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REVIEWED THIS MONTH

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DAPOL MK 3 SLEEPERS

REVOLUTION IWA
IN 'N' AND 'OO'

BACHMANN VEA

OXFORD RAIL GE VANS & 'PILCHARD'

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Build Churchill's
armoured train

KEEP IT LIGHT
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New OO Gauge Toplight Coaches Announced



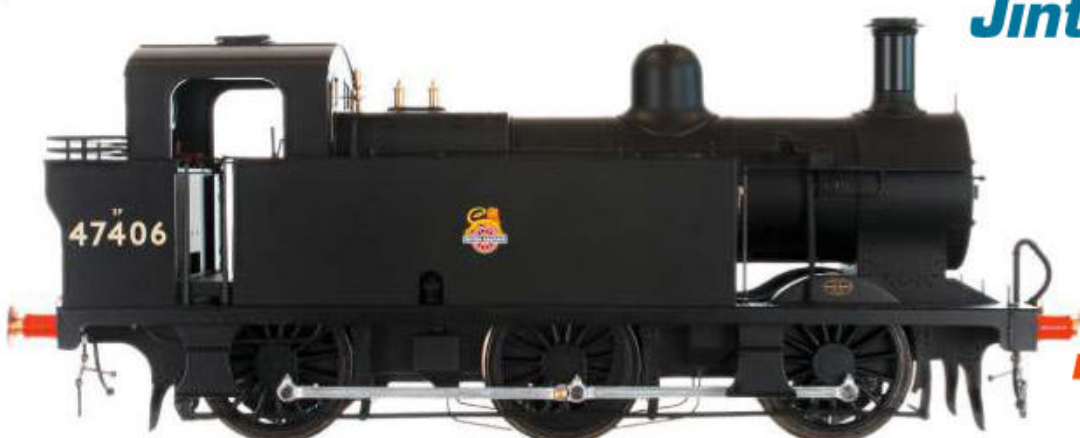
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Jinty

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- 7S-026-009** - Jinty 3F 0-6-0 47569 British Railways E/C on tank side
- 7S-026-010** - Jinty 3F 0-6-0 47406 BR E/C
- 7S-026-011** - Jinty 3F 0-6-0 47482 BR L/C & number on the tank sides
- 7S-026-012** - Jinty 3F 0-6-0 47680 BR L/C

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- 2P-003-013** - B Set Coach GWR Cities Crest C & C 6449 & 6450
- 2P-003-014** - B Set Coach Great Crest Western C & C 6413 & 6414
- 2P-003-015** - B Set Coach Twin Pack BR Crimson 6461 & 6464
- 2P-003-016** - B Set Coach Twin Pack BR Lined Maroon 6969 & 6940

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Product Scale Key

O Gauge

OO Gauge

N Gauge

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For all editorial enquiries, you can contact us by **e-mail**:

modelrail@bauermedia.co.uk

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Welcome

A mix of emotions greeted me as I entered the SEC to attend Model Rail Scotland in late February, just days before this issue closed for press. It marked exactly two years since my last attendance at a model show, at this same venue, in which time I've seldom strayed very far from home. There was a definite hint of 'Groundhog Day' about the whole thing, not least as I bumped into the same person within seconds of entering, as I had in 2020. For a moment, I did wonder if the last two years had really happened...

Aside from that momentary discombobulation, I thoroughly enjoyed the show. After last year's cancellation, Model Rail Scotland 2022 appears to have been a great success, with plenty of positive media coverage north of the border. The show was certainly busy on the two days that I attended, with a healthy blend of families and enthusiasts – a factor which has made this show a firm favourite of mine over the past two decades. With just a couple of exceptions, all the leading manufacturers were present, along with a vast range of trade stands – and there were some fantastic layouts too. Seeing 'Blair Atholl towards Drumochter' was exciting, having been impressed by its appearance in *Model Rail* back in 2002 (MR41).

Naturally, some of us may feel a sense of trepidation about attending larger events after so long out of 'circulation' but I found holding conversations in a mask the only challenge. It was great to catch up with familiar faces and meet some new folks too. Thanks to everyone who stopped me for a chat and to provide feedback on all things *Model Rail*-related.



I chose a very wet day to travel up to Crianlarich for a mooch about. It was interesting to see one of ScotRail's refurbished, bicycle-carrying '153s', although it was carrying more booze than bikes...

Aside from the show, I also did a little rail-borne exploration. As well as some 'new' routes around Glasgow, I also managed to travel as far as Crianlarich, although I picked the wrong day in terms of weather, but never mind, it was lovely to be out and about again. The big question is, where shall I go next?

George Dent Editor

Meet the team behind the UK's best modelling magazine



Chris Leigh

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



Chris Gadsby

Our DCC specialist starts a new layout every year.

This month's contributors



Chris Nevard



Peter Marriott



Dave Lowery



Paul A. Lunn



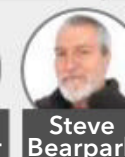
Ben Ando



Chris Gilson



Paul Chancellor



Steve Bearpark



Alan Rowlands

This month's cover image



An ex-GWR '8750' runs into 'Neath Riverside'. Chris Nevard has been busy extending this wonderful layout – see page 54 for his latest progress report.

Model Rail essential information

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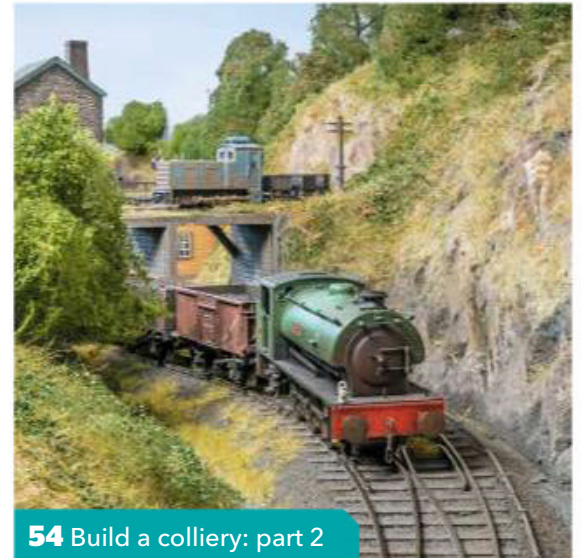
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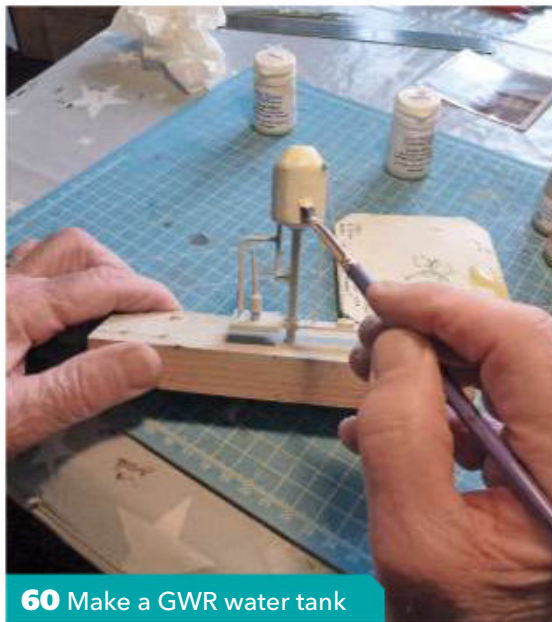
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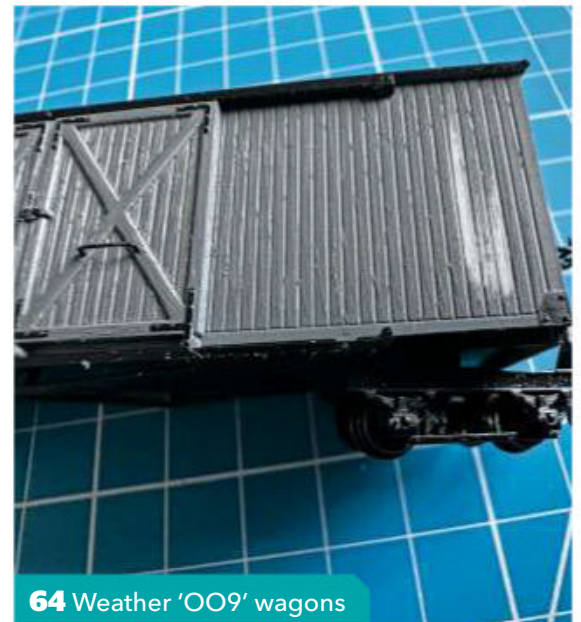
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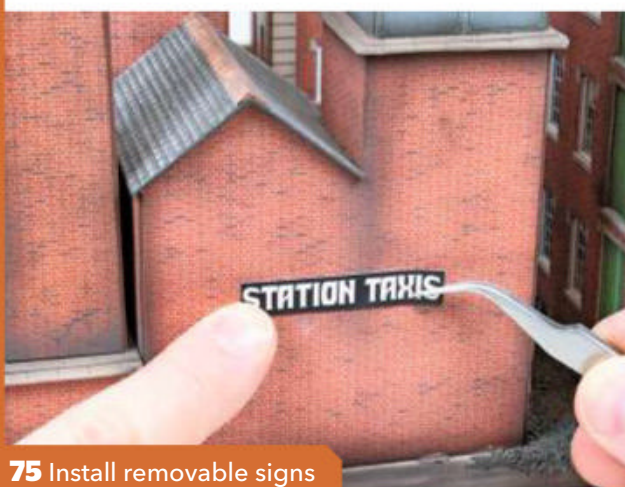
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The entire range of our exclusive '16XX' is now in stock and some of our 'J70's are nearly sold out. Buy yours today.



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NEWS Opening the box

The latest happenings from the world of model railways

The Big Picture

Over the years, we've heard numerous tales in the pages of *Model Rail* of modellers who operate their layout with their grandchildren, or who started one with an older family member and are now finishing the job. The sentimental value of a model railway can be enormous, and 'Midhurst' is one such layout. Look out for the full story of this generational layout in a future issue of *Model Rail*.
Photography:
CHRIS NEVARD







MAUNSELL 'D1' NEXT FROM RAILS OF SHEFFIELD

Following the success of the Wainwright 'D' Class in 2021, Rails of Sheffield has again teamed up with Dapol to produce the SECR/Southern Maunsell 'D1' in 'OO'. The 'D1' was a class of 21 rebuilt 'D' Class 4-4-0s, which appeared between 1921-27 and boasted a Belpaire firebox, super-heated boiler and long-travel valves. Employed across the South Eastern Division of the Southern Railway, the class lasted in use with British Railways until 1961.

The model will boast the same high specification as the Wainwright 'D' Class, with a



powerful five-pole motor, all-wheel power collection, easy-access DCC decoder, firebox

glow and fully detailed cab interior. Various detail variations will be available, with two different frame and cab patterns,

plus different chimney and smokebox options. Pre-order deposits are now being taken for just £30 per locomotive.

What's planned? Maunsell 'D1' Class 4-4-0

- ◆ 4S-028-001 SECR Grey 4-4-0 Steam Locomotive No. 735
- ◆ 4S-028-002 Southern Green 4-4-0 Loco No. 1749
- ◆ 4S-028-003 Southern Green 4-4-0 Locomotive No. 1741 (Top Feed)
- ◆ 4S-028-004 BR Black (Early Crest) 4-4-0 Locomotive No. 31741
- ◆ 4S-028-005 Class BR Black (Late Crest) 4-4-0 Locomotive No. 31246
- ◆ 4S-028-006 BR Black (Sunshine Lettering) 4-4-0 Locomotive No. 31487

Price: £199.95 (£324.95 sound-fitted)

When's it due? Autumn 2022

Web: www.railsofsheffield.com



DAPOL'S GM REACHES ENGINEERING PROTOTYPE STAGE

N
GAUGE

Dapol has shared images of the first engineering prototype of its 2mm scale Class 59, revealing an impressive level of detail to the bodywork, chassis and grilles. The exhaust silencer has been designed to unclip, revealing switches to govern the lighting for analogue users. All three

main versions of the GM Class 59 is being catered for and the model with feature Dapol's 'Next Generation' level of technical specification, akin to the same firm's acclaimed Class 50 and Class 68 models.

Seven livery options will be offered in the first production

run and delivery is scheduled for the end of the year. Pre-orders are being taken at Dapol stockists.

Web: www.dapol.co.uk



JONES GOODS AND MORE FROM RAPIDO

Designed for the Highland Railway, David Jones' iconic 4-6-0 design was built by Sharp, Stewart of Glasgow, with 15 examples being delivered in 1894. Nos. 103-117 were put to work between Perth and Inverness and, aside from some minor tweaks to the draughting arrangement, were an instant success and worked over all parts of the Highland,

on passenger and goods trains.

Passing into LMS ownership, the last of Jones' 'Big Goods' locomotives was withdrawn in 1940. Happily, pioneer No. 17916 (formerly No. 103) had already been saved for posterity by the LMS and, following overhaul by BR in the late



00
GAUGE

What's planned? HR Jones 'Big Goods' 4-6-0

- ◆ 914001: No. 103, HR yellow (1960s condition)
- ◆ 914002: No. 106, HR light green (1890s condition)
- ◆ 914003: No. 107, HR Drummond green
- ◆ 914004: No. 17920, LMS unlined black (early)
- ◆ 914005: No. 17924, LMS lined black
- ◆ 914006: No. 17917, LMS unlined black (late)

Price? DCC ready £219.95; DCC sound £319.95

When's it due? Late 2022/early 2023



1950s, it hauled many special railtours and even appeared in the odd motion picture!

Rapido has been finalising the CAD work and a 3D test print has been produced to aid the evaluation process. Models can be ordered now, direct from Rapido Trains UK or via your local stockist.

BR FERRY VANS FROM RAPIDO

Inspired by European practice, BR designed a fleet of long-wheelbase vans for cross-Channel freight flows via the train ferry services to the Continent. Built by Pressed Steel in the late 1960s, they were a major departure from BR's previous 12ft wheelbase merchandise vans for domestic traffic. A total of 400 examples were built and they were equipped with both vacuum and air brake gear and were to receive the VIX TOPS code.

Although even larger vans soon followed, the VIX vans remained in use for domestic freight as well as Departmental duties and use as barrier vehicles, right up to the end of BR and into the privatisation era. The project has reached the engineering prototype

stage and the models promise a wealth of underframe detail and opening side doors. Twelve versions will be available, encompassing a variety of BR bauxite and Railfreight liveries, plus examples in the popular 'Dutch' and 'Satlink' schemes. Pre-orders are now being taken.

Price? £45.95

When's it due?

Late 2022/early 2023

Web: www.rapidotrains.co.uk



00
GAUGE



'TOAD' READY TO ORDER

Produced as part of Rapido's *The Titfield Thunderbolt* range of products, which have been officially licensed from STUDIOCANAL, the WR 'Toad' brake van is now ready to order in a variety of 'non-Titfield', prototypical guises.

Sales and marketing manager Richard Foster said: "We know that there's plenty of choice out

there when it comes to GWR 'Toads' in 'OO'. We're just lucky that the filmmakers chose a diagram which has not yet been offered ready-to-run."

Ten versions are being offered, in GWR and BR liveries, including multiple Departmental and Engineers' Department schemes.

Price? £39.95

When's it due? Late 2022

00
GAUGE



BEN ANDO

'HEATON LODGE' HEADS TO BATH

In April, the Royal Bath & Wells Showground will play host to 'Heaton Lodge Junction', billed as 'Britain's Biggest Model Railway'. Running from Friday 8 to Sunday 10 April, the huge model will be joined by ten other impressive layouts, including a few based on the Somerset & Dorset route.

Yeovil MRC's 'Evercreech New', Roger Sunderland's 'Bournemouth West', Bentley MRS' 'Kannotburn' and 'Wimbourne' by

the Wimbourne Railway Society are among the highlights. Additionally, the East Somerset Society will be operating its passenger-carrying live steam (7¼in gauge) railway within the showground on the Saturday and Sunday, from 10am-4pm.

Simon George, creator of 'Heaton Lodge Junction' commented: "The layout's December debut in Wakefield was popular with enthusiasts and

families alike, so I'm hoping this exhibition will have much the same result. It will be great having some stunning local layouts there, as well as lots of traders and manufacturers, including official sponsors Heljan."

Opening times are 9.30am to 5pm each day.

Tickets: Advance - £10 per adult, £12 on the door. Child discounts available, free entry for

under 5s. Free parking is available.

For more details, see www.britainsbiggestmodelrailway.com

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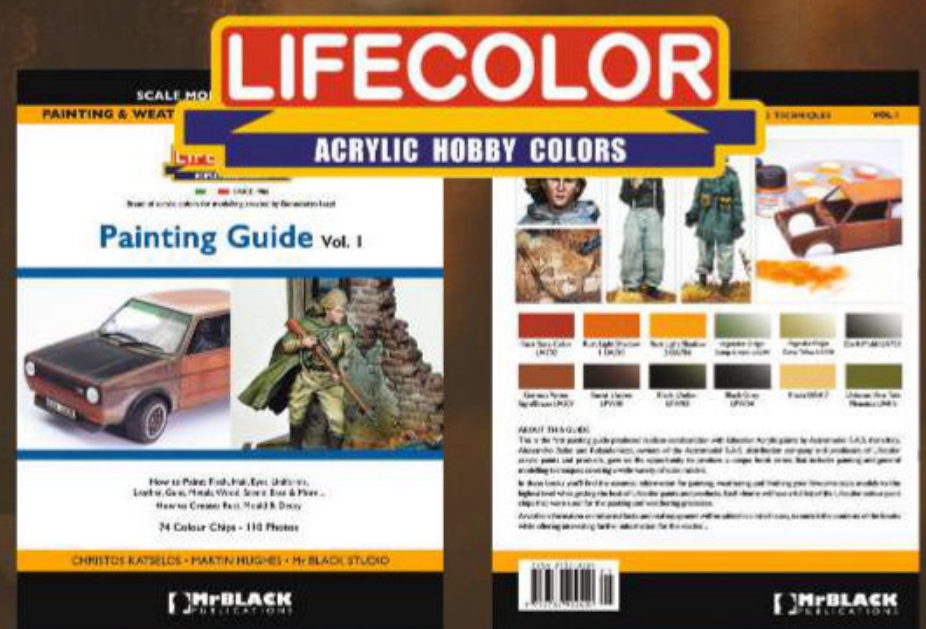
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ACCURASCALE TO OFFER CLASS 31 IN 'OO'

OO
GAUGE

In a surprise announcement, Accurascale revealed advanced development of the Brush Type 2 A1A-A1A, with a vast range of detail options to be offered within the tooling suite. Both the original Mirrlees-powered Class 30 and re-engineered Class 31, with English Electric powerplants, will be produced and the research

stage has involved numerous prototypes being evaluated and 3D-scanned, in tandem with careful study of works drawings.

As with Accurascale's Class 37 and 'Deltic' projects, the company's aim is to offer the most comprehensive model yet of this classic diesel, with almost every conceivable detail variation

catered for. At present, the model is fully tooled, with several working prototype samples currently under evaluation.

The Brush Type 2 was one of British Rail's early Modernisation Plan designs, with pioneer D5500 emerging in 1957. After an initial batch of 20 locomotives, a further 243 examples were constructed. The final example entered service in 1962 and the class remained a mainstay of BR's operations into the 1990s, with numerous examples continuing well into the privatisation era.

Accurascale's model will

feature an extensive technical specification, including switchable lighting functions, a 21-pin DCC interface and a five-pole motor with twin flywheels and a working radiator fan powered by a separate motor. The level of detail will also be high, with plenty of etched metal fittings and period and prototype-specific features observed. Ten different models will feature in the initial production run, with delivery being expected next year. Pre-orders can be placed now, with the model listed at a very competitive price.

What's planned? Accurascale Class 30/31

- ◆ Class 30 D5549 BR green (as delivered)
- ◆ Class 31/1 5544 BR blue (pre-TOPS)
- ◆ Class 31/1 5803 BR green/full yellow ends with double arrows
- ◆ Class 31/1 31110 Railfreight grey
- ◆ Class 31/1 31128 BR blue (privatisation era)
- ◆ Class 31/4 31409 BR blue, white stripe
- ◆ Class 31/4 31420 InterCity Mainline
- ◆ Class 31/4 31421 Regional Railways
- ◆ Class 31/4 31432 BR blue (cant rail stripe)
- ◆ Class 31/5 31514 Civil Engineer's 'Dutch' grey/yellow

When's it due? Spring 2023

Price: £169.99 DCC-ready, £259.99 DCC sound-fitted

Web: www.accurascale.co.uk



HELJAN ANNOUNCES RTR NORTH BRITISH DIESEL PROTOTYPE 10800

Heljan announced its intention to recreate one of the 'missing' early diesel prototypes in RTR form: North British Bo-Bo No. 10800. Given Heljan's track record with previous diesel prototypes, such as 'DP1', *Lion* and *Kestrel*, it's no great surprise to see this important locomotive being added to the range.

Built in Glasgow by North British Locomotives (NBL), 10800 was originally ordered by the LMS during its pioneering experiments with main line diesel electric traction. Entering service with BR in 1952, testing was

carried out on the London Midland, Southern and (briefly) Eastern Regions.

Four versions will be produced in limited quantities, depicting the prototype in post-1954 condition, including one in final BR guise with later external modifications. A high specification is planned, with 21-pin DCC interface, sound provision, lighting and all-wheel drive. The Heljan research team has managed to access original NBL works drawings and, with design work complete, tooling is now well under way.

What's planned?

- ◆ NBL 10800 Bo-Bo diesel electric prototype
- ◆ 1080 BR black/silver, early emblem (SR/LMR condition)
- ◆ 1081 BR black, early emblem (SR/LMR condition), weathered
- ◆ 1082 BR black/silver, early emblem (final BR condition)
- ◆ 1083 BR green, later emblem

Price: £234.95

When's it due? 2023

OO
GAUGE

BACHMANN AND LOCOMOTION LAUNCH EXCLUSIVE CLASS 90

OO
GAUGE

Announced on the first day of the Model Rail Scotland show, the Bachmann Collectors Club and Locomotion Models have joined forces to honour the late Sir William McAlpine. Bachmann's impressive Class 90 has been turned out in DB red - a much-requested livery - as 90028, which was named *Sir William McAlpine* in January 2019 at the National Railway Museum in York.

A former director of the famous McAlpine construction firm, Sir William was a lifelong railway enthusiast and friend of the preservation

movement, acting as the first chairman of the Railway Heritage Trust. He also rescued *Flying Scotsman* from the receivers after a failed US tour.

In total, 500 of the Class 90 models have been produced, 200 of which are being offered in DCC sound-fitted format and these are available only via the Bachmann Collectors Club. The remaining 300 DCC-ready versions are available exclusively from Locomotion Models.

Price: £229.95 (DCC-ready), £329.95 (DCC sound-fitted)

Web: www.bachmann.co.uk
www.locomotionmodels.com



REVOLUTION TO TACKLE 'CORADIA' AND 'ADELANTE' DMUS - IN 'N' & 'OO'!



As George mentioned in MR296's editorial, the Class 175/180 Diesel Multiple Units have been a key element of the UK railway scene for 20 years and well worthy of attention for modellers. It appears that the team at Revolution Trains were thinking along similar lines, as advanced CAD images have been released, showing both units under development.

The 100mph Class 175s were built by Alstom in Birmingham between 1999 and 2001 and initially entered service with First North Western. Comprising 11 two-car and 16 three-car sets, the fleet was later transferred to the Wales and Borders franchise. Current operator



COLOUR RAIL

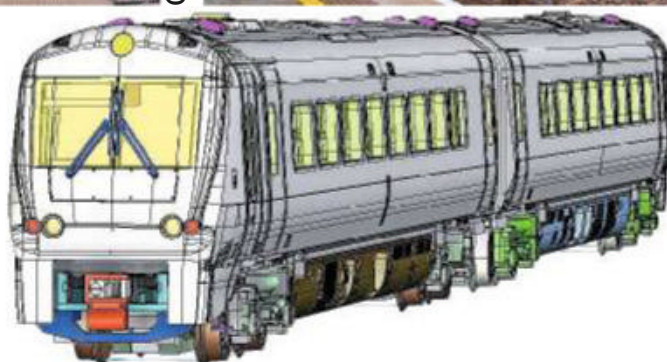


GEORGE DENT

Transport for Wales has recently completed a full refurbishment of the fleet and they continue to operate services between South Wales, Manchester and North Wales.



The five-car Class 180 fleet was constructed for First Great Western and initially operated express services from London to South



Wales and the West Country. Although not a resounding success at FGW, the '180s' enjoyed a short stint with Northern Rail in the late 2000s, working Hazel Grove-Manchester-Preston services before the fleet settled down to work with

Grand Central and Hull Trains. More recently, East Midlands Railway has introduced '180s' on services from London St Pancras to Nottingham, Derby, Sheffield and Corby.

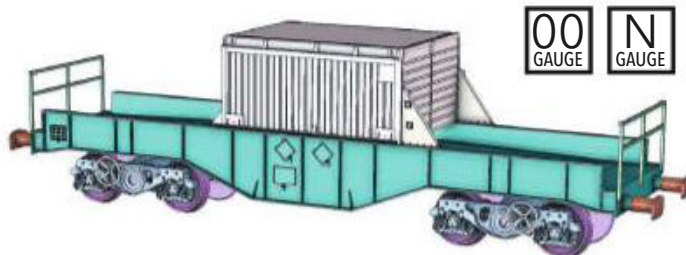
CAD work for both units is almost complete for the 'N' gauge versions, with both units also due to be rendered in 'OO'. Liveries are still being finalised, but the overall project specification will be up to Revolution's usual high standards. The order book, with a low early bird price, is expected to open very soon.

MORE NUCLEAR FUN FROM REVOLUTION

Revolution Trains has also been busy developing another nuclear flask wagon, following the success of the KUA vehicles last year (winner of *Model Rail*'s 'OO' Rolling Stock Model of the Year 2021). The subject of the new model is the FNA-D 'standard' flask carrier, which has been introduced from 2014, replacing the previous FNA wagons dating from the 1970s. Employed to carry spent nuclear fuel from power stations across the UK to

Sellafield in Cumbria for reprocessing, they're regularly hauled by Direct Rail Services Class 66/68/88 traction.

Again, Revolution will be offering this new model in both 'N' and 'OO' and, at the time of writing, the CAD work is complete and tooling is about to begin. Although only one livery is



available, several different number options will be provided, and the order book is due to open imminently. Delivery is forecast for early 2023.

Web: www.revolutiontrains.com

In Brief

CLAYTON 'DHP1' REACHES EP STAGE



KR Models has recently received the first working engineering prototype of its forthcoming 'Super Clayton', the modified Class 17 design that was ordered as a demonstrator for Rolls-Royce diesel engines and a hydraulic transmission. The 'OO' gauge sample has been undergoing thorough testing and has been reported to cope with first radius curves with ease. Although the real thing only carried one livery, three colour schemes are on offer. As well as the original red/cream, there's also fictional BR green and Rail blue to choose from. See www.krmodels.co.uk for more information.

INVERNESS CLASS 26 DUO FOR 'OO'



When Heljan announced a Class 26 in 'O' gauge with the distinctive car-style headlamps for working the Far North Lines, 4mm scale modellers lobbied for an equivalent in 'OO'. Now Heljan has obliged, with a pair of '26s' in development, each of which will be turned out in BR blue.

The project marks part of a major revamp of Heljan's existing 'OO' Class 26 tooling, which will include superior mechanical,

electrical and detail specifications. Of note will be an upgrade to a 21pin DCC socket which will be accessed via an easily removable roof panel, plus improved lighting and sound capabilities.

What's planned?

- ◆ BR Class 26 Bo-Bo
- ◆ 2625 BR blue, 26039 with twin



COLOUR RAIL

headlights

- ◆ 2626 BR blue, 26032 with twin headlights and Highland Rail stag emblems

Web: www.heljan.co.uk



HARDER & STEENBECK



PAINT EASY THE HARDER WAY

www.harder-airbrush.eu

STANIER 4-6-0 MOVES FORWARD



Ellis Clark Trains has revealed images of the first engineering prototype of the forthcoming LMS 'Black Five' in 'O' gauge, while also announcing a few tweaks to the list of models that

will be available. In an effort to speed up production, there will no longer be an option for on-board smoke effects, and these models will now be offered with DCC sound only, with a reduction in

price accordingly. Pre-orders are now being taken with no up-front payment required.

Price: from £949.00

When's it due? Q3/4 2022

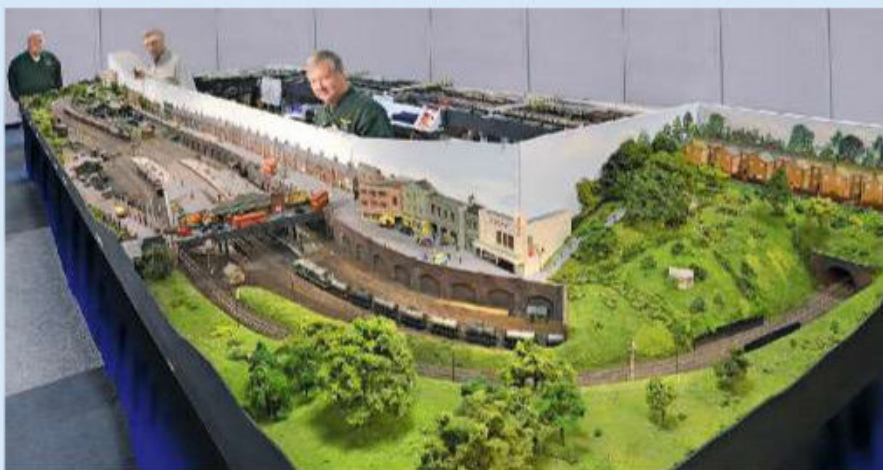
Web: www.ellisclarktrains.co.uk



BODMIN & DISTRICT MRC CELEBRATES 30 YEARS

This year marks the Bodmin & District MRC's 30th anniversary, and the club will be celebrating in its new premises. The past two years have proven difficult, thanks to the global pandemic but also the need to secure alternative accommodation when the clubroom was to be repurposed. This turned out to be a blessing in disguise as the club's new premises feature enhanced facilities, including an on-site café!

Despite lease negotiations having to be conducted during the first Covid lockdown and moving while complying with 'The Rule of Six', the relocation proved successful. Furthermore, by successfully applying for over £3,000 of grants - and gaining several new members to boot - the club is now able to start building a new exhibition layout, which will feature interchangeable scenic sections. Like other clubs, the Bodmin & District MRC had to cancel its own exhibitions, but it's hoped that this year's show will go ahead as planned,



in October. Having secured a major sponsor for the event, plans are now well under way to make it happen.

For more information, contact chairman Steve Willis.

Email: wilnatron53@gmail.com or call 01579 362505.

In Brief

FINESCALE SOCIETY CUTS MEMBER FEES



The Scalefour Society has announced a reduction in membership fees for the year 2022-2023. Now, for just £24, members can enjoy the many benefits, which include a quality journal (five issues per year), access to the Scalefour Stores for essential finescale modelling supplies, a digital handbook, access to the society's online forum and much more.

Web:

www.scalefour.org/join



BREAKING NEWS: 'J94' IN 'O' FROM DAPOL

Originally designed and built during the Second World War, Riddles' 'Austerity' 0-6-0ST proved to be a highly successful locomotive, with the LNER purchasing a large number at the end of the war, classifying them as 'J94'. Further batches were built for the National Coal Board, leading to several hundred examples being built in total.

Dapol's 'O' gauge model will be offered in ten versions, encompassing War Department, LNER, BR, NCB and other industrial guises. Featuring a high specification, various detail differences will be catered for.

Design work is now complete and tooling is under way. Models will be available in DCC-ready, DCC-fitted and DCC sound options, with prices starting at £250.00. Delivery is expected next year.

Web: www.dapol.co.uk



COLOUR RAIL

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



Secure online ordering
Friendly technical advice
Free postage over £100
No Highlands and Islands surcharge!

Please contact us first if paying by cheque or PO



Special Offer: Buy any 3 Hobby Trax own brand products and get 10% discount!!

Online purchases only. Discount is automatically applied and cannot be used in conjunction with any other offer. All qualifying items must be purchased in a single transaction.

DCC Decoder Tester Just £24.95

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



Cobra Cable baseboard wiring system

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

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



Warm white 12VDC LED modules

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

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

Also available in modern cool white.



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

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



NEW PRODUCT - Track Gapper 00 gauge

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



ANNOUNCING THE EYE-CHOO CAMERA WAGON!

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

00 Gauge only. For DC & DCC. **Only £89.95**



Ideal for YouTube

Hobby Trax Scenic range

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



NEW PRODUCT - Light upgrades for Hornby Intercity 125

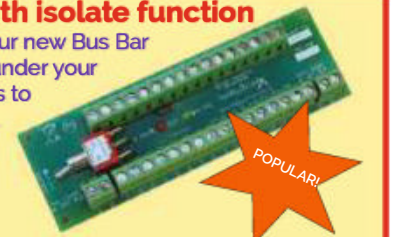
We have developed a new range of products to improve the lighting on the original Hornby Intercity 125's. Fix those faulty lights with our new kit comprising new brighter bulbs and reflective foil to remove the light spill around the drivers cab window. Supplied with detailed fitting instructions **Just £2.95** Prefer a fancy LED upgrade?? Hang on until next month!!



NEW PRODUCT - DC and DCC Bus Bar with isolate function

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

£5.95 each



POPULAR!

Cable and wire - huge stocks on our website

Bk Bn Rd Or Yw Gr Bl Vi Gy Wt Pk

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

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

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

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

10m / 100m 5/01 ultra-fine cable for wiring models etc £4.95 / N/A

7/02 cable 1.4A for lighting £1.40 / £9.99

16/02 cable 3A for points & DCC £2.10 / £18.99

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

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

6 core 7/02 cable £3.75 / £24.99

12 core 7/02 cable £6.45 / £42.99

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

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

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

Lowest price!

Magnetic corner clamps (Sm, Md, Lg) £6.99, £7.99, £8.99
Tyson CDU (std/xtra) £10.95 / £14.95

SPECIAL PRICE DCC Controllers

NCE Power Cab UK Starter set **£179.95**

Now with free programming track switch!

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

NCE CONTROLLER CADDY



New Product!!
Just £10.95



Part-ex Available!

P&D Marsh pre-painted and ready assembled

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

Rowing boat £10.40

Firemen 1970/80's £11.00

Newspaper seller £7.90

4x park benches £7.90

Postman, box and bike £9.20

8x dustbins £8.80



New from Hobby Trax:

NCE Programming track switch

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

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



NEW!



Hornby set track - all parts available

R600 / R601 straights £2.30/£2.75

R602 Analogue power clip £2.95

R603 long straight £4.79

R606 2nd radius curve £1.80

R609 3rd radius curve £2.70

R636 Double track crossing £30.95

R910 Fishplates (12pk) £3.19

R920 Insulated fishplates (12pk) £2.39

R8008 Grand suspension bridge £42.95

R8072 / R8073 Std points £11.45

R8076 Y point £14.95

R8077 / R8078 Express point £17.99

NEW - DCC Decoder Putty Just £2.59

What is it? It's a high strength black putty that holds decoders in place. Supplied as a 20cm length enough for 20-30 decoders

SuperQuick kits - full range on our website

A1 - Station platform

£6.99

A5 - Two road loco shed

£10.99

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

Second hand treasures!

In response to requests we will be listing a selection of second hand items in our adverts. Our second hand items sell quickly but we will do our best to ensure these are available at the time of publication. Be quick if you see something you like as it won't be around for long!

R2888M Kingfisher Train Pack £260
R836 Coronation Scot train set £185
R696 Intercity 225 train set £100
R1136 Yorkshire Pullman train set £170
R869 Flying Scotsman train set £100
Coaches and wagons from £5.00



We also buy second hand items - call us for more details!

Wherever possible we test the items and describe them as accurately as possible.

New Product - Replacement DCC Controller cables

We now offer a range of replacement cables of various lengths for Gaugemaster and NCE controllers.

Prices from just £5.



BOOKS BOOKS BOOKS BOOKS!!!

We have also recently taken delivery of a huge selection of railway books. Mostly hardback covering live steam, many rare and out of print books all in great condition. Please see our website for a full list. Prices from just £1 each!



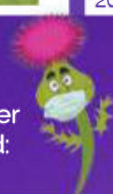
Just need a single item?
Try our eBay shop where all products include postage!
www.ebay.co.uk/str/hobbytrax

"Still struggling sticking decoders securely? Try some Decoder Putty - it's so super sticky!"



Did you know?

The highest station in the UK is... not Dent station, it's Corruir in Scotland at 1339ft (Dent station is slightly lower at 1150ft) but this is dwarfed by the highest in the world: Tanggula Station in Tibet at 16,627ft



www.hobbytrax.co.uk 0345 065 4472

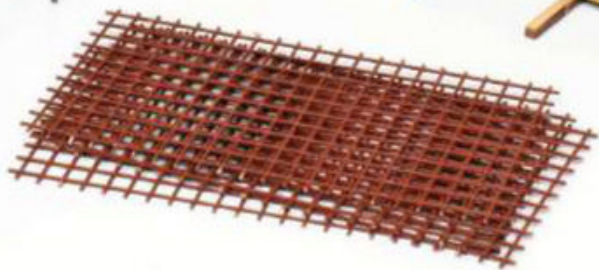
Hobby Trax, Ford, Lochgilphead, PA31 8RJ

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

BUILDING SITE ESSENTIALS



We received a bumper pack of new scenic detail kits from Scale Model Scenery this month, including a number of items designed for construction sites, all rendered in laser-cut form. The scaffolding tower kit is surprisingly easy to build, thanks to the supplied jig and features timber



floor planks, ladders and a safety gate. Assembly and painting provided a fun lunch hour project.

The roof trusses are useful for scratchbuilding structures or stacking beside a half-built house, or even as a lorry load. Rebar reinforcing mesh represents an essential component for structural concrete casting and the parts feature a discernible texture on the upper surfaces, depicting the tightly twisted wire of the real thing. A coat of red oxide primer before cutting from the sheet is all that's required.

Products: LX222-OO

Rebar Mesh, LX419-OO

Scaffolding, LX468-OO

Tri-bearing Roof Trusses

Price: from £5.24 per pack

Availability: Scale Model Scenery

Tel: 01530 456952

Web: www.scalemodelscenery.co.uk

FAMOUS FOLKS IN MINIATURE



Well known characters from history have been popular with figure makers in recent years and Mike Pett's Supercast range of cast metal figures has been bolstered by the addition of Charles Dickens, Robert Stephenson and Nigel Gresley. Also new is a bride and groom, plus a priest in traditional garb. Single and double BR totem sign boards are also available.

Availability:

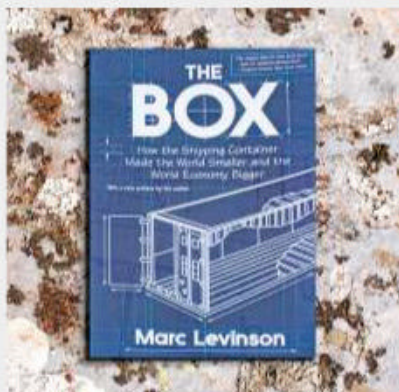
Mike Pett Supercast

Tel: 01843 593417



Modeller's Bookshelf

A selection of titles that have kept the *Model Rail* team occupied recently.



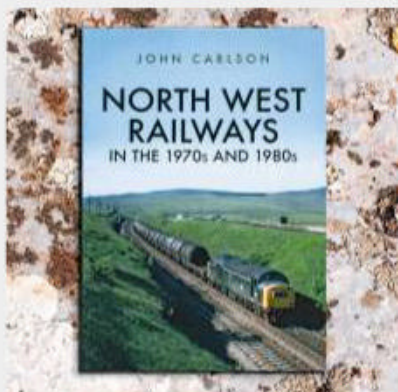
First published in 2006 and reprinted several times since, Marc Levinson's award-winning history of the shipping container provides an engrossing read. Containers transformed the international shipping industry and so much of our everyday lives. The 'box' has also transformed rail freight across the world, so it's a pertinent subject for anyone with an interest in trains and transport in general. Also available on audio book.

Book: *The Box - How the Shipping Container Made the World Smaller and the World Economy Bigger*, by Marc Levinson (Princeton University Press)

Price: £16.99

Availability:

All good bookshops



John Carlson presents an intriguing look at rail operations in the North West of England during a time of change. Over 200 quality images are provided, mostly in monochrome, detailing a wide range of freight and passenger services. As well as classic traction, there's also plenty of human interest. A few errors in the captions and the odd left-field diversion aside (is Reading in the North West?), this is a great book which brought back happy memories.

The visual record of a 'Blue Pullman' at Liverpool Lime Street is a bonus!

Book: *North West Railways in the 1970s and 1980s*, by John Carlson (Amberley)

Price: £15.99

Availability:

www.amberley-books.com



Simon A.C. Martin's British Railway Stories is a new series of books aimed at children of all ages.

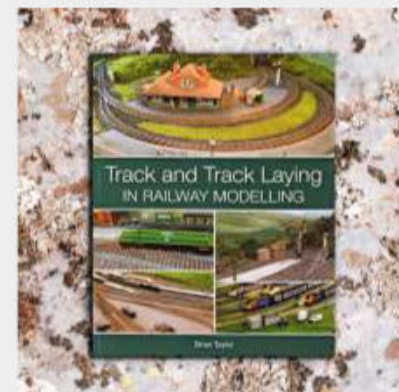
Featuring a cast of steam locomotives adorned with faces and distinct characters, based on those that appeared in the author's home-made YouTube series, it's not what you'd call an original idea. However, the stories are packed to the gunnels with facts about railway history and the vibrant illustrations within the books, by Dean Walker, are a definite highlight.

Books: *Great Western Glory* and *Tale of the Un-Named Engine*, by Simon A.C. Martin (Strathwood)

Price: £11.95 each

Availability:

www.strathwood.co.uk



This book provides plenty of background on railway track formations and offers some useful tips on planning. Rather than simply concentrating on the rails, the author offers advice on planning the layout as a whole, including baseboards and perspectives. Track laying is covered, the basics of wiring briefly discussed and, in place of step-by-step photography, the author's own illustrations dominate, some of which aren't so clear. The quality of photography is also variable. With numerous great books already available on this subject, it's hard to place this new title ahead of them, alas.

Book: *Track and Track Laying*, by Brian Taylor (Crowood)

Price: £14.99

Availability:

www.crowood.com



ON THE WORKBENCH

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

Hold It Steady (1)

This universal vice, from the Modelcraft range, is manufactured from lightweight aluminium and nickel-plated steel. Fixed to the workbench with a screw clamp, the vice itself can be tilted and rotated to allow the work to be approached from all angles. The steel jaws come with removable rubber grips to protect delicate materials and objects and the jaws can be opened to a maximum of 55mm. In use, it has proved to be a reliable vice for modelmaking and light duty tasks, with the tilting and rotating facilities proving most welcome.

Price: £22.95

Availability:

Scale Model Shop

Tel: 01422 405040

Web:

www.scalemodelshop.co.uk



Shine a light

Deluxe Materials has recently improved the formulation of its Rocket UV glue, which is available in a 20g bottle or 5g tube. The latter comes with a small UV torch which is required to activate the adhesive. The glue remains sticky for some time, providing a strong initial 'grab' but allowing plenty of time for adjustment. When the parts are lined up perfectly, the torch is activated and the ultra violet light causes the glue to cure in seconds. This type of glue has many potential uses and we'll be presenting a full demo in next month's issue.

Price: £11.00/£14.99

Availability: Your local model shop or Gaugemaster

Tel: 01903 884488

Web: www.gaugemaster.com



Putty training

Green Stuff World offers ribbons of two-part epoxy putty in a variety of lengths, allowing equal amounts of resin and hardener to be mixed, simply by cutting across the strip. A new innovation is the tiny gap between the two elements, which prevents the putty hardening down the centre over time and prolonging the shelf life considerably. Available in lengths from 15cm to 92cm, the putty is great for all manner of filling, sculpting and moulding tasks and has a working time of up to 90 minutes, after mixing, before hardening.

Price: From €6.00 per pack

Availability:

Green Stuff World

Web: www.greenstuffworld.com



Hold it steady (2)

Do you need a device to hold your treasured locomotives or carriages steady while adding detail parts, cleaning wheels or making repairs? The Rotating Loco Cradle from Proses may be just the thing. Interchangeable and padded support brackets can be adjusted to clamp the model securely and the rotating shaft tilts the subject to the desired angle. Safety stops prevent the model from tipping over and, once set up correctly, it provides a very stable work platform.

Suitable for 'N', 'OO' and 'O' gauge models, there's plenty of scope for adjustment to suit models of different shapes and sizes.

Price: £74.25

Availability:

Bachmann stockists

Web: www.bachmann.co.uk



TASTY TOMBSTONES

These packs of laser-cut gravestones provide 58 different memorials, each with legible dedications. There's a wide variety of shapes and sizes and the packs are available in 'OO' and 'TT', although both are suitable for 4mm scale layouts as there's no 'standard' size for these things in reality. The fibreboard looks convincing in



its natural state, but the memorials could be readily painted to mimic particular types of stone to suit a locality.
Product: LX394-OO/LX394-TT Gravestones

Price: £5.76

Availability: Scale Model Scenery

Tel: 01530 456952

Web: www.scalemodelscenery.co.uk



LIGHT AND VISION

The Modelmaker LED Head Magnifier comes with five interchangeable optical lenses for close-up precision work. The lenses offer a range of magnifications, from 1.0x to 3.5x in increments of 0.5x, making them useful for working at different distances from the subject. The twin-bulb LED spotlight emits a good amount of light. **(PM)**

Product: MM013 LED Head Magnifier

Price: £14.95

Availability: Bachmann stockists

Web: www.bachmann.co.uk



OO GAUGE

POTTED PLANTS AND WINDOW BOXES

These potted plants and window boxes are ideal for any domestic or station platform scene. The plastic pots are pre-coloured, while the plants consist of laser-cut paper foliage which are finished in convincing shades.

Indeed, the use of coloured paper for the vegetation avoids the unrealistic shiny appearance of plastic.

Offering a quick and easy way to add a splash of colour to a layout, they're literally ready to plant! **(PM)**

Products: 14012

Ornamental plants (£10.00),

14009 Flower boxes (£12.25)

Availability: Noch stockists or www.gaugemasterretail.com



EXHIBITION DIARY - MARCH 2022-APRIL 2022

(ALL SUBJECT TO GOVERNMENT GUIDANCE ON COVID-19)

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 (x2) 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. **Web:** www.ndmrc.info/home/tadworth.htm **Tel:** 07758 458827 **Email:** stuart.robison27@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, children under 12 free if accompanied by an adult. **Email:** thomaszugic@gmail.com **Tel:** 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:** 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. **Time:** 1000-1700. **Admission:** Adults £6, Concessions £5, family £12, children 50p, wheelchair users free. **Tel:** 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.bwwmrc.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. **Tel:** 0208 368 4090. **Web:** www.hillingdonrailwaymodellers.co.uk

April 2 & 3

CHELTENHAM, GLOS. Cheltenham Great Western Modellers Group Spring Model Railway Exhibition, St Margaret's Hall, Coniston Road, off Windermere Road, Hatherley, Cheltenham, Glos.

GL51 3NU. **Times:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adults £5, children £2.50, family (2+2) £10. **Tel:** 01242 517788. **Web:** www.cheltmodrail.org.uk

COTGRAVE, NOTTS. South Notts Model Railway Exhibition Cotgrave Welfare, Woodview, Cotgrave, Notts NG12 3PJ. **Times:** Sat 1000-1700, Sun 1000-1600. **Admission:** 16 years and over £5, accompanied under 16s free, disabled (access limited to approx. 80%) and one carer free. **Web:** www.bingham-model-rail.co.uk **Tel:** 0789 535 3185

SHEFFIELD, SOUTH YORKS. Sheffield Model Railway Enthusiasts, Birkdale School, Oakholme Road, Sheffield S10 3DH. **Times:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adults £7, children £3 (5-15). **Tel:** 07768 513880

April 9

NORWICH, NORFOLK. Norwich Model Railway Exhibition 2022, Hellesdon High School, Middletons Lane, Norwich NR6 5SB. **Time:** 1000-1630. **Admission:** Adults £6, accompanied under 16s free. Free parking and disabled access. **Tel:** 07746 764076. **Email:** stopp@sky.com

April 16

ILFRACOMBE, DEVON. 2022 Ilfracombe Model Railway Exhibition, The Landmark Theatre, Seafront, Wilder Road, Ilfracombe, Devon EX34 9BZ. **Time:** 1000-1600. **Admission:** Adult and concessions £4, children £2, family £8. **Tel:** 01271 600607

April 22 & 23

SUTTON COLDFIELD, BIRMINGHAM. Sutton Coldfield Railway Society Model Railway Exhibition, Trinity Centre, Church Hill, Mill Street, Sutton Coldfield B72 1TF. **Times:** Fri 1400-2000, Sat

1000-1630. **Admission:** Adults £4, concessions £4, accompanied children under 16 free.

April 23

EASTLEIGH, HANTS. Wessex Narrow Gauge Modellers, Barton Peveril College, Chestnut Avenue, Eastleigh, Hants SO50 5BX. **Time:** 1000-1700. **Admission:** Adults £10, accompanied children (5-16) £3, family £23. **Web:** www.narrowgaugesouth.org.uk

KIRRIEMUIR, ANGUS. Kirriemuir Vintage Railway Show, Guide Halls, Roods, Kirriemuir in Angus DD8 4HN. **Admission:** Adults £2, children £1, under 5s free, family ticket £5. **Tel:** 01575 574128 **Email:** dalesmith@btinternet.com

SELBY, NORTH YORKS. Selby 'Micro' Model Railway Show, The Function Room, Selby Superbowl, Unit 1, Bawtry Road, Selby YO8 8NA. **Time:** 1000-1600. **Admission:** Adults £1.50, children £1, family (2+3) £4. **Tel:** 07754 401209. **Email:** show@selbymodelrailway.co.uk

WELWYN GARDEN CITY, HERTS. De Havilland Model Railway Society, Ludwick Way Methodist Church, Ludwick Way AL7 3PN. **Time:** 1000-1700. **Admission:** Adults £5, children £2, under 5s free. **Tel:** 01707 267541

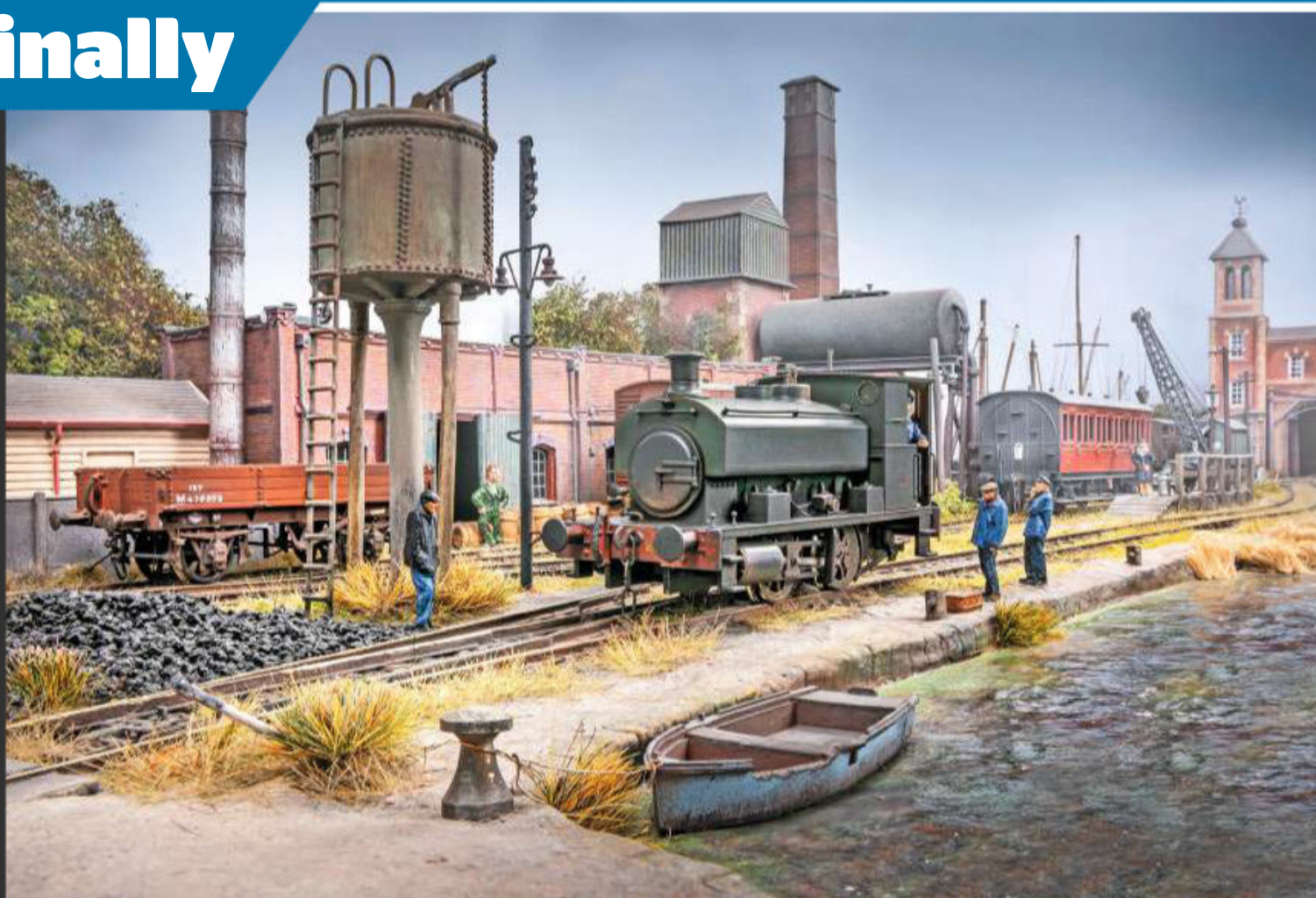
April 23 & 24

BANGOR, NORTHERN IRELAND. North Down Model Railway Society Model Exhibition, Bangor Grammar School, Gransha Road, Bangor BT19 7QU. **Times:** Sat 1000-1700, Sun 1200-1700. **Admission:** Adults & Senior Citizens £6, Child £4, Family (2+2) £15. Contact: Tom McKee 07973 688898. **Email:** tommckee@sky.com **Web:** www.ndmrs.org.uk

...and finally

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

Andrew and Barclay are chatting to the engine crew, their favourite subjects being beer and 'OO' checkrail flangeway clearances. Poor old Driver Dave wishes they'd hurry up so he can move the engine forward and fill up with water. Spotting the crate of beer at their feet, Fireman Frank sneakily moves it closer to the water tower. Magically, Andrew, Barclay and the engine follow...



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

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Staff Show & Tell

Getting on track

George Dent has been busy laying track, wiring and building platforms on his new layout. He's also found time to finish off another diorama too!

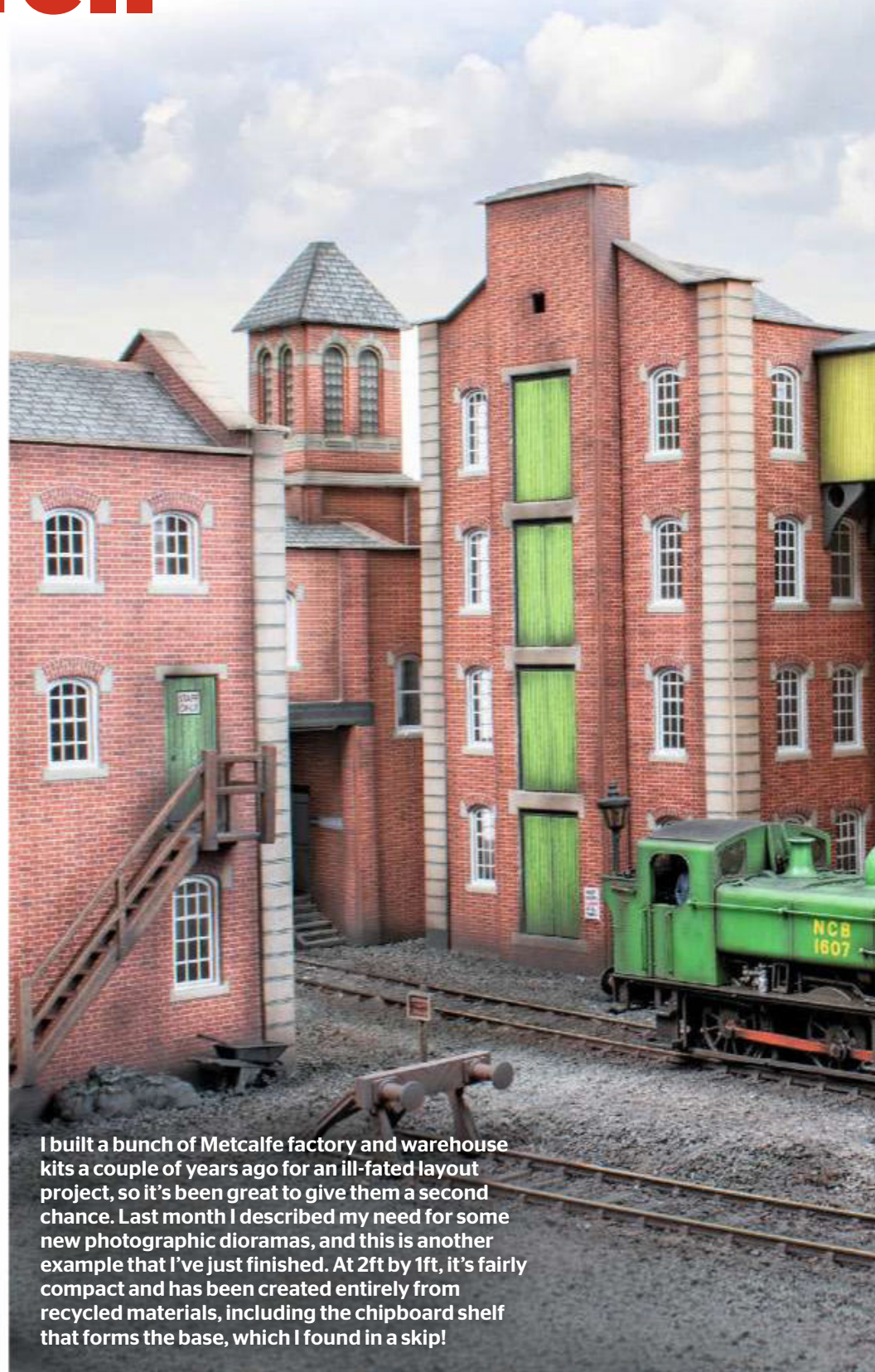
With a little more modelling time at my disposal this month, my 'Lisburn Lane' layout has taken a few more steps forward. As mentioned previously, I'm trying out Chris Nevard's method of laying the track on a sub-baseboard, formed from two layers of 5mm thick foamboard. This has certainly saved the hassle and discomfort of leaning over the main baseboard, as the work has been completed on the workbench.

While laying the track, I made a last-minute alteration to the plan in the form of an extra siding. This will provide more operational - and scenic - possibilities, allowing the foreground siding to be free of any structures that might impede the view of passing trains. In hindsight, I can't believe I hadn't thought of this earlier, but I guess the delay to getting the track down permanently has played in my favour, as this is the second such alteration I've made to the original plan.

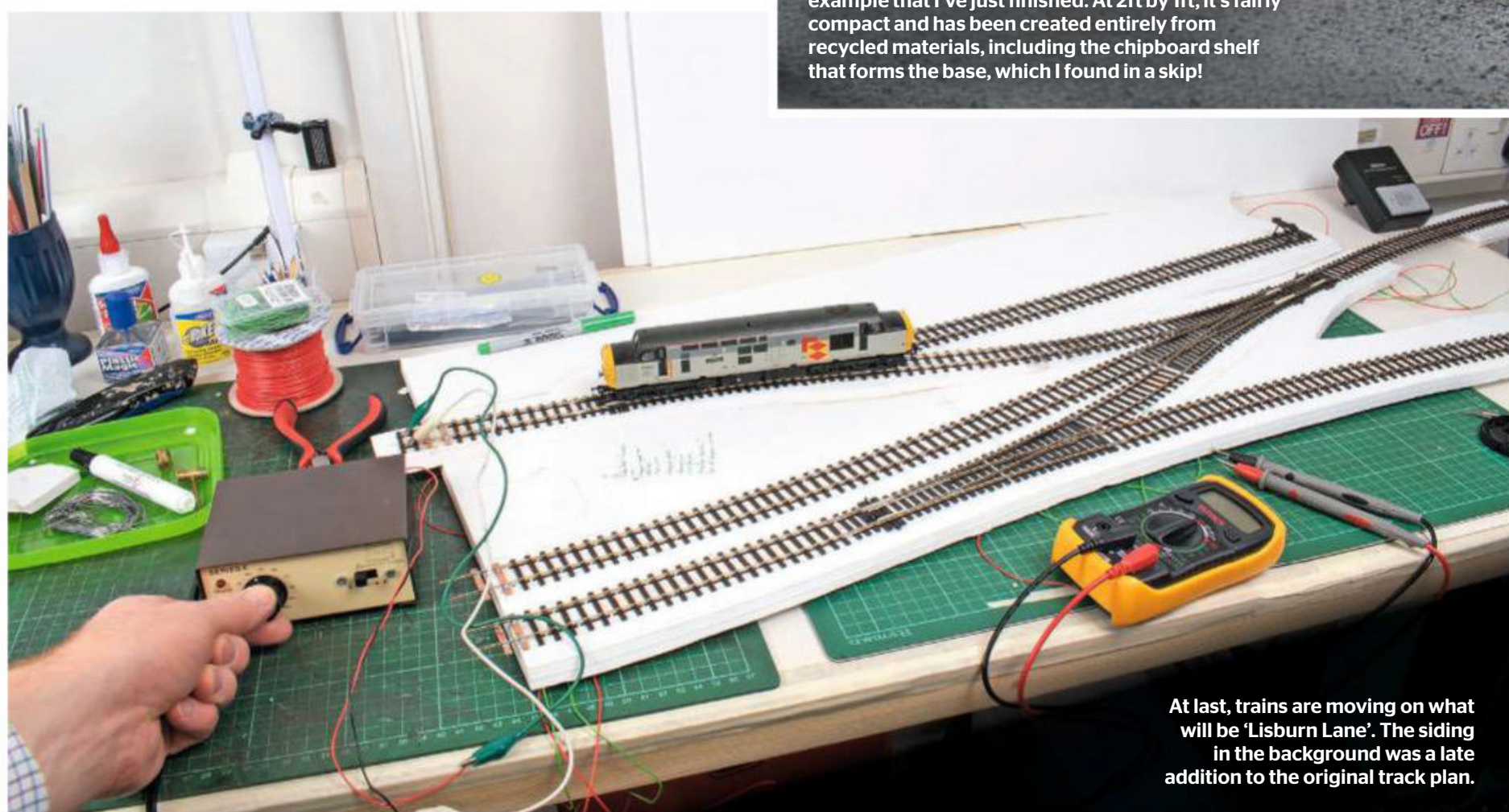
With all the rail joints made and power feed droppers soldered, I could connect everything up temporarily to a controller and perform continuity tests. Once any issues were ironed out, the power-conducting elements of the points were masked before the track was weathered with a mix of aerosols and airbrush-applied paints.

Another job to tackle, before the track bed is permanently installed onto the baseboard proper, is the building of a platform. At the time of writing, the main structure is in place, formed from a Scale Model Scenery kit. The flexible lengths of MDF can be shaped to match the track's curvature and the kit provides plenty of support brackets.

While I would like to have spent more time on the layout this month, it's heartening to see some tangible progress and I can't wait to fix the track bed in place and get cracking on the scenery.



I built a bunch of Metcalfe factory and warehouse kits a couple of years ago for an ill-fated layout project, so it's been great to give them a second chance. Last month I described my need for some new photographic dioramas, and this is another example that I've just finished. At 2ft by 1ft, it's fairly compact and has been created entirely from recycled materials, including the chipboard shelf that forms the base, which I found in a skip!



At last, trains are moving on what will be 'Lisburn Lane'. The siding in the background was a late addition to the original track plan.



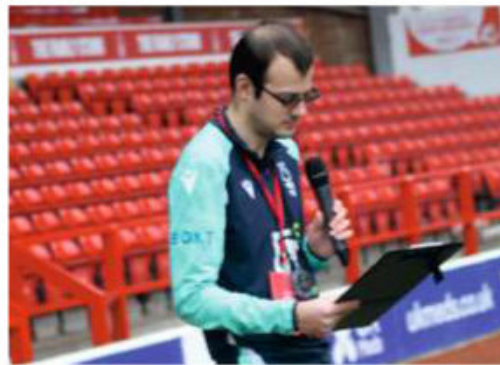
Pitch perfect

George's challenge for me to build a model of a football stand has taken another step forward following a favourable FA Cup Fourth Round draw. At the end of January, Forest Women took on Manchester City Women at the City Ground, and my role as stadium announcer meant that I arrived at the ground very early.

Knowing this in advance, I had planned measurements and photographs I'd needed to gather and arrived at the ground three hours before kick-off to make sure I had everything done well before the crowd started arriving and I'd have to switch to welcoming them and announcing the teams.

With help from one of the photographers I was able to get everything I needed within five minutes and have now calculated the scale measurements so that I can start the build in the next couple of weeks.

Chris Gadsby



SIDNEY WHITMAN



Left: Only after thorough testing - and masking of the point blades and power contacts - was the track painted and weathered. Another of Chris Nevard's tips has been followed, with a mix of aerosol paints employed.

Below: I couldn't quite get the colours I wanted with the aerosols, so I finished things off with my airbrush. The extra control also allowed me to add darker shades around the fishplates. More fine-tuning will be needed later, once all the ballasting and scenic work is complete.



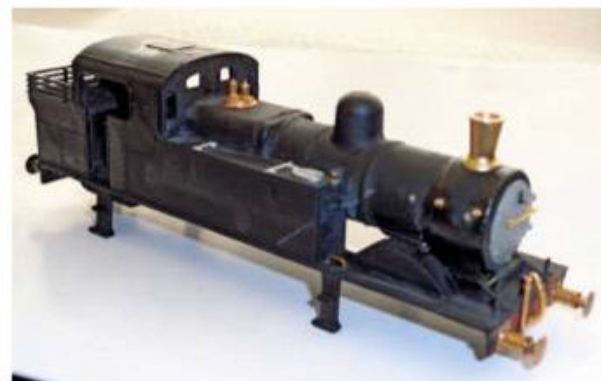
WHAT NEXT?

Finish off the platform with embossed stone sheet and edging stones, and painting the stonework carefully to match the bridge.



Show & Tell

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



Body and soul

Having read George Dent's article on the building of a 3D-printed Stanier 0-4-4T (MR295), I wondered if you might like to see the results when I modified and built the same body kit last year. The basic 3D model is accurate to scale, and parts such as the bunker coal rails are excellent but there are some details that are wrong. The shape of the smokebox door is too flat and the top lamp bracket is in the wrong position. The tank fillers should be at the front of the water tanks and the boiler bands are way too thick. The cab roof vent should be a sliding cover, not the MR push-up cover as modelled. Added to this, there is an awful amount of rivet detail missing from the tanks, bunker, cab roof and smokebox.

I wanted my locomotive in LMS condition, so I had to change the chimney to the stovepipe version mentioned in the article. I've attached new buffers, vacuum pipes, safety valves, whistle, handrails (those



printed are too low) and vacuum ejector. I also added the missing steps on the rear of the bunker and cab doors. The smokebox door replacement was from an old Ratio MR 2-4-0 kit, the roof vent is made out of styrene and the wonderful Archer's waterslide rivets were used for the missing rivet details. There was also some other minor alterations before painting, numbering and lining.

Having built this 3D-printed body kit I then tackled a 3D-printed LMS Sentinel Railmotor body (obtained via www.shapeways.com). This was a very different challenge, the plastic being difficult to work on, and all the chassis to determine and build from scratch.

Thanks for your excellent magazine.

Geoff Allen

What's my next move?

I moved house at the beginning of January 2020 and the bungalow we were buying was not habitable initially, so my model railway was dismantled and, along with our furniture, went into storage while the bungalow was renovated. (I had three different layouts at my old address).

Then along came Covid and lockdowns, builders were furloughed and building supplies weren't available! Most of the railway boards have only recently been returned from storage, and they've taken up what little space was available in the hobby room. The rest of the room has stored stock from the three layouts in the previous property - each with its own timescale - BR 1956-1965; BR blue/pre-privatisation and Modern Image.

Downsizing properties poses questions. Mine is: Where do I start? I have too muck stock now (some of which has never been out of the box), and which era do I go for, now that I only have one room for a layout? I have so much stuff that I can't get into the room. The photograph shows my layout and stock as it is now.

Peter Wright



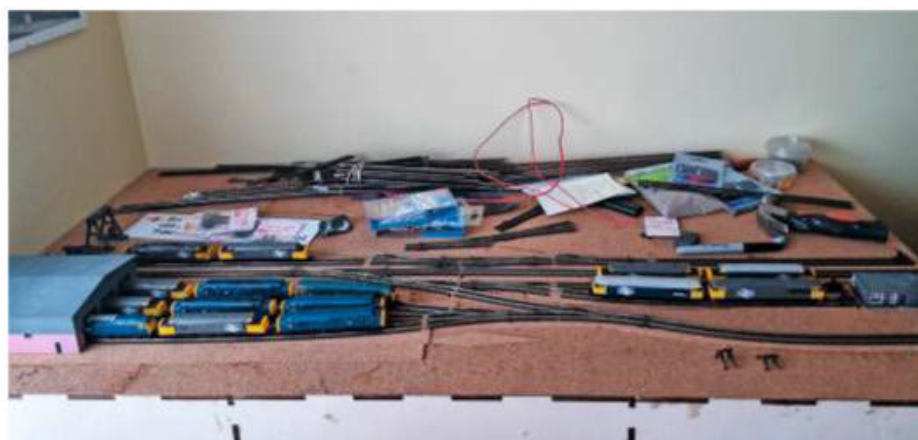
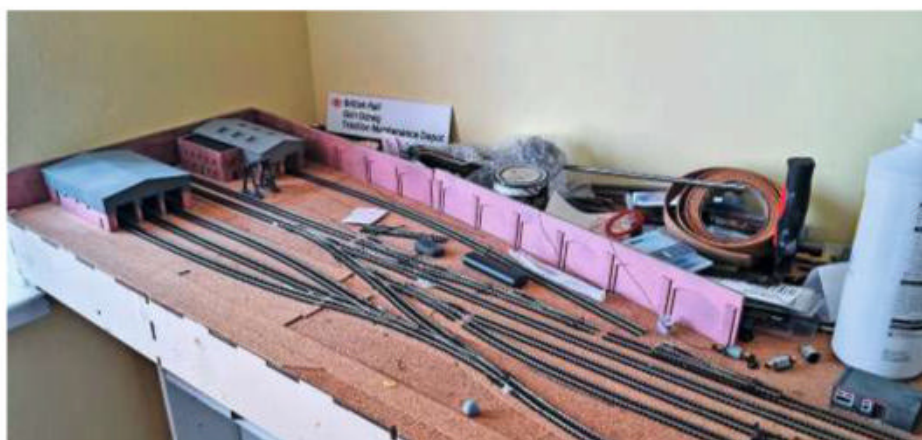
'N' gauge diesel depot inspired by George's blog

A friend and I started Leicester Modellers in November 2020 and we sell our unpainted resin kits and fully finished models via Facebook and eBay. We've recently made models of 'N' gauge Class 74/76/77 locomotives using 3D-printed components and are about to launch an 'N' gauge Class 85.

Inspired by one of George Dent's layouts, featured in his blog (www.georgedentmodelmaker.blogspot.com), we decided to build something similar in 'N'. It was originally going to be a circuit layout but, after we saw George's layout, we decided to build a depot scene, which involves lots of shunting moves. Ours will be based in South Wales, during 1986/7.

Our blog can be found at <https://leicestermodellers.wixsite.com/website-1/blog>

Mark Wicketts



Cold start

I was wondering if you would be interested in my layout for your Show and Tell pages. Situated in my garage, there is still a long way to go before it's complete, as ballasting, scenery, signalling and buildings are still to be done. Hopefully, when the weather gets a bit warmer, I shall be able to make a bit more progress!

John Morris



Time to rebuild

I'm 73. This is my third 'N' gauge layout since I retired at 65, and I am still in the process of building it. I have finished the track laying and I'm working on the scenery. I've built it as a modular layout and it's made up of four boards - two scenic and two for the fiddleyard. The boards are fitted together using dowels and suitcase catches. It's DCC and I'm using the NCE Smart Booster system.

I started building the layout by using the viaduct section from my last layout, which was also modular but a big circle. It was getting hard climbing underneath it, hence the build of a new layout. This is situated in my loft room. The ceiling is a bit low so the layout has to be lower, but this is no problem as I'm only 5ft tall anyway.

I have included a few pictures of the early build but there was also a big hill at one end with a tunnel just after the viaduct. I decided I wanted to see more of the trains, so a rebuild of the scenery is in progress at the moment.

Christopher Hallows



GBRf Class 69 conversion

I am 14 years old and I have been into trains my whole life. I had this 'OO' gauge Hornby Class 56, but I challenged myself to convert it to a GB Railfreight Class 69. I'm really happy with the result. If you could feature it in your magazine, it would be a dream come true!

Si Yan Khoo





SR 4DD

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Inside track with Ben Ando

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

“For smaller companies like Revolution there is a genuine thrill in seeing one (or more!) of our products ‘doing their turn’ on someone else’s train set”

By the time you read this, Revolution Trains – or rather Mike, Mike, Gareth and I – will have attended Model Rail Scotland in Glasgow, organised by the AMRSS, and we’ll be preparing for the London Festival of Railway Modelling at Alexandra Palace at the end of March.

Pre-Covid we’d got into a happy routine of attending roughly five shows per annum, and after the hiatus of the last two years it feels good to be back on the road.

While I know there are many who quietly enjoy their modelling at home and are happiest disappearing into their own private space, loft, shed or, for the very fortunate, dedicated railway room, for me exhibitions are an absolutely vital part of the hobby.

The opportunity to share the enjoyment of building a model railway – and just playing trains – is lots of fun and all exhibitions – whether in a national arena or a village hall – can be a wonderful showcase for the hobby.

For manufacturers, an exhibition is useful and enjoyable in a variety of ways.

First and foremost it’s a chance to meet both existing customers and new ones. No manufacturer would last long if they didn’t value their customers, and it is a great time to have face-to-face conversations about existing, upcoming or possible future models.

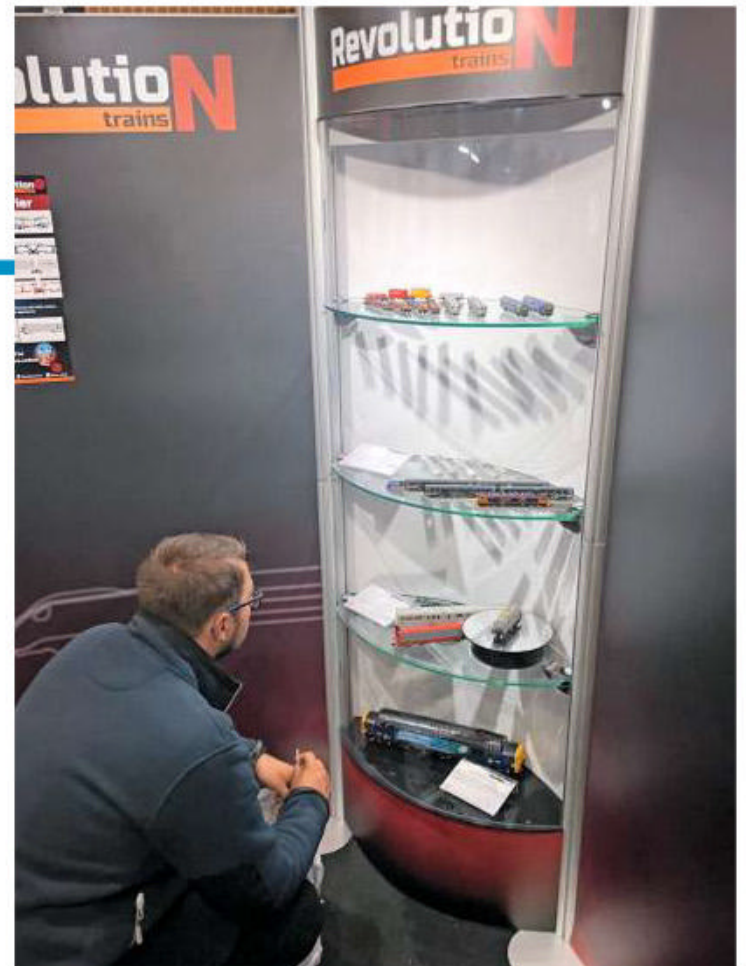
Believe it or not, we do value input from fellow enthusiasts and we are often far more indiscreet about our plans when chatting in person than we would ever be online or in print.

Secondly, it is a good opportunity to meet up with others in the trade – both fellow manufacturers, retailers and those incredibly talented artisans who form the ‘cottage industry’ side of the hobby.

Many are friends as well as collaborators (and occasional competitors) and there is a social side to exhibitions that can be both enjoyable and fruitful; I suspect numerous collaborations or commissions are the result of a late night drinking agreement.

Needless to say, these chats can also involve some serious gossiping and there seem to be very few secrets in the world of model trains.

Exhibitions are also a great place to unveil new products as there is usually a buzz about them, and you can immediately gauge reaction to whatever it is you’re planning.



However, fun as this is, there is one further benefit to attending shows that is arguably even more rewarding.

At heart, most of us are ourselves enthusiasts and modellers; and taking a short break from the stand to have a look around the show is one of the more enjoyable parts of the weekend.

Not only is it inspirational to see some of the high-quality modelling consistently achieved by clubs and individuals, and a pleasure to watch the enjoyment on the faces of both visitors and exhibitors, but also for smaller companies like Revolution there is a genuine thrill in seeing one (or more) of our products ‘doing their turn’ on someone else’s train set.

But are shows perfect? No, of course not.

There is a fine balance between realistic operations and having enough trains running to maintain interest which some layouts do not always get right. I have seen some operators treat questions from non-enthusiasts with condescension, which can be hugely disheartening to someone starting out. Visitors too can be rude, pushy and, dare I say, sometimes in need of a shower.

Railway modelling has boomed during the pandemic as bored lockdowners seek new indoor pastimes. I suspect this year’s post-lockdown shows will mean a significant number of new entrants to the hobby in attendance, so let’s make them welcome, encourage their interest and keep them entertained.



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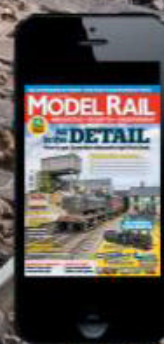
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'N' GAUGE LAYOUT **MICKLEOVER**



What makes this layout great?

Modelling a real location adds an extra challenge, as you can't employ much in the way of modeller's licence. Despite the short time frame of the build, Kevin has modelled the area perfectly and the result is an excellent exhibition layout.

Family connection

Ancestral links to the Derby area led **Kevin Smith** to model a Great Northern branch station, and doing it in 'N' gave him the freedom to model a three-quarter mile stretch.

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





ne of the things that makes our hobby so interesting is the vast array of modelling subjects available. A quick internet search reveals over 2,500 current railway stations plus countless more that no longer exist. Each of those stations has numerous types of trains passing through and that's not even considering the copious amount of depot layouts and layouts without any notable infrastructure at all, and there is over a century of history for us to choose from. With so much to choose from you might think it would be hard to pick a favourite location and era, but we all have one, and almost everyone's is different. For Kevin Smith,

a long-standing family connection to the Derby area led to a perfectly scaled model of a former Great Northern branch station.

"I was born 100 yards from Derby Friargate station, in Sim's Avenue, and the soundtrack to my childhood was the noise of trains in the goods yard, and the clank of the signals being switched. My mum (Sheila Smith) and her sister (Flo Spencer) were some of the female signalwomen who operated the boxes on this line, including Mickleover, Etwall, and Breadsall. They had joined the railway during the war. My grandfather, Arthur Haynes, was one of the few people trained to drive LMS 10000 and my great great

The scenery is all papier-mâché covered in Artex and then decorated in the usual way. Kevin elected to use Artex to give himself a bit more security when at an exhibition as it simply gives way, rather than cracking as plaster does, so it's more resilient to the odd knock at exhibitions.

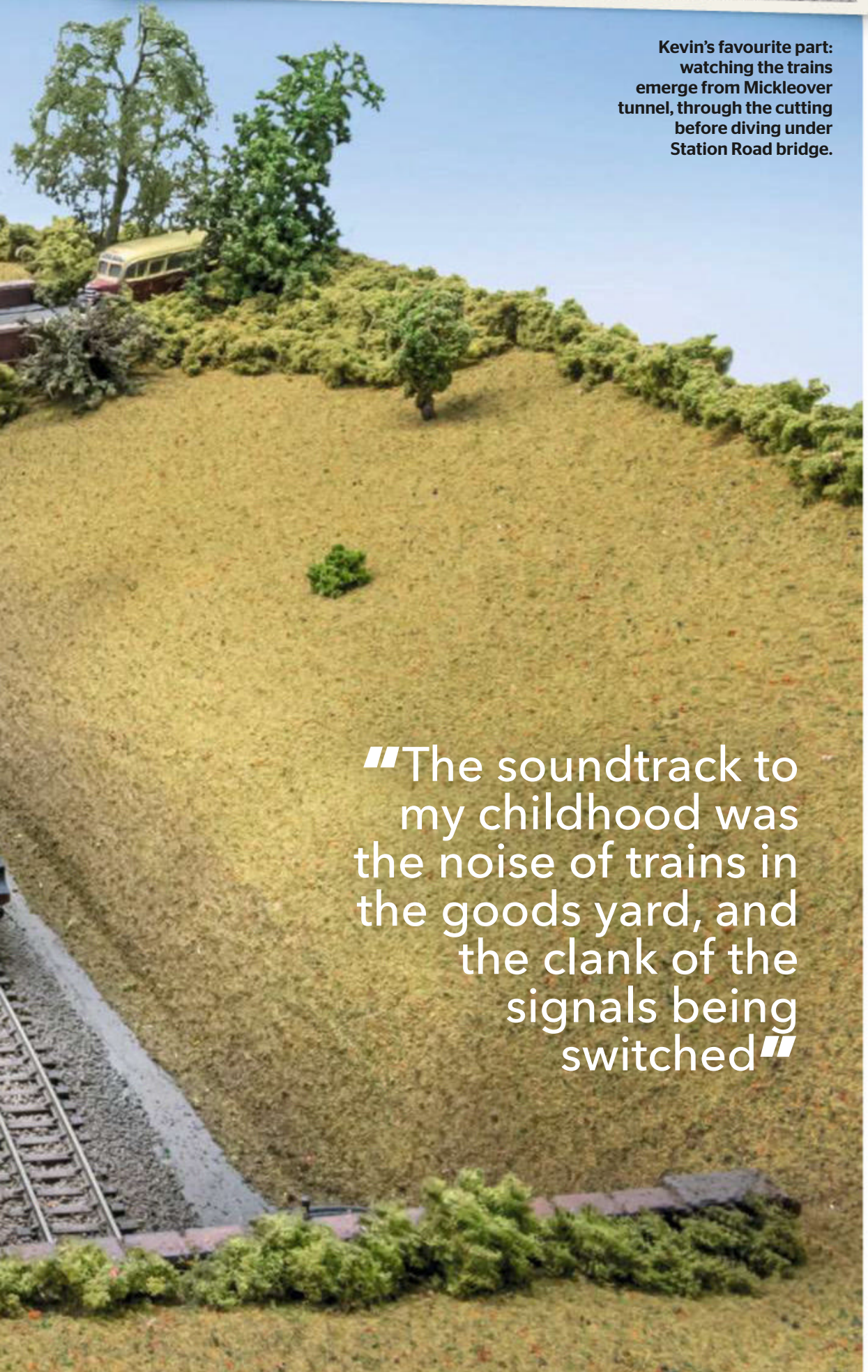
2

Authentic stock

The locomotives and stock are all appropriate to those which ran on the line at the time in the 1950s and 1960s. Kevin has created an 'A5' 4-6-2 tank engine modified from a Langley Models kit of an 'L1' tank with a Graham Farish 'Black Five' chassis underneath. He also has a Graham Farish 'V2' acquired as a non-runner. He cut the skirt out, made the boiler round and used a Union Mills LNER tender to create a 'B2' with a round boiler, one of the only ones on the circuit. A lot of the traffic showcased is coal traffic from Derby and Nottinghamshire going to Stoke-on-Trent and beer trains coming back the other way.

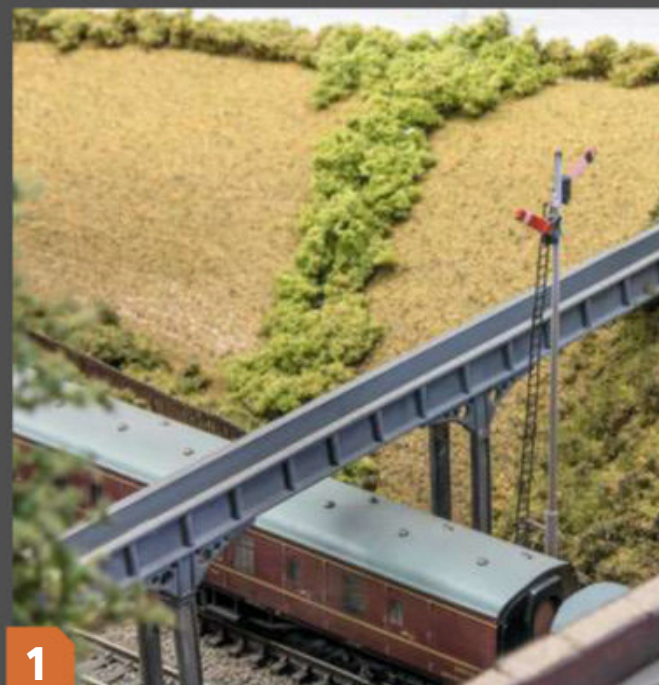


Kevin's favourite part: watching the trains emerge from Mickleover tunnel, through the cutting before diving under Station Road bridge.



“The soundtrack to my childhood was the noise of trains in the goods yard, and the clank of the signals being switched”

3 things we like



1

The aqueduct is made from Plastruct girders on Ratio station canopy brackets.



2

The signals are made from a brass rod with MSE signal arms and ladders.



3

Sometimes less is more, and Kevin has avoided filling the embankments with bushes and shrubs.

“The layout is a scale three-quarters of a mile, and it's possible to stack trains on each section around the rear of the layout, as well as in the five storage roads”

4 Kevin decided to make 'Mickleover' analogue because he had a lot of analogue stock and the cost of converting everything to DCC would have been prohibitive.





great grandfather was also an engine driver, so the railways certainly run through my blood.

"I've always wanted to make a model of Mickleover and it was the setting of the station that appealed to me the most. With a tunnel at one end and the road bridge at the other, it was more suitable to a model railway than the other two stations covered by the signal boxes in which my ancestors worked. These were out in the open and would have been more difficult to model convincingly with the need for the line to disappear at each end to go into the fiddleyard."

So what changed for Kevin that meant he was finally able to build the layout he'd always wanted?

"There were two things really. I built a shed 16ft in length and realised that in 'N' gauge this would allow me to build the platform and the goods yard to scale length and run trains with 30 wagons, the layout fitting into the shed by shortening the distance from Station Road bridge to Mickleover tunnel. When I mentioned this at my local club meeting in April I was asked if I could get it ready for the show in June, and so I began a five-week project while I had nothing else to do! The layout is a scale three-quarters of a mile, and it's possible to stack trains on each section around the rear of the layout, as well as in the five storage roads. You then become a true signalman as each train progresses from one section to the next. Crucially at exhibitions, it means there's almost always something moving in the scenic section."

Despite the entire build only taking five weeks, Kevin spent a long time making sure that everything was accurate, taking his own photographs from the ►



“All the stations on the Great Northern extension were built to the same plan and the Metcalfe country station is not far from being accurate”

7



same locations on the model as prototype pictures he had available to him.

“A lot of my reference material came from not only going to the site myself but also from a book titled *The Friargate Line* by Mark Higginson, who happened to know my mum and aunt when they were working the signal box. The book contains so many photographs of various angles that I was able to position my camera in the same place, put a locomotive in the same location and check that the surrounding buildings were also in the same place. On a few occasions, I had to move them by

an inch or so to get them in the perfect place.”

As those of us who have modelled a prototype location will know, scratchbuilding is a necessary art unless you happen to be one of the lucky few whose desired model happens to have been made by one of the manufacturers. Kevin found a middle ground, modifying existing kits to get the result he wanted.

“The station building was modified from several Metcalfe kits. All the stations on the Great Northern extension were built to the same plan and the Metcalfe country station is not far from being accurate. By buying a few kits I was able to combine ➤

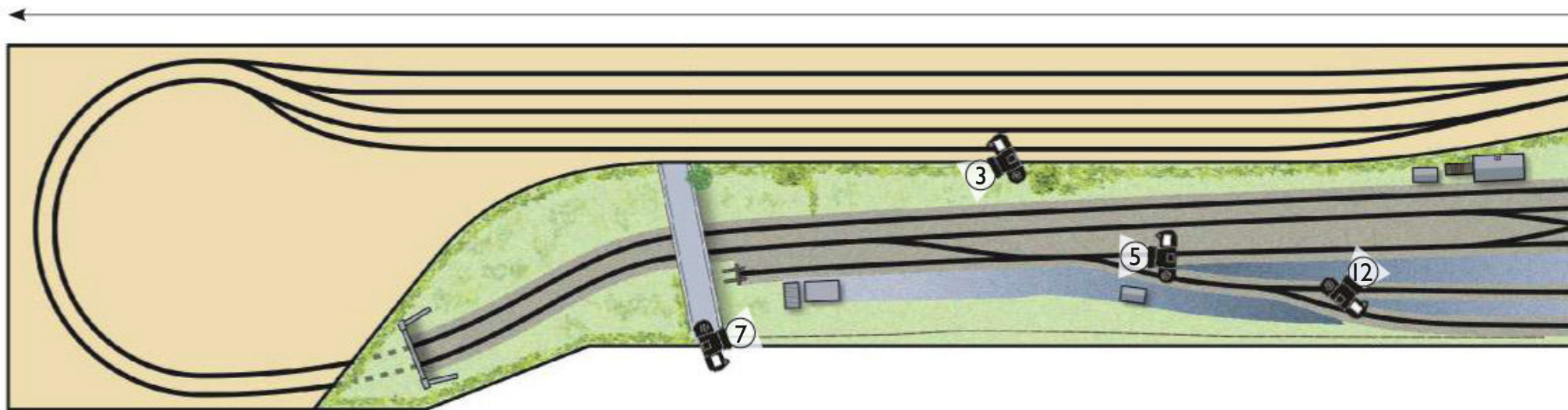
Since the cutting faces east on the prototype, one side gets more sun than the other which Kevin has replicated with the different shades of grass. He has given serious consideration to the surrounding scenery, as well as the immediate railway items.



Mickleover station

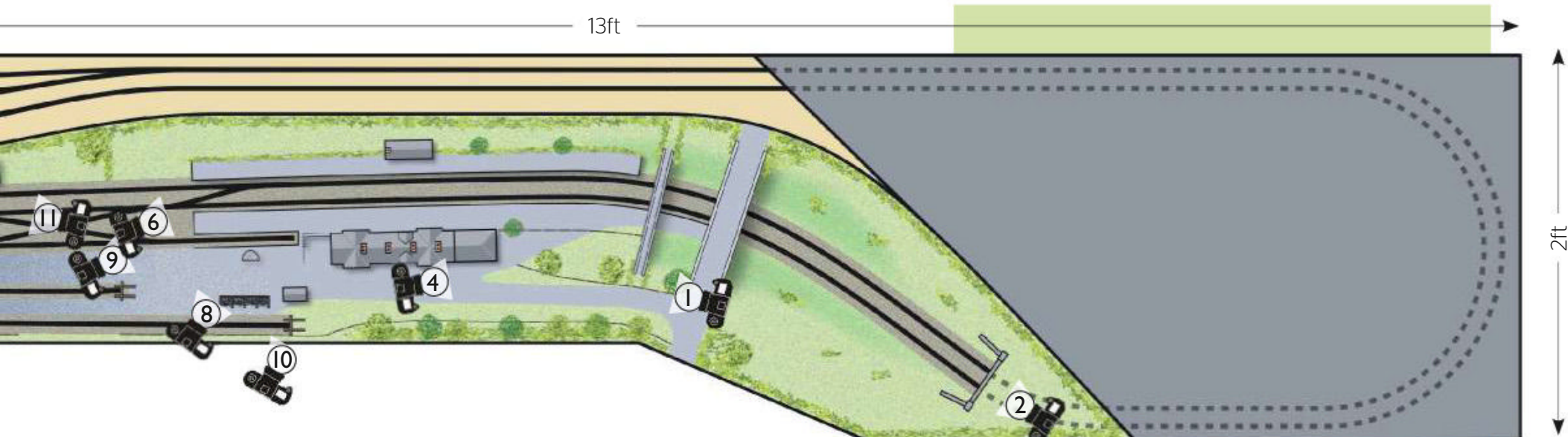
Based in the East Midlands just to the west of Derby, Mickleover was a station on the Great Northern branch which ran from Nottingham through Derby across to Burton upon Trent. Built by the GN in 1878 to provide competition to the Midland Railway for coal into Burton and beer out of the town, the station was about a mile north of Mickleover and consisted of two platforms with single-storey offices and a two-storey station master's house. It closed to passengers in 1939, although excursions still passed through for another two decades. Finally, in 1964 the goods facilities were withdrawn and the line became a test track for the British Rail research division until the early 1990s. The station building is now private dwellings and the line is a cycle path.

'N' GAUGE LAYOUT **MICKLEOVER**



Artwork: **Andrew Mackintosh**





FACTFILE: 'MICKLEOVER'

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

Time to build: Five weeks

Size: 13ft by 2ft

Track: Peco Code 55/80

Power and control: DC from Gaugemaster units



MODELLER CV: KEVIN SMITH

Ten years ago, I stopped being an amateur musician and went professional, singing and playing the guitar. I repair and restore old guitars. I enjoy motor homing and walking with my wife. I have built several small 'N' gauge layouts which accompany us on our travels! At the other end of the scale, I scratchbuild 'O' gauge locomotives and stock and have several 'O' gauge layouts, but that's another story...

elements of them to bring the final building to completion. At the east end of the station, there was a wooden waiting room. Totally by fluke, I was looking at the Metcalfe LNWR signal box and, included in the kit, you get a smaller, wooden signal box. By scoring and folding it to make a three-sided box it was about the right size for the waiting room. The signal box is also from Metcalfe with a new base to represent the Great Northern style made from their matching brick paper."

DUAL SIDE RUNNING

'Mickleover' is controlled using 12V DC arranged to use two Gaugemaster units. Each isolated section can be operated by either controller thanks to a centre off switch on the operating panel.

The control panel is hung on the layout using curtain ➤



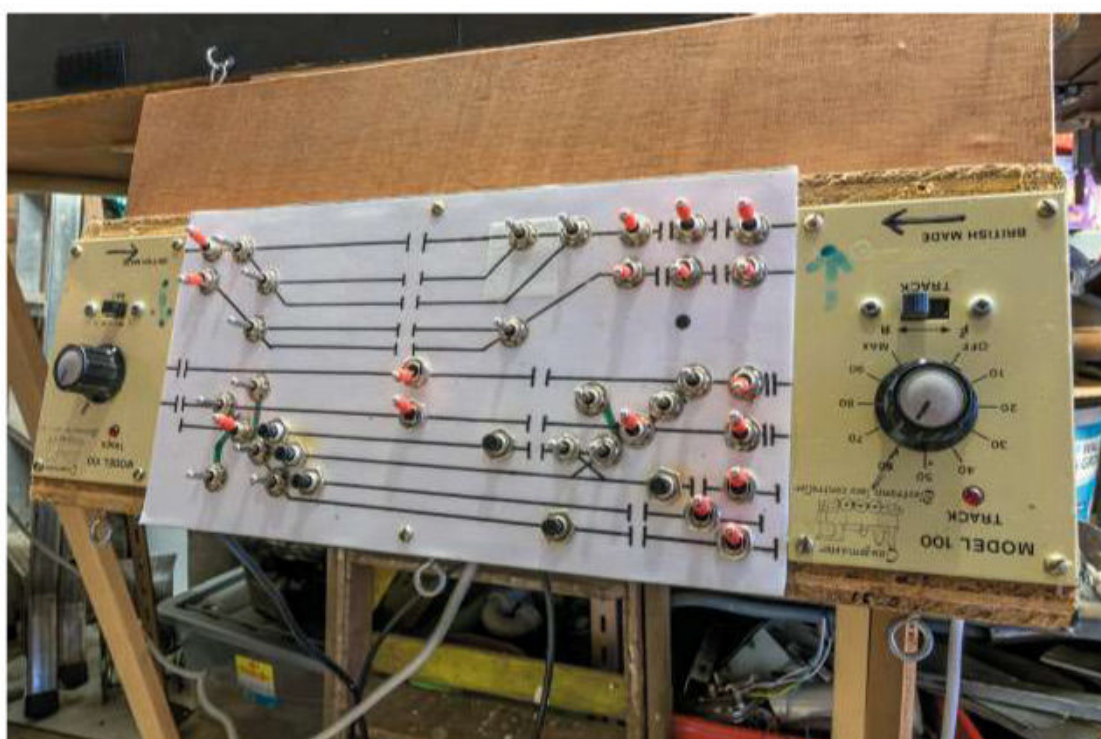
See it for yourself

'Mickleover' will be attending The Whitby and District Model Railway Club annual show at Goathland Village Hall, Goathland, on July 23/24 2022. The show is open from 10am-4.30pm. The entrance fee costs £2.

hooks and eyes and connected to each board using 25-way D-connectors and cables.

"Due to a shortage of space at home, 'Mickleover' is operated from the front so that I can enjoy the scenery. At an exhibition, of course, this isn't possible as I'd block the view of the public, so I operate it from the back. The control panel can be turned either way up and hung on either side of the layout so that no matter which side I'm standing on, the track plan is orientated correctly for me."

Most of us spend more than five weeks planning our layouts, let alone building them from start to finish. But with a deadline looming and all of his modelling experience, Kevin has been able to create a strikingly accurate depiction of the Midlands in a very short space of time. If you discover your family used to work on the railway, why not see if you can model an area where they worked? You could even include a figure bearing a close resemblance... 



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MAID of all works

Worsdell's 'J27s' were remarkable survivors, lasting until the end of steam in the North East. **Chris Gilson** looks back at a functional and much-loved design.

The story of the hardy 'J27' 0-6-0, begins with a visit to the USA in 1901 by George S. Gibb, the North Eastern Railway's general manager, at the behest of its chief engineer Wilson Worsdell. Worsdell – the son of the previous CME T.W. Worsdell – had taken up the position in 1890, and had apprenticed in America between 1867-71, taking in many of the ideas there at the time. When it came to push the envelope for a new design, Gibb was sent over, returning with the belief that freight traffic on the NER should be radically increased. A direct result of this was the bolstering of the basic 'P1' (later LNER 'J25') design with a bigger boiler and firebox which necessitated an enlargement of the frames, adding 11in to their overall length.

The new locomotive was known as the 'P2' ('J26'), and 50 were built at Gateshead and Darlington between 1904-05. Yet, Worsdell was not satisfied, and worked to expand on

the basic 'P2' design. This involved fitting the 'P2' with a larger firebox and reducing clearance to the rear axle, raising the boiler at the same time and reducing the number of tubes to 254. The new firebox had a shallower grate, and the tube reduction was made viable by using seven of the tubes as stays.

“The initial builds were split between North British, Beyer Peacock and Robert Stephenson”

The 'P3' (LNER 'J27') was now born, with an initial run of 80 examples emerging between 1906-09, followed by a second 'improved' batch of 25 built by the LNER at Darlington in 1921-22 after modification by Sir Vincent Raven. A final order of ten followed a year later in 1923. The initial builds were split between North British, Beyer Peacock and Robert Stephenson, with each company charging a different price ranging between £3,500 (NBL) to £3,550 (Beyer Peacock). Both later batches were fitted with Schmidt superheaters and piston – not slide – valves, with little change to the external appearance bar a smokebox extension and balance weights on the centre wheels for faster running.



With just a few months of service remaining, North Blyth's shed staff have made efforts to spruce up No. 65819, with burnished smokebox door hinges and LNER-style lettering added to the bufferbeam. A storm sheet can be seen folded onto the cab roof as the 'J27' hauls a typical load of mineral hoppers at Marcheys House, south of Ashington, in June 1966. RAIL PHOTOPRINTS

Other detail differences included the use of Ramsbottom safety valves on the initial batch of engines, which were supplanted by the LNER-favoured Ross 'pop' kind, used on the later build. The Ramsbottom valves were replaced by Ross pattern units as each locomotive went through works.

Boilers had been a bone of contention with the class for some time, with the LNER apparently unable to make up its mind as to best practice. As late as 1936, five additional superheated boilers were produced to join an additional two dating from 1929 that were already kept as spares. Then, in 1939, the

At first glance, the Worsdell 'J26' and 'J27' 0-6-0s are difficult to tell apart, yet the 'J27' boasted a larger firebox. 'J26' No. 65758 still carries 'BRITISH RAILWAYS' lettering on its tender in this mid-1950s view. It had been resident in the Teeside area throughout its BR career which, by this date, was coming to its end. COLOUR RAIL



Right: Worsdell's NER 'P1' (later 'J25') was a precursor to the subsequent 'P2' ('J26') and 'P3' ('J27') 0-6-0s. Aside from the smaller boiler and tall chimney, the family likeness to its younger brethren can be appreciated. Seen at Tyne Dock in the late 1950s, No. 65713 was withdrawn from BR in 1960. COLOUR RAIL

original Diagram 57 boiler became Diagram 57A with a change to one-plate from three-plate construction and a sloped throat plate, with a superheated version following in 1941. Yet from 1943 onwards, the superheated locomotive boilers were exchanged for the earlier saturated type, with just six of the whole batch of 'J27s' not retrofitted. The longer smokeboxes were removed at the same time and replaced with the original shorter type.

LARGE SPECTACLES

Smokebox length aside, a further detail difference was in the size of the cab spectacles, which were initially of ➤





Running tender-first, No. 65842 approaches the junction at Scotsgap with the Thursdays-only freight from Woodburn, having travelled across a remote area of Northumberland. The 'J27' is in virtually immaculate condition in this September 1966 view. COLOUR RAIL

Other minor details included the positioning of the dome on the new Diagram 57A boilers – it was moved further back – and a minor re-working of top-mounted boiler fittings to accommodate the

the smaller, and somewhat unpopular, NER style. With the fitting of a larger design to the 'Q6' 0-8-0 heavy freight engines, and the retrofitting of the 'Q5s', both the 'J26' and 'J27s' received the larger variant, with the bulk of the class, bar No. 1047, being treated before the 1923 Grouping.

larger NER design into the LNER composite loading gauge restrictions. This was achieved from 1939 onwards by shortening the whistles, adjusting the dome by removing a prominent stud and fitting a squatter chimney, although the original tall type was curiously reintroduced on some engines in the post-war period.

From the outset, the 'J27s' were designed for, and put to use on long distance heavy freight traffic, with the emphasis being on coal and mineral workings. With the advent of classes such as the 'Q6s' they moved on to more local work while still retaining a reputation for solid reliability.

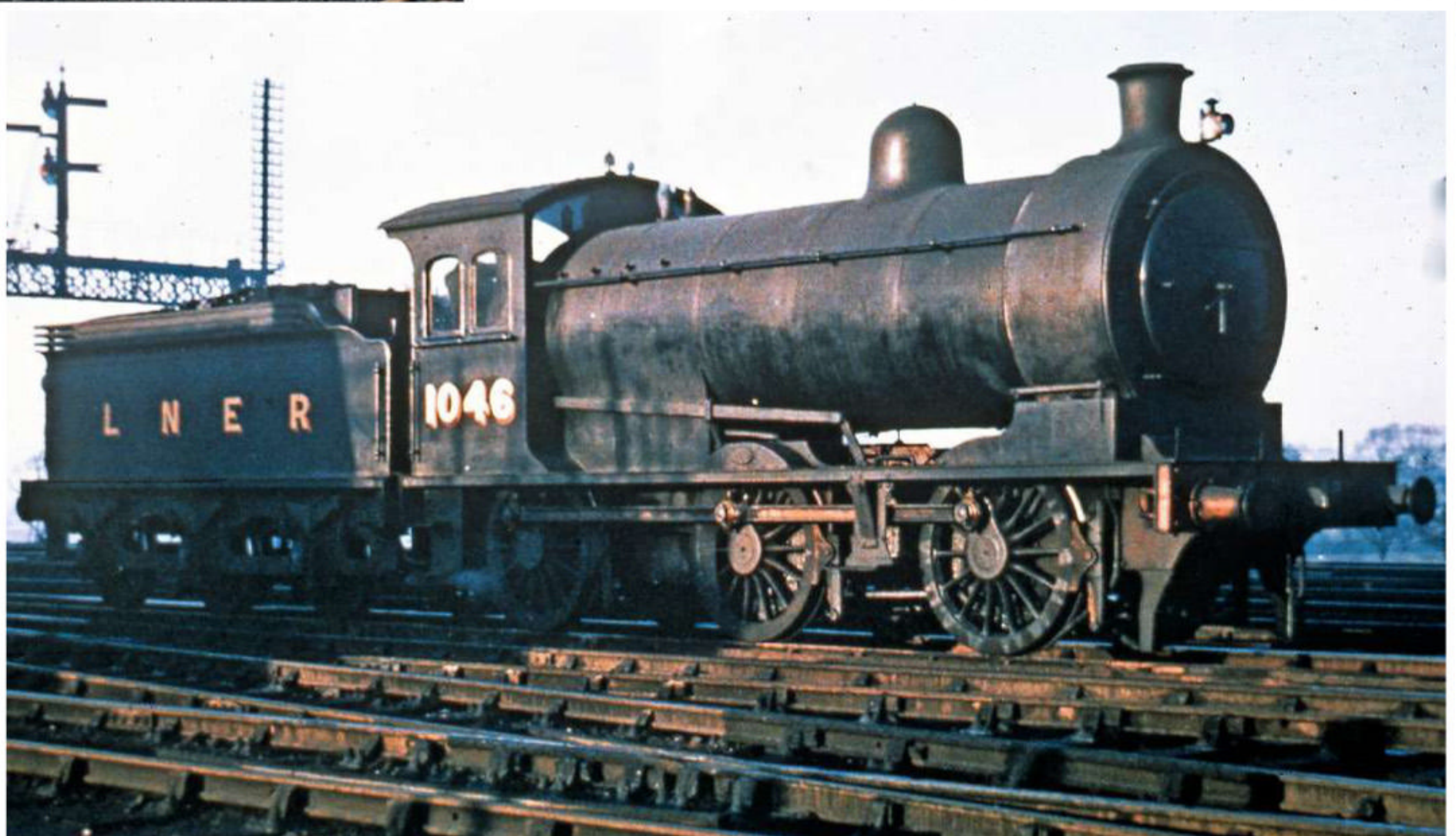
During the early years of the class they were focused squarely around the North East at depots such as Shildon, Sunderland and Percy Main, but they began to appear around the more far-flung corners of the ➤

Displaying signs of excessive heat in the smokebox, leading to blistered paint and corrosion, 'J27' No. 65832 stands outside Sunderland shed in the mid-1960s. This would become something of a trademark for 'J26' and 'J27' locomotives employed in the Durham, Wearside and Tyneside areas. COLOUR RAIL



Above: This scene was captured at Middlesbrough in March 1961, and features 'J27' No. 65859 complete with frame-mounted snowplough. Note the squat dome and, despite the time of year, the cab roof vent is propped in the open position. COLOUR RAIL

Below: With a taller dome and with the whistles mounted in their original position – atop the cab roof – LNER No. 1046 (later BR No. 65827) is seen at York in 1938. The plain LNER black was relieved by the use of shaded letters and numerals. COLOUR RAIL





Above: 'J27' No. 65894 spent much of its life working around the York area, particularly rural branch lines to destinations including Pickering. Aptly, the preserved prototype was saved for preservation on the North Yorkshire Moors Railway. Here, it is seen at the head of a local pick-up goods at Gilling, en route to Kirbymoorside in the early 1960s, not long before this route – and other similar local lines – closed. COLOUR RAIL



Left: No. 65811 simmers away beside a 'WD' 2-8-0. Based at North Blyth for most of its BR career, this 'J27' moved to Sunderland for its final few months of service, being withdrawn in September 1967. COLOUR RAIL

former NER network. A case in point was the transferral of 12 of the newer superheat batch to the former Great Eastern routes after the appearance of Gresley's versatile 'J39'. At first, they were based at March and Cambridge on freight duties, spreading out to other GE areas to work alongside such types as the older and larger 'J17s'.

Other movements included three engines moving to Carlisle in 1925, ostensibly for Scottish traffic but, in reality, to take goods to Newcastle, while wartime work meant the occasional engine would visit Edinburgh, although they were normally sent back south again within a short timescale. This was no doubt to assist with the concentration of the class in the NE area

at just 11 sheds – Consett, South Blyth, Neville Hill, Haverton Hill, Stockton, West Hartlepool, Sunderland, Selby, Percy Main, North Blyth and Heaton. Of these, both Heaton and Percy Main had the largest allocations in 1943, with 16 engines apiece.

As the post-war period started, followed swiftly by nationalisation, the 'J27s' soldiered on with the same kind of work they had been undertaking for all of their lives. The emphasis shifted more towards heavy mineral traffic, but the occasional mixed goods also made an appearance.

As the run-down of steam on the former LNER network began, inroads started to be made within the class, with the first to go being No. 65829 in March 1959 from South Blyth. Incredibly, at the very end of North

Eastern steam in June 1966, there were still 36 'J27s' hauling coal traffic in the Tees area, with the final survivors including Nos. 65882, 65879 and 65894 being withdrawn from Sunderland in September 1967 after use on trip workings between coalfields and shipping staithes.

Thus closed the chapter on the hardy 'J27', a design which – despite its somewhat rushed roots – proved to be a remarkable, if unglamorous workhorse and a backbone of North Eastern steam for many years.

SOLE SURVIVOR

Thanks to the efforts of the North Eastern Locomotive Preservation Group (NELPG), one 'J27' remains and is in use on the North Yorkshire Moors Railway (NYMR). The final example to be built in September 1923, No. 2392, was initially allocated to Bank Top shed at Darlington before moving to Ferryhill for coal traffic to and from the Durham area. Following reclassification as a 'J27' in 1926, it became No. 5894 in 1946



Above: Another view of No. 65894 prior to its preservation career, sharing space with Sulzer Type 2 and English Electric Type 4 diesels at York shed. The short dome, overhead line warning legends and twin-railed bunker are noteworthy. Many 'J27' tenders featured three coal rails. York's 'J27' fleet appear to have been kept relatively clean and lacked the rusty/burnt smokeboxes of those employed further north. COLOUR RAIL



Left: Running light engine at Percy Main is 'J27' No. 65791. Based at Percy Main shed throughout its BR career, this locomotive was withdrawn in October 1964. COLOUR RAIL



With the North Sea for company, 'J27' No. 65789 hauls a single brake van at North Blyth, in March 1966. Note the area of missing paint on the smokebox door and the storm sheet stowed on the cab roof. COLOUR RAIL

and No. 65894 in 1948 following nationalisation.

In 1930 it moved to York, spending most of its remaining working life in the North Yorkshire area – including what would become the NYMR route. In October 1966 it moved north once again to Sunderland on coal traffic and had the sad distinction of working the last diagrammed steam service from Sunderland shed on September 9 1967. After withdrawal it went to Tyne Dock for storage and eventual disposal.

Just three months later it was purchased from BR by NELPG and restored to working order at Tyne Dock, then Philadelphia colliery in County Durham, and finally Thornaby depot. Modifications at this time included installation of vacuum brake gear and steam heating connections for passenger work – something not considered when the design was originally drawn up.

In October 1971, the 'J27' arrived at its long-standing home on the NYMR and had the proud honour of hauling the inaugural train on May 1 1973, with Lambton tank No. 29. Despite a brief visit to the National Railway Museum at York between 1977-1982 pending boiler repairs, it returned to the NYMR where it has remained, with occasional visits to other lines.

After many years as No. 2392, the 'J27' currently wears its final livery and number – 65894 – and continues to be a popular, and poignant attraction at the railway.

27 STEPS TO A BETTER 'J27'

George Dent lavishes a few hours' worth of attention onto Oxford Rail's LNER 'J27', adding extra details and giving it a more appropriate work-worn finish.



PHOTOGRAPHY: GEORGE DENT

When Oxford Rail's 'J27' landed on my doorstep last year, I was impressed with the model on several levels. As I mentioned in my reviews (MR290/3), it certainly captured the overall look of the prototype well and, while it lacked some of the 'bells and whistles' of other contemporary steam-outline models, the lower price made it a very tempting prospect. After all, this is an



OR76J27003 Oxford Rail
LNER/BR 'J27' 0-6-0



8 hrs



important prototype for anyone interested in modelling the North East of England during LNER and BR steam days.

I was certainly intrigued to find out how the model would look after a little extra detailing and weathering work. Furthermore,

there were some important elements of the real thing that I wanted to portray, most notably the heavy corrosion on the smokebox, which seems to have been a common feature of 'J27s' working around Durham, Tyneside, Sunderland and Wearside.



Additionally, my plan was to add a roughly folded storm sheet atop the cab and open-up the roof vent, as these were often seen propped open on warmer, drier days. The sheet was created from a chocolate biscuit wrapper and the roof vent from a scrap of plastic card, making them extremely cheap and easy adornments.

I didn't feel a need to go overboard with any other extra details, save for extending the

footsteps on the smokebox front (also using scrap material) and adding footplate crew, lamps and a load of coal. A set of finely etched fire irons came supplied with the locomotive, so these were painted and weathered before installation.

GRITTY REALISM

Even just a glance at prototype images revealed that a weathered finish would be

What you will need

TOOLS

- ◆ Miniature screwdrivers
- ◆ Knife and blades
- ◆ Tweezers
- ◆ Files and abrasives
- ◆ Drill and bits
- ◆ Paintbrushes
- ◆ Cotton swabs
- ◆ Airbrushes and accessories

PAINTS/SUNDRIES

- ◆ LifeColor acrylic paints, dry pigments, airbrushes and equipment. The Airbrush Company
Tel: 01903 767800
Web: www.airbrushes.com
- ◆ RailMatch enamel weathering paints and thinners, overhead line warning legend decals. Fox Transfers.
Tel: 0116 319 4950
Web: www.fox-transfers.co.uk
- ◆ Loco Go! cleaning fluid. Hobby Trax. Tel: 0345 065 4472
Web: www.hobbytrax.co.uk
- ◆ Coal chippings. Hattons.
Tel: 0151 733 3655
Web: www.hattons.co.uk
- ◆ Deluxe Materials Ballast Bond, Plastic Magic and Roket cyanoacrylate adhesives. Gaugemaster.
Tel: 01903 884488
Web: www.gaugemaster.com

DETAILS

- ◆ LNER lamps, fire irons and tools. Springside Models.
Web: www.springsidemodels.com

essential for a 'J27' during its latter working days. Simply wafting some 'dirty' paint shades at it through an airbrush wouldn't be enough, though. Indeed, the real subjects that informed my modelling revealed a wealth of texture on various surfaces, especially the smokebox, running plates, frames and wheels. As well as areas of corrosion, many years' worth of coal and brake dust, ash and cinders, mixed with oil, grease and water created a distinctive sheen to these areas that paint alone would struggle to replicate. This is surprisingly easy to mimic, by mixing regular paints with dry pigments – or weathering powders, as they're also known.

It does take a little care to build up the weathered finish over several layers. Things can look rather crude to begin with, but this is where an airbrush is invaluable, as it adds finesse, blending everything together and 'erasing' any hard edges to the hand-applied stages.

But that's enough of the preamble – let's cut to the chase and I'll show you how it was done...

Masterclass

STEP BY STEP



1

The first step was to dismantle the model to ease handling and access, so the locomotive and tender bodies were unscrewed from their chassis. I flattened the slightly raised seams along the shoulders of the boiler with fine abrasive sticks, used wet.



2

After filing the moulded cab vent flush with the roof, while preserving the raised hinge section, four small holes were drilled within the footprint of the original vent. Work gently with the drill to avoid damaging any of the interior detail.



3

A fresh scalpel blade was used to cut away the waste material and create a rectangular aperture in the roof. A small square needle file can also be useful here. Again, take care with the interior detail and use fine abrasives to tidy up the roof.



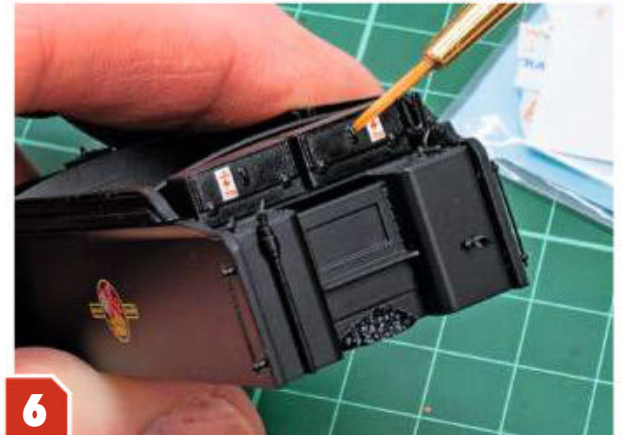
4

A scrap of thin black plastic sheet was cut to the required size and test-fitted over the aperture. When I was happy that it was the correct size and shape, the corners were rounded slightly with abrasives and the vent was glued in the raised position.



5

The moulded twin front footsteps are a little shallow compared to the real thing, so small rectangles of thin sheet metal were cut and fixed over the existing steps. Fast-acting cyanoacrylate glue was employed, applied sparingly with a cocktail stick.



6

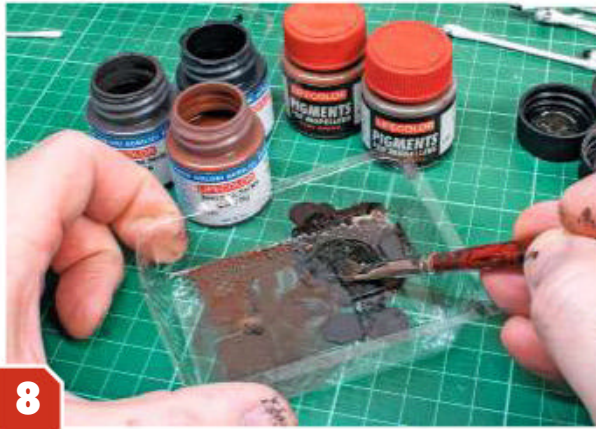
Overhead line warning legends were applied to the tender and sides of the boiler, in the form of waterslide decals. These locations were treated with gloss varnish beforehand, applied by hand brush. Another coat would seal the decals in place when dry.





7

No doubt as a cost-cutting measure, the safety valves and whistle of the 'J27' are rendered in black plastic. A more realistic brass finish was added using AK Interactive True Metal paint, with copper also added to the pipework.



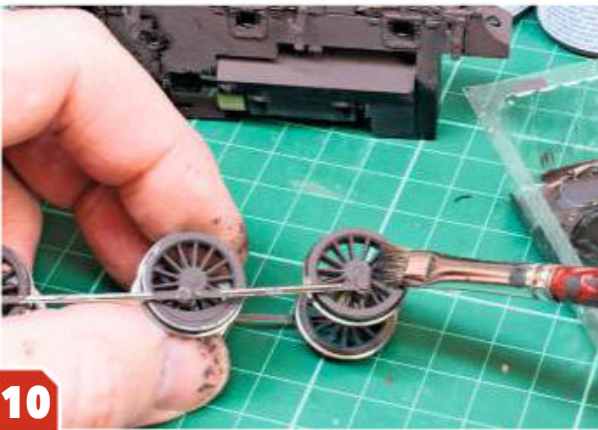
8

A mix of acrylic black, dark grey and rust-brown was mixed with similar shades of dry pigment to create a slightly grainy, textured paint. Only a small amount of the dry pigment is required, although the amount can be tailored to your own tastes.



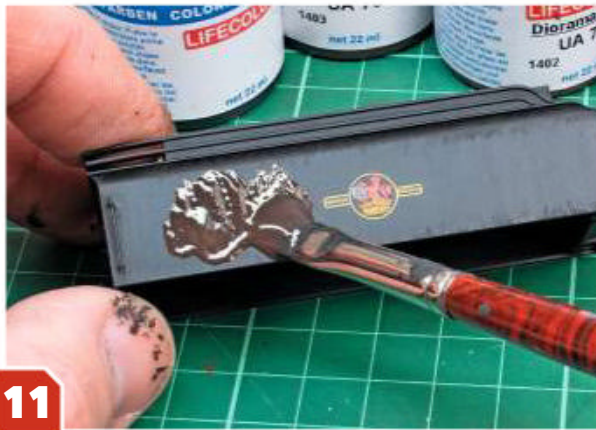
9

The textured paint was stippled over the chassis frames, working it into and around all of the raised or recessed areas. Note that the tender wheels have been removed – it's so much easier to treat them separately.



10

The axles were also removed to allow the wheels and chassis to be treated. These parts were cleaned beforehand with Hobby Trax's Loco Go fluid, decanted into a jar and applied with swabs. Loco Go is also great for cleaning the wheel treads and pick-ups afterwards.



11

While the chassis elements dry, a mix of the same paints (without the dry pigments) was applied to a section of the bodywork. Work the paint into all corners...



12

...before wiping most of it away with cotton swabs. Work predominantly in vertical strokes and switch to a clean swab regularly. Leave as much or as little of the grimy paint behind as desired. Enamel paints provide much longer working times than acrylics.



13

The paint mix was also applied to the locomotive, one section at a time, wiping away most of the of the pigment immediately. Deposits of 'dirt' were left in recesses and vertical streaks were deliberately left behind.



14

Acrylics do dry so much quicker than enamels, so they need to be removed quickly, but they do allow the project to proceed apace. If the paint refuses to budge, dip the swab in an alcohol-based acrylic thinners or isopropyl alcohol.



15

Using a mix of the paint and dry pigment, the smokebox and running plate were stippled with the textured coating using a flat brush. Once this had dried, I could ascertain how much texture was created before I decided to give it a second coat.



16

The upper areas of the tender were also treated to a couple of overall coats of the textured paint mix. The bulkhead area and toolboxes were also treated, working around the overhead line warning legends.



17

The model was left overnight before the airbrush was brought into use. Using RailMatch Matt Black, Weathered Black, Frame Dirt and Sleeper Grime, various shades were mixed, thinned and applied in very finely misted coats. Mask the glazing beforehand.



18

The various shades of enamel paint were airbrushed over all the individual parts of the locomotive and tender. Darker shades were concentrated into areas where natural shading or heavier deposits of grime would occur.

Masterclass



19

When the paint was fully dry, a rectangle of paper was cut to form the storm sheet and fixed to the underside of the roof. This wafer biscuit wrapper provided a thin, flexible material that could be crimped and folded easily without tearing.



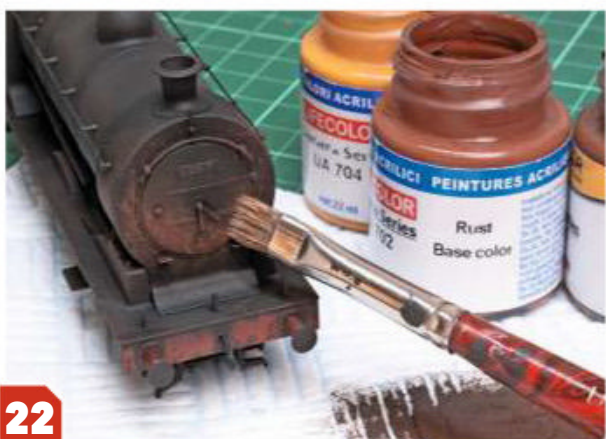
20

The foil side of the paper was hidden as the sheet was folded over the roof and formed into shape, using prototype images as inspiration. By scrunching the paper, extra texture can be imparted. When I was happy, it was secured with cyano glue.



21

The paper storm sheet was then painted with various shades of acrylics, working darker tones into the creases. When dry, lighter shades were dry-brushed over the top to pick out the edges of the folds and creased texture.



22

Three 'rust' shades of acrylic were stippled onto the smokebox, having deposited most of the pigment onto tissue, in a similar way to dry-brushing. Building up the shades in layers creates a naturally random effect.



23

A footplate crew could then be fixed into the cab. I stumbled across these two whitmetal characters, from the Falcon Figures range, in my spares box and they fit perfectly.



24

After adding a load of real coal chippings, secured with Deluxe Materials Ballast Bond adhesive, the tender body was set aside for 48 hours. The fire irons supplied with the locomotive were painted and installed, along with an oil lamp and some extra tools.



25

The airbrush was used again, loaded with a thinned mix of matt black and Sleeper Grime. A gentle mist was applied over the storm sheet and rust patches on the smokebox to blend everything together seamlessly.

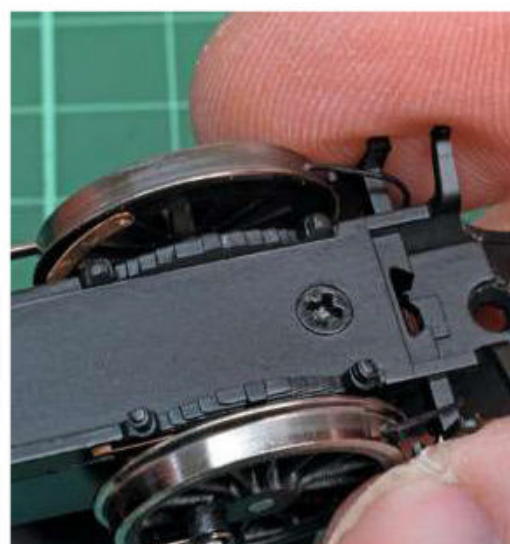
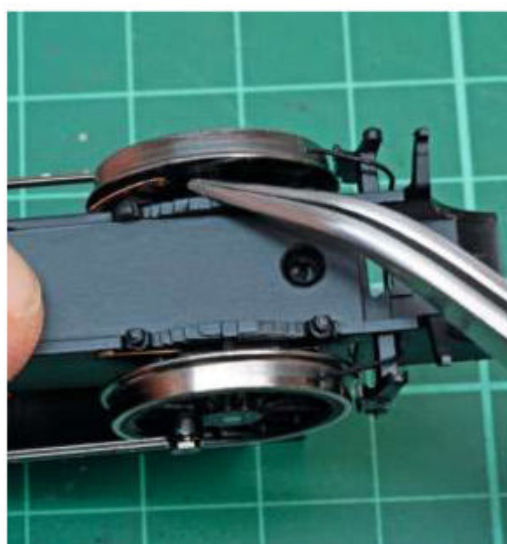
26 The finishing touches were added with dry pigments - a mix of a dark grey/brown and rusty shades (LifeColor PG101 and PG107). A small amount was applied to the running plates and tender top, with excess removed with a soft brush.



27 PICK-UP ADJUSTMENTS

One of the issues I found with the Oxford Rail 'J27' was that some of the wiper pickups did not maintain contact with the rear faces of the driving wheels. These are easier to adjust when the axle retaining plate to which they're attached is removed. The pickup faces need to be cleaned after the weathering process anyway, using Hobby Trax's Loco Go fluid and cotton swabs. Once this has been done, a little gentle finger pressure will push the copper strips outwards by a few millimetres.

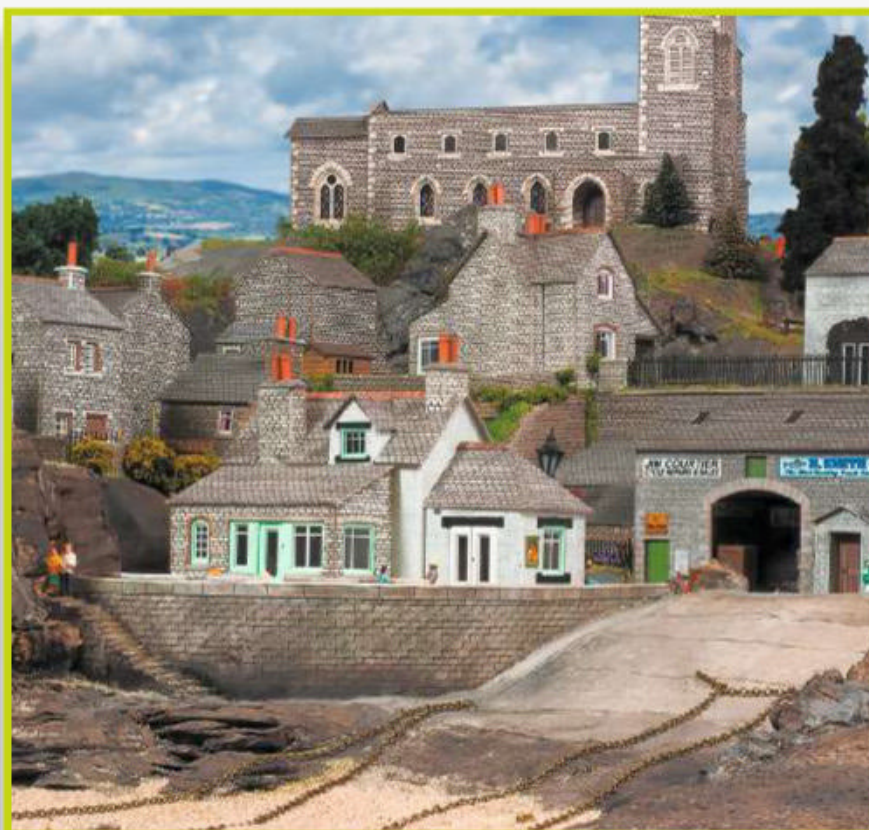
Pop the retaining plate back into position and check that the pickups sit against the wheels' inner faces, even when the axles are moved from side to side. There should not be excessive drag, just a steady contact. When you're happy, secure the retainer plate with the screws and test-run the locomotive.



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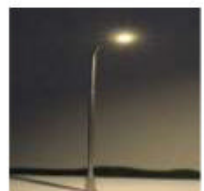
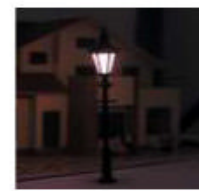
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CDP5 5pin...240...70p	CM52 5pin...240...70p
CDP6 6pin.....75p	CM6 6pin.....75p
CDP7 7pin.....80p	CM7 7pin.....80p
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54 Building Badger's Dean Colliery - part 2

Workbench

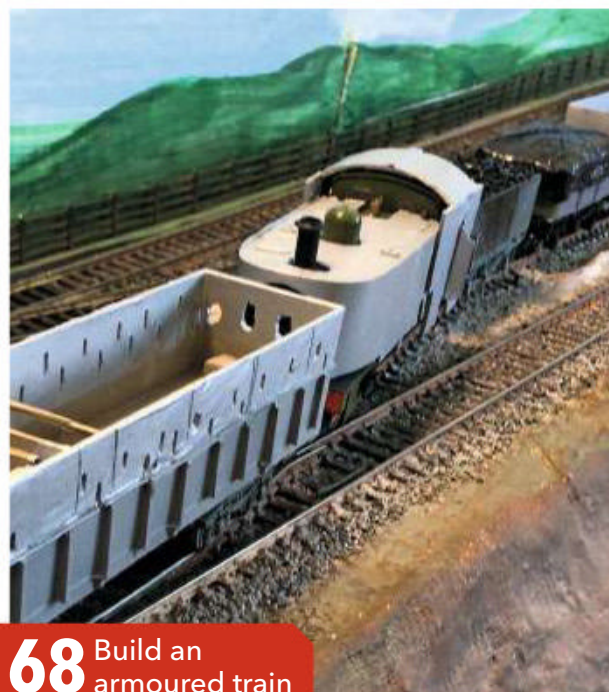
14 pages of projects, advice and top tips that show you how



60 Make a GWR water tower in 'N' gauge



64 Weather narrow gauge wagons



68 Build an armoured train

Meet the *Model Rail* Expert Modellers



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



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



Steve Bearpark
Sculptor and modeller with an eye for the unusual.



Alan Rowlands
Alan made up a Boer War train for a friend known as 'General Gordon'.

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

HOW TO

BUILD BADGER'S DEAN COLLIERY

PART TWO

Having revealed how he created the amazing structures for his new layout last month, **Chris Nevard** describes how the baseboards and scenic foundations were assembled, taking a request for a further extension in his stride.



PHOTOGRAPHY: CHRIS NEVARD



Last month, I outlined the reasons why this layout came into existence. Or, I should say layout extension, as this is part of a growing 'OO' gauge layout that I've been building – in stages – over the past couple of years for a customer. Originally envisaged as a linear end-to-end/fiddleyard-to-fiddleyard affair, with a single 6ft long scenic baseboard, 'Neath Riverside' presented a wayside GWR station set in South Wales.

My customer was soon able to free up some more space in his railway room, however, so an extension was planned to create what would become an 'L'-shaped layout. And what better scenic addition to a South Wales layout than a colliery? Having discussed the creation of the various key buildings last time, here we'll concentrate on the baseboards, track and the foundations of the scenery. As you'll see, when it came to planning out the arrangement of rails and

00
GAUGE

30 hrs



structures, having the finished (or partially finished) buildings to hand helped me to refine the overall composition.

Funnily enough, just as I'd achieved something I was happy with, my client got in touch again to ask about an extension to the extension, taking the layout into a 'U' shape. How could I refuse?!

What Chris used

SHOPPING LIST

- ◆ Tim Horn laser-cut plywood baseboards

Email: timhornlaser-cut@gmail.com

TOOLS

- ◆ Hammer
- ◆ Screwdrivers
- ◆ Drill and bits
- ◆ G-clamps
- ◆ Jigsaw
- ◆ Pliers
- ◆ Knife and blades
- ◆ Files
- ◆ Soldering iron and equipment

Harbour master

Featuring previously in *Model Rail*, in the Summer 2020 issue (MR277), 'Neath Riverside' started out as a modestly sized layout with a linear footprint. But an extension was soon authorised, transforming it into an 'L'-shaped arrangement. For the time being at least!



STEP BY STEP



1

In common with 'Neath Riverside', the baseboards for the extension also came from the Tim Horn range, rendered in laser-cut plywood and supplied in kit form. These kits are easy to assemble with small screws, panel pins and PVA wood glue.



2

When ordering the new board, I requested that the alignment dowels be positioned on the front face, rather than the end. This would allow the new section to be attached to the existing 'Neath Riverside' boards at a 90° angle, creating an 'L'-shaped setup.



3

The curve between both sides of the 'L' would be hidden on a non-scenic section. However, to maintain easy access for rail cleaning, I modified the left-hand backscene to create a removable panel, retained within slots between strips of wood.



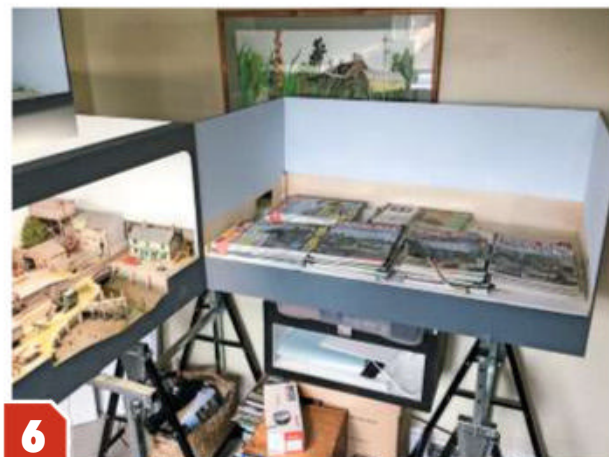
4

The retaining strips hold the backscene section securely – a simple and effective solution! The 'sky' was given an initial undercoat of light blue emulsion paint, after sanding the plywood lightly and removing any debris.



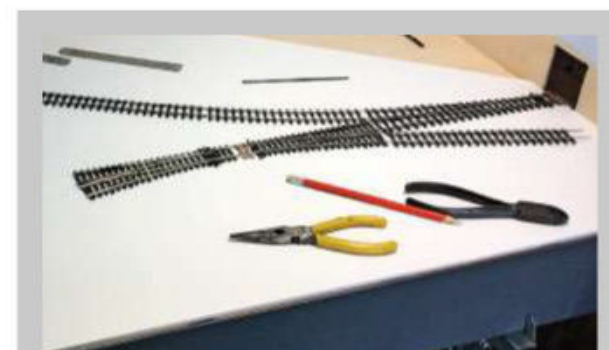
5

The steel alignment dowels provided by Tim Horn are simply screwed into the pre-formed holes (even the pilot holes for the screws are provided). These are the 'female' dowels, with the 'male' versions being installed on the opposite face of the joint.



6

The dowels ensure accurate alignment of the boards every time, with bolts and wingnuts being used to fasten them together. Again, bolt holes are already formed into the plywood boards. The boards sit atop steel trestles, available from www.screwfix.com



NEVARD'S TOP TIPS No. 1

Rather than use cork underlay, I prefer a layer of 5mm foamboard as a base. I'm not sure it has any sound-deadening qualities, but it does provide a good base onto which buildings and structures can be 'sunk'. It's also easy to push telegraph poles and fence posts into it.

The thickness of the foamboard also helps to create a convincing 'shoulder' to the ballast, elevating the track from the top of the baseboard more effectively. Furthermore, when working with large sheets of foamboard, you can lay the track in the comfort of the workbench – much better than leaning over a baseboard for hours at a time.

The track plan was marked out the old-fashioned way, by placing the track sections and points onto the board to see how it all looked. Once happy, the rails were cut, joined and fixed to the foamboard with UHU contact adhesive.



STEP BY STEP

1

A sheet of thick home insulation foam was cut roughly to shape with an old bread knife, chamfering the edge of what will be a hillside in the background. The colliery area to the left will be raised on a retaining wall.

2

After looking at my initial composition for various angles, I then decided to raise the right-hand winding tower onto a taller hill and move it further away into the corner. A few more sheets of foam were then cut to raise the landform.

3

Satisfied with the basic profile of the landscape, the foam sheets were glued down with PVA, with assorted improvised weights employed to keep everything in place while the glue set hard.

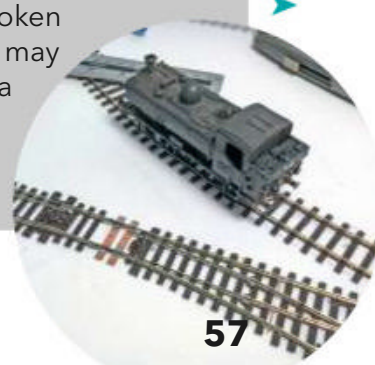
4

The landscape contours could then be fine-tuned with the knife. An elevated narrow gauge line was then added (this was very much an 'I have an idea' moment!) running over the standard gauge line via scratchbuilt bridges (more on these next month). The bridge on the right forms an ideal scenic break. Although the narrow gauge line doesn't really lead anywhere, it does add something extra to the overall scene and suits the colliery theme perfectly.



NEVARD'S TOP TIPS No. 2

Back in Spring 2020 there was a shortage of Peco points at my local shop. Eager to get on with the build, I decided to try repairing a damaged point I already had. A couple of copper-clad sleepers came to the rescue, replacing the damaged plastic sleepers at the 'toe' end. Once painted and ballasted up, it would blend just fine. It's worth searching model railway exhibitions for broken track components which may be fixable. There's often a junk box with useful bits and bobs that can be picked up cheap.



A CHANGE OF PLAN

Just as I was putting the finishing touches to the scenic areas of the extension, my customer asked if I could add a further section to turn the layout into a 'U'-shaped arrangement. 'No problem', said I, and the layout soon got even bigger.

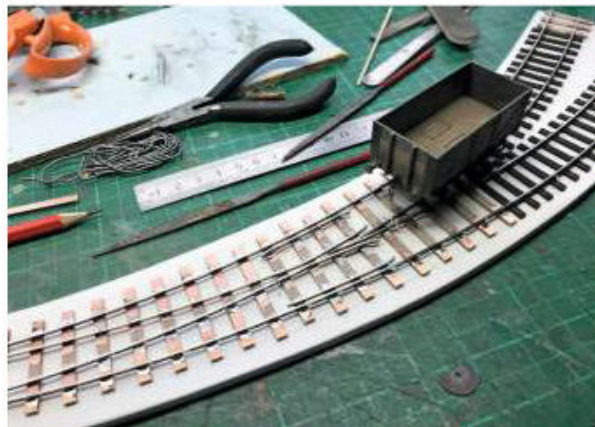
A further laser-cut plywood board (2ft by 2ft) was duly ordered from Tim Horn, designed as a corner unit, with locating dowels on the appropriate faces and a right-angled backscene panel. The tracks exiting the colliery scene would now need to curve around to reach the following board, which would be built later.

To fit the enforced track geometry, a bespoke point was needed, so I built one



using traditional copper-clad sleeper construction techniques. Again, the advantage of working on a foamboard base

is revealed as the point could be built in comfort on the workbench, before fixing to the baseboard later.



NEVARD'S TOP TIPS No. 3

People often ask why I paint the track before ballasting. One reason is so that the metal rails can be primed properly, rather than applying topcoats directly. A good primer adheres far more effectively to metal - and the plastic sleepers - allowing subsequent layers of paint to stick far more reliably. The primer also helps to seal the foamboard, rendering it more resistant to water-based glues during the ballasting stage, especially diluted PVA.

I used a blend of Halfords grey and red aerosol-based primers, with a little matt black misted on to the track to make a dull

base. The red primer was angled from the side to adhere to the rails, matt black and grey mostly from above. The trick is to avoid making the rail sides appear too red. Practice makes perfect. For safety reasons, it's important to work outdoors, as the fumes from the paints can be toxic.

Once happy with the appearance, the paint was allowed to dry before the foamboard was fixed to the baseboard. The rail heads can be cleaned easily with a regular track rubber, although it's worth masking up any electrical contact surfaces on the point blades beforehand with strips of tape.



FORCED INTO A CORNER

With the track and hand-built point installed, the scenic treatment of the extra corner baseboard needed to be resolved. More layers of foam insulation board were built up to match the contours of the existing scenery and a couple of existing cottages, salvaged from a previous project, were earmarked for installation. But more of this next time!



What's next

Next month, Chris reveals how he created the lifelike scenic treatments that really bring this layout to life.



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HOW TO

MAKE A GWR WATER TANK

Like many of his projects in the past, **Chris Leigh's** 'N' gauge Staines West layout languished incomplete, stalled by a minor issue which he needed to resolve...

My 'N' gauge Staines West layout is a 'U'-shaped 'shelfie' around three sides of a small room which was originally a station office. The layout is largely complete, consisting of the single-track branch from a tiny fiddleyard, through Poyle Halt, across Staines Moor, under the 'cattle bridge' and into the terminus at Staines West.

It was, however, like a Polo mint. There was an unfinished gap in the middle. To be precise, the station throat at Staines West consisted of track and some unpainted scenic plaster. The latter was a bit of a mess as it had been a dumping ground for left-over 'plaster' from other jobs with no attempt to make it look like the actual landscape at that point.

Why wasn't it finished? What was the problem? Inevitably, the layout involves a lot of selective compression to fit a fairly sprawling station area onto a narrow shelf, even in 'N' gauge. I had built Staines West in 'OO' back



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in the 1960s with the old Staines Model Railway Society. We had compressed the layout, but not by much. The result looked bland with large areas of the gravelled goods yard devoid of any focal point or interest. It would have looked better if it had been selectively compressed.

So, returning to the present 'N' gauge, the station throat is the area that ties the whole layout together, and by compressing it I needed to adjust the positions of various features. The water tank, cattle dock, a grounded brake van body and the adjacent timber yard were not all going to fit in the right relationship to each other. In fact, since I was really struggling to remember the juxtaposition of the features it is unlikely anyone will notice that they are not correct.

The first job, however, was to build the most

prominent feature, the GWR conical water tank. The real thing is long gone, of course, and today a builder's yard and houses occupy the site. I have several photographs of the tank, however – sufficient to satisfy myself that there is no suitable model in either 4mm scale or 'N' gauge. I recall that a maker's plate on the tank showed it was made in Carlisle by a crane manufacturer. It seemed a remarkably long distance to have transported such a large item in 1885.

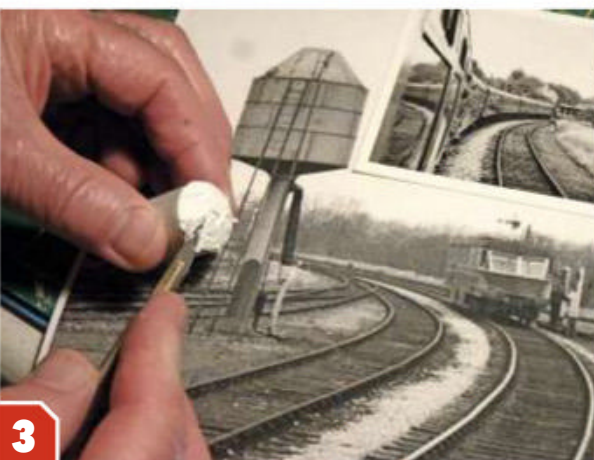
The crane manufacturer in Carlisle was Cowans Sheldon. The tank is long gone and the builder's plate is not legible in any photographs that I've seen, so I am relying on memory. The significance of the manufacturer, however, is that the tank is similar to, but not identical, to the standard Swindon conical water tank as

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

The main parts of the Ratio kit. I have already added five concentric discs of thick (80thou) styrene sheet to the Ratio top, as a basis for the conical 'cap' glued in place with Plasweld liquid polystyrene cement.

**2**

I allowed 24 hours for the glue to set thoroughly before I started to taper the discs with a small coarse file used 'vertically' against the coning to ensure a consistent angle.

**3**

I kept a selection of reference photographs to hand throughout the project as I had no dimensioned drawing to work from. Next I gave the basic coned top a good coat of Deluxe Materials Perfect Plastic Putty.

**5**

By doing this over a prolonged period, the Plastic Putty had ample drying time, which is vital for it to cure right through. The gentle controlled sanding makes it easy to obtain the desired result.

What Chris used**SHOPPING LIST**

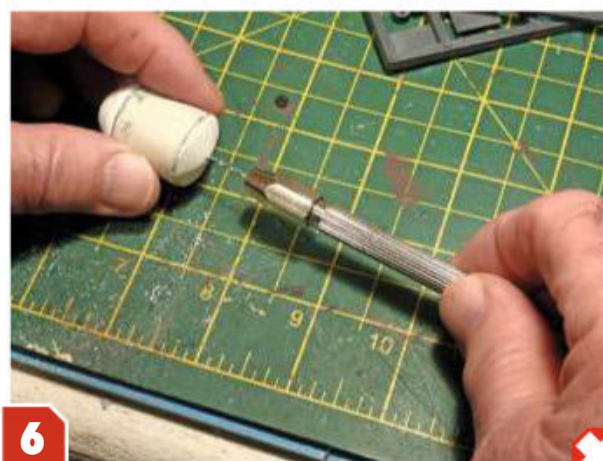
- ◆ Ratio Round water tower £8.75
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Plastruct rod
- ◆ Velo-Set and Plastic weld adhesives
- ◆ Omen Miniatures acrylic paints
- ◆ Small piece copper point
control tube

TOOLS

- ◆ Swann-Morton craft knife
- ◆ Small coarse file
- ◆ Fine sandpaper
- ◆ Various size drill bits
- ◆ Pin chuck
- ◆ Small paint brushes
- ◆ Soldering iron, flux, solder

**4**

The shallow 'cone' of the base was also a layer of the Plastic Putty, allowed to dry for at least 24 hours before shaping with a circular rubbing motion on a small piece of fine abrasive paper.

**6**

Once the base had been sanded to the right degree of coning, I drilled the base to take the main supporting pillar. I started with a small drill in a pin chuck and with the tank and drill positioned horizontally.

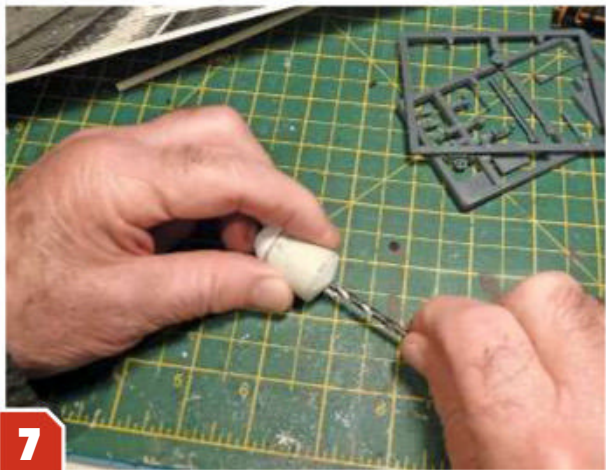
Back in 1965 I took the precaution of photographing the Staines water tank in case I ever needed to model it. I should have taken more than one picture! CHRIS LEIGH

drawn in Adrian Vaughan's GWR architecture book (*A Pictorial Record of Great Western Architecture*, ISBN: 9780902888227). The Staines tank was not unique and there were identical tanks elsewhere on the GWR.

In particular, the Staines tank featured a slightly coned base as well as the conical top, and the length of the swivelling 'hinge' section was greater than on the GWR design. The length - or 'reach' of the arm section varied from tank to tank anyway, according to the position of the adjacent track or tracks, as it had to be capable of reaching over the centre-line of a tender for filling.

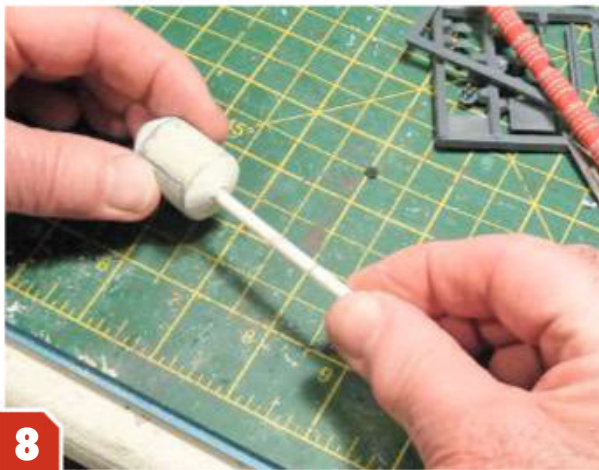
Pedestal, or 'mushroom' water tanks are not easy to find in any scale and the best I could find in 'N' gauge was a Ratio plastic kit. However, it was not conical, top nor bottom, and the main 'post' was an 'H' section girder rather than the round post of the GWR tank. I decided that I would try using it as a starting point, that I could add the coned sections and that I would make the post out of dowelling.

As construction progressed, however, it became clear that it would be easier to use plastic for all the main components, except for the exquisite etched ladder that comes in the Ratio kit. I also made a new delivery pipe using pieces of the copper tube that is used in tube-and-wire point operation. Brass wire was used for the supply pipe, the Staines tank evidently being supplied from a water main.



7

Having drilled the small pilot hole I then used a $\frac{1}{8}$ in diameter twist drill turned carefully between my fingers to open out the hole to take Evergreen No. 224 $\frac{1}{8}$ in diameter plastic tube.



8

A test-fit of the piece of tube enabled me to mark where the cream and brown colours would meet, and how much extra I would need as a mounting spigot before cutting the tube.



9

By now I was getting used to estimating measurements and checking against photographs. The tube was glued in place with Plasweld and a ring cut from $\frac{1}{4}$ in diameter tube fitted around the join.



10

The delivery pipe in the kit was not suitable so I made one up using two pieces of point-control copper tube. The pipe was bent to shape before cutting from the length of tube.



11

In order to simplify soldering I used a longer piece of straight tube. I had ideas of making the unit swivel, with wire through the hollow tube, but abandoned them as my model is static and out of use.



12

Again, I drilled the tank by starting with a small drill and opening out the hole to fit. The lower bracket is from the Ratio kit, but required drilling to take the much larger tube.



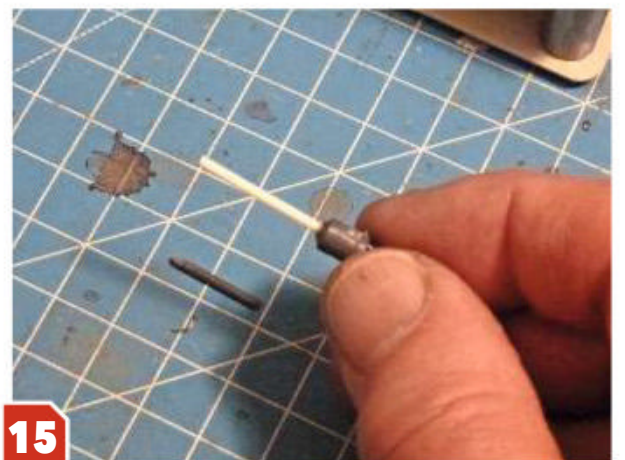
13

I treated the base of the column as I had done the top, but used the Ratio base and drilled it to accept the column. The extra length of the spigot really comes into its own now for holding the model.



14

A suitable base - a block of wood with a hole in it - will now be needed to hold the tank upright. Another ring of larger diameter tube was added before securing the tank into the plastic base at the correct height.



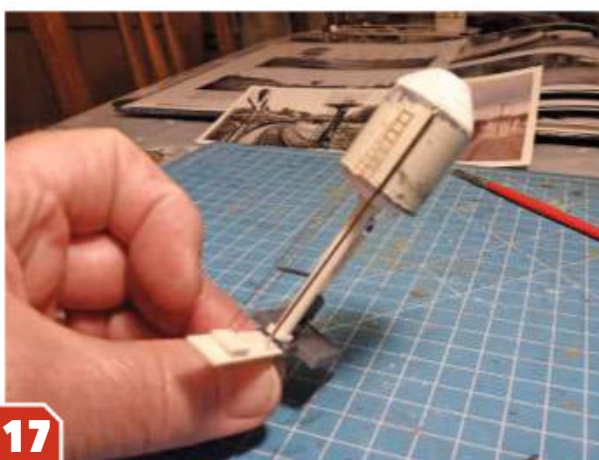
15

The brazier was assembled using the kit parts but adding a longer chimney from Evergreen No. 221 $\frac{3}{64}$ in plastic rod. This feature of the real thing was decidedly decrepit when I knew it.



16

With the brazier in place on the base, I turned my attention to the back, where I added a styrene sheet base to support the ladder and the supply pipe made from brass wire and fixed with Velo-Set PVA.



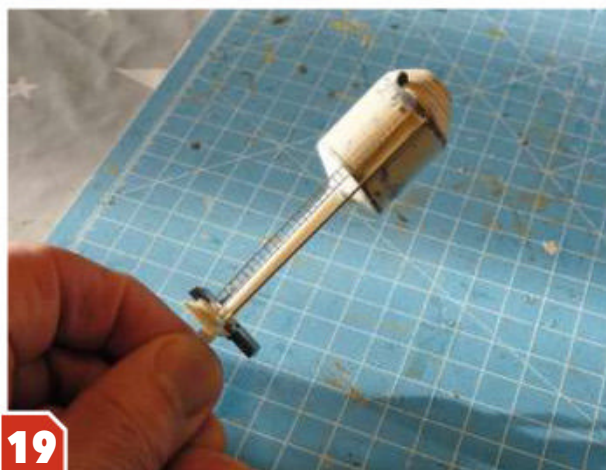
17

As I seldom work with cyanoacrylate adhesive I used UHU to attach the etched brass Ratio ladder once I had added a couple of pieces of styrene as a base to give it sufficient height.

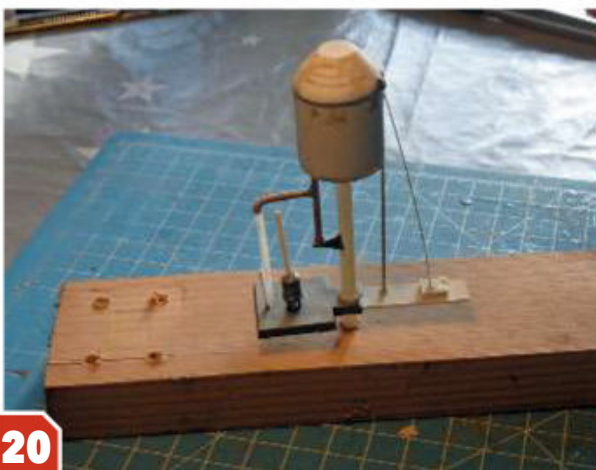


18

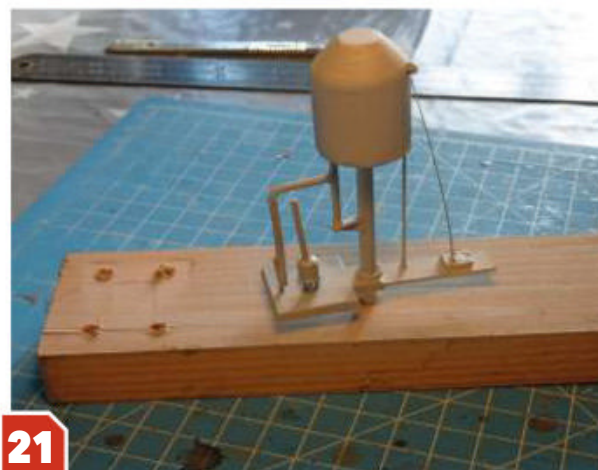
Throughout construction I checked repeatedly against my reference pictures to ensure that it not only looked right but that I hadn't missed anything. I have missed off the builder's plate!

**19**

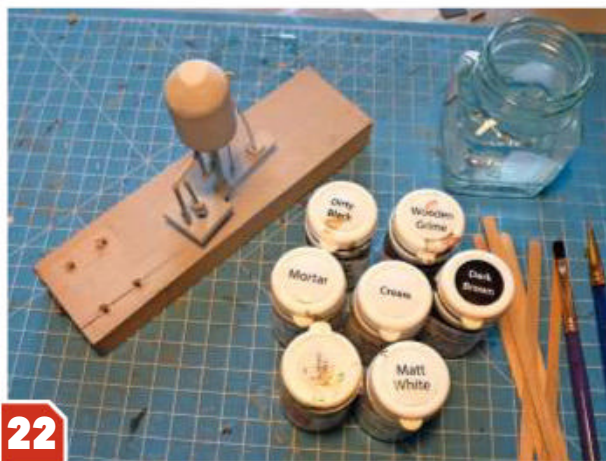
From the Ratio kit, I added the wheel for the depth gauge, which was all that was left of the depth gauge on the real thing. I cut and filed it to fit against the shape of the tank top.

**20**

At this point I really needed a stand on which to support the model while I worked, so I drilled a block of wood. The ring at the base needs some shaping to match the real thing.

**21**

The base proved essential for painting the model. I started with an all-over coat of Games Workshop Corax White. I find it useful as a primer, particularly under the pale Western Region cream.

**22**

Here's my painting set-up, using Omen Miniatures acrylic paints in various shades, plus brushes, wooden stirrers for the paint and an 'N' gauge sized jar of clean water. An old coaster serves as mixing palette.

**23**

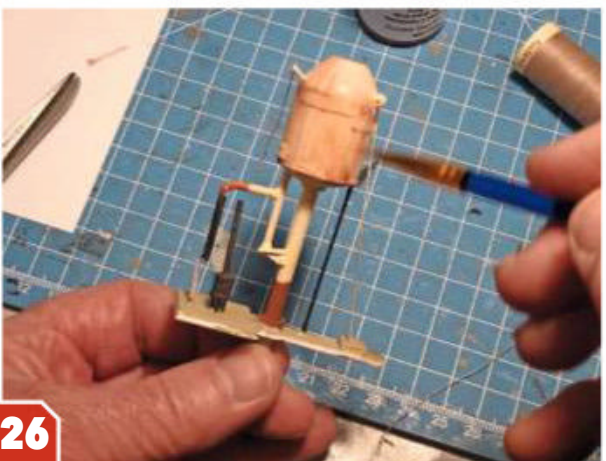
At this point I realised that I had missed the remnants of the operating chain, which must have worked like an old-fashioned toilet cistern. A piece of plastic rod and fine fishing line did the job.

**24**

I used an old melamine coaster as a mixing palette, mixing a very pale shade of cream with matt white and brushing downwards so that any brush marks would reflect the streaking on the real thing.

**25**

Detail painting came next, with matt black for the brazier, supply pipe and other fittings, white for the 'tethering post' and the brown base to the column, with its distinctive wavy top edge.

**26**

Next, I weathered the tank with a rust brown colour and water. The tank was last used in the mid-1950s, so a decade on it was in pretty poor shape and the model needed to reflect that.





HOW TO

WEATHER NARROW GAUGE WAGONS

Sculptor **Steve Bearpark** decided to dip his toes into railway modelling. Here, he reveals how he created some ultra-realistic weathering effects on timber-bodied rolling stock.

I haven't been railway modelling for very long - only since April 2021 in fact. Like many of us over the past couple of years, an enforced period at home led me to think about what I could do constructively. Of course, there was the loft conversion to continue, but lack of available materials at the builders' merchants temporarily put the brakes on that.

I have 'modelled' one thing or another for over 55 years, from creating miniature worlds with plasticine in my early days to trying out many different materials as my skills grew. One recurring theme over those years has been that of buildings and landscapes, from small-scale models to life-size re-creations for events, from realistic to caricatures.

009
GAUGE



3 hours
per wagon



I scoured the internet for inspiration and marvelled at the wonderful work undertaken on railway layouts. I could see that railways would afford me the opportunity to stretch myself in all sorts of areas, such as terrain, trees, vegetation, buildings, and electronics. And I've not forgotten the wonderful locomotives, of course, that have come on such a long way since my youth.

Off I trotted to the nearest model shop to take a look around and I bought my first locomotive. Dipping my toes in slowly, I built a display shelf with rails and vegetation and sat

the model on the rails. It then struck me how incongruous the locomotive looked, pristine among the weathered rails and landscape. The weathering bug had struck, though to be honest, I'd been down that route before, dabbling with military modelling.

One thing I did need was unfettered freedom to create what I wanted (within the limits of my imagination and skills, at least). That's where military modelling fell short for me: it involves historic realities to which I had to adhere. And so I settled on a '009' gauge layout, after seeing the freedom to explore and, importantly, more possibilities in a smaller footprint.

The next purchases were a selection of vans and wagons from Peco. I'd



Steve's Top Tips

I usually work with an airbrush, with the air set at quite a low pressure (10psi or slightly less) allowing a better degree of control. But this does mean that the paints generally have to be thinned (water for the Liquitex pigments used here) and need to be applied in several thin layers, although I think this is an advantage. I wouldn't use any acrylic paints in my airbrushes without thinning, and it's worth considering a flow improver, which helps the paint flow and reduces clogging around the needle.

I like to use acrylic inks for airbrushing: the pigment is very fine and dilutes easily and with a drop of flow improver it rarely clogs in the jet. The grey colour of the primer, as it stands, is a great base for the weathered wood and paint effect I was aiming for.

I can't stress enough the importance of having photographs to hand of what I'm working towards. Needless to say, the internet is a great source of inspiration and visual reference if I can't take pictures myself.

I try to build a timeline into the weathering: not everything happens at once. Dust will overlay rust and rot and new rust may appear fresh and clean. This means that I may return to areas to reapply fresh rust or oily stains after a fine misting of 'dust' or powders. I usually leave things to dry fully for a couple of days before returning to it to re-touch or modify any areas that don't seem right. Remember though: these things are usually only seen from a few feet away at the nearest, so don't get too hung up on details - the camera shows up everything.

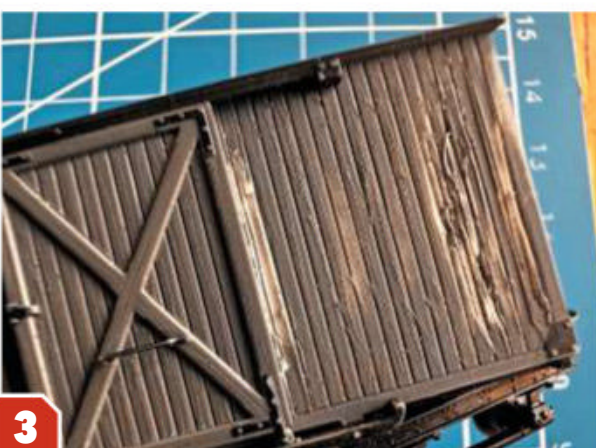
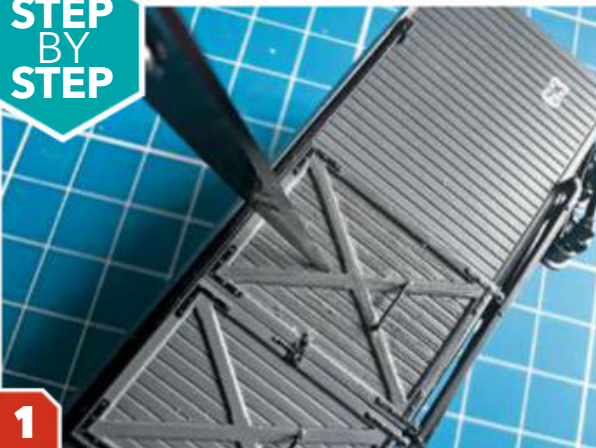
experimented with weathering on a couple of cheap 'OO' gauge wagons off an auction site, and by now had a fairly well developed feeling of how far I wanted to go with making these trucks look as though they'd had a rough life. There was nothing at all 'wrong' with the models as they came in the boxes, very nicely modelled with lovely detail, but, for me they needed 'history'.

I have to say at this point that I will never gain favour with the companies specialising in military or railway modelling paints of every conceivable hue. I realise how convenient and comforting it is to have a wide selection of premixed colours with helpful titles telling one exactly what it is and how this opens up the hobby tremendously. Nothing wrong with that.

Instead, I have a relatively small selection of artist's oils and acrylics, pastel crayons and pencil crayons. This isn't for everyone, and I apologise that I won't be able to point you in the direction of exact pigments to match those I have used, other than to tell you names such as 'burnt umber' or 'raw sienna'.



STEP BY STEP



STEP 1

The first thing I did was to work on the 'wood' planking with the back edge of a scalpel blade, creating grain texture and areas of wear and deterioration. Time spent here pays dividends as it makes the subsequent painting and weathering so much easier.

STEP 2

Follow the natural line of what would be the grain on the timber but, in areas of higher wear, some degree of cross-hatching helps too.

STEP 3

You may not want quite this degree of weathering, but to me this all imparts so much history and charm. The ragged edges can be knocked back with fine wet and dry paper or abrasive sponge. Metal parts escape this treatment.



STEP 4

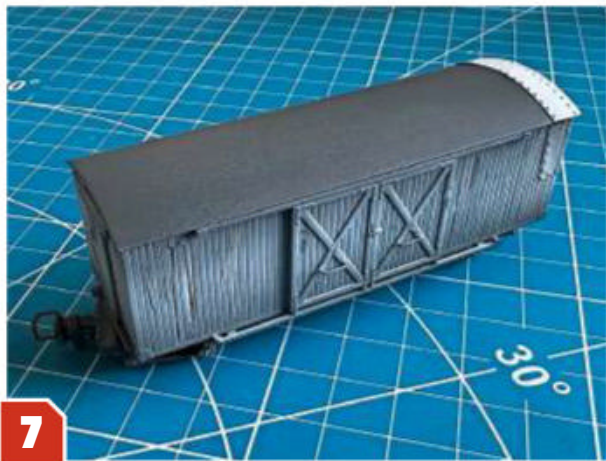
I cut some pieces of very thin copper sheet (after heating on the gas stove and cooling slowly to make the material more flexible) to create repair patches applied sometime in the wagon's life. The impression of rivets/boltheads were pressed into the sheet with a Biro from the rear.

STEP 5

These patches were glued onto the model with cyanoacrylate glue. They will eventually be treated to rust effects.

STEP 6

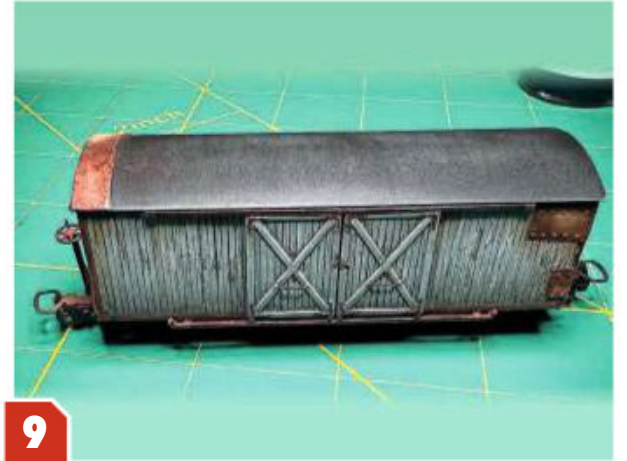
Grey acrylic primer was airbrushed onto the model (a brush or aerosol would work just as well) and this was followed up by a thin spray of black at the top and bottom of the panels, as well as working some suggestion of streaking and shading onto the curved roof.



7



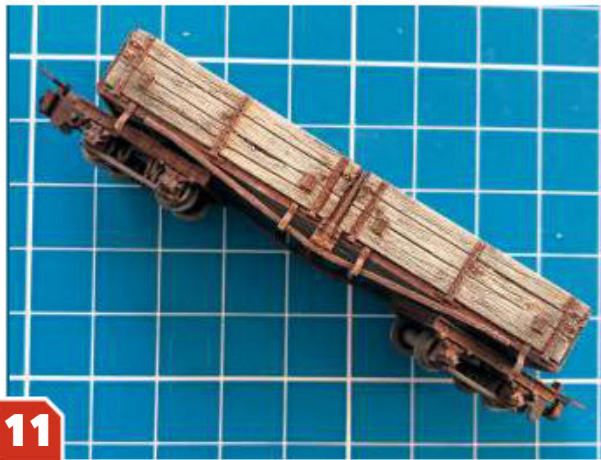
8



9



10



11



12

STEP 7

The application of shading helps to fool the eye into believing that the model has depth. In real life, the size of an object naturally creates shadows and contrast and this needs to be incorporated into a scale model.

STEP 8

The primer stage is an ideal time to check a model over for any glaring irregularities that need sorting. After priming and shading, the models were set aside overnight to dry. A hair-dryer can be used to speed up the drying of acrylics.

STEP 9 & 10

The time spent in scribing grain and damage onto the planks pays off now because it makes the next stages all the easier. I find that oil paints are an ideal medium for weathering – they can be applied ‘neat’ in a small drop and dragged down with a brush laden with thinner (I always use artist’s turpentine, though other odourless thinners are available) to create a smear, or if well diluted beforehand travel beautifully up details by capillary action and dry in the cracks and crevices.

The thinner the paint the better really, as it’s always better to build up gradually, though another good point about oil paints is that they can be totally removed with thinners if you’re not happy, ready to start again or remain workable for some time. The downside of oil paints is that they take time to fully harden. Experimentation is the key word here. Just place a brush laden with thinned oil paint over the detail and watch the colour spread up the scratches and details as if by magic – at least it will if your paint is thin enough.

Proprietary ‘oil brushes’ can be used if you’re happier to use these, but I find it so easy to use artist’s oil paint for this. I mainly use ‘burnt sienna’ and ‘raw umber’, both of which create a lovely warmth reminiscent of wood. For the deeper cracks, a bit of well-diluted black can be added, which also adds an impression of rot. A bit at a time is key here, building up gradually. Oil is easy to remove if I find I’ve been a bit heavy-handed with my brush.

STEP 11

Then, I picked out the metalwork in a red/brown undercoat using a fine round brush (size 0 or smaller). The colour isn’t too crucial, if you look at rust in the real world, you can see that it’s a mixture of colours from yellow, orange and red-brown through to purple. Use darker colours for areas of aged rust, lighter colours for newer rust.

When this base coat has dried, an almost dry sponge or dry-brush application of lighter and darker rust is applied (orange, dark brown) to pick out features or randomly vary the larger sections. A graphite pencil can be used to pick out areas of metalwork that have been polished by scuffing.

STEP 12

A well-rusted appearance is what I was after to complement the aged woodwork. I used suitably coloured pastel chalks worked into a fine powder and mixed together (weathering powders are a great product to use here) brushed into corners or raised details. The next stage will tend to take the colour a little out of the powders, because I then airbrush a couple of thin layers of matt acrylic varnish, (about 10psi) from about 15cm away. If you then need more rust powder, wait until the varnish has dried then repeat the process and reseal, repeating as necessary.

A very thin application of black oil can be applied again to help pick out details such as where different surfaces meet, or where there is intricate mechanical detail, or to show a bit of oil staining. Satin varnish can be applied to black paint in small areas with a brush to give the impression of fresh oil or grease stains. When you’re happy, the next step is a very light airbrushing (or application of weathering powder) with a ‘dust’ colour to suit the environment of the layout. I used an ink colour mixed from white and a tiny bit of ‘burnt sienna’. The white is the only colour ink I have that is opaque and will cover, rather than change, the colour of what is underneath it. This light dusting helps to draw everything together and reduce some contrast, but take care not to lose the contrast altogether. Care was taken not to totally mask the effects achieved so far.

Inspiration



Above and below: These narrow gauge vehicles feature a distinctive, aged patina, with much of the metalwork displaying a corroded texture. The bare timber panels also feature a range of shades and the grain patterns and texture are also visible. These are the characteristic elements that Steve sought to portray. ALAMY



Faded and peeling paintwork was another feature Steve was eager to replicate. Again, the texture of the wood grain is important. ALAMY

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Glorious Trains

12 April 2022



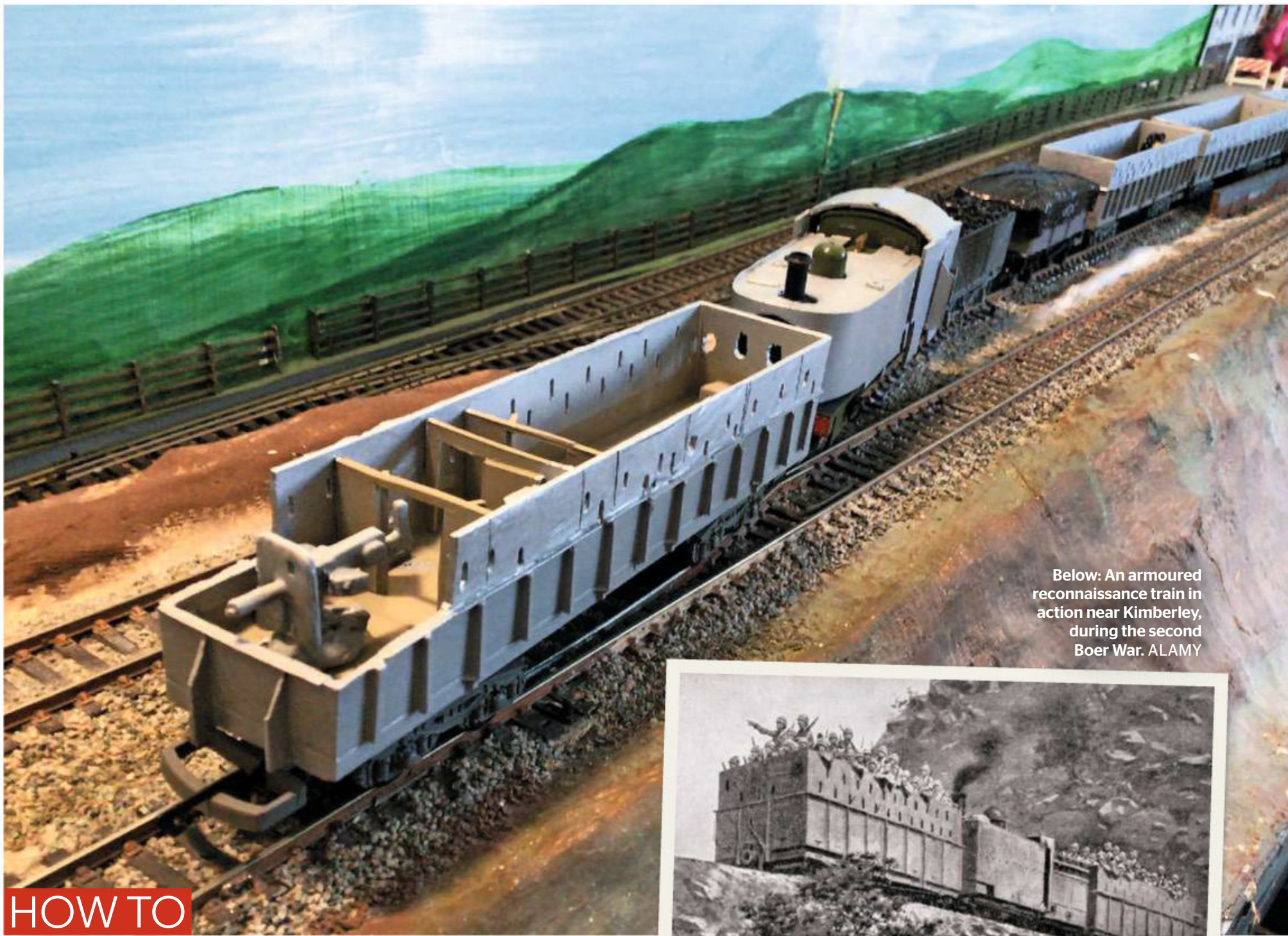
*A Bockholt Gauge One PLM 'Coupe Vent', sold for £6,000,
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Below: An armoured reconnaissance train in action near Kimberley, during the second Boer War. ALAMY

HOW TO

BUILD AN ARMoured TRAIN

Inspired by the young Winston Churchill's exploits in South Africa, **Alan Rowlands** adapted some Hornby and Lima models to recreate an armoured train for the Boer War period.

Having purchased an Oxford Rail Howitzer rail-mounted gun, I generated a range of support vehicles by remodelling various old Lima wagons. A friend was so impressed that he asked me to tackle an armoured train suitable for the South African Boer War period of 1892-1902. Further discussions centred around Winston Churchill's exploits there. The future Prime Minister was captured during the conflict, along with an armoured train, but his subsequent escape and journey home via another train proved to be a major event in his life, adding enormously to his fame.

During the South African conflict, with few roads across the country, trains were generally used to quickly carry British troops to areas of conflict, while the Boers used horses

00
GAUGE



8 hrs



extensively. Unsurprisingly, the railway lines became a major target and armoured trains were frequently used to combat sabotage. To protect the locomotives against attack, sheet steel was added by local engineers as armour plating, often in a rough-and-ready manner. Thus, any modelling does not need the precision nor perfection that would be expected of European trains, for instance.

ARMOUR PLATING

Aiming for economy and simplicity, it seemed sensible to base the locomotive on a Hornby 'Jinty' 0-6-OT, which are freely available at low

cost, especially on the pre-owned market. Of all the versions offered by Hornby over the years, we chose one without the side screw for the body attachment, as this would otherwise interfere with separating the wheeled chassis from the armoured body, once the armour cladding is in place. Clearly, other locomotives could be employed, and this article should be used as a guide only.

The armour plating was fabricated from 0.7mm sheet styrene, having sketched out a plan on paper beforehand and creating mock-ups from card. A few adjustments were necessary and only when the card parts fitted perfectly were they used as templates for cutting the plastic. This meant that the plastic parts fitted perfectly, first time, with no wasted material.



STEP BY STEP

1

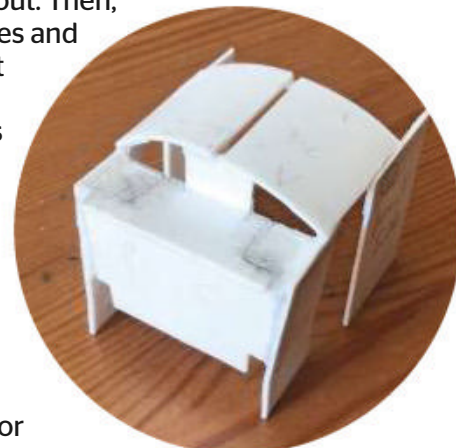

The vehicles chosen for the conversion project: a pair of Hornby (ex-Lima) PTA bogie tipplers, a Hornby 'Jinty' 0-6-OT and a Lima Private Owner coal wagon. All can be found for reasonable prices on the pre-owned market.

2


After taking measurements from the 'Jinty' and sketching out a rough plan, sections of armour plating were cut from thin scraps of card. A few adjustments were necessary here and there.

3

The card sections were then used as templates for cutting the sheet styrene. Assembly began by joining the coal store rear and top sheets and then adding the two rearmost cab sides' sheets. Cyanoacrylate glue was used throughout. Then, over-cab door plates and a rear roof support allowed the two curved roof sheets to be added. A narrow, joining strip allowed a measure of flexibility of width. The forward cab sideplates completed the assembly, except for some internal bracing.

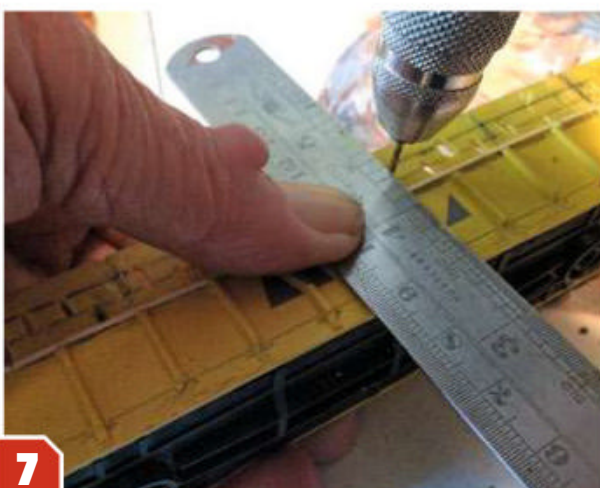

4


The intent was to make a removable, open box, without any cab doors. Holes were cut in the boiler top sheet to clear the chimney, dome and safety valves. Before any permanent fit, it was necessary to partially paint the donor loco.

5

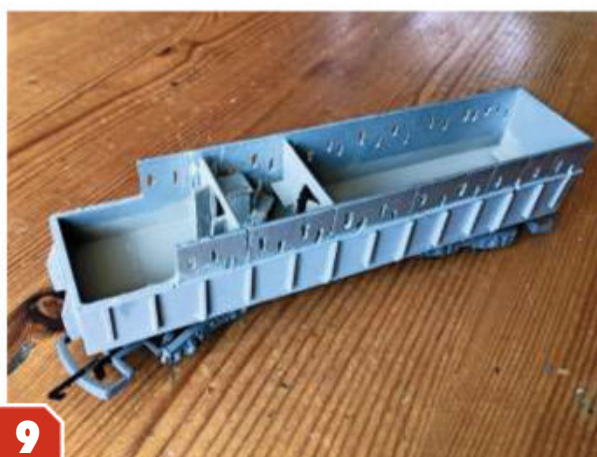

With the armour sections made to be removable, they could be painted a metallic 'steel' colour away from the locomotive. The visible areas of the locomotive were painted green, including extra panels below the footplate, created from plastic sheet.

6

7


Turning to the wagons, the upper sections of vertical bracing were cut away and new horizontal strips added from square section styrene. Additionally, every third brace was cut short at the bottom. Firing slits were created with a drill, although the results are not perfect.

8

9


The commander's office was created with strips of plastic and a platform for the gun was created at one end, where the bodywork was cut short.

GUN WAGONS

Typically, Boer War trains ran with a gun wagon front and rear, each mounting a Maxim machine gun or a 'pom-pom' cannon, along with ammunition storage and cooling water. They also had a train commander's office. Between these was the locomotive, perhaps with a tender or a coal wagon for extra fuel and water, plus troop wagons. If the train was sent out on track repair duties, a tool wagon would also be added. The wagons we selected were Hornby (ex-Lima) ARC Tipplers. These provided a good starting point, as the external bracing was similar to that fitted to the South African wagons of the time.

As well as the armoured wagons, a Lima coal wagon was primed and painted in a military shade of green, with a coal load added. A Hornby steel-sided wagon was also repainted green, then fitted with a War Department-branded tarpaulin, suggesting a tool or stores wagon.

My friend was very pleased with the finished train, which consists of a commander's gun and troop wagon, an armoured 0-6-OT steam locomotive with supplementary coal wagon, an auxiliary store wagon, two further troop wagons and a second gun wagon. All that was needed to finish things off was a regiment of miniature soldiers!

10


Finally, suitable Boer War-era 'pom-pom' guns for the rear platforms were obtained, in kit form, from eBay.

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



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HOW TO

GIVE WOOD COMPONENTS A TIMEWORN APPEARANCE



I've built a bunch of laser-cut wood kits, most of which portray natural, bare wood components, but the material looks too pristine. What can I use to give the wood an aged appearance? Joe Savage, by email

Peter says: Wood dye, available from hardware and DIY stores, is one option. Dyes are available in various shades and can be applied by brush or a scrap of cotton waste. It can be very smelly, especially if using an oil-based dye, and they take several hours to dry. They also rely on the natural wood being porous and free of any glue (which clogs the grain). If the parts have already been glued together, it's likely that the grain will have been sealed around the joints, so applying dye might result in a patchy finish.

Oil-based weathering washes are similar to wood dyes in that they consist of heavily diluted pigments suspended in a solvent. Again, there's plenty of choice in terms of shade and



application is simply a matter of brushing the wash over the wood and wiping away any excess with tissue. Again, the presence of dried glue within the wood's grain will impact on the finish, as it will dictate how much of the pigment is absorbed. By and large, penetrative finishes such as dyes and washes are best applied to the individual parts before a wooden kit is assembled.

In your case, with a pre-assembled kit, paints are probably the best option, as they'll be effective at disguising any areas affected by glue. Enamel or

water-based paints will be suitable, and some thinning may be necessary to achieve a subtle finish. After all, we don't want to bury that authentic wood texture under a thick coat of paint!

I recently assembled some new laser-cut packing crates from the Arch Laser range, which are available in 'N', 'OO' and 'O' gauges. Formed from micro plywood, the parts feature an authentic grain texture and figure, but they do look very clean in their natural state. Furthermore, the cut edges are much darker than the rest of the parts, thanks to the carbon deposits from the laser, so there's a need to unify the appearance with some form of paint or dye.

I enjoyed success with a coat of Woodland Scenics Earth Colours Liquid Pigment, which is specially formulated for use on porous materials such as plaster, foam, wood and papier-mâché. It's essentially a water-based paint which can be used neat or diluted slightly with water to produce more subtle tones, making it rather versatile. The Earth Undercoat proved to be useful for an aged timber appearance and, after a single coat, the underlying wood texture was enhanced, rather than obscured.

Alternatively, Noch's Weathering Pens might be worth a try. Two different sets are currently available, aimed at model buildings and landscapes and each pen comes with two different tips – one soft



There's nothing quite like real wood for representing timber objects in miniature, such as this packing crate. Built from a laser-cut kit, the pale wood has been aged with the aid of a Patina Marker pen from Noch. PETER MARRIOTT

**STEP
BY
STEP**

1

Having built a number of Arch Laser packing crate kits, in various scales, Peter was faced with a need to age the pale bare wood. The laser-etched plank detail and markings were too good to lose, however, so careful choice of paint was essential.

brush tip that adapts to the surface being treated and one broader tip for weathering surfaces. The paint has been formulated to adhere to most surfaces including wood, cardboard, plaster and non-porous materials such as plastic.

In the landscape set there are five natural colours plus a blender pen, which is useful for accentuating or reducing the colour effect. The Walnut colour proved ideal for the wooden crates, while a little of the grey and olive green could add darker shading and a hint of dampness to the timber, aided by the Blender pen. There's certainly plenty of scope for experimentation.



2

Woodland Scenics Earth Undercoat Liquid Pigment is a versatile, water-based paint that can be used straight from the bottle or diluted with water for a more subtle shade. Always shake thoroughly before use to disperse the pigments.



3

To give the crate a suitably aged, weather-worn appearance, I diluted the Earth Undercoat slightly and applied a light coat with a small paintbrush. I kept brush strokes in line with the wood's grain and allowed the thin paint to soak into the porous material.



4

Treating one or two planks with a coat of undiluted paint allowed some tonal variation to be achieved, which helps bring more life to the model. The finished result was very satisfying.



5

Instead of traditional paint, washes or dyes, these Patina Marker pens from Noch offer a useful alternative. The Landscape pack provides a Walnut shade, which is ideal for wood, and the other shades can also be useful for adding further effects, helped by the supplied Blender pen.



6

Each pen features a fine and broad tip at alternative ends and application is straightforward. Building up coats with different shades allows a wide tonal variety to be achieved and there's no need for cleaning brushes afterwards - simply pop the lid back on the pen!



7

The pens produce realistic results, with the 'ink' being absorbed effectively by the timber, allowing the natural grain to remain visible. Indeed, the pens have enhanced the timber parts.



**TOP
TIP**

UHU Holz Leim adhesive or Deluxe Materials Roket Card Glue give a usefully short drying time when making laser-cut kits. If you do get any excess glue onto the kit as it is being assembled, remove it with a damp cloth as quickly as possible. If the adhesive is left to dry it will result in a shiny mark on the finished structure.

What Peter used

- ◆ **Product:** Arch Laser ALNPC1 'N' gauge Packing Cases, ALOOPC1 'OO' gauge Packing Cases, ALOPC 'O' gauge Packing Cases **Price:** from £4.95 **Availability:** Osborn's Models **Tel:** 01237 423453 **Web:** www.osbornsmodels.com
- ◆ **Product:** Noch 61159 Landscape Patina Marker pens **Price:** £30.00 per set

Availability: Noch stockists or Gaugemaster
Web: www.gaugemaster.com

- ◆ **Product:** Woodland Scenics C1229 Earth Undercoat Liquid Pigment **Price:** £9.55 **Availability:** Woodland Scenics stockists or The Model Centre **Web:** www.themodelcentre.com



Above: Inspired by the livery applied by the LMS to No. 10000, just days before nationalisation, BR's subsequent paint scheme for No. 10001 and Nos. 10201-3 was simple: an all-over black body relieved by a silver bodyside stripe. The underframe was also silver/grey, as were the large cast numbers and roof panels. The early style of BR 'Lion & Wheel' crests were carried, as seen on No. 10203 at Eastleigh in 1954. T. OWEN/COLOUR RAIL

No. 18100 was the second of two gas turbine locomotives ordered by the Great Western Railway. It is seen shortly after release from the builders, Metropolitan-Vickers, at Trafford Park in 1952. It had a short life in this form, being withdrawn in 1958, prior to conversion to a prototype AC electric locomotive, retaining its black livery to the end. COLOUR RAIL

KNOW YOUR... LIVERIES

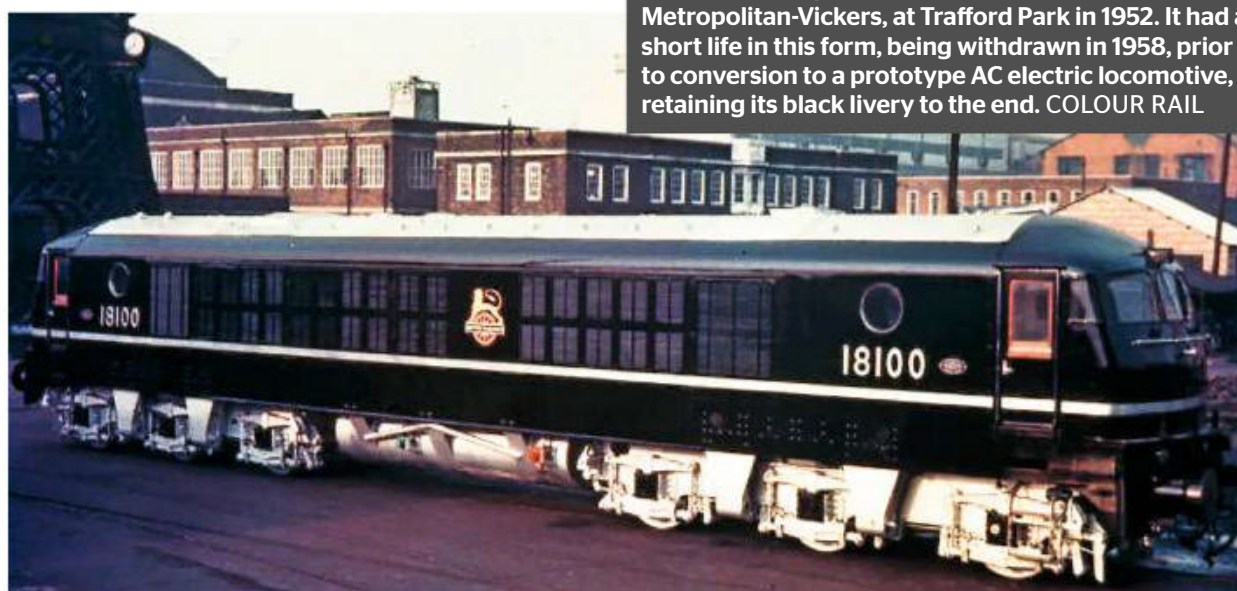
PART 7: Early Modern Traction

Paul Chancellor looks back at the early days of non-steam-powered traction on British Railways.

If Modern Traction is defined as any self-propelled locomotive or unit not powered by steam, then we have a long period of history to consider. However, for the purposes of this article, we are looking at the period from 1948 through to locomotives carrying the early style of British Railways 'cycling lion' emblem. We can split these into three categories: shunting locomotives of both BR and pre-nationalisation designs, the electric locomotives working the trans-Pennine freight and passenger services and the experimental locomotive types built to designs dating back to the 'Big Four' railway companies.

The majority of shunting locomotives in use by around 1958 were either 204hp or 350hp types ordered by BR, with the latter based on proven designs from the LMS, LNER, GWR and SR. The 204hp machines were at this time built by third parties contracted by BR. The 1,500V DC electric locomotive fleet for the Woodhead route was to an LNER design, the first of which had been built before the Second World War, but on its outbreak the project was suspended and the electrified line was not opened until 1954, with the rest of the fleet being built around that time.

The main line diesel locomotive types ordered by the 'Big Four' comprised the LMS 'Twins' Nos. 10000/1, the Southern's diesels Nos. 10201-3 and electrics Nos. 20001-3. There was also the GWR gas turbines No. 18000 and No. 18100, with almost all of these various locomotives being delivered in the early days of British Railways.



Right: The Southern followed a different scheme for its electric locomotives, with this handsome green scheme eventually emerging. A red and white horizontal band was added at waist height along with a pale grey stripe on the solebars. BR emblems were also added, although SR 750V DC Co-Co No. 20003 seems to be missing the crests in this view. B. SWAIN/COLOUR RAIL





Above: The early years of BR were marked by a continued presence of the 'Big Four', at least as far as their identities appearing on locomotives were concerned. Although renumbered in the early BR series as No. 12010, this 350hp jackshaft-drive diesel locomotive's origins are evident by the LMS initials which were carried on black paintwork. The number has also been applied in LMS style. Shunters of this time had a red bufferbeam but did not carry any high visibility markings. The image was captured at Willesden on March 25 1950. T. OWEN/COLOUR RAIL

Left: 'EM1' No. 26020 inaugurated the passenger service on the newly electrified Woodhead route, between Manchester and Sheffield, in 1954. Fellow class member No. 26022 is seen in the same year displaying standard black, lined out in red on both the front and bodysides. The numbers are cream and a large version of the 'cycling lion' crest is carried. COLOUR RAIL



The fleet of 'small' shunters (less than 350hp) carried a simple paint scheme of all-over black with just the red bufferbeams adding some relief. Note the yellow coupling rods and red driveshaft cams visible behind the cab steps. This Drewry 204hp 0-6-0 diesel (later D2208) features cream numbers on the cabside, along with the lion and wheel emblem. The number scheme using the 'D' prefix and four digits started to appear in 1957 and the new style number could be seen combined with the earlier crest on some locomotives. COLOUR RAIL



Above: The livery application of the 350hp shunters was also all-over black with a small crest placed in the middle of the upper bodyside. A red bufferbeam and red coupling rods enlivened the scheme, along with the electrical conduit on the face of the cab. 'Wasp' warning stripes were yet to appear. The cream cabside numbers are of a larger size than those carried on the small shunters. When changed to 'D' prefix numbering, there were odd combinations with some locomotives appearing with a small 'D' and large numbers while others had a full stop between the 'D' and the numbers. COLOUR RAIL

Left: Policy changes around 1956 gave the regions more freedom concerning what colour paint could be used on a particular class of locomotive. Green became the standard for diesel traction, which was usually seen with the later style of BR crest, although the first version remains on No. 15100, which is seen under repair at Swindon Works in March 1961. The unique English Electric locomotive carries what could best be described as experimental visibility markings on the nose end. T. OWEN/COLOUR RAIL

Notes from the Workshop

DAVE LOWERY'S TOP TIPS

OVER THE FENCE

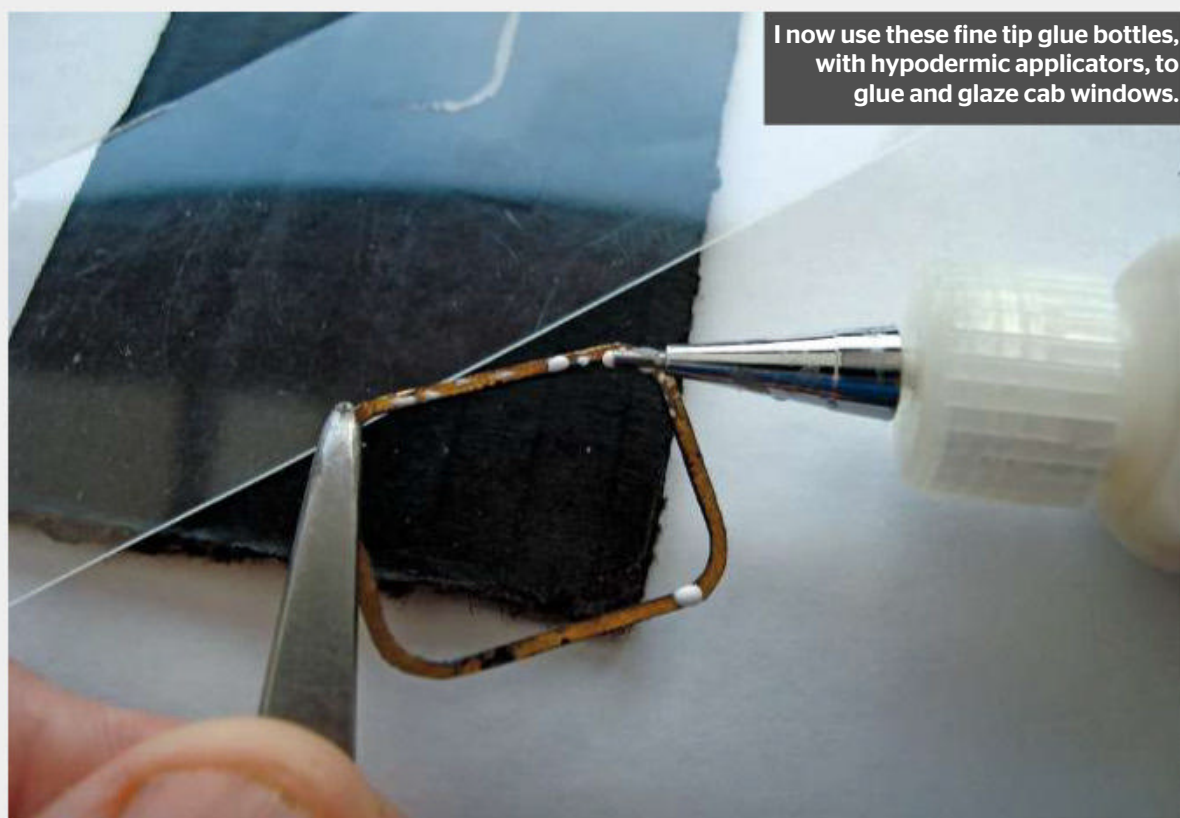
Very lucky am I, in as much as my wife has her own hobbies and usually, because of that, a lot of my tools and glues seem to disappear into the unknown gloom of her workshop. However, just occasionally, I see something in her workshop and the old light bulb goes on in the attic, as I think 'I could use these'. And it is a few of these items I can share with you.

The application of transfers to very undulating surfaces, such as the side of an 'O' gauge Class 66 with its corrugated bodysides, can be challenging. I have used the excellent Micro Sol and Micro Set decal setting and softening solutions, which work excellently, as directed by John Peck of Precision Labels. I use Micro Set on the body first and float the transfer onto it. This softens the decal from beneath and, by using various soft applicators, cotton buds or bits of sponge, we push the transfer deep into the grooves. Then, just as the decal begins to dry out, the Micro Sol is applied to finally make the transfer grab.

Both decal solutions work great, but the various applicators could be improved. So, when I saw my wife using a soft, rounded sponge which she uses for PanPastel colours (a brand of soft artist's pastels), I recognised its potential for my hobby.

Once I had laid the transfer, I used the round end of the sponge, starting in the centre of the transfer and working towards the outer edges. This allows the transfers to be drawn into the centre and the force from the sponge allows it to be pushed well into the corrugations of the Class 66 bodywork - excellent!

Funnily enough, a second tool on the same model switched on another light bulb. Watching her glueing her paper



I now use these fine tip glue bottles, with hypodermic applicators, to glue and glaze cab windows.

creations together, I saw she was using an interesting glue applicator; a bottle with a hypodermic-style needle applicator, filled with PVA glue.

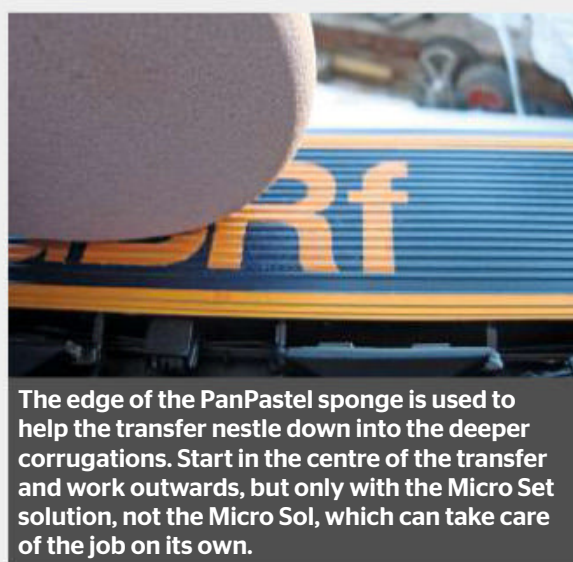
The job in question for me was glazing a model, the absolute bane of my life; I always get glue in the wrong place. Super paint jobs can be ruined with bad glazing. Now, though, I firstly glue the window frame to the glazing sheet and allow it to dry overnight. Then I cut out the glazing sheet around the frame before glueing it to the bodyside. Because the PVA dries clear, if you do smudge any excess adhesive, it ends up as just a little clear ripple.



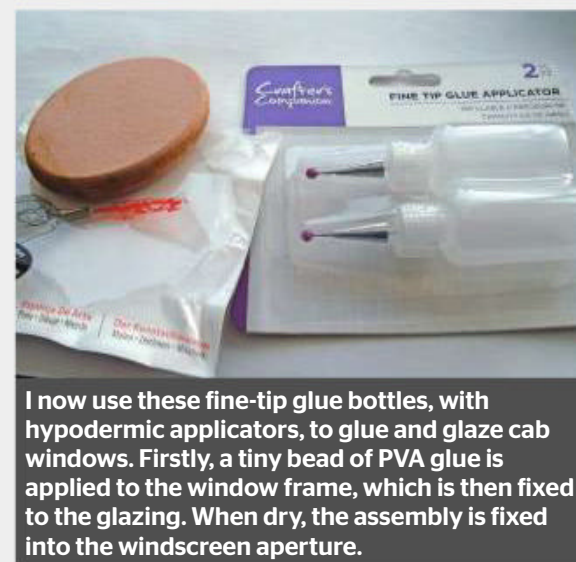
Micro Set (blue) and Micro Sol (red) are used to help soften transfers and help them conform to undulating surfaces. Do not touch the surface after applying the Micro Sol. It needs plenty of time to work its magic - usually around three hours per decal.

What Dave used

- ◆ **Product:** Artists oval sponge (product ref. APPSP8)
Price: £4.95
Availability: Arts and craft stores or www.saa.co.uk
- ◆ **Product:** Fine-tip glue applicators (pair) **Price:** £2.49
Availability: Arts and craft stores or www.crafterscompanion.co.uk



The edge of the PanPastel sponge is used to help the transfer nestle down into the deeper corrugations. Start in the centre of the transfer and work outwards, but only with the Micro Set solution, not the Micro Sol, which can take care of the job on its own.



I now use these fine-tip glue bottles, with hypodermic applicators, to glue and glaze cab windows. Firstly, a tiny bead of PVA glue is applied to the window frame, which is then fixed to the glazing. When dry, the assembly is fixed into the windscreen aperture.



HOW TO

ADD A MATT FINISH TO SHINY UNREALISTIC PEOPLE



Why do so many pre-painted figures appear so shiny? Is there a quick way to tone down the finish without having to repaint them?

Chris Carter, by email

Peter says: It escapes me why manufacturers choose to use gloss or even semi-gloss paint on figures, because this does not help their realism. That said, I bought some Bachmann Scenecraft 'O' gauge figures recently and was very impressed with their matt finish, which made a nice change.

Simply painting shiny figures with matt varnish improves their appearance no end.

Virtually any type of varnish will do and it can be applied by hand brush or an aerosol-based clear coat can be employed. I've had good results by brush-painting Revell Matt Clear enamel or Tamiya Flat Clear acrylic.

However you choose to apply the clear matt coating, the most efficient way of doing it is to temporarily fix a row of figures to a piece of cardboard (use Tacky Wax or a similar temporary adhesive on the feet (see below) before brush or spray-painting them all at the same time. When dry, remove the figures from the cardboard and fix them to the layout.

HOW TO FIX FIGURES TO THE LAYOUT

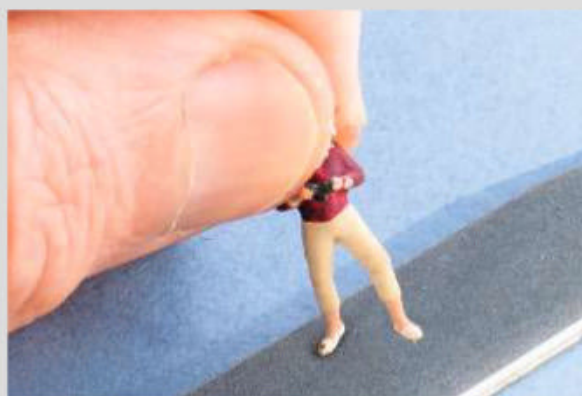


What's the best glue for fixing figures to my layout?

Isobel McKay, by email

Peter says: Figures can be fixed permanently with a small blob of PVA glue or a tiny amount of contact or cyanoacrylate adhesive. Each of these provides a secure, permanent bond, although using PVA with plastic or metal figures does mean that the bond can be broken in future, with the figures usually surviving the parting intact, as PVA adheres more tenaciously to porous surfaces such as card or wood.

A permanent bond is not always desired, however. Moving the little people around adds extra interest, especially if you enjoy taking lots of photographs of your layout, as figures can play an important role in creating effective compositions. And sometimes we just get bored with seeing the same people in the same places!



It helps if the undersides of the figure's feet are flat, allowing them to stand upright on their own. Running the figures gently over a flat needle file or abrasive stick will flatten the surfaces and remove traces of previous glue or paint, allowing the fresh adhesive to do its job.

What Peter used

- ◆ **Product:** Scenics Accents Glue (ref. A 198)
- Price:** £4.80
- Availability:** Woodland Scenics stockists or www.themodelcentre.com



Woodland Scenics Scenic Accents Glue is good for fixing figures temporarily, because it is formulated for instant placement (with no holding required while the glue sets) and it allows for easy repositioning. This non-drip adhesive dries clear and leaves no residue. Apply the glue and then wait until it is clear and tacky before placing the figure in the desired location.

HOW TO...

INSTALL REMOVABLE SIGNS



I want to add signs to my store fronts, but would like to be able to remove them in future if I change my mind. What's the best glue to use? My shops were built from card kits, so I'm worried about damaging the material if I use the wrong glue.
John Ward, by email

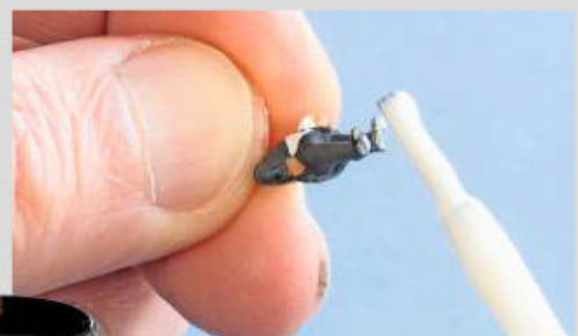
George says: I'd recommend a specialist spray adhesive, such as Spray Mount, which is available from stationery suppliers or craft stores. Be sure to choose a variety that allows items to be repositioned, rather than a permanent fixative. Having cut out your printed sign, place it face-down on a sheet of newspaper and spray a fine mist of the adhesive over the back. Treating a few signs at the same time avoids waste.

Only a small amount of the adhesive is required. Allow a few seconds for the glue to turn tacky (if the paper feels wet, leave it a little longer) before picking up and installing the signs with a pair of tweezers.

A good-quality spray adhesive will allow for re-positioning without detriment to the underlying surface.

The signs can then be re-used in future, with a fresh coat of the spray adhesive.

CAUTION - inhaling spray adhesive can be harmful, so wear a suitable facemask and work in a ventilated space.



Fill your boots

Neil Woodbine and **Sue Farmer** proved that with a little imagination it's possible to build a layout to suit an eclectic mix of stock.

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





What makes this layout great?

“ Despite the small size, there's plenty to enjoy at 'Farbine Road' and it has the perfect urban feel, with buildings and structures surrounding the railway on three sides. Mixing passenger and freight in such a small space can look crowded, but Neil and Sue have pulled it off excellently, allowing them to run a wide variety of stock in a small space. ”

2



A

nyone who has worked in a job that requires them to answer the phone to customers knows that sometimes you'll receive an odd request that leaves you wondering if you've heard the person correctly, or if they've got the right number. We don't personally know any car salesmen to ask, but we're pretty sure not many of them have answered the phone to the question 'can we please come and have a look at a car to make sure that we can get a model railway in the back of it?'. That is, unless you happened to be at work when Neil Woodbine and his partner Sue were on the hunt for a new motor.

"It would have been a very expensive mistake if we'd got it wrong, so we took our previous, and larger, layout 'Franwood TMD' (*Great British Model Railways* 2018) to a range of dealers to make sure it would fit," explains Neil. "As our new layout 'Farbine Road' is slightly smaller we knew that if 'Franwood TMD' could fit in the back then this one would as well. After a few shows with 'Franwood TMD' I was beginning to look for a new challenge and was getting a little tired of simply bringing locomotives in and out of the depot. I wanted freight. I wanted passengers and I wanted it in a footprint smaller than 'Franwood' so that it would be easier to store. Originally I had a plan for the layout to be split into front and rear sections which wouldn't be connected and that's what I have ended up with, ➤

3



4



“I was getting a little tired of simply bringing locomotives in and out of the depot. I wanted freight and I wanted passengers”



3 things we like



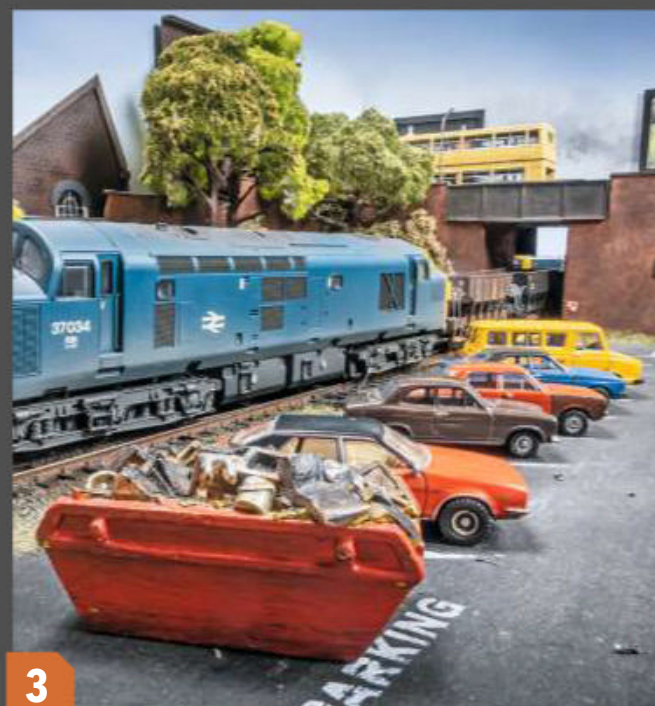
1

These two old ladies, Mabel and Ethel, are on their way to play bingo in town.



2

The control panel – Chinese takeaway containers have so many uses!



3

A skip in the way means nobody could park here, even if they wanted to.



albeit with a compromise on the depth of the layout and a tight squeeze on the low-relief backscene.

"After being at a bit of a loss for what to do as a general theme, I had a rummage through all of my stock, and after having a look through the wagons in my collection we decided that I should go for a permanent way engineer's layout.

Inspired by his trips past Duddeston station on his way to Birmingham New Street as a child, Neil thought he could get a civil engineer's depot at the back, but that still left him with the problem of what

to do at the front. The length of the scenic section would only allow him to have a platform for two-car DMUs, which was a bit dull, until somebody suggested a way to make it more interesting.

"Nothing is ever reliable 100% of the time, be it in the real world or in the model one. It was suggested to me that I could use a bit more of my stock and provide some interest for the viewers by featuring some DMU replacement services of mismatched coaches and a Class 20/25. I also decided to add a parcels train for a bit of variety."



Being a BR London Midland layout set in the late 1970s-early 1980s, Neil wanted to capture the feel of a period that he believes is often forgotten.

"There are so many steam layouts, and a lot of modern ones as well, from younger builders coming into the hobby, and that is all brilliant, but I've found there's not a great deal in between. As I've shown on three layouts now, it's a great era as there were so many one and two-car DMUs around at the time that you don't have to compromise on the length of trains for a realistic layout. If you were to compare that to ➤

'OO' GAUGE LAYOUT **FARBINE ROAD**

now, where you would need a platform ten feet long to accommodate an Azuma, for example, it's not feasible. There are also so many unusual things from the period that you would look at and say 'well that never happened', but it did. It's also a great way to utilise more stock."

With the cost of modelling rising rapidly, the stock on Neil and Sue's layouts is interchangeable between the layouts and there are plenty of low-cost solutions when it comes to the scenery as well, be that using buildings from past projects or everyday items to help you along your way.

"The shed is probably my favourite part of the layout as it was built by my father and has a lot of sentimental value to me. The company names, 'Rose Catering' and 'T.F Woodbine Fabrication', are from Sue's mum and my dad, who was a welder. The layout name comes from Sue's name 'Farmer' and my name 'Woodbine' combined to make 'Farbine'. Out of

the two of us, Sue is the creative one, so a lot of the scenic work was done by her, except for the mail parcels in the brute trolleys which I made from cubes of Blu Tack wrapped in brown paper."

AT EXHIBITIONS

When it's at an exhibition, 'Farbine Road' is run to a strict schedule. Barry Platt (of 'Ashdan Junction') is a good friend of Neil and Sue and he has a schedule for running his layout which they have now utilised on Farbine Road. It means they can have guest operators as the manoeuvres are spoon-fed. It also means they can make sure that all of the stock gets used. While the depot can be run in a more 'freestyle' nature, the passenger and parcels operations are done to a strict timetable so it mimics real life more closely. It's all ➤



FACTFILE: 'FARBINE ROAD'

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

Size: 8ft by 20in

Track: Peco Code 75

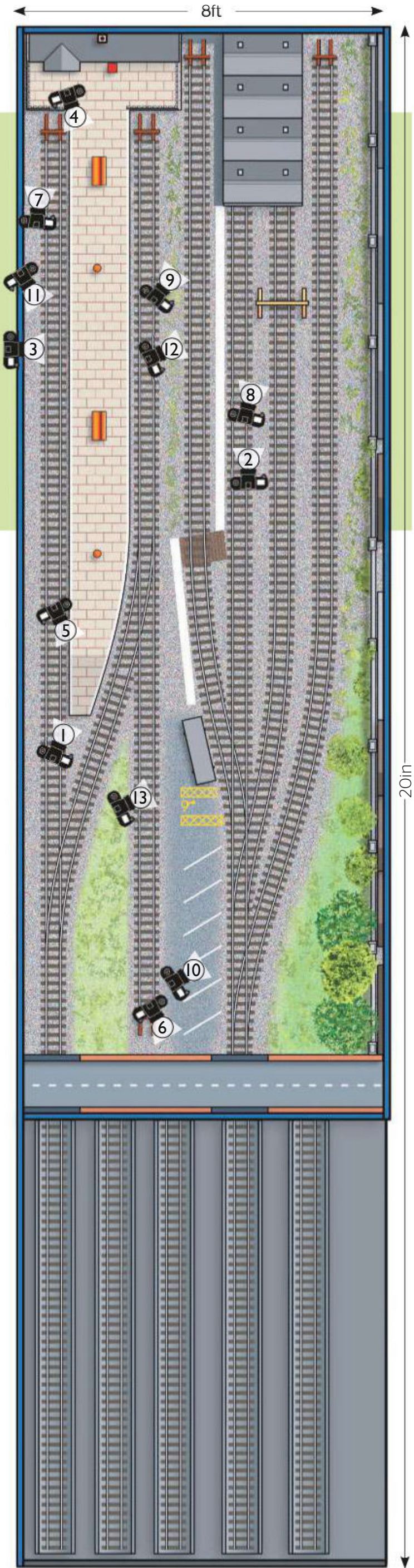
Time to build: Three months

Power and control: DCC NCE Powercab



MODELLER CV: NEIL AND SUE

Since moving to Cornwall, I've discovered a love of Cornish ale and I'm a long-serving Aston Villa fan. Sue likes crafts and calligraphy, enjoys travel and loves searching out new places to visit in Cornwall.



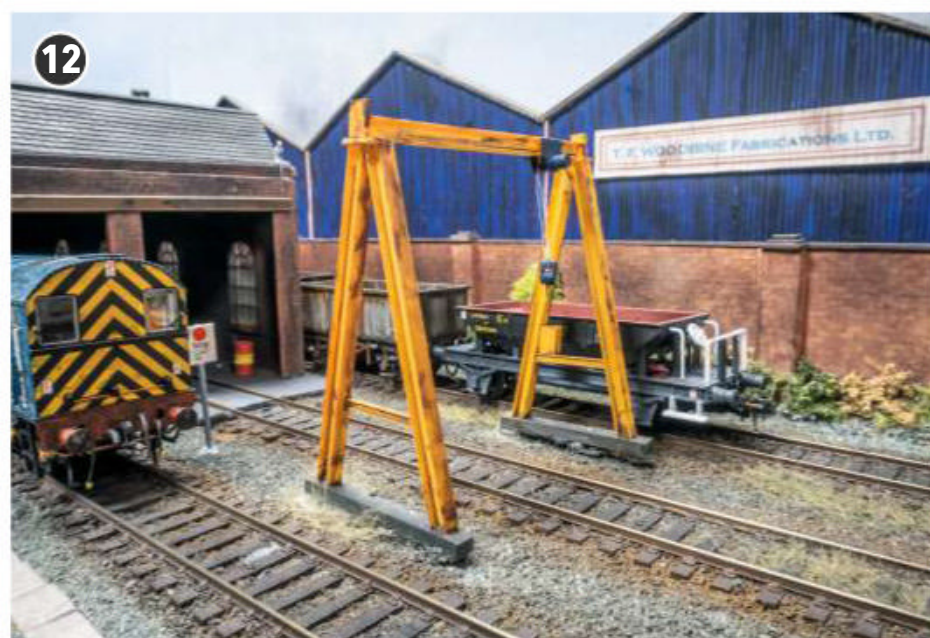
Artwork: Andrew Mackintosh

'OO' GAUGE LAYOUT **FARBINE ROAD**

regimented to be done in a specific order and Neil and Sue have a printed schedule behind the layout so they know what to do and when.

"One thing we love to do at exhibitions is let youngsters who are showing an interest have a go as we think it's so important to try and get them on board and to quash the perception of model railways being an old man's hobby. Children are so inquisitive and, as we know, even a silly-sounding question has meaning behind it!"

If you'd have asked Neil a decade ago whether he would have three exhibition layouts on the go he says he'd have laughed at you, but now with only just enough space in their car and no more space in their house, something will have to go before Neil and Sue can start building another. With that being highly unlikely, it doesn't seem as though any more car dealers will be getting any strange phone calls any time soon! **MR**





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Masterplan Offbeat Routes - Part 2

Track plans to get you thinking in three dimensions

LIGHT fantastic

Continuing his offbeat railway theme, **Paul A. Lunn** offers further layout plans based on light and narrow gauge railways.



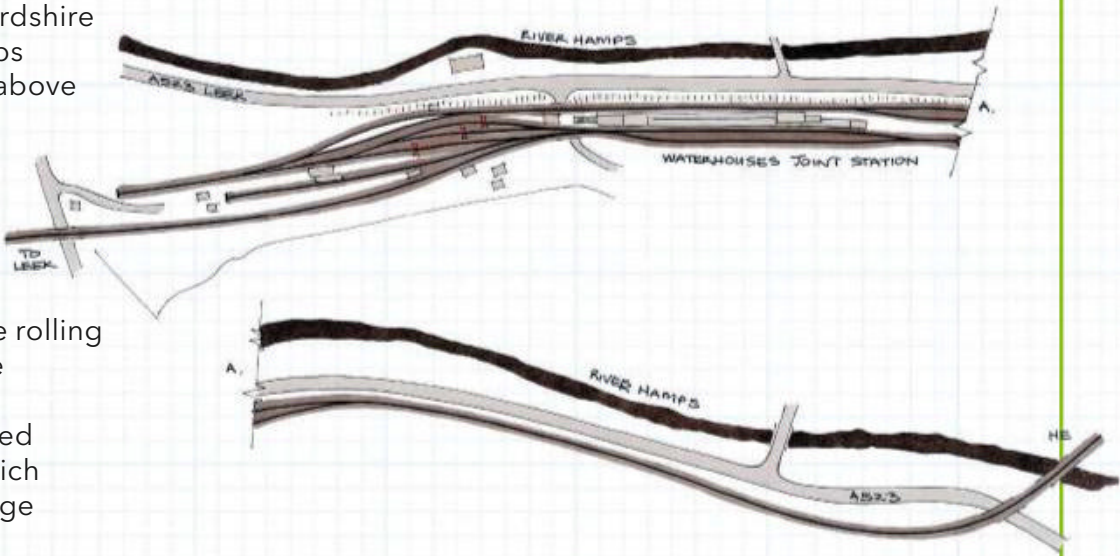
LEEK AND MANIFOLD VALLEY LIGHT RAILWAY

Much of the erstwhile Leek and Manifold Valley Light Railway, in Staffordshire, is situated in breathtaking scenery, and certainly the area around Thor's Cave was, and still is, outstanding. One of the railway's Kitson 2-6-4T locomotives (in

the picture above) hauls a train of three coaches, with a Brake Composite Third class nearest the locomotive and two First class vehicles behind, all in pre-1923 livery. Note the Manifold River, which runs alongside the route for much of its length.

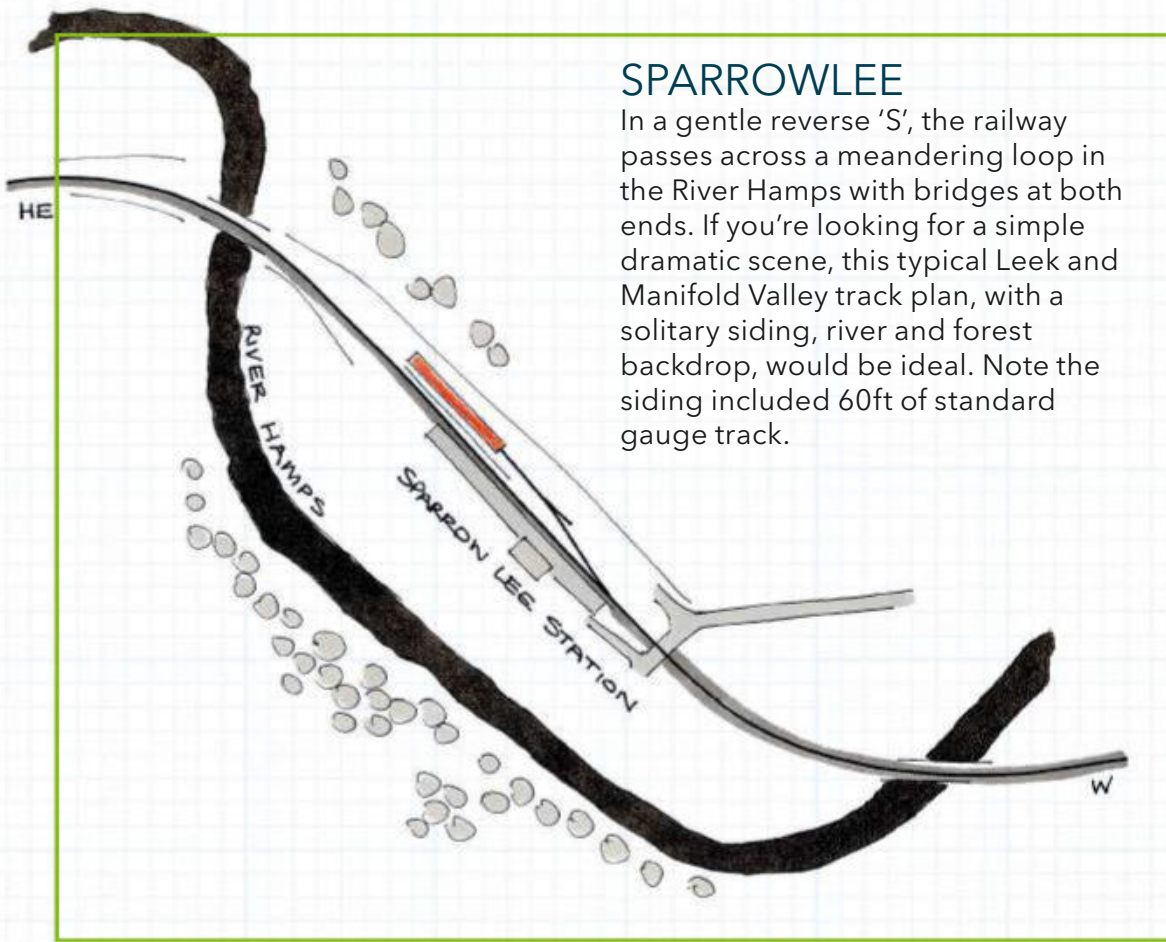
WATERHOUSES

Waterhouses was the southern terminus, a long-since demolished joint station with the North Staffordshire Railway (later LMS). It was situated in the Hamps valley, running east/west, approximately 15ft above the nearby A523 road. It's a gem of a location, in effect an island station with a dual-height platform, standard gauge on the south side and narrow on the north. It was the interchange point between the two, and there were three dual gauge tracks, butting end-to-end, so standard gauge rolling stock could be transferred onto narrow gauge transporter wagons for the onward journey to numerous locations along the line. Note, the red rectangles on the three goods yard tracks, which indicate the interchange between narrow gauge (left) and standard gauge (right).



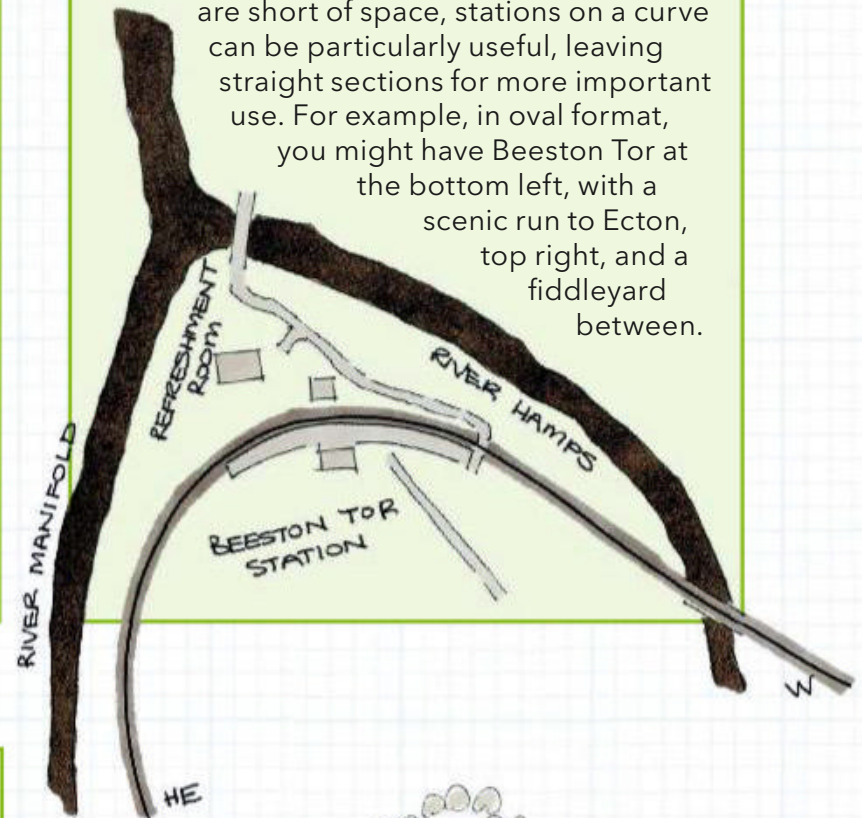
SPARROWLEE

In a gentle reverse 'S', the railway passes across a meandering loop in the River Hamps with bridges at both ends. If you're looking for a simple dramatic scene, this typical Leek and Manifold Valley track plan, with a solitary siding, river and forest backdrop, would be ideal. Note the siding included 60ft of standard gauge track.



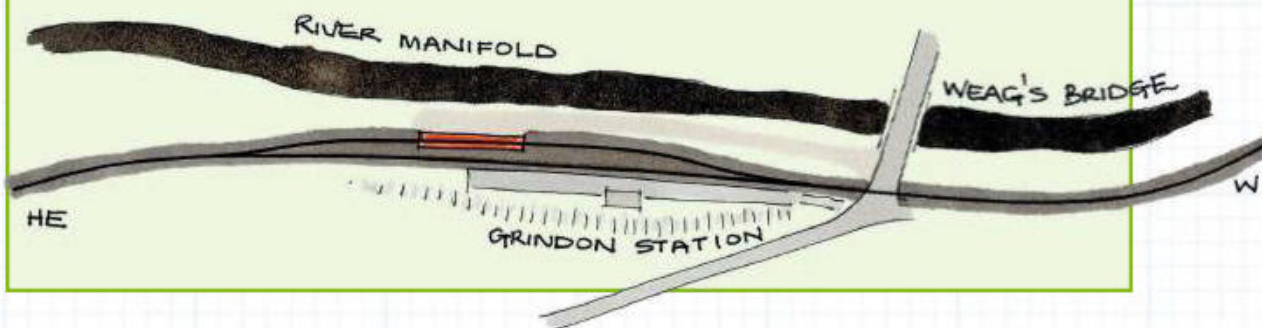
BEESTON TOR

Beeston Tor Station was situated on a tight curve close to the junction between the Hamps and Manifold Rivers. It had a grounded coach waiting room, a wooden refreshment house and nearby access to Beeston Tor Cave. For modellers who are short of space, stations on a curve can be particularly useful, leaving straight sections for more important use. For example, in oval format, you might have Beeston Tor at the bottom left, with a scenic run to Ecton, top right, and a fiddleyard between.



GRINDON

Grindon Station, adjacent to Weag's Bridge over the Manifold River, is a similar arrangement to Sparrowlee, though from a modelling point of view it lends itself well to having the river in the foreground. There was a waiting room here on a concrete base and in later times it had one siding, which featured 75ft of standard gauge track. Please note, during my research I saw one plan with a narrow gauge loop here and as such I've shown both on plan. Perhaps a reader knows the answer...?



THOR'S CAVE

Again another 'S'-shaped track plan set in the very deep Manifold Valley. It was a simple arrangement without any sidings - just a platform, a gabled timber station building, a timber refreshment room nearby, to 1917, and a footbridge giving access over the river to Thor's Cave.

REDHURST

(Opened in 1915, re-named Redhurst Crossing, 1923)

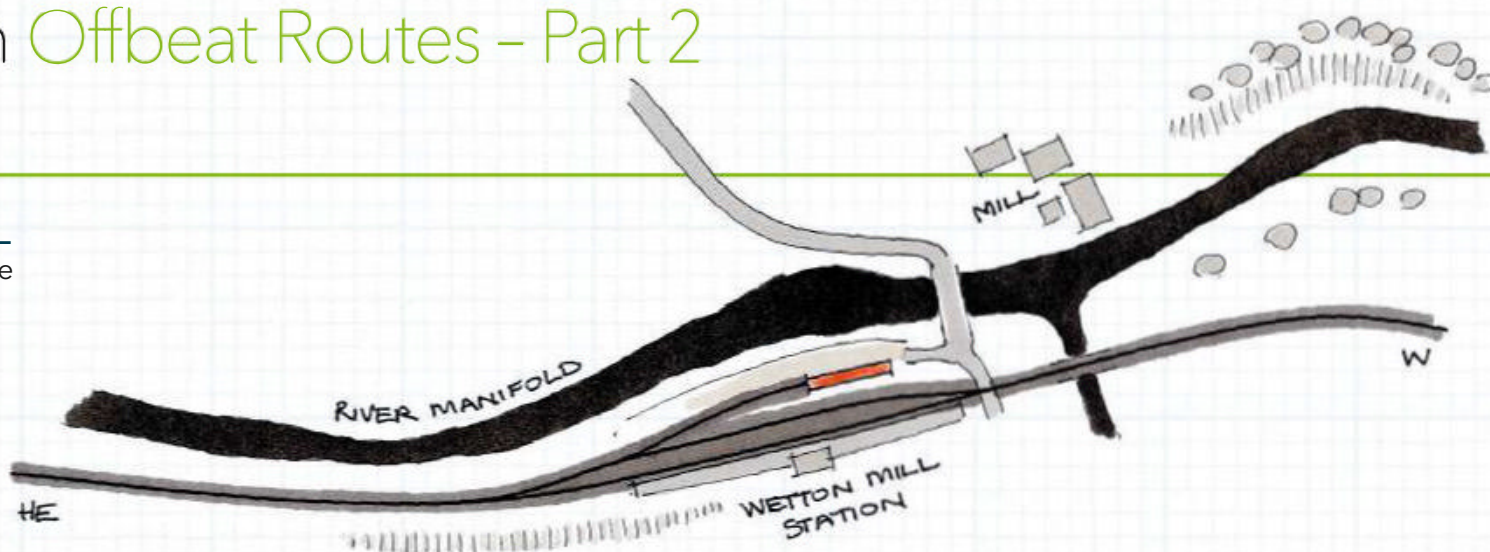
Very little has been recorded about this location, save for a variety of names. So far, all I've found is that an old coach body served as a waiting room.



Masterplan Offbeat Routes – Part 2

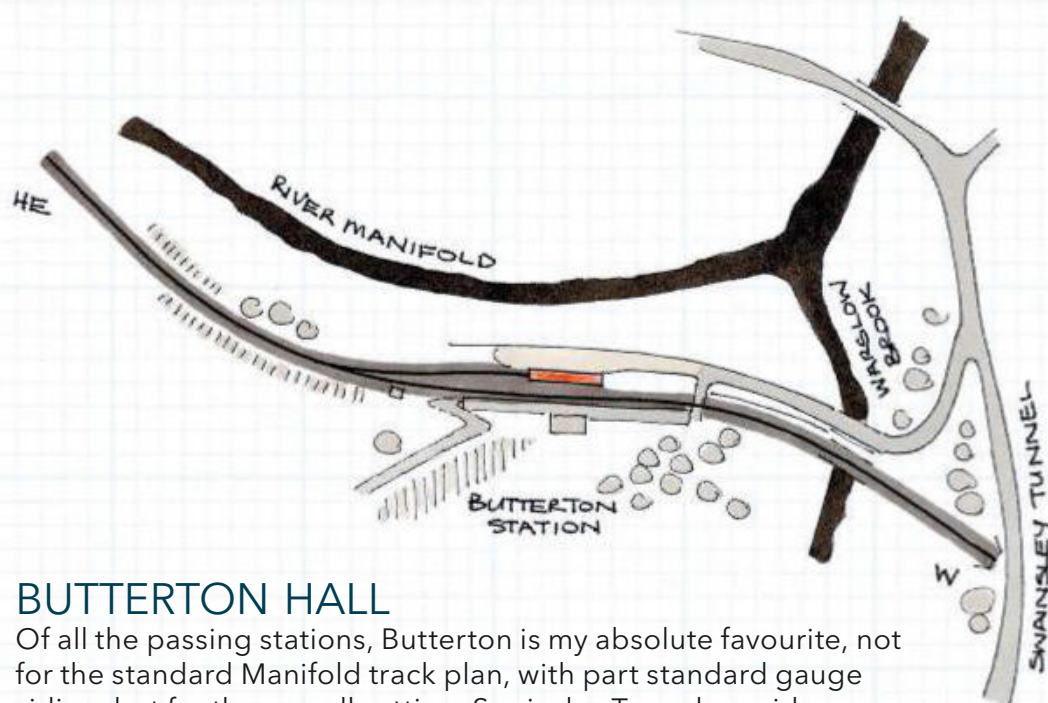
WETTON MILL

Wetton Mill is also the standard Manifold track plan with a passing loop and a loading siding. Note, the mill closed before the railway was built.



SWAINSLEY TUNNEL

The tunnel was built by Thomas Wardle, to accommodate standard gauge rolling stock on transporter wagons. It's 154 yards long with stone portals at each end.

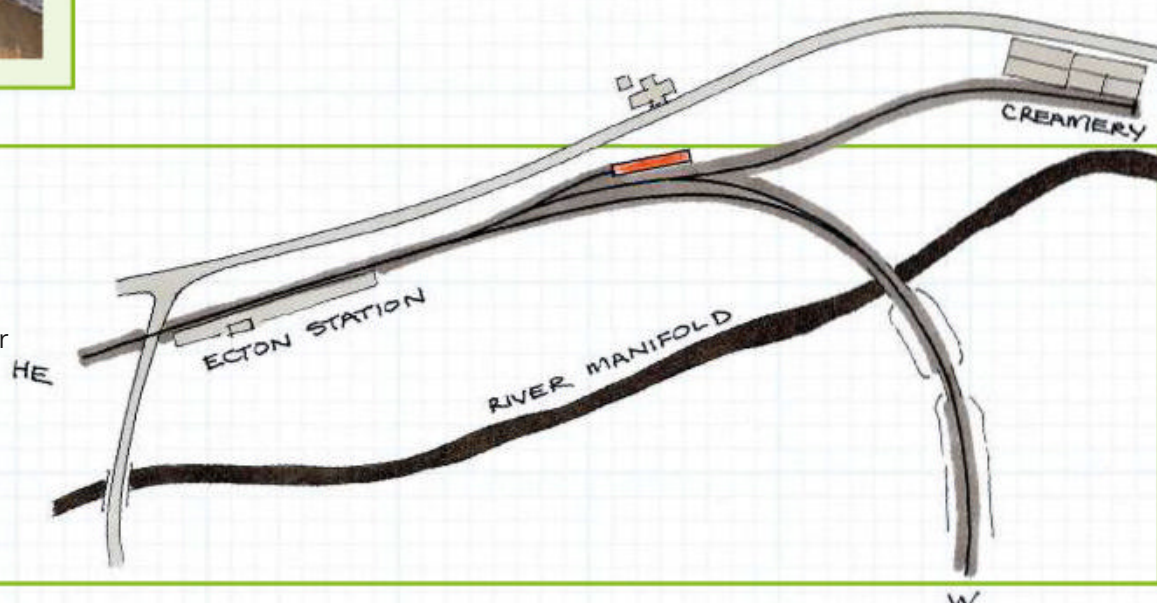


BUTTERTON HALL

Of all the passing stations, Butterson is my absolute favourite, not for the standard Manifold track plan, with part standard gauge siding, but for the overall setting. Swainsley Tunnel provides a useful scenic break at the southern, Waterhouse end, then passing over Warslow Brook, with rail and road access to the station yard. In a model, the river would be in the foreground, showing off the junction between Marsh Brook and the River Manifold - just perfect. Also see this YouTube link (<https://youtu.be/XY7rNorLoBw>) to a Pathé film about the railway.

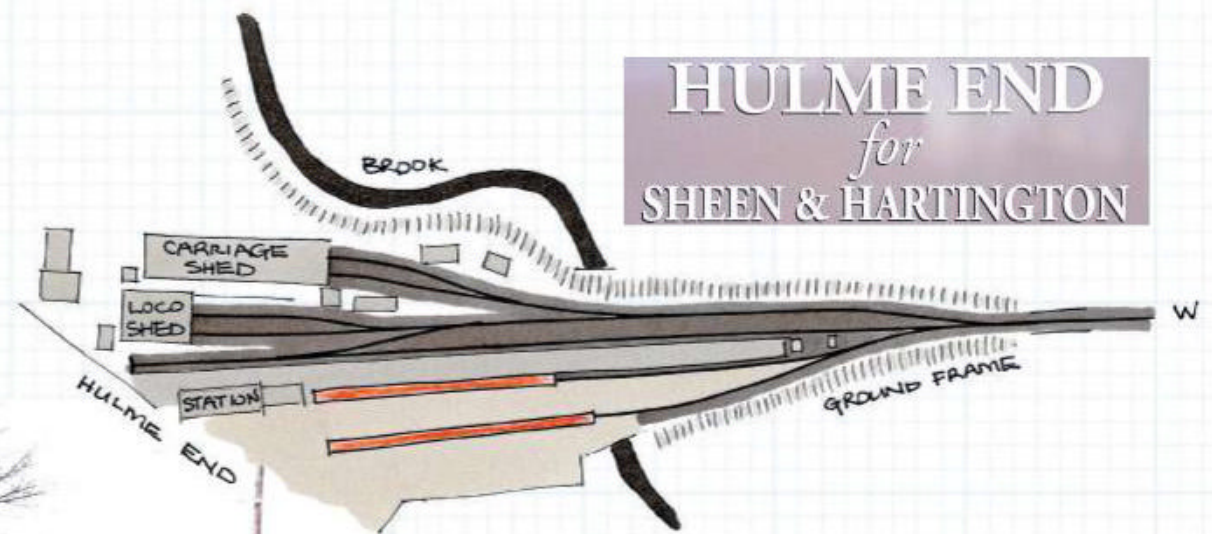
ECTON

Situated between the works road and River Manifold in an area that was previously a quarry, the railway comprised a passing loop and two sidings. Two loading docks were provided, one for narrow and one for standard gauge. A dairy processing plant opened here in 1921 but closed in 1933, with a narrow gauge extension built to a loading bay at the milk factory. One of the main outgoing commodities was milk traffic to Finsbury Park, London.



HULME END

A fabulous location, featuring many preserved or sympathetically developed structures by the local authority. It's easy to see much of the arrangement as it must have appeared back then. The site is situated on a shallow embankment, with the track plan fanning out into a well organised arrangement. Note, there were two standard gauge sidings - 118ft and 156ft long.



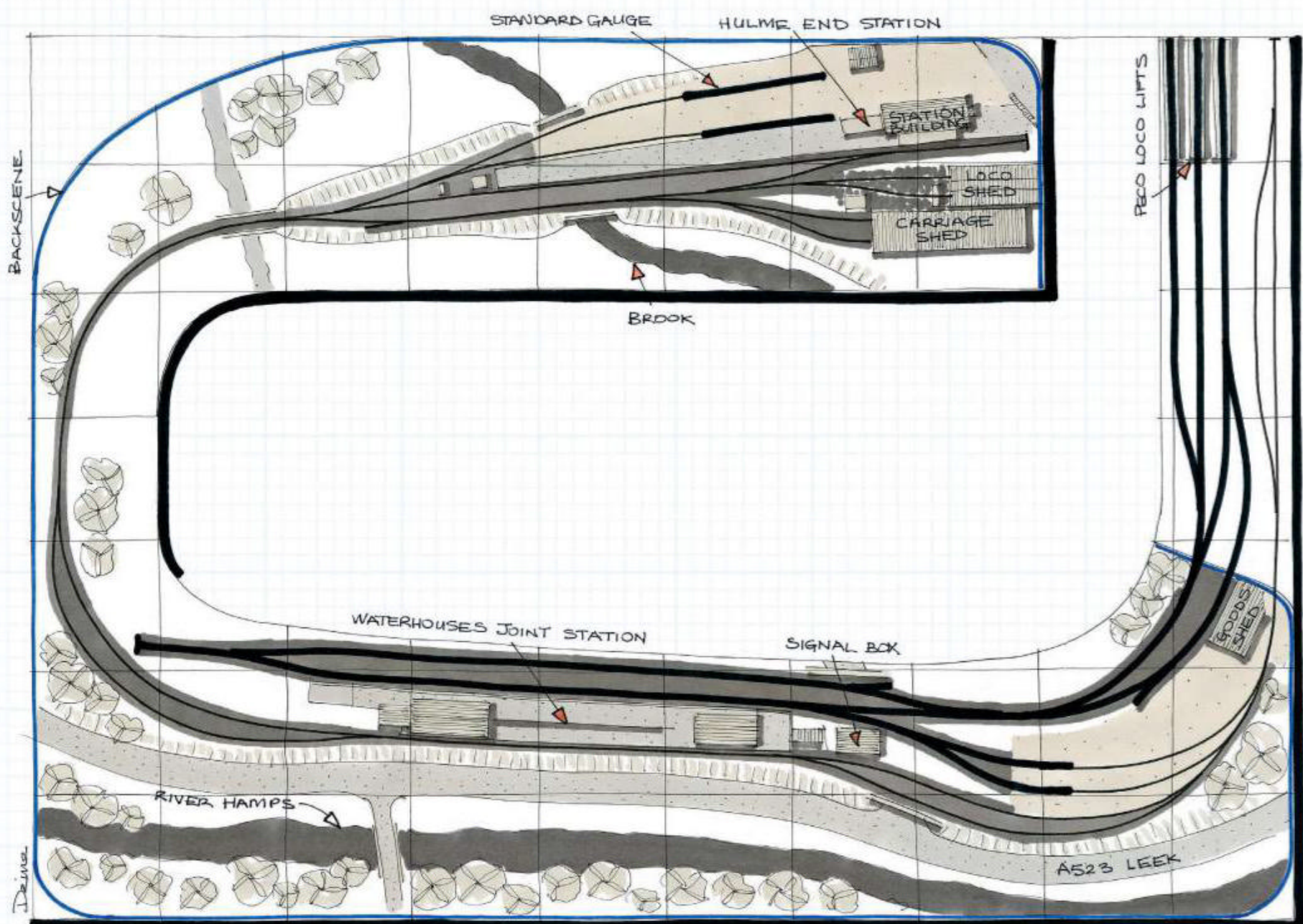
MODEL TRACK PLANS

At 10ft by 7ft, this is about as small as you can go if you hope to include Waterhouses station. Even then compression at the left-hand end is massive, though workable. Note that I've had to wrap round both gauges into the fiddleyard. Here the standard gauge line allows you to remove/add wagon loads 'off-stage', and for narrow gauge it provides a good headshunt for working the interchange

sidings. In terms of track laying, position the three interchange sidings at Waterhouses, making sure there's sufficient straight section for both gauges, for at least one wagon from each, so if you decide to build a short transporter wagon it can be shunted up square to the higher standard gauge track. Note that the road and river sections behind the narrow gauge line need to be lower at

about 2in/2½in and 3in/3½in respectively.

Conversely, Hulme End is a pretty accurate representation with lots of opportunity for moving stock. The trackbed here is slightly elevated, on a shallow embankment, and your baseboard height will need adjusting accordingly. I've left a small gap between the terminus and fiddleyard for hand access to the Peco Loco Lifts.

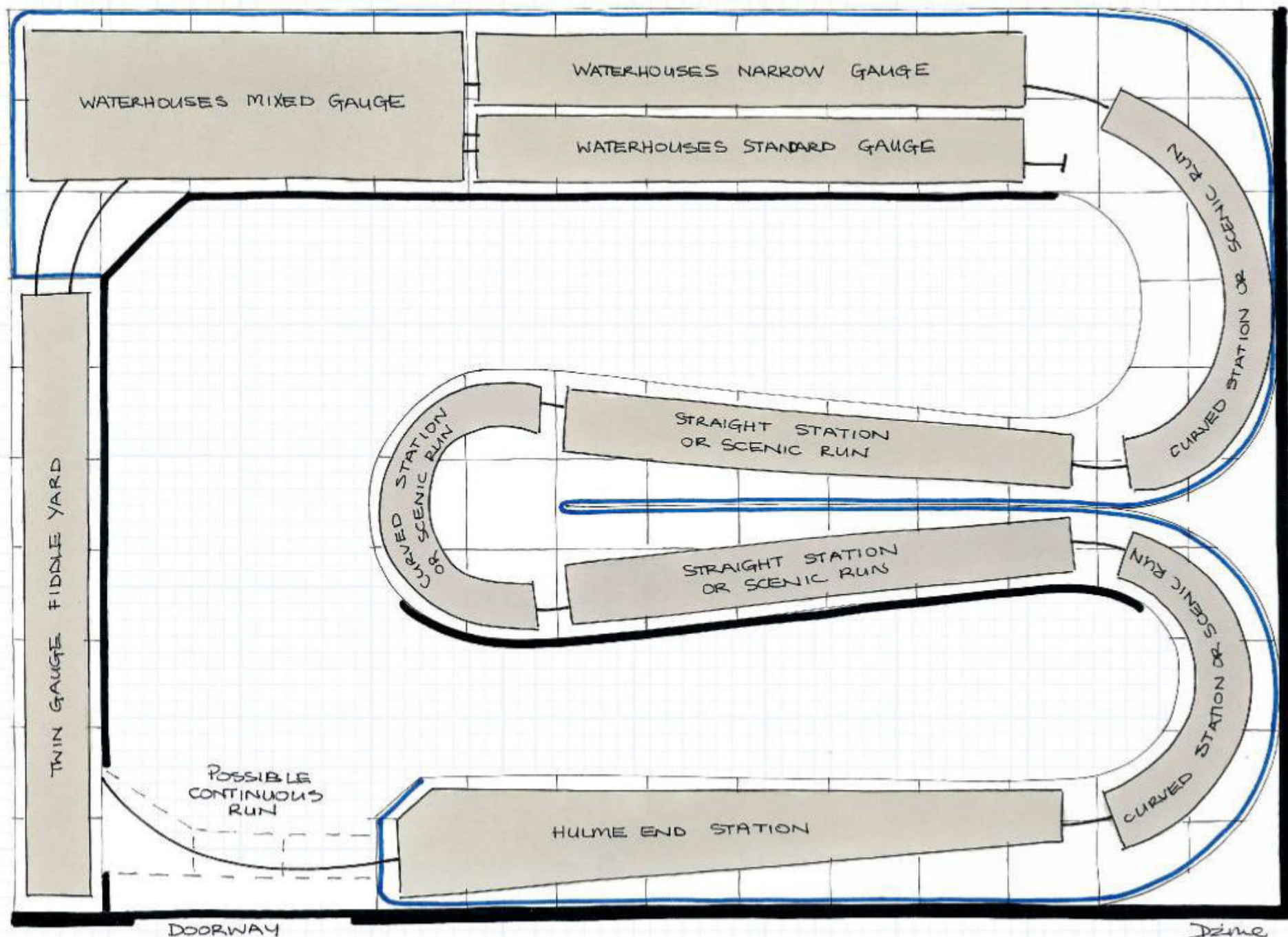


Masterplan Offbeat Routes – Part 2

This room-filler format provides a greater opportunity to model the branch, or certainly a significant part of it, rather than one or two key locations. It's designed with choice in

mind, where you can pick from prototype track plans and add in your preferences, though I'd keep your locations in sequential order. Note, there's an optional curve, for

testing trains and continuous running. To link up with the narrow gauge at Waterhouses, you'll need a number of 'OO'/'OO9' diamond crossings in the fiddleyard.



FACTFILE - LEEK & MANIFOLD VALLEY RAILWAY

Opened in 1904, the Leek and Manifold Valley Railway (L&MVR) became part of the LMS in 1923 and was closed in March 1934. The track had been lifted by 1937. It consisted of a single track, 8.25 miles long, laid to 2ft 6in gauge and with a grade of 1-in-41 at its steepest.

An extension from Hulme End to Buxton was proposed but nothing came of it, although that could provide inspiration for modellers who enjoy a 'what if...' scenario. Of note is that all the platforms were just 6in high.

The North Staffordshire Railway's standard gauge line to Waterhouses opened in 1905 and also became part of the LMS following the Grouping in 1923. Closure of this line followed within a decade of the narrow gauge line, in 1943.



MOTIVE POWER

Two Kitson 2-6-4Ts, No. 1 *Calthrop* and No. 2 *J.B. Earle*. For these you could use a Mosskito Models body kit, a Meridian Models (from Dundas Models) whitmetal 'OO9' body, or you could use one of Heljan's Lynton and Barnstaple tank locos if you're looking for something ready-to-run.

The L&MVR had four bogie carriages, with a basic kit available from Worsley Works.

There were five transporter wagons, four short ones and one long, built by Cravens Carriage and Wagon Co. for transporting standard gauge wagons along the narrow gauge line. Please note: wagons were pushed by hand between the two gauges and that, at interchange or yard locations, track on the transporter wagons would line up with the top of the running rail on the standard gauge line. Unfortunately there's no ready-to-run version available, though a number of modellers have had a go at scratchbuilding it.

WANT TO KNOW MORE?

An excellent book is *The Leek & Manifold Valley Light Railway* by Keith Turner (David & Charles, 1980, **ISBN: 9780715379509**), available from specialist and second-hand booksellers.

Pathé film *A Quaint little Railway* (<https://youtu.be/XY7rNorLoBw>) on YouTube shows a hand-pushed transporter wagon transfer and the line to Butterton Station and Swainsley Tunnel beyond.

THE LEEK & MANIFOLD VALLEY LIGHT RAILWAY



Keith Turner

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BRM Magazine

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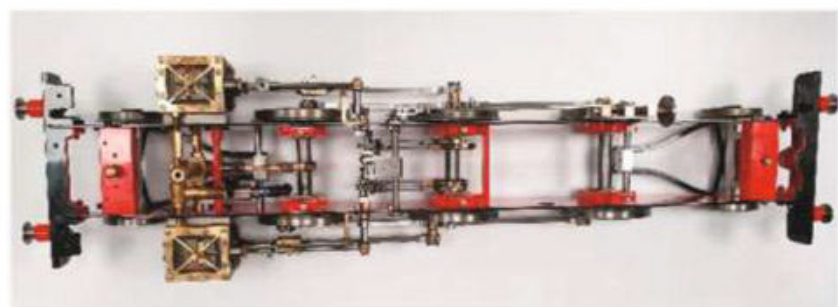
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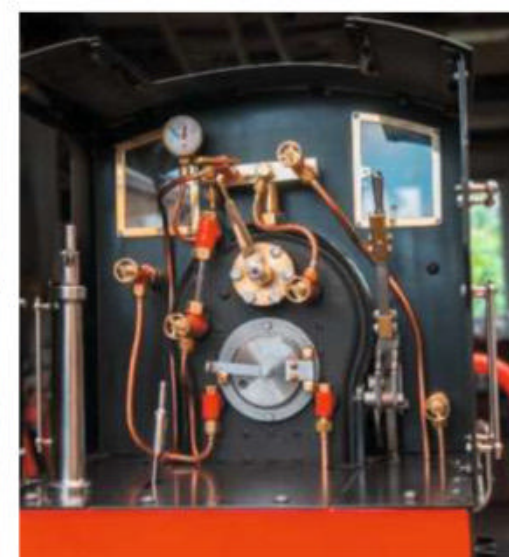
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Reviews

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Our reviewers

George Dent

Model Rail's modern image expert.

Chris Leigh

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

How we test

At Model Rail, we pride ourselves on the quality, thoroughness and unbiased nature of our reviews. We assess models on their looks, performance, features and value for money. We also run them on our own test tracks, which feature various gradients and numerous challenging track configurations.





Rails/Bachmann McIntosh Class 812

◆ **GAUGE** 'OO' ◆ **MODEL** Rails of Sheffield/Bachmann Branchline 35-283Z McIntosh Caledonian Class 812 0-6-0, BR black, late crest
 ◆ **PRICE** £179.95 ◆ **AVAILABILITY** Rails of Sheffield Tel 0114 255 1436 Web www.railsofsheffield.com

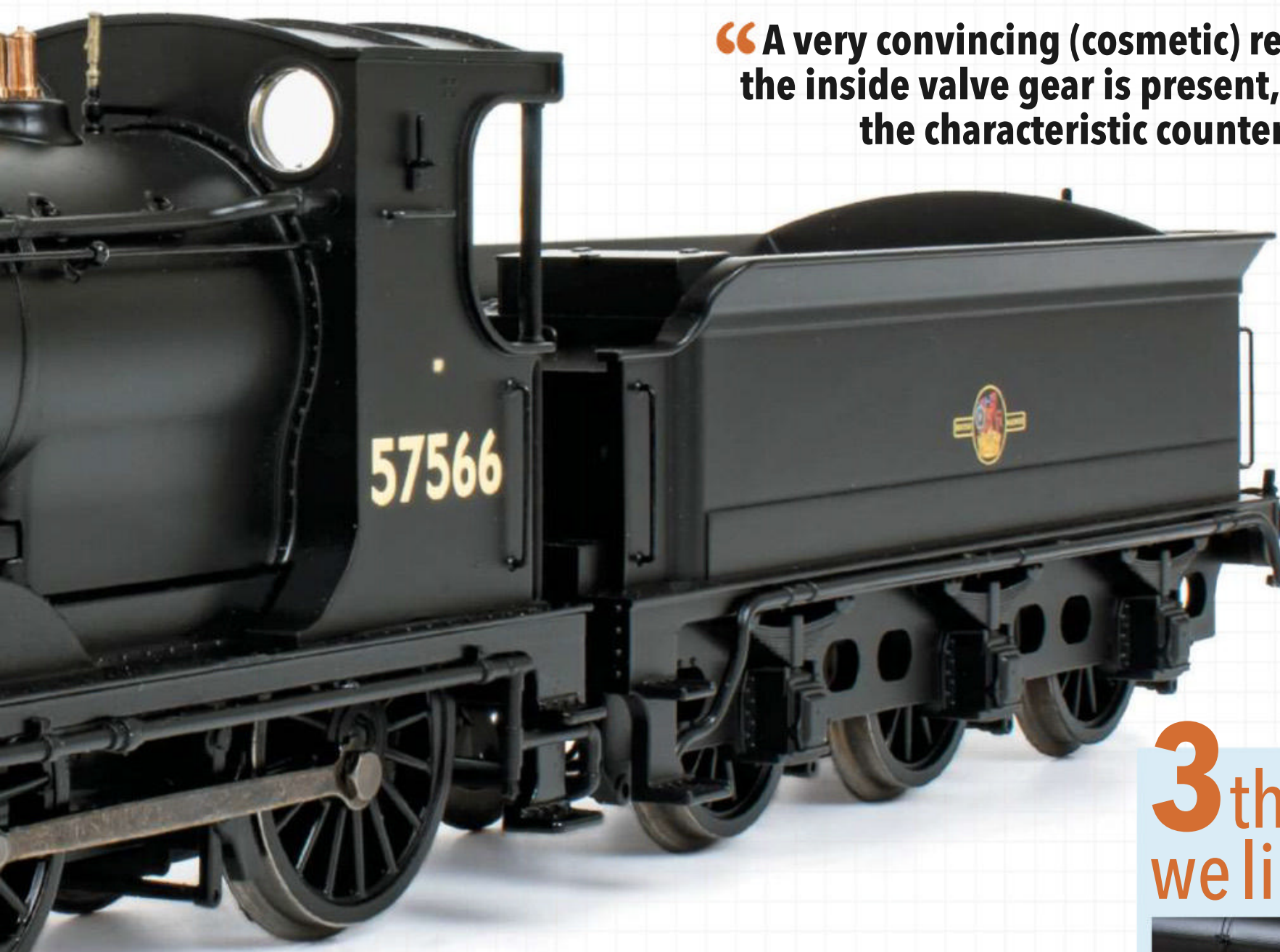
For those of us who are inclined to look northwards for inspiration, the arrival of a new model based on a prototype that remained well away from the southern reaches of England is welcome. Scottish-based steam traction has often been overlooked, especially types built before the Grouping of 1922, despite the endless modelling possibilities that Scottish-based layouts offer.

Rails of Sheffield commissioned Bachmann Branchline to replicate the Caledonian Railway's Class 812 0-6-0 and, after being on sale for a short time, sales have been brisk, to say the least. A number of versions were produced, depicting the McIntosh-designed locomotives in original and modified condition, with livery options to suit. The gorgeous Caledonian lined blue versions had just sold out as

I write this, while LMS and BR black options were also selling extremely well.

Under review here we have a late crest BR version, depicting No. 57566 in its latter days. Indeed, the 67D shedcode places it at Ardrossan shed (Ayrshire), where it was based between 1957 and its eventual withdrawal in August 1963, whereupon it was preserved. While No. 57566 was originally fitted with Westinghouse





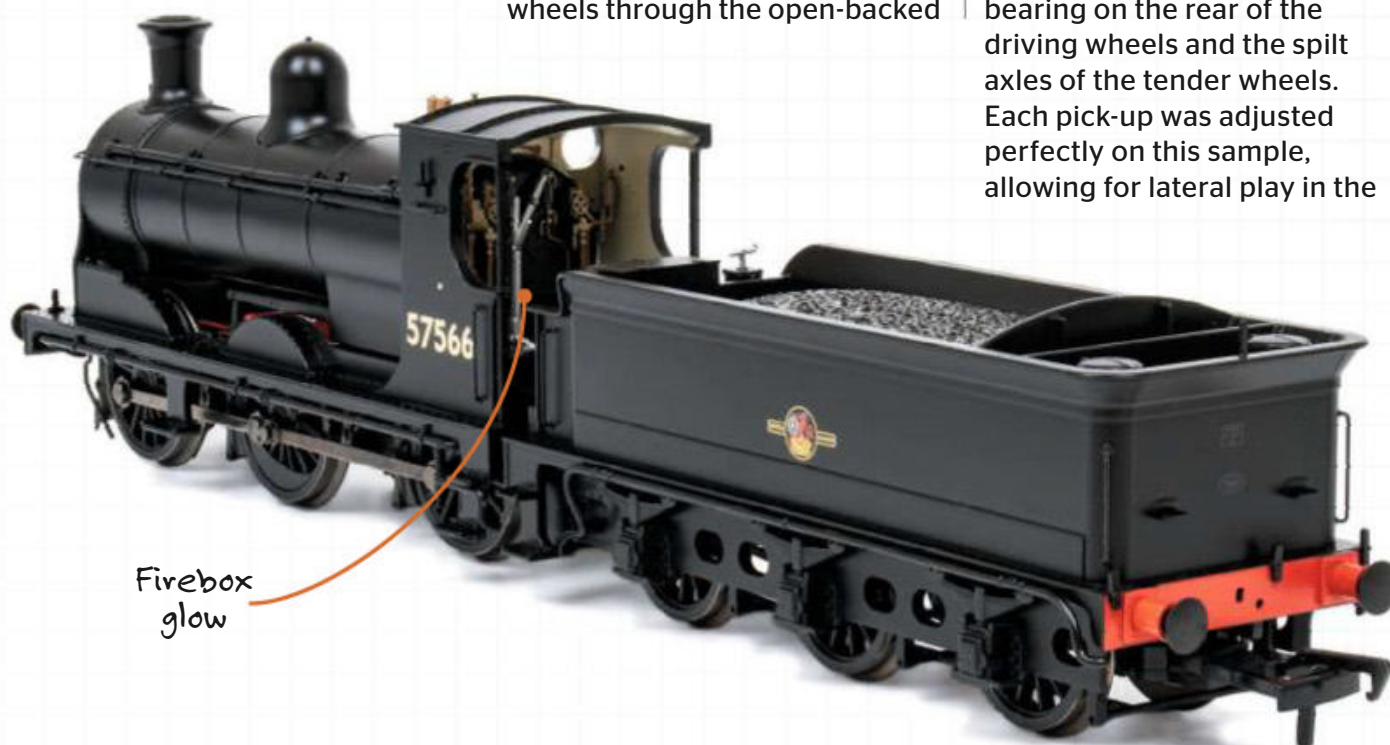
“A very convincing (cosmetic) rendition of the inside valve gear is present, including the characteristic counterweight”

pumps, the equipment was removed in BR days. However, some of the other models on offer feature these distinctive additions where appropriate. Interestingly, Rails has also chosen to portray No. 57566 in its previous LMS guise as No. 17566 and in Caledonian lined blue as No. 828, in both original and preserved condition.

In terms of specification, Bachmann's now ubiquitous and powerful coreless motor is installed within the boiler and drives the centre axle via a gear tower within the firebox. This allows the whole area beneath the boiler to be left open and a very convincing (cosmetic) rendition of the inside valve gear is present, including the characteristic counterweight. The visibility of the spoked wheels through the open-backed

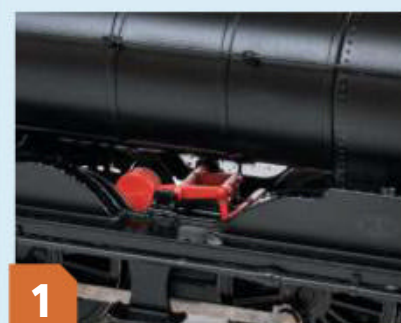
splashers is also a treat for the eyes, especially when the locomotive is in motion.

The use of a compact motor also frees up space within the boiler for a Next18 DCC socket and pre-installed speaker within the firebox. Sound-fitted options are available and there's also a flickering firebox unit which works on either DC or DCC. Power is collected from all wheels via wiper pick-ups, bearing on the rear of the driving wheels and the spilt axles of the tender wheels. Each pick-up was adjusted perfectly on this sample, allowing for lateral play in the



Firebox glow

3 things we like



1

Plenty of daylight beneath the boiler means that the cosmetic valve gear can be appreciated.



2

Finely detailed cab interior with pipework, controls, gauges and printed dials.



3

The level of finish is high, with the BR emblems particularly well rendered.

Rails/Bachmann McIntosh Class 812 - in detail



Factfile: Caledonian Class 812 0-6-0

The son of an agricultural labourer, John F. McIntosh had been a locomotive driver for the Caledonian Railway (CR) until losing a hand in an accident. Once recovered, he became a locomotive inspector and, eventually, rose through the ranks to become locomotive superintendent in 1895.

Developed from successful previous 0-6-0s, the first batch of McIntosh's Class 812 was built at St Rollox Works in 1899, with 29 examples being turned out. After proving a success, a further 50 locomotives followed, although limited capacity at the Caledonian's own works meant they had to be assembled by private builders. The first 17 locomotives of the initial batch were equipped with Westinghouse brake gear and were intended as a mixed traffic type.

Answering a need for more freight locomotives at the turn of the century, the '812s' were employed on a wide range of long-range duties, from mineral traffic and general goods to fish specials. The Westinghouse-equipped batch could also be seen on regular passenger turns to locations such as Gourock, Wemyss Bay and Stonehaven, along with excursion trains, especially during the holiday season.

Used widely across Scotland, well into LMS days, the '812s' were based at sheds as far afield as Aberdeen, Perth, Dundee, Edinburgh, St Rollox, Greenock and Carstairs. A good many were also stationed at Carlisle in the early days. Even with the coming of larger engines from the 1920s onwards, these powerful 0-6-0s retained much of their freight work and the fleet survived into British Railways ownership virtually intact.

Final withdrawals came in 1963 and BR No. 57566 (CR No. 828) was retained for preservation, initially at the Glasgow Museum of Transport. In 1980 it was relocated to the Strathspey Railway where it eventually returned to steam in the early 1990s.

From new, the 17 Westinghouse-equipped locomotives were turned out in fully lined CR blue, with the rest of the fleet painted plain black. Black was also favoured by the LMS after the Grouping, being applied across all 79 examples, and BR followed suit.



1

1: Careworn McIntosh '812' No. 57568 rests at Beattock shed in October 1963. RAIL PHOTOPRINTS



2

2: Seen on a typical long-distance mixed goods service, McIntosh '812' awaits the road at Kentallen, on the Ballachulish branch, in August 1960. RAIL PHOTOPRINTS



3

3: Ayr shed is the location for this portrait of fully coaled No. 57569, captured in August 1961. RAIL PHOTOPRINTS

axles and performance proved to be faultless throughout our road test.

The model is not wanting in the looks department either, as Bachmann has done a terrific job of distilling the character of the real thing

System builder

Other items to complement this model...



FISH VANS
The '812' Class were regulars on fish traffic, especially after vacuum brakes were installed, allowing them to haul fast freights from various ports. There's a lack of pre-BR designs, but Bachmann's LNER Fish van is suitable.
Price: £28.95
Availability: Bachmann stockists www.bachmann.co.uk



OPEN WAGONS
Local mixed freights would usually include one or more coal wagons, either a steel-bodied or timber-built vehicle. Bachmann Branchline offers a range of suitable models.
Price: From £25.95
Availability: Bachmann stockists www.bachmann.co.uk



LMS D1919 BRAKE VAN
Few steam-era freight trains are complete without a brake van, and Hornby's LMS vehicle is a perfect example.
Price: £26.99
Availability: Hornby stockists www.hornby.com

perfectly. The stately looking smokebox and cab really look the part and the tender is also impressive. A fully detailed cab interior (complete with printed gauges and dials), exterior pipework, brake gear, sand pipes, lamp brackets, globe lubricators and handrails are all neatly executed.

A hinged fall plate bridges the gap between cab and tender (although it looks a bit shiny!) and the fake coal load is a cast metal weight which simply lifts out to reveal a full rendering of the bunker profile. The basic black paint job is perfect, with the numerals and

BR crests sharply printed. A small bag of details is also provided, including cosmetic screw couplings and drawhooks, vacuum and steam pipes, plus a pair of cab doors and a few oil lamps.

After last year's LNWR 'Precedent' (also by Bachmann) and SE&CR 'D' Class (Dapol), Rails of Sheffield have overseen another superb new RTR steam-outline model. As the Class 812's rapid sales have proven, there's clearly a market for more 'provincial' prototypes, so long may they continue to arrive! **(GD)**

SUMMARY

PROS

- Looks and overall fidelity.
- High level of detail.
- Excellent performance.
- Build quality and finish.

CONS

- Nothing.

FINAL VERDICT

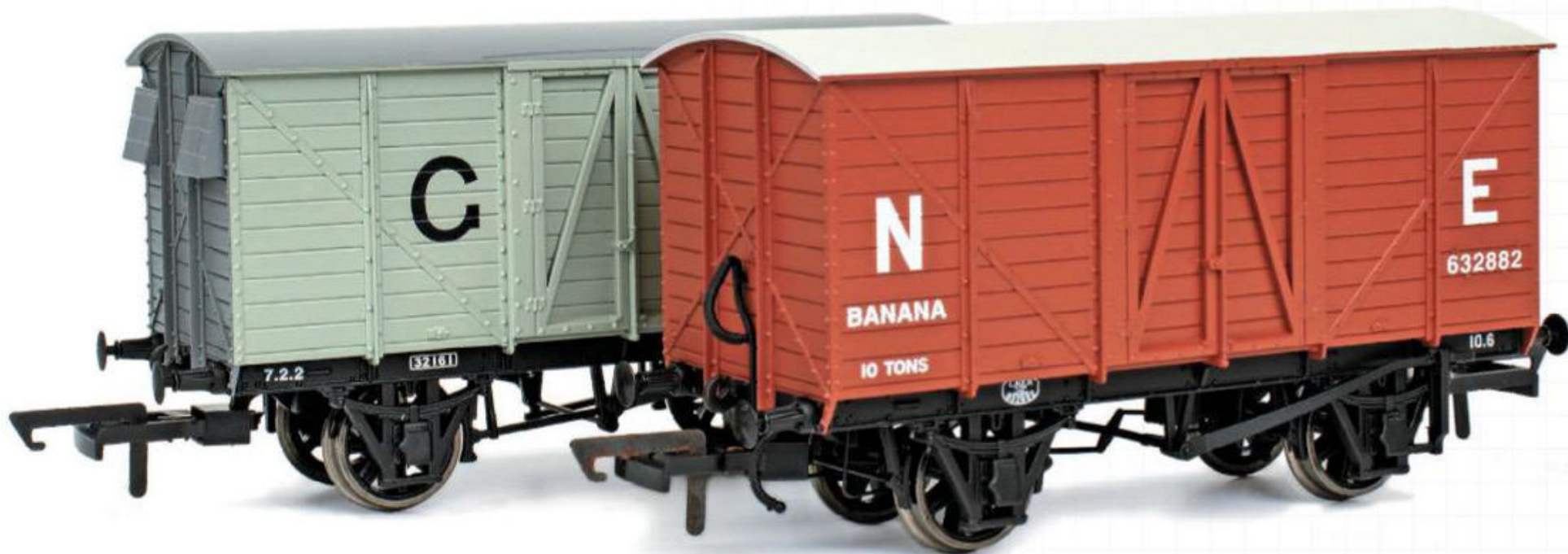
Superb.



RAILS/BACHMANN McINTOSH CLASS 812 0-6-0 STEAM LOCOMOTIVE

OVERVIEW		DIMENSIONS		PROTOTYPE	1:76 SCALE	MODEL
Manufacturer: Bachmann Branchline		Length		51ft 1in	205mm	210mm
Ref. No. 35-283Z		Height		12ft 11in	51.8mm	52.5mm
Unit No. 57566		Width		8ft 8in	34.8mm	35mm
Scale/gauge: 1:76 scale, '00' gauge		Wheel diameter (driving)		5ft 0in	20mm	20mm
Body: Plastic with metal parts		Wheel diameter (tender)		4ft 0in	16mm	16mm
Chassis: Metal with plastic parts		Coupled wheelbase		7ft 9in x 9ft 0in	31mm x 36mm	31mm x 36mm
Weight: 239g						
Min. curve radius: 438mm (second radius)						
Wheel back-to-back: 14.3mm						
ELECTRICS		SERVICING				
Electrical system: 12V DC two-rail		How to dismantle: Body unscrews from chassis.				
Motor type: Coreless		Where to oil: Axles and crankpins, as per instructions.				
Lights: Firebox glow						
DCC ready: Next18 socket						
MECHANISM						
Drive system: Power to centre axle		Flywheel(s): No				
		Traction tyres: No				

“The various plank, rivet and door details are nicely moulded”



Oxford Rail Great Eastern/LNER 10t vans

◆ GAUGE 'OO' ◆ MODELS • Oxford Rail OR76BAN001 GER Banana van LNER red • OR76GEGV001 GER 10t Covered van, GE grey ◆ PRICE £16.95 each
◆ AVAILABILITY Oxford Rail stockists **Web** www.oxfordrail.com

The humble general merchandise van came in many guises, with designs evolving to meet the various demands of railway operators and customers. With an almost endless supply of potential prototypes, there's certainly plenty to keep model manufacturers busy for the foreseeable future.

These new vans from Oxford Rail offer some welcome variety, with vehicles that boast slightly different dimensions and body styles to other typical vans from the steam era. A sizeable number of vans were built for the Great Eastern Railway from around 1912, developed from a similar, earlier design. Two versions of the newer wagons were produced, both sporting a 10ft 6in wheelbase and either a 19ft or 19ft 3in long body (excluding buffers).

Employed across the GER – and later LNER – system, they also worked to destinations further afield and many lasted well into the days of British Railways. Indeed, some lasted into the 1980s in Departmental use. A number were converted by the

LNER to carry bananas, being equipped with vacuum brakes and steam heat pipes to allow them to be hauled in express freight or mixed trains.

Oxford Rail has produced a bunch of attractive models, portraying the GER vans in original condition, plus an LNER-converted version, with each van including relevant detail fittings. The distinctive outside framing to the body has been reproduced admirably and the various plank, rivet and door details are nicely moulded.

The GER version features end vents to the body and the chassis is equipped with a simple handbrake arrangement, as per the prototype. The banana van, correctly, is lacking vents and sports an impressive array of brake gear, including cross shafts, actuating rods, yokes and safety loops – all very impressive for a RTR wagon at this price point. Split-spoked wheels are fitted to both models, along with metal bufferheads and pivoting NEM coupler pockets. The banana van also carries vacuum and steam pipes. Both models come with sets

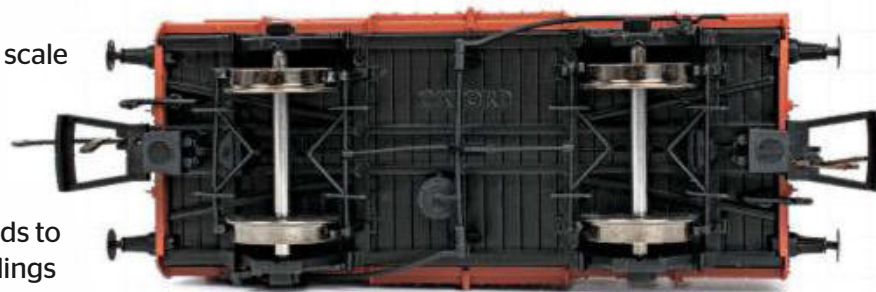
of cosmetic scale couplings and Oxford Rail's attention to detail extends to screw couplings for the

vacuum-fitted banana van and three links for the unfitted van.

Comparison to prototype dimensions reveals that the wagons are spot on in all key dimensions, while they really look the part too. The paint finish and lettering are excellent and both wagons run very sweetly, although one of the tension lock hoops was slightly corroded on our sample.

Some modellers may find them a little on the light side, tipping the scales at 28g each (compared to 42g for Bachmann's VEA, see page 103), with no easy way of getting inside to add extra ballast. That said, they have performed well during testing, coupled with a range of other wagon types, so that's unlikely to be an issue on most layouts.

Well done to Oxford Rail for producing these splendid models,



which will be useful for LNER and BR(E) modellers, or those who want to inject some variety into their general van fleets. **(GD)**

SUMMARY

PROS

- Accuracy.
- Excellent underframe detail.
- Build quality and finish.
- Superb value.

CONS

- Could do with a little extra ballast.

FINAL VERDICT

Excellent.

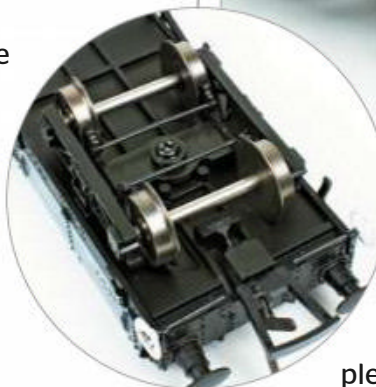


Oxford Rail 'Pilchard' ballast/ sleeper wagon

◆ GAUGE 'OO' ◆ MODEL Oxford Rail OR76PIL002 'Pilchard' BR black/grey ◆ PRICE £17.95 ◆ AVAILABILITY Oxford Rail stockists Web www.oxfordrail.com

Oxford Rail's new 'Pilchard' offers something a little different, portraying the 20t wagons that were built for BR in 1949 by Butterley Engineering Ltd. It's likely that they were designed by the LNER prior to nationalisation and examples of the 50-strong fleet were allocated to Departmental depots across much of the ex-LNER system in England.

The 'Pilchard' was designed to transport ballast or sleepers, with three sets of fold-down doors on each side. Interestingly, the wagon's floor was only 3ft or so above rail height, easing loading and unloading by track gangs while on-site. To compensate for this, the headstocks had to be specially reinforced to absorb the forces from the buffers, which were set above the chassis mainframes. Handbrakes only



were provided, with handwheels located at each corner.

The model features plenty of crisply moulded detail, including plank and panel seams, plus rivet heads on the interior. The diamond frame bogies are nicely rendered and include brake shoes that align with the wheels perfectly. NEM coupler pockets are fixed to the underside of the chassis, but they do pivot from

side to side and the heavy-duty buffers really look the part. A set of cosmetic Instanter couplings are provided, which is a welcome touch.

Our sample sports BR grey livery with YCO TOPS codes, placing it in late 1970s/early 1980s condition, although they seldom appeared this clean! At under £20, this wagon offers superb value and it will look

SUMMARY

PROS

- Fidelity and finish.
- Useful wagon for Eastern Region modellers.
- Great value.
- Nice finish.

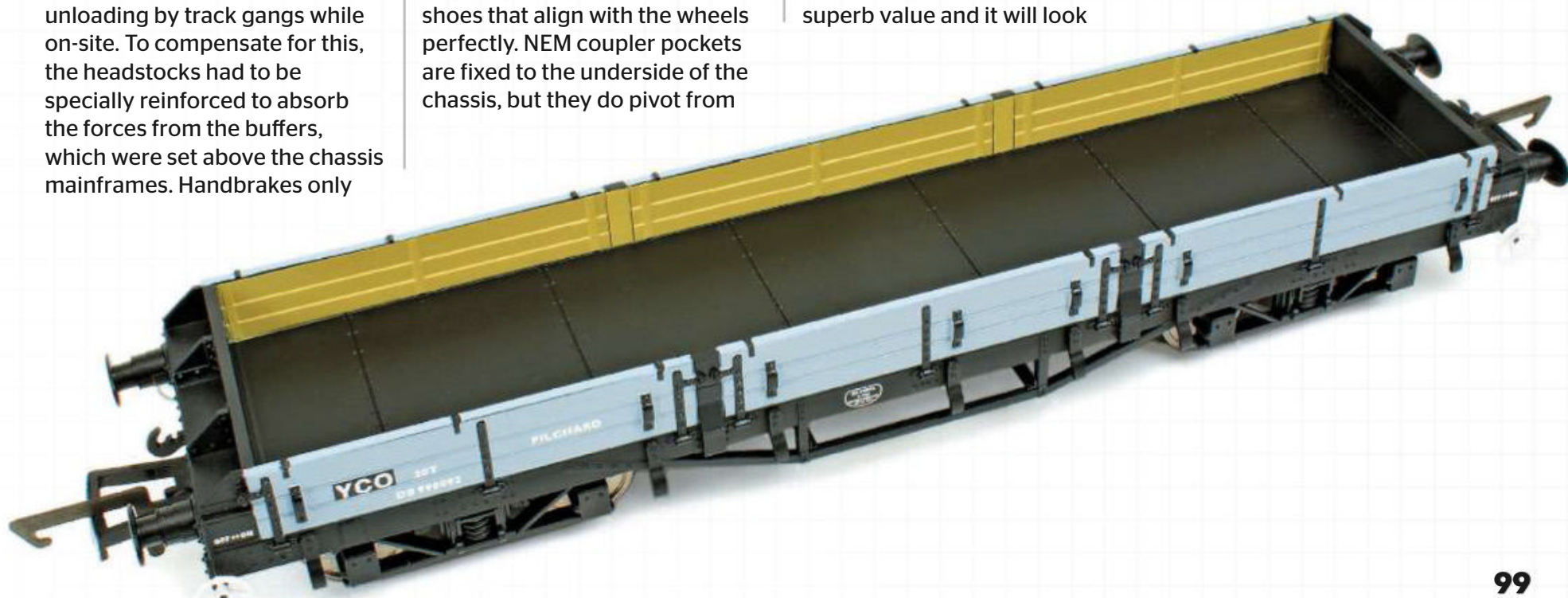
CONS

- Not a lot.

FINAL VERDICT

Nothing fishy about this!

fabulous with a weathered finish and a suitable sleeper or ballast load. It runs well and looks like the real thing. Great stuff! (GD)





Revolution Trains IWA 'Holdall' wagons

◆ **GAUGE** 'OO' ◆ **MODEL** Revolution Trains IWA 'Holdall' van and timber carrier ◆ **PRICE** £95.50 per twin-pack

◆ **AVAILABILITY** Revolution Trains stockists **Web** www.revolutiontrains.com

A common sight on the British Rail freight network from the late 1980s onwards, these German-built covered bogie wagons provided a striking contrast to much of the indigenous rolling stock of the time. Manufactured to the UK loading gauge, the fleet of over 160 wagons were intended for the transport of a range of goods between Britain and the Continent, initially via the train ferry routes across the Channel. They were also used extensively for flows within the UK, operating

across England, Scotland and South Wales.

Coded as IWA under the BR TOPS classification system, the body was made up of a pair of hooded sections. Each would be raised up and slid over the other half during loading and discharge, using the large yellow handwheels located at each end of the wagon. When opened, there was ample room for loading via forklift trucks, cranes or hoists, making these vehicles incredibly versatile. Indeed, over the years they have been employed on diverse traffics, carrying anything

from bagged fertiliser to timber and steel products, plus palletised goods such as mineral water, wine and paper.

The IWAs operated in block trains, but also in much shorter formations as 'feeder' trip workings. They could also be seen marshalled within mixed Speedlink or Enterprise workings, during BR or EWS days respectively. Many are still in use today, running between the UK and Germany via the Channel Tunnel, carrying steel products.

Revolution Trains has produced not only the original



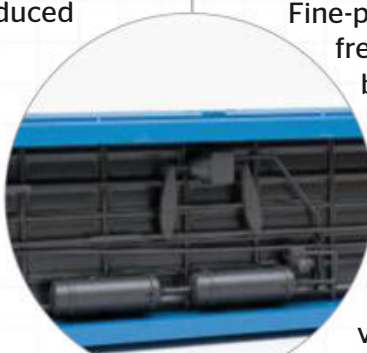


“Below the frames, the distinctive bogies look the part and there’s plenty of ‘plumbing’ emanating from the air brake reservoirs and valves beneath the floor”

covered version of the IWA, nicknamed ‘Holdalls’, but also the converted timber-carrying open wagons. Forty such vehicles were modified in 2012, operating mainly on flows from Scotland to Chirk. Furthermore, as well as these ‘OO’ models, the guys at Revolution have produced the IWA in ‘N’ gauge (see page 102).

The IWAs are offered in twin packs, providing a pair of covered or open wagons. We received one of each wagon type for review and both were immediately impressive. I was drawn to the original covered wagon first, as these were a common sight during my youthful spotting days, and the fetching Cargowagon livery looks spot on.

Far from simply a box on bogies, these wagons feature lots of character, with the distinctive roof profile and end fittings well observed. The side frames have been bestowed with plenty of detail, mostly in etched metal for finesse and resilience, including ferry tie-down cleats and handbrake wheels. There are also tiny wire brake valve levers, picked out in red paint, which are a fantastic touch.



The separate wire handrails are neatly installed, and the hood operating gear looks convincing. Below the frames, the distinctive bogies look the part and there’s plenty of ‘plumbing’ emanating from the air brake reservoirs and valves beneath the floor.

Fine-profile wheels run freely in their pinpoint bearings and sprung, pivoting close-coupler units are provided, with NEM pockets.

The modified timber-carrying version is no less impressive and, although sharing the same basic underframe, numerous prototypical detail differences have been incorporated, including the presence of ratchet strap locating points. The upright stanchions, planked floor and transverse bolsters are all correct. Creating a suitable load of logs would definitely make for an interesting project.

Decoration across both samples is first class, both in terms of paint application and printed detail. There’s a wealth of number and information data on both wagons and all of it is legible. They run ultra-smoothly too, with the bogies and coupler units pivoting freely. The buffers are not



sprung, but the rectangular heads are finely moulded. A bag of extra details provides brake hoses for the bufferbeams. Oh, and the metal lamp brackets are fabulous!

These are another top-class release from Revolution Trains, presenting an important workaday prototype as a high-fidelity miniature model. I’ve been kicking myself for not ordering a set at the early bird price of £75 per twin-pack, which now seems like incredible value. However, the remaining stocks are still being offered at a good price and, after writing this review, I immediately ordered myself one! (GD)

SUMMARY

PROS

- Prototype fidelity.
- High level of detail and build quality.
- Excellent finish.
- Great value.

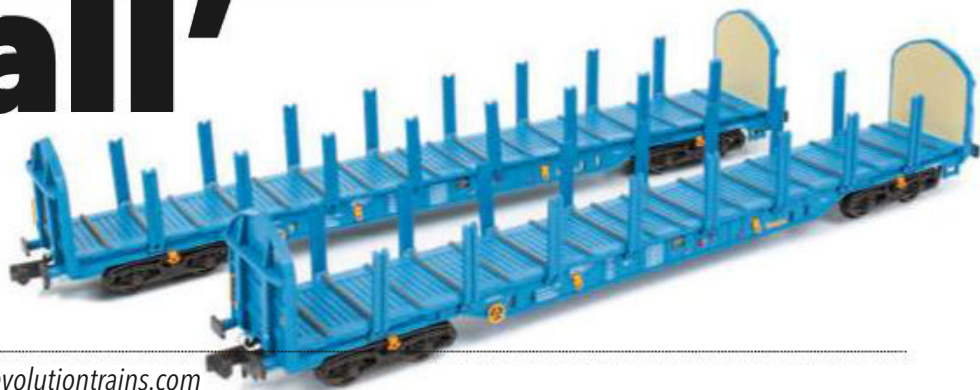
CONS

- Nothing.

FINAL VERDICT

Superb.

Revolution Trains IWA 'Holdall' wagons



◆ **GAUGE** 'N' ◆ **MODEL** Revolution Trains IWA 'Holdall' van and timber carrier

◆ **PRICE** £89.99 per twin-pack ◆ **AVAILABILITY** Revolution Trains stockists **Web** www.revolutiontrains.com

In my 18 years at *Model Rail*, this is the first time I've been faced with reviewing models of the same prototypes, from the same manufacturer, in two different gauges within the same issue. The background to the real IWA wagons was covered on the previous two pages, so we'll cut straight to the chase here, as we take a close look at the 2mm scale versions.

Under examination we have a pair of the 'Holdall' covered wagons and two of the modified timber-carrying vehicles. Again, the wagons are all being offered in twin-packs of either vans or opens, with a variety of livery options for each. Starting with the covered vans, our samples carry the branding of Norsk Hydro, a Norwegian fertiliser brand, whose products were imported via Immingham and transported in IWA wagons to terminals across the UK. As with the 'OO' models, various livery and markings options have been produced by Revolution Trains for both wagon types, including the original Cargowagon scheme.

The 'N' gauge models share much of the high specification

of the 'OO' versions, with lots of fine detail to be found on the ends of the body and under-frame. Etched metal handbrake wheels, hood operating gear and ferry tie-down cleats are complemented by fine wire brake valve levers. I'd initially assumed that some of these details might have been moulded onto the smaller models, unlike the 'OO' wagons, but I was mistaken. Indeed, once you look closely, the level of detail finesse is incredible. It's the same story with the timber carrier versions, with the appropriate detail modifications present on the side frames, stanchions and deck.

Sprung, kinematic close-cou-

pling units are installed, with standard Rapido-style couplers pre-fitted, which work very well, maintaining a pleasing distance between wagons. The bogies are well-rendered, pivoting freely and all four samples ran sweetly around my 'N' gauge test track without any problems.

Just like Revolution Trains' 'OO' IWAs, it's almost impossible to find fault with these wagons. Aside from a tiny amount of 'flash' on the edge of some of the buffers, the rendition of the prototype is spot on and build quality is virtually flawless. It's becoming a cliché, but modern image wagon enthusiasts have never had it so good, in both 'OO' and 'N'. **(GD)**



SUMMARY



PROS

- Prototype fidelity.
- High level of detail and build quality.
- Excellent finish.
- Great value.

CONS

- Nothing.



FINAL VERDICT

Superb.





Bachmann VEA van

◆ **GAUGE** 'OO' ◆ **MODEL** Bachmann 38-881 BR VEA 'Vanwide' van, Railfreight red/grey ◆ **PRICE** £39.95 ◆ **AVAILABILITY** Bachmann stockists **Web** www.bachmann.co.uk

Coincidentally, our sample of Bachmann's new 'OO' BR VEA wagon arrived just as we sent last month's issue to the printers, wherein we'd reviewed Dapol's 7mm scale rendition of the same prototype. To recap on the real wagon's history, the VEA – and the preceding 'Vanwide' version – came about from a need for a fleet of vans that could be loaded by forklift trucks. Existing vans featured narrow doors, which made it difficult to cope with palletised goods, so the new design featured pairs of wide sliding doors which greatly eased loading and discharging.

The 'Vanwides' were originally built with vacuum brakes and traditional suspension. By the late 1970s, a batch of 500 vans

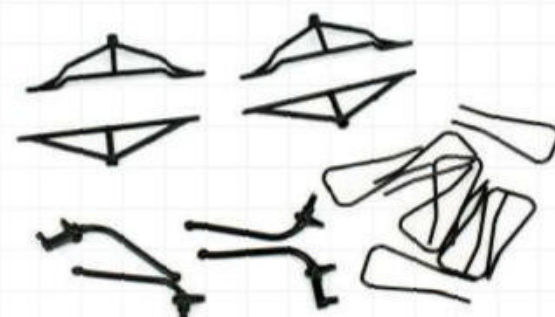
had been rebuilt with air brakes, roller bearing axleboxes and improved suspension. Coded as VEA under the TOPS system, the rebuilt vans could run in faster Speedlink freight workings and proved especially popular for MoD logistics.

Hitherto only available in 'OO' as a Parkside plastic kit, Bachmann's new ready-to-run VEA is bound to be popular with modellers of the post-1970s era. Four models are being offered in this first production run, encompassing BR bauxite, Railfreight red/grey (two versions) and Railfreight Distribution sectorisation grey/yellow. Our sample portrays the early version of Railfreight livery, with the bright red element extending over the roof, presenting a striking

appearance. Indeed, those of us who remember this scheme's launch in the early 1980s will attest at how colourful it looked against the drabness of other freight stock.

It's not just the colour scheme that is striking, however, as this is a very impressive little wagon. The bodyshell boasts lots of crisply moulded surface relief and captures the profile of the real thing perfectly. The sliding door guides are made up of separate moulded parts and the doors feature wire grab handles and locking bars, the latter being an unexpected bonus.

The lamp brackets and distinctive buffers (unsprung) are neatly rendered, and the paint job is great, with just a hint of fuzziness where the red and grey meet, while the various logos, number and data panels are printed cleanly. Below the solebar, the portrayal of the FAT-19 suspension is excellent, while the air brake reservoirs, valves and changeover switches are all present and correct. A small bag contains elements of brake rigging for the customer to fit, if desired. Instructions are included, but it's a shame that these parts aren't already installed. However, it reduces costs slightly, no doubt.



After a run of ultra-impressive locomotive releases in the past year, it's great to see Bachmann Branchline offering a high-quality item of rolling stock too. With the original vacuum-braked 'Vanwide' version also in production, BR wagon buffs have never had it so good. **(GD)**

SUMMARY

PROS

- High level of detail.
- Superb finish and build quality.
- Important post-1970s prototype.

CONS

- Brake gear not pre-fitted.

FINAL VERDICT

Excellent.



Dapol BR Mk 3 Sleeper

◆ **GAUGE 'N'** ◆ **MODELS** • Dapol 2P-006-001 Mk 3 Sleeper BR blue/grey • 2P-006-005 Mk 3 Sleeper FGW ◆ **PRICE** £31.00 each

◆ **AVAILABILITY** Dapol stockists **Web** www.dapol.co.uk

Dapol's newly tooled locomotive-hauled Mk 3 Sleeper stock has been eagerly anticipated, not least as their arrival has been delayed owing to numerous factors. Eight different livery options have been offered in this first release, including Intercity 'Executive', GWR green, ScotRail Caledonian Sleeper and more. Under review, we have a British Rail blue-grey version and another in the infamous First Great Western 'fag packet' scheme of the early 2000s.

It's immediately apparent that the overall shape of the prototype has been captured well, with plenty of finely moulded detail relief visible, especially on the ribbed roof, while the bogies feature well-observed suspension detail. The access footsteps are nicely moulded, and kinematic close-coupling units are installed to the underside of the chassis. Fine profile wheels are installed, which turn very freely, and power collection comes pre-installed, allowing interior lightbars (available separately) to be fitted with ease.

The detail on the ends is not 100% correct, as the in-built tail lights are missing, although their absence is not obvious in this scale. Owing, no doubt, to the need to keep tooling costs to a minimum, the ends are more akin to Mk 3 day stock, with

small windows fitted to the gangway doors.

Similarly, the presence of raised door locking light bezels shouldn't really be present on a 1980s-era blue/grey Sleeper car, and they've been painted over on this example. However, they are required on later livery versions, so the presence on the tooling is understandable. Again, the underframe moulding looks to be a common item across the Mk 3 range, so the exact layout of equipment panels is not totally authentic.

More discerning 'N' gauge modellers might grumble about these compromises, but the overall look of the coach isn't spoiled in my opinion, especially when running on a layout.

An interior moulding features partitions and a corridor, which are visible through the neat flush glazing and the paint finish is generally to a very high standard. The grey panel on the BR version is a tad too wide and there should be a hyphen between 'Inter' and 'City', while the yellow hazard strips on the steps are a post-privatisation feature.

The FGW version features a lovely metallic gold stripe and Great Western logos and the fine white lines are very neatly printed. They don't taper off in opacity like the real thing, but that might be asking a little too



much from a tampo-printed 'N' gauge model.

An impressive touch is the supply of ten finely etched stainless steel brake discs for adding to the front faces of the wheels. The shiny discs are a key feature of the prototype, so full marks to Dapol for thinking of including these.

Overall, these are attractive coaches which, to all but the most eagle-eyed modeller, capture the look of the real thing well. With some popular liveries to choose from, they're bound to be popular and will make the perfect load for a range of diesel or electric traction from the Dapol and Farish ranges, not to mention the Revolution Trains Class 92. **(GD)**

SUMMARY

PROS

- Overall looks.
- Finely rendered detail.
- Smooth running.
- Quality finish.
- Good value.

CONS

- Minor detail and livery inaccuracies.

FINAL VERDICT

Good stuff!



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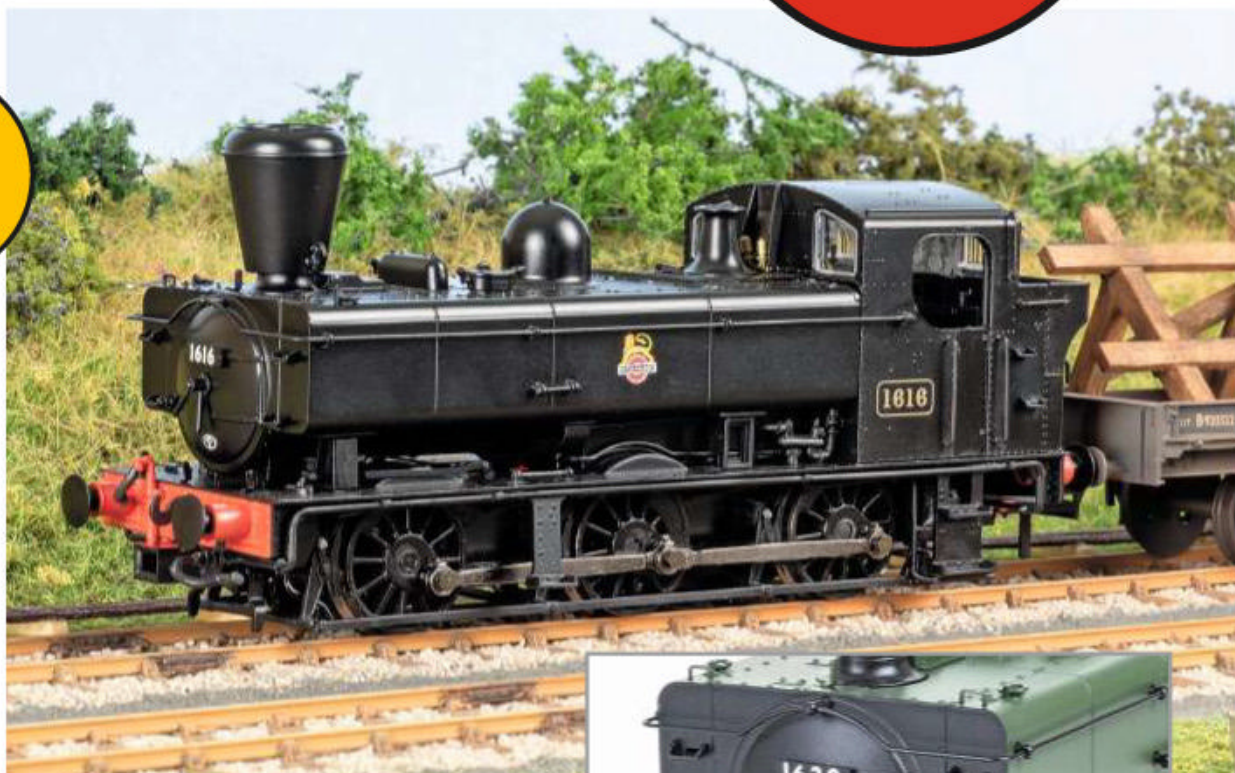
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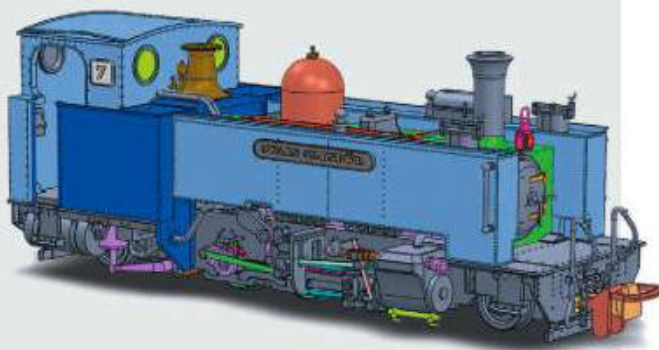
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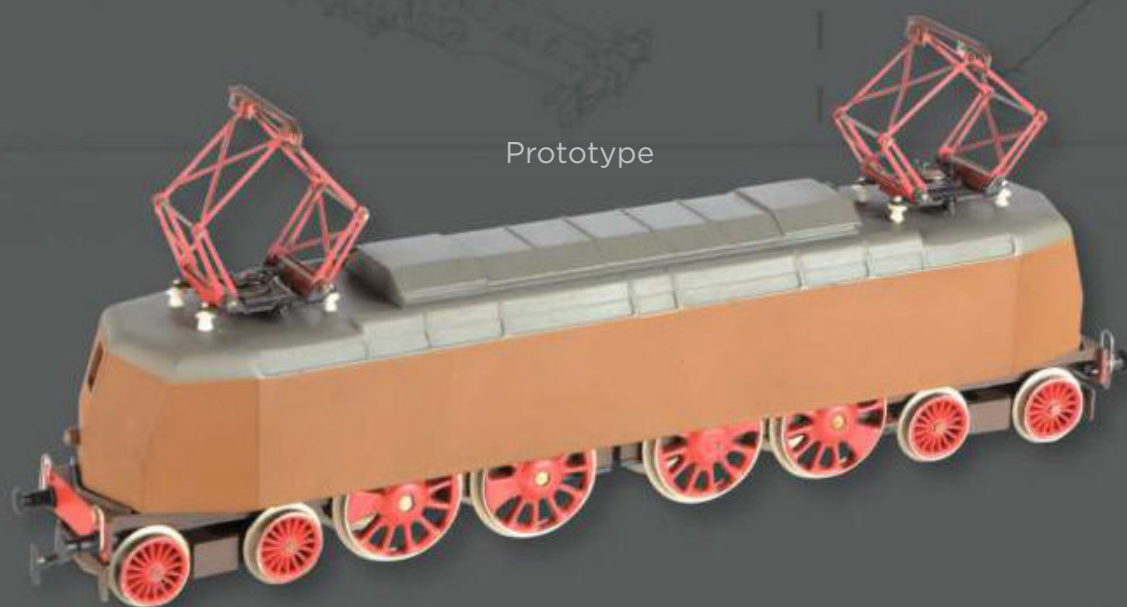
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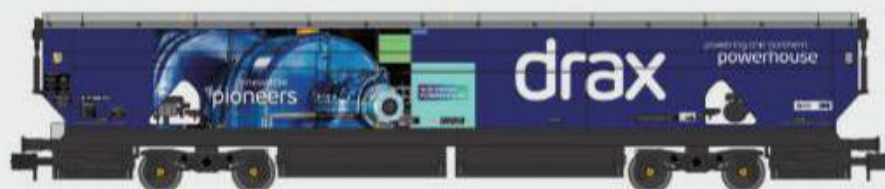
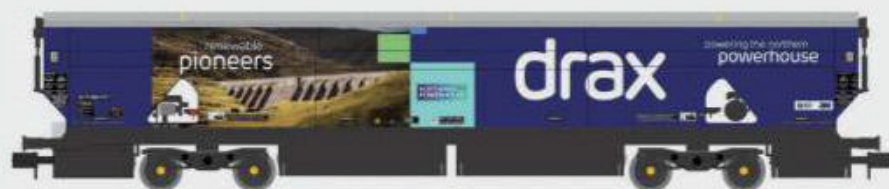
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Class 78xx 'Manor' 4-6-0
Stage: Deco Samples Due: Q2 2022
Price: from £140.72 Digital: NEXT-18
hattons.co.uk/dapolmanor

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

Class 78xx Manor 4-6-0
Stage: Engineering Sample Due: Q2 2022
Price: from £169.99 Digital: 21-pin
hattons.co.uk/accurascalemanor

Hunslet 16" 0-6-0ST
Stage: Engineering Sample Due: TBC 2022
Price: from £110.46 Digital: NEXT-18
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Class 15xx 0-6-0PT
Stage: CADs Due: TBC 2022
Price: from £127.50 Digital: NEXT-18
hattons.co.uk/rapido15xx

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Stage: CADs Due: 2023
Price: from £152.96 Digital: NEXT-18
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OO Diesels & Electrics

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

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

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

Class 47
Stage: Prototype Due: Mid-2022
Price: from £186.95 Digital: 21-pin
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Class 59
Stage: Painted Samples Due: Late 2022
Price: from £136.31 Digital: 21-pin
hattons.co.uk/dapol59

OO Gauge Multiple Units

GWR AEC Railcar (Parcels Variant)
Stage: Announced Due: Q1 2023
Price: TBC - Wishlist Digital: 21-pin
hattons.co.uk/heljanoorailcar

Class 104 DMU
Stage: CADs Due: Q1 2023
Price: from £296.65 Digital: 21-pin
hattons.co.uk/heljan104

OO Coaches & Wagons

Genesis 4 & 6 Wheel Coaches
Stage: Deco Samples Due: 2022
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

SECR 10t Goods Van
Stage: Deco Samples Due: 2023
Price: £28.01 Digital: N/A
hattons.co.uk/rapidosecrvan

GPV Gunpowder Vans
Stage: Deco 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: Engineering Samples Due: Q4 2022
Price: from £136 Digital: NEXT-18
hattons.co.uk/dapoln59

N Gauge Wagons

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

O Gauge Diesels/ Electrics

Class 26
Stage: Deco Samples Due: Q2 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
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Class 117 2/ 3-car DMU
Stage: Early samples Due: 2022
Price: from £551.65 Digital: 21-pin
hattons.co.uk/heljan117

Class 121/ 122 & Trailer Cars
Stage: Early Development Due: 2022
Price: from £296.65 Digital: 21-pin
hattons.co.uk/heljanbubble

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
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OO Gauge (1:76 Scale)

Steam locos



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OR76J27004 Class J27 0-6-0 1214 in LNER lined black (Oxf) ... £94



R3541 Class Q6 Raven 0-8-0 2265 in LNER black pre-war lettering (Hor) (RRP £194.99) **BARGAIN**... £114

Diesel locos



3464 Class 33/0 33021 "Eastleigh" in Fragonset black (Hel) £135.15

Electric locos



8640 Class 86/4 86404 in Intercity Executive (Hel) £186.96



8642 Class 86/4 86416 in Rail Express Systems red (Hel) ... £186.96



8643 Class 86/4 86426 in BR 1980s heritage BR blue (Hel) £186.96



8646 Class 86/6 86609 in Freightliner (Hel)..... £186.96



8644 Class 86/6 86622 in Railfreight Distribution grey (Hel) .. £186.96



8641 Class 86/6 86634 "University of London" in Railfreight Distribution sector triple grey (Hel) ... £186.96

Train sets - analogue



R1230 Starter train set - "GWR High Speed Train" (Hor) £142

Coaches



R4691B 57' non-corridor brake third M20752M in BR maroon (Hor) (RRP £60.49) **BARGAIN**... £29
 R4689A 57' non-corridor composite M16587M BR maroon (Hor) (RRP £60.49) **BARGAIN**... £29
 R4690A 57' non-corridor third M11886M BR maroon (Hor) (RRP £60.49) **BARGAIN**... £29

Wagons



OR76BAN001 LNER 101 Banana Van in LNER bauxite - 632882 (Oxf) £14.50

N Gauge

Steam locos



2S-013-007 Class 9F 2-10-0 92051 in BR black early emblem (Dap) .. £114.75



2S-013-008 Class 9F 2-10-0 92189 in BR black late crest (Dap) **NEW**..... £114.75



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Steam train packs



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Diesel locos



2D-013-004 Class 27 D5382 in BR two tone green small yellow panels (Dap) **NEW**..... £116.45

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O Gauge (1:43 Scale)

Steam locos



H7-A3-001 Class A3 4-6-2 2750 "Papyrus" in LNER Grass green unstreamlined corridor tender - "Record Breaker" (Hat) (RRP £750) **BARGAIN**... £579
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H7-A4-006 Class A4 4-6-2 60007 "Sir Nigel Gresley" in BR express blue unstreamlined corridor tender - "Record Breaker" (Hat) (RRP £750) **BARGAIN**... £579



H7-A4-008 Class A4 4-6-2 60009 "Union of South Africa" in BR green late crest and unstreamlined corridor tender (Hat) (RRP £750) **BARGAIN**... £579

Diesel locos



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



4852 Class 47 in BR blue (1970s) - unnumbered (Hel) £594.15



4860 Class 47 in BR blue (1980s) - unnumbered (Hel) .. £594.15



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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
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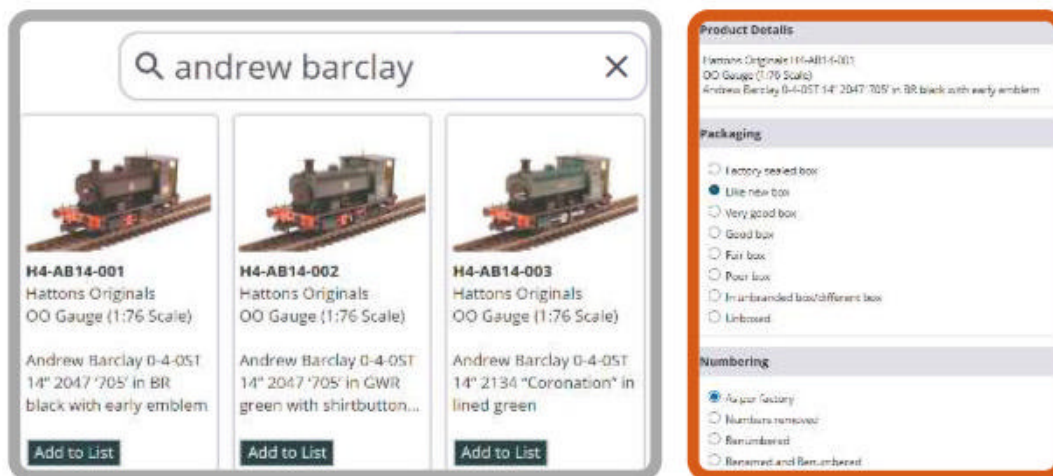


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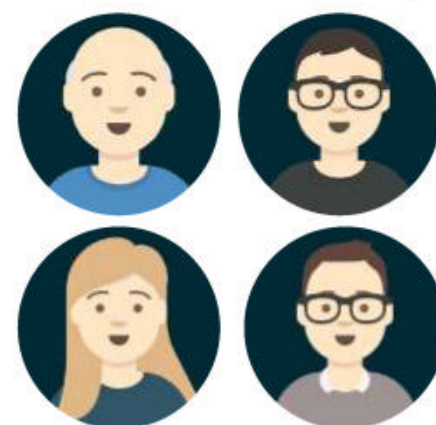


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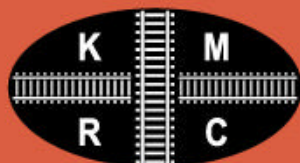
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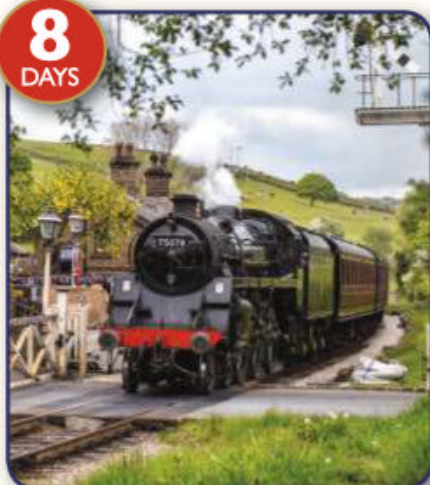
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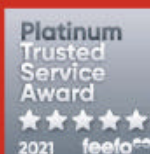
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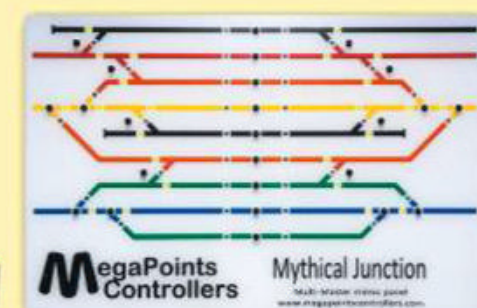
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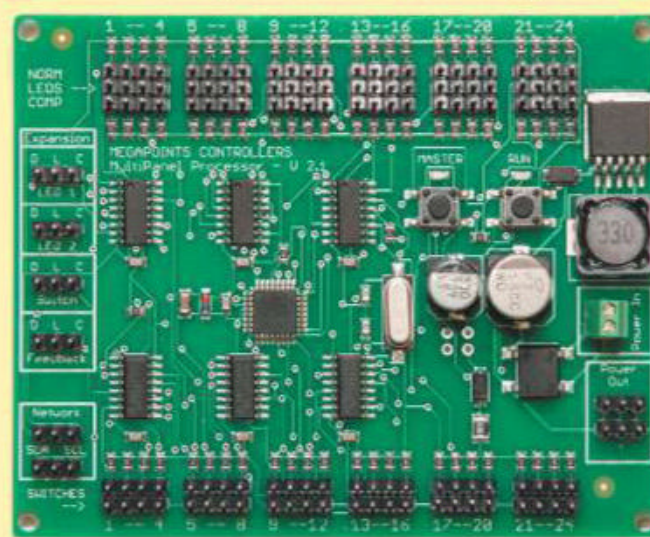
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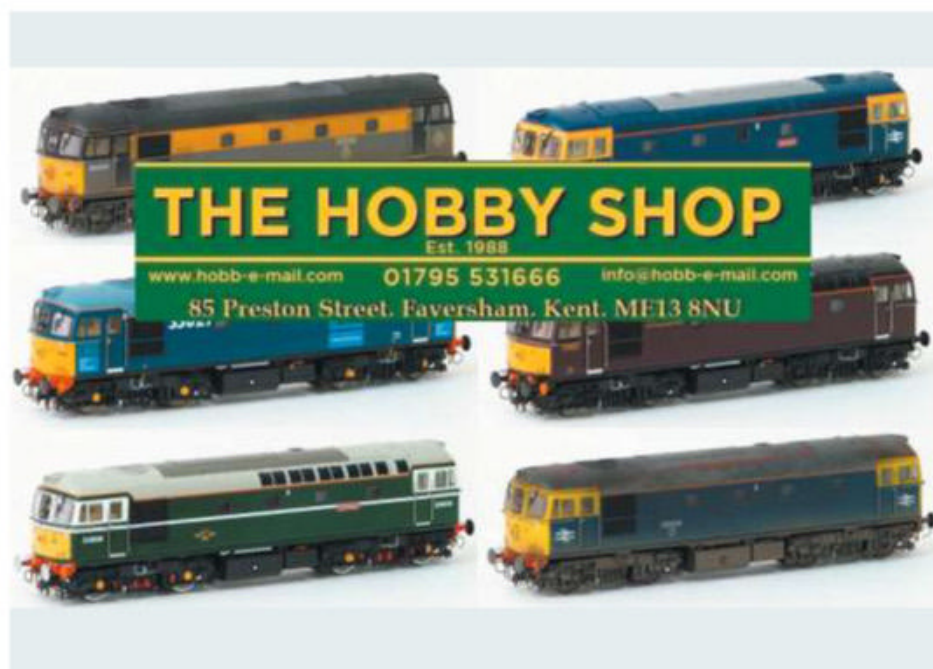
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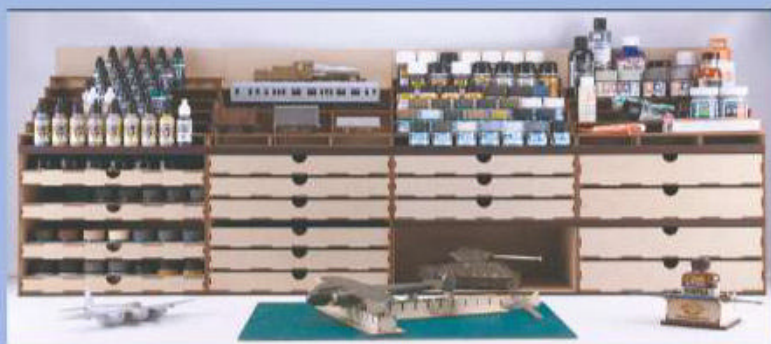
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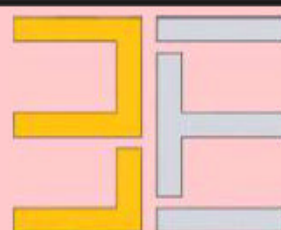
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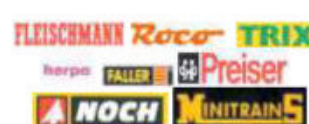


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Editor: George Dent

Consultant Editor: Chris Leigh

Staff Writer: Chris Gadsby

Model Consultant: Dave Lowery

Editorial Assistant: Samantha Toombs

Art Editor: Matthew Hunt

Production Editor: Shane Collins

Sub Editor: Richard Hampson

Photography: Jacques Portal, Chris Nevard, George Dent

Artist: Andrew Mackintosh

PRODUCTION

Telephone: 01733 468377

Print Production Manager: Richard Woolley

Advertising Production: Zoe Bellamy

Printed by: Wyndeham, Walstead, Bicester, Chaucer
Business Park, Launton Road, Bicester, Oxon OX26 4QZ

ADVERTISING

Telesales Account Manager

Sarah Charity 01733 366350

Group Sales Manager

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MARKETING

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From January-December 2020 *Model Rail* sold an average of 21,631 copies per issue, as independently confirmed by the Audit Bureau of Circulations (ABC).

Model Rail magazine is published 13 times per year by H Bauer Publishing, registered in England and Wales with company number LP003328, registered address Media House, Peterborough Business Park, Lynchwood, Peterborough, PE2 6EA.

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Model Rail, ISSN 1369-5118 (USPS 8710) is published every four weeks by H Bauer Publishing Ltd, Media House, Peterborough Business Park, Lynchwood, Peterborough, PE2 6EA, United Kingdom. The US annual subscription price is \$101.79. Airfreight and mailing in the USA by agent named World Container Inc, 150-15, 183rd Street, Jamaica, NY 11413, USA. Periodicals postage paid at Brooklyn, NY 11256. US Postmaster: Send address changes to *Model Rail*, World Container Inc, 150-15, 183rd Street, Jamaica, NY 11413, USA. Subscription records are maintained at Bauer Media, Subscriptions, CDS Global, Tower House, Sovereign Park, Lathkill Street, Market Harborough, Leicester LE16 9EF, United Kingdom. Air Business Ltd is acting as our mailing agent.



RAIL PHOTOGRAPHS

Present your case

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

Locomotive: LSWR Adams 'T3' 4-4-0 Tender

Gauge: '00'

Proposed by: Christopher Cawte, Sudbury, Canada

What is it?

The lure of the seaside and fresh sea air of the South Coast was becoming very attractive and accessible to the Victorians of the late 1880s. The London and South Western Railway was becoming hard pressed at this time to provide the required capacity to move ever-increasing numbers of passengers to seaside destinations like Bournemouth, Swanage, Portsmouth and Southsea, to name a few. A more powerful express locomotive was needed. At this time, William Adams was the locomotive superintendent of the LSWR and designed a more powerful version of his successful 4-4-0 locomotives.

The 'T3' class was a 4-4-0 tender locomotive of elegant proportions, powerful and fast for its time. The class numbered ten locomotives in total. Construction started in 1892 and all ten were completed by November 1893. They were numbered 557 to 576.

They had 6ft 7in coupled driving wheels and were employed on heavy main line express passenger trains to Portsmouth, Bournemouth and West of Salisbury. During the First World War they were frequently used on the Oxford to Southampton Docks

troop specials, sometimes in pairs, and on munition van trains.

The entire class entered Southern Railway ownership at the Grouping in 1923. Most were withdrawn in the early 1930s but No. 571 lasted until 1943 and No. 563 lasted until 1945 when it worked local passenger and goods trains from Eastleigh.

What would make it viable?

With recent increasing interest in pre-Grouping railways, this locomotive fits in well with the Adams Radial by Hornby and Oxford Rail, the Adams '02' from Kernow, the Beattie well tanks also from Kernow, and also the 'M7' and 'T9' from Hornby. There was not much in the way of visible changes over the years, apart from Drummond adding his own design of chimney and removing the bogie wheel splashers. A choice of liveries might include Adams' pea green, Drummond's ornate green livery and then the Southern Railway Maunsell green of the 1930s.

Can I see a real one?

Yes. The sole survivor of the 'T3' class No. 563 was selected for the Waterloo centenary display in 1948 and after spending many years in the National Railway Museum is currently undergoing restoration to steam again by the Swanage Railway Trust 563 Locomotive Group. Providing the Swanage Railway itself survives the current pandemic we hopefully will see this iconic locomotive steam again in two or three years' time.



Have your say

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

How to join in

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

CHRIS LEIGH



Behind the Backscene

Model Rail's founding father **Chris Leigh** has a fear of spiral staircases and dreams of building a 4mm scale train ferry.

Chris Leigh was *Model Rail's* first editor, from 1997 until 2007, when he became Consultant Editor.

“ I love making model buildings and I'm forever discovering new ones that I want to build ”

I once owned a share in a bus, and I learned to drive it. I was always rather proud of reversing down the narrow passageway to its parking place using just the two side mirrors.

1. What is your earliest railway memory?

Seeing LMS 10000 come round the bend at Weybridge with the 'Bournemouth Belle' Pullmans behind it.

2. What is your most memorable train journey?

Toronto to Vancouver on the 'Canadian' in 2011.

3. Do you have a favourite railway station?

I have so many, but the unique Staines West has to top the list.

4. How did you get into the hobby industry?

I left school without a job to go to. I saw an advert for a junior editorial assistant in *Model Railway Constructor* magazine. I showed it to my dad and he said "Write them a letter."

5. What did you do beforehand?

I was at school being glad that National Service had ended just before I would have been called up.

6. What hobbies do you have?

Aside from modelling 'HO' North American and 'OO' British, I don't have much time for other hobbies, but I like doing DIY and gardening, though I'm getting too old for both!

7. Have you ever built a model railway?

Need you ask?! Have I ever FINISHED a model railway? Now that's a different question!

8. Where do you find your inspiration?

All around me. I love making model buildings and I'm forever discovering new ones that I want to build. The '16XX' got me looking at Dornoch station as a future project and then I discovered – just down the line – the exquisite Dunrobin Castle station. I've built Dornoch but I still need to build Dunrobin.

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

Oddly enough it's all about boats, the dredger MV *Wallbrook* that I described in *Model Rail* (and George weathered for me) and the as yet unfinished MV *Oldenburg*, the Bideford-Lundy Island ferry. Both models involved successfully torturing styrene sheet into seemingly impossible shapes. I'm also hugely proud of the working barge and barge slip that I built for Egham & Staines Model Railway Society's 'HO' Canadian layout.



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

A train ferry in 'OO' capable of being loaded with the 'Night Ferry' sleeping cars.

11. Who is your hero?

Isambard Kingdom Brunel.

12. What motivates you the most in your job?

Seeing my models in print. I started in this business by making models for Colin Gifford to photograph and I've always enjoyed seeing how good I could make a model look in a photograph.

13. What is the biggest challenge you've faced?

Being given a blank 96-page magazine and told to fill it with material that railway modellers would want to read. The result was the first issue of *Model Rail*.

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

To uproot my young family (children aged 11 and 8) and bring them 100 miles north from our home in Berkshire to Northamptonshire so that I could change jobs.

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

I would resolve the issues between the two major manufacturers and two retailers, as I believe it brings the hobby into disrepute, reflects badly on all parties and adversely affects their customers.

16. What was your big ambition as a child?

To follow my sister's lead and emigrate to Canada.

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

To Savernake Low Level station in the summer of 1964.

18. What's your hidden talent?

I don't think I have any talents, hidden or otherwise.

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

A pathological fear of spiral staircases.

20. What was the best advice you ever had?

If in doubt, don't.

21. How would you like to be remembered?

As a nice bloke.



ALAMY



Next month: The return of Backscene – the page where anything goes!

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