foam lining and once the model is detached from its rigid base the box can be helpful in this project if you don't have a modelling 'cradle' to support it.

**2**

As I don't have any suitable 'cradle' for 'O' gauge models I used the foam-lined box as a substitute. Dismantling requires the railcar to be upside-down to remove the four screws located above the bogies.

**3**

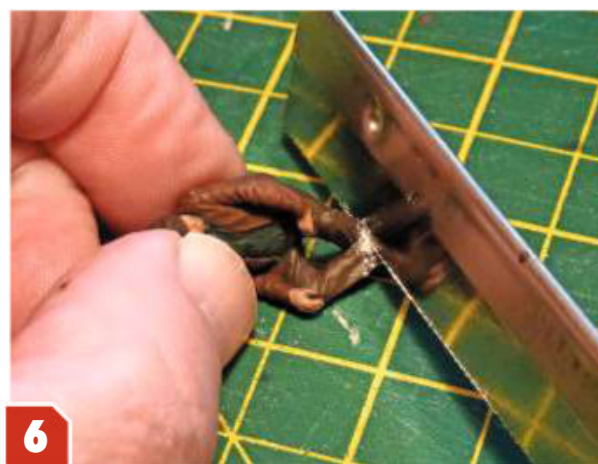
Once the four screws are removed (with a magnetised crosshead screwdriver) the model can be turned upright and the body simply lifts off. One of the easiest body removals I've done.

**4**

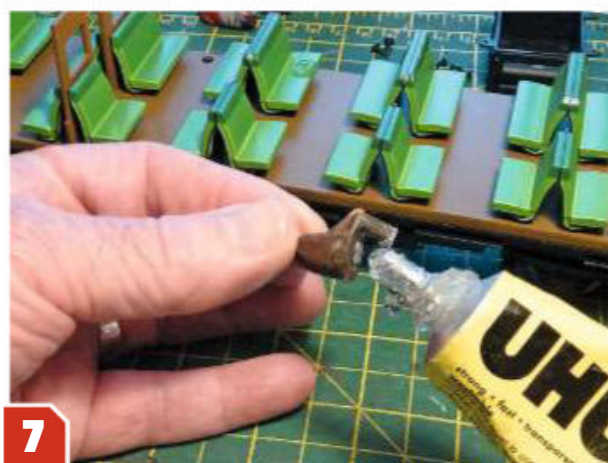
Once the body is off, the slightly raised floor level owing to the thickness of the brown moulding can be seen. Also, the cab interior, seat and control desk is still inaccessible, inside the body.

**5**

A test with the Modelu figures confirmed that lower legs would need to be removed to obtain a good fit against the seat. The printed moquette pattern and the handles on the seat backs look really good.

**6**

I used this chap as a trial, cutting off his feet and as little as possible of the legs until he fitted against the seat base and back. A fine-tooth razor saw was used to cut the 3D-print plastic.

**7**

Uhu tends to be my general purpose glue of choice but you need to use plenty, and this chap had already come adrift before I had finished writing this article.

**8**

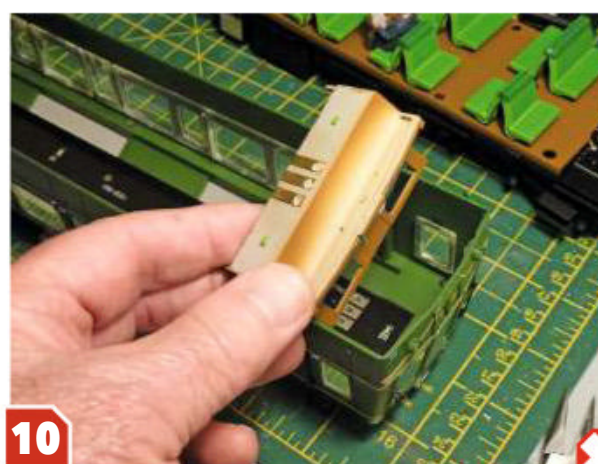
Fitting a driver requires access to the cab. First, using a magnetised crosshead screwdriver, remove the three tiny screws which hold the lighting contacts to the roof bar.

**9**

In the top corners of the cab bulkhead are two more crosshead screws which actually hold the cab in place. Remove these and the cab unit can be eased out.



The bald chap reading his newspaper required nothing more than cutting back both legs to clear the floor. This modification cannot be seen when the model is in use.

**10**

The complete cab interior unit, bulkhead, control desk and seats can be taken out for the next stages of the job. I worked on one cab at a time to avoid any risk of mixing them up, just in case there are differences.



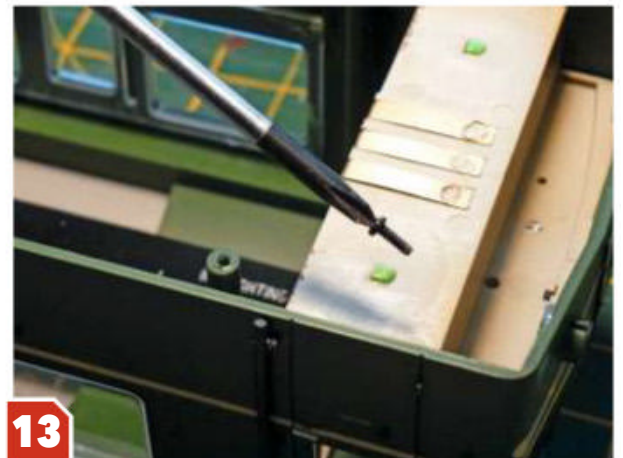
11

As there is no 'knee space' under the control desk, it was necessary to cut the driver's legs off just above the knee and file back until he fitted on the chair. This first attempt sits too high, in my view.



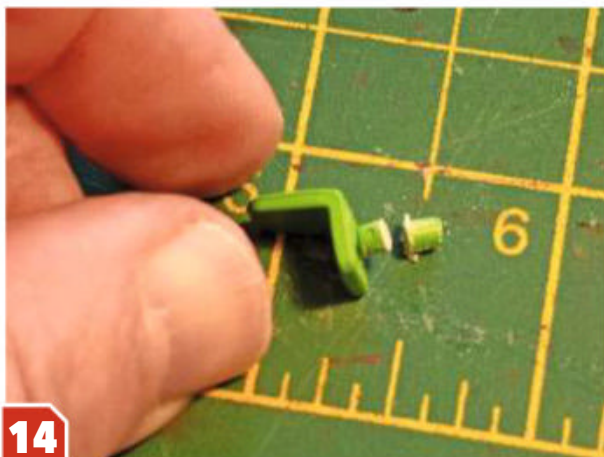
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His left hand actually fits below the control desk and the right hand is over the control handle but, despite the convincing pose and George's painting, he did not look 'right' to me.



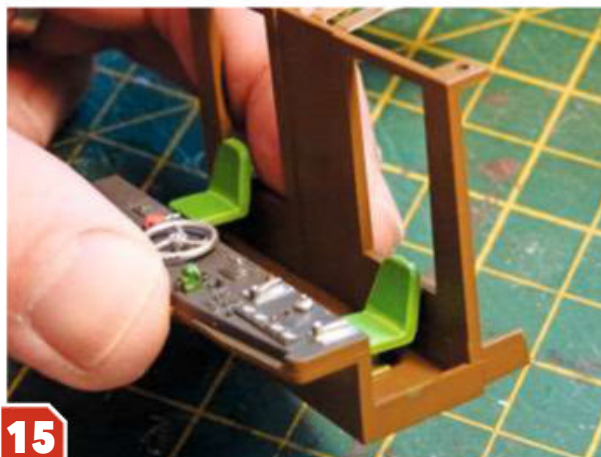
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Here's why you need the magnetised screwdriver. I returned the cab to its location inside the body of the railcar but I could see no way to refit those upper corner screws without the magnetised screwdriver.



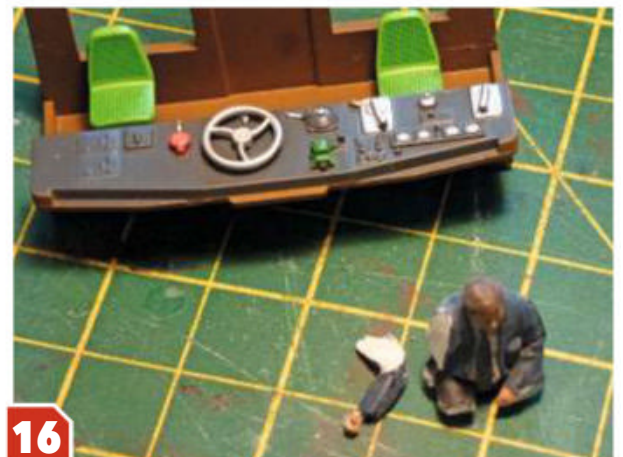
14

For the second cab I decided to try lowering the driver. I began by removing the seat, cutting the pedestal as shown and refitting the lowered seat to the floor with liquid polystyrene cement.



15

Compared to the unmodified second seat, it is easy to see how much lower the driver's seat now is. A little polystyrene cement on the seatback and bulkhead helps to support the pedestal joint.



16

This is the driver after I had adapted him with the razor saw. The legs have been almost completely removed and the right arm cut through at the shoulder so that it can be repositioned.



17

I seated him in the cab before reassembly, so that the arm could be more precisely positioned. I was much happier with this modification and used Velo-Set quick-setting PVA to glue and fill the shoulder.



18

A repaint of his jacket proved necessary, with Omen acrylic Faded Jacket Blue. Now is the time to add a driver's bag and/or a single line staff on the control desk before refitting the cab.



The driver of W55028 can be clearly seen, cigarette in mouth, as the railcar leaves High Wycombe for Maidenhead. While the cab is accessible, it would be worth fitting a sun visor. CJL COLLECTION

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Resembling a typical brick or stone-built outbuilding, with a concrete or lime-based render, the finished model provides an eye-catching scenic addition.



HOW TO

BUILD A RUN-DOWN 'BOTHY'

Inspired by the numerous abandoned structures close to his home, **George Dent** modified a laser-cut kit to portray a small rural outbuilding in a semi-derelict condition.



MODEL KX063-00 Outbuilding/
Workshop kit ♦ Price £14.99

AVAILABILITY Scale Model Scenery Tel 01530 456952
Web www.scalemodelscecery.co.uk



12hrs



Since moving to rural Northumberland a couple of years ago, I've been struck by the number of abandoned dwellings that I've encountered while walking across some of the more remote areas. While many of these structures can be linked to agricultural use, others had their origins in the coal, lead and other mineral extraction industries that once proliferated around these parts.

My ultimate aim is to create faithful scale models of some of these buildings, in their current derelict state. In the meantime, however, I decided to harness this modelling impulse by modifying a simple laser-cut building kit to resemble a typical run-down outbuilding, or 'bothy', something that would add plenty of visual interest to a miniature scene.

The kit in question, from Scale Model Scenery, consists of thick MDF walls, plus

laser-cut detail fittings, such as roof trusses, windows and doors. A sheet of laser-cut roof tiles is also provided, along with printed overlays for the interior and exterior walls, with a choice of brick, stone or rendered finishes.

Although the printed sheets look great, they're inevitably limited by the lack of surface relief, so I plumped for adding my own texture via a coat of plaster. Not only does the plaster cure the visible joints at the corner of each wall section, but it also represents a rendered finish perfectly. There's also the option of scribing mortar courses into the plaster if a masonry texture is required.

ADHESION MATTERS

Ordinarily, I'd recommend applying a coat of PVA glue to the exterior walls and allowing it to turn tacky before applying the plaster, to improve adhesion. However, as I intended to

chip away areas of the rendering, I didn't bother with the adhesive. Indeed, the wet plaster clung to the MDF perfectly well and allowed for the chipping and distressing to be undertaken with ease.

Other modifications consisted of distressing the 'timberwork', especially the door, while the roof slates were painstakingly re-cut to provide a more random pattern. A few gaps reveal the roof trusses beneath, while some guttering and downpipes were created from scraps of plastic strip and rod.

This proved to be an enjoyable project and I'm pleased with the finished results. The building looks to be suitable for all manner of situations and can be customised easily. I'm now wondering if I can make room for it on my new layout, perhaps with some rusty old farm machinery dumped outside. Luckily, there's plenty of inspiration for that on my doorstep, too!

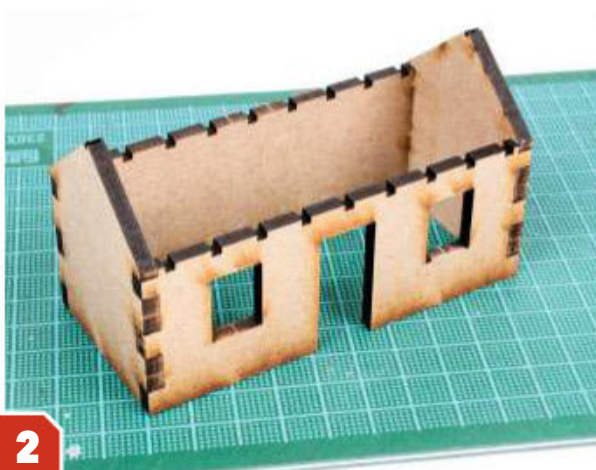


STEP BY STEP



1

Begin by cutting the wall sections from the laser-cut fretwork. The retaining 'pips' need removing with a flat file before the corner joints can be fixed together. Magnetic corner clamps are recommended (www.yorkmodelrail.com).



2

After fixing an end to each side, the two sections can be brought together to form the main shell, again clamping the corners to ensure squareness. Leave overnight to allow the glue to harden completely.

What George used

SHOPPING LIST

- ◆ DIY repair plaster
- ◆ Super 'Phatic glue (Deluxe Materials)

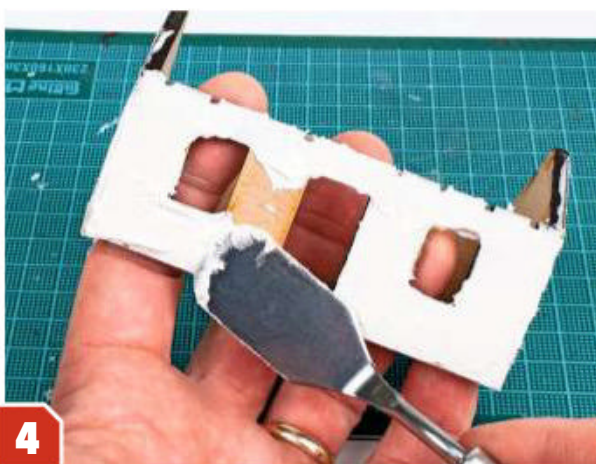
TOOLS

- ◆ Knife and spare blades
- ◆ Steel rule
- ◆ Cutting mat
- ◆ Tweezers
- ◆ Needle files
- ◆ Spatulas



3

To add a textured rendering, I mixed up some repair plaster. Empty the powder into a bowl and create a depression in the centre, then pour some water into it. Stir and repeat until a thick, creamy consistency is achieved.



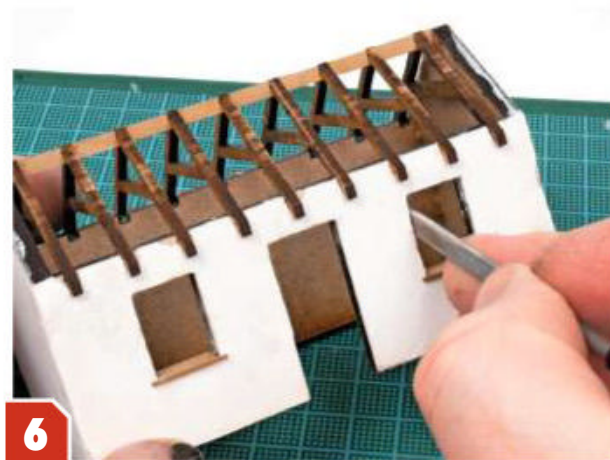
4

With a small spatula (www.scalemodelshop.co.uk), spread the plaster over one wall at a time to create a nice, even layer, about 1mm thick. Don't worry about achieving a perfectly flat surface just yet.



5

Work around all four walls and, as the plaster begins to dry, it will be easier to smooth out with the flat spatula. Periodically dipping the tool in clean water will make it easier to work the plaster. Allow to dry overnight.



6

The edges of the dry plaster can be tidied up with a flat needle file, especially around the apertures, plus the various slots for the roof timbers. The surface of the plaster can also be smoothed with coarse sandpaper if required.



7

The door was distressed before installation, using a sharp knife to cut a grain pattern into the planks, as well as portraying decayed upper and lower edges. A brass wire brush also helped create a grain texture.



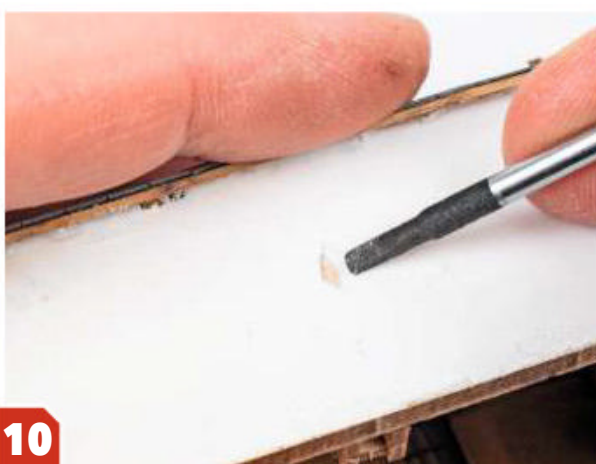
8

After fixing the roof trusses and upper ridge board, the windowsills and frames, door and frame overlay were installed. The building is starting to take shape now and is already feeling very sturdy.



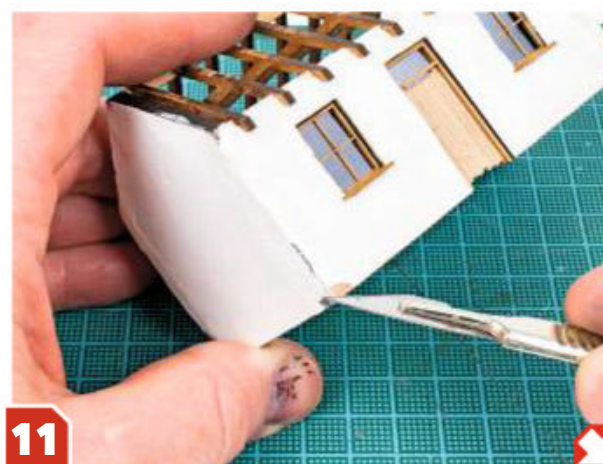
9

Some of the kit's printed texture sheets were used for the interior walls, affixed with glue brushed over the MDF's surface. The cut paper sections were then fixed in place and any air bubbles or creases brushed out.



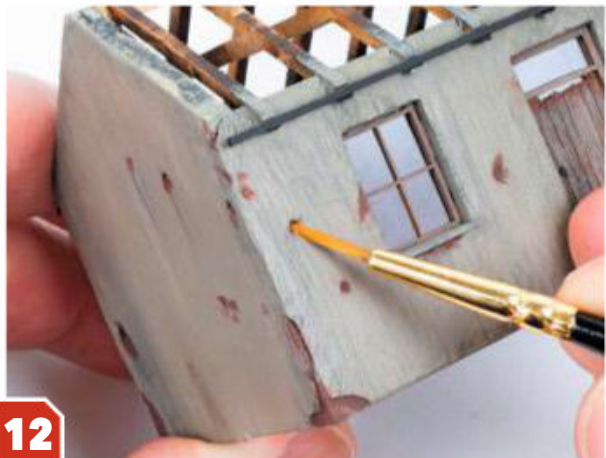
10

The plaster rendering was scuffed, scratched and chipped with the edge of a small flat screwdriver, to varying depths and in a fairly random pattern.



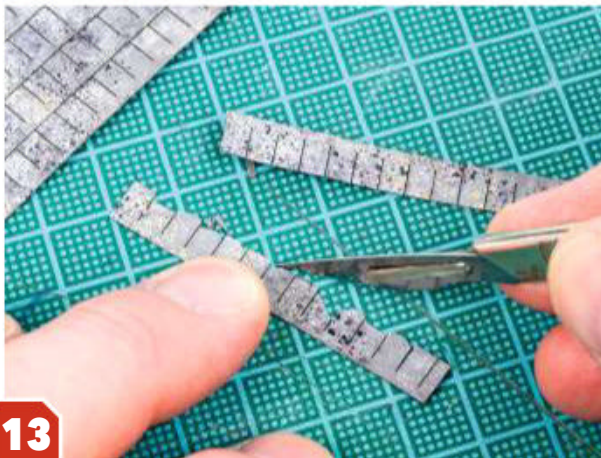
11

After studying prototype images, more targeted distressing was carried out, especially at the corners of the walls, around the roof line and near where the leaking gutters and downpipes were intended to sit.



12

After brushing away any loose debris, painting was carried out with water-based acrylics (mostly LifeColor paints). After treating the rendering layer, reddish-brown shades were applied to portray the underlying masonry.



13

The kit's roof tiles are too uniform for my liking. They were painstakingly modified with a sharp knife, depicting chipped edges, random gaps and a variety of slightly different tile lengths.



14

The rows of slates were applied in layers, in short strips or individually, allowing slipped and missing slates to be replicated. The gaps allow the roof trusses to be seen and short lengths of batten were added using leftover fret material.



15

Gutters and downpipes were improvised using scraps of plastic strip and rod, suitably twisted and mis-shaped before glued in place. The new parts were then painted and weathered to blend in with their surroundings.



16

Final weathering touches were added with an airbrush, loaded with a mix of Tamiya acrylic browns, dark grey and a dash of green to mimic algae staining on the roof and around the broken gutters.

Inspiration



This is just one of the many derelict dwellings that George has stumbled upon in recent months. While an authentic miniature re-creation is on George's to do list, this simple project has helped him to scratch an itch in the meantime.

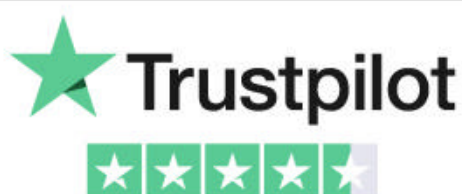
The nature of the kit makes it easy to distress the door and windows, while the missing roof tiles allow the internal trusses to be seen.





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Operating conditions can be harsh for maritime shipping containers and a weathered finish, with patches of corrosion, will help bring some variety to your intermodal fleet. GEORGE DENT



George Dent

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



Chris Nevard

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



Paul Chancellor

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



Dave Lowery

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



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HOW TO

CUSTOMISE ISO CONTAINERS



A few months back, there was mention of a forthcoming feature about applying decals to containers. This is something I'd be very interested in as I want to create more variety for my intermodal trains.

Michael Harrison, by email

George says: Compared to a few years back, there's now much more variety in terms of container types and liveries, in 'OO' at least, thanks to Dapol, Bachmann and Hornby. C-Rail Intermodal has also offered an excellent variety of containers, in kit or fully finished format, over the years. Furthermore, C-Rail's range of paints and decals allow even greater diversity, if you're prepared to take care of the finishing process yourself.

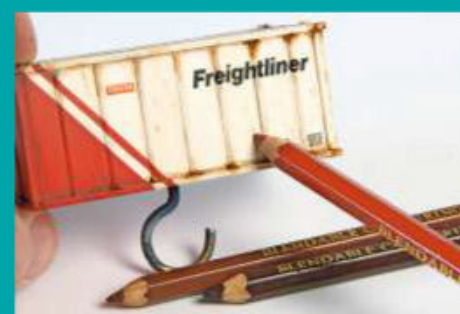
That said, I'm often still asked about how to go about repainting and rebranding containers, so there's clearly still an appetite for recreating more of the countless different colour schemes and logotypes that have been seen on the rails over the past 40 years or so.

Unpainted containers, as offered by some sources, provide the simplest option, as they simply require a coat of aerosol primer before painting. In contrast, pre-finished containers will need careful preparation to ensure that the previous brandings don't show through the new paint. The main challenge, however, involves the application of new waterslide decals, which will need some persuading to conform to the corrugated profile of the container.

The process is made easier with correct preparation of the surface. Waterslide decals adhere best to glossy surfaces and decal setting solutions not only aid adhesion but also help the carrier film to settle over uneven surfaces.

TOP TIP

Artists' coloured pencils offer a simple means of adding small rust patches. A mix of red-brown and earth-brown pencils will add tonal variety. A matt varnish will seal the markings in place, although this isn't essential.



What George used

- ◆ Waterslide decals and paints
- ◆ Micro Set and Micro Sol decal setting solutions
- ◆ Unpainted and pre-finished containers **Availability:** C-Rail Intermodal **Tel:** 01333 450976 **Web:** www.c-rail-intermodal.co.uk

- ◆ T-Cut Original Scratch Remover **Availability:** Hardware stores



**STEP
BY
STEP**



1

Ready-finished containers inevitably feature tampo-printed logos and markings. These need to be flattened before repainting and can either be sanded with fine abrasives or rubbed away with a suitable solvent.



2

T-Cut is perfect for the job. A cotton swab, dipped in the fluid, can be rubbed over the logos until the paint is softened. A clean swab can then be used to buff the surface clean without damaging the finish beneath.



3

C-Rail Intermodal can supply authentic waterslide decals for 'OO' and 'N' containers. There's plenty to choose from, in terms of company logos and markings, with packs to suit different types and sizes.



4

C-Rail and Phoenix Precision Paints (www.phoenix-paints.co.uk) can provide numerous authentic paint shades to suit various liveries. C-Rail also offers advice on existing paint shades from other brands.



5

After painting, apply a few coats of clear gloss to provide the perfect surface to which the waterslide decals can adhere. While the decal is soaking in water, brush Micro Set solution onto the surface with a clean, flat brush.



6

When the decal works loose, slide it into position using a blunt cocktail stick and a damp cotton swab. Try and align it as close to the final position as possible. With a dry swab, soak up excess moisture from around the decal.



7

Use the flat brush to spread out any creases in the decal and to begin encouraging it to sit into the recessed areas of the corrugated surface. A little more Micro Set will help with adjusting the positioning of the decal.



8

In most cases, the stronger Micro Sol formula will be needed. Apply and allow a few minutes for it to soften the decal film enough to allow it to be manipulated into the corrugations. A few applications may be needed, so patience is key.



9

A sponge is also useful for pressing the decal into the corrugations, while also absorbing excess fluid. Remember to keep the decal damp to allow for adjustment. Only when certain of its location should it be allowed to dry out.



10

Allow decals to dry fully before sealing with gloss varnish. Matt or satin varnish can then follow to tone down the finish, followed by weathering. Repair patches, in a slightly different shade of paint, can look effective.

Containers come in various sizes, types and colours. Over half of these 'boxes' have been repainted and rebranded with the aid of paints and decals from C-Rail Intermodal. GEORGE DENT





Typifying the locomotives in their all-new state, 58018 sports 'wraparound' yellow cabs, black window surrounds and plain grey bodywork, offset with a very prominent red solebar. The black TOPS numbers were carried in large digits at one end, while 'Railfreight' motifs were applied to the opposite cabside. Large double-arrow logos completed the livery. Initially, overhead line warning flashes were carried on the cab ends only. Doncaster, October 1984. COLOUR RAIL

As privatisation grew nearer, the sector logos were removed from some locomotives. Seen at Toton depot in July 1994, 58011 carries *Workshop Depot* nameplates on opposing cab sides, as was standard for named '58s'. Note also the depot plaque, just visible on the right-hand cab door. D. PYE/COLOUR RAIL

KNOW YOUR... LIVERIES

PART 5: Class 58

Paul Chancellor examines the various colour schemes worn by British Rail's penultimate freight locomotive design, the Class 58.

The 50 locomotives that comprised Class 58 boasted a power output rated at 3,300hp and were, therefore, designated as Type 5s.

The design was something of a departure for British Rail, with the centre section of the locomotive being narrower than the cabs, prompting enthusiasts to christen them 'Bones'.

They were essentially a follow-on from the more conventional-looking Class 56 but, like the Class 59 that followed soon after, the '58s' featured a modular style of construction, greatly easing maintenance. The first Class 58 entered service in 1983 and, although expected to enjoy a working life of around 30 years, they had all been withdrawn by 2002.

Through their BR and privatisation careers, the class moved through five major livery changes, pioneering the 'red stripe' variant of original Railfreight grey from new. The sub-sector version of Railfreight followed (all of the Class 58s being allocated to the Coal sector), until the days of the short-lived Mainline Freight operator during the early privatisation era, to which all 50 of the '58s' were allocated.

English, Welsh & Scottish Railway (EWS) acquired Mainline Freight in 1996 and the famous red/gold livery was applied to a number of the class before the decision came to withdraw the fleet en masse. A new career beckoned, however, with most of the class being sent to work in mainland Europe.



When BR moved towards the business model of allocating locomotives to specific sectors, the '58s' gained Trainload Coal branding over the new triple-grey colour scheme. The red solebar disappeared in favour of black. As well as roughly applying the large sector markings on the bonnet side, note the smaller, vertical versions applied near the cab doors. Cabside numbers were applied in a much smaller font and, in addition to the red diamond coupling code, the last three digits of the TOPS number appeared on the cab front. This view was captured in May 1990. COLOUR RAIL

Doncaster station is the scene for a very dirty 58002 *Daw Mill Colliery* as it takes the Sheffield line. The 'aircraft' blue livery was enlivened by a waist-height silver stripe and Mainline logo amidships (just visible through the grime). Cabside numerals and nameplates were also silver, while the locomotive's full number was also carried on each cab front in large digits. A dozen '58s' gained the full Mainline livery although, by the time of this image - March 1999 - the '58' was actually working for EWS. COLOUR RAIL

Only ten Class 58s had gained the EWS house colours of red/gold livery before the decision was taken to withdraw the entire fleet. Early repaints gained the original EW&S lettering, before the standard identity of EWS was settled upon. Small 'three beasts' logos adorned opposing cab sides and TOPS numbers were carried in large digits within the gold band on the bonnet sides, plus smaller versions on the cab fronts. D. PYE/COLOUR RAIL



Above: With the sale of BR's freight business, Mainline Freight took on much of the coal traffic in the south of England, the Midlands and extending up to parts of South Yorkshire. The entire Class 58 fleet passed to Mainline and, in lieu of a full repaint programme, the company's stylish logos were applied over the triple-grey BR scheme of a number of locomotives. The cast alloy BR double-arrow logos were also removed at this time. 58003 is seen at Didcot in March 1998. D. PYE/COLOUR RAIL



Left: 58013 briefly displayed a very plain version of what was to become the new Mainline livery. The '58' was captured at Doncaster in May 1997. Numerous additional overhead line warning stickers have been applied, although their exact positioning could vary between individual locomotives. COLOUR RAIL



Although not used for commercial operations in the UK, the '58s' modified for export could be seen in the UK before shipment. One example is 58041 at Eastleigh in March 2003, which was bound for Spain where it is believed to still be in use. Note the 'three-beasts' EWS symbol on the cabside and revised style of overhead warning stickers. COLOUR RAIL

Notes from the Workshop

DAVE LOWERY'S TOP TIPS

A GOOD GRILLING!

We all want to get the best from our models and, therefore, there's always something you can improve. Such is the case with the grilles on the side of my 'O' gauge Class 66 locomotives, which are built from PRMRP kits.

Firstly, or most importantly, I needed the correct gauge of etched brass mesh. For this, I headed for the Scale Link Fretcetera range (www.scalelinkfretcetera.co.uk) which includes an excellent choice of etched mesh in all sizes and shapes.

The next question was how to create the correct ripples? I spent some time trying to recreate the correct profile by means of metal rods as shaping tools. However, my attempts looked unrealistic and lacked definition.

After perusing the internet, a natty little machine called a 'Corrugator' was found on the Green Stuff World website. Several days later it arrived, and I ran a length of the brass mesh through it. Hey presto - it looked brilliant. And I can now make as many as I like with consistent results. All that was needed was to spray the mesh black after shaping and fix it to the model, with UHU contact adhesive.



The bodyside grilles on a Class 66 feature a distinctive, corrugated profile. ALAMY

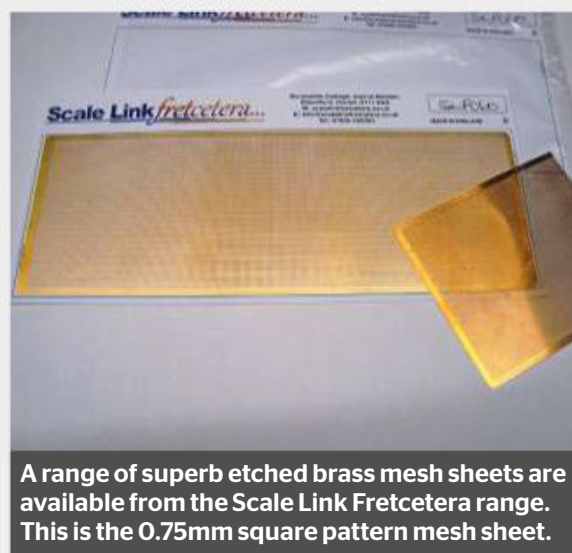


What Dave used

- ◆ Scale Link Fretcetera SLF060 - 0.75mm square mesh, fine.
Price: £11.50 Availability: www.scalelinkfretcetera.co.uk
- ◆ Corrugator Tool Price: €9.95
Availability: www.greenstuffworld.com



My fleet of kit-built 'O' gauge Class 66s feature flat-section grilles, which don't really capture the look of the real thing.



A range of superb etched brass mesh sheets are available from the Scale Link Fretcetera range. This is the 0.75mm square pattern mesh sheet.



This is the magic Corrugator tool, from Green Stuff World, which can be used to form corrugated profiles in all sorts of materials, including thin metal sheet.



Having cut a piece of the grill to size (exact height, but slightly too long), it can be rolled through the Corrugator tool. Once shaped, the grille can then be cut to the correct length.



The new grille sections were painted black and then installed.



HOW TO

ALIGN RUB-DOWN DECALS



Following the recommendations of several well-known modellers, I've bought some rub-down transfers to re-number my diesel locomotives. As I'll have to make up my own TOPS numbers, is there a way to ensure I apply them accurately?

Steve Morris, by email

George says: The rub-down transfers from Replica Railways have been my favoured means of adding numbers to early BR-era locomotives and coaching stock since my teens. Unlike waterslide decals, dry-transfer characters don't have a clear

carrier film, reducing the risk of a ghost-like aura appearing after application. There's also no need for gloss varnish coats before or after application, thus speeding up the process considerably.

However, as the rub-down decals can't be adjusted after application, it's vital to get them correctly aligned in the first place. The clear plastic sheet affords us a fairly good view of the surface below and nearby fittings such as handrails and window frames can be used as visual references. However, such raised features can also get in the way, so cutting the sheet to allow your chosen numbers to sit flat on the

surface before rubbing them down can help.

Another useful tip is to apply a thin strip of low-tack masking tape as an alignment guide, onto which the position of the full number set - or individual digits - can be marked with a pencil. This allows the exact spacings to be ascertained beforehand. Indeed, this careful preparation makes the actual application of the digits far quicker and ensures greater accuracy.

After application, the transfers should be secure against damage, provided that the model is handled carefully. However, for greater security, a coat of satin varnish will seal them permanently.

STEP
BY
STEP



1

Place your numbers in position, using handrails or other fittings as visual references. Placing the supplied tracing paper below the clear sheet prevents other transfers from being accidentally applied. When sure of the alignment, simply rub a pencil tip over the transfer.



2

Carefully peel away the plastic sheet to reveal the numbers. If they haven't been transferred to the surface properly, pop the sheet back into position and repeat the rubbing with the pencil. The tracing paper can then be used to secure the decals by rubbing over with the pencil.



3

A strip of low-tack masking tape provides a simple alignment aid. Pencil lines can be added to the tape to help with spacing of the individual digits. I often write the intended number on too, especially if working on a few models at a time, as it's easy to get confused!

THREE CAMEO IDEAS FOR YOUR LAYOUT



1

'Hookton & Lipp Vale'

FIRST CLASS DELIVERY: With a classic red bicycle and smart uniform, the postman is a quintessential element of any village scene.



2

'Hungerford'

LIFE ON THE WATER: The tranquillity and sedate pace of canal life is an attractive prospect, captured in this idyllic scene.



3

'Sutton Parva'

A STUDY IN PATIENCE: Travelling by train often involves a lot of waiting around and this characterful figure captures that sense of welcome inertia perfectly.



What makes this layout great?

“ Not to be deterred by all of the obstacles standing in his way, Andrew has used a wide range of skills to not only make a superb looking layout but also one which is fun to operate. Even in such a small space, there are plenty of movements available. ”

Perfect pitch

Returning to the hobby after 30 years, **Andrew Thomas** set himself the lofty goal of including a football stadium in a layout that could be switched to portray a preserved railway.

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



Our inner monologue can be a blessing and a curse when it comes to designing a model railway. It's sometimes beneficial to talk through your ideas with yourself as it can help you to find some problems, but at the same time if your mind goes 'I know! Why not construct a football stadium over here?', it doesn't help. For most of us, the thought is dismissed quickly with a 'don't be ridiculous', but some among us are so determined that they find a way to make it work. Andrew Thomas is one such person and his love of football is regularly featured throughout his 'OO' gauge layout 'Ewood'. This isn't *Match* magazine though, so we'll come back to the football side of the layout later.

Andrew's story is a familiar one in that he had a train set growing up which was then cast aside as other interests took over. Unlike many of us though, he got a head start when he returned to the hobby 30 years later.

"One day I asked my parents if there was anything of mine still in the loft that I could now store myself. A quick trip up the ladder revealed some of the models and an old loop of track which, to our amazement, still worked after a quick clean. The Mainline Great Western engine and coal trucks were subsequently bundled up for the trip home. That set my mind in motion thinking about a new layout and I had a long think about where the layout could go." ➤

2



The buildings are from Metcalfe, which Andrew chose because of the time and money he had available. One of the key factors Andrew considered when it came to the Metcalfe buildings was weight, as he'd need to take them off the layout and store them.

3



“A depot was my only option, but to give myself something to do I opted for several sequential points that would give me an entry and exit point, close to the football ground, of a single line”



3 things we like



1

The road sign reading 'Blackburn 4 Burnley 1'.



2

Advertising boards from re-purposed packaging.



3

All of the lights!



The large engine shed and football stand are both scratchbuilds, the shed was constructed using wood and cardboard was used to create the corrugated iron on the walls. The football stand was also made out of balsa wood, which was then painted. The floodlights are painted wooden strips (the light bulbs are household fuse ends).

The problem of space is all too familiar and, after concluding that 'Ewood' would be stored against the wall in the garage, Andrew discovered more problems.

"The garage would still have to house my car, so the layout would have to be as close to the wall as possible so it couldn't be too tall. Anything tall would have to be removed for storage and would therefore need to be light. The boards themselves would also have to be manageable and I determined that 11ft by 2ft would be the largest size I could build. This, in turn, forced my hand with regards to the track plan somewhat as a loop was out of the question, so I started thinking about the most effective way I could make an interesting end-to-end with the space available."

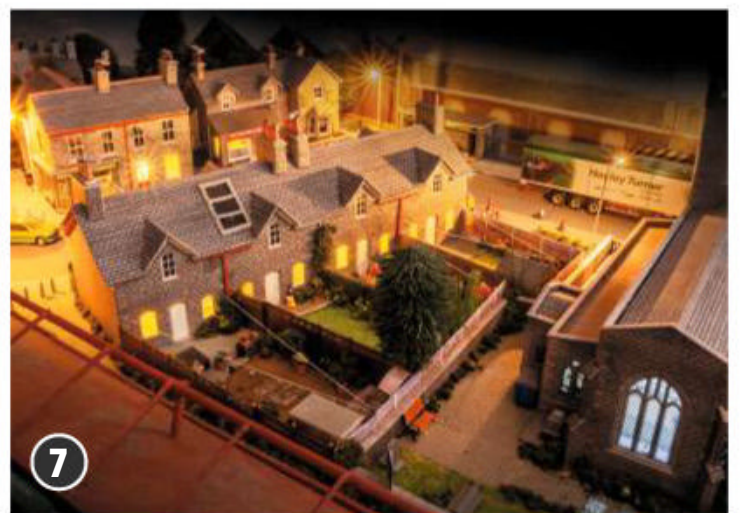
Andrew's conclusion was to come up with a scenario in which line after line of straight track was

prototypical, allowing him to maximise the space and still have something interesting to operate.

"A depot was my only option, but to give myself something to do I opted for several sequential points that would give me an entry and exit point, close to the football ground, of a single line. This means I have to think a little bit when operating and I'm not just moving wagons back and forth. Underneath the football ground, the track splits again into a couple of lines so I can store a model there out of the way if I need to. To avoid anything getting trapped, the ground lifts off for access."

FOOTBALL CRAZY, FOOTBALL MAD

A fair proportion of us are sports fans and a significant number of us have thought about adding a stadium of some sort to our layout. There are several places around the country where the railway



and the sporting world are close to one another. Stamford Bridge has lines right behind one of its stands and so does Lords, albeit in a tunnel, and those are just some of the ones in London. The problem with all sporting arenas though is the same – they’re all quite big. As Andrew has proved, however, where there’s a will there’s a way.

“I’ve been a Blackburn Rovers fan for as long as I can remember, which influenced not only the layout name but also one of the road signs! I knew I wanted a football ground but I was also realistic and knew I wouldn’t be able to model the whole thing or a big stand, so rather than trying to do Ewood Park, the home of Blackburn Rovers, I opted for a non-league ground instead. After some research into the narrowest football league ground (around 64m) to give me a rough idea of the scale width required (about 33in), I realised I’d have to make it just too ➤





narrow to conform to the standard. Fortunately, it isn't so narrow that it looked wrong. Situated at the front of the layout this is what forms the main focal point, with a standing area built from balsa wood. Scratchbuilt, it was one of the more challenging aspects of the build. Getting 160 figures to stand up straight also took a long time and a lot of patience! One regret I do have is that I wish I'd spent more on the figures rather than just buying cheap ones from China. I looked at Subbuteo figures as they are to 1:76 scale, but as the game and figures have become such a collector's item now they're far too expensive."

INTERCHANGEABLE

One advantage of building a layout with removable buildings is that you can change the scene to your desires for that day's running. In Andrew's case, that means going from a nuclear flask operation ➤



“I’ve been a Blackburn Rovers fan for as long as I can remember, which influenced not only the layout but also one of the road signs!”





zone to a preserved railway in less time than it takes to fire up a boiler.

"The two concrete platforms at the front of the layout work well for the nuclear flask setting but I also have two platforms in storage that can sit on the top to turn the area into a preserved railway. The scratchbuilt engine shed can also be removed, and that leaves me with a nice open area I can fill with preserved stock. The semaphore signals would be there in both settings and the cars are believable too, so it's easy to swap between the two.

Time and time again we've seen people breaking down the barriers of what 'should' be possible and coming up with innovative ways to get the very most from their layout. Andrew is no exception and his building is making us rethink the plans for our own projects. Maybe we should listen to our inner monologue more often! **MR**

FACTFILE: 'EWOOD'

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

Time to build: Three years

Size: 11ft 6in by 2ft

Track: Hornby

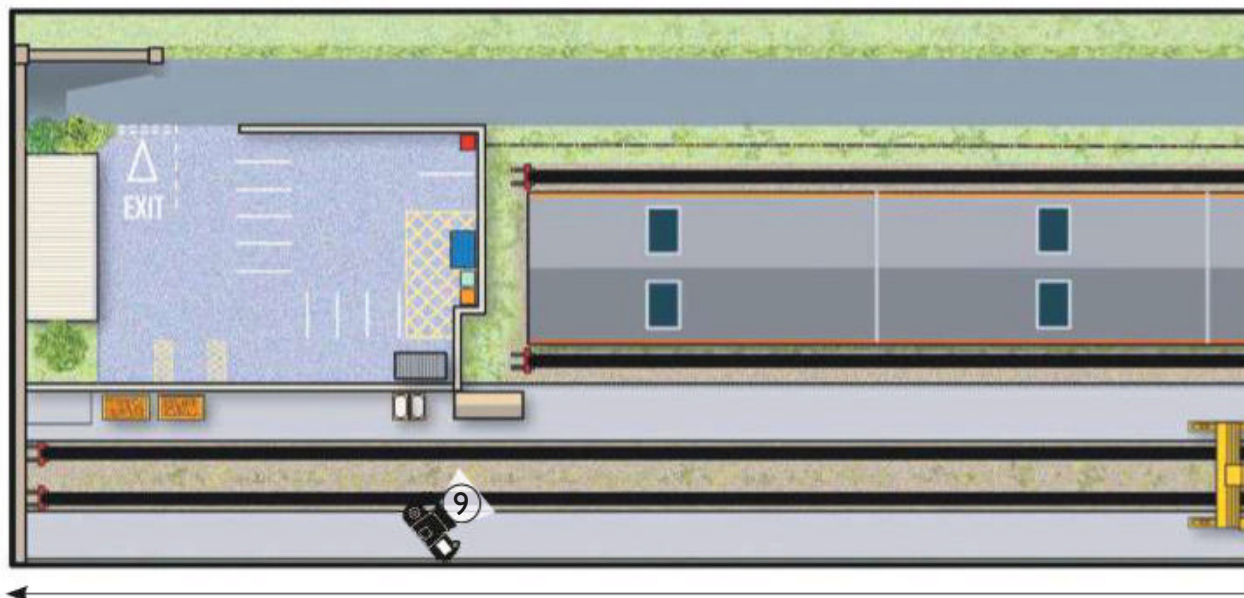
Power and control: Analogue

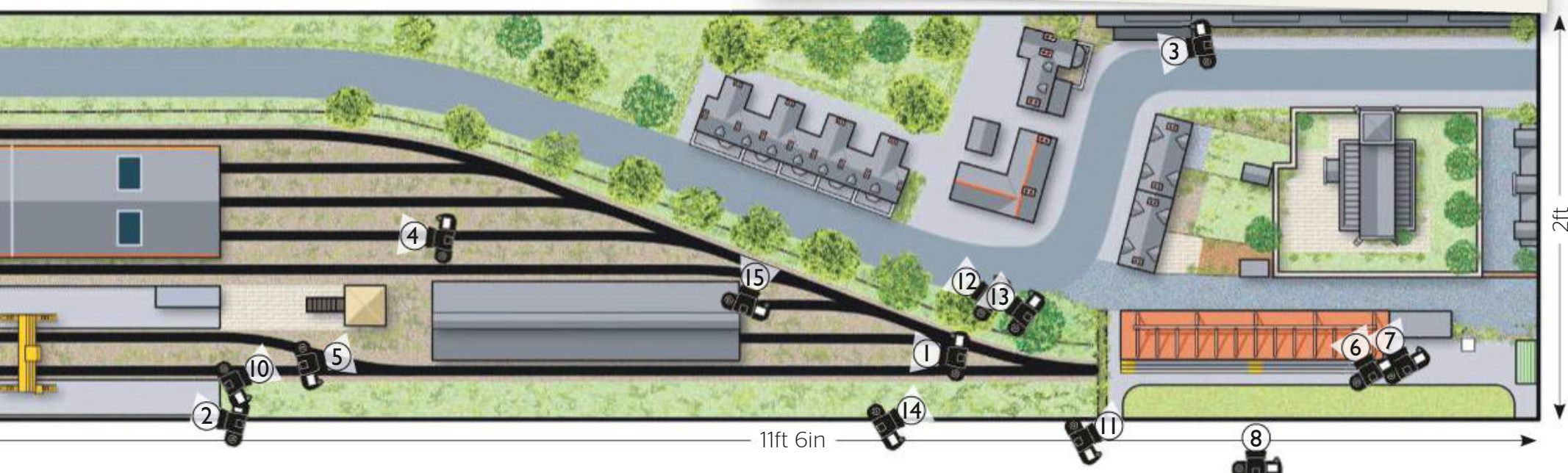
MODELLER CV: ANDREW THOMAS

I'm still working and have two kids, so finding spare time can be difficult, but when I do have it I like to watch Blackburn Rovers play or just simply spend time with my family and friends.

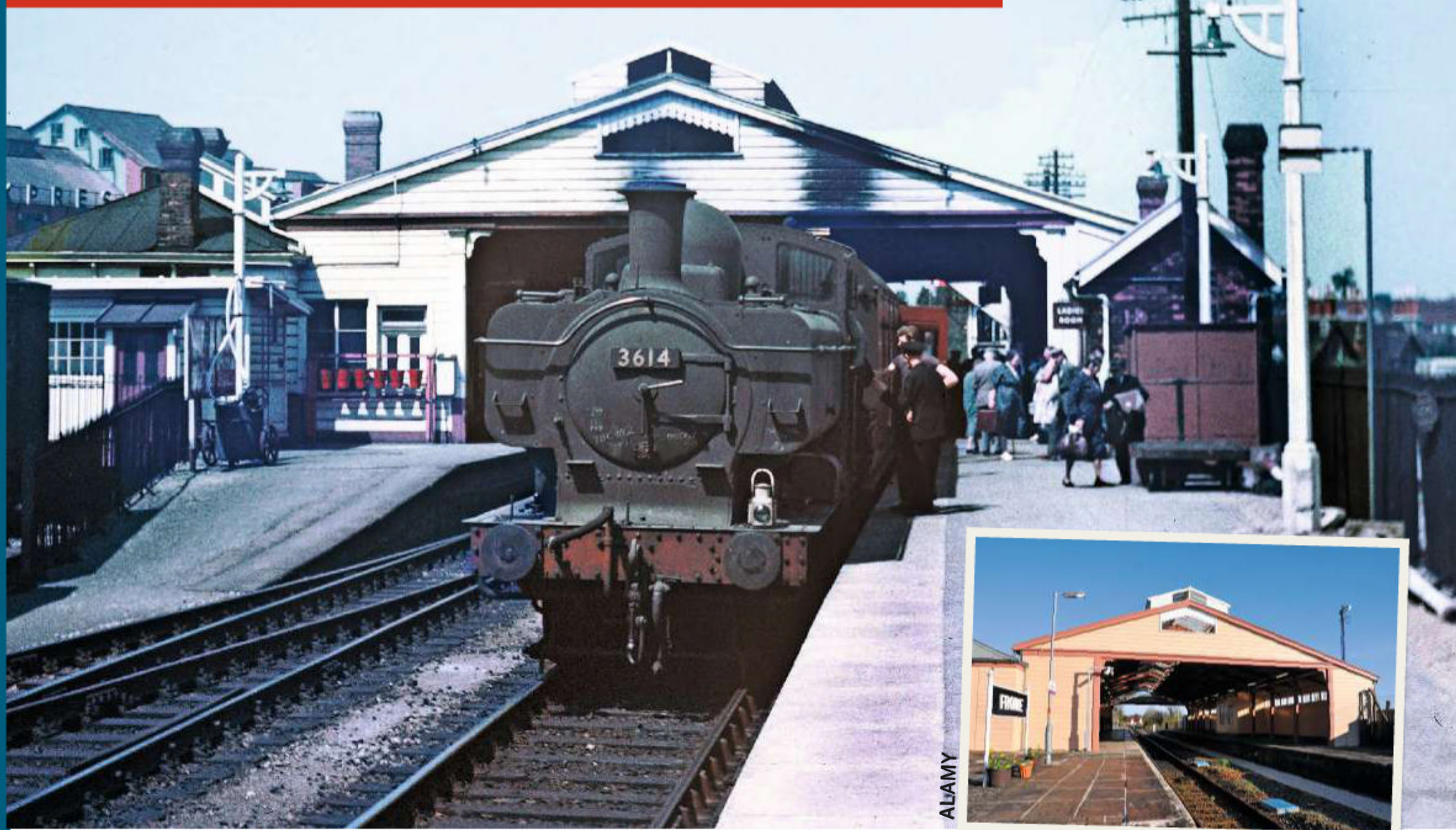


Artwork: **Andrew Mackintosh**





In the Detail **Trainsheds**



COLOUR RAIL

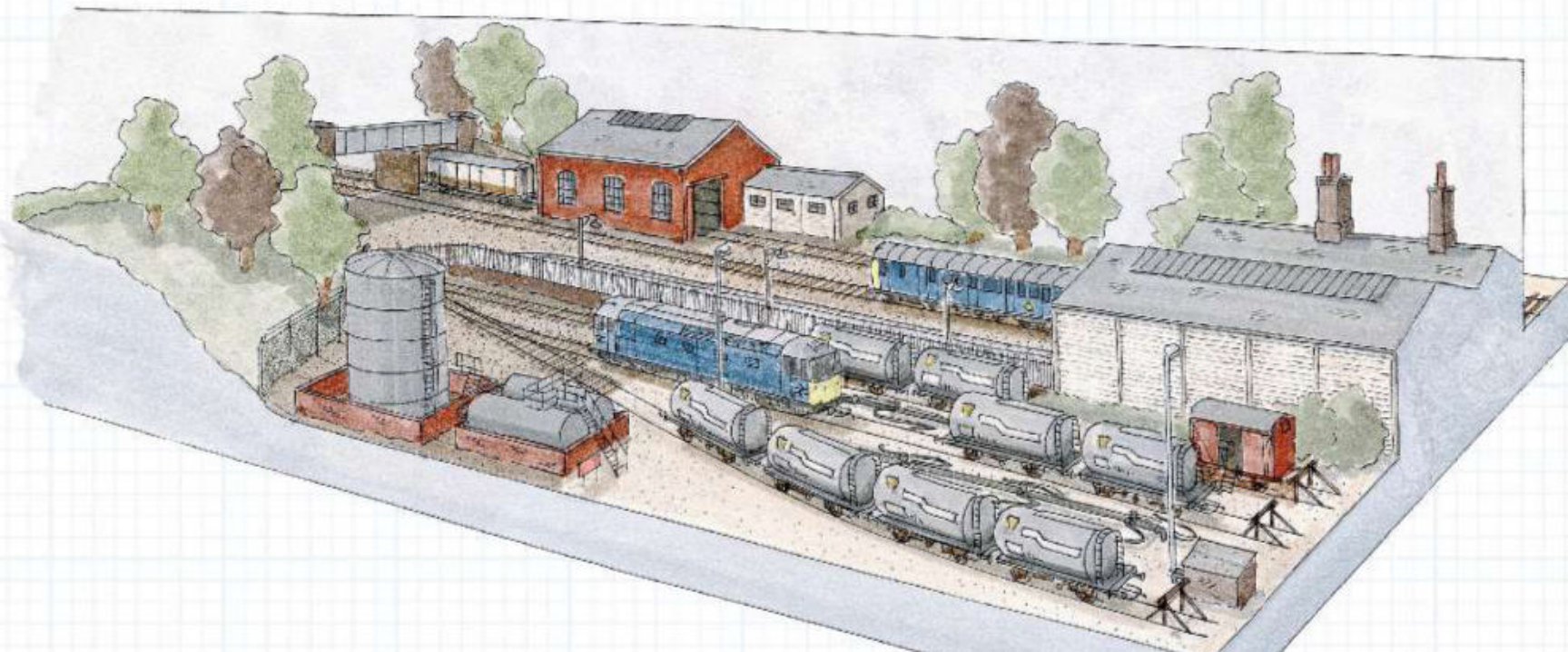
COVER STORY

Covered trainsheds offer something a little different to a station. **Paul A. Lunn** shows how suitable structures can be created by adapting existing models.

Artwork & photography: **Paul A. Lunn**

There's something fascinating about small stations with trainshed roofs. They're discernibly different to overall canopy-style roofs, creating more of an enclosed atmosphere and a more dramatic appearance for the station interior when viewed from the outside.

Frome station, in Somerset, is one of my favourite locations. Designed by J.R. Hannaford and built in 1850, the timber structure survives and can claim to be one of the oldest through-trainsheds still in operation. Currently operated by GWR, the Grade II-listed structure was fully refurbished in 2014.

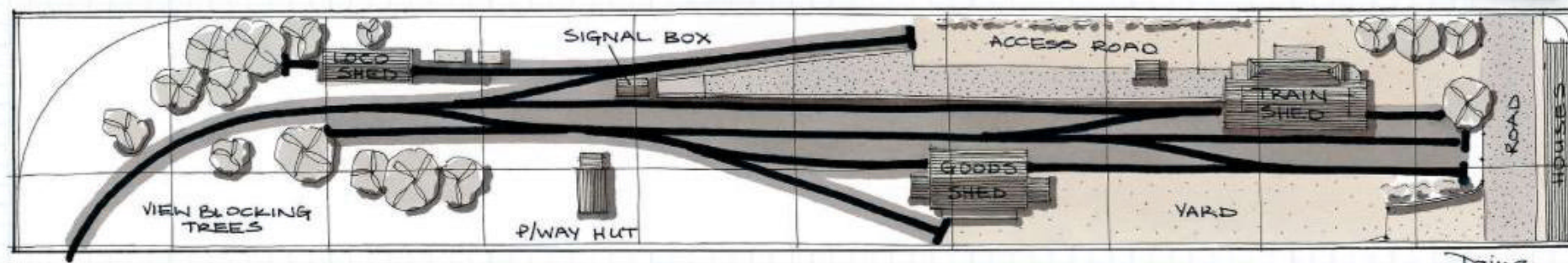


ALDEBURGH STATION

I've always been conscious of trainsheds, but I really began to take note when I provided plans for Aldeburgh, in a *Model Rail* bookazine from 2015. This trainshed was a fairly complex structure, with corner columns and recessed brick archways on the outer wall. Looking for an entry-level adaptation, it occurred to me that Superquick's Engine Shed (kit ref. A5) might provide possibilities straight out of the package. Of course, more advanced modellers could add columns and bricked-up windows, all in matching brick paper. I've included a slightly adapted prototype track plan that clearly shows the trainshed over one of three parallel tracks.



COLOUR RAIL



STEP BY STEP

1 CONVERT AN ENGINE SHED

1 To save time I used a ready-made

Superquick shed, bought online. It has a few 'lumps and bumps', but they don't detract from the conversion. If you're building from new, don't add on the small lean-to office. If it's already built, remove the offending annex. Be as careful as possible but don't worry too much as this side is more likely to be to the rear of the layout, or masked with part of the station building, and therefore out of sight.



4 Cut the platform side of the shed to a height to suit whatever platform you're using, by placing your platform up against the outside wall, mark it with a pencil and cut. I've used Hornby's plastic modular platform sections, which will be overlaid with Metcalfe's printed 'Tarmac' card on the upper faces and printed brick sheets on the side walls. I then removed both recessed brickwork panels from what will be the rear wall, creating access to whatever station building you choose to add onto this side. You might want to choose something that covers the full length or leave a partial opening for a gated barrier.



2 Supporting a ready-made structure for cutting is easily done, in this case with a substantial piece of scrap wood, approximately the same width as the building, G-clamped to my desk for rigidity.

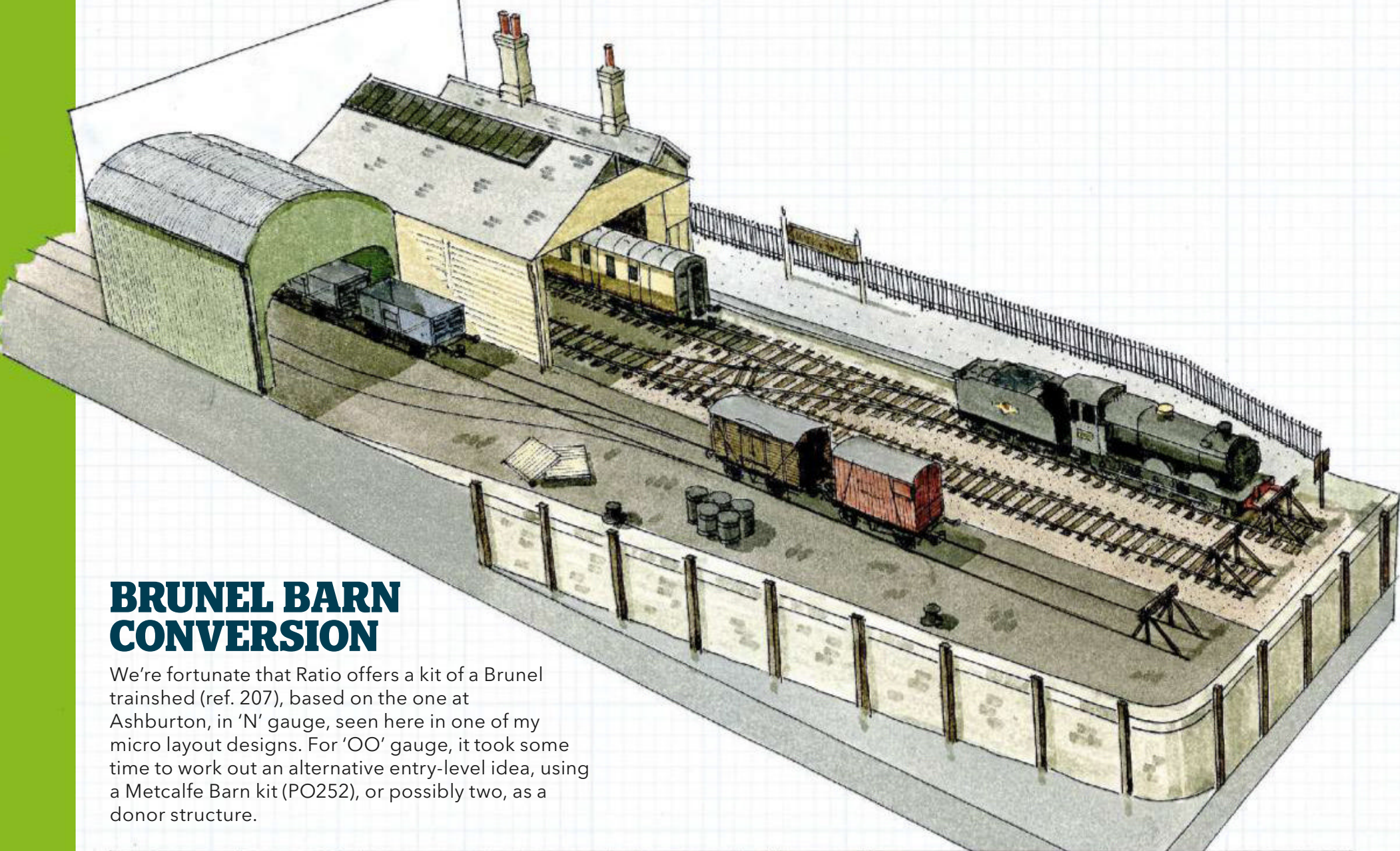
3 Then cut out a rectangular aperture on the enclosed rear end. I settled for an opening of 101mm by 58mm, leaving uprights 11mm wide on each side. It's sufficiently large enough for train clearance without weakening the structure too much. Note the use of a safety rule to protect fingertips.



5 You might want to leave the archway as it is or modify it into a rectangular aperture. Note that the original builder of this kit has opened out the uprights on either side, which makes a bit of a nonsense of structural realism, but this can be easily masked with a couple of columns, shown in simple mock-up form from white mounting card.

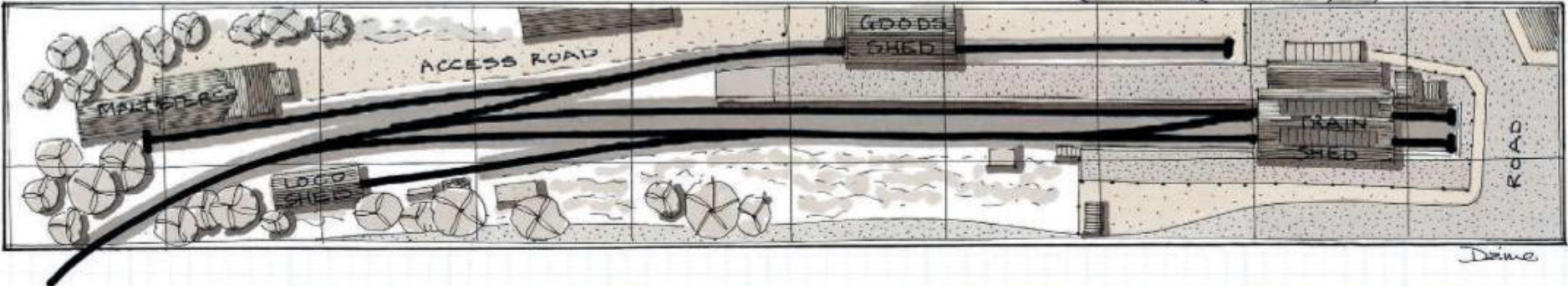


6 I prefer the modified rectangular aperture, as it's more in keeping with the prototype. I've added vertical boarding and columns, the latter shown as mock-ups for now. They will need covering in a matching brick sheet.



BRUNEL BARN CONVERSION

We're fortunate that Ratio offers a kit of a Brunel trainshed (ref. 207), based on the one at Ashburton, in 'N' gauge, seen here in one of my micro layout designs. For 'OO' gauge, it took some time to work out an alternative entry-level idea, using a Metcalfe Barn kit (PO252), or possibly two, as a donor structure.



I've produced some artwork for suitable timber cladding, intended to be photocopied onto A4 adhesive labels or thin card and pasted onto the walls of the trainshed. Please note that the twin plank strips are slightly wider and intended for the corners of each wall.

The accompanying track plan and black and white illustration shows the version at Ashburton, with short upper-level planked fascia, whereas my makeover is more like the structures to be found at Frome, Kingswear and Moreton-hampstead, the latter with short sections of exposed legs.



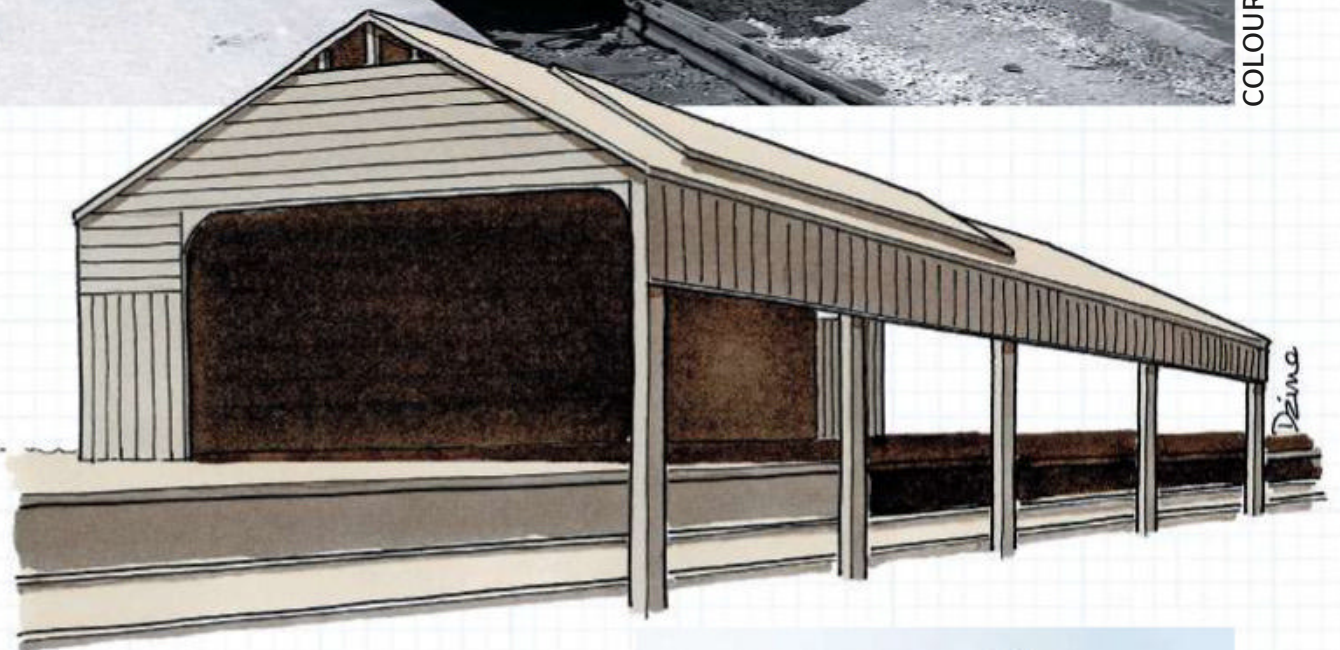


COLOUR RAIL

**STEP
BY
STEP**



1a



1b

Like Aldeburgh, I used a pre-assembled kit, bought online, although I've removed the lean-to section from the right-hand wall. I also removed the sliding door overlay, using a sharp knife. Try to avoid damaging the surface of the walls - and be careful with your fingers too. Most of the damaged areas will be removed when the aperture is formed.



2

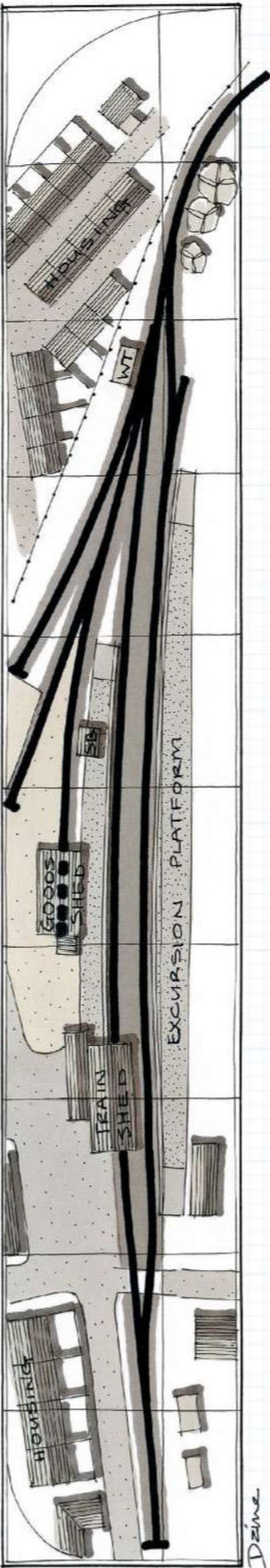
I've cut the left-hand side upright narrower than you'd find on the prototype. This is to give clearance on the platform, for passengers, and so that you can use Peco Streamline double-track under the shed. Be very careful with the thin wall so as not to damage its joint with the roof. Note one wall has been reduced in height to accommodate the platform.



3

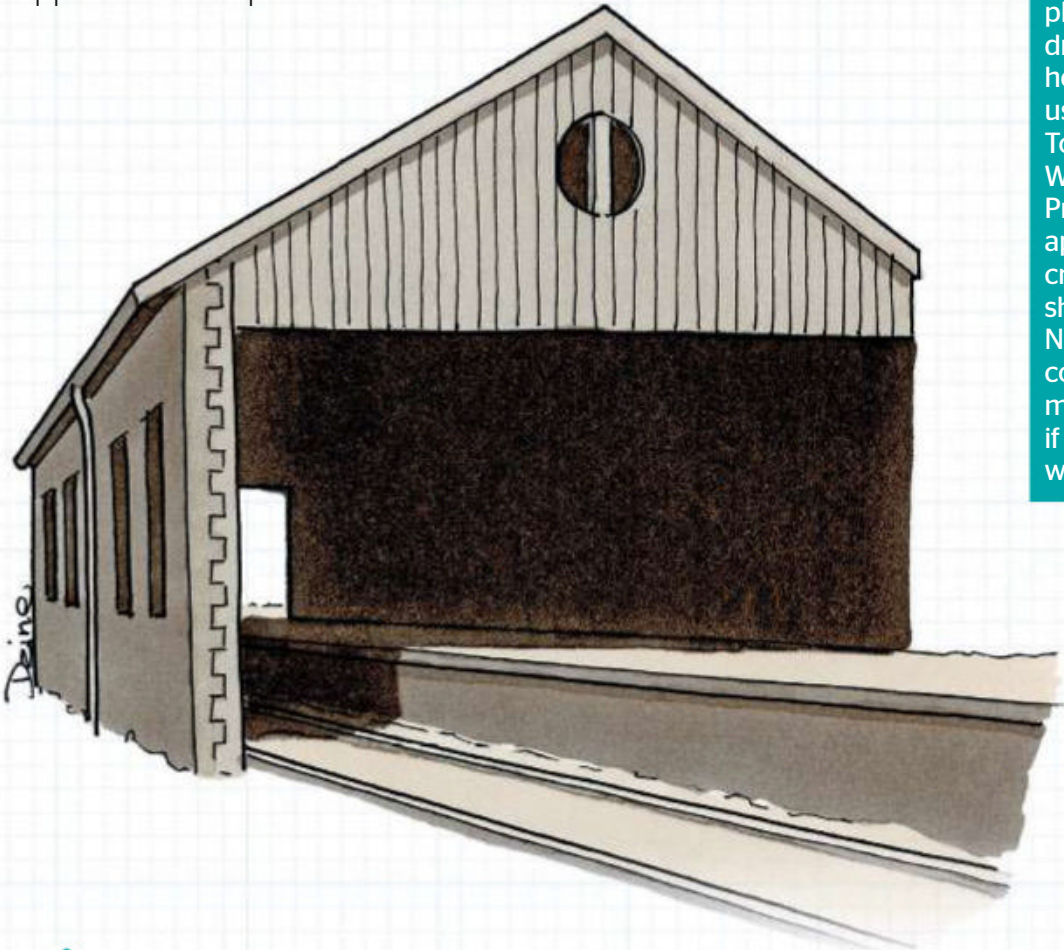
Any damaged areas will need to be addressed. I sanded the rough areas where the doors had been cut away and any holes could be repaired with filler. Once the surfaces are tidy, the new overlays can be cut to shape and applied. The conversion shown here is for a single Metcalfe barn kit, although two would make a more appropriate length. Don't forget to treat any visible interior walls with planking too.

I've kept the original roof as it's in keeping with the rest of the structure, though you could add slate sheeting, if that's your preference.



BURNHAM-ON-SEA STATION

Colin Judge and Chris Potts, writing in *An Historical Survey of the Somerset and Dorset Railway*, remarked on how “the building had more the look of a goods shed than a passenger station’ and, in my opinion, eminently well represented by Metcalfe’s Goods Shed (PO232), in both overall appearance and profile.



TOP TIP

My artwork for the timber planking is intended to be fairly generic, but you may wish to customise your own, particularly for Aldeburgh and Burnham-on-Sea, both of which sported wider planks in reality. The planks are easy enough to draw onto a sheet of heavy paper or thin card, using a fine black ink pen. To add colour, I used a Winsor and Newton Promarker Y418 Ivory pen, applying two coats to create a slightly deeper shade. The Winsor and Newton range of pens is considerable, including many greys and browns if you want that weather-worn look.

STEP BY STEP

Much of this conversion is similar to the previous two projects, though there is some additional work to be done in removing part of the front-end wall (as per the prototype, the rear end remains in its original form). There’s work too in the triangular shaped recessed panel above the front

opening. I filled this out with two layers of card from a breakfast cereal box, glued with PVA. If you’re struggling to fill this section so that it’s level with the rest of the wall, make a thin cardboard veneer to cover the whole of the vertically planked area before adding the printed overlay.



AND THE REST?

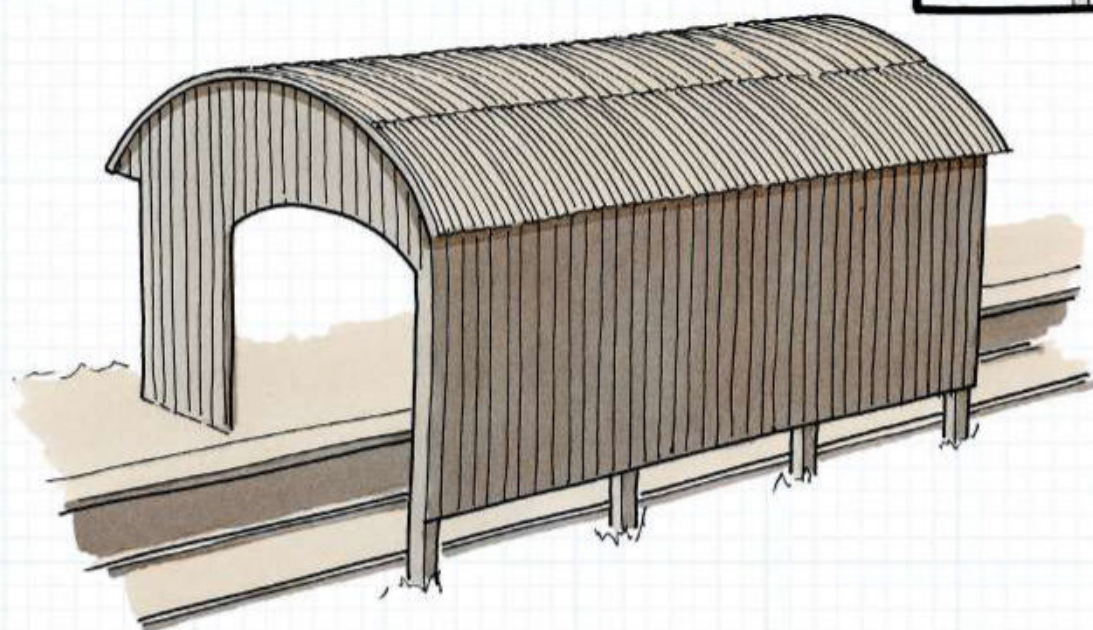
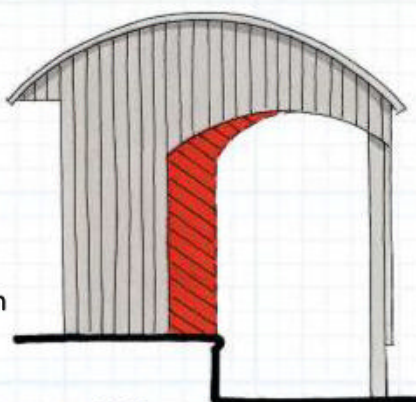
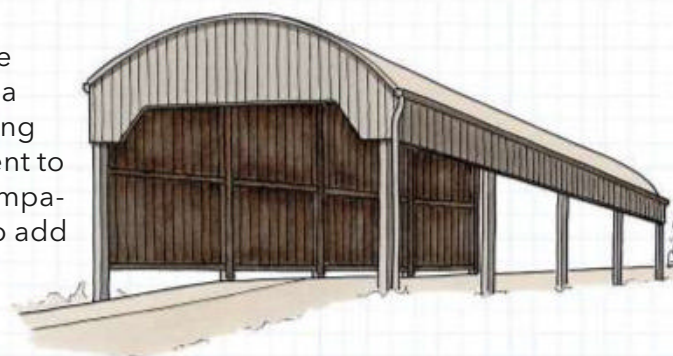


Some time ago, I shared the idea of constructing a station building and canopy, inspired by Severn Beach Station, from Dapol's kits C014 and C010. The addition of a boarded wall, made from the planked artwork, onto both sides of a piece of mounting card, would be a very easy-to-modify trainshed with platform and track where the road is situated.



Ratio 525 Coal/Builders Merchants Shed also has possibilities for conversion into a light railway station. Please note, the arched ends will need opening up by removing the red section in the accompanying elevation, creating space for passenger access along the platform. You may even wish to increase this by removing a further two or three vertical boards to the left of the red section.

In similar vein, Ratio 527 Carriage Shed could be adapted to make a light railway trainshed by removing some of the boarded wall adjacent to a platform, as shown in the accompanying artwork. You might want to add a modest building or grounded coach for passenger facilities.



FINAL THOUGHTS

I made my adaptations to ready-constructed models, but it would be so much easier to make most of the modifications while each part is flat, before assembly has started.

There are numerous other possibilities for prototype stations with a small trainshed: Alston (Cumbria), Barnard Castle, Bishop Auckland, Callington, Bo'ness, Thurso and Wick to name a few. Go online and see which might be loosely replicated from one of the many locomotive or goods shed kits now available.



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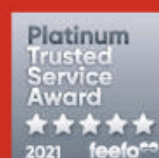
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- ★ Explore the delightful medieval core of Mirepoix
- ★ Taste Blanquette de Limoux sparkling wine

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- ★ Trundle past mysterious Cathare Castles on the 'Train Rouge'
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First review



Bachmann Class 20/0

◆ GAUGE 'OO' ◆ MODEL Bachmann Branchline BR Class 20/0 Bo-Bo ◆ PRICE £179.95 ◆ AVAILABILITY Bachmann stockists Web www.bachmann.co.uk

Precipitated by Bachmann's desire to recreate the Direct Rail Services Class 20/3 sub-class, this all-new Class 20/0 is a very welcome upgrade on the company's previous Type 1. Released way back in 2004, Bachmann's original Class 20 was excellent for its time but, despite a few upgrades over the ensuing years, it still lagged behind newer, contemporary

'OO' products, especially in terms of working lights and DCC specification.

Having been redesigned from the ground up and featuring a PluX22 decoder interface, pre-installed speaker (across all versions), working head/tail lighting and a fully detailed – and illuminated – cab interior, this new Class 20 is very much in keeping with Bachmann's recent diesel-outline releases.

We reviewed the DRS



Model Rail 296 February 2022



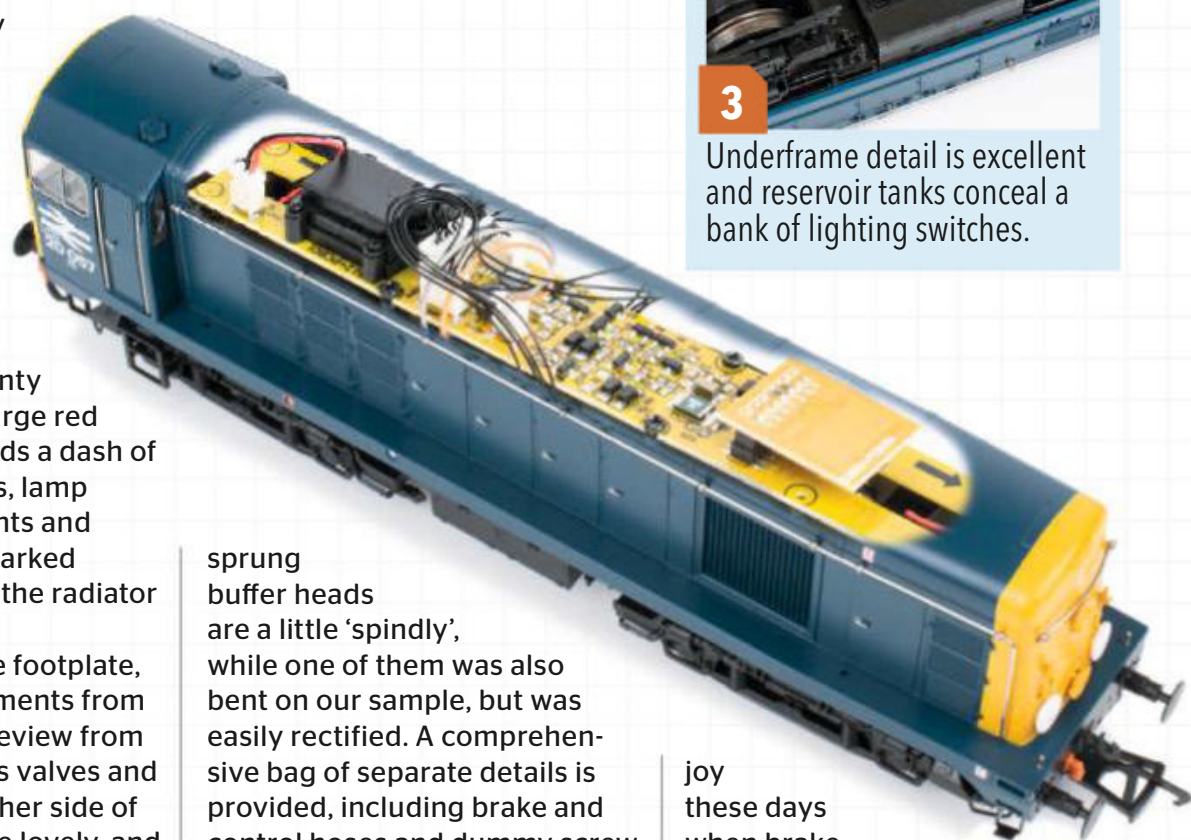
Class 20/3 in March 2021 (MR284) and, after an enforced production delay, the earlier BR-era versions are now available. Three livery options are on offer, ranging from original all-over green (as D8015) to Railfreight grey, with a BR blue example sitting in the middle in terms of period. Each is available in DCC-ready and DCC sound-fitted format.

Both the green and blue examples represent disc-headcode versions, while Railfreight-liveried 20227 (the final Class 20 to be constructed) sports the later style of headcode boxes with 'domino' marker lights. Our review sample is BR blue 20057, with the unusual combination of large double arrow logos above the TOPS numbers on the cabsides (it was usually the other way around). This livery quirk places '057 in the late 1970s/very early 1980s era, which is backed up with other era-specific details, as outlined below.

As the previous tooling was very good, it's not immediately obvious how the all-new version differs, especially when

considering the bodyshell. However, it only takes a few moments of closer inspection to realise just how superior this model is. Our example features the original, smaller style of cabside windows and the glazing sits perfectly flush and possesses a greater clarity than Bachmann's older model, allowing the super-detailed interior to be appreciated. The various control consoles feature plenty of detail, while the large red handbrake wheel adds a dash of colour. The handrails, lamp brackets, marker lights and horn grilles are all marked improvements, as is the radiator roof fan and grille.

Looking below the footplate, I shall echo my comments from the DRS Class 20/3 review from last year. The various valves and filler/drain points either side of the battery boxes are lovely, and a set of reservoir tanks can be unclipped to reveal a bank of switches to govern the lighting functions for DC operation. The



sprung buffer heads are a little 'spindly', while one of them was also bent on our sample, but was easily rectified. A comprehensive bag of separate details is provided, including brake and control hoses and dummy screw couplings which can be installed if the NEM couplers are removed (I fitted the detail at the cab end only for testing purposes). It's a

3rd things we like



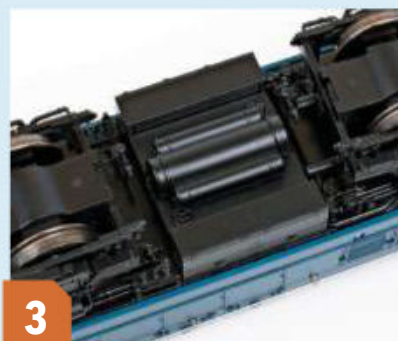
1

Headcode discs, bufferbeam hoses and dummy screw couplings – all supplied as separate details – are easy to fit and look great.



2

High quality painting and printed detail, including data panels and Tinsley depot stickers, which are fully legible.



3

Underframe detail is excellent and reservoir tanks conceal a bank of lighting switches.

First review



Bachmann Class 20/0 - in detail

Factfile: BR/English Electric Class 20

Arguably one of the major success stories of BR's 1950s Modernisation Plan, Class 20s continue to clock up mileage on the national network, over 65 years since the first examples were introduced. A total of 228 examples were constructed at Vulcan Works, Newton-le-Willows and Robert Stephenson & Hawthorns, Darlington, between 1957-68 and the Type 1 locomotives were designed primarily for freight work.

Passenger duties did arise, however, with through steam heat piping provided on many examples for use when double-heading with other locomotive types (such as Class 27s in Scotland). Class 20s also hauled passenger workings alone or in pairs, usually during the summer months, which continued into the 1980s.

Various design tweaks occurred over the years, most notably a shift from disc headcodes to four-character display boxes and while the type was used singly for light, short-distance duties, double-heading became the norm, especially in the post-1970s era, when the class became synonymous with merry-go-round coal workings and steel traffic, particularly around the Midlands, Yorkshire, North West, Tyneside and the Scottish Central Belt.

After decades of sterling service, withdrawals began in earnest during the later years of British Rail. Some examples were exported for use in France, while a batch was modified for Direct Rail Services to become Class 20/3. Many examples have been preserved for use on heritage railways (including pioneer D8000 at the National Railway Museum), while others found use in industry. DRS has recently put its remaining '20/3s' up for sale, while Harry Needle Railroad Company maintains a fleet of '20s' for main line use, some of which have been employed on stock transfers for GBRailfreight/London Underground.



1: With all four headcode discs in the folded-up position, dual-braked 20116 stands at Ayr in 1979. COLOUR RAIL

2: In later years, headcode discs and marker lights were removed from some Class 20s, as seen on the cab end of 20117, as it hauls a rake of empty MGR hoppers from Fiddlers Ferry power station through Warrington Bank Quay (low level). The other half of the '20' duo is 20121, seen in March 1991. COLOUR RAIL

3: With a small Glasgow Eastfield depot logo on the bonnet side, 20042 leads Railfreight-liveried 20108 and a rake of MGR hoppers south through Crewe, September 1986. COLOUR RAIL

headcode discs are also provided in the detail bag.

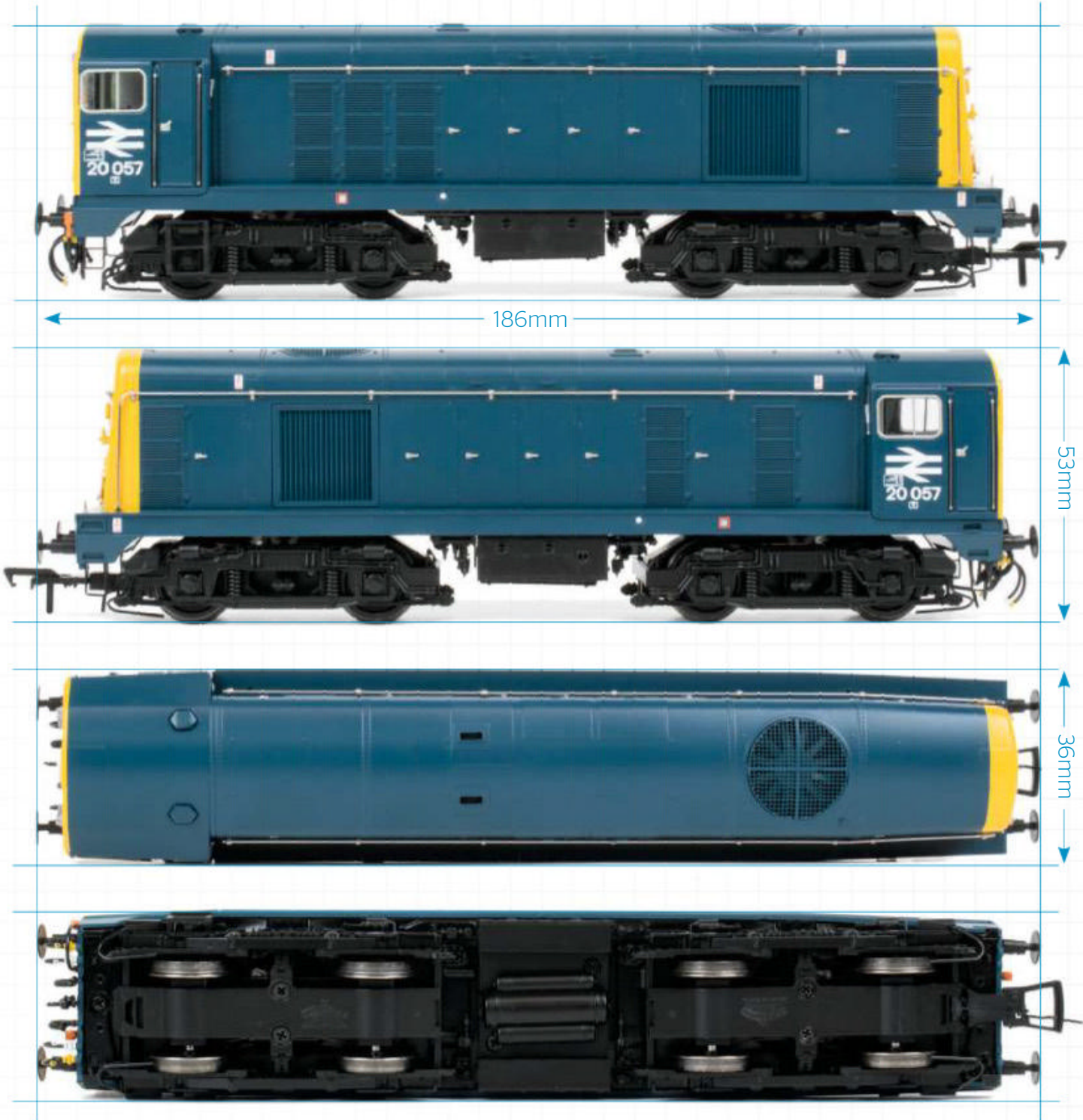
The Type 1's bogie frames have been rendered wonderfully, with lots of definition in the moulded suspension and brake gear. A speedometer drive is incorporated on one axle and the brake rodding and sanding gear is excellent. Bachmann's attention to detail even extends to the lack of security clips on the battery box door flaps and the lack of air brake hoses for the bufferbeams, as the prototype was vacuum

brake-only until refurbishment in the mid-1980s. It's worth pointing out that Bachmann's Railfreight grey version features security clips on the battery boxes, air brakes and weight-relieving holes on the lower bogie frames.

In terms of performance, again this repeats our findings with the Class 20/3 version, with the five-pole motor and dual flywheels providing superior power and control. Even before running-in, the locomotive ran

sweetly and quietly and the working lights really look the part, with a nice yellowish glow to the marker lamps.

Indeed, it was a lack of suitable LEDs that delayed the arrival of these models but, given the excellence of this model, the wait has definitely been worthwhile. This is yet another superb new model from Bachmann, which continues to raise the bar in terms of build quality, finish, technical specification and performance. Bravo! **(GD)**



BACHMANN BRANCHLINE CLASS 20/0

OVERVIEW	Chassis: Metal with plastic parts	DIMENSIONS	PROTOTYPE	1:76 SCALE	MODEL
Manufacturer: Bachmann Europe	Weight: 342g	Length	46ft 9½in	188mm	186mm
Ref. No. 35-355 Unit No. 20057	Min. curve radius: 438mm	Height	12ft 8in	51mm	53mm
Scale/gauge: 1:76 scale, 'OO' gauge	(second radius)	Width	8ft 9in	36mm	36mm
Body: Plastic with metal parts	Wheel back-to-back: 14.4mm	Wheel diameter	3ft 7in	14mm	14mm
		Bogie wheelbase	8ft 6in	34mm	34mm
ELECTRICS		SERVICING			
Electrical system: 12V DC two-rail	cab interior	How to dismantle: Body unscrews from chassis.			
Motor type: Five pole, twin-shaft	DCC ready: 22-pin PluX socket	Where to oil: See instructions.			
Lights: Directional head/tail,					
MECHANISM					
Drive system: Power to all driving axles via cardan shafts and nylon gears	Flywheel(s): Two				
	Traction tyres: No				

System builder

Other items to complement this model...

MGR HOPPERS

The staple traffic for '20s' in the 1970s-90s era. Hornby's HAA hoppers have been around for a while and both Cavalex and Accurascale are promising ultra-authentic alternatives. **Price:** from £25.25 each **Availability:** www.hornby.com www.accurascale.co.uk www.cavalexmodels.com



STEEL WAGONS

Bachmann's BAA and the Cavalex BBA steel carriers are ideal for 1980s-era steel traffic. **Price:** from £45.00 each **Availability:** www.bachmann.co.uk www.cavalexmodels.com



SPEEDLINK WAGONS

A single BR blue Class 20 could sometimes be seen hauling a short rake of air-braked wagons on short-distance Speedlink feeder services. Bachmann's OBA/OCA opens and VBA/VDA vans (plus the forthcoming VEAs) are perfect. **Price:** from £29.99 each **Availability:** www.bachmann.co.uk



SUMMARY

PROS

- Supreme levels of detail and fidelity.
- Era and prototype-specific details.
- Build quality.
- Excellent performance.
- Much-improved technical specification.

CONS

- Nothing.

FINAL VERDICT

Fantastic.



Irish Railway Models Tara Mines ore wagons

◆ **GAUGE** 'OO' ◆ **MODEL** Irish Railway Models Tara Mines bogie ore wagons • 1028-BL-D blue, • 1032-BX-H red oxide ◆ **PRICE** £68.95 per twin-pack

◆ **AVAILABILITY** Irish Railway Models **Web** www.irishrailwaymodels.com

In 1977, a fleet of high-capacity hoppers was designed expressly to carry ore from Tara Mines, Europe's largest zinc mining operation, near Navan in County Meath. From here, the ore was tripped to Dublin Port for onward shipment to Scandinavia. The wagons remain in use today, with three loaded services still heading to Dublin Port each day, hauled by 071 Class diesels.

Irish Railway Models (IRM) first released its 'OO' rendition of the Tara Mines ore hoppers in 2019 (see review in issue MR258) and they impressed us greatly first time around. That initial production run concentrated on

the fleet's post-1990s condition, with curved hopper covers and red oxide livery. More recently, as a result of customer demand, the tooling has been modified to allow the wagons to be portrayed in their original condition.

The eye-catching blue livery, applied to the wagons from new,

certainly allowed the prototype wagons to stand out from the crowd. However, the paintwork apparently did not fare well in use. Loading from overhead chutes and discharge via dockside tippler equipment would have invariably taken a toll on the lightly coloured paintwork.

It's not just the livery that's different, with the models also sporting the original flat covers with lateral ribs.

In practice, the wagon covers are lifted prior to loading and unloading

by overhead grabbers and the tooling now caters for the two different covers, plus the lack of extra apertures in the upper hopper sides to suit the pre-modification condition.

Aside from those period-specific features, the wagons are unchanged, with a superb rendition of the ribbed bodywork and underframe features. The chassis is excellent, with the four vacuum cylinders linked with all the necessary plumbing, including tiny wire coil springs. The extended axles allow plenty of





space to convert to 'EM'/'P4' or a scale rendition of 5ft 3in gauge. The axles run extremely well, thanks to the brass bearings and the axle covers even rotate, just like the prototype.

Sprung buffers and close-coupler units add to the impressive nature of these models, which are beautifully finished. Five twin-packs of Tara blue hoppers are available, each uniquely numbered with Tara branding. IRM also made a second batch of the later style, red oxide-liveried versions, again offered in twin-packs with unique running numbers.

Forming the perfect load for IRM's recent Metropolitan Vickers A Class locomotive (MR294) or, for the post-1995 era, a Murphy Models' 071 Class. And they're sure to be as popular as the first production run. **(GD)**

SUMMARY

PROS

- Superb level of detail.
- Era-specific options.
- Popular prototype.

CONS

- Buffers rotate in shanks.

FINAL VERDICT

Fantastic.

Irish Railway Models gypsum hoppers

◆ **GAUGE** '00' ◆ Irish Railway Models CIÉ/Irish Rail gypsum hoppers IRM10007-B, IRM1009-D

◆ **PRICE** £86.94 per triple-pack ◆ **AVAILABILITY** Irish Railway Models **Web** www.irishrailwaymodels.com

Marking Irish Railway Models' first RTR wagons, the CIÉ 20t ballast hoppers first emerged in 2017 (see review in MR237). Based on prototypes built by and on behalf of CIÉ in the 1970s, the wagons featured twin discharge chutes and were designed for use with a ballast plough brake van, in similar fashion to BR's various ballast hopper types.

The hoppers were not solely built for ballast work, however, with identical batches also constructed for carrying dolomite from County Kilkenny and for gypsum traffic. For the latter flow, wagon Nos. 26666-26694 were built by CIÉ in 1972 and employed on flows from Irish Gypsum's works at Kingscourt, County Cavan, to serve Irish Cement's factories at Drogheda, Castle-mungret and Platin; this traffic continuing until 2001.

By applying appropriate markings, IRM has produced a handful of different triple-packs of gypsum-branded hoppers,



each featuring individual running numbers. There's also a welcome variety of stencilled legends, making each wagon unique. In a nice touch, the moulded loads have been airbrushed in a pale pink/cream shade, making for a fairly convincing rendition of the real material. The loads can also be removed to reveal a fully rendered hopper interior.

These wagons have been in stock for a while now and, at the time of writing, there weren't too many packs left. As with other IRM wagon packs, bulk discounts are available, so grab a few while you can. **(GD)**

SUMMARY

PROS

- Looks.
- Detailed chassis.
- Quality finish.
- Removeable loads.

CONS

- Lack of sprung buffers.

FINAL VERDICT

Excellent.

Mini Test

We test five similar modelling products to help you make the most informed choices

Leaf effect materials

Peter Marriott reviews five different leaf effect materials, showing how each can be used successfully.

Leaves appear all over the place in real life, in both urban scenes and the countryside, on trees, plants and hedges. Vegetation in model form comes to life more by adding leaf effect to pieces of sea

moss, poly fibre foliage and rubberised horsehair to name just three potential 'base' products. Extra-hold hairspray and some loosely sprinkled leaves give vegetation a vital visual lift.

1 MBR

PROS: Amazing and natural-looking leaves.

CONS: Rather expensive.

PRODUCT: MBR Leaves 10g

PRICE: £12.50

AVAILABILITY: www.aandhmodels.co.uk

MBR is a company based in Poland that produces some very good quality grass mats, trees and bushes in addition to leaves. A&H Models of Brackley sell some of the products in the range and there is a video on their website about the trees and the grass mats.

There are various types of



leaves available for both 'OO' and 'O' gauge in 10g packs. The 'O' gauge leaves carry loads of detail, such as the correct overall shape to suit specific trees.

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

2 Microrama Magileaf

PROS: Nice leaf effect in different colours.

CONS: Not available at your local model shop.

PRODUCT: Magileaf 0.5mm granulates in nine colours.

PRICE: €5.90 a 40g bag.

AVAILABILITY: www.microrama.eu www.eshop.microrama.eu/fr/

Microrama is a small company in France that specialises in equipment, adhesives and fibres for static grass. In addition, the company produces Magileaf effects which are 0.5mm diameter granulates in nine

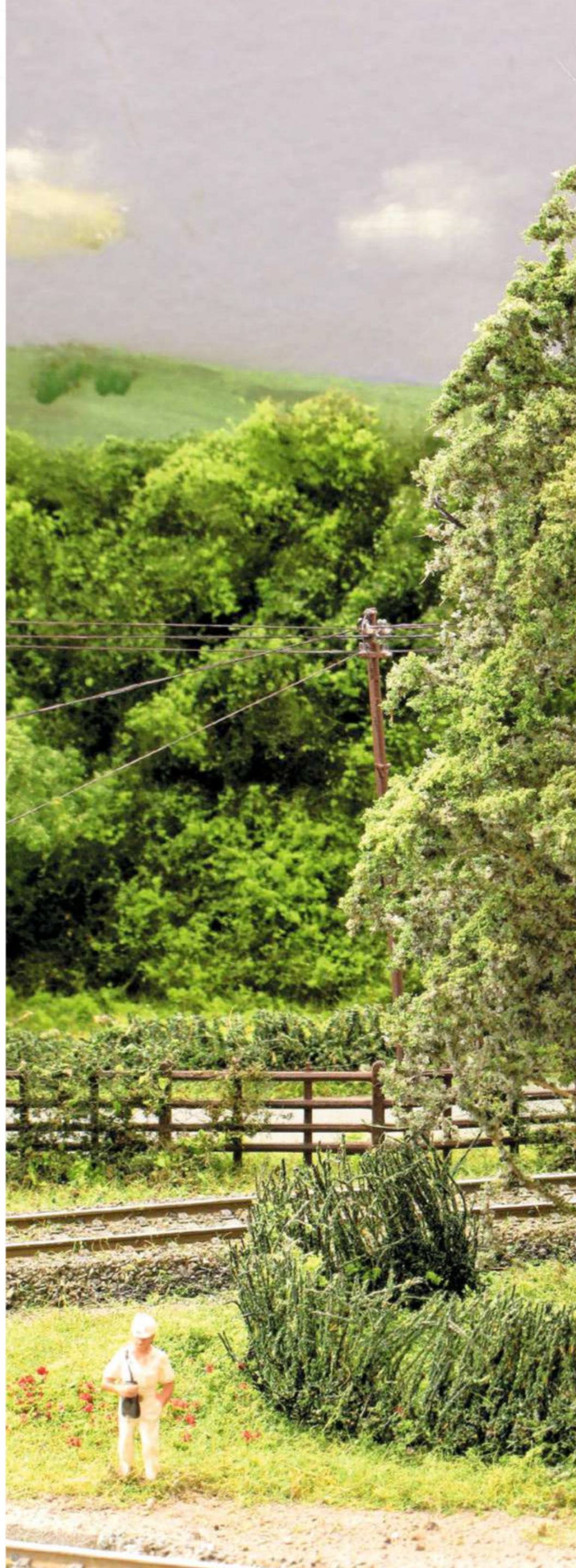
colours (mauve, red, various shades of green (including silver green), violet, yellow, orange, pink and light brown). These are effectively tiny pieces of 'rock' that can be sprinkled on top of a fresh coat of hairspray. Used sparingly, they give an excellent



individual leaf representation for a variety of scales.

To learn more, watch the video at: <https://bit.ly/33MNrmd>

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





TOP TIP



Use less rather than more of the miniature leaves. The look we are seeking is light and airy, rather than densely packed leaves. Try not to get the leaves stuck to the main branches or tree trunk, which looks unrealistic. Shield the trunk from hairspray by using a piece of newspaper or cardboard.

3 Noch Laub

PROS: Good-looking leaf effect in a useful number of colours.
CONS: None.
PRODUCT: Noch Laub (7142, 7144, 7146, 7167 and 7168).
PRICE: £5.25 for 50g.
AVAILABILITY: Gaugemaster and other Noch dealers. **Web:** www.gaugemaster.com



Noch Laub ('laub' means 'leaves' in German) are good for representing leaves because the material is coarser and flatter than average scatter materials. Retailed in resealable 50g bags (and some in 100g tubs), in three shades of green plus two packs containing four colours for summer and autumn. Noch also offers a useful shaker bottle which would be good for

lightly sprinkling the leaf effect (stock number 08099).

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

4 Woodland Scenics Fine Turf

PROS: Available from a lot of model shops.
CONS: Best for the smaller scales.
PRODUCT: Woodland Scenics Fine Turf 353cm³.
PRICE: £3.85.
AVAILABILITY: All Bachmann and Woodland Scenics stockists.



Foam scatter material is retailed in various sizes by Woodland Scenics - fine, medium and coarse. These are generally odour-free and colour-fast. All are available in various colours and Fine Turf, for example, comes in a choice of six colours. The scatter material is fine compared to other products reviewed here, so there is a need to be careful when sprinkling it on damp hairspray - it is easy to 'flood' the adhesive with the fine material and then it will look too dense. The colours are nicely subdued and, by using a mix of Fine and Coarse Turf scatter materials of



differing colours, a good leafy texture is possible. The Accent Shakers (FS646) would be a good way to apply just a little of the material at a time.

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

5 Hornby Skale Scenics flockage

PROS: Good for adding a dash of colour to a tree or hedge foliage.
CONS: Needs a bit of preparation before it can be used as leaf effect.
PRODUCT: Hornby Skale Scenics Flockage 20g.
PRICE: £4.50.
AVAILABILITY: Hornby stockists or www.hornby.com



Hornby produces various products that could be used for representing leaves, including Flock and Flockage, in addition to the more traditional dried sawdust scatter material. The Flockage consists of chopped-up foam pieces in five colours. The material is coarser than fine scatter but does need to be separated before

use, either by rubbing it in the palm of your hand or on a workbench.

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

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BR BLACK, EARLY EMBLEM (WEATHERED)

- ◆ MR-302B: No. 1649
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Motor: Coreless

DCC socket: Six-pin

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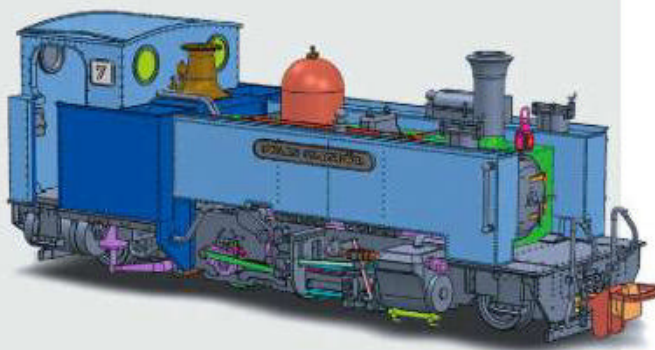
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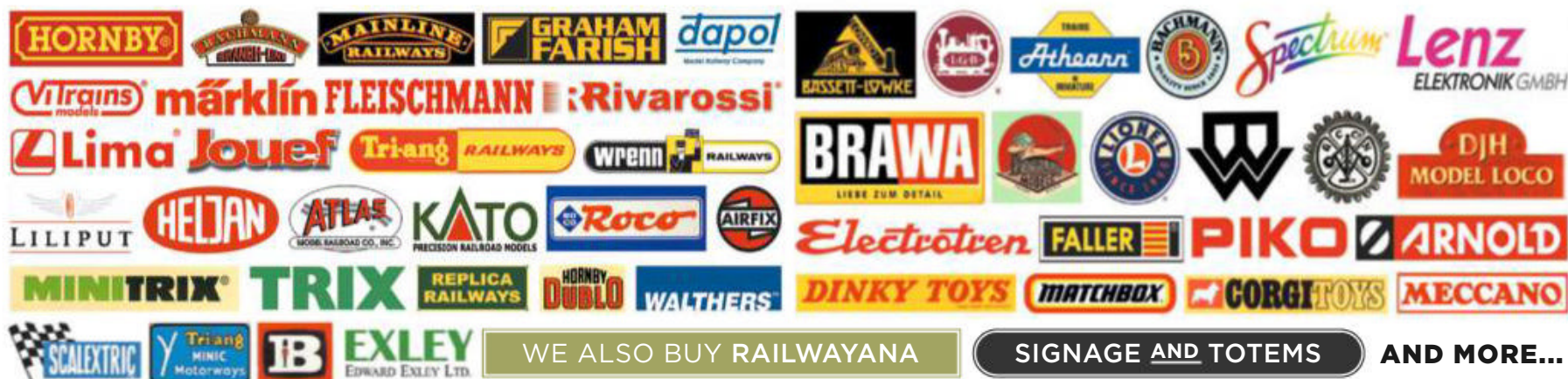
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OO Gauge Steam Locos

Class 78xx 'Manor' 4-6-0
Stage: Deco Samples Due: Q1 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: Q2 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

L&MR 'Lion' 0-4-2
Stage: CADs Due: 2023
Price: from £152.96 Digital: NEXT-18
hattons.co.uk/rapidolion

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

OO Gauge Multiple Units

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: Q1 2022
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/dapolrailcar

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
Price: from £152.15 Digital: N/A
hattons.co.uk/heljanccct



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00 Gauge (1:76 Scale)

Steam locos



H4-AB14-006 Andrew Barclay 0-4-0ST 14" 2069 "Little Barford" in Acton Lane Power Station blue wasp stripes (Hat) (RRP £99).....**BARGAIN**.....£84



266221 Beyer Garratt 2-6-0 0-6-2 47971 in BR black no emblem and revolving coal bunker (Hel).....£212



4S-041-006 Class 5101 'Large Prairie' 2-6-2T 4134 in BR lined green early emblem (Dap).....£119.60



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



4S-041-004 Class 5101 'Large Prairie' 2-6-2T 5150 in GWR green GWR lettering (Dap).....£119.60



4S-041-004D Class 5101 'Large Prairie' 2-6-2T 5150 in GWR green GWR lettering - DCC fitted (Dap).....£146



4S-041-005 Class 5101 'Large Prairie' 2-6-2T 5190 in BR black BRITISH RAILWAYS lettering (Dap).....£119.60



4S-041-002 Class 61xx 'Large Prairie' 2-6-2T 6129 in GWR green Great Western lettering (Dap).....£119.60



4S-041-007 Class 61xx 'Large Prairie' 2-6-2T 6167 in BR lined green late crest (Dap).....£119.60



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



R3825 Class W4 Peckett 0-4-0ST 614 in grey - Centenary Year Ltd Ed (Hor).....£108

HSTs



R3769 Pair of Class 43 HST Power Cars 43013 'Mark Carne CBE' and 43014 'The Railway Observer' in Network Rail (Hor).....£269

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



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

Train sets - analogue



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



R1233 Coca Cola Christmas starter Train Set (Hor).....£89



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



R1248 Santa's Express - Christmas starter train set (Hor).....£58



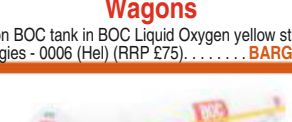
R1234 Starter train set - "Hogwarts Express" - Harry Potter range (Hor).....£180

Coaches



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

Wagons



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



BOC06 100 ton BOC tank in BOC Liquid Oxygen yellow stripe and Gloucester bogies - 0015 (Hel) (RRP £75).....**BARGAIN**.....£45

BOC17 100 ton BOC tank in BOC Liquid Oxygen yellow stripe and GPS bogies - 0019 (Hel) (RRP £75).....**BARGAIN**.....£45

0 Gauge (1:43 Scale)

Steam locos



H4-RHTT-004 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules - weathered (Hat) (RRP £126).....**BARGAIN**.....£119



H4-RHTT-002 Rail Head Treatment Train 'Water Jet' 2 wagons and water jetting modules (Hat) (RRP £118).....**BARGAIN**.....£99

009 Narrow Gauge

Steam locos



9963 Lynton & Barnstaple 2-6-2T 190 "Lyd" in Southern Railway green - as preserved (Hel) (RRP £219.95).....**BARGAIN**.....£154

Wagons



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

N Gauge

DMUs



2D-142-003 Class 142 'Pacer' 2 car DMU 142022 in BR 'Skipper' Western chocolate and cream (Dap).....£123.12



2D-142-001D Class 142 'Pacer' 2 car DMU 142096 in debranded Northern Rail purple - Digital fitted (Dap).....£158.31

Bi-Modal Multiple Units



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



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

Coaches



2P-006-001 Mk 3 SLEP sleeper pantry 10510 in BR blue and grey Intercity Sleeper branding (Dap).....**NEW**.....£26.35



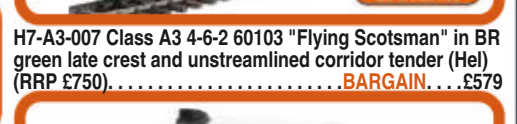
2P-006-007 Mk 3 SLEP sleeper pantry 10666 in ScotRail "Caledonian Sleeper" (Dap).....**NEW**.....£26.35

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-A4-001 Class A4 4-6-2 2509 "Silver Link" in LNER silver streamlined corridor tender (Hel) (RRP £750).....**BARGAIN**.....£579

H7-A4-003 Class A4 4-6-2 4468 "Mallard" in LNER Garter blue streamlined non-corridor tender (Hel) (RRP £750).....**BARGAIN**.....£579

H7-A4-002 Class A4 4-6-2 4468 "Mallard" in LNER Garter blue streamlined non-corridor tender - "Record Breaker" (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-A4-008 Class A4 4-6-2 60009 "Union of South Africa" in BR green late crest and unstreamlined corridor tender (Hel) (RRP £750).....**BARGAIN**.....£579

H7-A4-002A Class A4 4-6-2 unnumbered single chimney and streamlined corridor tender in LNER Garter blue 1938-1941 & 1946-1948 (Hel) (RRP £750).....**BARGAIN**.....£579

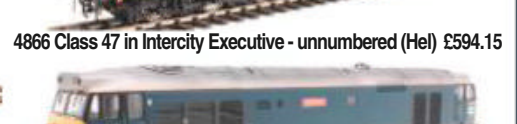
Diesel locos



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

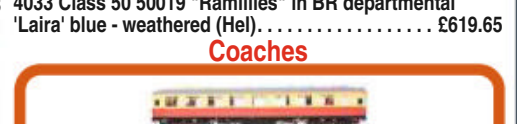


4866 Class 47 in Intercity Executive - unnumbered (Hel).....£594.15



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

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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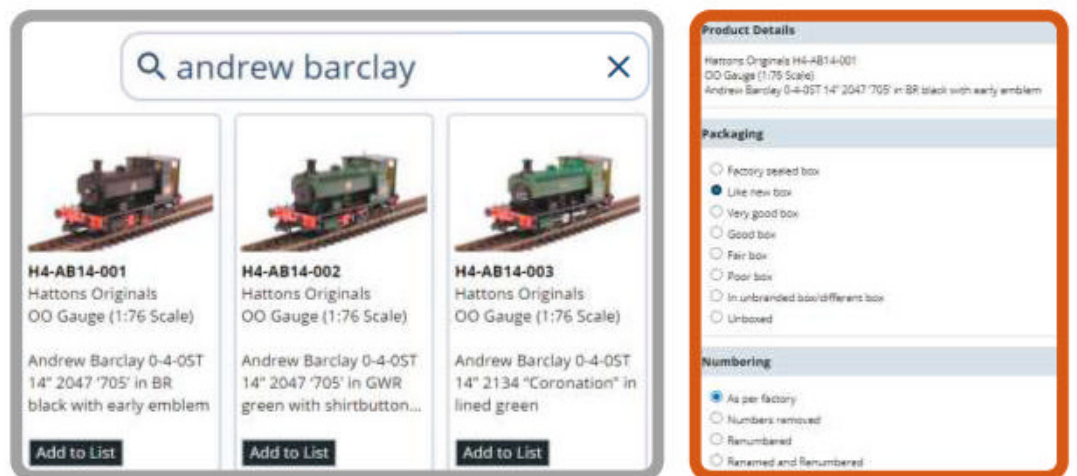


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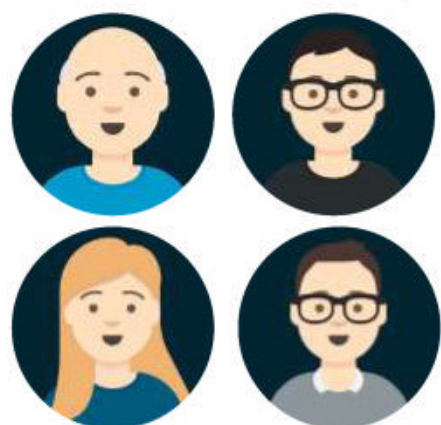


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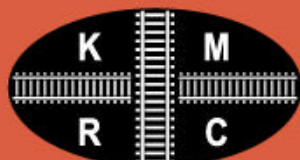
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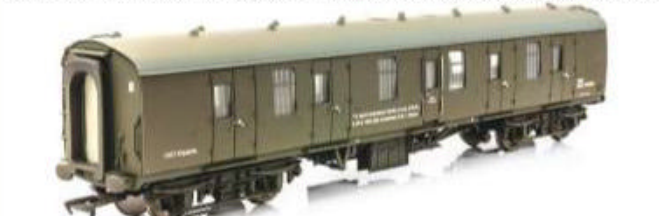
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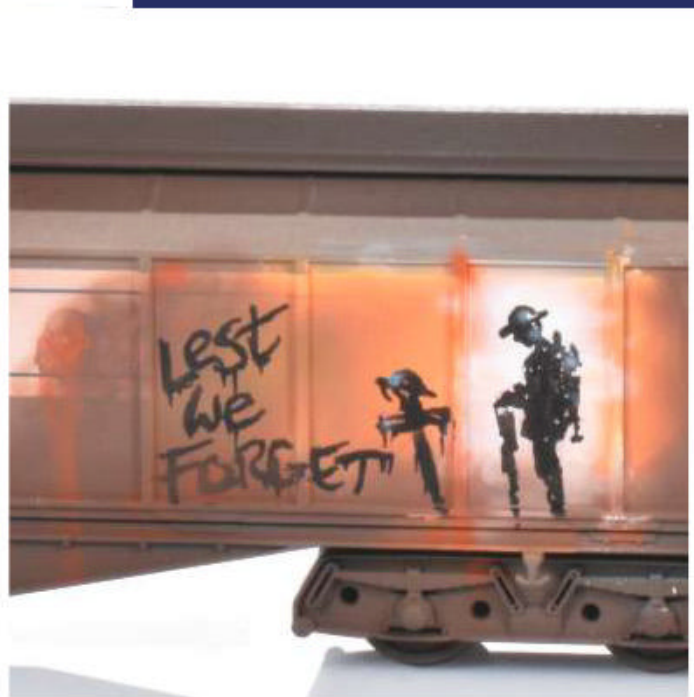
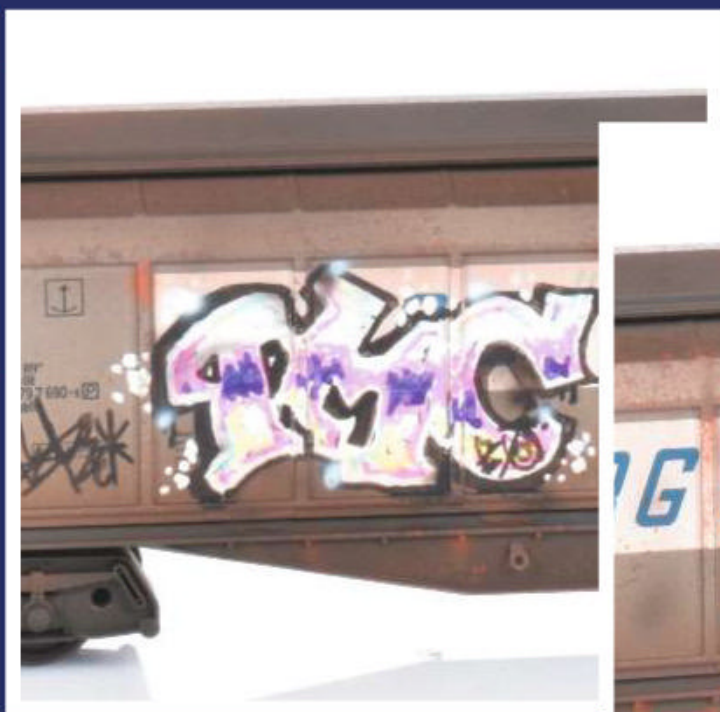
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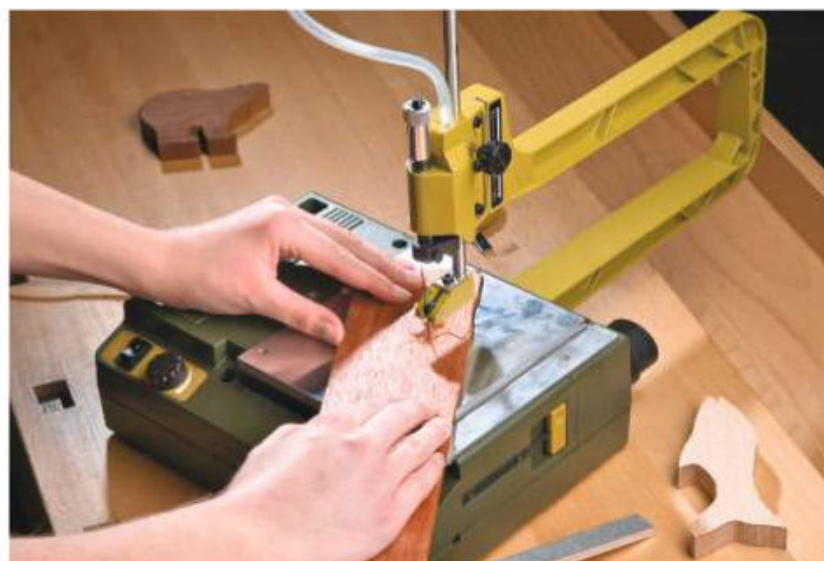
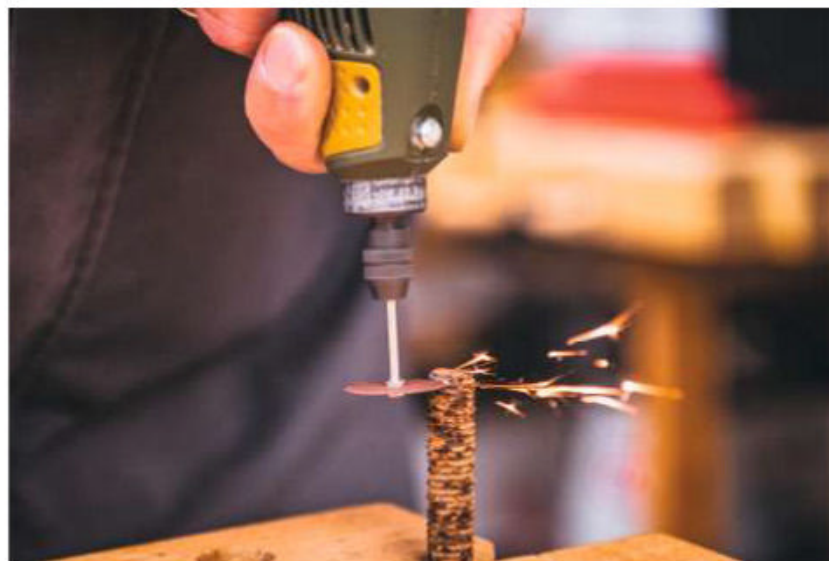
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Revolution's model is being developed simultaneously and will offer our usual high specification with full lighting and DCC Sound options.



Image courtesy ROG/Stadler

00 gauge Class 18 battery hybrid shunter

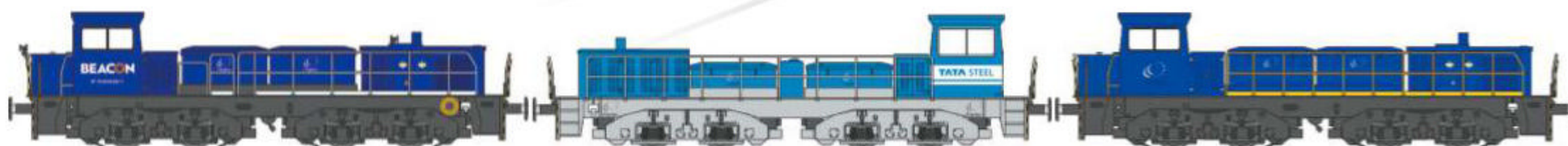
The Class 18 is a high-power, low speed locomotive with twin battery-packs and on-board diesel top-up engine developed as a low-emission, next generation, all-purpose shunter to replace the ageing Class 08 fleet.

Engineered by Clayton Equipment, 15 have been ordered by Beacon Rail for use in mainline rail yards and private sidings while others are in service with Tata Steel and at Sellafield.

Revolution's model will include a heavy chassis for optimal haulage, operational lighting and DCC Sound options.



Image courtesy Beacon Rail/Clayton



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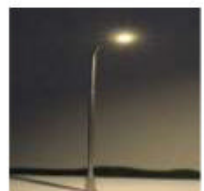
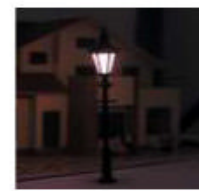
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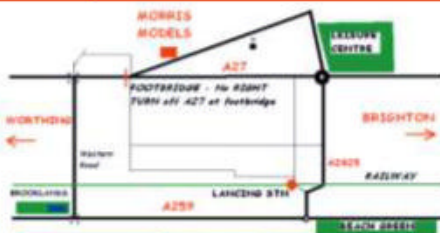


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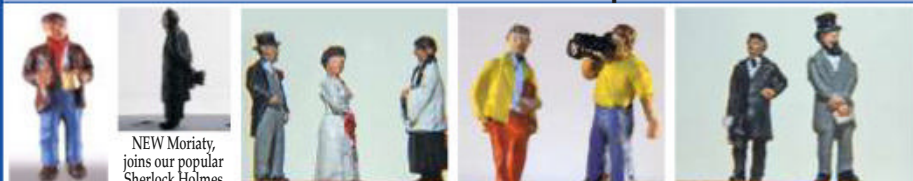
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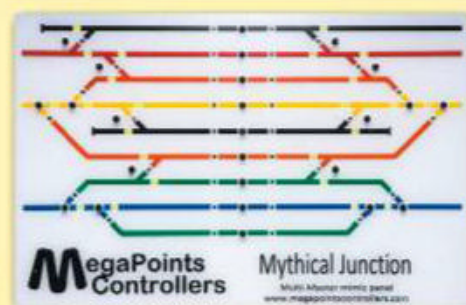
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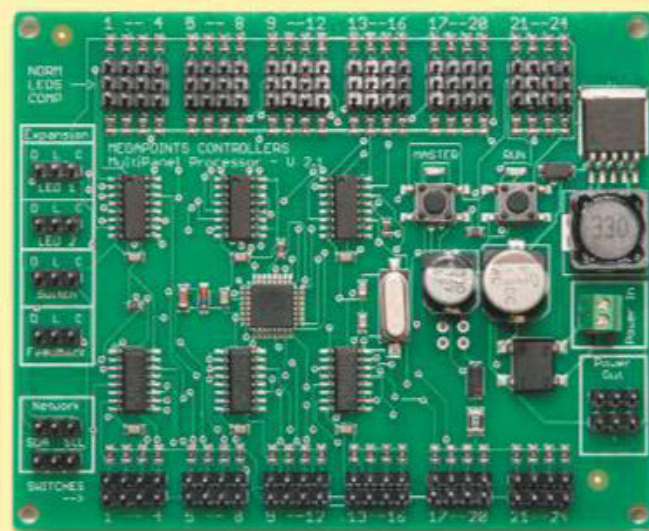
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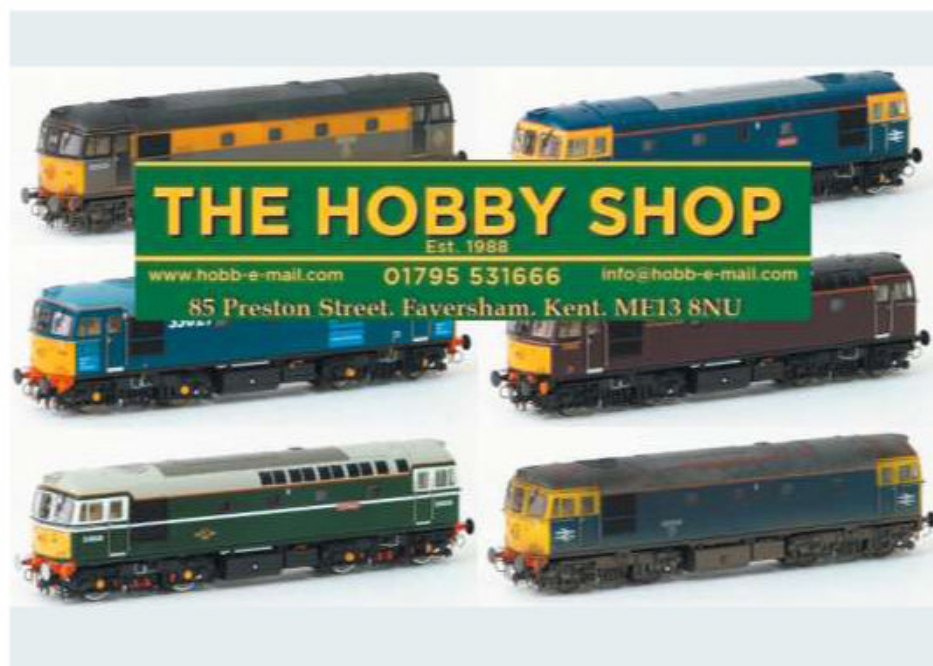
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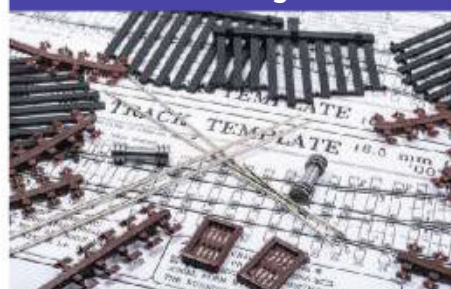
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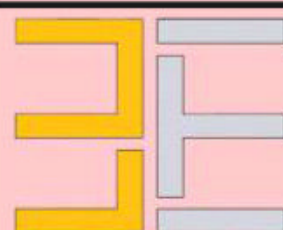
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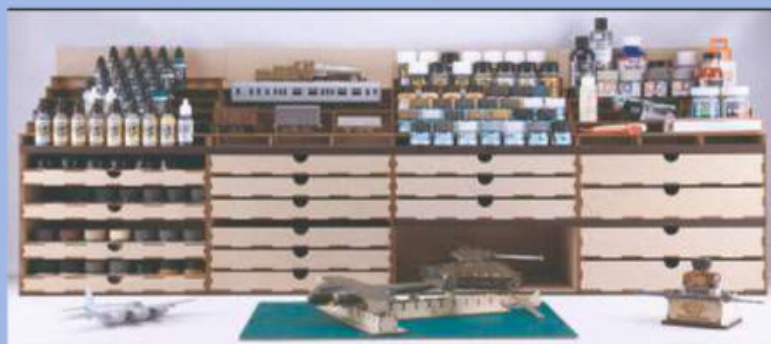
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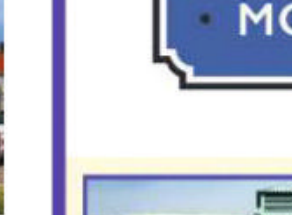
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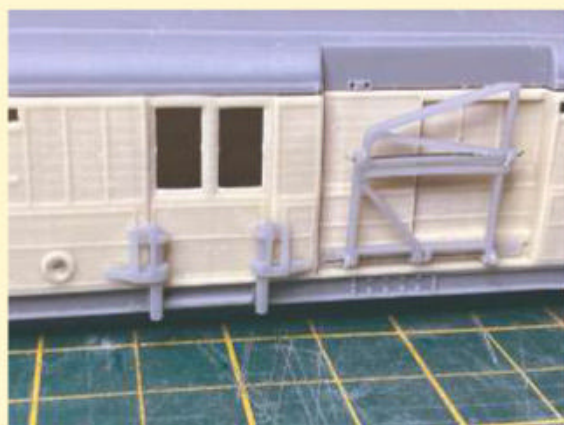
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Telephone: 01733 468000

Editor: George Dent

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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Business Park, Launton Road, Bicester, Oxon OX26 4QZ

ADVERTISING

Telesales Account Manager

Sarah Charity 01733 366350

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RAIL PHOTOGRAPHS

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: Lambton, Hetton & Joicey Collieries
Kitson 0-6-2T

Gauge: '00'

Proposed by: Peter Gower

What is it?

When it comes to tank engines there is nothing else quite like the Lambton Collieries 0-6-2T locomotives, which proved to be very effective for hauling coal from the pitheads at Philadelphia, County Durham, to the quayside at Sunderland. The first 0-6-2T for the Lambton Colliery network was No. 29, built by Kitson and Company, of Leeds. Entering service in 1904, No. 29 boasted a tractive effort of 23,500lb and, after proving successful, was joined by two identical locomotives in 1907 (Nos. 30/31). Two further 0-6-2Ts followed a couple of years later (Nos. 5/10), but these were products of Robert Stephenson's works and differed to the Kitson originals.

All locomotives employed on the Lambton Colliery network had to be built or modified to a restricted loading gauge, which resulted in a unique rounded cab profile on the Kitson 0-6-2Ts. This was to enable the locomotives to work through the narrow tunnel to Lambton Drops at the Port of Sunderland. The Kitson locomotives gave sterling service, working right up to the contraction of the

Durham coal field and a move by the National Coal Board towards dieselisation of its remaining locomotive fleet.

What would make it viable?

The Kitson-built Lambton 0-6-2Ts have never been made available either in ready-to-run form or as a kit. The only means of producing one in miniature is scratchbuilding, or by using a 3D printer, but this can only be done if you have the equipment and skills to do so. The locomotive would naturally be a must for anyone modelling the Lambton Railway or the Hetton and Joicey collieries. It would also appeal to industrial railway enthusiasts in general, as well as those who model preserved railways.

Can I see a real one?

Six locomotives that ran on the Lambton Railway and its predecessors are preserved: No. 5 (North Yorkshire Moors Railway), No. 14 (Tanfield Railway), No. 52 (Keighley & Worth Valley Railway), No. 60 (AIn Valley Railway) and No. 67 (Gwili Railway).

However, the only member of the Kitson Company-built locomotives to survive is No. 29, which has been preserved at the NYMR since being purchased by volunteers in 1970, after a 65-year working life on the LH&JC system. No. 29 has been a regular performer over the years and, after undergoing a five-year major overhaul, the locomotive has been back in action since 2019.

Have your say

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

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

PETER GOWER



Behind the Backscene

This month, we fire the questions at laser-cutting boffin **Julie Lightburn**, who was greatly inspired by *Blue Peter* as a child.

Julie Lightburn is the owner of the laser-cutting specialists York Modelmaking and the online shop York Model Rail.

“I would like it to be ‘cool’ for young people to take up the hobby”



1 What is your earliest railway memory?

I guess I was about 12 months old when my dad took me to the York Model Railway Show. I was fascinated by all of the layouts.

2 What is your most memorable train journey?

I would like to say it was my first trip on the North Yorkshire Moors Railway and my first trip on a steam train. But, in reality, the most memorable was when a bullet shattered the glass doors of our carriage just outside of Paris!

3 Do you have a favourite railway station?

It has to be York, for the sheer magnificence of the sweeping curved roof. I was thrilled to recently have the job of laser-cutting plywood roof girders for a model of York station by Kirtley Model Buildings.

4 How did you get into the hobby industry?

I trained as an architectural model maker and started working for York Modelmaking straight from college. We started laser-cutting for model railways when the building trade was badly hit by the recession of 2008.

5 What hobbies do you have?

I'm also a professional landscape artist, but as I have very little time to paint I see this as a hobby rather than a profession.

6 Have you ever built a model railway?

I've never had the time to build my own layout, but I'm very proud to have played a small part in helping numerous railway modellers create some spectacular layouts.

7 If you could build your dream model, what would it be?

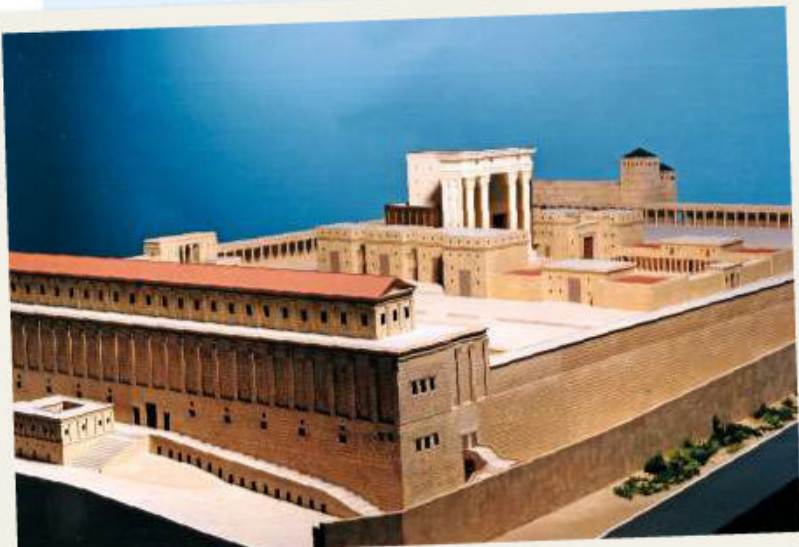
It would have to be a fictitious railway layout so that I could incorporate all of my favourite components that I've made for other people over the last 12 years. Please forgive me for mixing up architectural styles from all over the world!

8 Who is your hero?

Can I have three please? John Noakes, Valerie Singleton and Peter Purves, the 1970s *Blue Peter* presenters. All of their various craft projects really inspired me as a child.

9 What model or craft projects are you most proud of?

It has to be the 1:300 scale model I built of Herod's Temple Mount, Jerusalem. It was used for a lecture tour round America before being put on permanent display in the Yeshiva University Museum in New York.



JULIE LIGHTBURN

10 Where do you find your inspiration?

The lovely feedback I get from my customers and the photographs they send me of their models.

11 What is the biggest challenge you've faced?

My biggest challenge was taking over the model railway part of the model making business when the owner retired four years ago.

12 What has been the best decision you've ever made?

My first answer was going to be deciding to buy out the model rail business, but my husband interjected that surely it was deciding to marry him. As he's been my chief assistant since lockdown I'd better agree! And, of course, when I took Paul's surname it was perfect for the laser-cutting business (lasers use light to burn through the material).

13 If you could change anything about the hobby, what would it be?

I would like it to be 'cool' for young people to take up the hobby. One upside of the pandemic has been that more people have declared themselves lifelong model railway enthusiasts.

14 What was your big ambition as a child?

To be a professional artist/craftsman, but I had no idea I would end up being a modelmaker when I was the only girl who chose to help build a model castle at primary school. At this young age I wanted to be a bus conductor when I grew up.

15 If you had a time machine, where would you go?

That's a tricky one. I think I'm going to plump for the 1870s, to be working alongside the NER chief engineer Thomas Elliot Harrison and architect Thomas Prosser, designing York Railway Station.

16 What's your hidden talent?

If you need paint mixing to match any colour brickwork, I'm your girl.

17 Do you have any strange quirks that you're prepared to share?

Probably too many to mention – I've never been one for doing anything just for the sake of fitting in.

18 What is the best piece of advice you've ever had?

Concentrate on the job in hand when the overall picture is just too daunting. I wish I was better at following this advice!

19 How would you like to be remembered?

I would simply like to be remembered as being kind and helpful wherever possible. But maybe in 100 years' time I'll also be remembered for my art and my paintings which will be hung in national galleries – we can all dream!

Next month: Bachmann Europe's **Richard Proudman** faces the questions.

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