

BACHMANN'S SPRING PLANS ♦ 'WASP' STRIPES THE EASY WAY

No. 297 March 2022 £4.80

MODEL RAIL

||||| INNOVATIVE ♦ IN-DEPTH ♦ INDEPENDENT |||||

STRUCTURAL improvements

Expert tips for lifelike buildings

MINING A SEAM

Follow the creation
of this inspirational
colliery layout

SPAN THE GAP

Construct a modern
rail overbridge

CAPITAL IDEA

Scratchbuilding a
London backdrop

REVIEWED THIS MONTH



HELJAN CLASS 86



DAPOL 'VANWIDE'

MASTERPIECE
MODELS
'WESTERN'



FIRST SIGNS OF SPRING
Recreate
snowdrops
in miniature



BRANCHING OUT
Layout plans for
off-beat lines



dapol

model railway company

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www.dapol.co.uk

Coming soon...

New OO Gauge Toplight Coaches Announced



The perfect coach to accompany your Dapol 61xx Large Prairie. For more information visit www.dapol.co.uk
GWR Toplight Mainline City Coaches to be modelled in the following liveries: Lined Crimson, Lined Chocolate & Cream, Chocolate & Cream Twin Cities, GWR Shirtbutton, GWR All Brown and BR Maroon.
Expected in shops Q3 2022

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OO Gauge 78xx Manor

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& Enhanced Underframe Details



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curves negotiated with ease



**DCC versions
also available**

**Sound Fitted Models
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Class 156



2D-021-004 - Class 156 156509 Strathclyde Orange/Black



2D-021-005 - Class 156 156461 Northern Ravensglass & Eskdale

DCC versions also available

Signal



2L-001-005 -

Junction Signal GWR
Right Hand with two arms
Shorter post to right

All product release dates correct at time of going to press

Product Scale Key

O Gauge

OO Gauge

N Gauge

SPECIAL COMMISSION WAGONS

YOUR CHOICE OF DAPOL BODY
YOUR CHOICE OF LIVERY

FROM JUST 100 IDENTICAL MODELS IN 'OO' OR 'N' 25 IN 'O'
TURN AROUND IN JUST 3 MONTHS

FOR MORE DETAILS CONTACT CLAIRE ON
01691 774455 OPTION 1 OR EMAIL studio@dapol.co.uk

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- Overseas customers should call **+44 1858 438884**.

This month's cover image



Chris Nevard has chronicled the building of this amazing Welsh colliery scene, the first instalment of which can be found on page 44.

Welcome

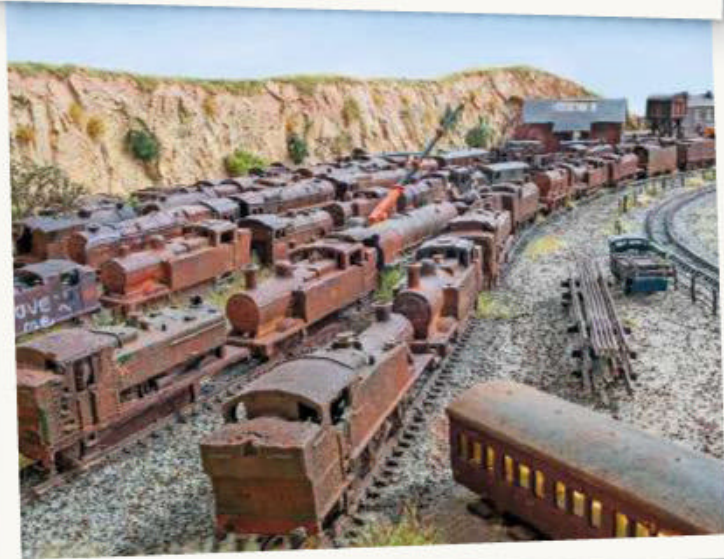
It has been another interesting month in the world of model railways, with more new models announced from various manufacturers, plus the tallying up of all the votes in *Model Rail*'s Model of the Year Awards for 2021.

While you can read the full breakdown of results on pages 6-7, I'd like to pass on my congratulations to the various winners and my thanks for all who took the time to vote.

After a second place in 2020, Accurascale managed to reach the Number One spot in both 'OO' gauge and overall manufacturer categories, while sister company Irish Railway Models scooped second prize in the 'OO' diesel outline category, which is a splendid achievement.

KR Models' GT3's win is a shot in the arm for producers of niche prototypes, while the LNWR 'Precedent' produced by Bachmann, Rails of Sheffield and Locomotion Models is, in my view, a worthy winner of the 'OO' steam category. And is anyone surprised that Bachmann's 'OO9' double Fairlie came out on top?! Revolution Trains scooped 'N' gauge Manufacturer of the Year for a second consecutive year, as did Dapol in the 'O' gauge voting, so well done to both camps.

As the awards are based on models reviewed in *Model Rail* over the previous year, I wonder if Hornby would've fared better if they hadn't cut off supply of review samples early last year, leaving us to try and obtain examples by our own means. Like many readers who have been in touch recently, we haven't always been able to get hold of certain new models. The Margate company has taken exception to our honest



reviews in the past, so it wasn't a complete surprise, but disappointing nonetheless.

On a different tack, apologies are due to Gilly North, whose excellent scrapyard diorama (above) graced the cover of last month's issue. Appearing initially in MR236 (July 2017), Gilly's scene inspired some of last month's Workbench content, but I forgot to give her credit in this column. Sorry Gilly!

George Dent Editor

Meet the team behind the UK's best modelling magazine



Chris Leigh

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



Chris Gadsby

Our DCC specialist starts a new layout every year!



Chris Nevard



Peter Marriott



Dave Lowery



Paul A. Lunn



Ben Ando



Grahame Hedges

This month's contributors

Model Rail essential information

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

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

Q: Want to order one of our exclusive models?

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

Q: Want to order one of our bookazines?

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

Q: Have a problem or query about our digital magazines?

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

Q: Subscription issue not arrived?

A: Call our Subscriptions Department on 01858 438884.

Contents March

Cover Stories

- 8 Bachmann's Spring plans
- 44 Follow the creation of a colliery layout
- 52 Scratchbuilding a London backdrop
- 56 Construct a modern rail overbridge
- 64 'Wasp' stripes the easy way

Opening the box

- 6 **Model of the Year results**
You've been voting for your favourite models of 2021. Here are the results.
- 8 **News**
The latest news in the world of model railways, direct from the manufacturers.
- 20 **Staff Show and Tell**
The *Model Rail* staff show you what they've been working on this month.
- 22 **Show & Tell**
The place to share your projects with the *Model Rail* community.
- 25 **Inside Track**
Ben Ando discusses the problem with having too much choice.
- 27 **According to Chris...**
This month Chris reflects on the Hornby announcement and its ramifications.

Inspiration

- 30 **Layout: GCR Northgates**
The GCR passes Keith Pell's garden, which inspired him to build 'GCR Northgates Leicester'.
- 70 **Layout: Owley**
Greg Brown began posting about his build on social media, and 'Owley's' followers grew.
- 82 **Masterplan: Light railways**
Paul A. Lunn formulates a trio of light railway systems in this month's Masterplan.



70 Layout: Owley

Regulars

- 3 Contact *Model Rail*
- 18 Exhibition Diary
- 28 Subscribe to *Model Rail*
- 106 Next issue
- 137 Present Your Case
- 138 Behind the Backscene



30 Layout: GCR Northgates Leicester

89 Reviews

Heljan's Class 86/4, Masterpiece Model's 'Western', Dapol's Vanwide/VEA, Ammo's scenic mats, Scale Model Scenery's LNER lineside hut and Hornby's 20t NCB brake van



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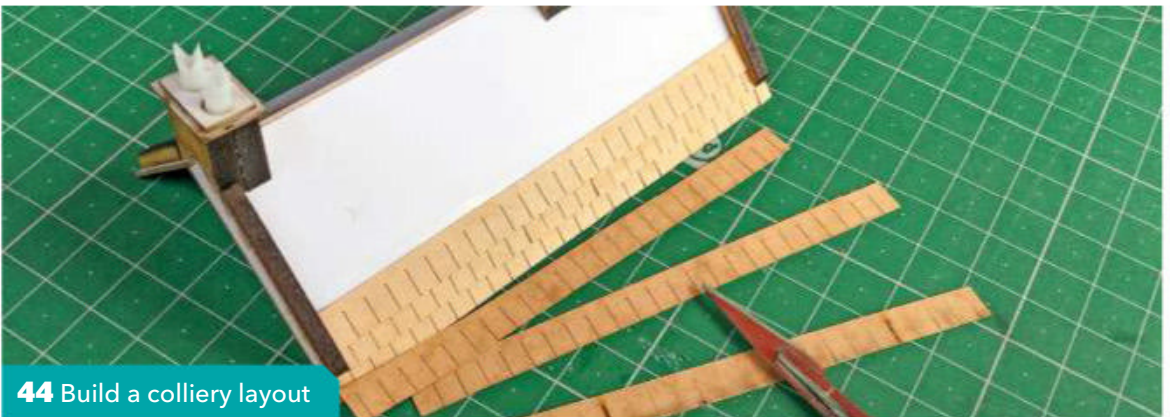
Workbench

44 Build a colliery layout
In this first of a series, Chris Nevard shows how he created the colliery buildings.

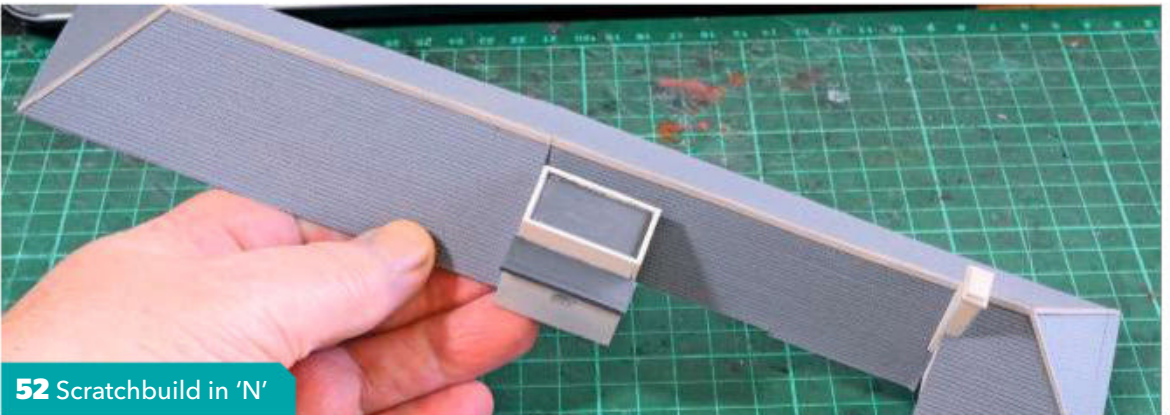
56 Build a concrete bridge
Peter Marriott set himself the challenge of building a bridge from scratch.

52 Scratchbuild in 'N'
Graham Hedges recreates the rear façade of a real building in 'N' gauge.

60 Create a spring look
Peter Marriott tests various ways of making the best-looking snowdrops.



44 Build a colliery layout



52 Scratchbuild in 'N'



56 Build a concrete bridge



60 Create a spring look

Know Your Stuff

- 64** Take the sting out of 'wasp' stripes
- 66** Know your liveries: Western region
- 68** Dave Lowery's Top Tips
- 69** Get the right paint
- 69** Replicating point rodding
- 69** Modern bufferstops
- 69** Baseboard basics



64 Creating 'wasp' stripes

Model Rail exclusive models

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



100

Opening the box



The RESULTS

Over the past two months you've been casting your votes for your favourite models of 2021... and here are the results!

(Percentages rounded to one decimal place)

OVERALL MANUFACTURER OF THE YEAR 2021

Winner Accurascale - 29.2%
 2. Bachmann - 16.7%
 3. Hornby - 13.8%
 Others: 40.3%



accurascale



'OO' GAUGE



LOCOMOTION MODELS



RAILS



Steam Locomotive of the Year

Winner Bachmann/Locomotion/Rails of Sheffield LNER 'Precedent' - MR294 December 2021 - 19.5%
2nd: Hornby original 'Merchant Navy' - MR287 June 2021 - 14.6%
2nd: Dapol/Locomotion Models/Rails of Sheffield SECR Wainwright D Class - MR289 August 2021 - 14.6%
3rd: Bachmann Branchline GWR '94XX' - MR282 January 2021 - 13.2%
Others: 38.1%

'O' GAUGE

Locomotive of the Year

Winner Heljan GWR railcar - MR285 April 2021 - 31.3%
2nd: Heljan refurbished Class 31 - MR292 October 2021 - 26.7%
3rd: Dapol Gloucester RC&W diesel railcar (Class 122) - MR292 October 2021 - 24.4%
Others: 17.6%



Rolling Stock of the Year

Winner Dapol/Lionheart BR Mk 1 coach - MR289 August 2021 - 49.2%
2nd: Dapol BR 'Conflat A' with BD container - MR293 November 2021 - 26.6%
3rd: Minerva GWR 'Mink' van - MR292 October 2021 - 16.1%
Others: 8.1%



DAPOL
www.dapol.co.uk



'O' gauge Manufacturer of the Year

Winner Dapol - 60%
2nd: Heljan - 35.7%
3rd: Minerva - 4.3%





accurascale **1**

Diesel/Electric/Multiple Units

Winner KR Models English Electric gas turbine GT3 - MR284 March 2021 - 21.6%

2nd: Irish Railway Models Metro-Vick A Class - MR294 December 2021 - 14.0%

3rd: Bachmann Branchline Class 20/3 - MR284 March 2021 - 13.1%

Others: 51.3%

KRModels

Rolling Stock of the Year

Winner Accurascale KUA nuclear flask wagon - MR289 August 2021 - 19.4%

2nd: Kernow LSWR road vans - MR289 August 2021 - 16.6%

3rd: Hornby LMS Stanier 'Coronation Scot' coaches - MR292 October 2021 - 12.0%

Others: 52%

'OO' gauge Manufacturer of the Year

Winner Accurascale - 35.0%

2nd: Bachmann Branchline - 17.5%

3rd: Hornby - 12.8%

Others: 34.7%

accurascale **1**

HORNBY **3**

BACHMANN BRANCH-LINE **2**

'N' GAUGE

Locomotive of the Year

- Winner** Revolution Trains Class 92 - MR284 March 2021 - 25.9%
- 2nd:** Kato Class 800/0 five-car unit - MR288 July 2021 - 25.2%
- 3rd:** Kato 'Azuma' Class 800/2 LNER - MR290 Summer 2021 - 19.3%
- Others:** 29.6%



Rolling Stock of the Year

- Winner** Revolution Trains IPA car carrier sets - MR282 January 2021 - 32.7%
- 2nd:** EFE Rail 'Shark' ballast plough brake van - MR287 June 2021 - 31.9%
- 3rd:** Revolution Trains PCV cement hoppers - MR289 August 2021 - 14.2%
- 3rd:** Revolution Trains FWA 'Ecofret' Intermodal Wagons - MR291 September 2021 - 14.2%
- Others:** 7%

'N' gauge Manufacturer of the Year

- Winner** Revolution Trains - 41.7%
- 2nd:** Kato - 19.7%
- 3rd:** Graham Farish - 17.4%
- Others:** 21.2%



'009' SCALE

Model of the Year

- Winner** Bachmann Narrow Gauge Ffestiniog Railway double Fairlie - MR294 December 2021 - 84.2%
- 2nd:** Heljan Lyn - MR291 September 2021 - 15.7%
- 3rd:** Bachmann Narrow Gauge steel-bodied bogie Third Coach - MR290 Summer 2021 - 0.1%

'009' Manufacturer of the Year

- Winner** Bachmann Narrow Gauge - 86%
- 2nd:** Heljan - 14%



BACHMANN'S SPRING 2022 ANNOUNCEMENTS

In common with other manufacturers, Bachmann Europe has had to deal with all manner of global manufacturing and distribution challenges. However, the team from Barwell still managed to announce 12 newly tooled models throughout 2021 and those products which have yet to reach the shelves are not too far off. Indeed, Bachmann's website now has revised delivery dates for each of the models revealed in last winter's announcements.

Another issue arising from the current global situation is rising costs. Bachmann's Richard Proudman revealed that the costs of some raw materials had risen by more than 50%, while shipping costs had risen by an incredible 500% during 2021 alone. While

Bachmann - and its parent company Kader - have managed to absorb these costs thus far, inevitably that can't continue indefinitely. The good news is that there will not be a blanket price rise across all Bachmann products. Those that will rise, will do so by 8%, effective from March 1 2022. However, that doesn't include the new models announced here, and full details can be found on Bachmann's website.

Richard also described how Bachmann's dedicated spares website has been developed, following its launch last year. Providing a vital resource for modellers, the site also now includes a comprehensive range of downloadable service sheets.

Web: www.bachmann.co.uk
www.bachmann-spares.co.uk



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'Gronk' upgrade

Following last year's decision to upgrade the Farish Class 03/4 with enhanced DCC capability, the ever-popular Class 08 will follow suit, with a Next18 decoder interface and pre-installed speaker. A range of livery options will be offered, for the BR and privatisation era and DCC sound-fitted versions will also be available.

What's planned?

- 371-004B** Class 08 08721 *Starlet* BR blue/Red Star parcels
 - 371-007A** Class 08 08953 BR Engineers grey
 - 371-010** Class 08 08441 *RSS Railway Support Services*
 - 371-011** Class 08 08417 Network Rail Yellow
 - 371-012** Class 08 08919 RES red/grey
 - 371-013SF** Class 08 13287 BR green, early crest
 - 371-015SF** Class 08 08818 BR blue
- Price:** £144.95 (£244.95 sound-fitted)



COLLECTORS' CLUB SPECIALS

For members of Bachmann's Collectors Club, there's the chance to purchase an exclusive 'N' gauge Mk 1 laboratory coach in BR RTC livery, while 'OO' modellers can avail themselves of a pair of sought-after JPA cement tanks,



which are not otherwise available - a very good reason to join the club!



Graham Farish highlights

Class 769 Bi-Mode 'Flex' Unit

A natural progression from the Farish Class 319 EMU (currently in development), is the Class 769 'Flex' Bi-Mode multiple unit. Currently in service with Northern and Transport for Wales, these former '319s' have been fitted with MAN diesel engines to allow them to run under diesel power on un-electrified routes. Bachmann

will add a 'Transport for Wales' four-car unit to the Farish range and it will share a similar specification to the Class 319, with a Next18 decoder socket, pre-installed speaker, plus interior and directional lighting.

What's planned?

- 372-850** Class 769 4-car BIMU 769008 *Transport for Wales*
- Price:** £349.95



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Bachmann Branchline highlights

Prairies and panniers

Bachmann will launch two new versions apiece of the GWR '64XX' and '4575' tanks, with a choice of GWR and BR green liveries.

What's planned?

31-635B GWR '64XX' Pannier tank No. 6414, GWR green

31-639 GWR '64XX' Pannier tank No. 6421, BR lined green, early crest

Price: £139.95

32-131A GWR '4575' Prairie tank

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No. 5526, GWR green

32-132 GWR '4575' Prairie tank No. 4571, BR lined green, early crest

Price: £164.95



Half a dozen more 'duffs'

Bachmann turned a few heads in 2021 with its all-new, high specification Class 47 and, with customer demand high, six more versions have been announced, encompassing some of the most popular liveries. As with previous versions, each model will feature period-specific details and will be offered in DCC-ready, DCC sound-fitted and DCC sound-fitted deluxe versions. Named versions

will include a set of etched 'plates' and 'large logo' 47526 will feature a heavily weathered finish with peeling paint effects and small Network SouthEast logos.

What's planned?

35-412 Class 47/7 47712 *Lady Diana Spencer*, BR ScotRail

35-414 Class 47/4 47435 BR blue, 'domino' headcodes

35-415 Class 47/7 47711 *Greyfriars Bobby*, BR large logo blue

35-421 Class 47/4 47526 BR large logo blue (weathered)

35-430 Class 47/3 47376 *Freightliner 1995*, Freightliner grey (weathered)

35-432 Class 47/7 47790 *Galloway Princess*, DRS Compass (original)

Price: £239.95 (DCC-ready), £339.95 (DCC sound-fitted), £369.95 (DCC sound-fitted Deluxe)



'OO' ROLLING STOCK



Both the MFA and MTA twin-axle wagons make a welcome return, with an option of ballast loads and various BR and privatisation liveries to choose from, in pristine and weathered condition.



Hot on the heels of the VEA air-braked van, which has just hit the shelves (look out for a review in next month's issue), comes the earlier 'Vanwide', vacuum-braked version. Six versions are on offer, five of which are in bauxite livery with a range of markings, plus an olive green Departmental option.

On the coaching stock front, the BR Mk. 2f DBSO is launched in its refurbished format. Developed from Bachmann's rendition of the DBSO in as-built condition, the revised tooling will feature the same high specification and will be available in Intercity 'Swallow' livery, plus Anglia turquoise and Network Rail yellow. The latter version will feature modified ends and all include provision for DCC and lighting.



Northern 'Sprinter'

The trusty Class 150/1 two-car DMU gets another run-out, this time in Northern Rail's blue livery with Manchester-Buxton destination blinds, portraying a former daily conveyance for

Model Rail's Editor!

What's planned?

32-932 Class 150/1 DMU 150149 Northern Rail

Price: £309.95 (£409.95 Sound fitted)

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EFE highlights

In 'N' gauge, the BR 'Mermaid' ballast wagons and 'Shark' ballast plough brake vans will be available in a further four versions apiece.

In 'OO', the JIA Nacco high-capacity hopper makes an appearance, with six options to choose from, in pristine and weathered condition.

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Narrow gauge highlights

The release of the double Fairlie locomotive last autumn proved a resounding success, so Bachmann has announced another version of the Ffestiniog's *Merddin Emrys*, in fully lined FR maroon livery with an enclosed cab. This will be available in DCC-ready and DCC sound-fitted format. There's also an attractive narrow gauge locomotive shed and water tower available in the



Scenecraft range.

What's planned?

391-101 FR double Fairlie *Merddin Emrys*, FR lined maroon

Price: £234.95

(£334.95 sound-fitted)

44-0163 Narrow gauge corrugated engine shed, £49.95

44-0166 Narrow gauge stone water tower, £34.95

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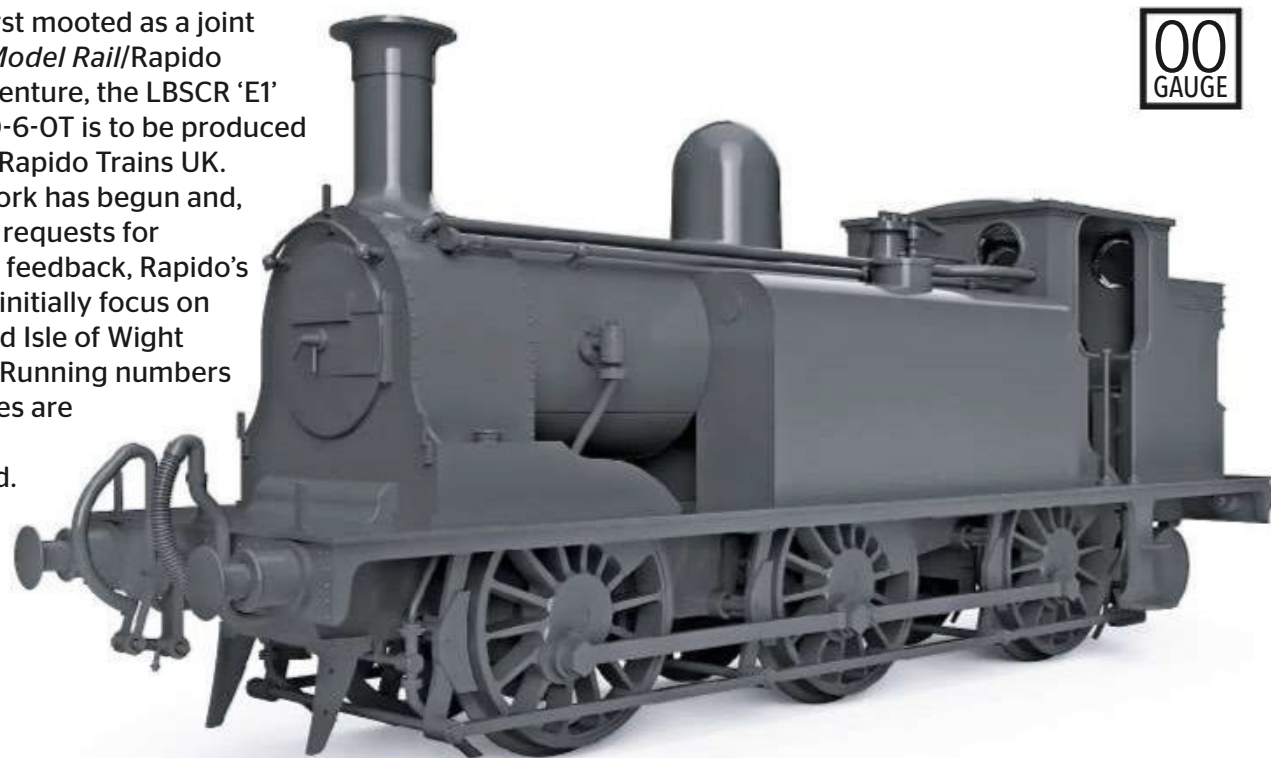
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sales@airbrushes.com

RAPIDO LBSCR 'E1' IS GO!

First mooted as a joint *Model Rail*/Rapido venture, the LBSCR 'E1' 0-6-0T is to be produced solely by Rapido Trains UK. Design work has begun and, following requests for customer feedback, Rapido's team will initially focus on the BR and Isle of Wight versions. Running numbers and liveries are yet to be confirmed.



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SECR VANS & OPENS

Rapido Trains UK has also added a pair of new South Eastern & Chatham Railway wagons to its range, in the form of a Diagram 1426 van and a Dia. 1744 ballast wagon, both of which share the same 9ft 6in wheelbase chassis.

The prototype van design is notable for inspiring the Southern's 'standard' general merchandise van and many of the SECR versions remained in use well into BR days. The two-plank ballast wagons were also a success, with BR only withdrawing the last examples in the early 1970s.

Both models have been designed in the UK and feature a wealth of detail, with a variety of number and livery options for each. Priced at £32.95 each, the order book is now open, and the models can be ordered direct or from your local Rapido stockist.

Web: www.rapidotrains.co.uk



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NEW GWR TOPLIGHT COACHES FROM DAPOL

Dapol will please many modellers of the GWR and BR(W) with these new suburban carriages, which provide a perfect load for the recently released '61XX' 2-6-2T. Built in the early 1920s as close-coupled six-carriage sets, the bodies were built to allow them to negotiate the restricted loading gauge of the Metropolitan Underground tunnels.

Six full sets were built for commuter services into London although, following the Second World War, they were dispersed to other areas. Withdrawals began in

the mid-1950s, with three individual carriages being converted into workmen's coaches for colliery workers in South Wales, two of which were eventually preserved.

Dapol is to produce Third, Composite and Brake Third vehicles and will feature a full array of fine exterior and interior detail fittings, such as metal door handles, wire handrails, interior lighting and working directional tail lamps. Sprung metal buffers will be installed, and kinematic close-coupler units will be

provided, with NEM pockets. There will also be provision for DCC installation, and the carriage roofs have been designed



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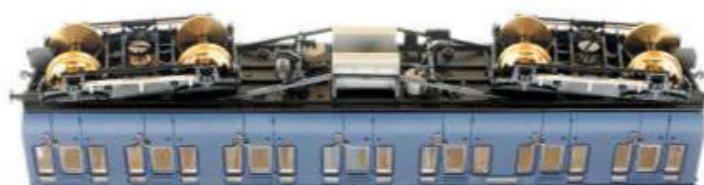
to allow easy access to the interior.

Currently at the engineering prototype stage, livery artwork was being created at the time of writing, with delivery of the first releases anticipated towards the end of the year. Various BR and

GWR livery schemes will be offered and enough individual coaches will eventually be produced to allow all six of the six-car formations to be recreated.

Price: £60.00 each

Web: www.dapol.co.uk



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STOP PRESS - 'LEADER' REACHES EP STAGE

KR Models' mission to recreate Bulleid's 'Leader' has reached an important milestone. Images of the first engineering prototype have been revealed and, although a few minor

issues need addressing, it's looking very promising. The order book is still open for pre-orders, with delivery expected towards the end of this year.

Web: www.krmodels.co.uk

DB RED '90' EXCLUSIVE EDITION FROM KERNOW

Kernow Model Rail Centre has teamed up with Bachmann to produce an exclusive rendition of 90129 in the striking DB red livery. In a precursor to the growth of Deutsche Bahn operations in the UK following the German operator's acquisition of EWS in the 2000s, a trio of BR's Class 90s were painted into the colours of European operators as part of the Freight Connection Exhibition in 1992, in an effort to build interest in rail haulage via the Channel Tunnel.

Named *Frachtverbindungen* (a German translation of 'Freight Connection'), 90129 was turned out in its new livery from Crewe Depot. The '90' operated in this condition until repainting into EWS colours in 2003, whereupon it regained its original number of 90029. Funnily enough, it now wears DB red once again!

Utilising Bachmann's superb Class 90 model (complete with

DCC-controlled pantograph), Kernow's version will come with a set of etched nameplates, a numbered certificate and even includes different pattern buffers at each end, just like the prototype! Both DCC-ready and DCC sound-fitted options will be

available and orders are now being taken.

Price: £229.95 (sound: £329.95)

Web: www.kernowmodelrailcentre.com



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PRICES SET FOR CAVALEX '56'

The hotly anticipated Class 56 from Cavalex Models has been progressing through the tooling stage and the first images of the early test shots have recently been shared. The high level of detail can be appreciated and, as the project gathers pace, Cavalex has revealed the price for the DCC-ready versions: £189.95 each. Prices for



DCC-fitted and DCC sound versions will be confirmed soon.
Web: www.cavalexmodels.com

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SR-STYLE PLATFORM EDGING FOR 'O' GAUGE

New from Routemex is a range of one-piece cast resin components, replicating the Southern Railway's distinctive style of pre-cast concrete platform edging. Lightweight and pre-coloured, the parts are available in three different formats, catering for straight sections plus left and right-hand ramps. Each 168mm long section is available individually, allowing modellers to buy just the right quantity.

Price: £4.50 each

Availability: www.routemex.co.uk



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In Brief

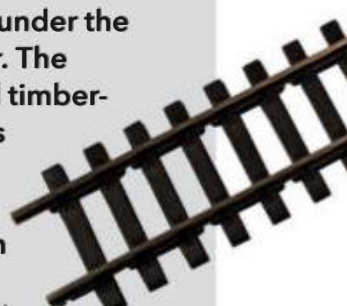
NEW FLEXIBLE TRACK FROM DCCCONCEPTS

A new flexible track range is available from DCCconcepts under the Legacy banner. The super-detailed timber-sleeper track is available in Code 75 and Code 100, with flat-bottomed nickel silver rail.

A new range of low-profile metal and insulating joiners is also available and the track is fully compatible with Code 75 and Code 100 points and track from other leading brands.

Available exclusively from DCCconcepts and Rails of Sheffield, the unique high-nickel alloy boasts a 'real steel' appearance and the sleeper width and spacing, plus improved chair detailing, offers an authentic appearance.

For more information, see www.dccconcepts.com



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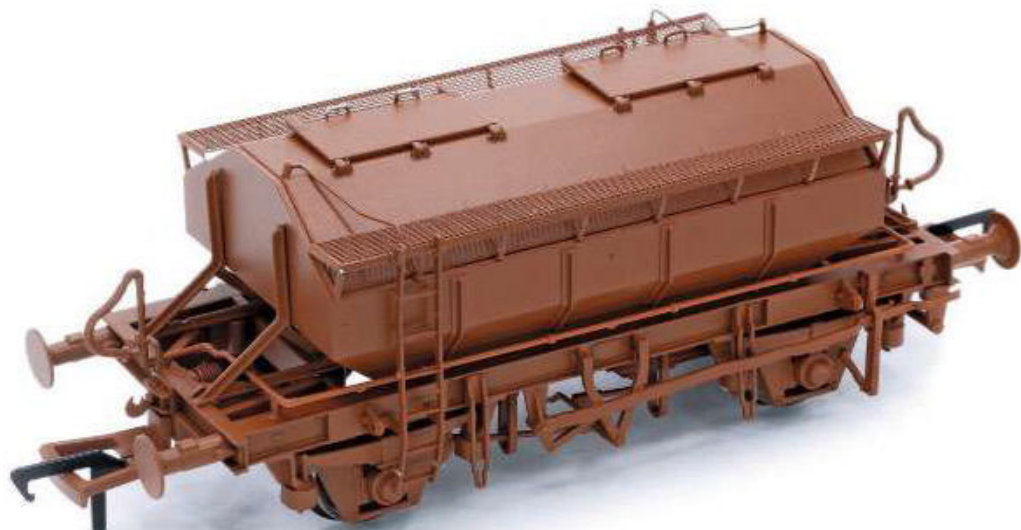
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The latest addition to Irish Railway Models' rolling stock fleet is a covered hopper, designed specifically for conveying magnesite from Ballinacourty in County Waterford to Tivoli, just east of Cork city. Magnesite is an important mineral used in a range of industrial products, such as heat-resistant bricks for blast furnaces. Besides operating on their regular route, these wagons also appeared in Limerick for exams and general repairs at Córús Iompair Éireann's

wagon workshops. Regularly hauled by Metro-Vick 'A' Class diesels (also available from IRM), the wagons were in use from the late 1960s until the closure of the works in the early 1980s.

CIÉ's modular approach to wagon building has allowed IRM to capitalise on its existing ballast and gypsum hoppers (MR296), the chassis of which was also employed on the magnesite hoppers. Having tooled up a new body, complete with loading

hatches and discharge chutes, the models also feature etched metal walkways and ladders. Furthermore, the existing chassis tooling has also been enhanced, allowing improvements to be made to the brake gear and allowing the correct style of axleboxes to be portrayed.



Production is due to commence after the Chinese New Year holiday and a limited run of four different three-wagon packs will be on offer, plus a bonus exclusive limited edition single wagon. The latter will feature distinctive decoration which adorned one end of the wagon on its final working in 1982

and will be limited to 350 pieces.

Prices for triple packs is €124.95 and the special edition single wagon is €44.95, with 10% off when buying two or more packs. Delivery is expected in Q3 of 2022.

Web: www.irishrailwaymodels.com/collections/magnesite-wagons



REPEAT RUN FOR AWARD-WINNING HOPPERS

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GAUGE

Accurascale will be producing a new run of 24.5T hopper wagons. Voted by *Model Rail*'s readers as 'O' gauge Wagon of the Decade, following its first release in 2019, the second production run is sure to be popular. Rather than

re-hash the existing tooling, Accurascale has been busy adding extra buffer types, allowing a greater range of prototypes to be authentically recreated. Eight versions of the 'HOP 24' will be produced, with

all but one in freight grey. The exception is H20 in bauxite, which will add some interesting variety. Artwork is complete and delivery is due in Q3 2022.

Price: £59.99 each

Web: www.accurascale.co.uk

HELJAN'S IGA WAGON RETURNS

Hot on the heels of the Cargowaggon IWB van, which received another production run in 2021, comes the reappearance of Heljan's IGA bogie flat wagon. The

popular European wagon is being offered in a variety of versions, sporting original Cargowaggon branding or Corus Rail and Rail Adventure livery options. Empty and loaded options are also available

and we received an attractive factory-weathered version, complete with pipe load.

Price: £64.95 each (£74.95 with load)

Availability: Heljan stockists

Web: www.heljan.co.uk

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GAUGE



In Brief



FIGURES AND MORE FROM OSBORN'S

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GAUGE

The range of 2mm scale figures and vehicles from Osborn's Models continues to grow, with the addition of a shepherd and sheep dogs, plus horse-drawn gypsy caravan and hearse. There's also a limited edition GWR 'ROTANK' wagon, utilising a Dapol six-wheel chassis with a laser-etched deck and 3D-printed milk trailer.

Web: www.osbornsmodels.com



TRACTOR REPAIRS

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SCALE

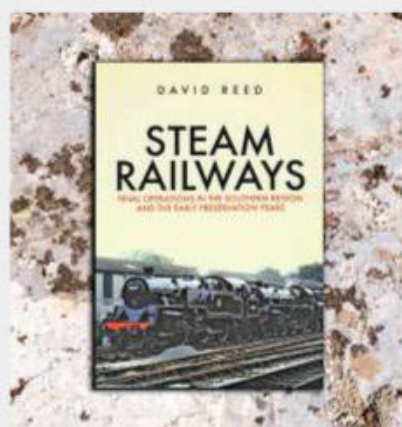
This new figure/diorama set from Busch provides a suitably grubby 1960s-era tractor, a range of tools, tool chest, scissor jack and jerry can. There's also a reclining figure, wrench in hand, who can be posed under the tractor. Everything is supplied pre-painted and the hinged bonnet of the tractor can also be posed open if desired. Just the thing for a farmyard scene - all it lacks is a few hens clucking around the farmer as he works!

Price: £25.80
Availability: Golden Valley Hobbies
Tel: 01981 241237
Web: www.goldenvalleyhobbies.com



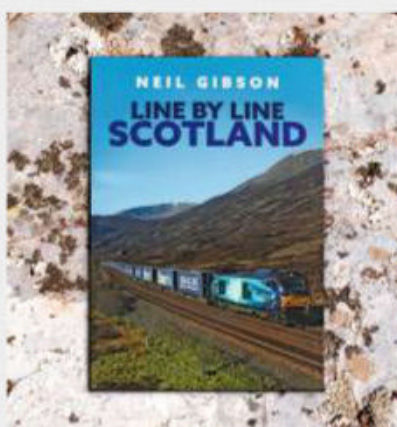
Modeller's Bookshelf

This quartet of new books has kept the Editor occupied over the cold, winter evenings.



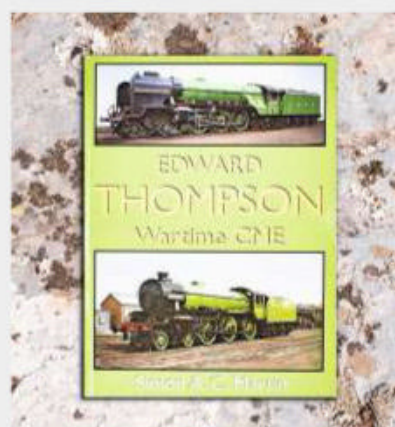
David Reed set out to record the end of steam traction on BR's Southern Region and, although many of the earlier photographs are unlikely to win awards for technique, the subjects are fascinating. Final BR(S) operations make up the opening chapter, but the bulk of the images feature poignant views of scrapyards (including Barry) and the formative years of the preservation movement. Indeed, there are some fascinating images of long-lost locations, such as Ashburton and the Longmoor Military Railway, during the latter's abortive bid to become a preservation centre.

Book: *Steam Railways - Final Operations in the Southern Region and the Early Preservation Years*, by David Reed (Amberley)
Price: £15.99
Availability: www.amberley-books.com



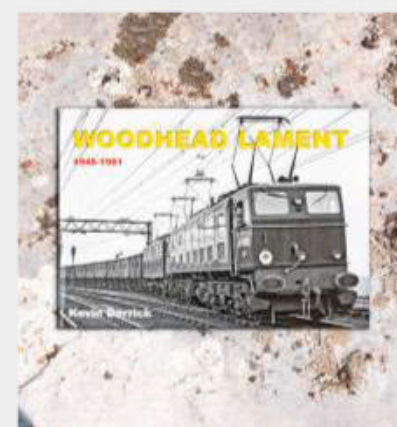
Showcasing the beauty of Scotland's diverse landscapes, Neil Gibson presents a treasure trove of gorgeous images, taken over the past 20 years. Locations include the upper reaches of both the WCML and ECML, along with the routes to Mallaig, Kyle of Lochalsh and Oban. The Highland and West Highland main lines also get a look in. Presented in full colour, nearly 200 images are included, each featuring freight or locomotive-hauled passenger services, with not a multiple unit in sight! Captions are brief and there's no other text, save for an introduction, so the images do the talking.

Book: *Line by Line - Scotland*, by Neil Gibson (Amberley)
Price: £15.99
Availability: www.amberley-books.com



Edward Thompson had the unenviable task of following the great Nigel Gresley as CME of the LNER, taking over at the height of the war, which would certainly have added to the challenge. Thompson's reputation among enthusiasts has been divided for a long time and, by delving into a range of primary archive sources, author Simon A.C. Martin aims to offer a more balanced view of the man's achievements, especially within the context of the restrictions Thompson faced during the war years. While there's plenty of technical information and statistics, there are also some excellent photographs to enjoy too.

Book: *Edward Thompson Wartime CME*, by Simon A.C. Martin (Strathwood)
Price: £34.95
Availability: www.strathwood.co.uk



Published late last year, Kevin Derrick has curated an impressive landscape-format photo album, marking the 40th anniversary of the Woodhead line's closure in 1981. Concentrating on the electrified career of the trans-Pennine route, the book features over 250 pages, each containing a fascinating array of black and white images. The onus is on the locomotives (and multiple units) which plied the route from 1948 onwards, although the forbidding nature of the wild moorland landscape can still be appreciated in many of the photographs. Essential for anyone contemplating modelling this missing link between Manchester and Sheffield.

Book: *Woodhead Lament 1948-1981*, by Kevin Derrick (Strathwood)
Price: £39.95
Availability: www.strathwood.co.uk

TREE SURGEON'S A CUT ABOVE

This useful pack provides a **quick and easy** way to create a **cameo scene** that is rarely modelled. The **tree surgeon** is nicely rendered and painted and comes complete with an attached length of orange **thread** representing his safety line. The **tree** itself is 170mm tall and the **pack** includes a ladder, several **cut-off** branches, plus leaf debris. The **figure** can be attached to the tree at **various** locations either on the trunk or in the crown of the tree. Use a tacky glue if you intend to move him to **different** positions from time to time. **(PM)**

Product: Busch 7971 Tree

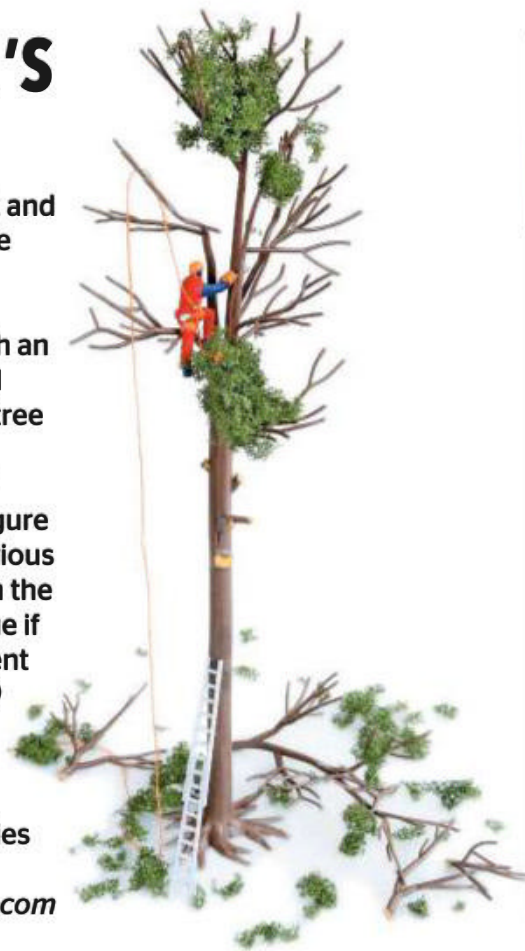
Care Action Set

Price: £25.80

Availability: Golden Valley Hobbies

Tel: 01981 241237

Web: www.goldenvalleyhobbies.com



ON THE WORKBENCH

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

PRECISION PLIERS

Perfect for handling and shaping fine parts and materials, these pliers feature tiny jaws that, when fully closed, retain a 0.1mm gap between them. This allows fine etched metal parts or other delicate material to be held securely without cutting through it. The jaws are shaped to present a fine working edge, allowing sharp folds to be made in strip or sheet metal, much more effectively than with **regular** pliers. Already, I've found them to be ideal for shaping **smaller** etched kit and locomotive detail **parts** such as lamp irons. A welcome addition is the leather storage pouch, which helps protect those delicate jaws from damage while stored in a toolbox.

Price: £17.99

Availability: Scale Model Shop

Tel: 01422 405040

Web: www.scalemodelshop.co.uk



FOREST STARTER SET

This useful set by Noch includes packs of four materials, each offering different textures and colours. Scatter Grass is a mixture of tiny static grass fibres with chopped-up foam pieces



(maximum size 2.5mm), while Structured Flock is a dark green, rather coarse material which can be used to represent weeds and vegetation. The Scatter Material bag contains finely chopped sawdust in a light brown shade, which is ideal for forest floors and paths. Finally, the Olive Green Foliage bag presents a thin and flexible material that can be torn up into individual pieces. Buying this as a kit saves 10% over buying the packs individually, making for a handy one-stop option when tackling a new scenic project. **(PM)**

ANY
GAUGE



Product: Noch 60772
Vegetation Starter Set

Price: £16.99

Availability: Noch stockists or
Gaugemaster

Web: www.gaugemaster.com

GRAFFITI DECALS

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SCALE

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This useful sheet of rub-on graffiti 'tags' includes over 50 typical contemporary motifs for rubbing on walls, wagons and lineside equipment. Unfortunately, the modern urban landscape has been blighted by graffiti for decades, making packs such as this an essential tool for mimicking reality. A small wooden stick is supplied for applying the graffiti, with the 'artworks' varying in size from 70mm long to much smaller 'tags'.

Despite being made by Busch, ostensibly for the European market, most of the graffiti is in English. Application is straightforward and the effect is highly realistic. **(PM)**

Product: Busch 6035

Graffiti sheet

Price: £7.10

Availability: www.goldenvalleyhobbies.com



MINERS AND DOUBLE FAIRLIE CREW

New from Modelu is a range of UK miners, in a variety of poses. Judging by the headgear and clothing, they're suitable for the post-1960 era and will look great once painted, especially the donkey-jacketed workers. Another exciting addition is a choice of footplate crew for Bachmann's 'OO9' double Fairlie, with two twin-packs on offer, each featuring slightly different poses and attire.

The miners are available in any scale, from 'N' to 16mm, while the double Fairlie crew is limited to 4mm scale for now.

Prices: from £4.50

Availability: www.modelu.co.uk

Tel: 07887 803737

Web: www.modelu3d.co.uk



ANY
GAUGE

OO9
GAUGE

EXHIBITION DIARY - FEBRUARY-APRIL 2022

(ALL SUBJECT TO GOVERNMENT GUIDANCE ON COVID-19)

2022

February 19

BIGGLESWADE, BEDFORDSHIRE. EBMRS Exhibition - **CANCELLED**

HARROGATE, NORTH YORKS.

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

PRINCESS RISBOROUGH, BUCKS.

Risborough & District Model Railway Club, RISEX 2022 - **CANCELLED**

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 (10-16) £1, Children under 10 free. **Tel:** Roy Prentice 01892 527199. **Email:** tonbridgemrc@yahoo.co.uk **Web:** www.tonbridgemrc.com

February 26

READING, BERKS. Kenavon Model Railway Exhibition - **CANCELLED**

March 5

SWINDON, WILTS. Modrail 2022, Swindon Model Railway Club, STEAM Museum of the Great Western, Fire Fly Avenue, Swindon, SN2 2EY. **Time:** 1000-1630. **Admission:** Adults £5, Children under 16 free when accompanied by an adult (admission to STEAM museum is not included and not required to visit the exhibition). The museum will be offering a combined discounted

entry to show visitors. **Tel:** Ian Burbidge 07880 654755. **Email:** imburbridge@btinternet.com **Web:** www.swindonmodelrailwayclub.com

March 5 & 6

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

ROMSEY, HANTS. Romsey & District

Railway Modellers Society, The Crosfield Hall, Broadwater Road, Romsey SO51 8GL. **Times:** Sat 1030-1700, Sun 1000-1630. **Admission:** Adults £5, Child £3, Family £12 (two adults, one child). **Tel:** Howard Coulson, Exhibition Manager 02380 736217

March 12

PUDSEY, LEEDS. Model Railway Exhibition Narrow Gauge North 2022, Pudsey Civic Hall, Dawsons Corner, Pudsey, Leeds LS28 5TA. **Time:** 1030-1630. **Admission:** Adults £8, accompanied children under 16 £1. **Web:** www.narrowgaugenorth.org.uk

March 12 & 13

BASINGSTOKE, HANTS. BNHMRS Exhibition, Aldworth Science College, Western Way, Basingstoke, Hampshire RG22 6HQ. **Times:** 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 Adults, £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:** 01926 614101. **Email:** avril@meridiennexhibitions.co.uk

March 19

ABINGDON, OXFORD. ABRAIL22, Abingdon & District Model Railway Club, Abingdon College, Wooton Rd, Abingdon OX14 1GG. **Time:** 1000-1630. **Admission:** Discounted pre-booking and cashless entry available, Adults £10, Children x 2 free when accompanied by 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 (senior/disabled) £5. All profits to Good Shepherd Church. **Web:** www.ndmrc.info/Home/Tadworth.htm. **Tel:** 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. **Times:** Sat 1000-1700, Sun 1000-1600. **Admission:** £5 entry, accompanied children under 12 free. **Tel:** thomaszagic@gmail.com 07795 831494

March 26

TRIMLEY ST MARY, SUFFOLK. Felixstowe Area N Gauge Group, The Welcome Hall, High Road, Trimley St Mary, Suffolk IP11 ONT.

Time: 1100-1600. **Admission:** Free. **Tel:** Chris Shum 01394 277211. **Web:** www.felixstowengauge.org.uk

NEWTON AYCLIFFE, CO. DURHAM.

Rotary Newton Aycliffe and Shildon MRC, The Newton Aycliffe Youth and Community Centre, Burn Lane Newton Aycliffe DL5 4HT, Full disabled access. **Time:** 1000-1700. **Admission:** Adults £6, Concessions £5, Family £12, Children 50p, wheelchair users free. **Tel:** John Burrows 07870 210269. **Email:** jandeburrows@gmail.com **Web:** www.newtonayclifferotary.org.uk **Facebook:** @rotarynewtonaycliffe

March 26 & 27

MACCLESFIELD, CHESHIRE.

Macclesfield Model Railway Exhibition, Tytherington School, Manchester Road, Macclesfield, Cheshire SK10 2EE. **Times:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adults £8, accompanied children free (under 16). Free parking. **Email:** queries@macclesfieldmrg.org.uk **Web:** www.macclesfieldmrg.org.uk

April 2

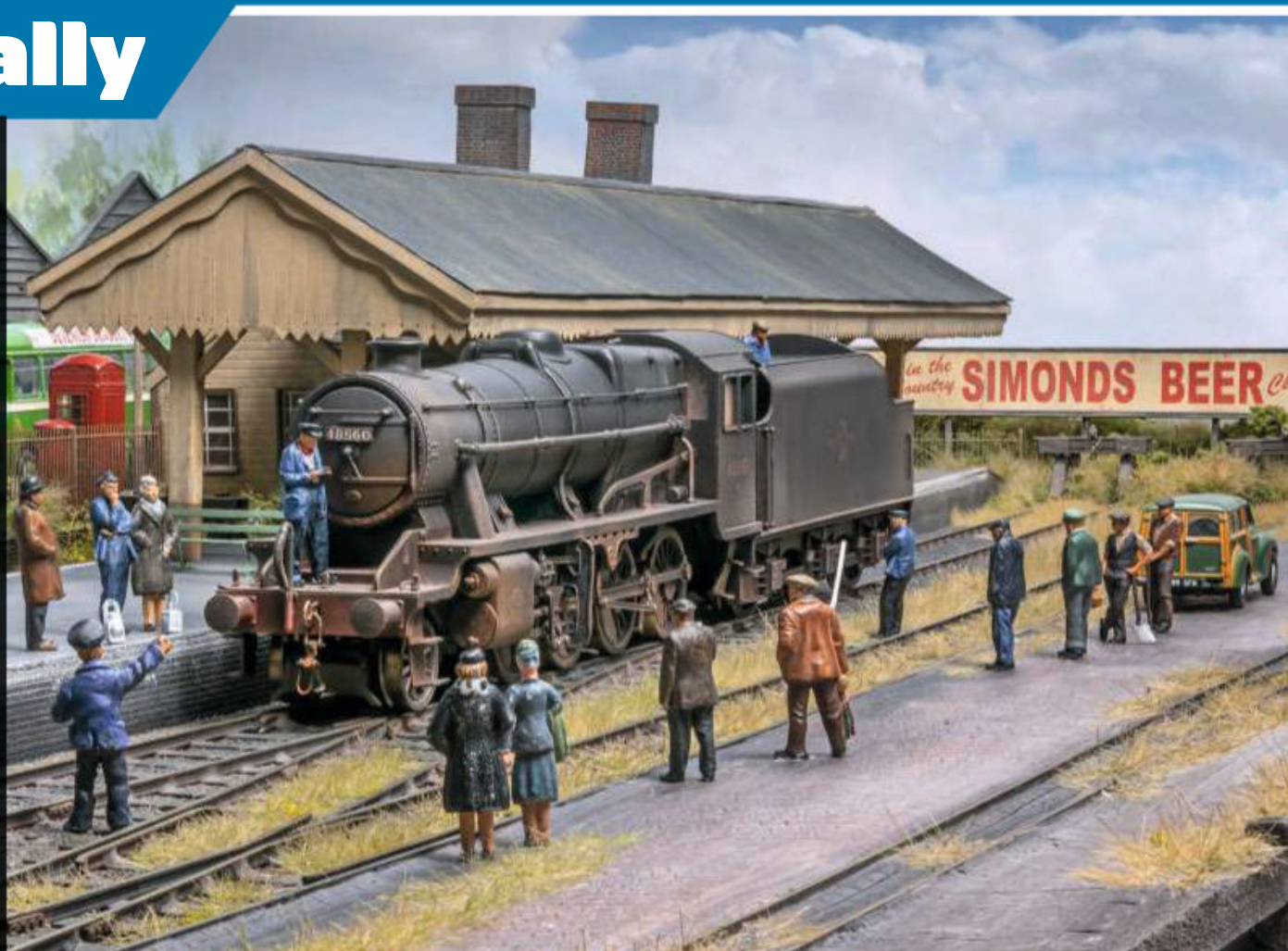
BECKENHAM, KENT. Beckenham and West Wickham Model Railway Club, Vintage Model Railway Show, St John's Church, Eden Park Avenue, Eden Park, Kent BR3 3JN. **Time:** 1000-1700. **Admission:** Adults £6, accompanied children under 15 free. **Tel:** 07545 469610. **Web:** www.bwwwmrc.co.uk

HILLINGDON, LONDON. Hillingdon Railway Modellers Test Track Open Day, Yiewsley Baptist Church Hall, 74 Colham Avenue, Yiewsley, Hillingdon, London UB7 8HF. **Time:** 1000-1500. **Admission:** £5. **Web:** www.hillingdonrailwaymodellers.co.uk. **Tel:** 020 8368 4090.

...and finally

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

The much-loved former Somerset & Dorset line closed on March 7 1966. With the writing on the wall, several railtours operated over the route in the final years, with Bath Green Park shed's Stanier 2-8-0 No. 48660 being a regular choice of locomotive. Combwich was a little-known western outpost of the former S&DJR, but it nevertheless didn't miss out on the popular enthusiast railtours. With just a couple of weeks prior to withdrawal in the summer of 1965, a grubby 48660 is captured playing to an audience of locals, railway staff and railway enthusiasts.



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

Shed diorama take 2

With no time to work on his main layout project this month, **George Dent** concentrated on finishing off a new diorama.

While taking photographs of some 'OO' gauge models recently, I became aware that my choice of diorama backdrops was rather limited. A couple of years ago, my old workshop was chock-full of backdrops, big and small, urban and rural, in a variety of scales. Alas, moving across the country, with time in rental properties in between permanent abodes, meant most of them had to go.

As usual, I try and salvage and retain as much as possible when breaking up layouts and dioramas, so I did have a few boxes with buildings and scenic accessories, waiting for a second life. Now that the dust has settled, I've decided to start amassing a new collection of photo backdrops.

The first to be created is this modest steam locomotive shed scene, which can serve as a sleepy branch line facility or possibly as part of an industrial railway network. Featuring three sidings, the centre of which is the shed road, there's also a small coaling stage and water tower to complete the scene.

Based closely on a similar diorama from the past - an old favourite in fact - I took the opportunity to make a few improvements to the original plan. Most notable is the stepped track formation, with the centre and rear lines being raised incrementally in relation to the foreground track. The height difference between the front and rear tracks is only about 12mm, but it has made a big difference to the composition, especially when the



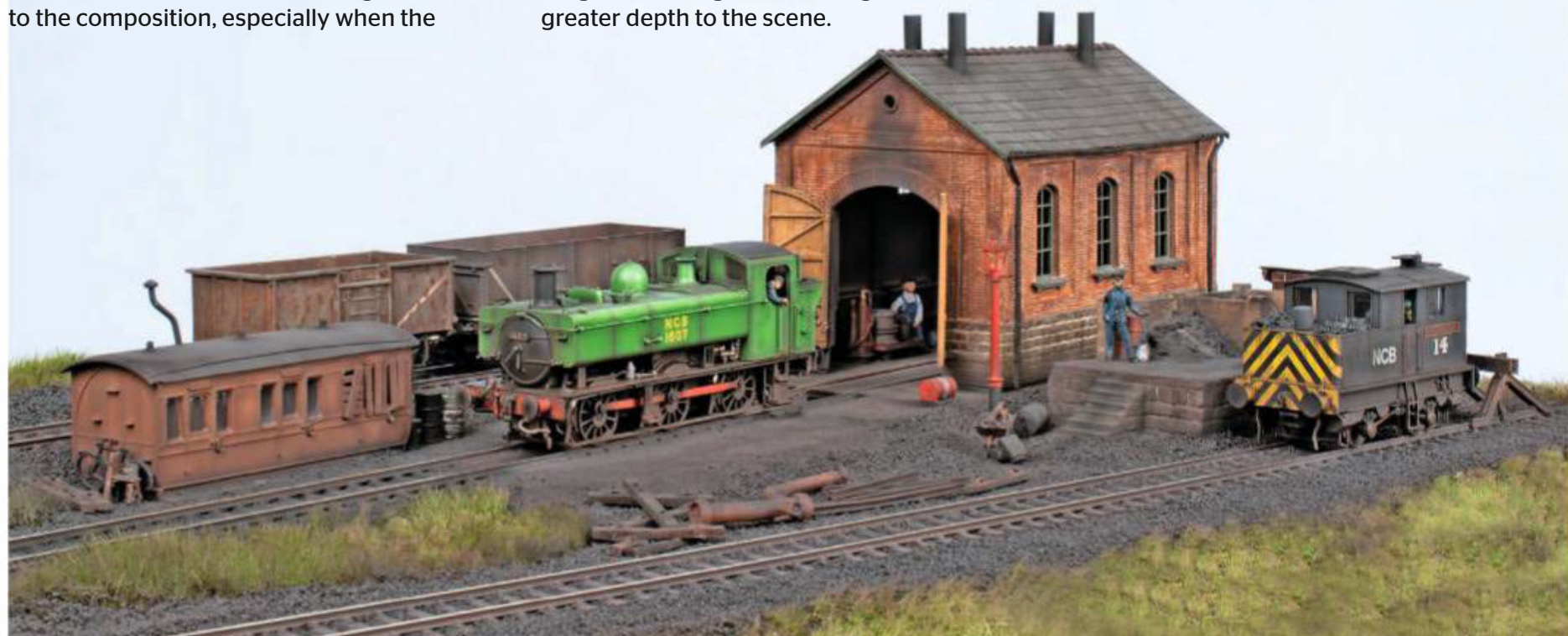
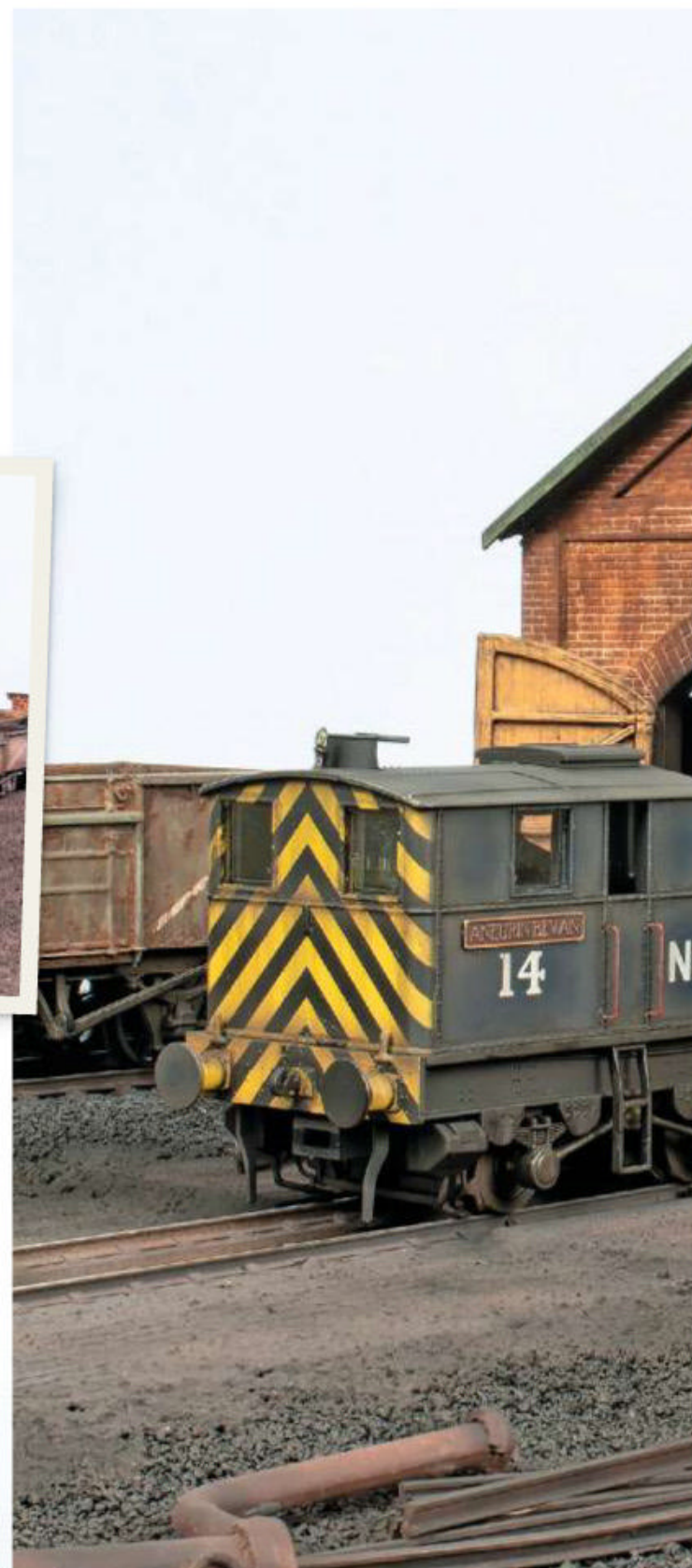
Above: George's original diorama, built about ten years ago. The water tower proved intrusive, while the tracks were bunched together too tightly for effective photography.

Right: Having learnt from previous experience, I decided to raise the tracks incrementally, from front to rear. It's barely perceptible, but it makes for a more pleasant composition.

scene is viewed side-on, from ground level.

While the shed building and coaling stage survive from my original scene, I switched to a less obtrusive water tower, which has been sited away from the shed and a grounded coach body is a new addition, providing staff accommodation.

Over the past two issues, readers have had a sneak peak of this diorama, in partially finished form. The scene is now complete and ready to serve. The lack of a fixed backdrop allows shots to be captured from any angle, and there's also the possibility of posing a range of buildings in the background to add greater depth to the scene.





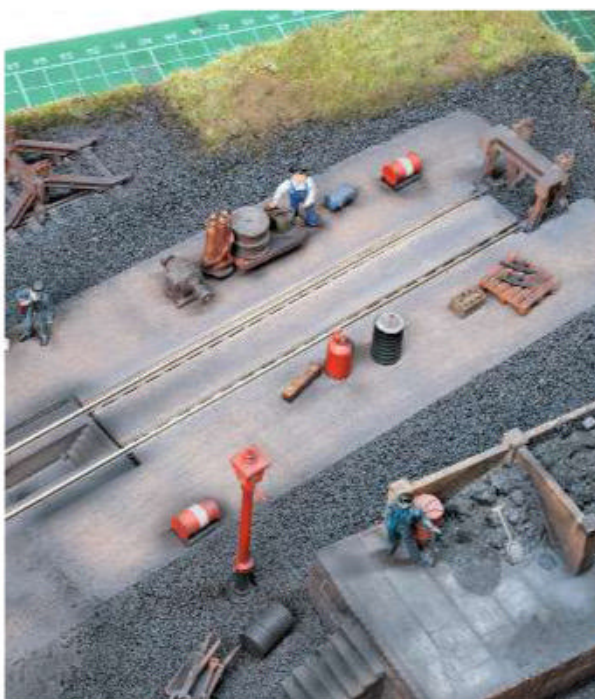
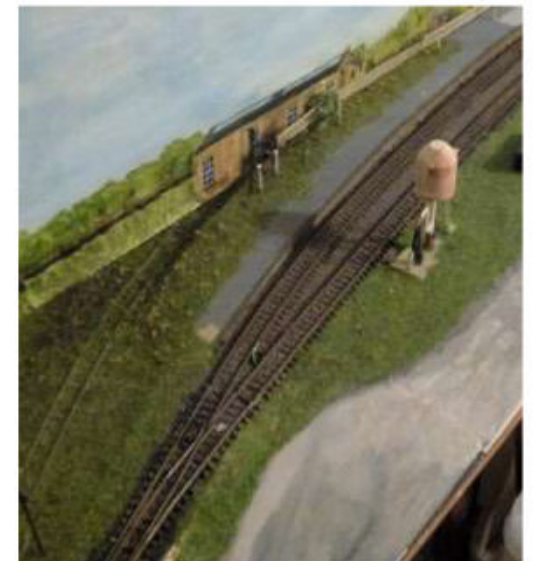
Static grass mastered at last!

I think I've probably always been scared of applying static grass. After all, our team includes the world's No. 1 'grass master' in the shape of Peter Marriott. What's more, Peter has done scenic work on a couple of my layouts, so I've tended to feel that I can't match his work.

Anyway, after a bout of what ace carriage builder Steve Banks would have called 'modeller's block', I finally decided that I couldn't look at the detail-less white plaster patch in the middle of my 'N' gauge Staines West layout any longer.

So I built the water tank, installed the grounded 'toad' body and made up the remains of the cattle dock. Then all I had to do was paint it and add glue and static grass. I used Woodland Scenics static grass applicator and adhesive, with Peco's 2mm grass fibres and, hey presto, I've mastered static grass at last! There's still some detailing to do and bushes to add.

Chris Leigh



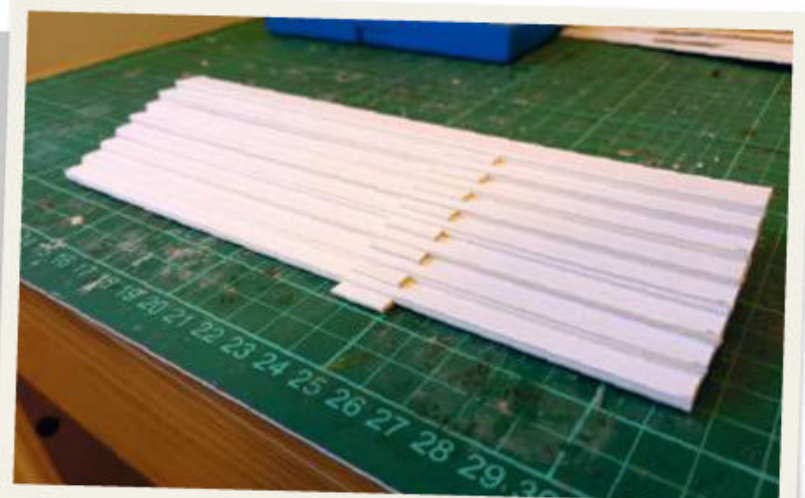
WHAT NEXT?

As well as working on 'Lisburn Lane', I also need to finish a few more dioramas for 'OO' and 'OO9'!

24/7 sport

For many modellers, winter is the ideal time to do some modelling, as dark and cold nights mean it's too unpleasant to do anything outside. For me the winter period means a much busier sport - and therefore work - schedule, severely limiting modelling time. While work on the layout in my cabin is put on pause until the end of the season, seeing the non-league ground featured in 'Ewood' (MR296) has once again given me the itch to build a stadium, or at least a stand for display. Once I mentioned this to George I was told to go for it, so expect to see the build of that coming later this year.

We continually talk about the importance of reference photographs when building our models, and one of the advantages of having a foreign owner of your local team



and his willingness to put money into the club for a stadium expansion means lots of drawings detailing exact dimensions on the local council website. So far I've made a mock-up of one block. At 4ft long, 2ft wide and 13 inches high it will be a big project but certainly manageable. I'm going to have to model it in Covid times though as I'm certainly not buying 7,000 figures!

Chris Gadsby

Show & Tell

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



Jars of fun

After reading Graham Goodchild's article in MR294 about building a layout in a jar, it really caught my imagination and inspired me to have a go at making my own. I scratchbuilt the coaling stage, the yard lamp and the fire bucket rack, while the bufferstop is from Peco. The small building is from Ratio and a few P&D Marsh accessories finish things off. The locomotive is a Graham Farish 'Jinty'.

The yard lamp is illuminated, the hut is lit, and I also managed to get the bufferstop lamp to work. I've already bought a bigger jar of beetroot and, once the contents have been eaten, I can attempt a larger diorama, which I'm currently planning.

Geoff Britton



I was interested in your article in the December issue of *Model Rail* about a diorama in a jar. I still had my first 'N' gauge locomotive from 45 years ago, sitting in its original box (eyesight at my age means I've now switched to 'OO'), and the article inspired me to have a go.

I found a large jar which would do the job, but the shape of the glass makes taking a decent photograph quite tricky owing to unwanted reflections. I opted to use balsawood and to not fit a light, and have included an 'N' gauge semaphore signal, and some figures I had stored away. I'm glad I can now put the locomotive on display instead of it never seeing the light of day.

Bob Farish

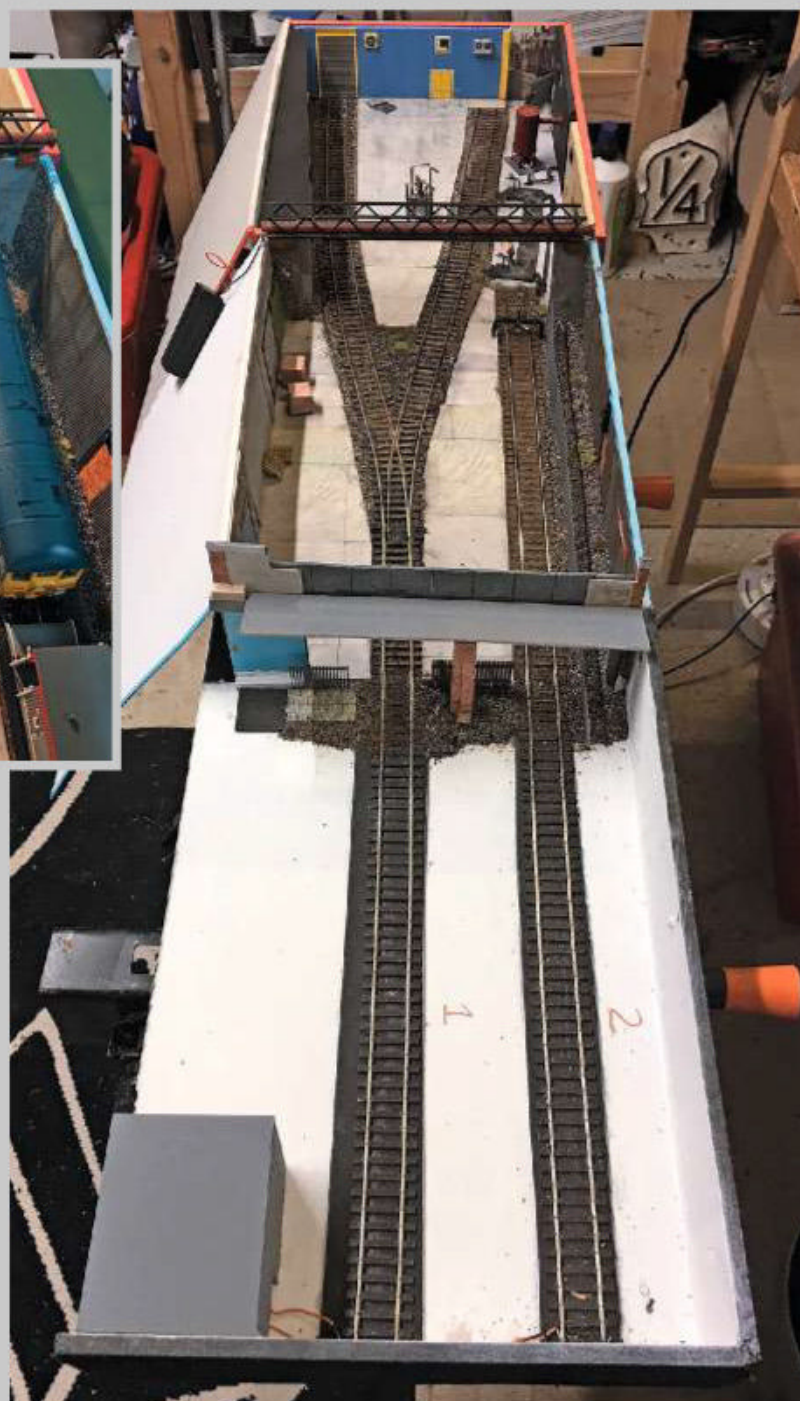
Box of tricks

This is a project that I have been working on since early in the Covid-19 pandemic. It's called 'Diversion', because it diverted me from finishing my main layout! It consists of three box files, permanently joined together and then fixed onto a piece of suitably treated MDF. The inspiration was the old Slough Estates Railway, where my grandfather used to work.

All track is Peco Code 75 and all structures are scratchbuilt. The two bridges are removable to allow the lids to close.

It has been to one exhibition so far and will be at the Mansfield show in March and a Selby exhibition in April.

Steve Grantham



Feline scale

In response to your request for sightings of strange fauna on the layout, here are two images taken a few minutes apart of Tui, our family cat, watching traffic on the Valchester and Keston Railway. The first image shows total interest in a passing express, the second could be interpreted in a number of ways: complete boredom, total disdain or she is finding something absolutely hilarious.

Incidentally, the chimneys on the adjacent building need frequent replacement, and she uses the nearest telegraph pole as a toothpick. Ah well, at least there's another enthusiast in the house.

Tony Crossley, New Zealand.

P.S. Tui is named after our favourite New Zealand bird.





SR 4DD

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

**We will be producing both running numbers as 4 car packs.
There will be 2 power cars, all will have internal lights.**



- ✓ Both running numbers
- ✓ Internal lights
- ✓ Close coupling
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Inside track with Ben Ando

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

Have you ever found yourself unable to decide between two models of the same train in two different liveries?

Both are attractive; both appropriate to your interest – but you can't afford two? And, unable to decide, do you eventually buy something else?

Welcome to the curse of too much choice!

And if choosing between two similar but different models can be hard for the consumer, selecting which to offer can be equally difficult for the manufacturer.

In the six years we have been running Revolution Trains, my co-director Mike Hale and I have discovered the perverse truth: that offering too much choice can actually reduce sales.

It sounds crazy doesn't it? So let me give you an example. A while ago we launched a scheme to crowd-fund an 'N' gauge model of the Class 321 electric units. These long-lived trains were among the Mk 3 derived units built by BREL in York during the late 1980s and early 1990s.

The four-car 321s operated on the WCML, the ECML, on the Great Eastern main line and across the north of England.

In addition, the three-car Class 320 variant operated on a variety of lowland suburban routes in Scotland.

Long service lives and lots of liveries – a sure-fire winner! Or so we thought...

The 321 was one of our earliest offerings, and in our innocence we thought that rather than choosing two or three liveries it would be a great idea to offer every possible livery and let our customers decide which made the cut with their pre-orders.

So we listed nearly every operator scheme the 321s had ever carried – from BR Network SouthEast to the short-lived but eye-catching ONE livery – and waited for the orders to roll in.

Except they didn't. Well, some did but many didn't.

BR Network SouthEast and London Midland generated plenty of interest. Enough to justify additional running numbers. Clearly the WCML and NSE enjoy a loyal and committed following.



But the other liveries? Not so much!

Despite lots of people telling us we "ought to do them in 'X' livery – I'd buy several" we found most were getting nowhere near the minimum numbers needed to be viable, and where we'd offered alternatives for the same region neither was selling!

But why?

Speaking to customers at shows and online slowly revealed the counter-intuitive answer: where customers were offered a single livery they just bought it. But offer two or more schemes they wanted and there was a tendency to become so paralysed with indecision that they ordered neither and chose something completely different.

This made perfect sense to them, but for Revolution, trying to operate a pre-order system to gauge demand, it was no help at all.

After much head-scratching we realised a cull was needed. But this created a new problem: the small number who had ordered these models felt, understandably, let down.

But guess what? Orders for those liveries remaining became healthier and most crept over the minimum number threshold.

Reducing choice made the decision simpler and the orders came in.

So, the lesson is that choice is something we might think we want, but in reality many of us like the manufacturer to make those awkward decisions and leave us with fewer options that will then tend to select themselves.

Or at least, that's how I choose to see it...

“Long service lives and lots of liveries – a sure-fire winner! Or so we thought...”



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

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

Step #2 - Put hours into perfecting the details



Choice of chimneys
✓ Optional lubricator pipework
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✓ Firebox glow
And much MUCH more!

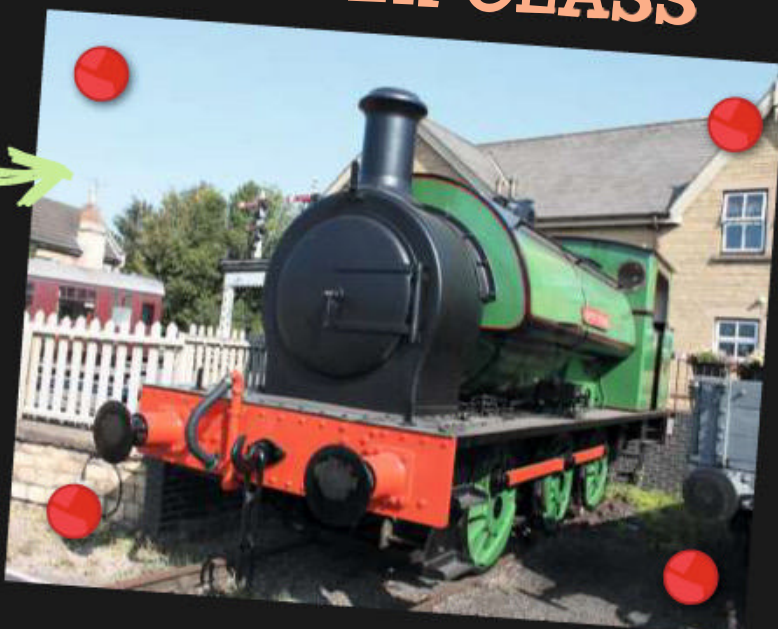


Realistic coal load



Step #5 (most important)

MASTER CLASS



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



NOTE: Hand-painted sample, subject to change.

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

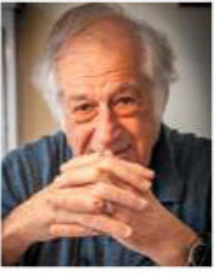
SEVEN LIVERIES (ALL WITH THEIR OWN SPECIFIC DETAILS) TO CHOOSE FROM:

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

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deadline:
March 1st
2022!

ORDER YOUR '00' gauge Hunslet TODAY!

RAPIDO TRAINS UK



According to Chris...

...two manufacturers releasing models of the same thing never works out well for anyone.

W

ell, nobody could ever say that Hornby's announcement of its 2022 railway range passed unnoticed or without a bit of controversy. For those who aren't in touch with social media and the world of the internet – and I know there are some of you – it is worth explaining how this annual event now works.

Once, it was launched to the press at a pre-Christmas hospitality event. Since the advent of model railway forums, Facebook pages and the like, it has been difficult for Hornby to notify the model railway media, of all types, without someone having an unfair advantage according to how their deadline fell.

This was overcome by an embargo, a requirement that all the details were kept under wraps until a given date. This year, the embargo date was January 10, although members of the professional media, paper and on-line, had taken part in the full presentation a month previously.

It was no surprise, therefore, that in the meantime, someone (not anyone from *Model Rail*, I hasten to add) had leaked the news of Hornby's *Titfield Thunderbolt* film-inspired train pack to Rapido Trains UK. Rapido had revealed (on April 1 2021) that they had an **exclusive** contract to produce models of the *Titfield* 'stars' including *Thunderbolt* (Liverpool & Manchester Railway 0-4-2 *Lion*) the W&U carriage, old Dan's carriage and Pearce & Crump's bus, as they appear in the movie.

So, in the run-up to Hornby's 10.30am, January 10, public revelation of its 2022 range, Rapido announced that it would make a statement about *Titfield* at 7.30am on January 10. Not to be outdone, Hornby pulled its range announcement forward to 7am. I hesitate to suggest that things were descending into farce because farce doesn't leave one with a nasty taste.

I did not take part in the December Hornby press conference, which took place online. I had no preview, either, of the Rapido statement, although I could guess roughly what it was going to say. Early versions of Rapido's YouTube announcement did include the words 'Titfield statement' but this was quickly removed. Presumably Rapido recognised that the mass of online postings surmising that they were going to duplicate something important to Hornby, such as an HST, was more fun than just watching people muse, or not, about *Titfield*.

Now that the dust is settling, what's the score? Well, in essence, it's just another pointless duplication of the same prototype in two ranges. It has happened several times before. With steam locomotives though, curiously, it has tended to be with lesser classes. I understand duplicated 'A4s' and it is surprising that there is not more duplication of the '8P' classes.

In fact most duplications have been of lesser subjects. The problem is that, where '8P' 4-6-2s might sell in sufficient quantities to give two manufacturers a return on investment, it's unlikely that less popular classes will. It is hard to imagine either party made much from the duplicated BR Standard '4MT' 4-6-0s. Hardly a 'must have' locomotive for most modellers.



In the glorious sunshine of June 26 1952, *Lion* heads its train along the Limpley Stoke-Camerton branch with a camera platform attached to the footplate. The level, raised end of the 'Loriot Y' also provides a camera platform, showing why it was chosen in preference to a 'Lowmac'. P.M. ALEXANDER

When we come to diesel locomotives, duplication in 'OO' ranges is almost endemic, especially now that new manufacturers have entered the market to deliberately duplicate popular types on a 'mine's going to be better than yours' promise. At present we have to wait and see.

So, returning to *Titfield*, what exactly is the problem? After all, it's a duplication according to one commentator of 'something in an old movie in which nobody under 85 is interested.' That's nonsense, of course, and more an opportunity to inject some offensive ageism into the comments than anything constructive.

The staff of *Steam Railway* and *Model Rail* don't fit that age demographic, and yet there were occasions when (in the days when we sat together in an office) four or five of us would launch into *Titfield Thunderbolt*, each playing a part and recounting the script, word for word!

I have long found it fascinating that the writer T.E.B. Clarke recognised stereotypes like the railway enthusiast vicar at a time when the likes of the Revs Boston and Awdry had yet to really make their mark. Ten years later, in the Beeching era, I wonder how many lines might have been saved from closure if the man from the local council had made a bit more effort?

So long as I get my model of *Thunderbolt* in 'OO' (I already have one in Gauge 1) do I really care who produces it? Well, yes.

"When I do something, I like to do a proper job," says Seth after spending all night building the bar in the carriage. I'm sure that both models will be a proper job, but under the rules of intellectual property and exclusive contracts, only the Rapido model can actually carry the *Thunderbolt* name.

I had my pre-order in with Rapido long before I heard any suggestion that there might be an alternative, and I won't be changing my mind. This will not be the first time I've made my thoughts known about duplication and how it nearly always means that neither organisation 'wins', at least in terms of making a return on their investment. However, in the past it's usually been a case of accidental duplication. Not this time.

● **NOTE:** As we closed for press, Hornby had removed the 'Trains on Film' range from its website, although no official announcement had yet been made.

Modelling diary: Chris Leigh

I've bought another Tim Horn baseboard kit for a *Model Rail* project, but what I'm planning is under wraps for now!

“Sam, we've come to talk about the railway”

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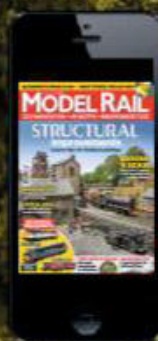
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**What
makes this
layout great?**

“ Even though the track plan is simple, Keith has executed it and the surrounding scenery to great effect. Rather than look like an afterthought, the scenery has been carefully suited to the layout, and the two go hand in hand with perfect balance. ”

A revelation in **elevation**

The lockdown gave **Keith Pell** the time to build a tribute to the Great Central Railway, and where it ran through Leicester city.

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

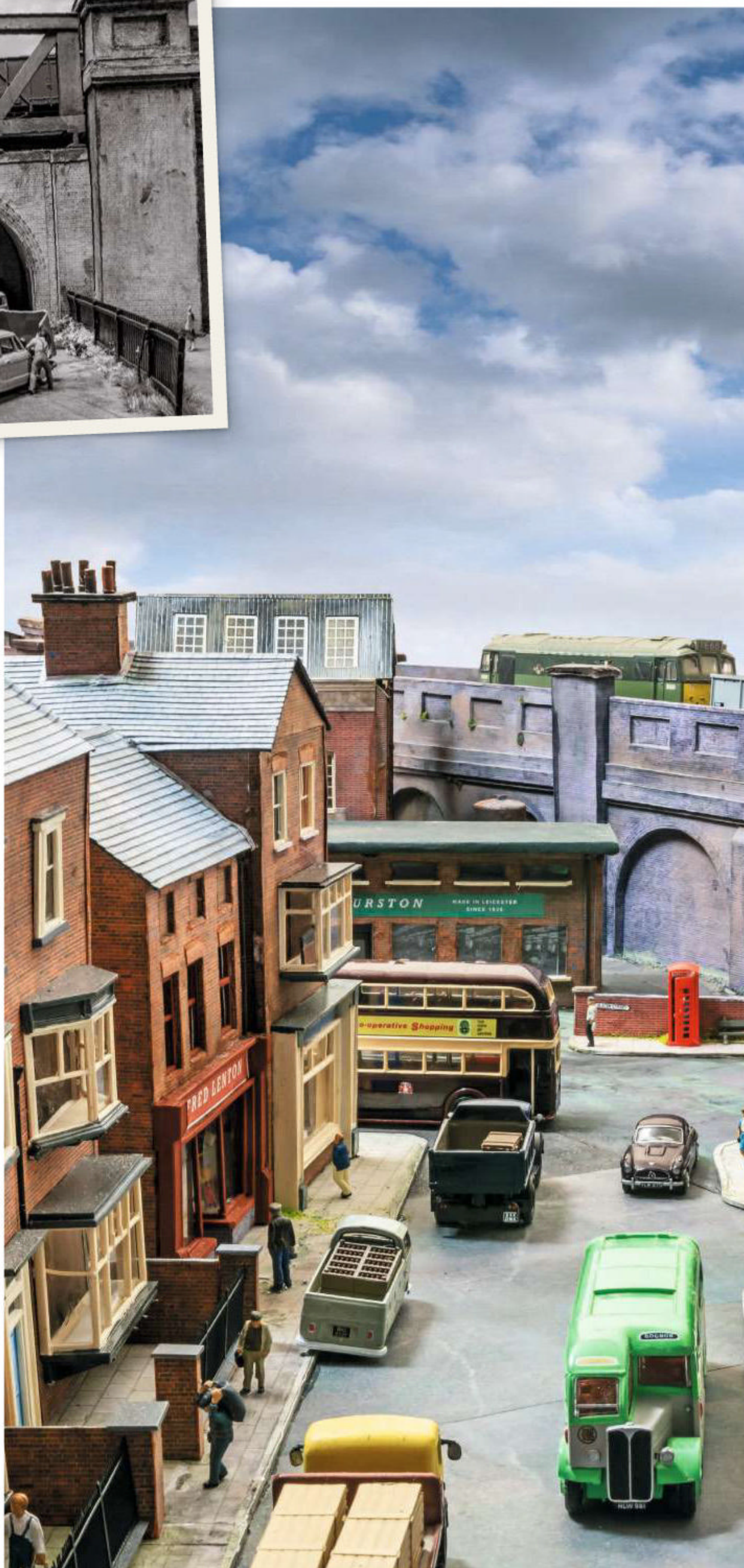




W

we are sure many of us would love the idea of having a life-sized railway at the bottom of the garden, and sitting outside and watching trains go past. But having had Cardiff Central station underneath my 13th-floor window for a year at university, I can tell you that a train a minute with the occasional horrendous flange squeal gets old fast, not to mention the 2.30am rail-grinding (thank you very much, Network Rail). It would be far nicer to be in Keith Pell's situation, with the Great Central Railway (GCR) passing at the bottom of the garden. With a wide variety of locomotives and stock, as well as lots of visiting motive power, there's plenty of inspiration for a GCR layout, which is exactly what Keith has created.

"Just recently *Tornado* visited the railway, which was great to watch, but we've also had 'Deltics' and all sorts in recent times so there's plenty to get the creative juices flowing. One of the great things about the GCR is that the route of the line is still visible in many places in Leicester as it passed across the city on blue brick arches, many of which are still standing. I first saw them in a book called *Main Line Lament* which is no longer in print but then, as Leicester is only a couple of miles down the road from me, it was easy to research them and take photographs so that I could make accurate replicas – 72 of them, in fact." ➤

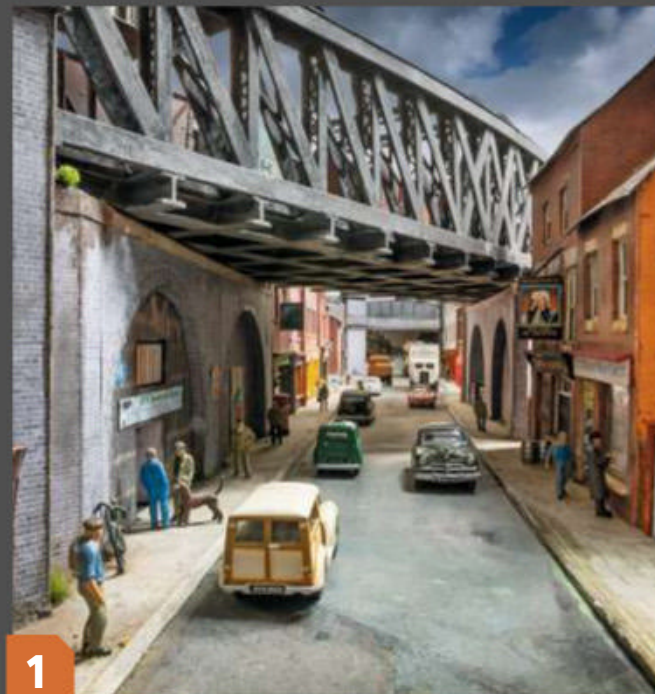


“One of the great things about the GCR is that the route of the line is still visible in many places in Leicester as it passes across the city on blue brick arches”

Keith's layout is loosely based on Northgate Street, which heads north out of Leicester city centre and over the canal.

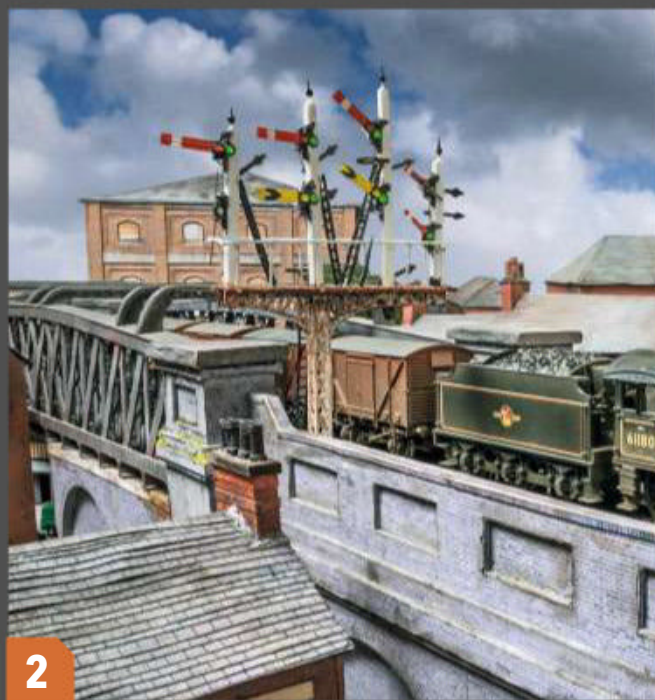
4

3 things we like



1

The main bridge over Northgate Street is constructed entirely of plastic, using various extrusions.



2

The elaborate signal gantry.



3

No waterway scene is complete without a canal-side pub!

“It took about five years to build but three of those were spent on planning, as space was incredibly tight and I had to get a bit inventive with the shape”



5 There are animals aplenty in the city. There are sparrows on some roofs, eight dogs dotted around and one cat perched on a wall. Younger viewers love rising to the challenge of finding these.



Keith elected to model the GCR above the city exactly like the prototype, but the prospect of spending an hour to make a single arch was discouraging at times. However, he bit the bullet and, with the unexpected luxury of time thanks to the lockdown, he used Scalescenes blue brick arches and adapted them to suit the GCR.

"As we were all stuck in our houses with nothing else to do I was able to make some good progress after suspending work on the layout owing to a heart attack. It took about five years to build but three of those were spent on planning, as space was incredibly tight and I had to get a bit inventive with the shape."

We've seen layouts of all shapes and sizes in the pages of *Model Rail* but only a few have been 'bone-shaped'. After much deliberation, Keith realised this was the only way of getting the layout he wanted. ➤



The GCR ran on blue brick arches and over canals and roads throughout the city, which Keith wanted to replicate. It is also quite a departure from layouts he has previously built which had always been a fairly standard station and countryside with ready-made or kit-built buildings.



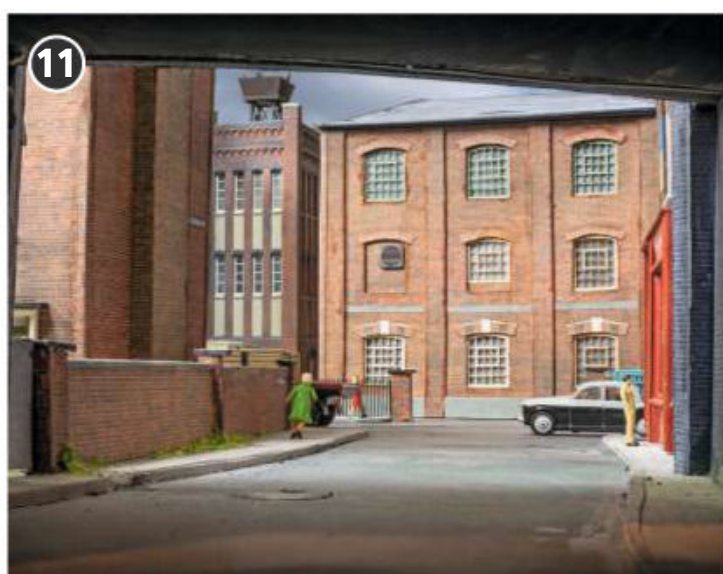
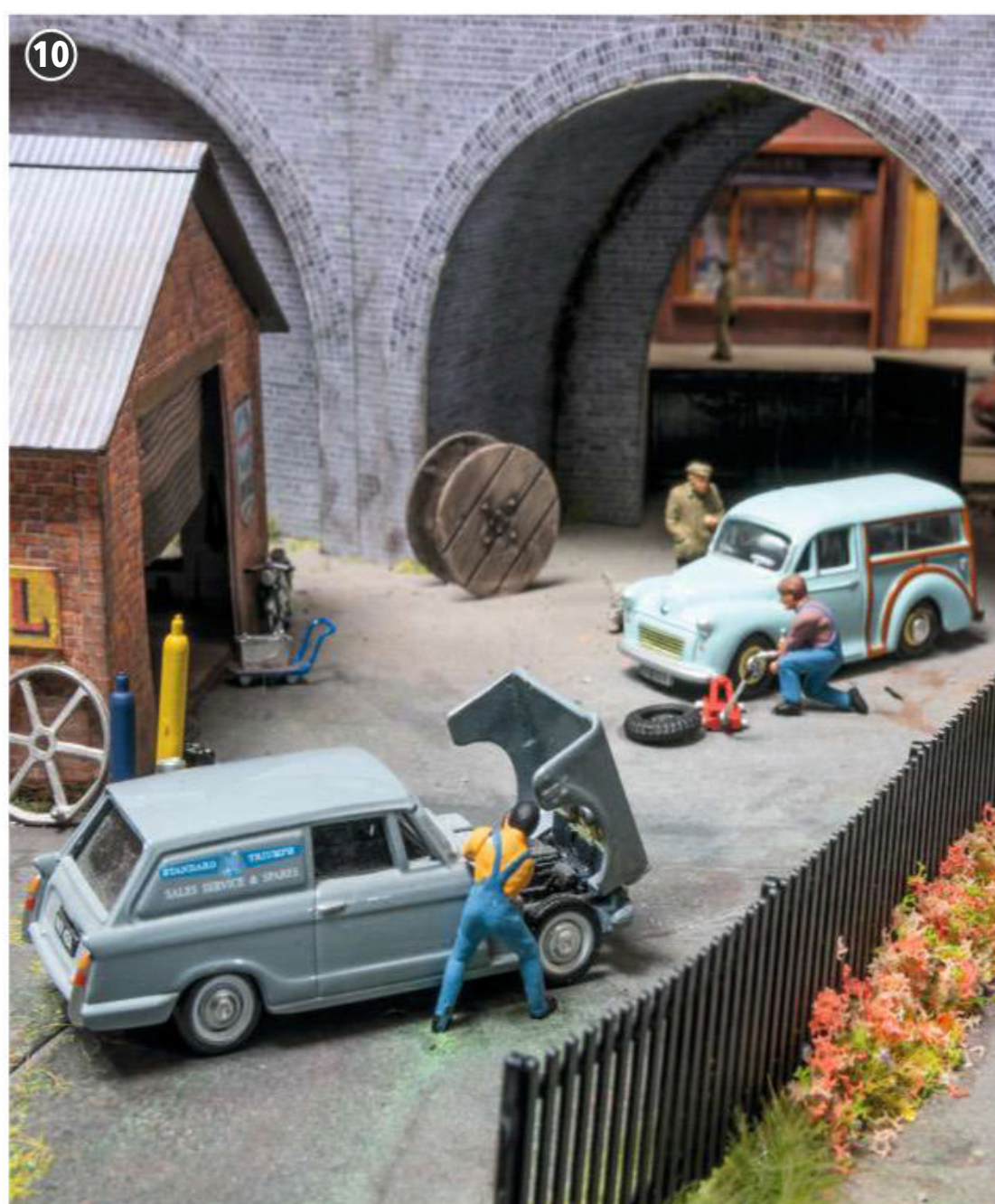
9 Having a layout positioned higher than 'usual' also makes a more interesting perspective for the viewers, as they have to search out aspects and views through arches and under bridges.



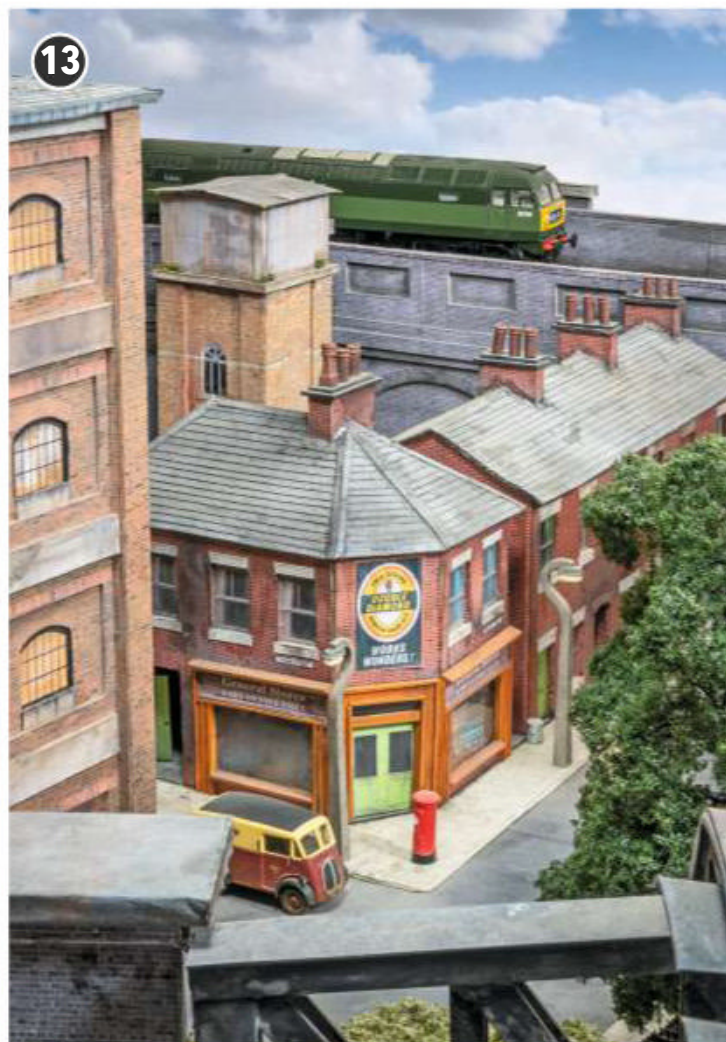
"The one thing I knew I wanted was dual track running, but that left me with a dilemma as I needed almost four feet to make the turn. This would have taken up too much space in the garage if I'd have left it as a U-turn so I had to continue the bend and make it narrower in the middle so that I could reach across for access and still have room in the rest of the garage. At its widest point, 'GCR Northgates Leicester' is 43 inches wide and 29 inches at its narrowest. I've also raised it to about 50 inches above floor height, as the space underneath is needed to store the usual garage items of 'stuff that will come in useful one day'."

KEEP ON BUILDING

Plenty of that stuff did come in useful when building 'GCR Northgates Leicester', as plenty of spare bits from kits accumulated over the years went into the scratchbuilt buildings of the East Midlands' most populous city. ➤



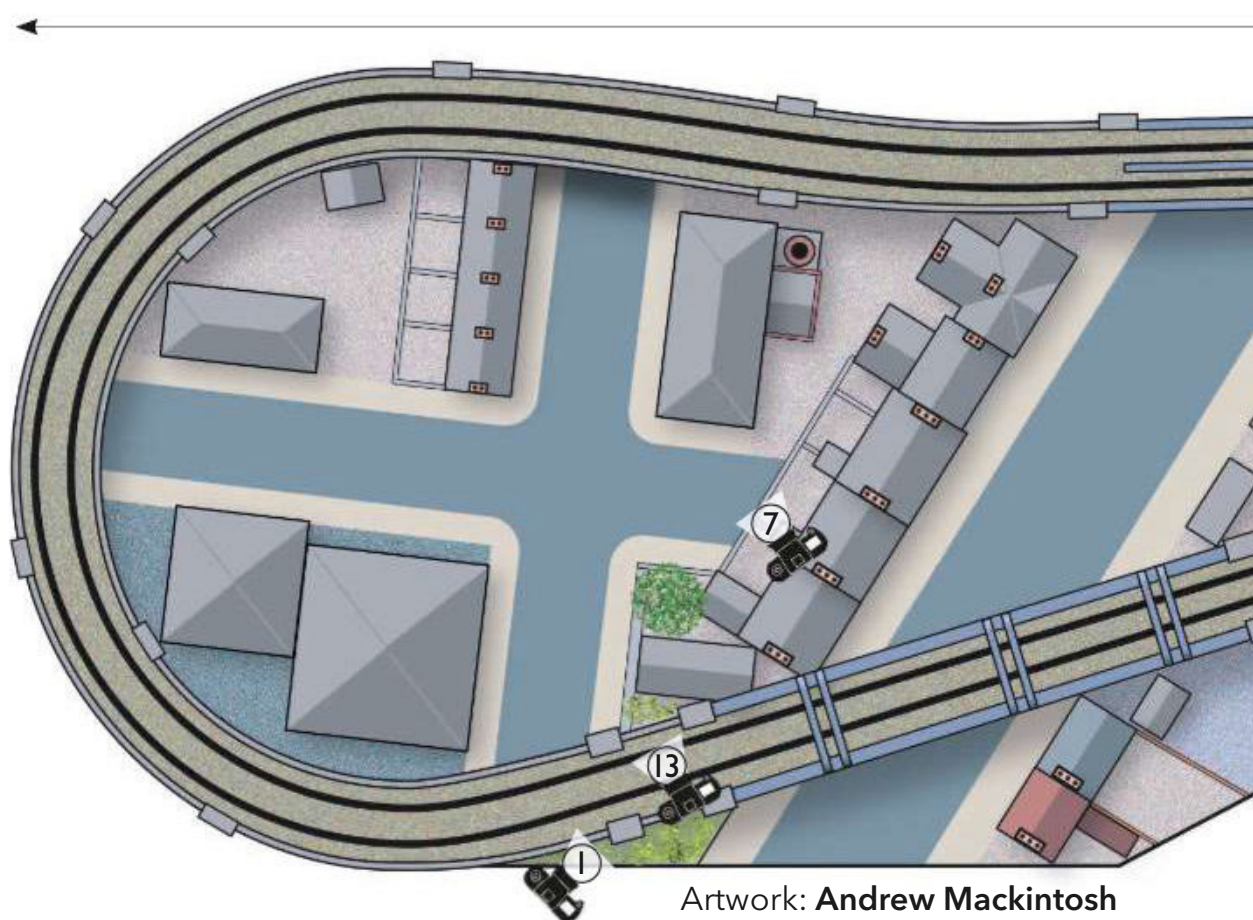
'OO' GAUGE LAYOUT **GCR NORTHGATES LEICESTER**



"I wanted to capture the feeling of being in the city and looking up at the railway, and wanted to build something unique that the people who remember the area would recall from looking at the model. Naturally, that means a lot of the buildings have had to be scratchbuilt. Choosing to scratchbuild a real location requires a lot of research, which takes time, and sometimes reference material is not easily available. My local records office was very helpful when it came to finding sources. Scratchbuilding certainly gets you looking at buildings more carefully than people usually do. I drew out the structures from photos of the buildings that I wanted to build, printed out the plans and stuck them onto Scalescenes or Metcalfe paper. The windows and doors are a combination of kitbashing, some pre-bought and printed on film. The shop signs and other graphics are also from kits or produced using basic software and by referencing actual locations."

Although Keith hasn't stuck hard and fast to Northgate Street in Leicester, he's done his best to model the buildings and the canal as they were at the time.

"There are a few buildings that still exist in ➤



Artwork: **Andrew Mackintosh**



MODELLER CV: KEITH PELL



I am currently working on various dioramas featuring scenes in Leicester as I've really caught the scratchbuilding bug. When not modelmaking, I play in two jazz bands and enjoy touring in our tiny Eriba caravan with my ever-encouraging wife Liz.

FACTFILE: 'GCR NORTHGATES LEICESTER'

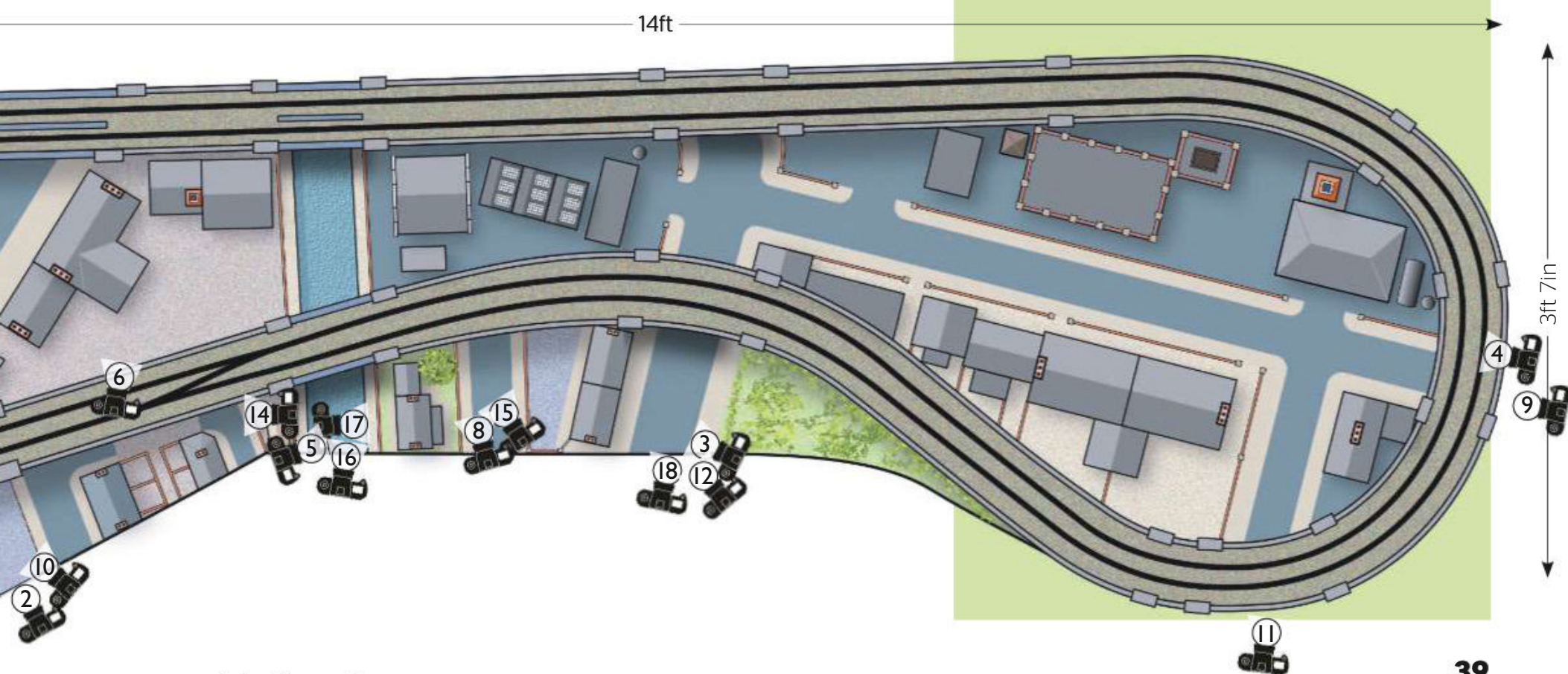
Gauge and scale: 4mm:1ft, 16.5mm gauge, 'OO'

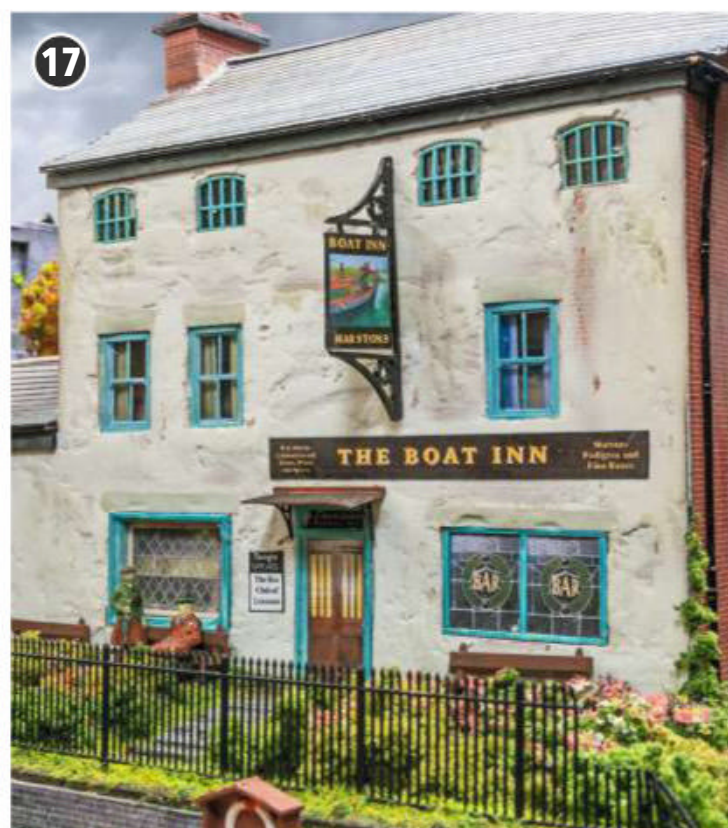
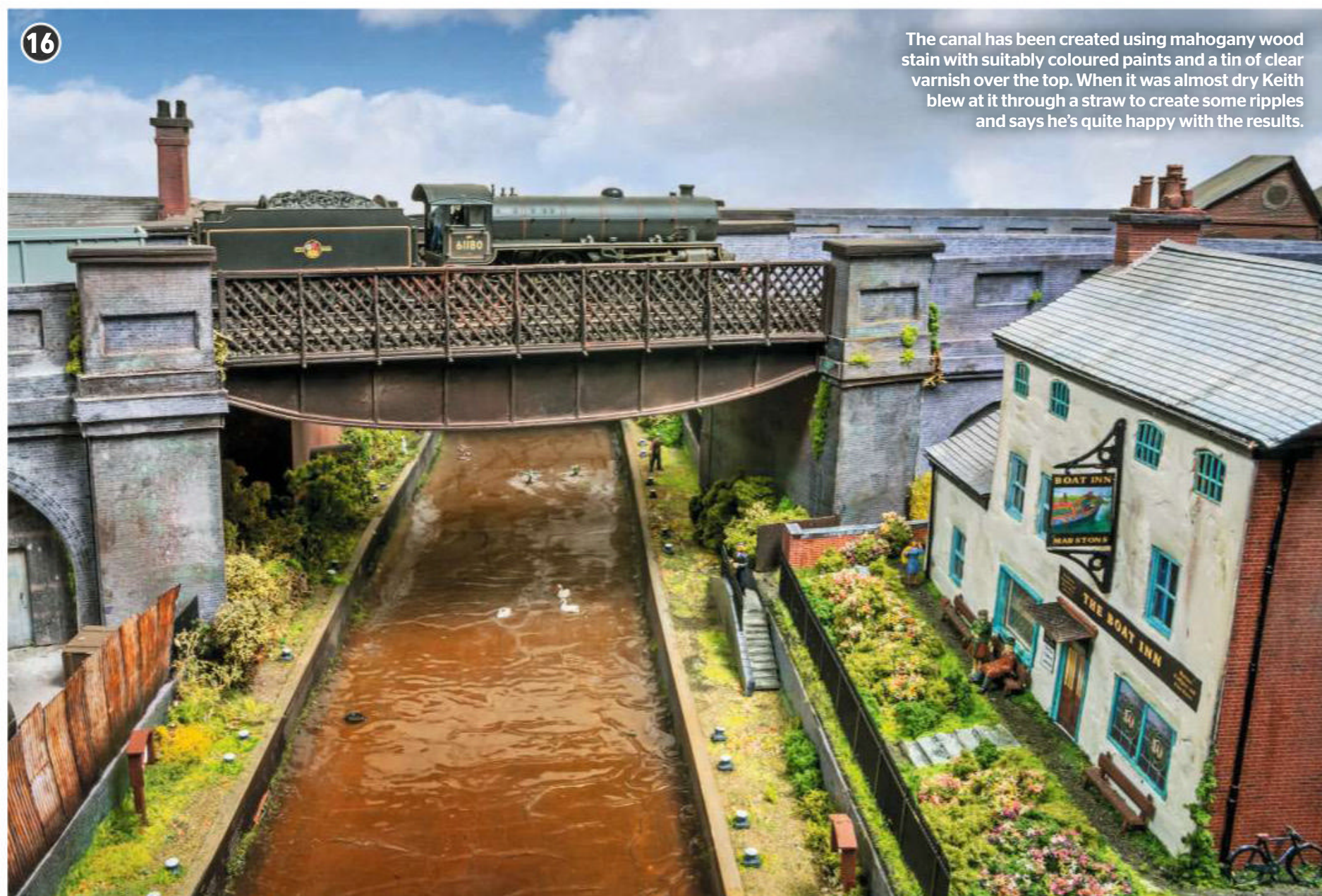
Size: 14ft by 3ft 7in

Track: Peco Code 100

Time to build: Five years

Power and control: Digitrax DCS51





Leicester (Leicester Grill and Alfred Lentons) which weren't in the area of the GCR, but I chose to model them as they still look in keeping with the period. People with local knowledge like seeing a building that still exists, albeit in the 'wrong location'. I also 'borrowed' a still of a Beatles scene from *A Hard Day's Night* and stuck it in the backscene of one of the bridges at the back of the layout. The building of a layout is much more engaging to me than the operation, which is why I've gone for a simple dual loop. I have no idea how the real railway operates so there's no fiddleyard or

storage sidings, I can just sit back and watch trains go round for hours at a time."

It's said that you never go and visit the attractions near to where you live, and in many respects that's true. Londoners don't tend to visit the attractions in the capital, and even devoted history lovers tend not to spend a great deal of time at the castle five minutes down the road. Yet looking a bit closer to home may provide the inspiration for your next project, just as it did for Keith. If nothing else it makes things a lot more convenient and cheaper when doing some on-location research! **MR**

METCALFE

Card Construction Kits

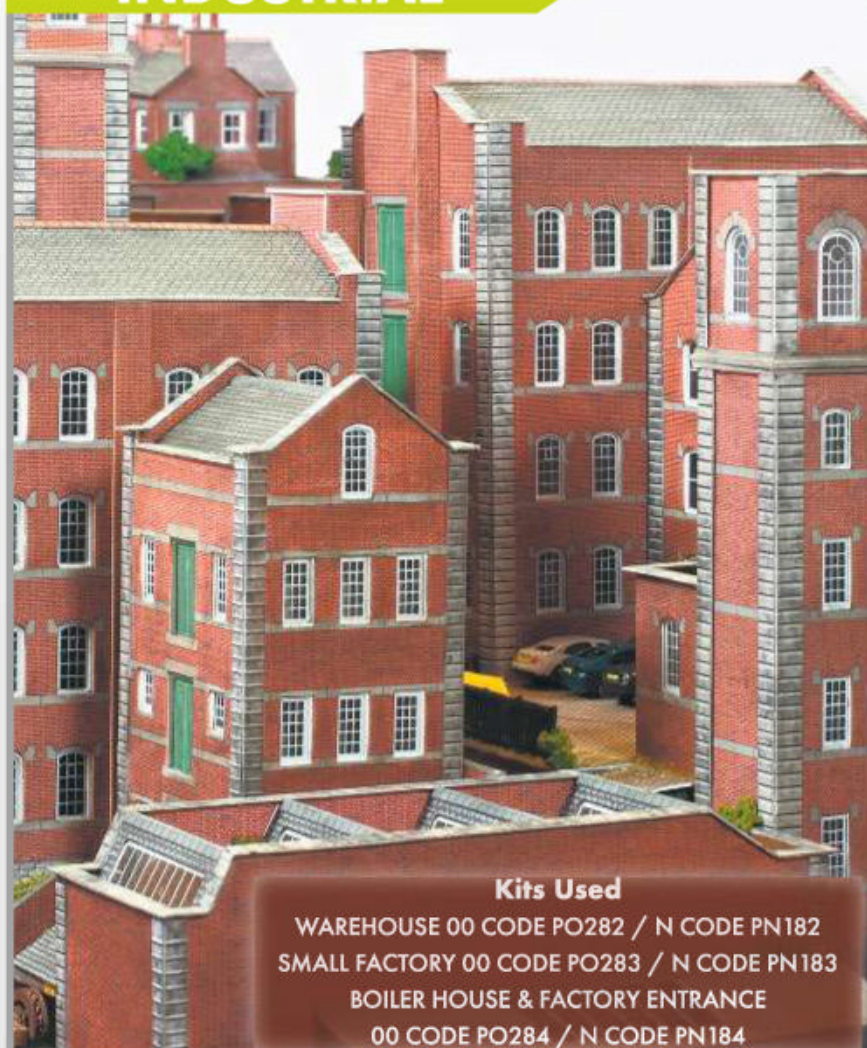


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See how good they look when you fix rows of houses and shops together.

SETTLE CARLISLE

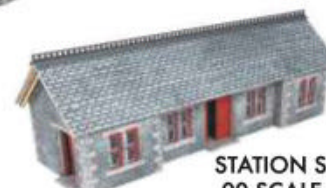
The iconic railway has long been a favourite with many modellers, so we have created a small range of detailed buildings depicting some of its best features.



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STATION MASTERS HOUSE
00 SCALE PO335
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N SCALE PN934



STATION BUILDING
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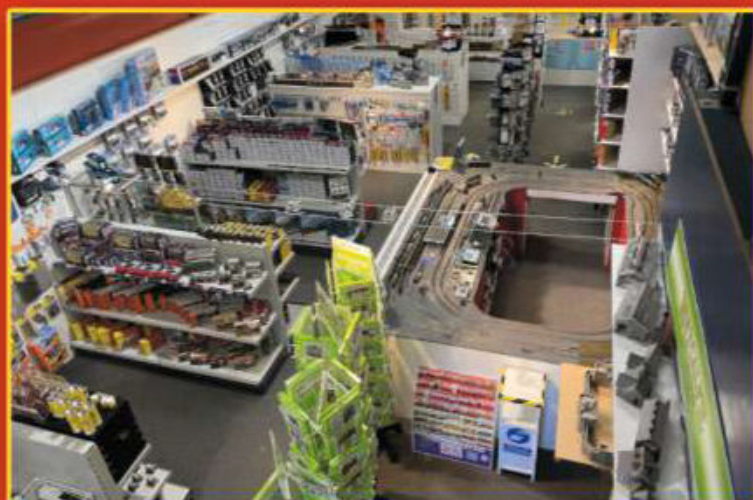
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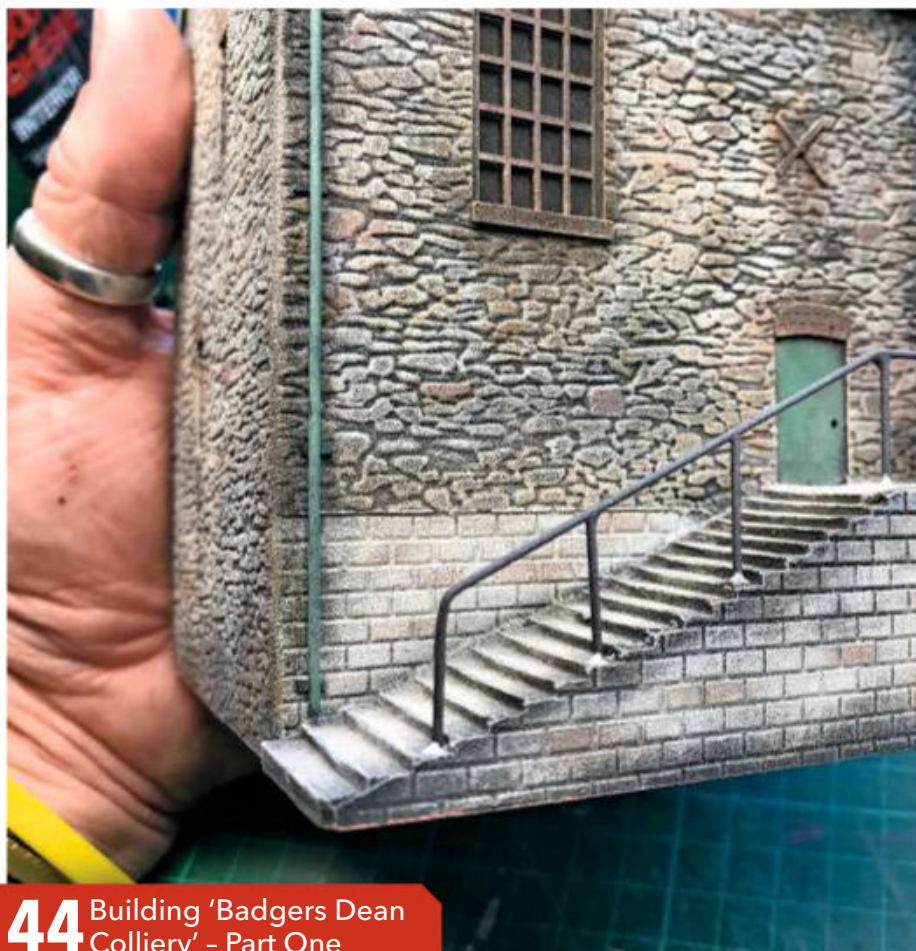


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56 Build a concrete rail overbridge



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Chris Nevard
Our ace snapper is also a hugely talented modeller.



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

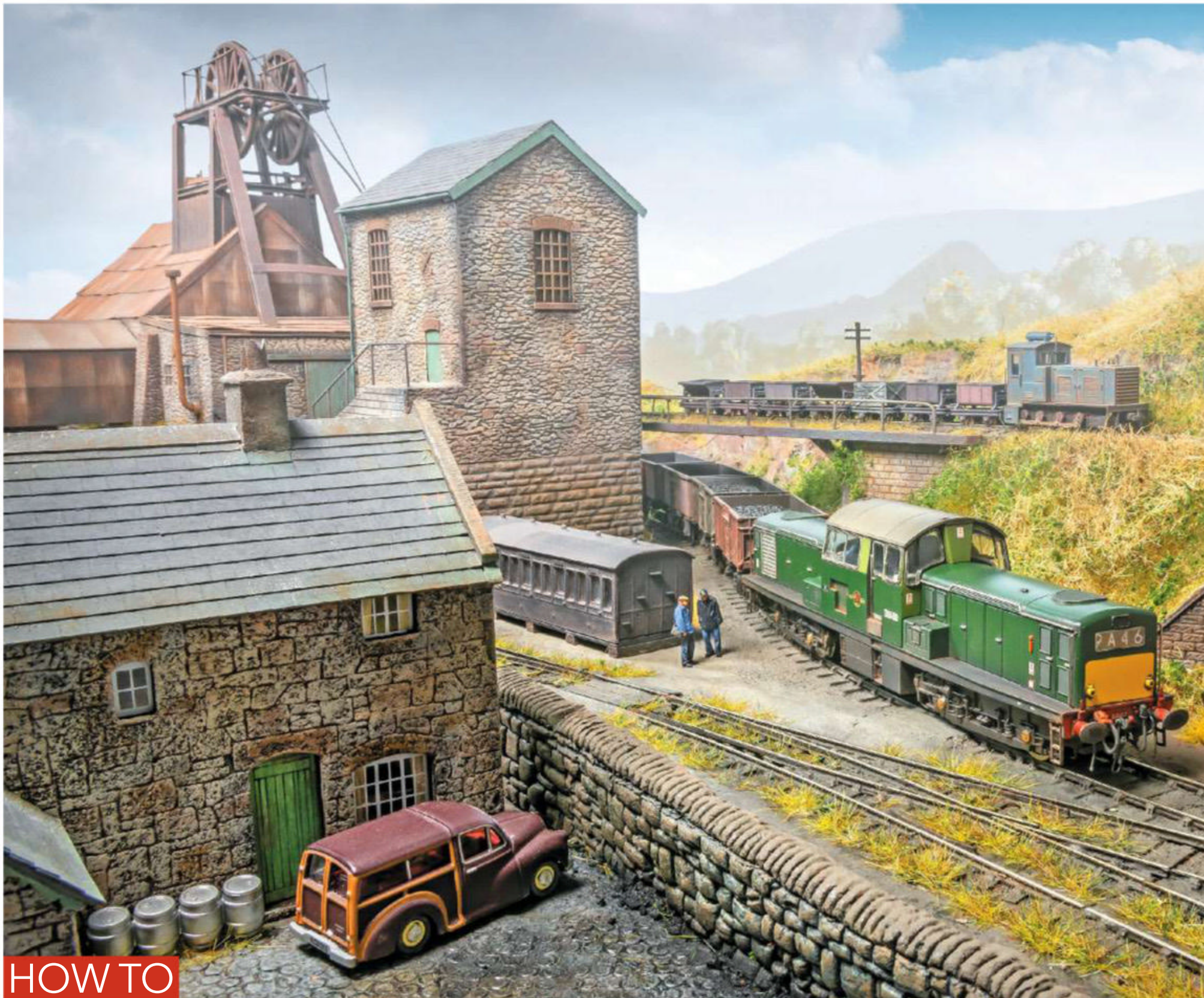
Project difficulty ratings



Easy: one screwdriver



Very hard: five screwdrivers.



HOW TO

BUILD BADGERS DEAN COLLIERY

PART ONE

Chris Nevard has been busy creating a tasty slice of the South Wales Valleys on his latest layout commission. In the first of a series of features, Chris explains how he created the key colliery buildings.

One of the fun things about model railways is that they're never finished. There's always something more to do, whether it's a simple refresh of an individual scene or the installation of superior buildings or, perhaps, an electrical upgrade. Sometimes, however, it could be a whole new layout extension.

Regular readers may recall a Workbench feature about the construction of a small harbour which appeared in MR277 (Summer 2020). The layout at the heart of that feature was 'Neath Riverside', a layout I built with a distinct South Wales theme. The customer for whom I'd built the layout had subsequently managed to expand his railway room, and this meant that 'Neath Riverside' could be

extended into an 'L' shape, as opposed to a linear end-to-end arrangement. Various ideas were considered but, being South Wales, it didn't take long to realise that the extension would have to be based around a colliery!

We'll look at the baseboards, track and scenery in a later instalment but, first, I wanted to create some appropriate buildings for the colliery...



DERELICT CORNISH ENGINE

⌚ 8 hours | 🖌️🖌️🖌️

These distinctive beam engine houses originated in Cornwall, but they could also be found all over the world. The design dates back at least 200 years and they would be used primarily for pumping water out of mines. In later years they'd be replaced with more modern pumps. The engine inside and beam would then be removed, and the open apertures occasionally bricked up, with the building possibly being put to other uses.

My design here is a freelance arrangement, with inspiration taken from images of various buildings found online.



STEP BY STEP



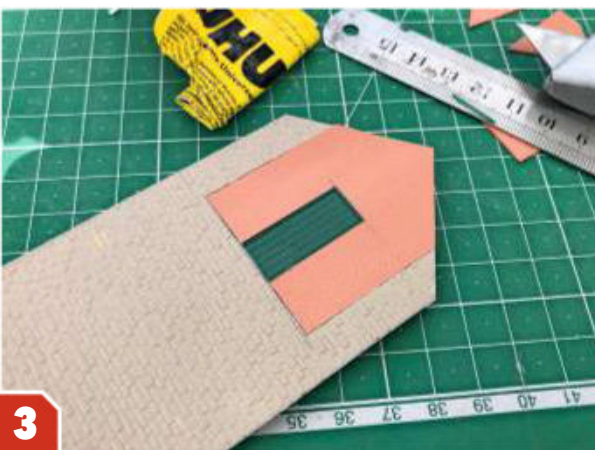
1

The inner shell was formed from sheets of 5mm foamboard, with the main apertures cut out with a knife. The foamboard is easy to cut, but a fresh blade produces far cleaner edges, especially when working on a cutting mat.



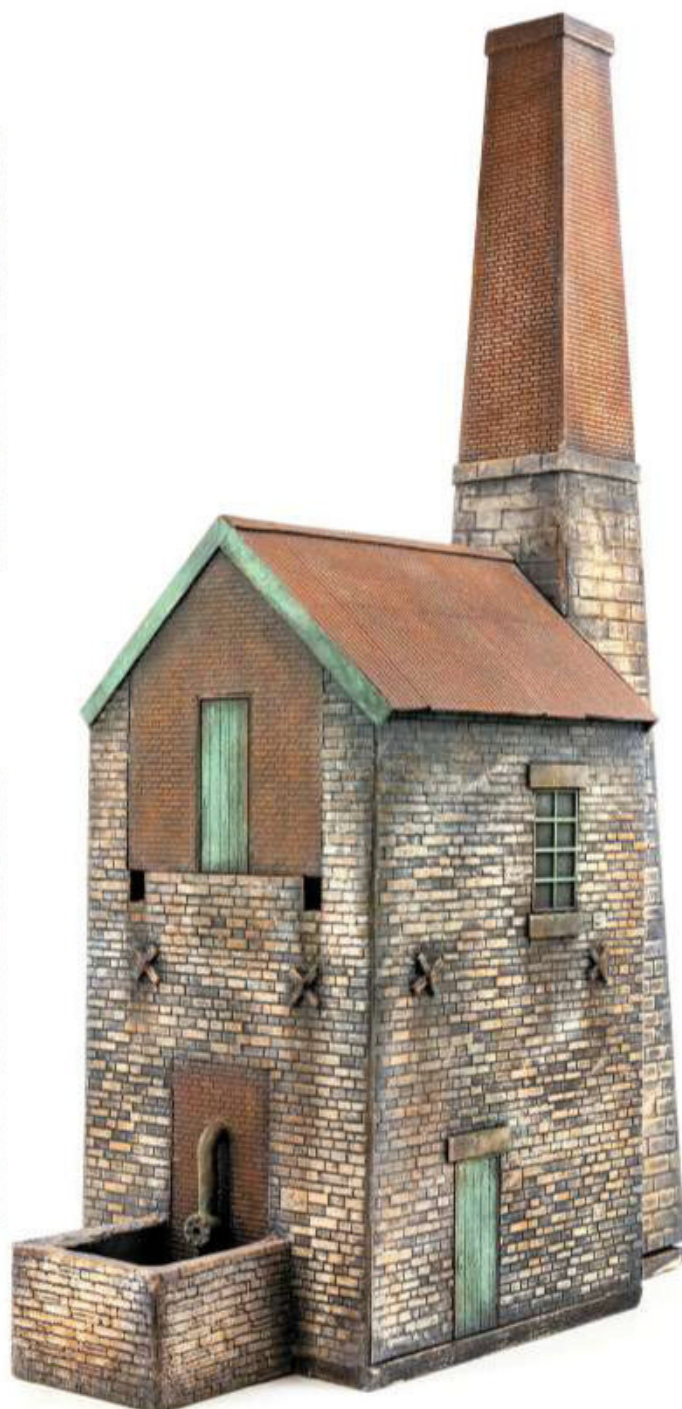
2

The foamboard inner walls were used as templates to cut the textured outer layers, for which dressed stone-patterned embossed plastic sheet (Slaters) was employed. Again, a sharp knife is essential for neat cuts.



3

The outer veneers of embossed plastic card were applied with UHU contact adhesive. As well as stone textures, panels of brick-effect plastic card were also applied here and there to suggest recent structural modifications.



4

The plastic card overlays were cut over-size to allow for trimming back later. The four sides were then assembled (using UHU) and held in place with masking tape until set. Foamboard brackets added strength to the internal corners.

What Chris used

SHOPPING LIST

- ◆ Foamboard
- ◆ DAS clay
- ◆ Plastic card - various embossed
- ◆ Adhesives: PVA, UHU, Cyanoacrylate
- ◆ Halfords primers and matt black
- ◆ Various matt emulsion and matt enamel paints

TOOLS

- ◆ Knife
- ◆ Tweezers
- ◆ Straightedge
- ◆ Paintbrushes
- ◆ Pin vice and nail
- ◆ Cutting mat
- ◆ Setsquare
- ◆ Masking tape

5 Once the main structure was complete, the outer corners could be tidied up with a file and abrasives before the roof was fabricated from corrugated plastic card. This was scored lightly to mimic panels and uneven edges.



6 The chimney was formed in the same way as the buildings, using a foamboard core and plastic card veneers. Chimneys could be round or square in cross section and the combination of stone and brick sections was typical.



7 Any gaps between the parts were filled with putty, which was sanded when fully cured. After adding details such as lintels, sills, doors, windows and barge boards, plus reinforcing brackets, the structure was ready for painting.



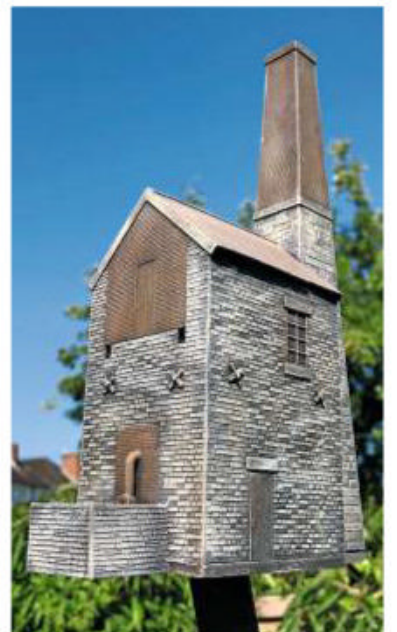
8 To provide a suitable base, I started with a misting of Halfords matt black aerosol-based paint. I worked outdoors on a still, clear day, although it's still important to wear a facemask to protect yourself from the fumes.



9 When the paint had cured, I dry-brushed the walls light grey. A stiff brush is best, dipped into the paint before wiping most of it off onto tissue. What little paint remains on the bristles is then deposited onto the textured surfaces.



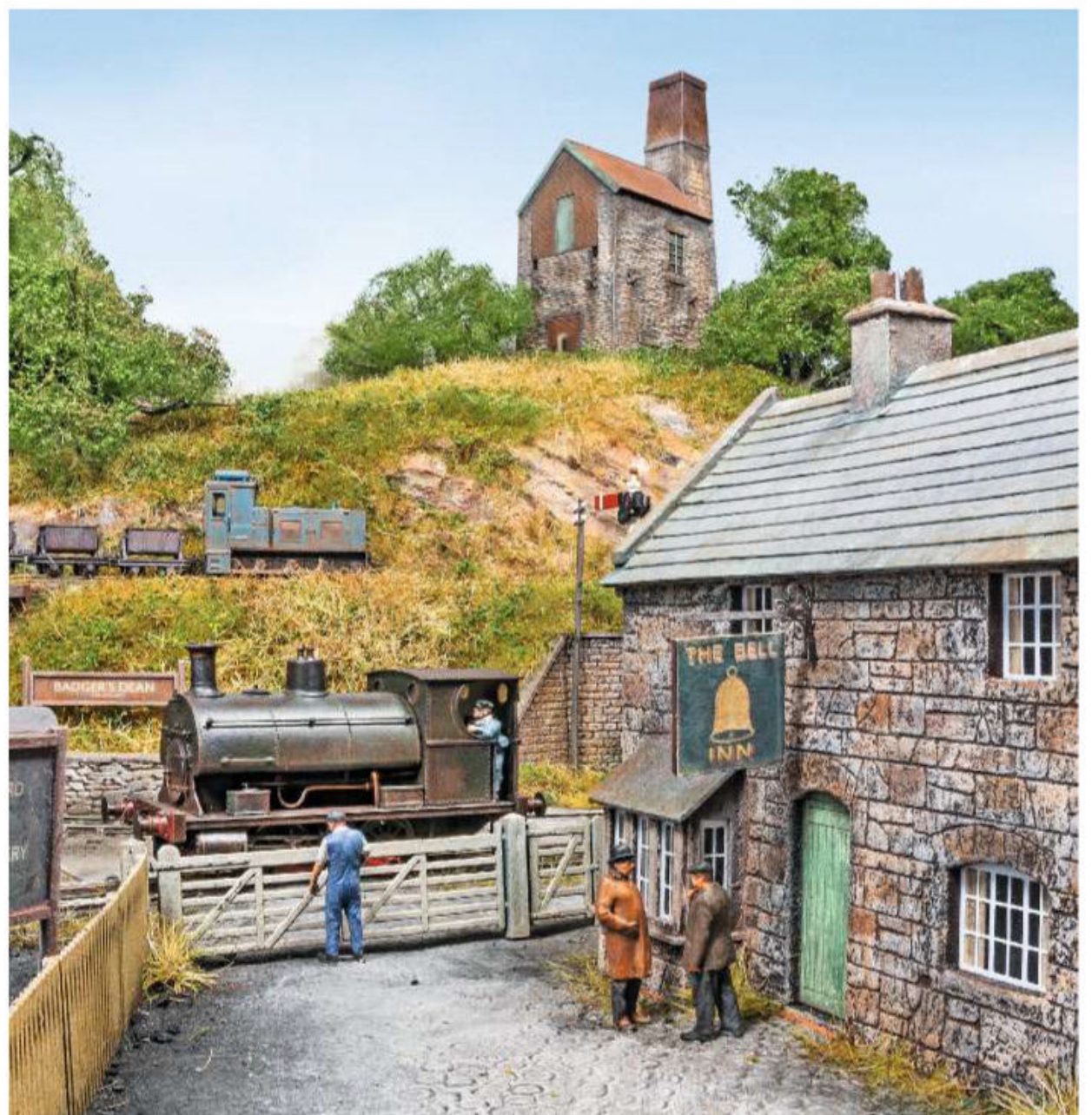
10 The process was repeated using various shades. In this case, a lighter stone/grey shade followed the mid-grey of the initial coat, followed by beige. I often use household emulsion tester pots for this kind of work.



11 Brown shades followed, on the stonework and the brick sections. Remember to keep wiping away most of the paint onto the tissue and work gradually. It's easier to put more paint on than to take it off!



12 Reddish shades completed the brick sections. With the masonry complete, the roof panels were painted rusty red and the doors and woodwork was given a base coat of green, followed by a thin wash of diluted beige.



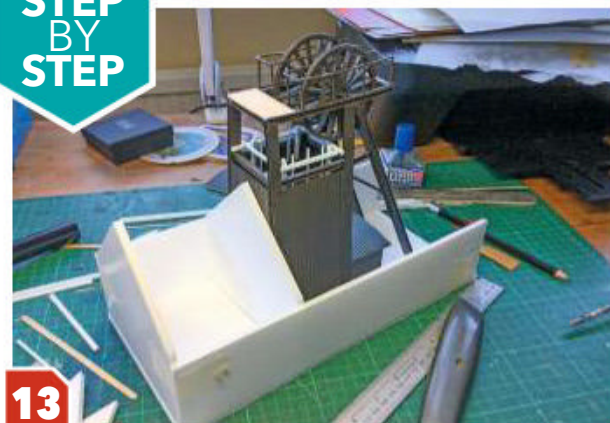


PIT HEAD BUILDINGS

🕒 18 hours | 🖌️🖌️🖌️🖌️

The basis of the pit head winding tower is Bachmann Scenecraft's Hampton Heath Colliery pit head (ref. 44-025). It's a solid, albeit basic construction, but it provides an ideal starting point. Sadly, the model isn't in the current range, but you might be able to source one on eBay and via second-hand model dealers. Generally, ready-made buildings such as this tend to be manufactured in quite short runs, so always snap up any buildings you think could be useful in future.

STEP BY STEP



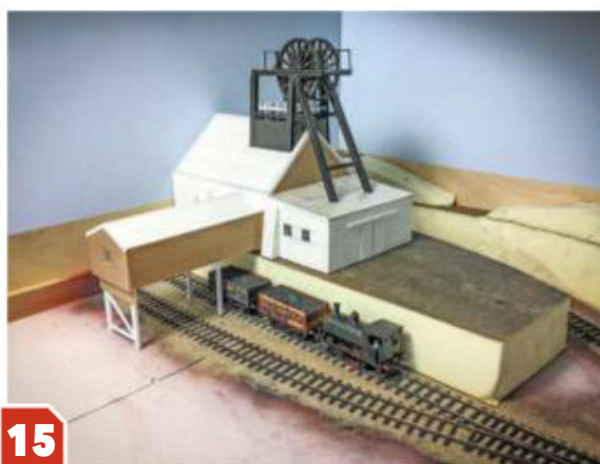
13

While my model is purely a freelance affair, I did use Google's image search tool and various mining books to gain inspiration, focusing on smaller collieries. Research showed that the pit head structure would sit inside a larger building, its size being based on what space I had. Again, foamboard was employed to form the basic inner shell, being glued together with UHU and clamped with masking tape while the adhesive set.



14

The pit head and winding house are above the railway sidings, and a piece of insulation foam was just the right height - just a little taller than the biggest locomotive. Note the locomotive box used as a mock-up for the loading screen!



15

The structure's inner shell was then clad in embossed plastic sheet: stone effect for the main building and corrugated panels for the roof - again, UHU is ideal. The small windows are spares from a kit.



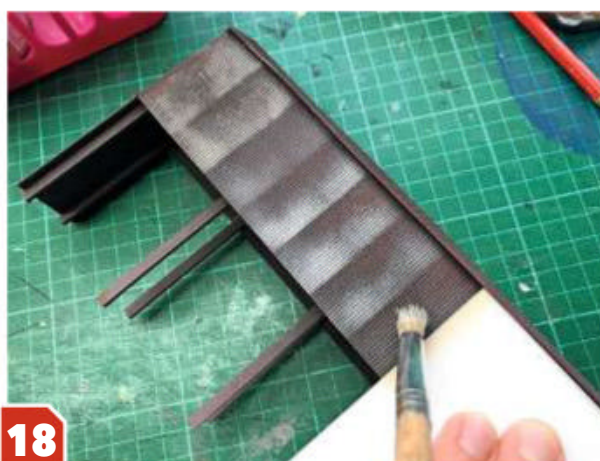
16

As with the engine house, the painting stage began with aerosol paints. In this instance, a blend of Halfords matt black, red oxide and grey primers provided a suitably mucky base for further paints.



17

Dry-brushing followed, using various browns, creams, greys and matt black, following the same process as the derelict Cornish Engine house, using interior matt emulsion paints, plus a few matt enamel paints.



18

A neat trick to give the impression of layered corrugated iron sheets is to make use of a piece of card as a stencil mask. This allows a discernible edge to be created. These techniques take a little practice, but you can soon perfect them.



19

ENGINE WINDING HOUSE

9 hours |

A winding house, as the name suggests, houses the winding engine to lift and lower miners up and down the pit shaft, plus lifting freshly hewn coal to the surface.

STEP
BY
STEP



20

Using books and the internet for inspiration, I started with a foamboard box. I had some spare windows from a Scale Model Scenery kit, which turned out to be perfect (www.scalemodelscenery.co.uk).



21

Checking the position of the winding house in relation to the pit head. A paint brush stands in for a winding cable to help place the opening for it in the side of the building. As ever, Bertie the hound is helping!



22

To create the steps, strips of mounting card were cut to a uniform width and laminated together. I aligned the depth of the stair treads by eye as, on such an old building, they're unlikely to be perfectly uniform.



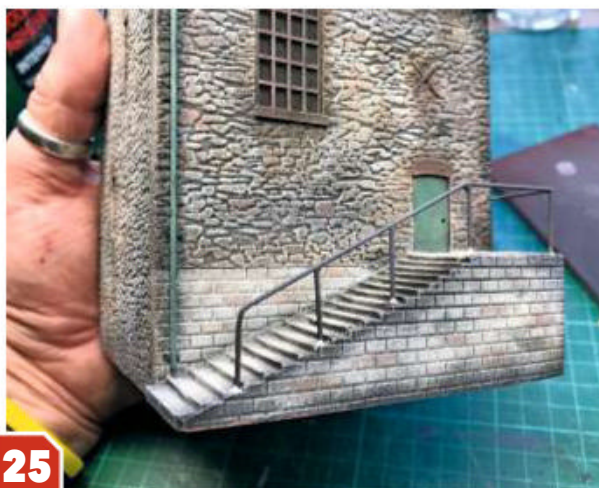
23

A little DAS clay helps to fill any gaps in the walls and steps and tidy things up. Excess clay can be cleaned up with a damp brush and the mortar courses reinstated with the edge of a cocktail stick. Allow the clay to dry fully.



24

After adding the laser-cut roof tile strips, priming and dry-brushed painting followed, using the same techniques as already described.



25

A railing was soldered together from some brass wire. Note the occasional stones picked out in contrasting shades to add a little variation. No need to be too tidy - we don't want that painting-by-numbers look.

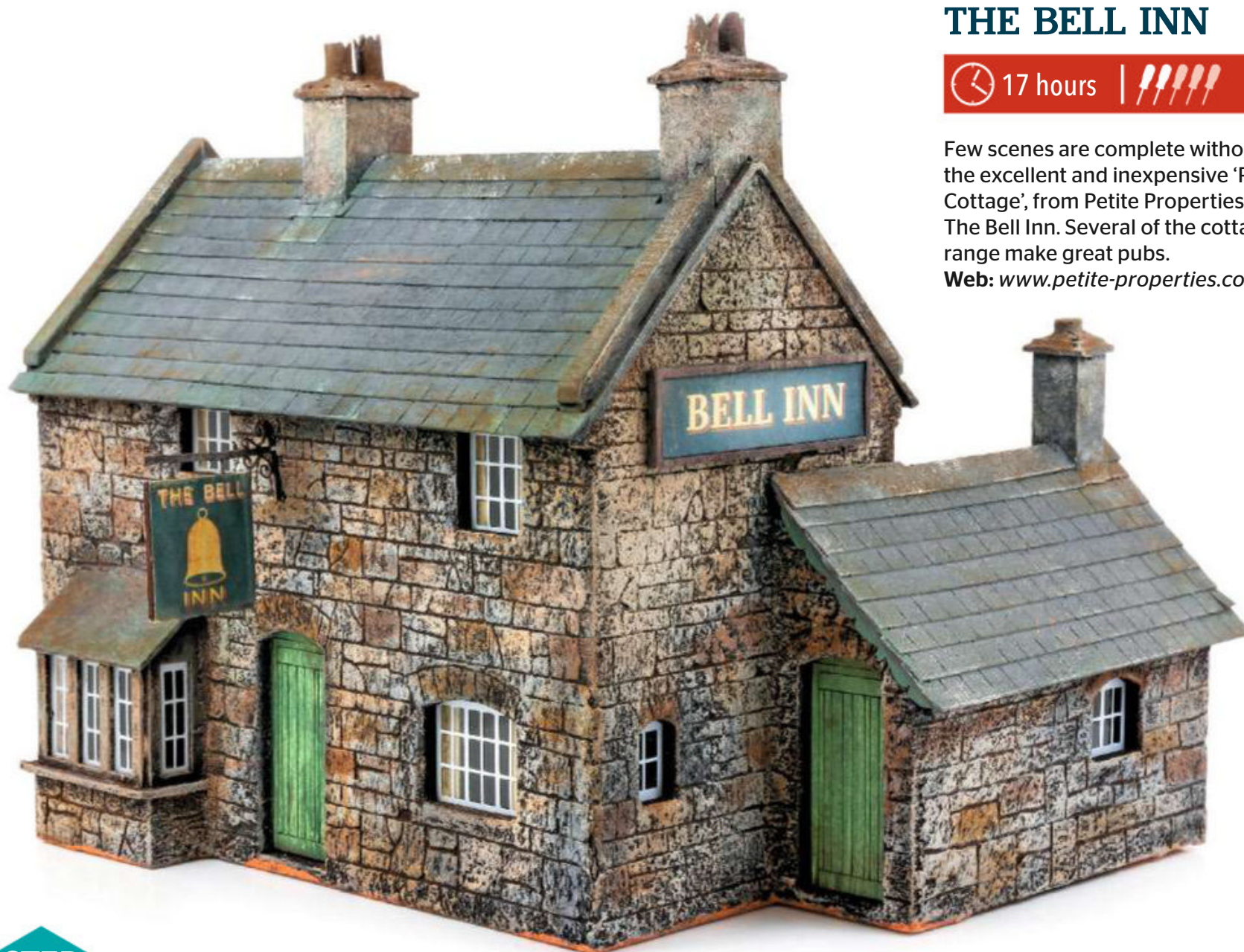


**THE BELL INN**

17 hours |

Few scenes are complete without a pub and the excellent and inexpensive 'Parsnip Cottage', from Petite Properties, was used for The Bell Inn. Several of the cottages from this range make great pubs.

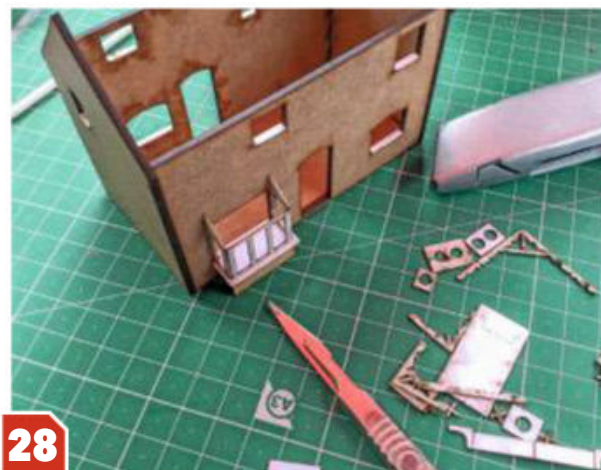
Web: www.petite-properties.com

**STEP
BY
STEP****26**

The Petite Properties kit provides everything you need to form the main structure, apart from glue, paint... and time! The walls and chimney stacks are rendered as laser-cut MDF components which fit together neatly.

**27**

Following the instructions, the building is easy to assemble, using cyanoacrylate adhesive. PVA works just as well, but it takes a lot longer to dry, so you'll need masking tape to hold things together while the glue sets.

**28**

Smaller detail parts are also laser-cut, this time from fibre board. I used cyano glue for the whole assembly, allowing the build to progress rapidly. Ensure adequate ventilation, as things can get rather smelly!

29 It took just a couple of hours to reach this stage, with the main fabric of the building assembled. Check the angles of the walls with a setsquare as assembly progresses to ensure everything is aligned correctly.

**30**

Scale Model Scenery's laser-cut roof slate strips were fixed to the roof panels, applied in overlapping layers, working from the gutter line upwards. Petite Properties can also supply slate and roof tile strips.



31

As a change from textured plastic card overlays, I used plaster as a basis for the stone effect. After mixing the dry plaster with a little water, it was spread over the MDF shell with an old knife, as if buttering toast.

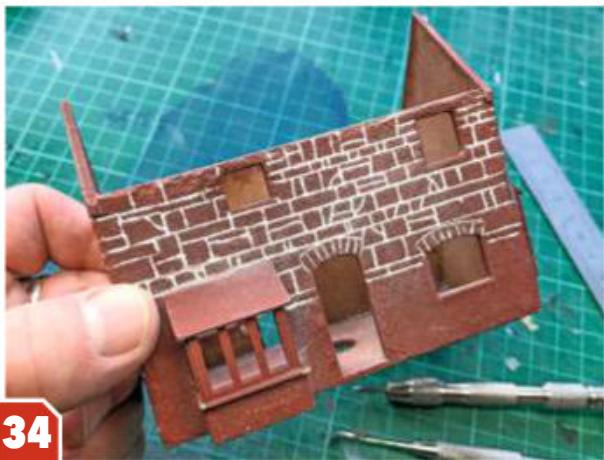


32



33

When fully dry, the plaster was given a quick coat of primer. Priming isn't essential, but it does allow the scribing process to be seen more clearly, especially when a vibrant shade is applied, such as red.



34

A small nail in a mini-drill chuck made a good scribing tool. You don't need to be too tidy, and if the odd bit of plaster breaks away from the MDF, that might even enhance the rustic look.

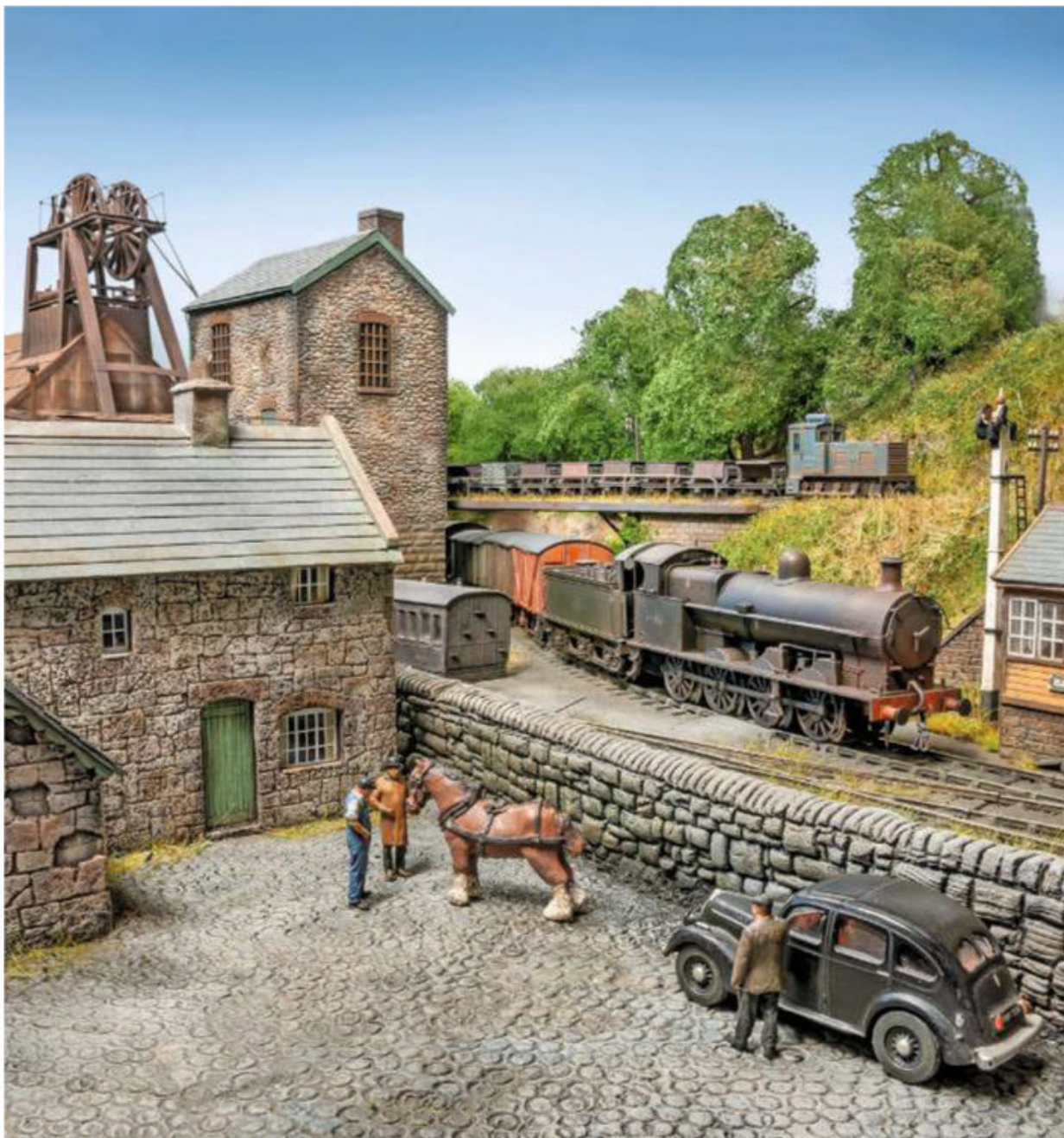


35

With scribing complete, give the surface a light brush with an old toothbrush to remove all debris. Dry-brushed painting can then progress, which brings the building to life.



36



37

I found 'The Bell Inn' signs after a quick Google image search and, after resizing on the computer, they were printed out and installed, using Pritt Stick as an adhesive.

What's next

Next month, Chris describes how the layout's baseboards were extended, and shares his techniques for creating lifelike scenery.



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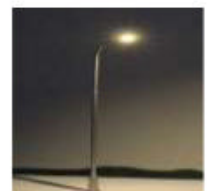
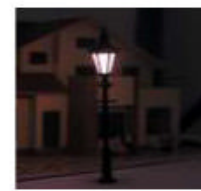
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HOW TO

SCRATCHBUILD IN 'N' GAUGE

Grahame Hedges recreates the rear façade of a real building, using a novel approach to scratchbuilt construction.

This is a short article about the construction of a model building called Telephone House, based on the real structure in London

Bridge Street, SE1, near to London Bridge station. The feature wall, the one that will face the front of my layout and be viewable, is the rear of the actual building with the decorative façade facing away onto London Bridge Street.

The building has changed over the years, particularly the roof, as well as occupancy and use (it is now a hotel), and my aim was to try and base it on its 1970s/1980s incarnation. Having found an aerial photo online, it could be seen that the roof was originally a peak pitched one, rather than the mansard (see panel right) type it later

N
GAUGE



6 hours



became, and there was a deep recess towards the right-hand end that had later been filled in.

As is often necessary, there is some compression and simplification in my model design. The length is reduced by leaving out some of the columns of windows. This helps ensure it will fit with the other buildings and structures on my model without overpowering them and making the layout longer than can be accommodated.

My preferred technique for building structures is to first construct a carcass

Jargon Buster

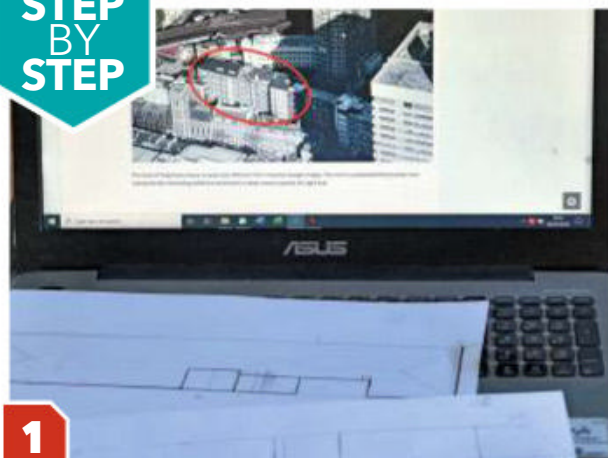
A mansard type roof is often characterised by twin pitches on each side, with a steeper lower section, often punctuated with dormer windows.



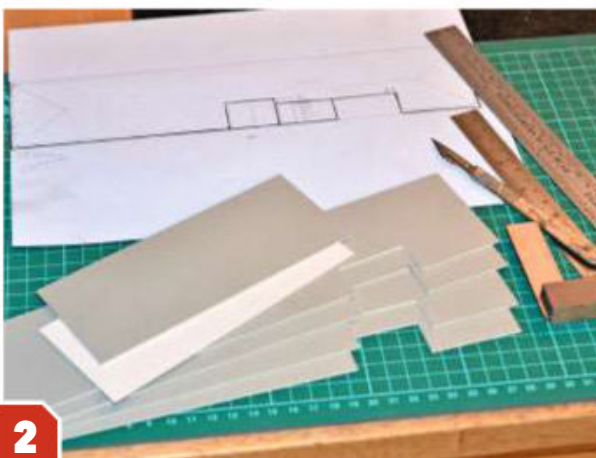
ALAMY



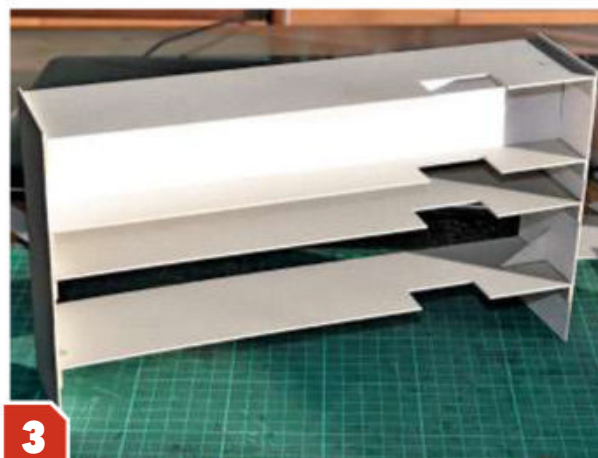
STEP BY STEP



1 My research led me to a useful aerial view of Telephone House in the period in which I was aiming to recreate it ('70/'80s), showing that the roof was originally a peaked design, rather than the mansard type it gained in recent times.



2 A rough scale plan and elevation was drawn up, including a degree of compression and simplification. Then the main floors (one is not necessary for every level) and flank walls to form the carcass were cut from mountboard.



3 Strips of card were added to the inside of the ends for the floors to sit on and the structure was glued together. Further internal walls will be added to provide more rigidity and prevent viewers being able to see through the building.

What Grahame used

SHOPPING LIST

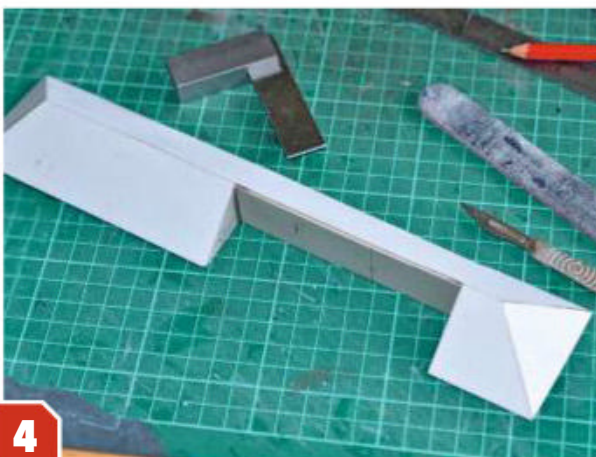
- ◆ Slater's embossed Plastikard, plastic sheet and rod
Availability: Your local model shop or www.slatersplastikard.com
- ◆ Redutex pre-painted, embossed plastic building sheets
Availability: Your local model shop or www.railsofsheffield.com

TOOLS

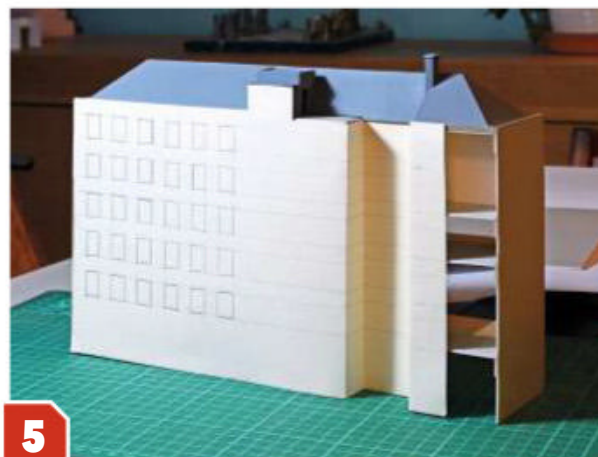
- ◆ Knife and spare blades
- ◆ Straight edge
- ◆ Setsquare
- ◆ Tweezers
- ◆ Paintbrushes
- ◆ Abrasives
- ◆ Low tack masking tape
- ◆ 6B pencil
- ◆ Posca paint pen (available from arts and crafts stores)

consisting of the internal floors and walls, usually from mount-board card, and then hang the outer walls onto that. This is probably the reverse of how others usually make model buildings (by constructing the outer shell and then fitting supports inside that skin) but it does mean that the internal carcass helps to make the model a relatively strong and square structure. And it does mean you are not jiggling around trying to retro-fit internal walls and floors into a restricted space, or having to add windows in a confined space.

Additionally, the external walls can be finished and detailed while they are flat on the workbench before being fitted in place. However, you do need to make sure that the various floors and internal walls of the carcass are accurately aligned and square so that the outer walls will sit flush and true. With the building being part of a terraced row, the end/flank walls are plain and thus could be incorporated as part of the carcass.



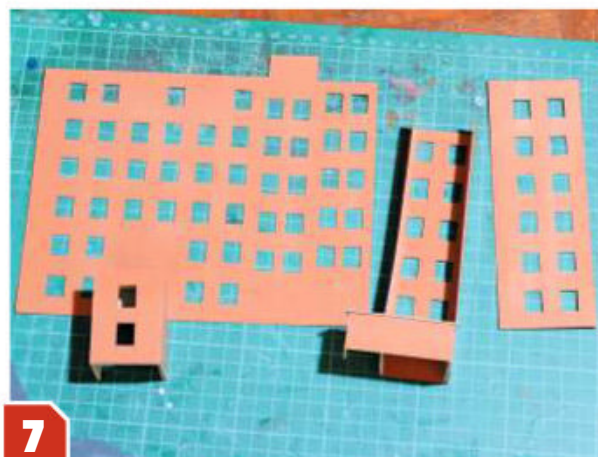
4 The roof was made from card as a separate assembly. There is a flat floor with angled pieces glued on and the sloping surfaces, from card, glued over to form a tent-shaped structure. Further relief will be added to this.



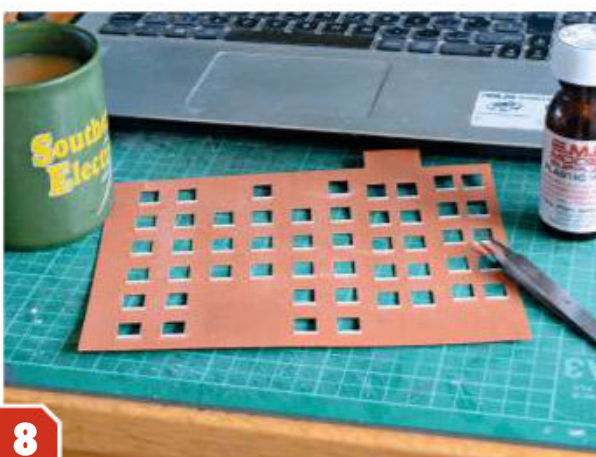
5 Spare thin card was test-fitted against the carcass to finalise window positions and check the size and fit of the external walls.



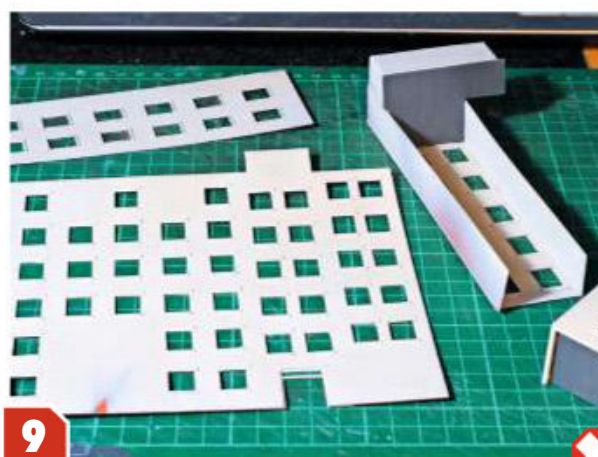
6 The external walls were cut from embossed Plastikard and the window apertures cut out. Here some are being test-fitted in place, not glued, and some additional card internal walls that have been added can be seen.



7 The main rear walls have been cut and all the windows cut out to form four sub-assemblies. Two are plain flat walls and two more complex sub-assemblies that include lean-to structures built from Plastikard covered card inners.



8 The wall panels can now be detailed while flat on the workbench. Here the windowsills have been added, cut from suitable sized styrene strip, while lintels and a door frame need to be made and added.

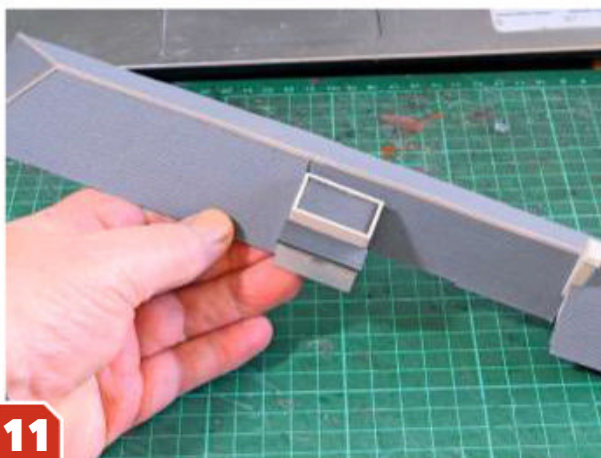


9 Once the details were added to the panels while flat, the four wall sub-assemblies were given a coat of grey primer from a Halfords aerosol can. This helps to see where any corrections and any changes need to be made.



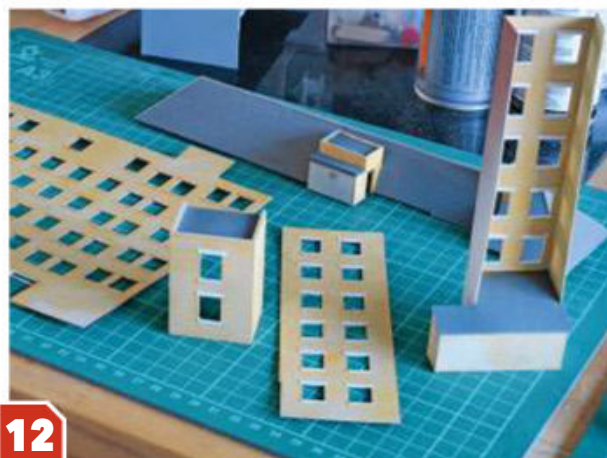
10

The primed wall panels were test-fitted and held in place temporarily with small pieces of tape to check fit. It can be seen that the main left end wall panel still needs cutting back to fit neatly.



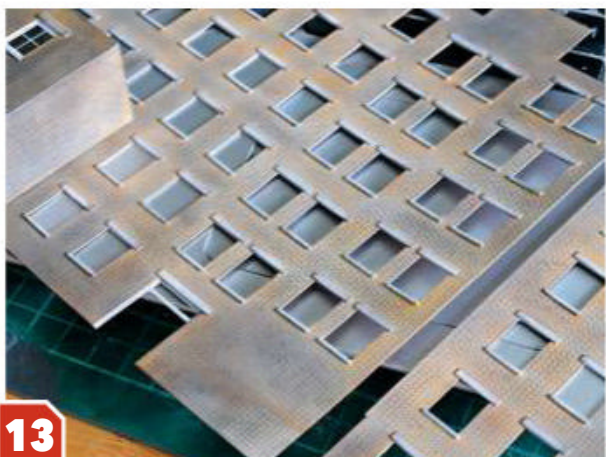
11

Further work on the roof sub-assembly was done. Here, Redutex tiling, a self-adhesive relief texture, has been added and the ridge tiles made and added from Plastikard strip. Some basic painting has also been undertaken.



12

Some colour has been added to the walls – the finish of the bricks on the real building is a pale yellow – and details like the lean-to roofs, sills and lintels have been picked out by brush painting.



13

A little basic weathering, just some grubbing-up of the brickwork with a 6B pencil rubbed over with a finger which helps highlight the bricks against the mortar courses, has been added and a start made on the window glazing.



14

The windows are formed from Scene-Setters glazing grids with the frames thickened up with a Posca paint pen. Then they were cut out with a suitable margin and glued in place to the back of the wall panels.



15

With the wall panels just about complete, a start was made on glueing them in place. With the front side facing away and invisible when viewing the layout, a plain single card wall with rudimentary details painted on was used.



Easy to add details, such as the coping stones and drainpipes, were added. The drain downpipes are made from wire with the stand-off fixings made from slivers of Plastikard and glued-on hopper heads. The soil pipe is plastic rod. They were painted before being glued in place.

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HOW TO

BUILD A CONCRETE RAIL OVERBRIDGE

Always up for a modelling challenge, **Peter Marriott** set himself the task of building a bridge from scratch using foam sheets... and he's glad that he did!

Foam pieces and Styrofoam are useful materials for modelmaking, especially when forming scenic contours or the basic structure of buildings. Hard foam is particularly easy to work with, not least because it cuts quickly, and its lightweight nature is perfect for portable layouts. Cutting is made easier if you have the right tools, such as a hot wire foam cutter or special long-bladed foam knife, both of which create very little mess.

I recently decided to have a go at recreating a typical modern concrete rail overbridge from 6mm thick hard foam sheet. It had occurred to me that the rough texture of the foam would be good for representing concrete, with the

00
GAUGE



5 hrs



help of a little paint of course!

The various parts were cut with a Woodland Scenics Foam Knife (which sports an effective 50mm long blade), after which the edges were smoothed with fine abrasive sheets. Once all of the pieces were shaped, I turned my attention to fixing them in place using Woodland Scenics Foam Tack Glue which dries more quickly than regular PVA-type glues, although I felt it best to leave everything overnight to dry fully.

Various coats of paint were brushed, followed by various weathering washes to

create the look of a structure that had been in situ for about a decade. The finishing touches came courtesy of a set of railings, taken from a Faller plastic kit.

The finished bridge has proven to be strong enough to withstand the weight of passing trains (even heavy, modern locomotives!) and, equally importantly, I think it looks good. There's a real sense of satisfaction from building anything from scratch, especially key structures such as bridges. Aside from the other materials and the Faller railings, the cost of the foam came to less than £3, so it proved to be a great value endeavour too. It's something I'm certainly tempted to do again in future.



This concrete rail overbridge in Switzerland provided inspiration for my model. PETER MARRIOTT



What Peter used

TOOLS

- ◆ Foam knife with a new blade
- ◆ Steel ruler
- ◆ Self-sealing cutting board
- ◆ Paintbrushes
- ◆ Woodland Scenics Foam Nails
- ◆ Tamiya fine finishing paper

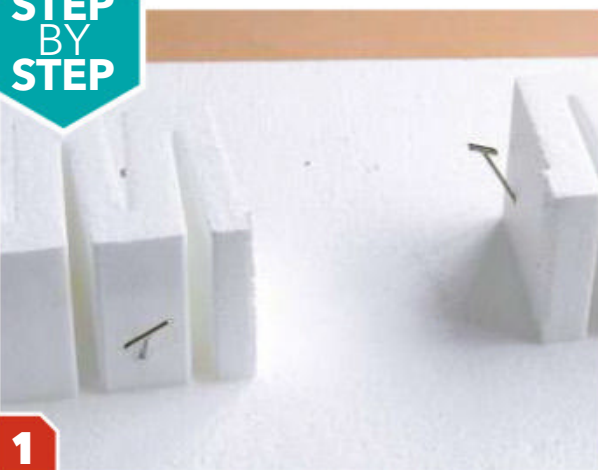
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The Woodland Scenics Sub-Terrain System is an extensive range of expanded polystyrene foam sections, designed to help raise your tracks above the level of the baseboard. Available in flexible sections, with incline/descent sections and various heights, plus flat sheets and profile boards for edging a layout, each section is light-weight and easy to use.

For more information about the Woodland Scenics Sub-Terrain range go to www.woodlandscenics.com



STEP BY STEP



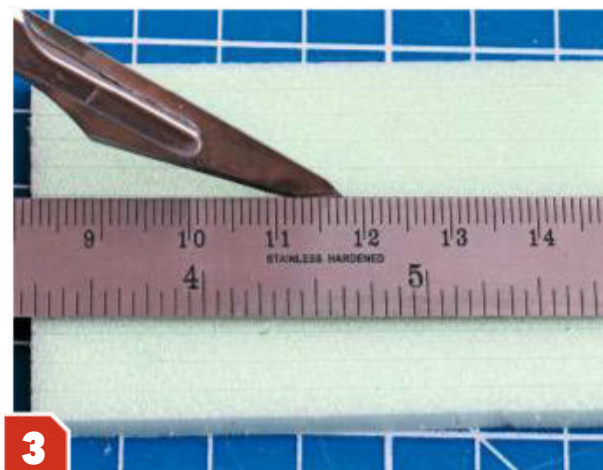
1

I raised the track bed above the baseboard level by using a Woodland Scenics 2in Riser that was fixed to the baseboard using Foam Tack Glue and held in place using Foam Nails while the adhesive dried.



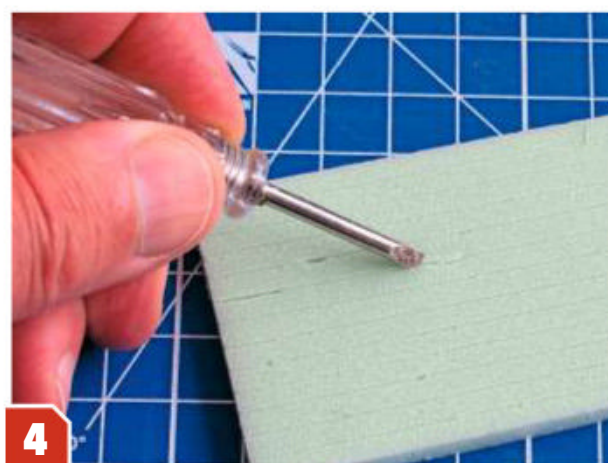
2

I used some light green foam sheet I had in stock, but Woodland Scenics pack C1177 of assorted foam sheets includes similar material. The foam sheet was cut with a Swann-Morton knife and a steel ruler.



3

Based on my observations of real concrete structures there would be left-over lines and imperfections where planking had held the wet concrete in place. To represent these I carved faint lines into the walls of the bridge.



4

In an attempt to make some of the residual timber plank lines look a bit more random, I etched a few ragged lines into the supporting walls with a small screwdriver.



5

The base of the bridge was cut to fit snugly in the gap between the Woodland Scenics risers. Two thin parallel strips were fixed to the outer edges to provide strength and to take the railings later on.



6

The side walls were glued to the ends of the riser sections using Foam Tack Glue, with Woodland Scenics Foam Nails employed to hold everything in place while the adhesive cured. The holes would be filled later.



7

Having removed the bridge span, the road could then be painted more easily. I mixed two Woodland Scenics Earth Colours, black and white, to produce the desired shade of grey, although this is just an undercoat.



8

The angled supporting wing walls were then cut from the same foam sheet, before fixing in place with Foam Tack Glue and retaining with pins.



9

The bridge walls and span were painted with a lighter, 'concrete' shade of acrylic paint, from the Woodland Scenics range. Two coats were required.



10

With the base layers of paint complete, the surrounding landform could then be assembled from plaster cloth and Shaper Sheet, both by Woodland Scenics. The bridge span had yet to be glued into position.



11

To fill the gaps and finesse the shape of the landform, I employed Woodland Scenics Foam Putty. This material is easy to apply using a wooden ice cream stick or other flat implement.



12

The landscape was then treated to various Woodland Scenics Undercoat paints, creating a variety of green and earth brown tones.

Factfile - concrete bridges

While the Victorians were partial to ornate brick, dressed stone or iron bridges (or a combination of all three!), concrete has been employed on UK railway structures since around 1865, during construction of the District Line in West London. However, its widespread use began in earnest during the inter-war and post-war years, thanks to the material's cheapness and convenience. Concrete technology had also improved

considerably by then, especially with the growth of pre-stressed concrete, which began to supersede the use of steel-reinforced concrete for bridge arches and spans.

Although concrete supporting and wing walls are likely to be employed these days, masonry retaining walls can still be found, often modified from existing structures (where a life-expired iron or steel bridge span has been replaced with a concrete span). This rail overbridge, spanning Cow Lane in Reading, was rebuilt during 2011. ALAMY



13

A footpath was created with 2mm thick foam sheet, cut to match the contours of the road and retaining walls. I only treated one side of the road, to suit the semi-rural location. A fresh blade was used to ensure clean, accurate cuts.



14

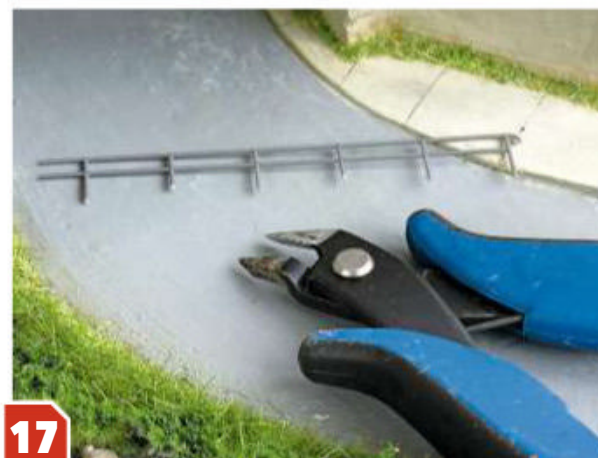
The concrete walls were given a thin wash of MIG earth acrylic paint, diluted with water. The paint was applied with a wide brush and allowed to seep into the lines on the supporting walls and around the base of the bridge.

**15**

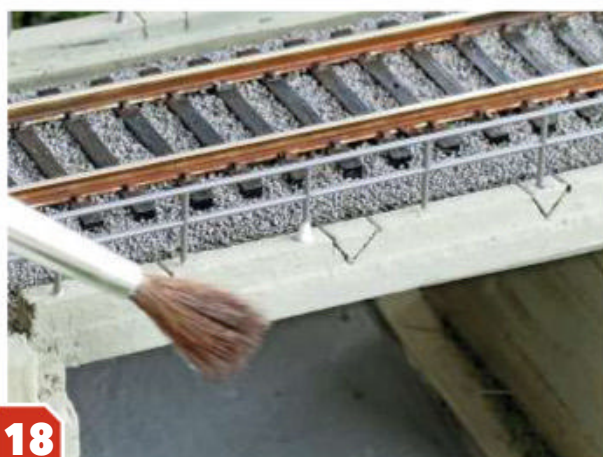
The final finish for the road surface came from a couple of coats of Noch's asphalt paint, applied with a wide paintbrush. This paint dries to a nice matt finish. The bridge span could now be fixed in place and the track laid.

**16**

To improve the appearance of the side supports I cut three 'Vs' in them along each side. I also cut a square of foam to fit into the corner of each side of the top of the bridge support to hide gaps at the top of the retaining wall.

**17**

To represent the safety fencing on each side of the bridge I used Faller plastic fencing (kit ref. 180403). I left just half of the locating pins on the base of the fence - it does not need all of them to be mounted securely.

**18**

Mounting holes for the railings were formed with a pin. Small blobs of PVA glue were then applied to the railings before pushing into place. After checking they were upright, they were left to dry.

19 Another thin wash of grey acrylic paint was brushed over the walls of the bridge to make it look as if it had been built some years ago. The white lines were then added to the road before the scenics were completed.





HOW TO

CREATE THE LOOK OF SPRING

Peter Marriott tests various ways of making the best looking snowdrops (or any small flowering plant).

Spring is the favourite season for many of us, with milder temperatures warming the earth and changing the drab winter landscape into one of vibrant colour. Early spring flowers such as daffodils, crocuses and snowdrops add colour to roadsides, linesides, gardens and wooded areas. Snowdrops are the first to appear, usually from late January, and provide hope for those of us eager to see the back of winter.

Recently, I have been experimenting with adding snowdrops, or indeed any small flowering plants to a layout. As with any addition to a layout a bit of research is important to get a realistic result. In this instance, with snowdrops there are three

ANY
GAUGE

♦ **COST:** £1 for about six clumps of snowdrops

| ⌚ 1 hr

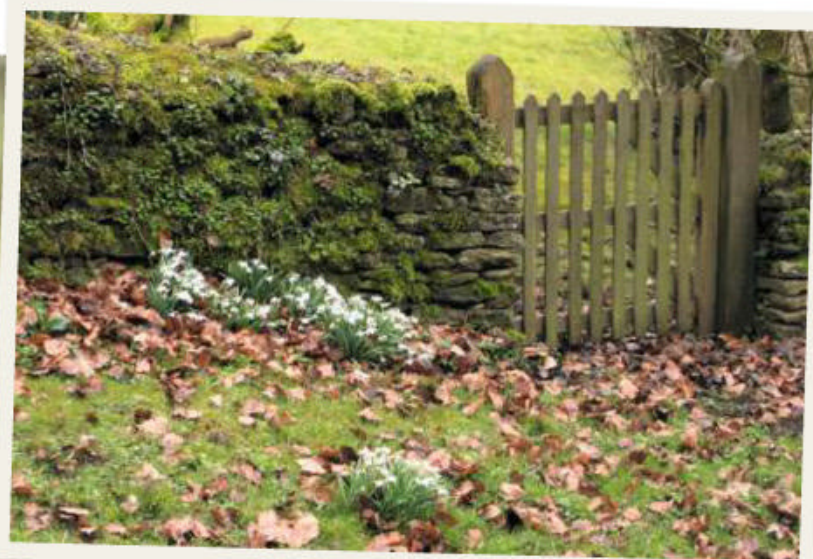


features to capture: dark green leaves, low height and small clumps of flowers.

The simplest way is to use tufts of dark green grass then add white coloured flock to the tips of the grass fibres. Grass tufts are available from Gaugemaster, Model Tree Shop, Noch and other sources and it's simply a matter of cutting the tufts to the required size. Alternatively, plain dark green tufts can be used, cutting and shaping them to size then adding the flower effect by carefully painting a blob of white on the top of some of the grass fibres.

If you prefer to go down the homemade route, grass tufts are easy to make using an electrostatic grass planting tool, PVA glue, greaseproof paper, static grass fibres and white-coloured scatter material.

The process of making these plants for a diorama involved a bit of trial and error as the pictures will demonstrate, but I learned a lot along the way! The prototype picture I was working from (above) as I worked through this 'test and see' project showed that the snowdrops had pushed their way up through dead leaves.



What Peter used

SHOPPING LIST

- ◆ Pair of scissors or sharp craft knife
- ◆ PVA or contact adhesive
- ◆ White flowering tufts or dark green tufts
- ◆ White scatter material
- ◆ White acrylic paint
- ◆ Small paintbrush

STEP BY STEP

1

The tools I needed to make snowdrops were only basic tools that every modeller will have. They were a small pair of scissors, a small paintbrush, white acrylic paint, white scatter material and white glue.

2

My first task was to make some mid green grass tufts as the basis for my experiments. I used Woodland Scenics medium green but the tufts were too large for individual clumps so I trimmed them with a small pair of scissors.

3

To create the look of fallen leaves I used dead oak leaves by MBR, retailed in the UK by A&H Models of Brackley. Not only would this make the scene look more realistic but also hide where the tuft met the landscape.

4

The tufts were easy to cut in half to make them more suitable for snowdrops. A small pair of scissors will do the job without any problems. I used an old pair of nail scissors which made light work of the tufts.

5

My first thought was simply to paint the ends of the tufts white for the flowers. Here, five tufts have been painted with a little white acrylic. I came to the conclusion it might look okay for 'N' scale but not in 'OO' scale.

6

Here is a comparison between tufts with scatter material (top) and tufts that are painted (bottom). In my view the ones at the top looked a lot better.



7

The first batch of snowdrops had just been painted white on the tips and I was unhappy with the results. They looked just what they were – green grass tufts with white paint on them! The flower heads were too small.



8

I sprinkled some tiny pieces of brown foam around the base of the painted snowdrops but this still did not create the scene I wanted to make. I needed to make the leaves look more prominent and the plants more realistic.



9

In an attempt to make the scene more realistic I tried sprinkling on a few dead oak leaves by MBR on the ground and I was pleased with the results. I had started to make some progress towards reflecting the scene.



10

To create the flower effect I used a pack of foam pieces from 4D Modelshop called Tex White and Green Blossom L28. After adding a little PVA glue to the tufts, a little foam was sprinkled onto the plants.



11

The combination of the white paint and foam pieces looked much better, but the plants were still a little tall for my liking. I pushed them down with my finger, rather than trying to prune them any further with scissors.

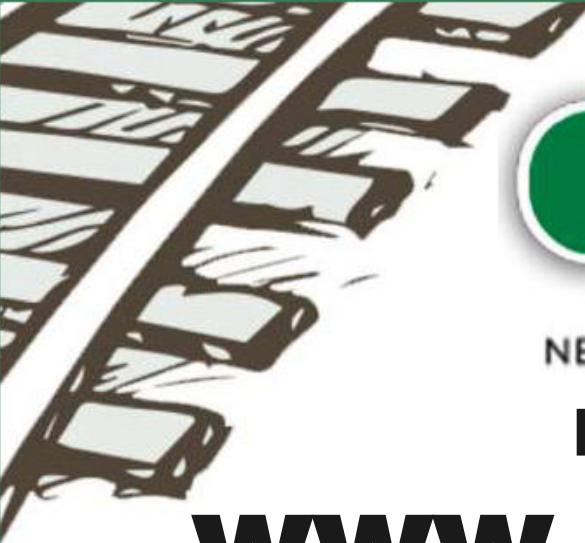


12

I squashed the plants down to about 30% of their original height, which greatly improved their appearance. Thankfully, all of the white foam scatter material remained fixed to the plants.

Inspiration





KJB MODELS

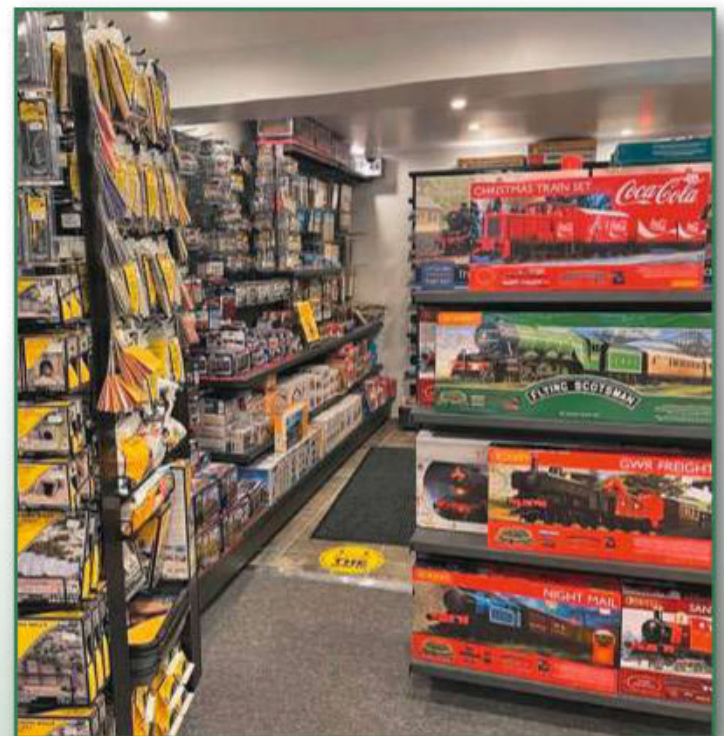
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HOW TO

TAKE THE STING OUT OF 'WASP' STRIPES



I'm building a kit of a small industrial diesel locomotive and need to apply black and yellow chevron stripes to the ends. What's the best way of doing this?

Dave Burrows, Coventry

George says: I'm hesitant to claim which is the 'best way' of painting the distinctive 'wasp' stripes, as there are several possible approaches, each of which can be effective. In virtually all cases, applying the yellow paint first is essential, with the black stripes added on top. The stripes can be applied with waterslide decals, paint, or they can be drawn on with a fine ink pen. Whichever method is chosen, the level of difficulty is often dictated by the complexity of the model's surfaces.

ANY GAUGE



2 hrs



Working on a kit-built locomotive offers several advantages, as the cab ends and bufferbeams can be treated to the 'wasp' stripes before raised detail fittings are installed, such as buffers, coupling hooks, lamp brackets and handrails. This provides a flatter, unencumbered surface onto which the decals or masking can be applied. It also

allows the stripes to be marked out more accurately, leading to a neater finish and, once the work is complete, the extra fittings can be installed and touched in with paint as necessary.

I haven't tried 'wasp' stripe decals myself (they usually involve just the black elements which can be cut to the desired length), but they're available in various sizes from the likes of Fox Transfers (www.fox-transfers.co.uk). My preferred method is to employ an ink pen to render the edges of the stripes, before filling in the gaps with black paint. A simple homemade template can be created to speed up the marking-out process and ensure consistent results, while any unevenness in sheen is later cured with a coat of clear gloss varnish.

The presence of raised details, such as lamps, brackets, handrails or conduit can impede the application of 'wasp' stripes, so it helps if these can be temporarily removed or installed later. COLOUR RAIL

'Wasp' stripes are an essential addition to post-1960s diesel shunters, but the task is not as difficult as it may seem. GEORGE DENT



**STEP
BY
STEP**

1

After a white primer coat, the yellow paint is applied to the ends. Yellow is a tricky colour to apply and is best applied over several light coats. Where possible, omit raised fittings like buffers, coupling hooks or handrails for now.

2

In order to ensure the 'wasp' stripes are applied at a consistent angle, I created this simple template from plastic sheet, cut to form an isosceles triangle (with two equal sides and a 90° angle at the apex). A length of angle strip acts as a guide.

3

With the angle strip held against the underside of the bufferbeam, the template can slide from side to side, allowing the lines to be drawn at consistent angles. After measuring the gaps between lines, a fine pencil is used initially.



4

The chevron-style stripes meet in the centre of the bufferbeam, so accurate measuring and marking-out is essential. After double-checking that the pencil-drawn lines look correct, they can be redrawn with a fine, permanent ink pen.

5

Allow the ink to dry in between rendering each line, to avoid smudges. I like to mark where the black paint is to go with a dot, to avoid any confusion. The paint can be applied by hand with a fine brush, and either acrylic or enamel paint is suitable.



6

Allow the black paint to dry fully before gently rubbing away any traces of pencil marks with an eraser or a cotton swab dampened with water. The 'wasp' panels can then be masked while the rest of the locomotive is painted.

7

When painting is complete and the masking removed, the buffers and other missing parts can be installed and touched in with paint as necessary. A coat of gloss varnish will unify the finish and provide a good base for any decals.

8

An alternative approach is to mask the yellow ends with thin strips of masking tape or film. Accurate alignment is essential, so a similar guide template can be created to help mark out the position of each stripe with a pencil.

9

The black stripes can then be painted by hand or, preferably, by airbrush with the paint applied over several light coats. Working with buffers and other details already installed is possible, but it does make the job more complicated and time-consuming.



We go straight in at the deep end with this view of '45XX' No. 5569 outside Swindon A Shop, in May 1948. The edict had probably already been issued that only express passenger types should be painted green and just how long the Western Region persisted in outshooting tanks in green is not certain. Furthermore, the new policy on numbering was in place and so the use of 'prefix' letters was no longer required. However, the few Western engines that did acquire the 'W' letter had it applied under the cabside number as seen here. It appears that they never carried the letter alongside the numbers on the bufferbeams. No front numberplate or shed plate has yet been installed and the painted LA (Laira) is just visible behind the front bufferbeam. P. HUGHES/COLOUR RAIL

KNOW YOUR... LIVERIES

PART 6: Early days on the Western region

Paul Chancellor casts an eye over the livery variations that could be found on the newly nationalised Western Region of British Railways.

With British Railways inheriting a wide range of locomotive liveries from the previous 'Big Four' companies, it would take some time before a standardised set of colour schemes could be implemented. In the interim, as we have seen in previous instalments (MR292/MR295), new numbers and British Railways lettering were applied onto the original paint scheme in most instances.

Compared to locomotives hailing from the former LMS, LNER and Southern Railways, the situation with ex-GWR traction was far less complex. Indeed, thanks to the GWR's use of cast numberplates, it made sense for BR to retain the original running numbers. What was needed, however, was the addition of British Railways branding alongside the fitting of smokebox numberplates, plus BR shed code plates. Not all were applied at the same time, so creating an accurate model of a specific locomotive within a narrow timeframe can be something of a challenge.

Above right: Although discontinued at the start of the Second World War, the GWR 'shirt button' logo can still be glimpsed on No. 9710 in 1961, in tandem with a BR smokebox numberplate and shed plate. T. OWEN/COLOUR RAIL

Right: The application of the full BRITISH RAILWAYS lettering took two forms on the Western. Here we see it applied in GWR style to '2251' class No. 2286. However, as the image was captured in 1959, the BR lettering can be seen in combination with both a smokebox numberplate and a BR shed plate. Indeed, the even earlier GWR lettering could still be found in use into the 1960s. COLOUR RAIL





Only Class 8 locomotives received BR's experimental blue livery and 'King' No. 6025 was one of those selected, as seen in August 1948. The trial shade was much darker than the one finally adopted. W. BOOT/COLOUR RAIL

The application of 'British Railways' in Gill Sans font was a rarity on Western Region engines other than for the experimental liveries, but here we see '14XX' No. 1421 displaying the stylish lettering in 1949. COLOUR RAIL

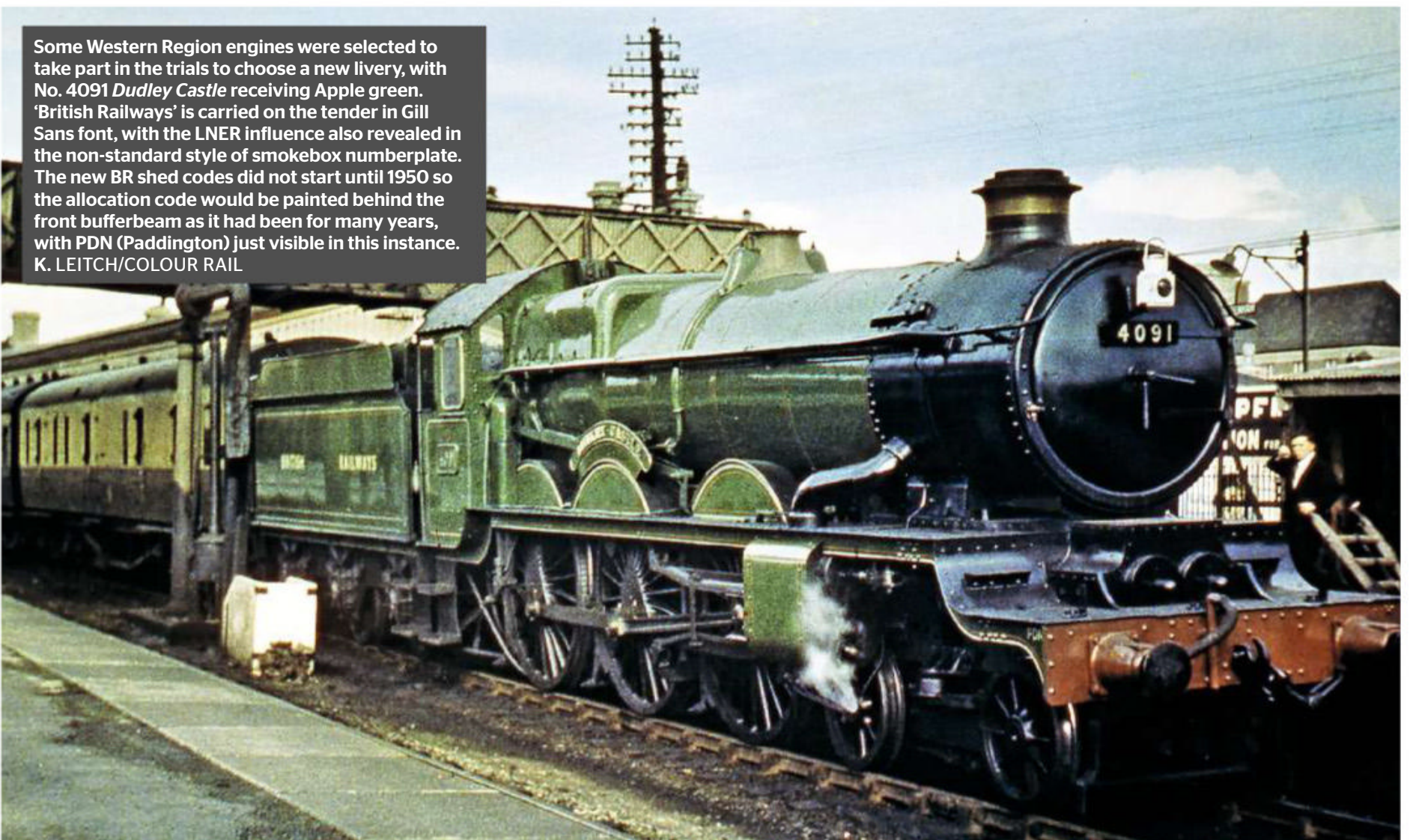


Right: Prior to the adoption of the first BR logo, the 'cycling lion', there was a time when the application of 'British Railways' lettering was halted and locomotives were turned out without any evidence of ownership, as seen here on '47XX' No. 4700, at Chippenham in 1949. K. LEITCH/ COLOUR RAIL

Below: A close-up of the numberplate of one of the engines absorbed by the GWR in 1923 in South Wales. The BR 'W' suffix has been applied beneath it, supplementing the GWR letters cast into the plate, which would have been picked out in white paint in pre-BR days. This view dates from May 1951. COLOUR RAIL



Some Western Region engines were selected to take part in the trials to choose a new livery, with No. 4091 *Dudley Castle* receiving Apple green. 'British Railways' is carried on the tender in Gill Sans font, with the LNER influence also revealed in the non-standard style of smokebox numberplate. The new BR shed codes did not start until 1950 so the allocation code would be painted behind the front bufferbeam as it had been for many years, with PDN (Paddington) just visible in this instance. K. LEITCH/COLOUR RAIL



Notes from the Workshop

DAVE LOWERY'S TOP TIPS

A BACKSCENE TO BE BELIEVED

For years I have been a loyal customer and user of Brian Sherriff's railway backscenes in both 'OO' and 'O' gauge and, to be honest, they have served me well. Because they look hand-drawn and painted, it's easy to make your handmade scenery join up with it.

However, a while ago I bought a photographic backscene from ID Backscenes Premium Range, for a job, but didn't end up using it. And, remembering I had it, I thought it might work for an upgrade on some storage sidings I have running around the outside walls of the railway room.

Well, what a transformation it has had on my sidings! It looked so good that I even took down a wall-mounted display case to open up more space so I could fit the backscene in. Furthermore, I now have a handy area where I can photograph models, too. I was so impressed with the results that I bought a second backscene, with a different scene, so I could transform even more of the storage sidings.

The 9ft long sheets are 15in tall and are self-adhesive, with a large range of subjects from which to choose - absolutely brilliant. The range of backscenes is available from model shops and Amazon.

How to do the job properly: the sheet should be first applied to a piece of ply or hardboard but, as I said, these were storage sidings placed right up to the wall without any space to accommodate an intermediate sheet of wood. I therefore stuck the backscene straight onto the wall, which is why I have ripples in the 'sky'! Well, you do get lumpy clouds!

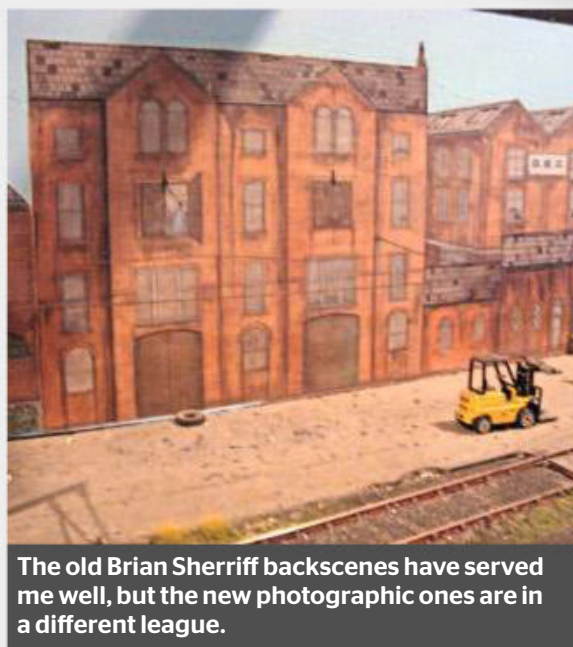
Because it was applied to a wall, I did apply some extra spray adhesive to the outer edges of the sheet to make sure it remained fixed.



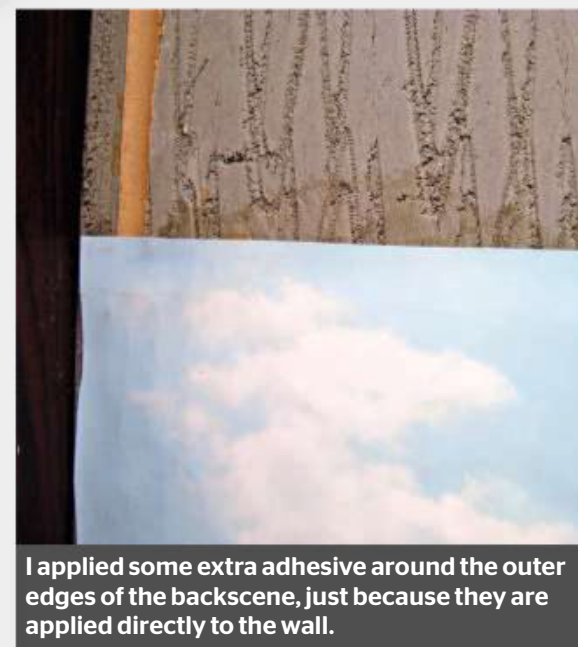
Above: The background sheets are produced by ID Backscenes' Premium Range. There is an excellent range in both subject and sizes.



Left: The area before the Eureka moment - what a difference. A railway is never finished; there is always something new coming along.



The old Brian Sherriff backscenes have served me well, but the new photographic ones are in a different league.



I applied some extra adhesive around the outer edges of the backscene, just because they are applied directly to the wall.



SOUTHERN COLOURS



I'm looking to create a hobby room for my model railway and would like to paint the structure in the Southern Railway's colour scheme, similar to the Bluebell Railway's station buildings. Can you help me with the colour references, in either the RAL colour system or the British Standard colour

reference, so I can get the paint mixed for me?
Phillip, New Zealand

George says: There's an excellent website - www.stationcolours.com - that contains an amazing amount of information about the colours employed by each of the 'Big Four' railway companies, including the Southern.

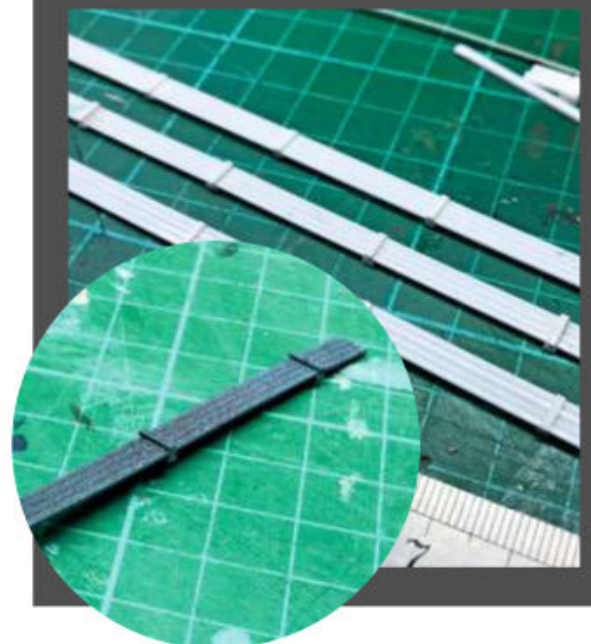
EASY POINT RODDING



Do you have any tips for replicating traditional point rodding?

Dom Reynolds, by email

Chris Nevard says: There are a couple of injection-moulded plastic kits in the Wills range (SS89/90 - see your local Peco stockist), which also include lots of brackets and cranks. An alternative is to make your own, which I did recently, using scraps of plastic sheet and strip. It proved to be a very quick process and, once painted and weathered, it really looked the part.



MODERN BUFFERSTOPS



I need a set of plate steel-type stop blocks for my 'P4' modern-day diesel depot. Does anybody offer them in kit form?

Colin Greaves, by email

George says: PH Designs offers a superb etched metal kit for this contemporary type of buffer stop, with options available for 'OO', 'P4' and 'EM' gauges. An essential feature of the post-1990s railway scene, these 'stops' can



be seen anywhere from depot sidings to terminus platforms.

The kit is optimised for construction by soldering, although glue could be substituted if necessary. Some of the parts are very small and require careful shaping before fixing in place, however the kit is not too difficult a proposition. Full instructions are supplied, complete with clear exploded diagrams and all parts slot together easily. Another vital point to consider is that an



all-metal stop block poses a short circuit risk, so be sure to mount the blocks on a separate stretch of track, leaving an isolating gap between the rails just in front of the structure.

Price: £6.90 plus p&p

Availability: www.phd-design-etchings.co.uk

BASEBOARD BASICS



I'm new to railway modelling and would like to build a portable 'O' gauge layout. I intend to build a softwood timber framework, but I'm a little confused as to whether I should use plywood, MDF, or chipboard for the baseboard top.

Steve Whelan, by email

George says: Medium Density Fibreboard (MDF) is easy to cut and shape and, when used as a baseboard top, is fairly resilient. However, it can be sensitive to moisture and dampness, so choosing a water-resistant grade is recommended. Like MDF, chipboard is also

made up of compacted wood fibres, bound together with adhesive and often faced with a thin plastic-coated outer layer. Chipboard is stronger than MDF but it can be heavy. Special screws are needed to fasten MDF or chipboard.

Plywood is stronger and generally more expensive than MDF or chipboard, being made up of thin layers of real hardwoods. Each layer has its grain running at right angles to each other, to improve strength and resistance to warping. External grades are recommended owing to their greater stability, especially in damp or humid environments such as a shed, attic or basement.



For a portable layout, plywood would offer greater strength and resilience, especially when combined with a timber framing arrangement. If the boards are likely to be moved around or stacked, you'll need materials that can withstand it. The weight of 'O' gauge locomotives and stock can be substantial, even on a small layout, so the board will need to be able to support them.

NOTE: when cutting or sanding any of these materials, hazardous dust is created, so wear a facemask. When buying sheets of plywood, always take the time to choose each board carefully, rejecting any twisted, stained or damaged sheets.

Great Western **celebrity**

Determined to finish a layout, **Greg Brown** began posting updates on the build on social media, and found he had a celebrity on his hands.

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



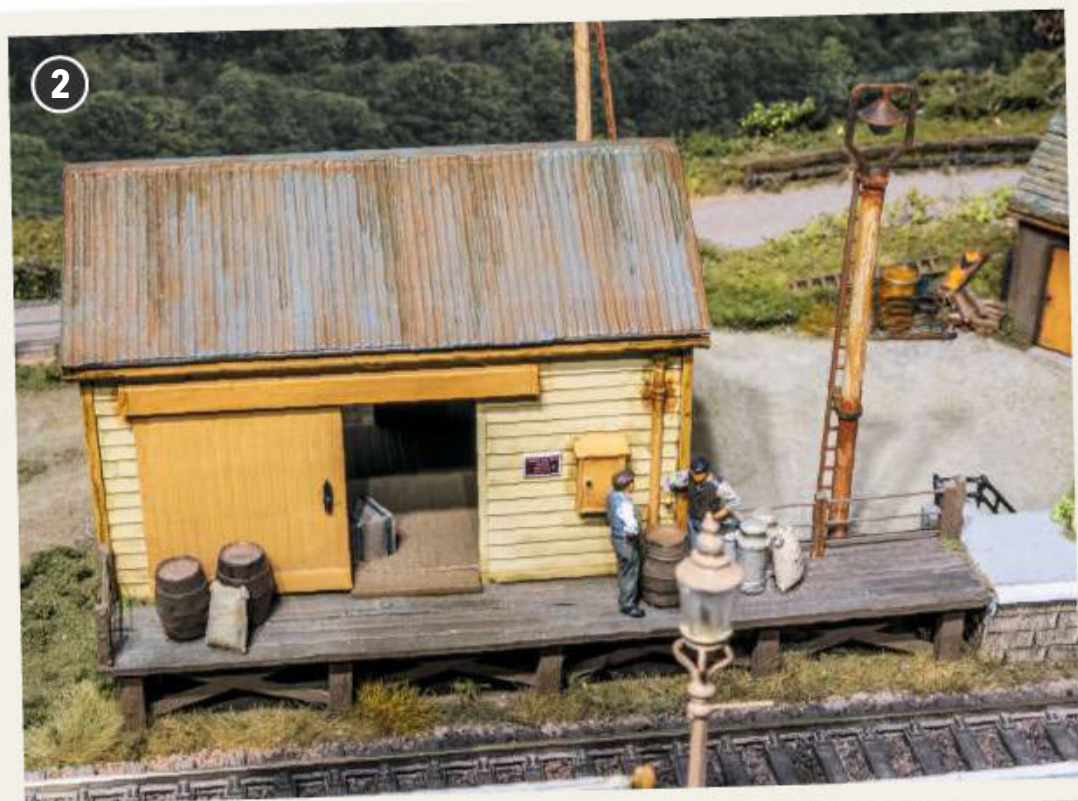
'OO' GAUGE LAYOUT **OWLEY**

To make the canal, Greg chopped out a lump of MDF at a slight angle and painted the base a grubby grey/blue. He then used 'glossy accents' which is a clear gloss medium that dries almost overnight. If you pour it from side to side you get a ripple without having to stipple it afterwards.



What makes this layout great?

“As is often the way, a smaller layout allows you to spend more time perfecting each area until it is almost indistinguishable from the prototype. Greg has used the small size of the room to his advantage, creating a simple but realistic track plan that still provides him with enough operating potential and interest to satisfy.”



The world has changed significantly over the course of the last 25 years and, perhaps, none more so than in the area of technology. This has, naturally, had an effect on almost every aspect of our lives, including the modelling hobby, with models and scenery extensively more detailed and lifelike than they were in 1997. We've seen this change over the lifetime of the magazine and the methods we use to bring you your copy of *Model Rail* every four weeks has also changed. This isn't just about how we put the magazine together, but also about how we source the content. There are now more ways than ever to showcase your work, with social media having such prominence and some modellers achieving an almost celebrity status through posting their work online. With more than 600 followers on his layout's Instagram page, social media is how we came across Greg Brown and his 'OO' gauge Great Western Railway layout 'Owley'.

"I started the account when I was about halfway through the build in 2018, not expecting it to gain as many followers as it has now. It was always my ambition to get a layout finished and have it featured in print somewhere as, similarly to some other modellers, my previous efforts rarely got past having track on the bare baseboard as I played trains.

"This layout started when I moved from London to North Yorkshire and downsized to a cottage after my early retirement in 2015. Lack of space or a house move had always thwarted previous layout builds, but this time I was determined to finish one. As space is tight I'm limited to a small box room and have virtually filled it with the layout and my workbench. At 8ft by 2ft with a 2ft run-off in an ➤

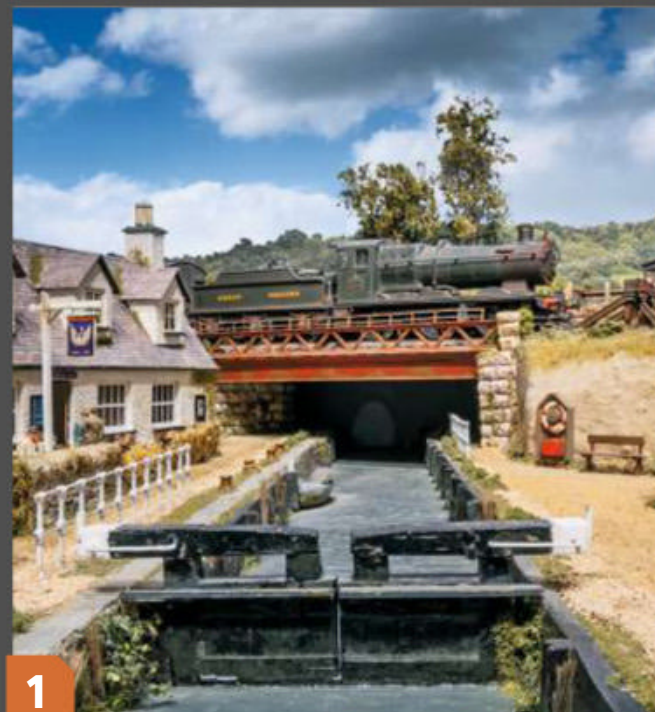


“It was always an ambition of mine to get a layout finished and have it featured in print somewhere”

The station building is one of Greg's favourite areas of 'Owley' because it was the first thing he scratchbuilt. It took him about ten days, doing an hour here and a couple of hours there.

4

3 things we like



1

The lock gates are scratchbuilt from balsawood.



2

The entrance to a churchyard is handily hidden by a tall tree and a man leaning on the gate.



3

The heavily weathered car that looks as though it's just finished off-road trials.



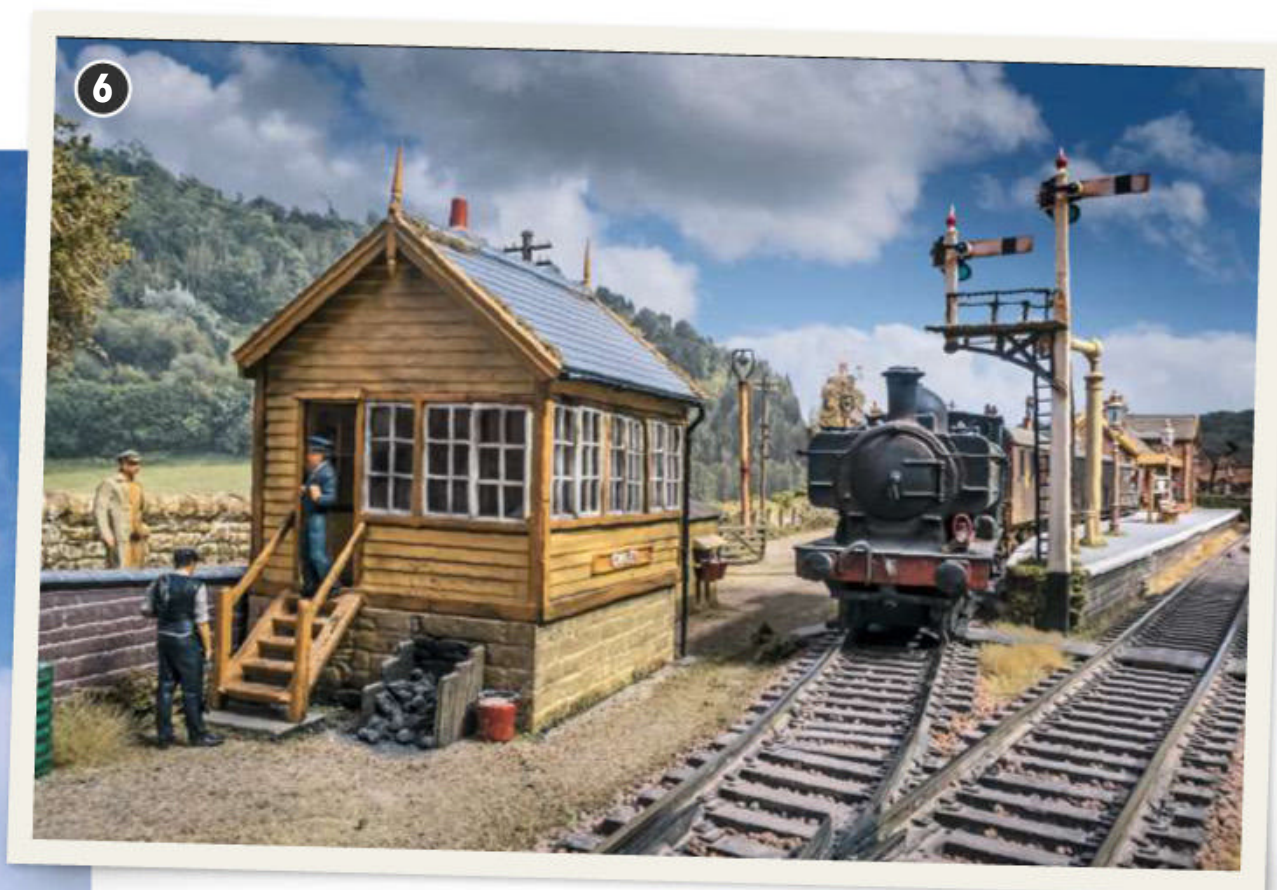
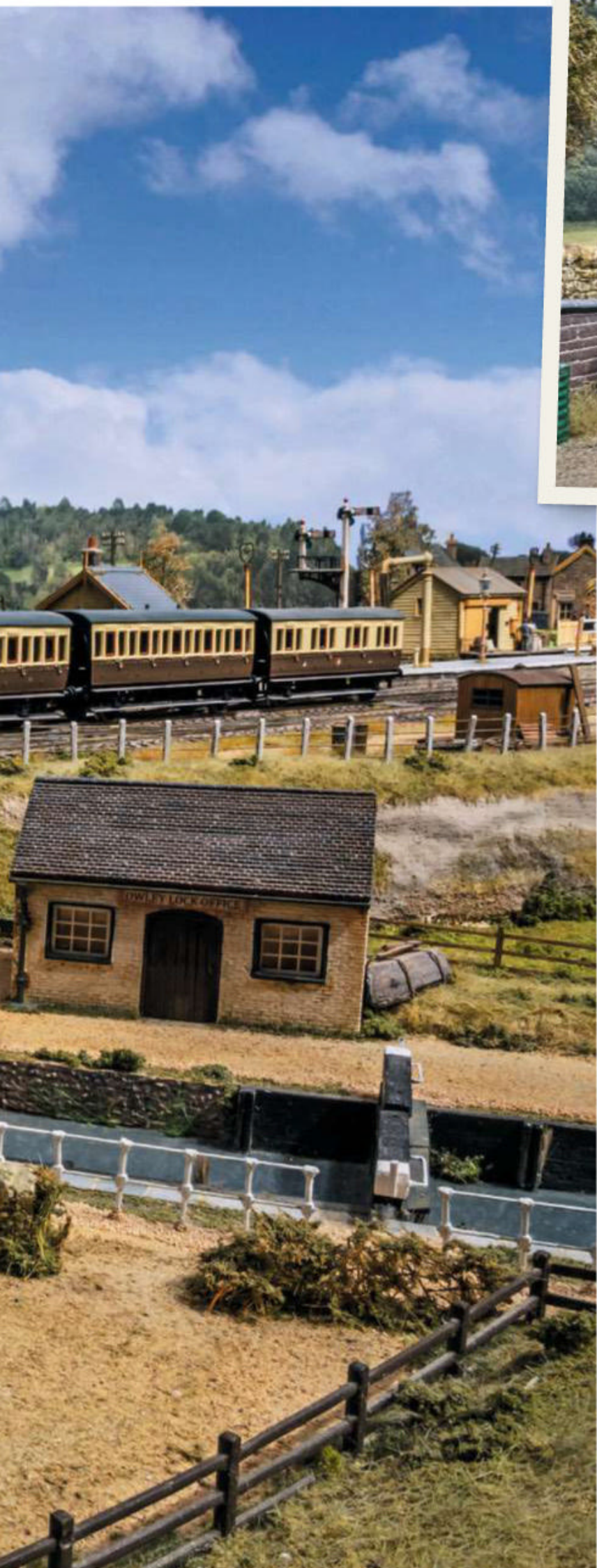
The scenery is constructed in the time-honoured fashion of chopping polystyrene blocks with a carving knife and covering them with static grass and various textures.

'L' shape I was forced into a terminus layout and began planning in early 2016 with the intention of starting the build that summer."

Planning didn't take long and Greg soon had his two 4ft by 2ft baseboards ready to host his Great Western layout. As is becoming common, progress only really started when everything else in the world stopped.

"It started slowly until the pandemic began and we

were forced to stay at home. If it had happened 20 years ago I would probably still have been stuck – the internet wasn't as prominent as it is today. I thought I'd use the time to have a go at scratchbuilding as I'd never tried it before, instead opting for kits. Modelling a fictitious branch line somewhere between Newton Abbot and Exeter gave me the freedom for a bit of modeller's licence and although I wanted the layout to be as realistic



as possible I'm certainly no rivet counter. Fortunately, the Great Western Railway has been photographed so extensively that I had plenty of images to work from, plus the Ratio kit that was originally on the layout."

Traditional scratchbuilding methods were employed at 'Owley', with Greg using 1.5mm mountboard to create the foundations of his pub and station building, wrapping in the relevant

paper where applicable on the station building. The pub walls took a bit more thought to get the desired effect.

"I just had to include a canal-side pub as I wanted to get as much scenery onto the layout as possible without it going over the top. Many of those buildings feature lovely textured walls and I spent a while thinking about the best way of replicating that. I concluded that the texture would have to be quite small and opted for a PVA and Polyfilla sand mix pasted over the card foundations."

WORD ON THE WIRE

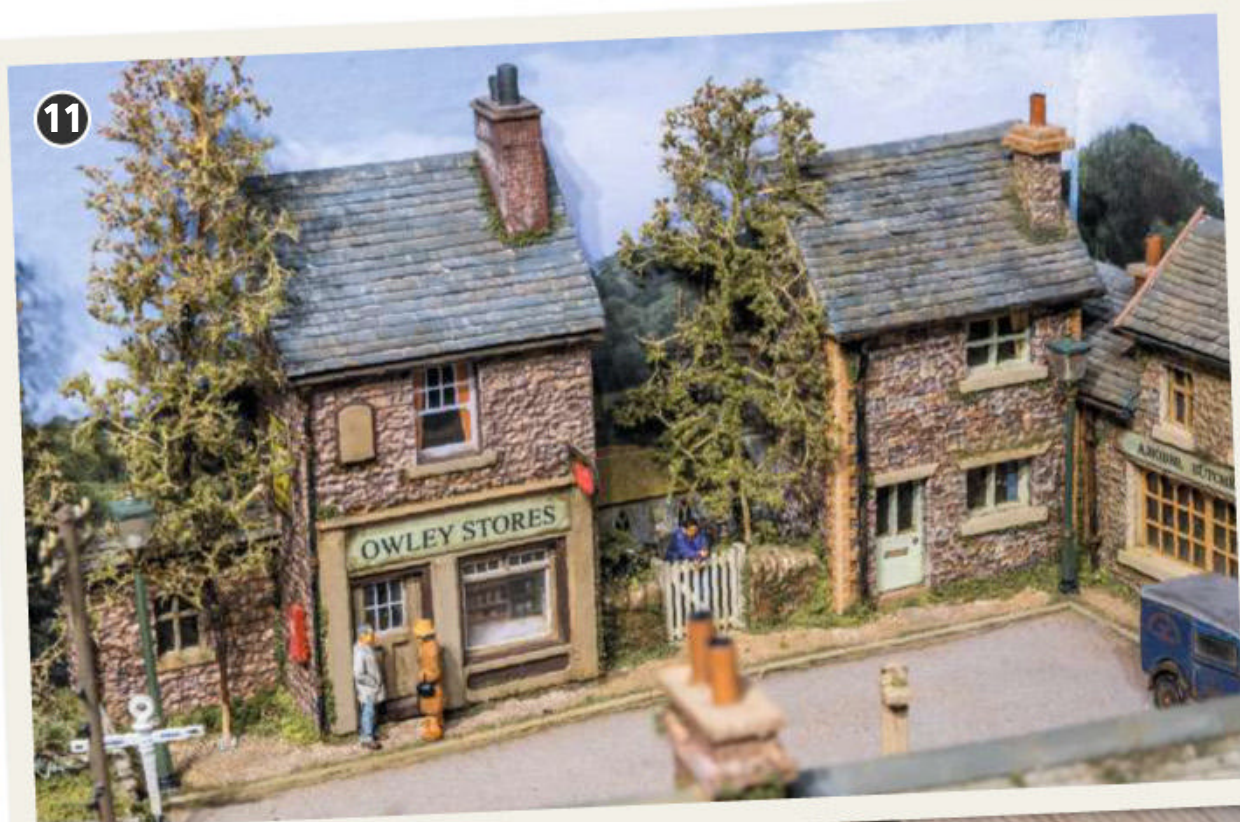
There are very few people within the hobby that will say they enjoy every part of it. For a lot of people, Greg included, the challenge of wiring is enough to put off building for some time. Greg admits that underneath the MDF things aren't as neat as they could be, but everything works.

"It's safe to say it wouldn't get signed off as a professional job and the number of washing lines and spaghetti junction-esque areas under there is a bit frightening. The points are operated with SEEP motors, which adds to the cabling, and ➤

9







MODELLER CV: GREG BROWN

Although I'm currently planning an LMS layout, when my mind is off railways I follow my football team, Charlton Athletic, watch the cricket wherever possible and try not to get too disappointed by the national side!

FACTFILE: 'OWLEY'

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

Size: 8ft by 2ft

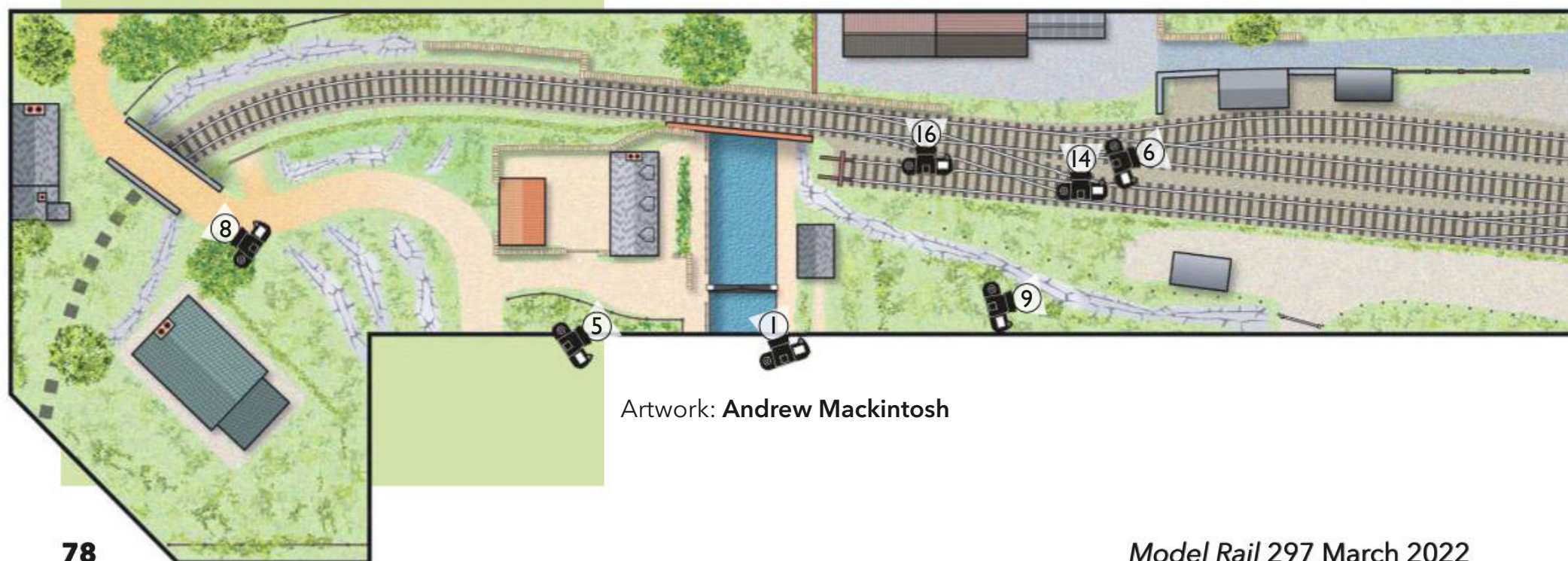
Track: Peco Code 100

Time to build: Three years

Power and control: Analogue



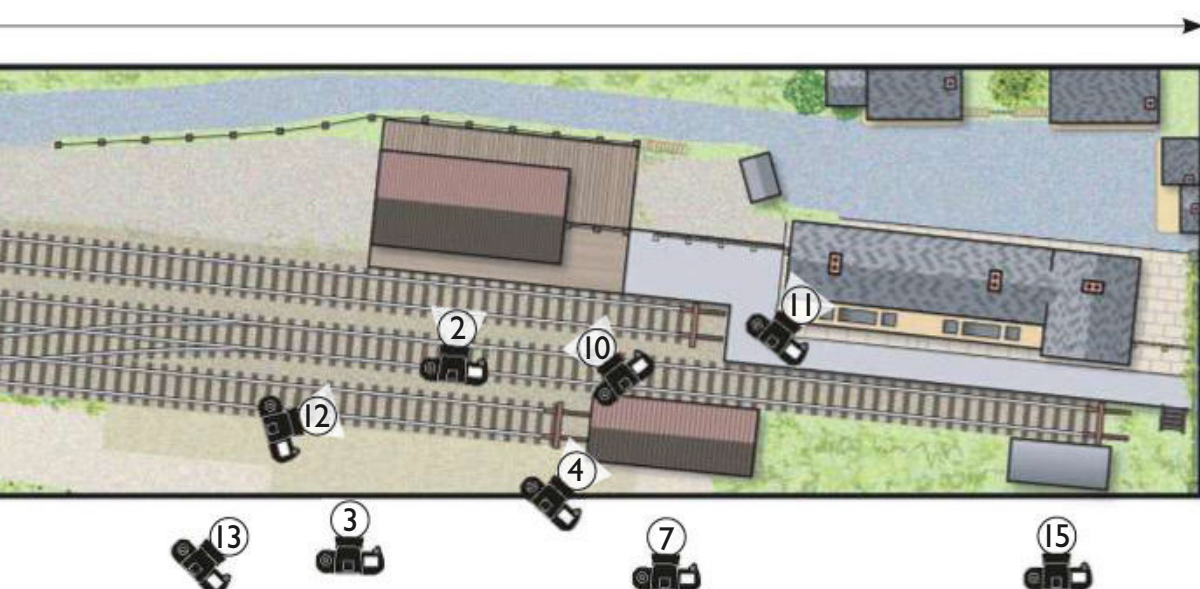
← 8ft →



Artwork: **Andrew Mackintosh**

“The points are operated with SEEP motors, which adds to the cabling, and everything runs back to a control panel for the switches and isolated sections”

The Great Western theme was inspired when Greg went on holiday to the West Country as a child. He was a bit late to see steam running, but with four or five preserved lines in operation at the time down there it was a wonderful place for a young boy to go. **12**



everything runs back to a control panel for the switches and isolated sections. Fortunately, as the room is so small, piles of boxes stored underneath 'Owley' hide everything from view! I did consider moving to digital control when starting this layout but I simply couldn't get my head around it, and my twin Gaugemaster controller with brake simulator has served me well for many years. As the saying goes, 'if it ain't broke don't fix it'."

With the scenery complete Greg could begin thinking about adding the figures to 'Owley', often one of the most enjoyable aspects of layout building as interesting and sometimes humorous scenes can be created with figures in all manner of positions and poses. In much the same way as real life, however, the 24 figures that call 'Owley' home move around on a daily basis, so long as Greg has inspiration for his next photograph. ➤



"If everything was static I'd very quickly run out of angles and models to upload to Instagram, so instead I hold them in place with a low-tack adhesive that I can then just lift off afterwards. That being said, there are scenes such as the ones at the dairy and the pub that I particularly like and make regular appearances online. The figures were mostly painted for me by Chris Clark and they're so good that I want to use them as much as possible. The hardest thing after having the account for almost four years now is thinking of new scenes to post!"

Social media is becoming an increasingly popular way of showcasing your work. A quick search for 'model railways' on any social media site will bring up a wide variety of shapes, sizes, eras and locations that you can use to inspire your next project. You may even be tempted to start your own account. **MR**

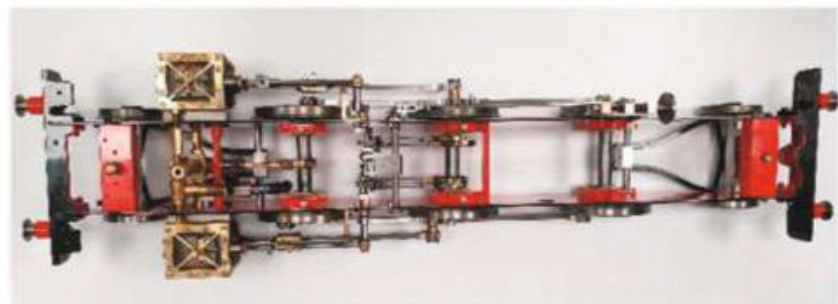




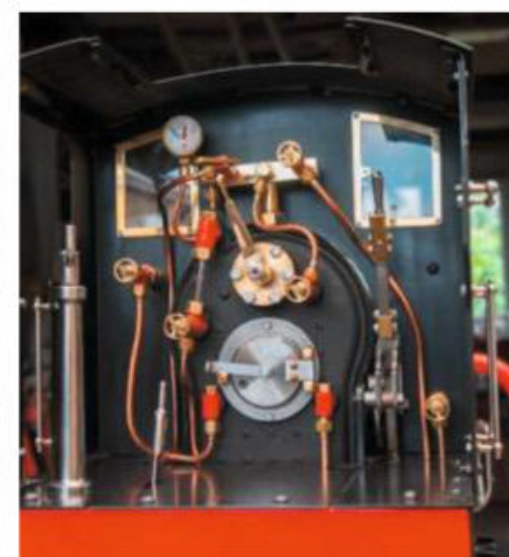
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Masterplan Offbeat Routes – Part 1

Track plans to get you thinking in three dimensions

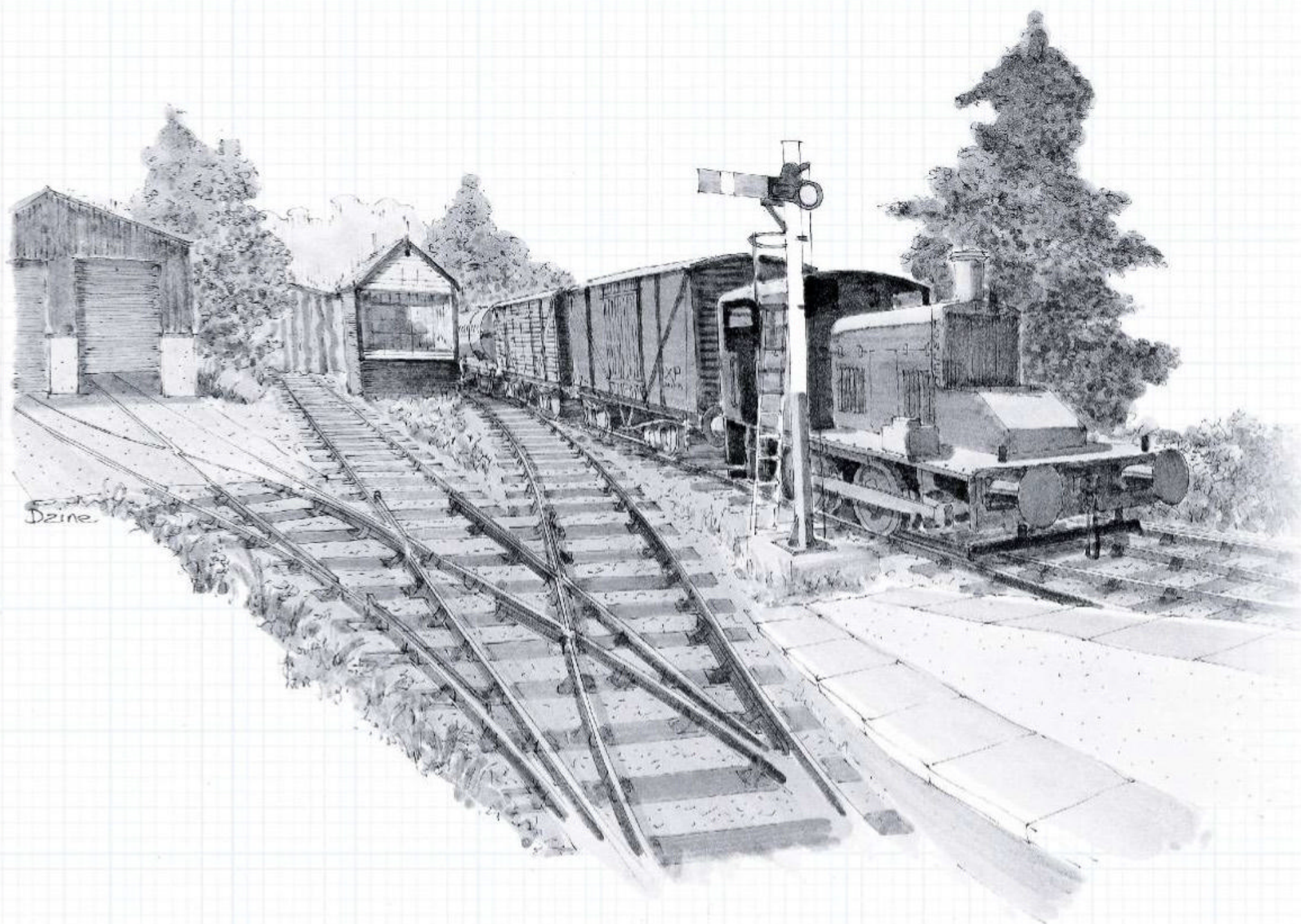
AIMING for the light

Not everyone is drawn to mainstream railway subjects, with more offbeat systems providing plenty of modelling potential. In this first instalment of a two-part feature, **Paul A. Lunn** goes off the beaten track to examine a trio of light rail systems.

Light railways, minor routes and tramways have always fascinated me. In recent years there's been an ever-increasing range of more unusual locomotives and stock from ready-to-run manufacturers, making it the best of times to consider such schemes. There's no reason to concentrate on the 'olden days' either, as

contemporary prototypes can also provide plenty of inspiration.

In this first instalment, we'll consider the Derwent Valley Light Railway, the narrow gauge Ashover Light Railway and the Sheffield Supertram system. Next month, we'll study the Leek and Manifold Valley Light Railway, the Van Railway in mid-Wales and the Docklands Light Railway.



DERWENT VALLEY LIGHT RAILWAY

Freight demonstration trains are a popular feature on the preserved Derwent Valley Light Railway (DVLR), which is now part of the Yorkshire Museum of Farming at Murton, just to the east of York. Thanks to the archivist Jonathan Stockwell, we're able to use part of the museum's excellent photograph collection, which has helped me produce a slightly unusual track plan portraying the DVLR as it was in steam and early diesel days.

Rather than focus on the DVLR's stations, which were all very similar in appearance, my aim was to feature some of the principal industrial locations. In some cases, these were part of a station yard, and freight operations will offer increased operational value. I've arranged them in sequential order and within a reasonable space for 'OO'. Bearing this in mind, the accompanying track plan commences scenically with a cement terminal at Osbaldwick, Murton Lane wagon repair works siding, Sledmere Siding, Wheldrake Yard and, finally, the Government's Forward Filling Depot No. 5 near Cottingwith.

If you have space, you could add semi-scenic sidings (in a fiddleyard capacity) on the left-hand end. More advanced modellers, perhaps with additional space, could interpret my Setrack design using flexible track for a more organic feel. There's also the potential to convert the left-hand end into a through-fiddleyard.

If you really must have a station then Wheldrake would be the most logical step. The station building has been relocated to - and preserved at - the DVLR's Murton site.

● Each square represents 1ft.



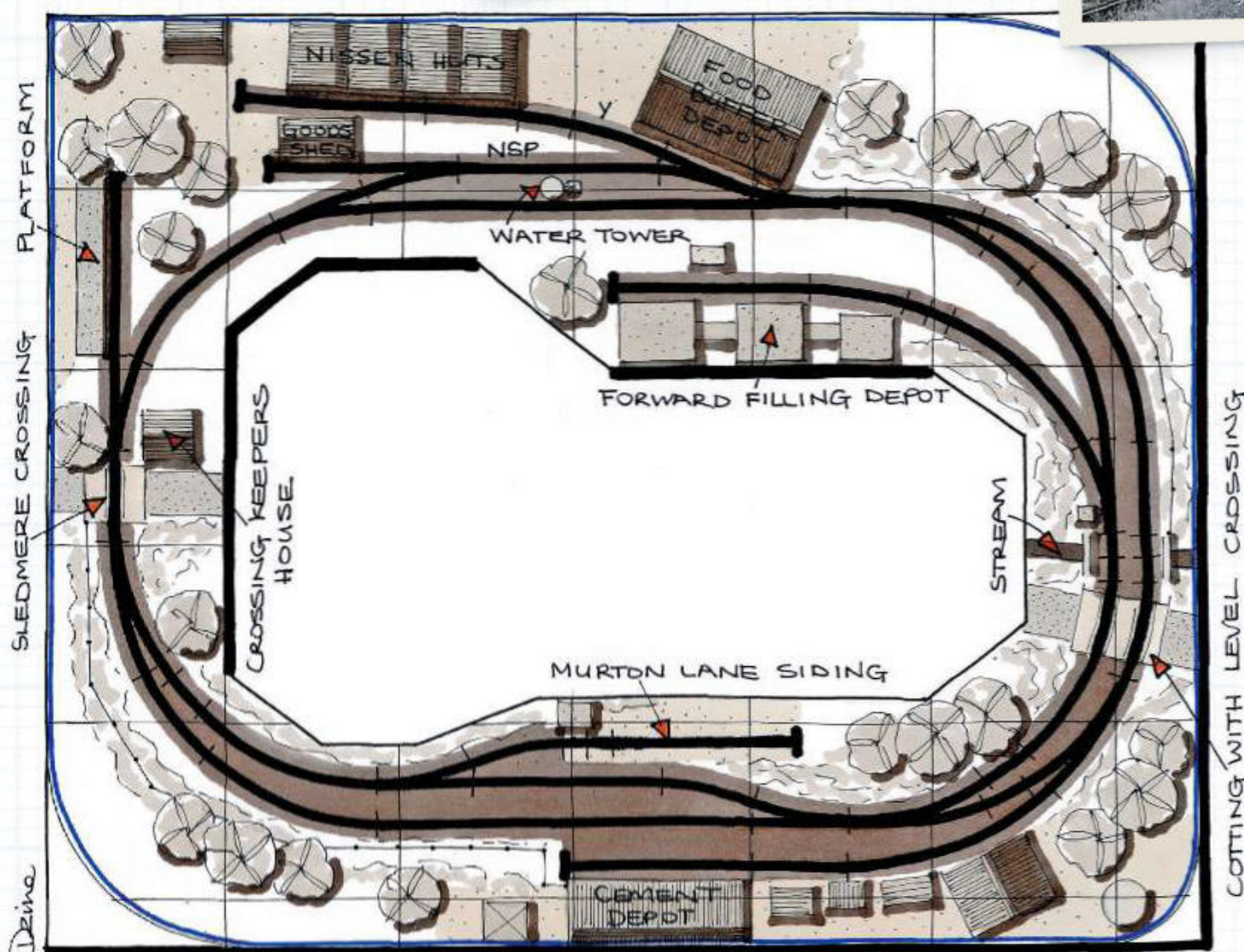
With the cement works in the background, 'J25' 65714 shunts at Osbaldwick. GEOFF LUMB/JONATHAN D. STOCKWELL COLLECTION



Left: My track plan combines elements of the track arrangement at Osbaldwick and Murton Lane, with three parallel tracks, as seen in this view from 1969. GEOFF LUMB/JONATHAN D. STOCKWELL COLLECTION



An ex-LNER 0-6-0, possibly 'J25' 65677, shunts mineral wagons and oil tanks near Osbaldwick. The corrugated building, left, is part of W&J Glossop's Tarmacadam plant and, in the distance, the concrete mixing silo of Site Supply and Excavation Co. Ltd can be glimpsed. This latter concern set up its site in 1959. This image was captured in June 1960. DVLR ARCHIVE/VIC NUTTON/TRAVEL LENS PHOTOGRAPHY



MOTIVE POWER

Through the war years and up to the end of steam operation (1961), the DVLR hired various steam locomotives from the NER/LNER and BR, including 'J21/24/25' 0-6-0s, Ivatt 2-6-0s, plus Class 03/4 diesels from the 1960s.

In 1969, the DVLR purchased a trio of Drewry diesel shunters - D2245/98, with D2329 acquired for spare parts.

Masterplan Offbeat Routes – Part 1



Above: A Drewry diesel 0-6-0 is shunting Presflo cement wagons at Wheldrake in June 1960. Note the six-wheel brake van. DVLR ARCHIVE/RICHARD HOLDSWORTH

FACTFILE - DVLR

The DVLR was initially opened from Cliff Common (on the NER's Selby-Driffield line) to Wheldrake in 1912 for goods traffic only. A year later, the whole line through to Layerthorpe (York) was open, where the privately owned railway established its headquarters. Passenger services ran from 1913 until withdrawal in 1926 and the route traversed mostly flat farmland, with numerous minor industries and agricultural customers en route. However, the variety of freight increased dramatically during the Second World War, with an RAF airfield established at Elvington, close to the line.

Closure came piecemeal: Wheldrake to Cliff Common in 1965, Elvington to Wheldrake in 1968, Dunnington to Elvington in 1972 and the final section from Layerthorpe to Dunnington in 1981. The line escaped the 1922 Grouping and nationalisation in 1948, remaining a private concern throughout its history, operating mostly with hired-in motive power.

For more information on the preserved DVLR, see www.dvlr.org.uk



Above: The Food Buffer Depot, built in the early 1950s at Wheldrake, handled stores of sugar, corned beef, flour and biscuits, stockpiled in case of national emergency or nuclear war. Further back towards the station was a row of eight post-war Nissen hut warehouses, although only four have been included on my model plan. This colour image was captured in July 1964. GEOFF LUMB/DAVID MITCHELL

ESSENTIAL READING

Anyone interested in the DVLR should read *Rails Along the Derwent - The Story of the Derwent Valley Light Railway*, by J.D Stockwell and I. Drummond (www.holnepublishing.co.uk).

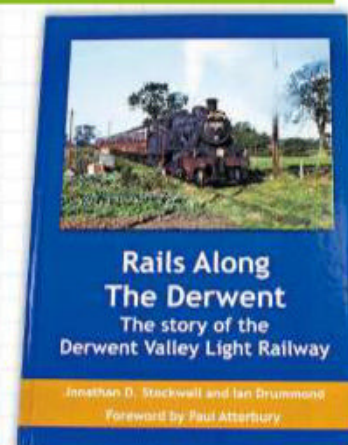
WIN!

We have TWO copies of *Rails Along the Derwent* to give away to *Model Rail* readers. Simply go to www.model-rail.co.uk/win-rails-along-the-derwent and answer the following question:

Q: Where did the DVLR establish its headquarters?

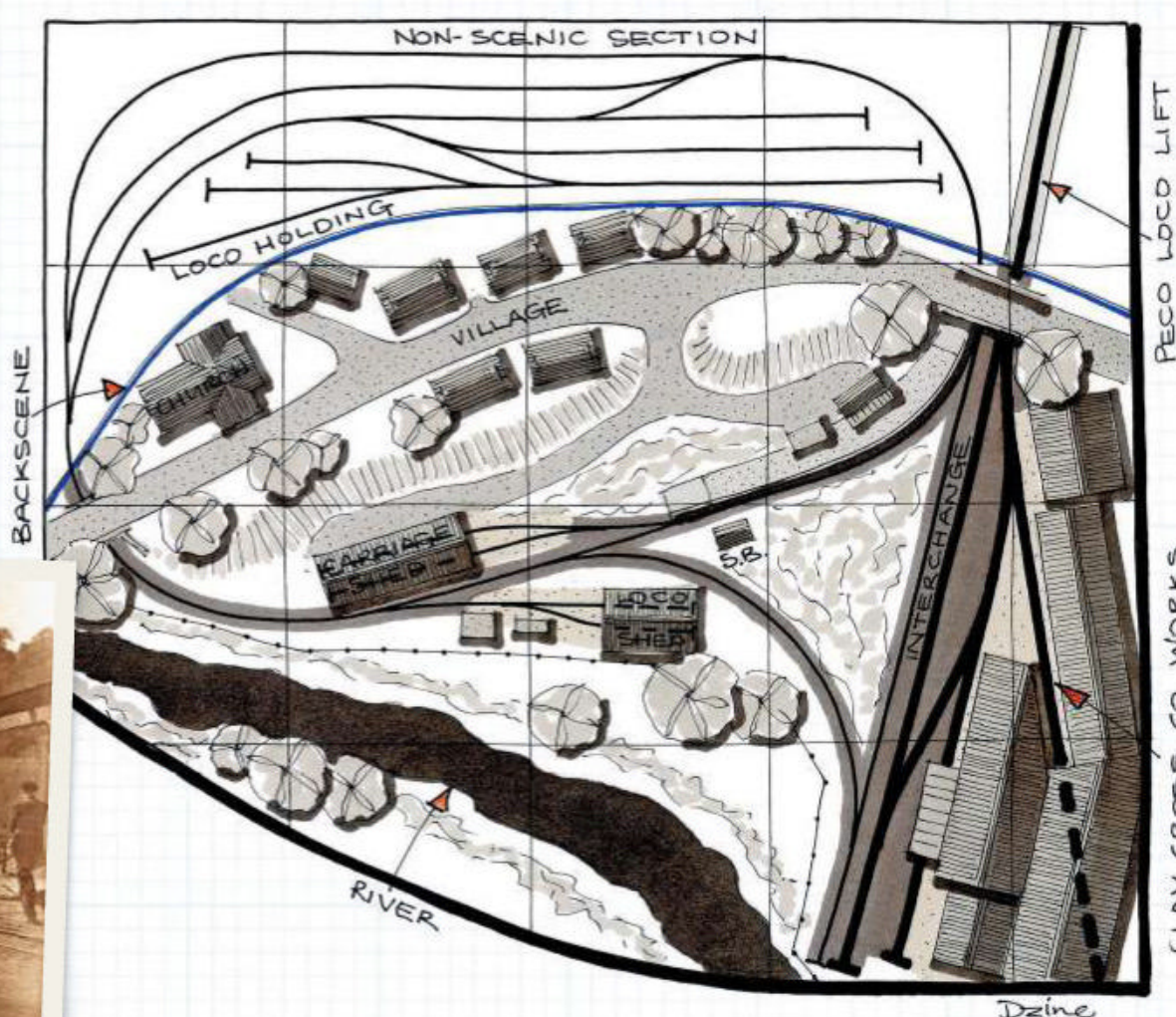
A: Layerthorpe B: Elvington C: Wheldrake

Entries are via the website only and open to UK residents only. The closing date is March 18. Good luck!



ASHOVER LIGHT RAILWAY

I've been assisting friend and modeller James Goucher for some time with a 'OO9' layout design, inspired by the Ashover Light Railway and, of course, the recent availability of principal stock from Bachmann Narrow Gauge was hard to resist! The accompanying plan is an adaptation of one of four rough ideas submitted to James, which takes inspiration from the triangular junctions at Clay Cross and Ashover. It also has the additional benefit of a small section of standard gauge line and interchange sidings.



As a complete alternative to James' design, I worked up this plan for a large room-filling layout. I've shown both ends of the line in some detail but left other sections for modellers to choose their own preferred locations. There are multiple gradients on the line:

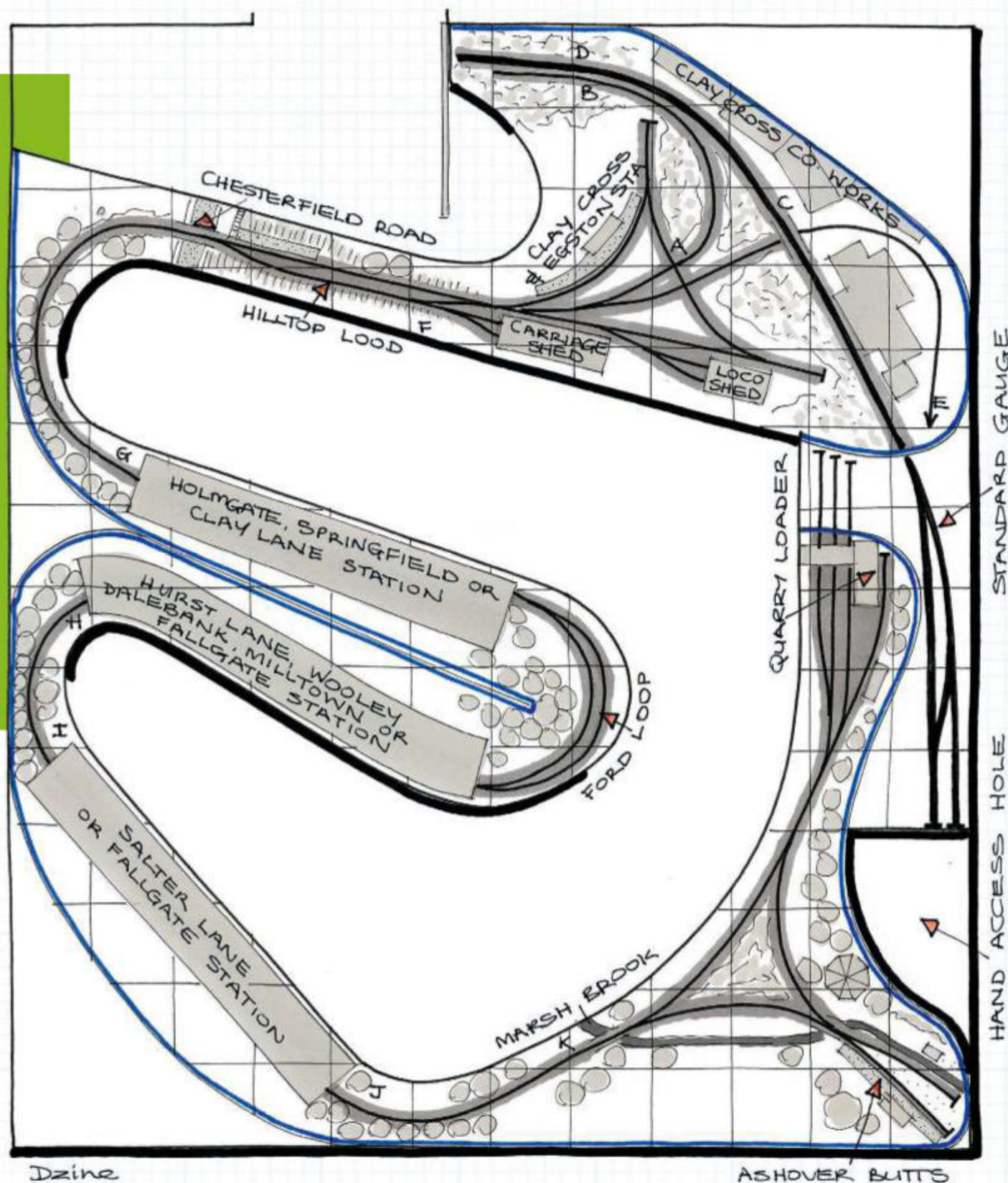
A to B narrow gauge up to a spoil tip

C to D standard gauge down to the spoil tip

E narrow gauge down to non-scenic sidings under baseboard at **K**, for removing wagon loads

The first gradient on the branch itself is from **F** to **G**, followed by **H** to **I** and then **J** to **K**.

Please note: I have used two Atlas 'N' gauge 90° crossings on one side of the Clay Cross triangle.



FACTFILE - ASHOVER LIGHT RAILWAY

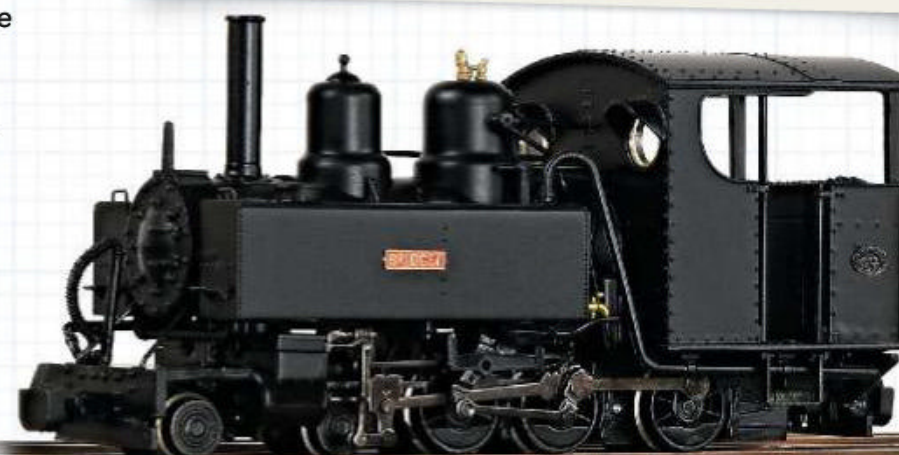
Opened in 1925 and closed in 1950, the main commodity transported over the route was ballast from the Butts quarry. Passenger services were suspended in 1931 and only reinstated for summer traffic over the next five years, with all passenger services ceasing in 1936. Normally there were seven, usually mixed, trains on weekdays, eight on Saturdays and four on Sundays.

ASHOVER LIGHT RAILWAY TRACTION & ROLLING STOCK

- Six WD 4-6-0 pannier tanks, built by Baldwin, named *Peggy*, *Bridget*, *Joan*, *Guy*, *Hummie* and *Georgie*. *Peggy* lasted until 1950 ('OO9' model available from Bachmann Narrow Gauge).
- Dick Kerr four-wheel petrol-electric tractor, *Amos*, converted from a WD loco.
- Hibbard 4wDM *Planet*.
- Ransome Rapier 4wDM.
- Muir-Hill Fordson petrol rail tractor to replace steam locomotives during the freight-only period.
- Four passenger bogie coaches, built by Gloucester Wagon Co. (forthcoming Bachmann Narrow Gauge model). Coaches Nos. 1 and 2 are preserved at the Lincolnshire Coast Light Railway, No. 4 is at the Golden Valley Light Railway and No. 3 was scrapped.
- Eight open-sided bogie coaches.
- Up to 59 open-bogie freight wagons (Bachmann Narrow Gauge).



JAMES GOUCHER



SHEFFIELD SUPERTRAM

In terms of off-the-shelf ‘OO’ gauge models, modern trams are not easy to come by. However, there are potential solutions. Sheffield’s Class 399 City Link trams are available as 3D-printed bodyshell ‘kits’ from the Shapeways web portal, produced by TT Trams (www.shapeways.com). Offered in ‘N’, ‘TT’, ‘HO’ and ‘OO’ gauge, the customer needs to arrange a suitably powered chassis and, at over £200 for a ‘OO’ three-car bodyshell, each tram would be a significant investment, even before factoring in the cost of an articulated chassis and drive unit (see www.themodeltramshop.com).

Alternatively, there are various ready-to-run modern trams in ‘HO’ in the ranges of some Continental manufacturers and these are amply described at www.tramwayinfo.com. I mention European trams owing to their generic style and, indeed, Sheffield’s trams were built in mainland Europe. Painting a suitable Supertram livery is all that would be required, though you could also add anglicising detail if desired.

While part way to a solution, there is a problem in that all are made to ‘HO’ scale, which might not please some ‘OO’ gauge modellers. In terms of track planning, there are six possible solutions: **1.** Ignore the difference. **2.** Keep the ‘OO’ tracks in the foreground and ‘HO’ scale items to the rear, thus forcing perspective. **3.** Where both are close together, increase the height of the ‘HO’ track slightly to reduce the height difference. **4.** Make sure both gauges run at separate times. **5.** Model a tram-only section.

6. Model in ‘HO’ only.

If you can accept the limitations it’s worth looking at the following ‘HO’ products: Leopold Halling (include Blackpool Bombardier Articulated Flexity tram, Variobahn Graz Articulated unit, DT8.10 2 car Stuttgart tram and much more at www.shop.ferro-tram.com), Siku Bombardier Articulated tram (it’s an excellent push-along toy with a useful body shape, but the pantograph is overscale).



FACTFILE - SHEFFIELD SUPERTRAM

Tram Trains use part of the original Sheffield Supertram route from the cathedral, past Nunnery Depot, towards Meadowhall and then on what was a little-used heavy rail route to a new tram-only station at Rotherham Parkgate. Operation commenced 2018. Seven articulated tram trains were built, in Spain, by Vossloh, designated Class 399. These three-car units are able to run on tramway systems as well as parts of the national rail network. Rotherham Central is a shared station; Sheffield Supertram and Northern trains run mainly to Sheffield, Wakefield, Leeds and York.

ROUTE DESCRIBED

Although part of a much longer route, I’ve concentrated on the section that kicks back to Booth’s Scrapyard, then on under Centenary Way, Main Street and into Rotherham Central. Beyond Central station, the line continues under Bridge Street, Centenary Way (again) and Greasborough Road, before curving through a heavily wooded area towards Rotherham Parkgate Station, with Liberty Steel in the distance beyond.



Left: I love this oriental-style structure at Rotherham Central because it’s rugged yet graceful. It’s clearly a considerable scratchbuild project, but worth the effort for its uniqueness.



Above: Once you get onto the platform at Rotherham Central there’s a lot going on, both with the overhead walkway and bridge beyond (a potential view-blocker). I’ve suggested platforms continuing beyond the bridge in order to accommodate trams and trains.



Above and below left: Here’s what a joint tram-train station is all about: twin-height platforms, low-level for trams and normal height for trains.



Left: There are frequent main line services passing through Rotherham. This is 150214 with Rotherham Parkgate station behind and to the rear.



Above: Rotherham Parkgate Station, looking towards Rotherham Central. Note the mast on the opposite side so as not to encumber the platform, and also note that it’s placed outside the boundary fence.

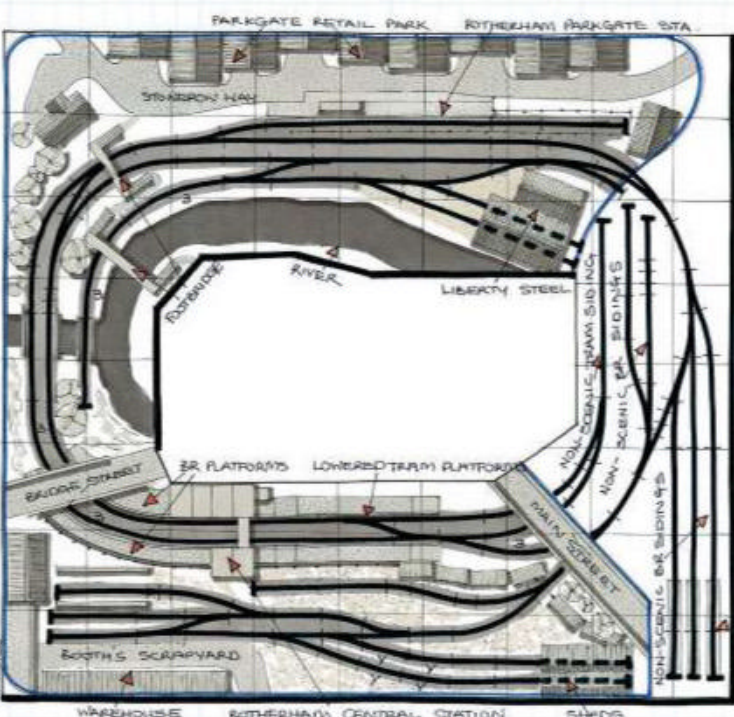
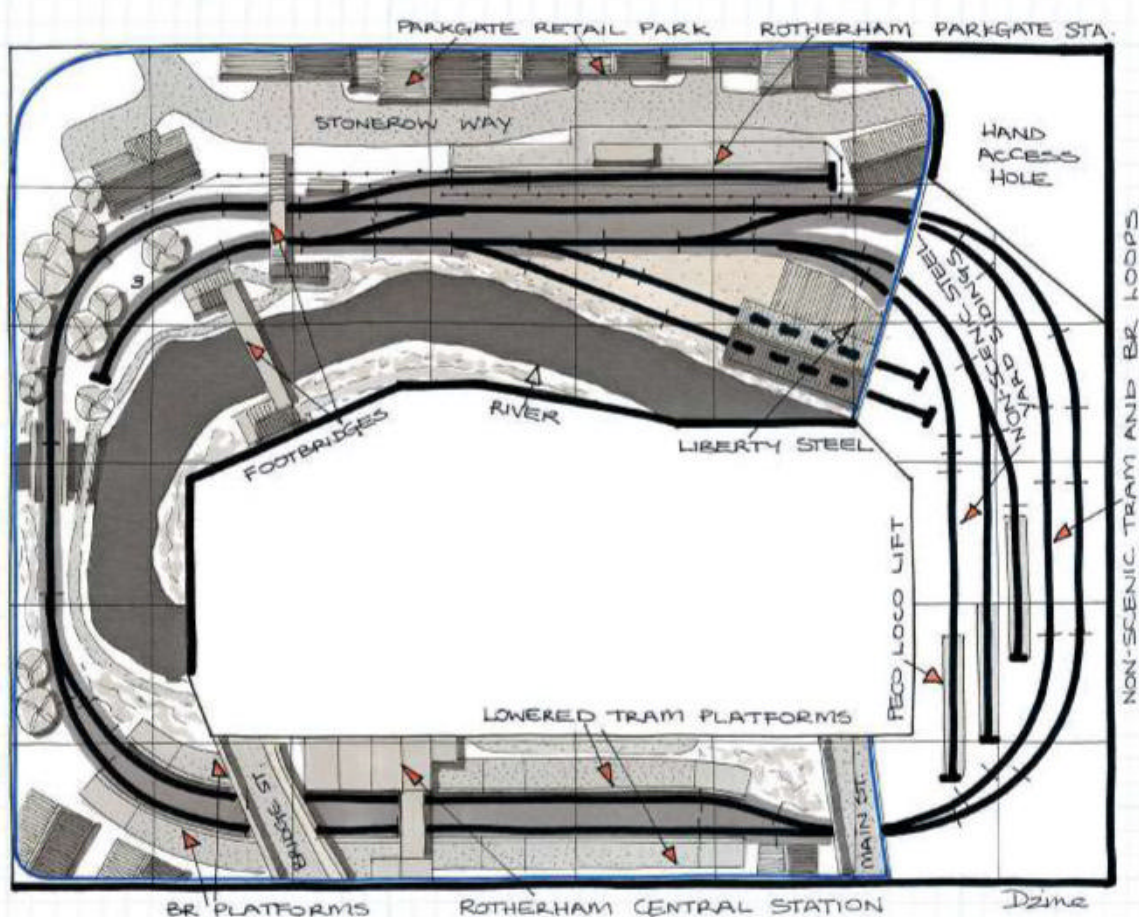
TOM INGALL/RAIL

PLANS

While the plans vary considerably in size and layout, there is similarity in overall design. Please note I've used artistic licence with compression, position and orientation on all plans. Check with Google Maps and you'll see what I've done!

The first plan (right) is intended primarily for 'HO', with a standard oval using Peco Setrack and a non-scenic section. Stations are for tram use only and I have added part of Liberty Steel, moving its real location nearer to Rotherham Parkgate Station and spinning it 180°. A deviation off the River Don provides us with one of the more outstanding scenic features. To complement the RTR 'HO' trams, the Liberty Steel site could be operated by an anglicised version of the following Continental 'HO' locomotives: Class 199 0-6-0 diesel (Roco), 0-4-0 locomotives (Piko) and DHG 0-6-0 diesel (Märklin). There's also plenty of contemporary rolling stock available in 'HO' from Roco, Märklin and Fleischmann.

For main line locomotives, I'd be looking at Vossloh 2000 Series diesels, (Märklin), plus Mehano and Trix products. There are also various iterations of the familiar EMD Class 66 in 'HO', with Märklin's product being especially impressive. A repaint into a UK livery - or a bit of imagination - would justify their presence.



Adding Booth's scrapyard provides added operational interest and scenic enjoyment.

KEY TO ALL PLANS

Squares on all plans represent 1ft.
'Y' indicates curve to match a Y point
All curves are second radius or indicated otherwise with a number, e.g. '3' for third radius
NSP - non-standard piece of track

In a fictitious and complex twin-scale arrangement (right), viewed at or near eye-level, we have two ovals. The inner circuit is 'OO' and represents the national network, plus part of Liberty Steel's sidings. The outer tracks are for 'HO' trams only, with both scales having their own non-scenic sidings.

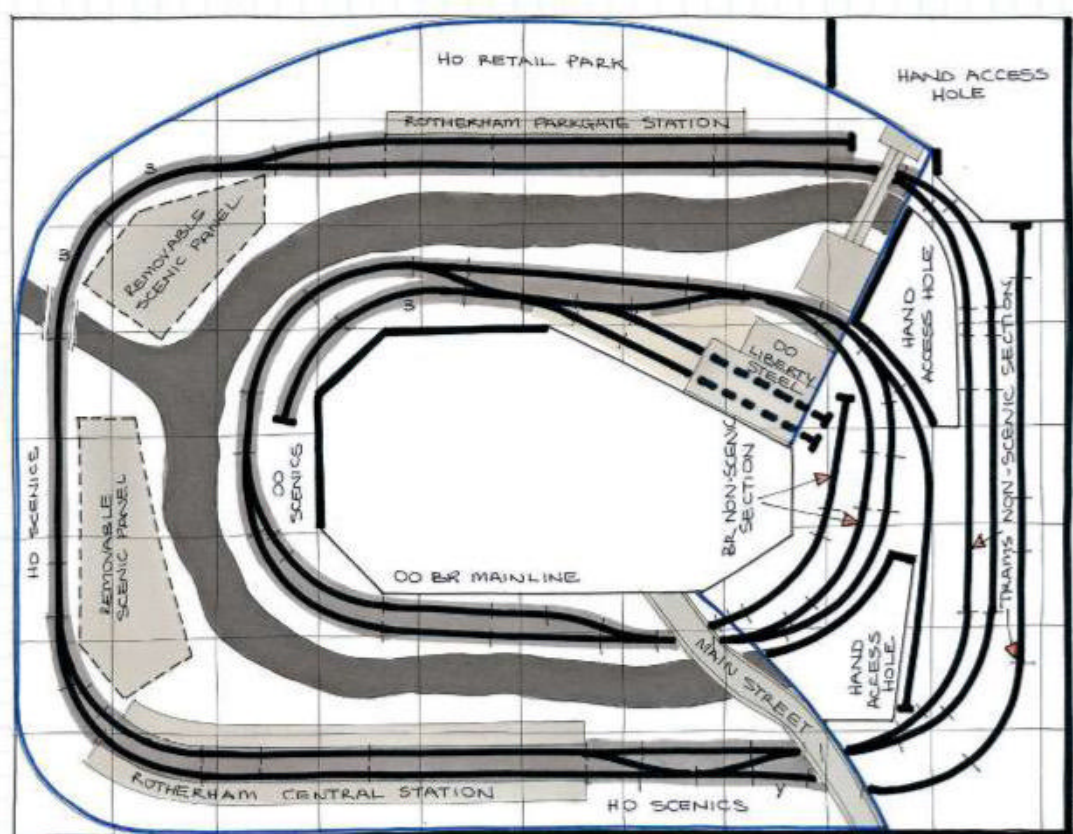
The river adds a great scenic feature and, unlike buildings, its scale is immaterial, providing a useful 'bridge' between the 'OO' and 'HO' sections. While the plan uses Peco Setrack, a little more space would allow use of flexible track, especially on the longer runs.

KIBRI KITS

Various Kibri kits, static or motorised, would be relevant for any 'HO' tram layout: KI, KI16062 Road/rail Unimog and low-sided wagon with drums of overhead line, KI16082 Catenary maintenance vehicle, KI16100 Track maintenance vehicle and KI16266 Low-sided wagon with catenary system mounting unit.

Availability: Gaugemaster

Web: www.gaugemasterretail.com



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GL44 LNWRLMS /BR COAL TANK 0-6-2 ..£285.00
GL50 LNER/BR 2-8-8-2 GARRATT£675.00
GL57 LNER / BR L1 2-6-4.....£330.00
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TC5 LMS/BR de-streamlined Duchess.....£595.00
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LK790 GWR home or distant signal.....£21.25

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7066 B.R. Insulated Van.....£38.00
7067 B.R 13 ton conflat 'A'.....£36.00
7069 B.R Lowfit Wagon.....£36.00
7070 B.R 12 ton Palvan.....£40.00
7071 B.R 13 ton High Goods Wagon.....£36.00
7033 LNER/BR 20T Brake Van.....£51.00
7053 LNER/BR 20T Brake Van.....£51.00
7C020 SECR/SR/BR 4 wheel PLV/GUV.....£79.00
7C021P SR/BR Bogie Van.....£132.50
7C022 SR/BR 4 wheel BV.....£84.00

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W603 GWR 6 wheel brake.....£45.25
W604 GWR 4 plank open.....£36.50
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W607 BR 16 ton Mineral wagon.....£45.25
W608 BR 27 ton Iron Ore wagon.....£44.75
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90



Reviews

94

In-depth and unbiased reviews of the latest products

90 **Heljan
Class 86/4**

94 **Masterpiece
Models 'Western'**

98 **Dapol
Vanwide/VEA**

100 **Ammo
scenic mats**

100 **Scale Model Scenery
LNER lineside hut**

100 **Hornby
20T NCB brake van**

100



98



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Heljan Class 86/4

◆ GAUGE '00' ◆ MODEL Class 86/4, 86634 *University of London*, Railfreight Distribution ◆ PRICE £219.95 ◆ AVAILABILITY Heljan stockists Web www.heljan.co.uk

The release of an all-new, enhanced Class 86 last year was a welcome move by Heljan. The first raft of models concentrated on the popular AC electric locomotives in their original condition, and we reviewed a trio of samples in MR288. Now, however, we have an example of the refurbished '86', commonly referred to as a Class 86/4.

We don't have space to get into the nitty gritty of the various sub-classes here but, in short, British Rail had deemed the ride quality of the as-built locomotives to be inferior and undertook a programme of upgrading the suspension and installing low track-force wheels. Work began in the early 1970s and various other technical

modifications followed over the years, some of which led to further changes in appearance.

Heljan's latest models will please modellers of the post-1980s BR and privatisation eras, with a choice of nine different models on offer. Liveries include the original Intercity Executive scheme, two versions of Railfreight Distribution livery, RES red and BR's 1980s take on 'heritage' light blue. For the post-privatisation era, we have a choice of original and 'Powerhaul' iterations of Freightliner's green/yellow house colours, plus the stylish contemporary Caledonian Sleeper livery.

Our sample depicts 86634 *University of London*, in triple-grey Railfreight Distribution livery. Formerly 86434 (and

before that 86034/E3187), the locomotive was renumbered into the '86/6' sub-class in April 1990, following isolation of the train heating equipment and reduction of the top speed to 75mph. The model shares much

of the features as the '86/0', so this review will concentrate on the new and modified fittings.

The biggest difference naturally lies in the bogie frames and suspension, with the Flexicoil arrangement depicted



with impressive fidelity. As well as the sets of large coil springs (moulded integrally with the bodyshell), there are also vertical and horizontal dampers, picked out in grey paint. The cab footsteps are also of the correct, revised pattern and the wheels are fitted with plastic inserts that depict the SAB low track-force units admirably.

The cab doors now feature twin handles, as opposed to single handles on the '86/O', and the plated-over headcode panels sport twin marker lights. There's also a high-intensity lamp added to each end, along with revised handrails. Multiple working and TDM jumper cables and sockets complete the prototypically cluttered look of the cab fronts, the former being separate plastic mouldings, while the thinner TDM cables are moulded as part of the shell and picked out - very neatly - with paint.



An improvement over the '86/O' model's specification is a fully painted cab interior, visible through the windscreens and side windows. The glazing is to a generally high standard, with just a few areas of excess adhesive visible here and there.

In terms of finish, the livery shades look convincing and are applied well, although there are some rough areas along one side. The opacity of the Railfreight sub-sector logos is lacking somewhat and a similar issue afflicts the yellow headcode panels, while the printed nameplates would benefit from etched replacements. A nice touch, however, is the flash of bright steel on the buffer shanks.

Performance under test conditions was exemplary, especially after the obligatory running-in period, with smooth, quiet running and oodles of pulling power on tap. Those modellers lucky enough to model full-size

main line trains will have plenty of fun with the '86'! It's worth noting that the packaging has also been upgraded, with the welcome addition of a sturdier, foam-lined box which is a big improvement over the flimsy carton employed on the '86/Os'. ➤



21-pin socket

3 things we like



1

SAB low track-force wheels represented by detailed plastic inserts. The revised style of cab steps is also present.



2

Flexicoil suspension fittings look the part, with added damper detail too.



3

Detailed cab interiors enhanced with painted consoles and controls.

“An improvement over the '86/O' model's specification is a fully painted cab interior, visible through the windscreens and side windows”

Heljan Class 86/4 - in detail



Factfile: Refurbished Class 86/4

A hundred locomotives were built to the AL6 design (later Class 86), with manufacturing split between Vulcan Foundry and Doncaster Works. Deliveries began in 1965 and the locomotives were destined for the newly electrified West Coast Main Line. Proving to be the biggest AC electric locomotive class, the '86' can also boast longevity along with its many other attributes, with the final examples retired from regular frontline service by Freightliner in 2021.

The use of axle-hung traction motors, rather than frame-mounted units, offered improved performance but design errors led to rough riding and track damage, leading BR to implement a refurbishment programme from 1970. Flexicoil suspension units were installed and, later, the use of low track-force wheels also greatly improved matters and the class was split into various sub-classes according to the nature of modification works and whether the locomotives were intended for passenger or freight duties.

Refurbished '86s' hauled all manner of services on the WCML for decades, with a batch moving to the Great Eastern main line following electrification in the 1980s. Remaining in passenger use into the mid-2000s, freight-allocated examples soldiered on until more recently, especially with Freightliner, while several '86s' have also been exported for use in Eastern Europe.



1: Carrying the later version of Railfreight Distribution livery, 86604 and a classmate rest between intermodal duties at Crewe. The original multiple working jumper cables have been removed and the sockets plated over, leaving just the TDM cables on the cab fronts. COLOUR RAIL

2: A typical WCML scene from the late 1980s as 86416 coasts into Warrington Bank Quay with a northbound service made up of a mix of Intercity and blue/grey stock. COLOUR RAIL

3: Freightliner's Class 86s continued in use, usually in pairs, on container traffic until 2021, highlighting the longevity of this popular class. COLOUR RAIL

System builder

Other items to complement this model...

INTERMODAL STOCK

Freight-allocated Class 86s were synonymous with container traffic throughout their lives, on both the WCML and Great Eastern lines. Various wagon types are suitable, including Hornby's KFA flats.

Price: from £41.99

Availability: Hornby stockists www.hornby.com



STEEL CARRYING WAGONS

Pairs of Class 86s could be seen hauling long rakes of steel carriers between Warrington and Mossend. The Cavalex BBA is ideal.

Price: from £45.00

Availability: Cavalex Models www.cavalexmodels.com



'SILVER BULLETS'

The ICA china clay slurry tanks could regularly be seen behind a Class 86 on the WCML during the 1980s and early 1990s. Dapol's model is excellent.

Price: £39.95

Availability: Dapol stockists www.dapol.co.uk



SUMMARY

PROS

- Prototypical looks.
- Impressive level of detail.
- Superb performance.
- Improved packaging.

CONS

- Minor blemishes in finish.

FINAL VERDICT

A welcome arrival.

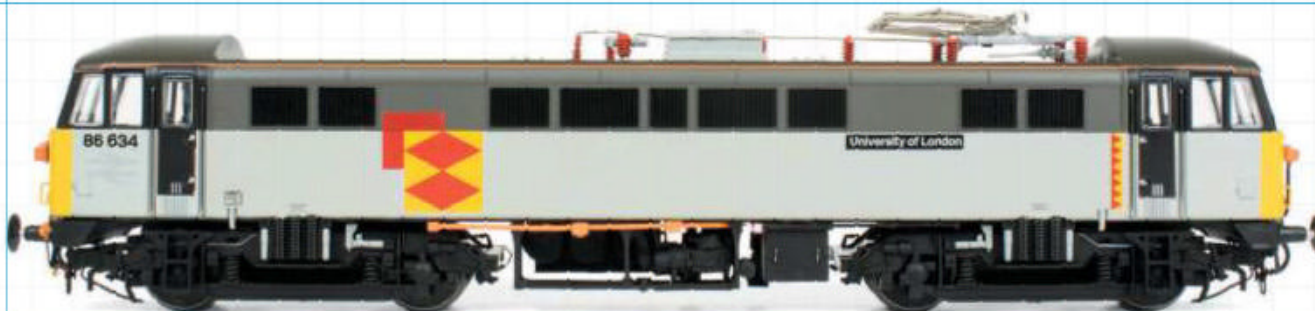
The user manual is also much improved, with more in the way of prototype information, clearer parts diagrams and maintenance instructions - well done Heljan!

As with the '86/O', this is a definite improvement over Heljan's 2010 release, both in terms of looks and specification. Aside from the few minor blemishes in the finish, this is a

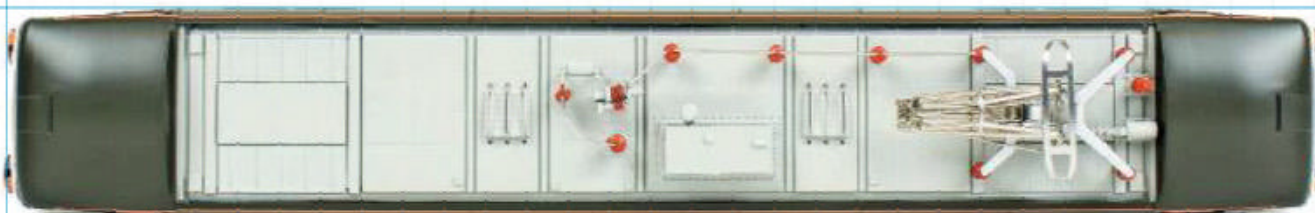
very handsome model of an enduring prototype. Although the listed retail price is a shade under £220, a quick trawl of the internet reveals that many dealers are offering competitive prices below the £200 mark, so a little shopping around will be rewarded. I'm certainly tempted to add an Intercity version to my burgeoning '86' fleet. **(GD)**



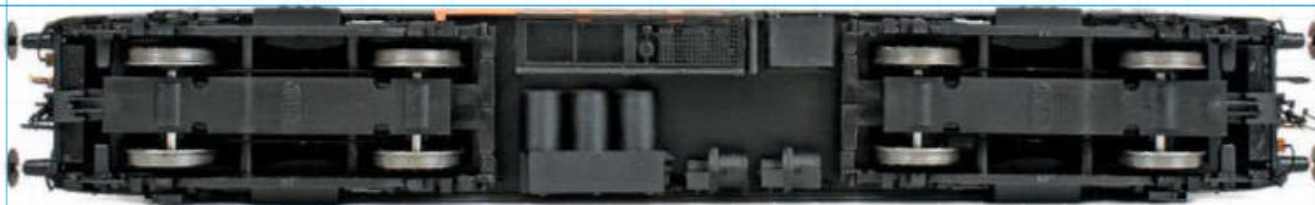
234mm



53mm



35mm



HELJAN CLASS 86 ELECTRIC LOCOMOTIVE

OVERVIEW

Manufacturer: Heljan

Ref. No. 8641

Unit No. 86634

Scale/gauge: 1:76 scale, 'OO' gauge

Body: Plastic with metal parts

Chassis: Metal with plastic parts

Weight: 480g

Min. curve radius: 438mm (second radius)

Wheel back-to-back: 14.3mm

DIMENSIONS

	PROTOTYPE	1:76 SCALE	MODEL
Length	58ft 6in	234mm	234mm
Height (pantograph down)	13ft	52mm	53mm
Width	8ft 8¼in	34.7mm	35mm
Wheel diameter	3ft 9½in	15mm	15mm
Bogie wheelbase	10ft 9in	43mm	43mm

SERVICING

How to dismantle: Body unclips from chassis

Where to oil: Gears, bearings and axles

ELECTRICS

Electrical system: 12V DC two-rail

Motor type: Central can motor

Lights: Directional lighting

DCC ready: Yes, 21-pin socket

MECHANISM

Drive system: Power to all axles via cardan shafts and nylon gears

Flywheel(s): Yes, two

Traction tyres: No

“Livery options cover the whole gamut of colours carried by the prototypes”



Masterpiece Models Class 52 'Western'

◆ GAUGE 'O' ◆ MODEL Masterpiece Models Class 52 'Western' ◆ PRICE £3,360.00 ◆ AVAILABILITY Masterpiece Models Web www.masterpiemodels.co.uk

When Michael Brooks established Masterpiece Models in 2007, the company's purpose was to produce ready-to-run 7mm scale models of the highest possible standard. The first offering was a GWR 'Castle' 4-6-0 and, such was the positive response from modellers, that other premier steam classes followed, including GWR 'Kings', LMS 'Coronations' and 'Duchesses', plus Bulleid 'Pacifics' and the BR 'Britannia' class.

Following Michael Brooks' retirement in 2015, the business was taken over by Scale-Seven group chairman John

Borkowski, but the company's aim has remained consistent, which has been borne out by the latest project - the BR Class 52 'Western'.

Marking Masterpiece Models' first foray into diesel outline traction, great efforts have been made to ensure that these models reflect the distinct character of the prototype. Indeed, the 'Westerns' have long been ranked as one of the most cherished of British diesel locomotive designs, while also providing a stern challenge for a number of manufacturers in the past.

With the National Railway Museum's General Arrangement

Works Drawings unavailable, the team from Masterpiece Models arranged to have the preserved D1015 *Western Courier* laser scanned, with assistance from the Diesel Traction Group at Kidderminster. However, with the cab front and roof a notoriously difficult element to reproduce, the results of the 3D scan alone were not enough.

With the help of Bob Tiller (whose layout featured in MR291), access was granted to D1010 *Western Campaigner* at Williton on the West Somerset Railway. Bob kindly provided scaffolding around the outside of the cab and the exact dimensions and shape of the windscreens, surrounds



and roof overhang were traced onto large sheets of paper. Armed with this priceless extra information, the project could progress with a greater degree of



accuracy. While they had access, the team also recorded the minutiae of the fuel tank pipework, valves and myriad other components, many of which are hidden from view in most instances but are present on the model regardless.

Before we go any further, I should point out that this is not a review in our usual sense, as this is not exactly a mass-market offering. Instead, we offer the following content by way of a showcase for these exquisite, hand-built models that are an investment purchase for the most discerning of enthusiasts. At over £3,000 each, they need to be built to an incredibly high standard of quality and fidelity, as anything less would not be acceptable to the market – high stakes indeed!

ARTISAN WORKMANSHIP

Rendered largely in brass, these models have been hand-assembled by a leading modelmaker in South Korea that boasts extensive experience in miniature re-creations of diesel traction. Models have been created covering the entire class

THE ULTIMATE 'WESTERN' – DAVE LOWERY'S VIEW

My love of these beautifully ugly machines goes back to my time at Slough college when the two-hour lecture, after lunch break, was on carbon chemistry – yuk! Slough station was a much bigger draw and so I ended up spending two-and-a-half superb, hydraulic-packed hours on the platform during day release term time.

The superb 'Western' diesels, along with 'Warships' and 'Hymeks', were my regular companions during lunch breaks. Surprisingly, I failed ONC chemistry; but what memories I now have are priceless and I've never used chemistry in my life anyway! I 'copped' the entire class many times over and when I hear one in preservation, it brings back such brilliant memories.

We have featured Masterpiece Models' steam locomotive models in *Model Rail* in the past and the standard of detail

is truly remarkable. Now, it is a myth among steam modellers that 'diesels are only boxes on wheels' so I was very interested when John Borkowski took the decision to go ahead and produce a model of the 'Western'. The level of detail and the sheer presence of the model are simply stunning.

Over the years, I have built a number of 'Westerns' from various kits, and I have just one Heljan RTR model. All of them have different faults, little bits that aren't quite right and so on. But then you come to the Masterpiece Models version, which is just right. I love the sliding windows and opening doors and half expect the driver to wave!

Fully DCC, straight from the box, the first radiator fan starts to turn as motor No. 1 fires up. Then, the second fan starts as Maybach No. 2 bursts into life. And it runs like an absolute dream. Impressed? You bet!

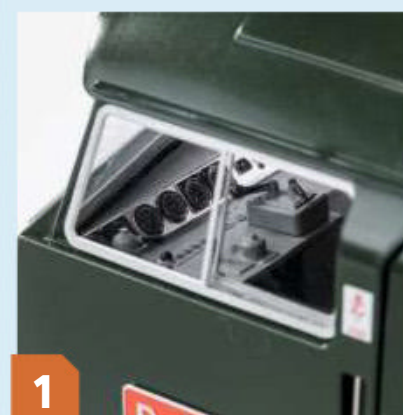
of 74 'Westerns', incorporating the key modifications carried out on individual locomotives over their careers.

Livery options cover the whole gamut of colours carried by the prototypes, from desert sand to BR Rail blue, with maroon, green and golden ochre in between. At the time of writing, all the desert

sand and golden ochre versions had already been reserved.

Etched name and number-plates are from the renowned Severn Mill Nameplates range and the illuminated headcodes feature appropriate alpha-numerical codes, or 'dominos', to suit each prototype. Headboard brackets have also been installed

3 things we like



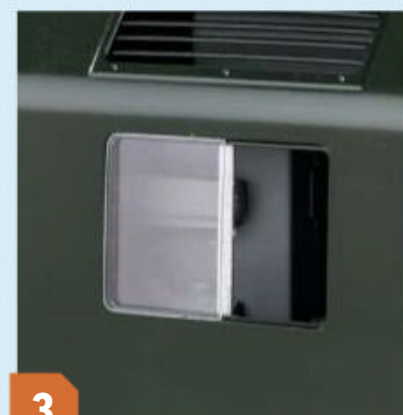
1

Fully detailed cab interiors complete with dials and controls, plus 3D-printed figures from the Modelu range.



2

Custom-machined wheels to match the profile of the prototype's perfectly.



3

Sliding cabside and engine room windows.



**Masterpiece Models Class 52
'Western - in detail**

Factfile: Class 52 'Westerns'

During British Railway's Modernisation Plan of the 1950s, both diesel-electric and diesel-hydraulic traction packages were under consideration. The management of the Western Region chose to pursue the latter power arrangement, having been impressed by contemporary locomotives in West Germany.

Arguments in favour of hydraulic transmissions included weight savings, reduced wear on the permanent way and better route availability. There was also a perception that maintenance would be more straightforward, especially for a workforce familiar with steam traction.

First to appear were the D600 'Warships', followed by the four-axle D800 versions. The 'Westerns' arose from a need for a more powerful, six-axle locomotive, capable of hauling both express passenger services and heavy freight. In 1959, an order was placed for 74 locomotives,

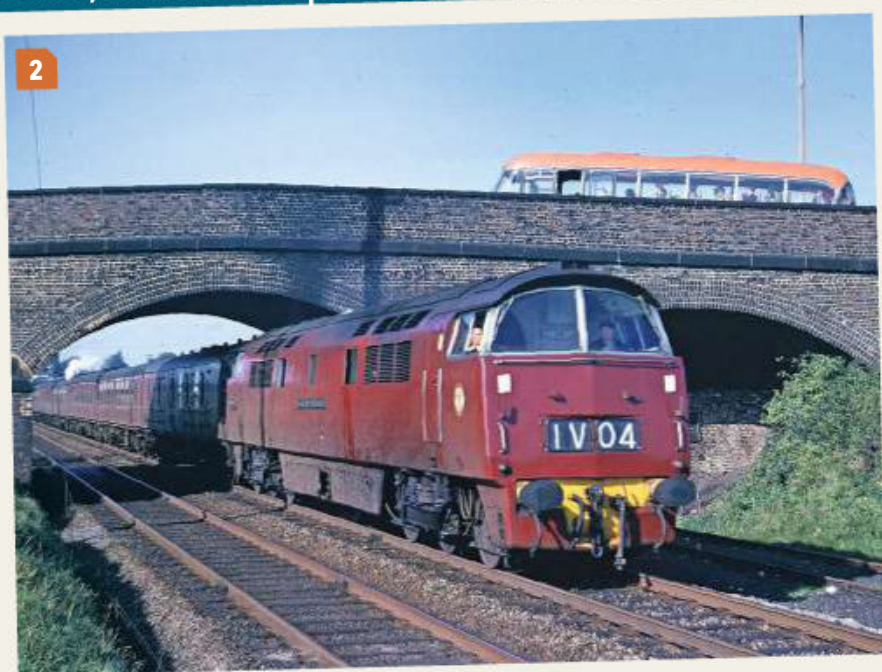
each equipped with a pair of Maybach high-speed diesel engines and Voith transmission. Construction was to be split between Swindon and Crewe Works, with delivery commencing in 1961.

Arguably one of the best looking of BR's diesel locomotive designs, the 'Westerns' also proved to be very capable performers, especially once a number of initial teething troubles were ironed out. However, when BR decided to phase out non-standard traction types, with all diesel-hydraulics classed as such, the days of the 'Westerns' were numbered. Withdrawals began in 1973 and the class - and the hydraulics as a whole - had been eliminated by 1977.

Happily, seven examples have been preserved, including D1023 *Western Fusilier*, which forms part of the National Collection.



1: As well as ploughing a unique furrow with its choice of diesel-hydraulic traction, the Western Region was also fond of non-standard colour schemes, as illustrated by D1000 *Western Enterprise*, in the striking Desert Sand livery. COLOUR RAIL



2: BR's Western Region was unique in adopting coaching stock maroon as a locomotive livery, sported here by D1005 *Western Venturer*. The majority of the 'Westerns' were painted maroon from new. COLOUR RAIL



3: An immaculate D1004 *Western Crusader* rests at Shrewsbury in September 1966. Only a handful of 'Westerns' received green livery. COLOUR RAIL

wherever appropriate. The paintwork is top notch, with a deep lustre and razor-sharp colour separation, and the glazing is absolutely flawless.

INSIDE STORY

Powered by a single, aerospace quality, coreless motor, the drive is transferred to all six axles via precision gears. With DCC sound pre-installed, each model is fine-tuned before delivery to the customer (there's also the option of DC-optimised performance) and the power package has been designed to offer optimum smoothness and impressive haulage capacity.

Separate motors power the two

roof-mounted cooling fans, which can be controlled independently via DCC – so you can mimic running the locomotive with one of its Maybach engines shut down! Although the majority of models are being built to 'O' gauge specification, a small number are also being offered to Scale Seven standards.

The disc wheels, whose faces are exposed owing to the unusual design of the 'Western's' bogie frames, have been specially machined to replicate the correct profile and, when the model is upturned, the base of the fuel tanks, battery boxes and all the associated plumbing, is represented in full.

Visible through the engine room windows and beautifully rendered louvres is a convincing representation of the twin diesel engines, cooling system, steam heat boiler and access walkways. The cab interiors feature the distinctive, textured sound-proof coating to the bulkhead and the commodious control desks feature a wealth of controls and gauges, complete with dials.

Incredibly, the cab side and engine room windows slide open and switchable interior lighting and opening cab doors allow all of this detail to be appreciated. At one end of each locomotive sits a driver and secondman figure, from the Modelu range, pre-painted

and looking quite at home. Those of us on the *Model Rail* team lucky enough to see these models in the flesh have certainly been wowed by them. There's no doubt that Masterpiece Models has achieved its aim of producing as close a replica of the Class 52 as possible and, if you have the resources to invest in one of these beauties, we're sure that you'll be very happy with it! (GD)

MASTERPIECE MODELS CLASS 52 'WESTERN'

OVERVIEW

Manufacturer: Masterpiece Models
Unit No. D1036/D1067
Scale/gauge: 1:43.5 scale, 'O' gauge

Body: Metal
Chassis: Metal

MECHANISM

Drive system: Single motor, power to all axles via gears
Flywheel(s): Yes, two
Traction tyres: No

ELECTRICS

Electrical system: 12V DC two-rail
Motor type: Coreless
Lights: Directional and interior lighting

DCC ready: Yes
DCC sound-fitted: yes

DIMENSIONS	PROTOTYPE	1:43.5 SCALE	MODEL
Length	68ft 0in	477mm	477mm
Height	13ft 0in	91mm	91mm
Width	9ft 3in	65mm	65mm
Wheel diameter	3ft 7in	25mm	25mm
Bogie wheelbase	12ft 2in	85.5mm	85.5mm

SUMMARY



PROS

- Captures the look of the prototype perfectly.
- Wealth of detail, inside and out.
- First-rate performance.

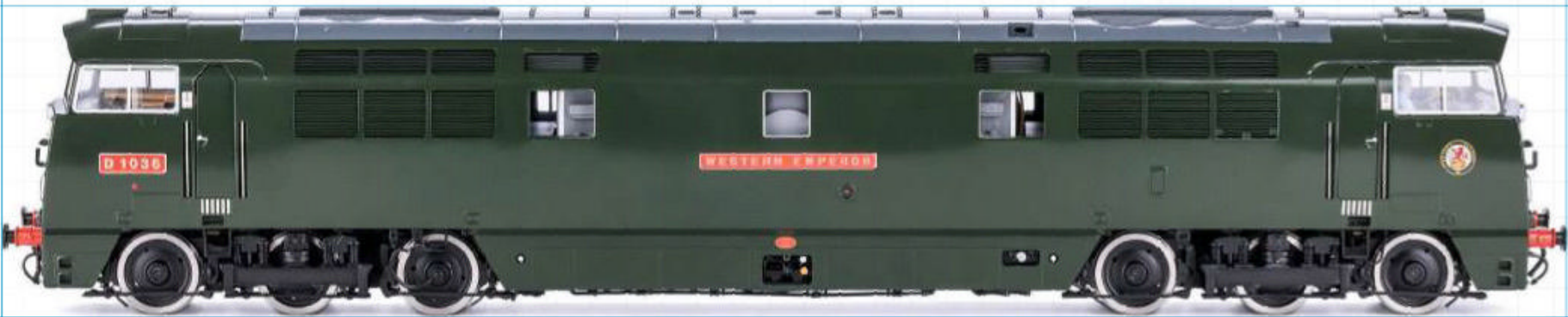
CONS

- Nothing.



FINAL VERDICT

Stunning!



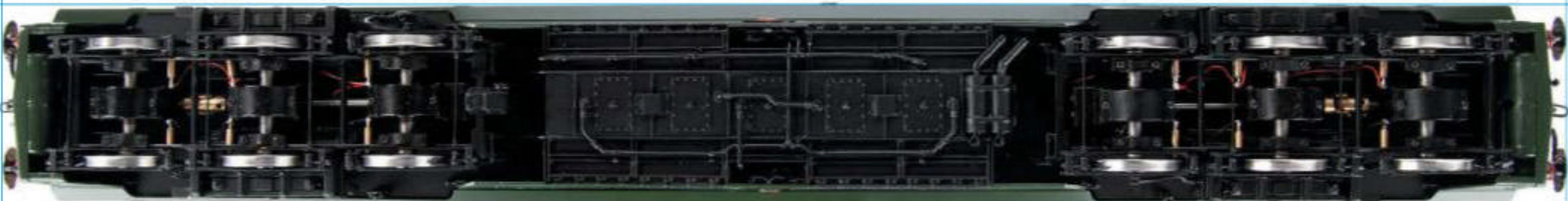
477mm



91mm



65mm





Dapol Vanwide/VEA

◆ **GAUGE 'O'** ◆ **MODELS** Dapol 7F-049-001 VEA 12t 'Vanwide' Freight brown, 230026 • 7F-049-204 VEA 12t 'Vanwide' Freight brown, 783994 • 7F-049-003 VEA 12t VEA, Railfreight red/grey, 230117 • 7F-049-004 VEA 12t VEA, Railfreight grey/yellow, 230142 ◆ **PRICE** £58.59 each ◆ **AVAILABILITY** Dapol stockists **Web** www.dapol.co.uk

The move towards palletised freight in the late 1950s led to issues with British Railways' existing general merchandise vans. The pressing need for larger doorways and easier access, for forklift and hand-operated pallet trucks led BR to offer the 'Palvan'. This was a plywood-panelled 12t van with large double doors ranged to the extreme left of each side. Access may have been improved, but these hastily designed vans were not a success. However, a much-improved design emerged a few years later, termed the 'Vanwide'.

Maintaining the similar overall dimensions of existing 12t vans, with a 10ft wheelbase and 17ft 6in long body, the 'Vanwides' featured strong, corrugated steel ends and a set of sliding plug doors in the middle of each side. When opened, the doorway revealed a generous 9ft wide aperture that made for easy access during loading/unloading.

Between 1961-62, an impressive 2,000 'Vanwides' were assembled at Wolverton and Derby, each equipped with vacuum brakes, oil axleboxes and heavy-duty buffers. By the

late 1970s, over 500 examples were fully refurbished, with roller bearing axleboxes installed and air brakes replacing the vacuum gear. Employed widely on Speedlink trains across England, Scotland and Wales, the 'Vanwides' - now dubbed VEA under the TOPS system - were especially useful when serving depots and terminals with tight curves and limited clearance, where longer fixed axle and bogie vans could not be accommodated. For this reason, they were especially popular for MoD traffic.

Indeed, by the 1990s, military special trains had become the last call for these wagons and, when this traffic declined, they were withdrawn. A good number survived for internal



use with the MoD, while several are now preserved.

VAN-TASTIC?

Dapol announced its intention to produce an 'O' gauge 'Vanwide' a couple of years ago, which has led to eager anticipation among

modern image modellers. With production models appearing in early January, they have certainly proved popular. Both the original and refurbished specification wagons have been tooled by Dapol, allowing a range of livery and





“Both axles are compensated and run within brass bearings for super-smooth performance”

around 3mm between the buffers, which are longer than more traditional types. Each wagon weighs around 140g, so there's just enough mass to help keep the wheels on the rails without introducing excess drag. With the roofs simply lifting away, more weight can be installed to the interior if desired. Other than the close coupling

issue, it's hard to find fault with these wagons. Some livery versions make use of self-coloured plastic to reduce the need for painting and keep costs down, but there are no outward signs of a cost-cutting approach. Indeed, given all the fine detail and excellent build quality, they're very keenly priced. Furthermore, they're a very welcome addition to Dapol's 7mm scale range. (GD)

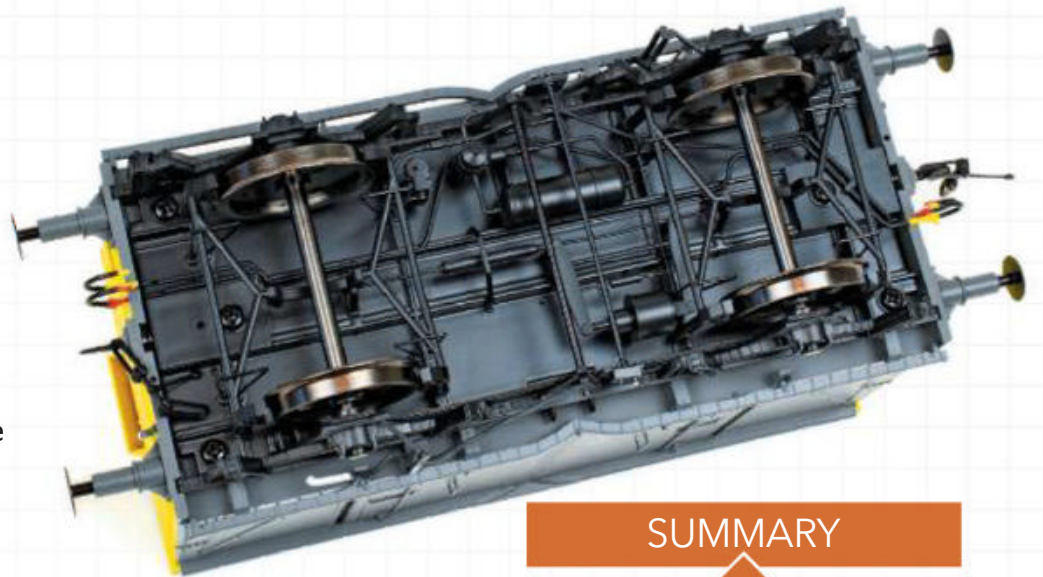
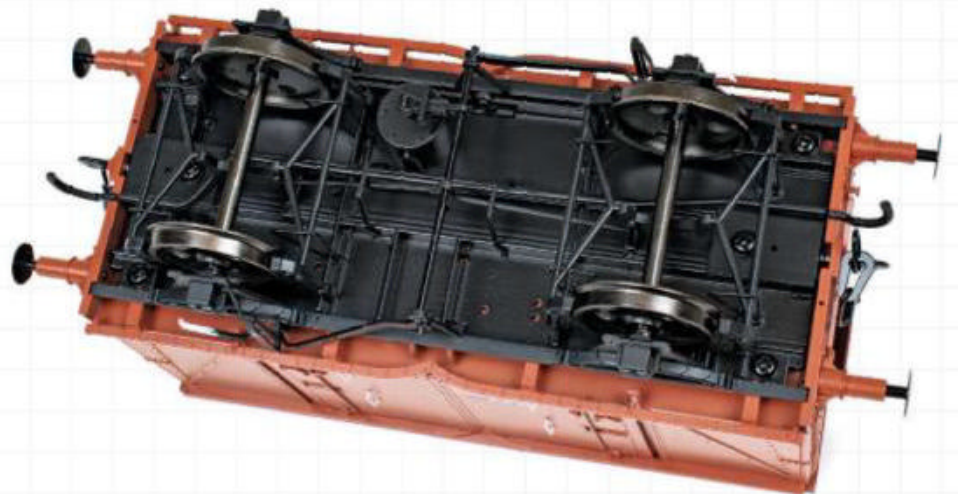
markings options to be offered, ranging from original freight brown through to Railfreight sector livery.

With a quartet of wagons to assess, it has been interesting to scrutinise the various livery schemes and detail specifications. Across the board, the quality of finish is high, with the various logos and markings printed neatly. The Carlisle Currock fox logos on the Railfreight sector version are a highlight, with a realistic metallic sheen employed.

The moulded detail on the body is impressive, with the corrugated ends and vents, door sliding mechanism and locking bars (complete with padlocks and hasps) all crisply rendered. The four small grab handles on each side make use of fine wire and the extended, sprung buffers look the part, while working scale couplings are provided, with Instanter units correctly fitted to the vacuum-braked versions and screw couplers on the air brake-equipped vans. The appropriate brake hoses are also installed along with separately installed lamp brackets.

Looking at the chassis, again the tooling has been created to a high standard, as the parts are well defined. Both axles are compensated and run within brass bearings for super-smooth performance. The vacuum-fitted version is equipped with a full rendition of the brake gear, with pipes, tank, levers and rods, along with safety loops. Oil axleboxes and original suspension fittings are also well observed. The refurbished versions are even more impressive, with the various reservoir tanks, valves and pipework installed, along with upgraded suspension and roller bearing axleboxes.

A slight concern is the tight clearance when coupling up the vacuum-fitted versions using the Instanter couplings, which leave just a 1mm between the buffers. With the drawhooks and buffers sprung, there is a degree of 'give' and I found that the rake of wagons coped well with the gentle curves on my test track. However, I suspect that they may struggle on layouts with tighter curve radii. In contrast, the screw couplings are slightly longer and afford a gap of



SUMMARY

PROS

- Look the part.
- Lots of impressive detail.
- Excellent finish.
- Smooth running.

CONS

- Tight clearance between buffers.

FINAL VERDICT

Excellent.



Scenic mats from Ammo

◆ **GAUGE** Any ◆ **MODEL** A.MIG-8483 Ammo by MIG Airfield Arid Desert scenic mat ◆ **PRICE** £24.99

◆ **AVAILABILITY** Scale Model Shop **Tel** 01422 405040 **Web** www.scalemodelshop.co.uk

This fully finished, ready-to-lay scenic mat might be aimed primarily at military or aircraft modellers, but its high level of realism and ease of use also lend it to other modelling disciplines, including railways. Presented on a flexible, 245mm by 245mm vinyl backing, many individual layers of scatter material, grasses and foliage have been built up, in a variety of tones. Billed as an 'Arid Desert', the natural tones also suit it to a patch of wasteland on British shores, especially during the autumn or winter months. Other, similar versions are also available, depicting greener vegetation and alternative soil shades.

Produced in the Czech Republic for Spanish firm Ammo by MIG, these mats provide a shortcut to achieving ultra-realistic scenic results, whether for a diorama or – when used in multiple – for larger areas of a layout. (GD)

PROS: • High quality. • Realistic.

• Simple to use.

CONS: Covering larger areas could be costly.



LNER lineside hut

◆ **GAUGE** 'OO' ◆ **PRODUCT** LX431-OO LNER Lineside hut, laser-cut kit ◆ **PRICE** £12.99

◆ **AVAILABILITY** Scale Model Scenery **Tel** 01530 456952 **Web** www.scalemodelshop.co.uk

Having enjoyed building a small workshop/outbuilding from Scale Model Scenery for last month's issue, I was eager to give this kit a go. Laser-cut from various thicknesses of fibreboard, the outer walls feature impressive brick detail, while separate roof trusses, doors, windows, frames, bargeboards and fascia strips ensure that there's plenty of depth and finesse. A sheet of laser-cut, pre-coloured roof tiles completes the package.

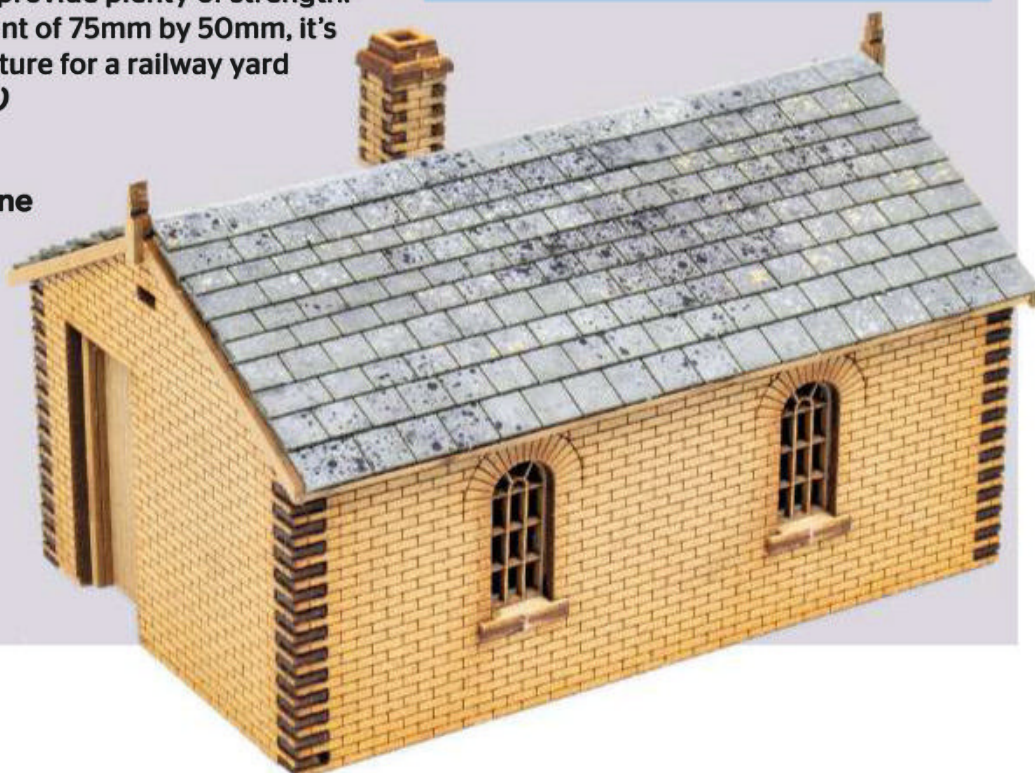
Assembly is straightforward, with instructions provided and the comb-style corner joints provide plenty of strength. With a footprint of 75mm by 50mm, it's an ideal structure for a railway yard or depot. (GD)

PROS:

• Plenty of fine detail parts.

• Easy to build.

CONS: None.



Hornby 20T NCB brake van

◆ **GAUGE** 'OO' ◆ **PRODUCT** Hornby R60039

20T ex-LMS brake van, NCB blue

◆ **PRICE** £29.49 ◆ **AVAILABILITY** Hornby

stockists **Web** www.hornby.com

Announced as part of Hornby's 2021 range, this new livery option for the popular LMS brake van has finally arrived. First released in 2020, Hornby's model of this vital prototype is impressive and the option of a post-BR livery is a real boon, especially to National Coal Board fans like me. The smart livery has been applied to a very high standard, especially in regard to the yellow/red warning stripes on the veranda ends. It really needs weathering though! (GD)

PROS: • Quality finish. • Excellent model. • Detailed interior.

CONS: None.



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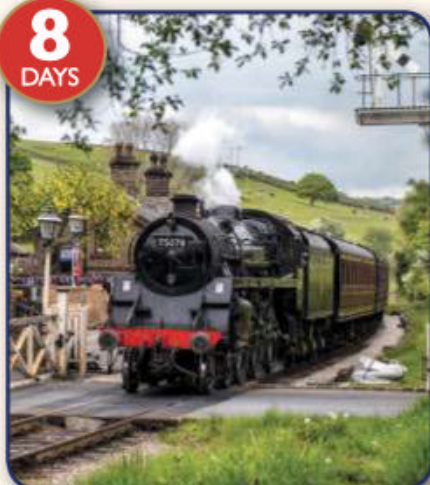
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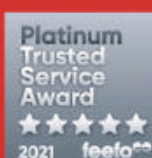
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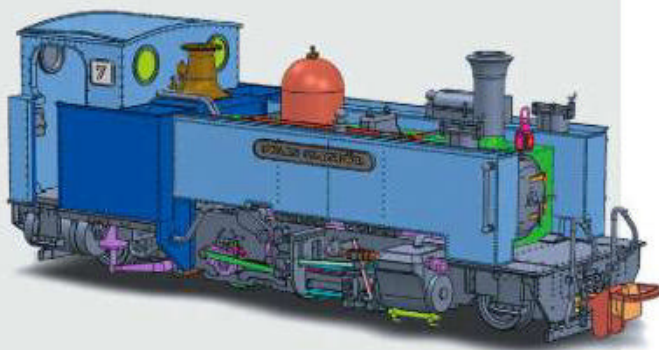
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ADVERTISERS' INDEX

AC Models	133
Accurascale	19
Alton Model Centre.....	129
Basingstoke Model Railway Society	125
C&L Finescale	130
C&M Models	129
Carnforth Models.....	125
Coastal DCC	134
Crane Sheds & Summerhouses.....	131
Dapol	2
Digitrains	42
DMG Technical	51
Durham Trains Of Stanley	130
EBMA Hobby & Craft.....	131
Eileen's Emporium.....	130
Ellis Clark Trains	120
EMA Model Supplies.....	127
Finescalebrass (UK)	129
Fox Transfers	133
Freestone Model Accessories	124
Frizinghall Models & Railways.....	134
Gaugemaster	121, 140
GFB Designs	128
Golden Valley Hobbies	132
Harburn Hobbies	132
Harder & Steenbeck	13
Hattons	112-115
Hobby Rail	133
Hobby Trax	15
Howes Models	128
Kernow Model Rail Centre.....	116-117
KJB Models	63
KR Models	24
Langley Models.....	127

Littleworth Models	133
Locomotion.....	124
Megapoints Controllers	126
Meridienne Exhibitions.....	125
Metcalfe Models.....	41
Model Electronic Railway Group	132
Model Rail Electrics.....	126
Modelrailwayscenery.com	132
Morley Controllers.....	128
Morris Models	134
Peter's Spares	134
Polly Model Engineering	79
Rails Of Sheffield.....	107-111
Railtrail Tours.....	99
Rapido	26
Revolution Trains.....	123

Ron Lines	127
S&J Models	122
Scalescenes.com	131
Smart Models.....	128
Stowmarket Railway Club	124
The Airbrush Company.....	10
The Hereford Model Centre	55
The Hobby Shop.....	128
TMC.....	118-119
Tower Models	86
Townstreet	131
Trains4U	129
Warners	127
Warwick & Warwick	139
York Modelmaking	132
YouChoos.....	130

CLASSIFIED INDEX

Classified advertisers on pages 135-136

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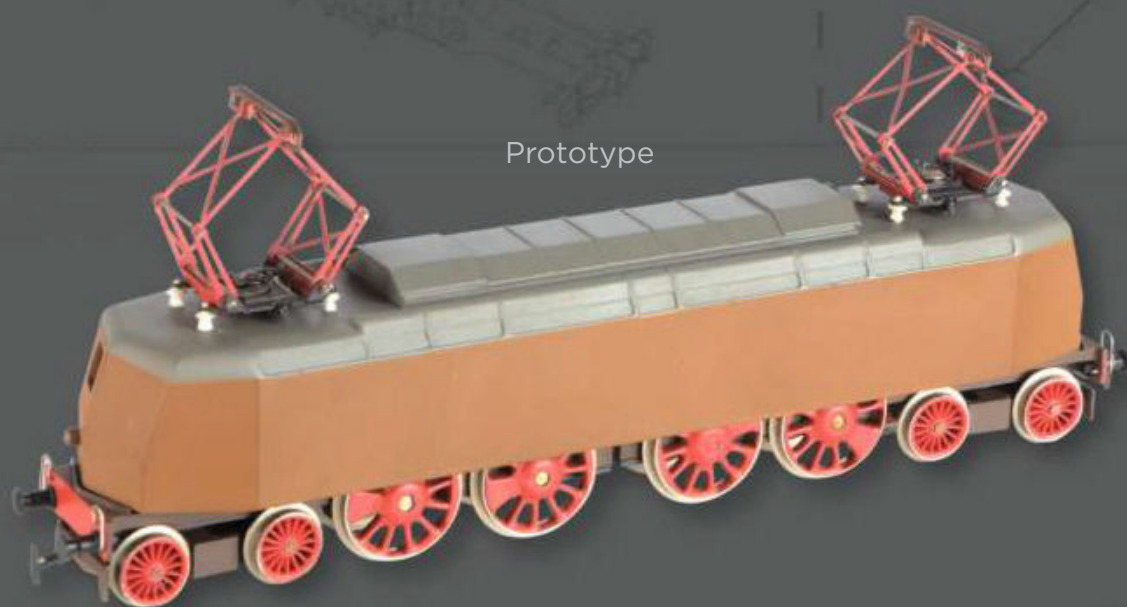
Locate wheels in frame Cars 17 B under the interior and back axle. See figure 2 C. Drill spacers 17 E and place head screws 21. Place wheels 18 (back) and 19 (front) with gas. Fasten metal plate 22 with. Having first sprayed the single parts, fasten tapered head screws 24, front and rear brake shoes and 26 B L.H. and the central ones 27 B R.H. and 28 B. Insert on rear frame kingpin drawbars 29 C fasten long self tapping screw 23 putting washer 30 between and kingpin. Front coupler 31 B is kept in place by its 32 C fastened to frame with self tapping screw 23 and. Some screw and washers are needed to fasten 33 in place of coupler 31 B and bracket 32 C. Shape uncoupler and 34. It in brackets.



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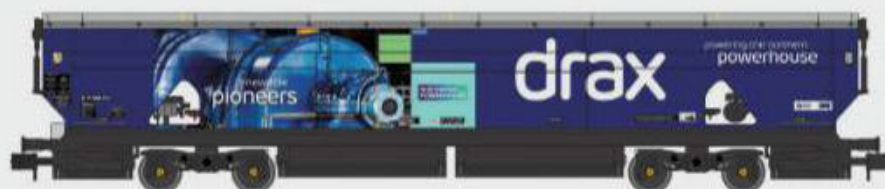
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Genesis 4 & 6 Wheel Coaches
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Price: from £30 Digital: 18-pin
hattons.co.uk/genesis

Siphon G Vans
Stage: Early Samples Due: Q1 2023
Price: £54.95 Digital: N/A
hattons.co.uk/accsiphong

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/dapolorailcar

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

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

O Coaches & Wagons

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

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

Mk1 Covered Carriage Trucks
Stage: Early sample Due: 2022
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



4S-041-006 Class 5101 'Large Prairie' 2-6-2T 4134 in BR lined green early emblem (Dap).....£119.60
4S-041-006D Class 5101 'Large Prairie' 2-6-2T 4134 in BR lined green early emblem - DCC fitted (Dap).....£146



4S-041-003 Class 5101 'Large Prairie' 2-6-2T 5108 in GWR green shirtbutton emblem (Dap).....£119.60



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



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



OR76J27001 Class J27 0-6-0 1010 in LNER black (Oxf)£94



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



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



H4-P-014 SECR P Class 0-6-0T 5753 in ROD green (Hat) (RRP £99).....**BARGAIN**.....£84



R3835 Thompson Class A2/3 4-6-2 60523 'Sun Castle' in BR green late crest (Hor).....£207

Diesel locos



32-789 Class 37/0 37099 "Merl Evans 1947-2016" in Colas Rail Freight (Bac).....£154.50



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



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

Electric locos



R3374 Class 71 71012 in BR Blue (Hor) (RRP £128.99)**BARGAIN**£89



8645 Class 86/4 86401 "Mons Meg" in Caledonian Sleeper (Hel) **NEW**.....£186.96

DMUs



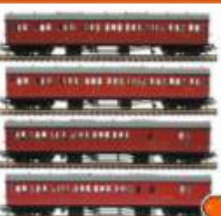
4D-015-009 Class 122 single car DMU 'Bubblecar' W55006 in BR green small yellow panels (Dap).....£127.57

Train sets - analogue



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

Coaches



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

Wagons



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



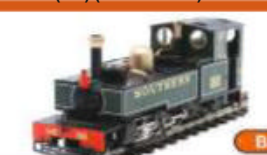
H4-RHTT-004 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules - weathered (Hat) (RRP £126)**BARGAIN**.....£119

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



9960 Lynton & Barnstaple 2-6-2T E188 "Lew" in Southern Railway green (Hel) (RRP £219.95)..**BARGAIN**.....£154

N Gauge

HSTs



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

Bi-Modal Multiple Units



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



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

O Gauge (1:43 Scale)

Steam locos



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

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-A4-001A Class A4 4-6-2 unnumbered single chimney and streamlined corridor tender in LNER silver 1935-1938 (Hel) (RRP £750).....**BARGAIN**.....£579

Diesel locos



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



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



4062 Class 40 in BR green full yellow ends and centre headcode panel - unnumbered (Hel)£466.65



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

DMUs



7D-015-001 Class 122 'Bubble Car' single car DMU 55002 in BR blue and grey (Dap).....£263.05

Coaches



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
7P-001-302U Mk1 CK composite corridor BR green - unnumbered (Dap) **NEW**.....£175.07

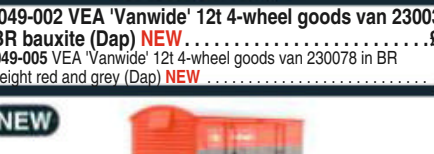


7P-001-302 Mk1 CK composite corridor S15032 in BR green (Dap) **NEW**.....£175.07
7P-001-102 Mk1 SO second open S3824 in BR green (Dap) **NEW**.....£175.07

Wagons



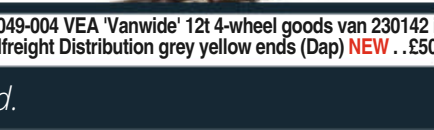
7F-049-203 Vanwide 12t 4-wheel goods van B784479 BR bauxite (Dap) **NEW** £50
7F-049-001 VEA 'Vanwide' 12t 4-wheel goods van 230026 BR bauxite (Dap) **NEW**.....£50



7F-049-002 VEA 'Vanwide' 12t 4-wheel goods van 230034 in BR bauxite (Dap) **NEW**.....£50
7F-049-005 VEA 'Vanwide' 12t 4-wheel goods van 230078 in BR railfreight red and grey (Dap) **NEW**.....£50



7F-049-003 VEA 'Vanwide' 12t 4-wheel goods van 230117 in BR railfreight red & grey (Dap) **NEW**.....£50



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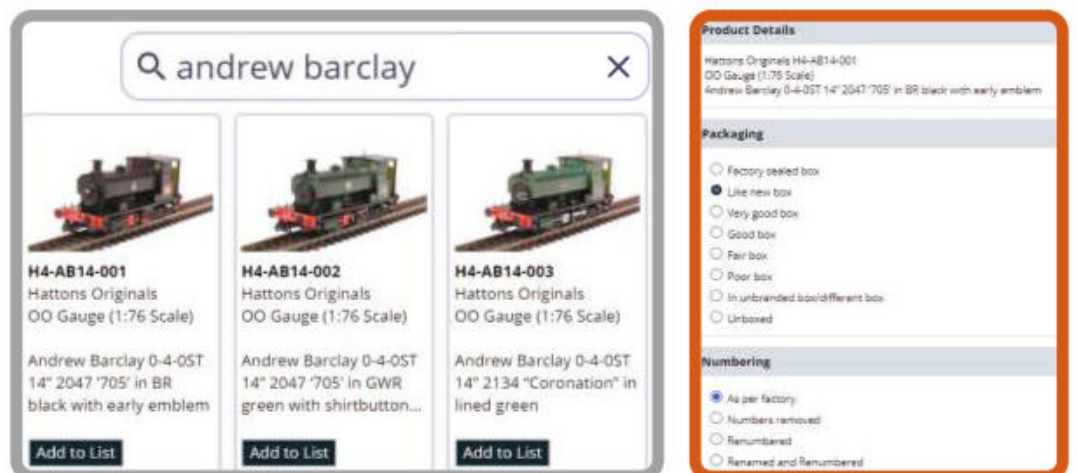


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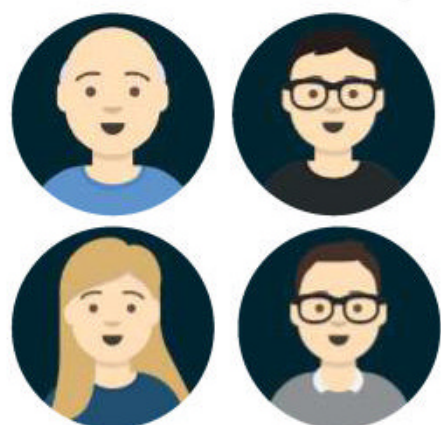


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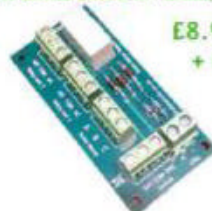
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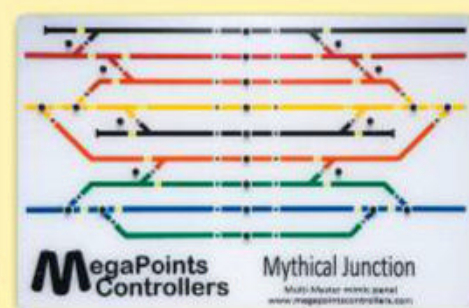
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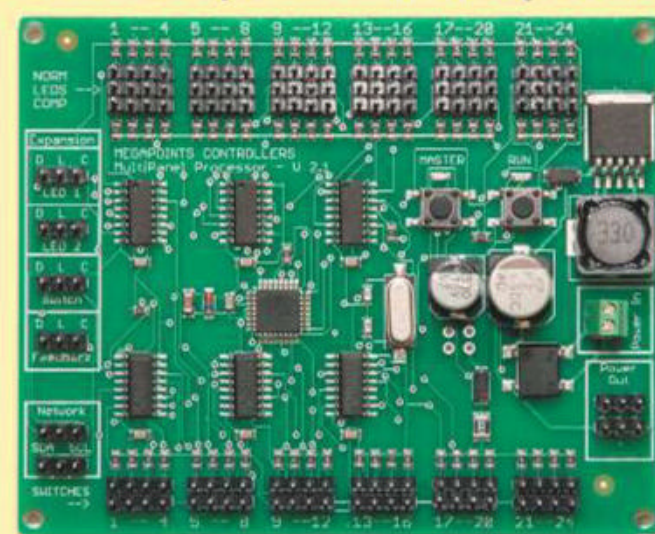
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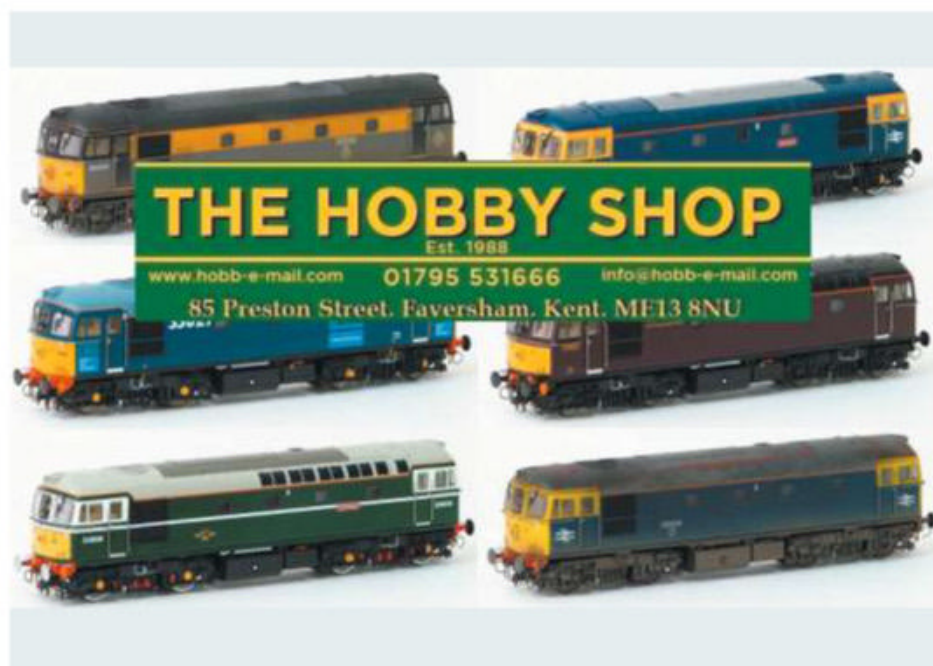
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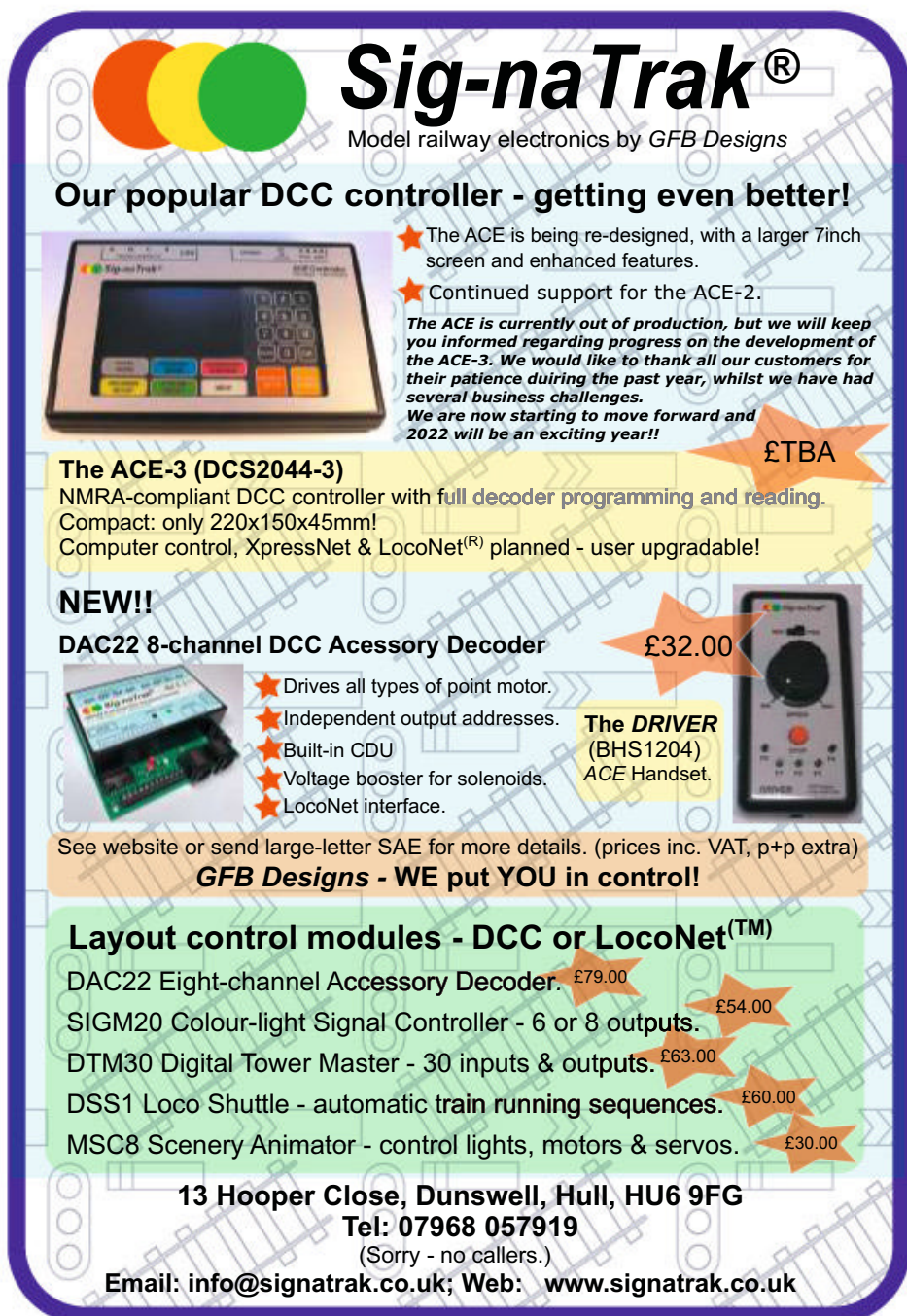
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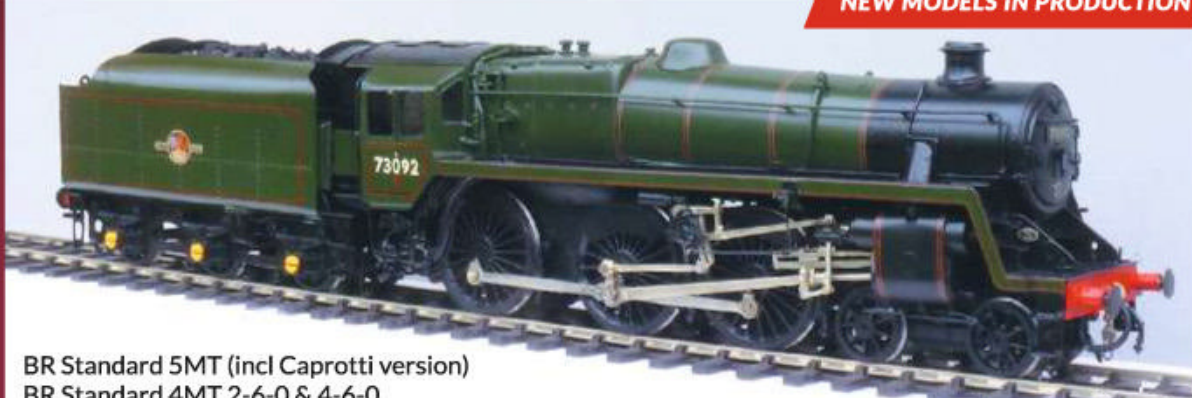
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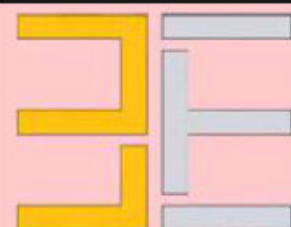
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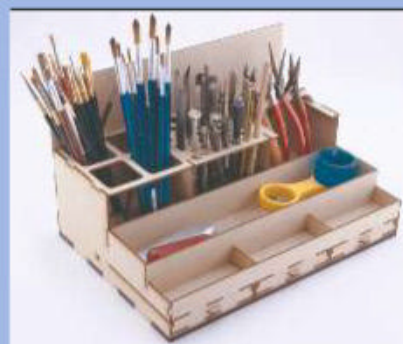
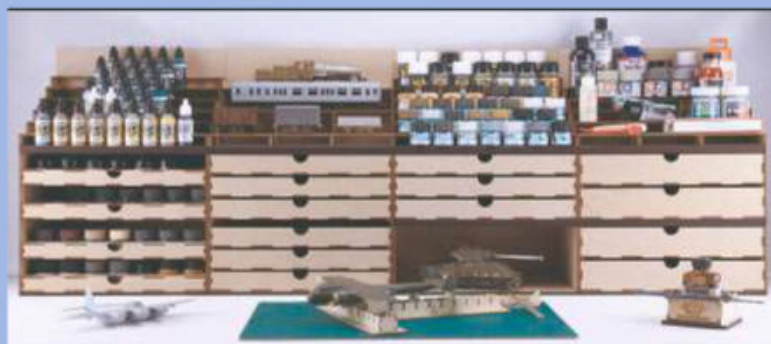
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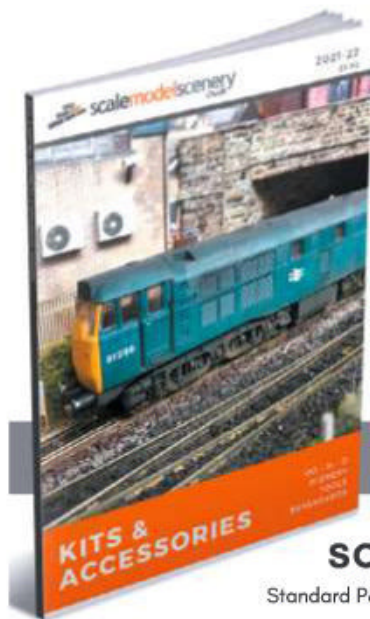


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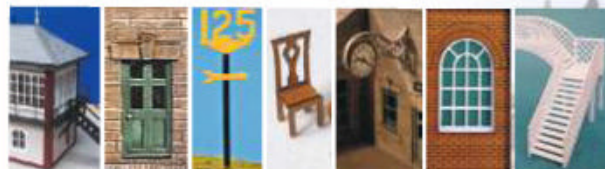
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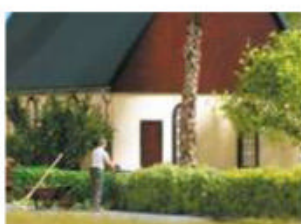
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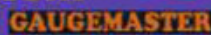


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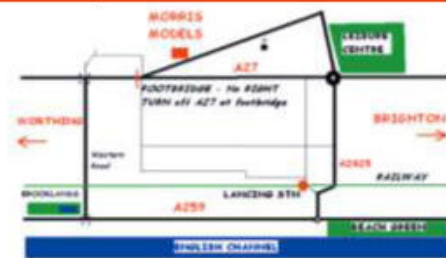
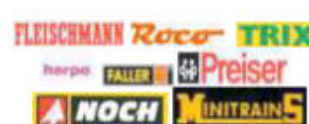


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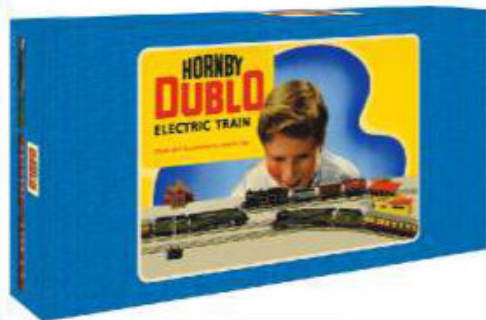
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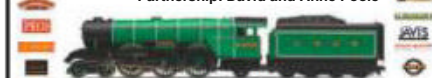
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If there's a prototype that you think needs to be offered ready-to-run, here's the place to voice your opinion...

Prototype: British Rail/Leyland Class 141 two-car DMU

Gauge: '00'

Proposed by: Simone Barnes, Glossop

What is it?

In the late 1970s, cash-strapped British Rail was faced with a need to replace an aging fleet of first-generation Diesel Multiple Units and had begun experimenting with short, twin-axle chassis originally planned for high-speed freight vehicles. The plan was to combine this chassis with Leyland bus body components (from its successful National single-deck bus design) to produce a lightweight, cheap vehicle for suburban and branchline duties.

Initially, single-car rail vehicles were created, before a two-car unit was trialled, which became the Class 140 and was the forerunner of the famous 'Pacer' family of DMUs which followed. The first production fleet was the Class 141, which were built by BR and Leyland and introduced in 1984. A fleet of 20 two-car sets were constructed and their similarity to the contemporary Leyland buses was obvious. Allocated to Neville Hill depot, the '141s' worked services emanating from Leeds, York and Sheffield, running to destinations including

Harrogate, Huddersfield and Cleethorpes.

Reliability issues plagued the '141s' and their rather cramped interiors didn't prove popular with passengers. However, they continued in service until 1997. Twelve units were exported for use on the Islamic Republic of Iran Railways in 2001/2.

What would make it viable?

The demise of the 'Pacer' family of DMUs in recent years has led to a revival of interest in these humble units, not least as they provided a clear indication of how poorly funded rail transport was in the later BR years, especially away from the Capital. While the chassis differed from the later Class 142/3/4 'Pacers', a common drive train arrangement could be employed across multiple models. So, if anyone does eventually produce a Class 142 model worthy of the 21st Century, perhaps the '141' could be factored into the design at the same time?

There's a choice of liveries: original cream and green, later red/cream 'Metro' livery, plus Serco grey/red for the converted weedkilling unit (141118), dubbed 'Flower'.

Can I see a real one?

Yes, two units survive in preservation, 141108/13. Two further units were also initially preserved, but were scrapped a few years ago.



Have your say

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Behind the Backscene

In the penultimate instalment of Behind the Backscene, green-fingered **Richard Proudman** reveals his love for Leicester Tigers, Formula 1 and the Great Central Railway.

Richard Proudman is communications manager at Bachmann Europe

“I feel like I am one big, strange quirk most of the time, but we all are really, aren't we, and I'm comfortable with that”

1 What is your earliest railway memory?

Seeing 'A4' *Sir Nigel Gresley* at Loughborough station on the Great Central Railway, our local heritage line. I would have been only four or five years old at the time.

2 What is your most memorable train journey?

A round trip on the North Norfolk Railway – it was just a regular weekday service in October, but for me it was the start of a memorable weekend away with my dad and brother to celebrate Dad's 70th birthday.

3 Do you have a favourite railway station?

Rothley, being born and bred in the village I couldn't choose anywhere else really, could I?

4 How did you get into the hobby industry?

I have always been a keen railway modeller and applied for a vacancy at Bachmann. Although I didn't get that role I was later approached by David (Haarhaus) to join the Bachmann Collectors Club team.

5 What did you do beforehand?

I had previously worked with a professional modelmaker, but just before joining Bachmann I worked in the local hardware store, which I guess inspired the Scenecraft model of Proudman's Hardware!

6 Have you ever built a model railway?

Yes, along with the statutory train set during childhood, I have built two exhibition layouts, first in 'N' and then in 'OO'. Both are long gone but I started a new 'N' gauge layout about a decade ago which currently languishes in my parents' garage – one day I'll find the time for it!

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

I built a Craftsman Kit for a Midland '1P' of which I remain proud, despite the wonderful Bachmann Branchline model that we released recently. It had a tendency to derail but this was resolved with a simple tweak during an exhibition I was attending with my layout. It's on permanent loan to my dad now, as I seldom have the opportunity to play trains anymore.

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

A scale model of another Great Central Railway location, Swithland Sidings.

9 What hobbies do you have?

I'm a keen gardener and follow various sports, Formula 1 being my favourite alongside supporting Leicester Tigers, where I'm a season ticket holder. I also enjoy walking, especially if there is a heritage railway nearby.



10 Who is your hero?

My nan, who is sadly no longer with us, and whom I miss greatly. She was disabled and only had the use of one arm but still managed to undertake most things from gardening to baking, as well as helping to look after me and my brother quite a lot during our childhood.

11 Where do you find your inspiration?

All around me, by observing people, places, and events. Nature has perfected many things and so the natural world can be a great inspirer too.

12 What motivates you most in your job?

Seeing our products being enjoyed by our consumers, whether at a show, or photos/videos in magazines and online (just as long as they're not being used on the carpet!)

13 What is the biggest challenge you've faced?

I became a father for the first time a few weeks ago. The sleepless nights are certainly a challenge, but very worthwhile nevertheless.

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

Not buying a house... Being young and impatient we were desperate to buy our first house and almost bought elsewhere but (luckily) our offers were rejected, which meant we were still in the market when our house in Rothley came up for sale.

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

Oh, there are many things! But one is the perception of a small minority of consumers that because a product was released yesterday, it must automatically be inferior to a product released today. As with many things in life, 'newer' doesn't automatically mean 'better'.

16 What was your big ambition as a child?

To be a vet.

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

I've never fancied time travel, to be honest.

18 What's your hidden talent?

It's so well hidden I don't even know myself!

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

I feel like I am one big, strange quirk most of the time, but we all are really, aren't we, and I'm comfortable with that.

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

A bird in the hand is worth two in the bush.

21 How would you like to be remembered?

As a proud man, having lived a life of which to be proud.



Next month: We bring the curtain down on Behind the Backscene by firing the questions at *Model Rail*'s founding Editor, **Chris Leigh**.

Selling your model railway

Warwick and Warwick have an expanding requirement for early to modern collections of British and Foreign trains and train sets from large accumulations to items of individual value. Our customer base is increasing dramatically and we need an ever larger supply of quality material to keep pace with demand. The market has never been stronger and if you are considering the sale of your collection, now is the time to act.



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GAUGEMASTER

Analogue Control



Choose your controller for life with the Gaugemaster Lifetime Guarantee...

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What's the difference between the controller types?

Our **Mains Powered Cased Controllers** come complete with transformer, and can just be plugged in, connected to the track, and away you go. **Panel Mounted Controllers** require a separate transformer, and also need to be mounted onto a control panel to be used effectively.

We also produce various controllers with **Feedback** and **Simulation**, two effects controlled by the controller itself. **Feedback** senses the load on the circuit and helps maintain the locomotive at a steady speed up and down gradients. **Feedback** controllers are not suitable for use with locomotives with coreless motors. **Simulation** (also known as Inertia) allows a train to accelerate, coast, and be braked to a standstill, by use of a regulator and a brake.

MAINS POWERED CASED CONTROLLERS

GMC-COMBI Single Track Controller/Transformer
Most Suited for HO/OO/N Scale Layouts



Fantastic for small layouts or beginners upgrading a starter set, the Combi has both a 12V DC output to run one track, and a 16V AC output for accessories.

BEST FOR
Beginners

GMC-D Twin Track Controller
Most Suited to HO/OO/N Scale Layouts



Our best selling controller. Runs a two track railway with minimum of fuss. The D Controller has two 12V DC track outputs, as well as a 16V AC output for accessories.

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BEST FOR
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GMC-100 Single Track Panel Controller
Most Suited to OO/HO/N/Z Scale Layouts



Some modellers may wish to incorporate their controller into an overall panel to control their layout. The Model 100 Controller has a single 12V DC output.

BEST FOR
Control Panels

GMC-U Single Track Controller with Simulation
Most Suited to OO/HO/N/Z Scale Layouts



With the brake knob controlling the 12V DC track output, this controller allows you greater realism when running locomotives.

BEST FOR
Realistic Running

GMC-W Single Track Walkabout Single Track Controller
Most Suited to OO/HO/N/Z Scale Layouts



Fitted with 1.5m of cable, this controller allows you the freedom to move around your layout while still controlling your layout. It has a single 12V DC track output.

BEST FOR
Flexibility

Did you know...

If you don't have a handy accessory output from a controller, the **GMC-WM1** Wall Mounted Transformer can be used on its own to power accessories, such as point motors and lights from the 16V output. Just plug it in and connect it up!

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Panel Mounted Controllers (Orange text shows transformer required)

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GMC-UD	Twin Track Controller (GMC-T1/M1/WM1)	£67.50
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GMC-WM3	Wall Mounted Transformer Kato Unitrack UK Power Supply	£21.00
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GMTFK1	Transformer Fitting Kit for T1/T3/T4	£15.50
GMTFK2	Transformer Fitting Kit for T2	£15.50

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