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Modifying oil tank kits for a gas works



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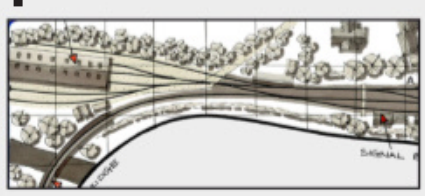

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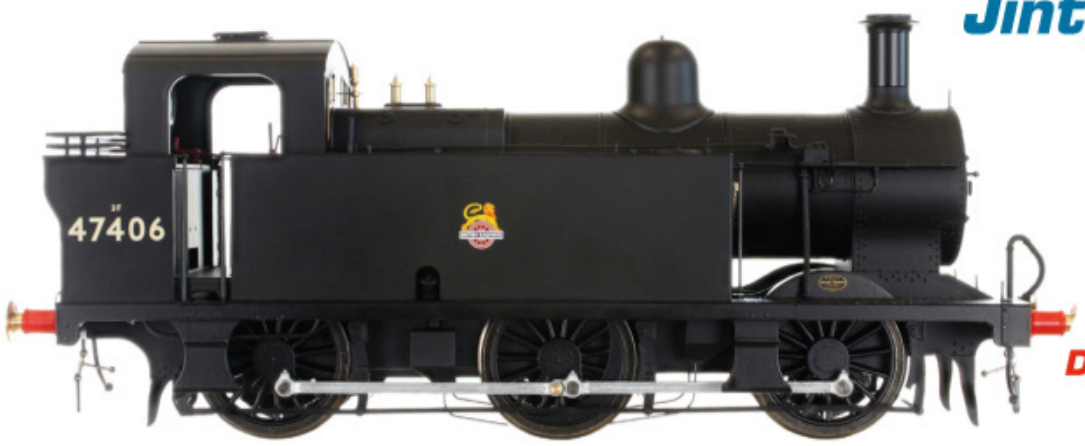

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7S-026-008 - Jinty 3F 0-6-0 NCC No.19
7S-026-009 - Jinty 3F 0-6-0 47569 British Railways& E/C on tank side
7S-026-010 - Jinty 3F 0-6-0 47406 BR E/C
7S-026-011 - Jinty 3F 0-6-0 47482 BR L/C & number on the tank sides
7S-026-012 - Jinty 3F 0-6-0 47680 BR L/C

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N Gauge Hymek



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2D-018-011 - Hymek D7000 Two Tone Green No Warning Panel
2D-018-012 - Hymek D7071 Two Tone Green SYP
2D-018-013 - Hymek D7020 Two Tone Green FYP
2D-018-014 - Hymek D7044 BR Blue FYP

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7F-037-011/011W - Conflat & Container - LNER/ Weathered
7F-052-007/007W - 5 Plank 9FT W/B - Ernest Franklin 5/ Weathered
7F-072-006/006W - 7 Plank 9FT W/B - Pates & Co 22/ Weathered
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Product Scale Key

O Gauge | OO Gauge | N Gauge

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This month's cover image



A Churchward '43XX' 2-6-0 departs 'Little Burford' with a short milk train. Read all about this exquisite 'O' gauge layout on page 28. CHRIS NEVARD

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Welcome





I've made a few research trips to the Peak Forest area over the past month. This rather careworn DB Class 60 may well have inspired me to create a replica, based on Hornby's popular '00' model. GEORGE DENT

Peco's announcement of an all-new range of track, points and scenic accessories in 'TT' was undoubtedly the most exciting bit of news from the past few weeks – if not the whole year so far. Heljan's subsequent reveal of a Class 31 diesel locomotive in the same scale has only served to heighten anticipation.

I've been a 'OO' gauge modeller all my life, with only occasional forays into 'N' and 'O'. I love the scenic potential that's inherent in 'N', but my clumsy fingers and aging eyesight make it difficult to cope with the trains themselves.

About a decade ago, I was invited to speak at The 3mm Society's AGM and to adjudicate in its annual modelling competition. Seeing so many exquisite kit and scratchbuilt models in this scale was a real eye-opener for me at the time. The proportions seemed much more 'friendly' than 2mm scale/'N' gauge, especially to someone so used to 'OO'.

When I left the AGM and headed for the Manchester Metrolink tram home, with a short length of track and a few plastic wagon kits in my bag, I resolved to have a go at 'TT' gauge modelling.

Despite building the wagons and creating a diorama on which to display them – and greatly enjoying the experience – that was as far as I got. Like many of us, my patience isn't limitless, and I lamented the lack of off-the-shelf traction, points and other essentials.

Now, with the promise of a reliable, ready-to-use track system, locomotives and rolling stock, 'TT' becomes much more viable. Indeed, Peco's version employs a far more accurate 2.54mm:1ft/1:120 scale, which avoids the historic compromises of both 'N' and 'OO' in terms of track gauge and rolling stock proportions.

The ability to fit more into a small area will definitely appeal to the majority of us with restricted space. The downside? It could prove to be an expensive diversion from my current 'OO' projects! See page 8 for full details of Peco's TT:120 range and Heljan's 'TT' Class 31.

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



Model Rail essential information

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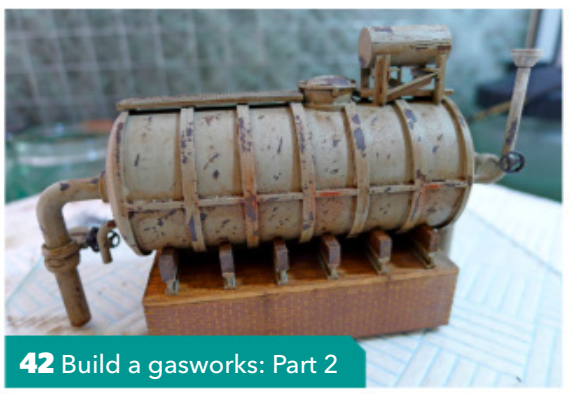
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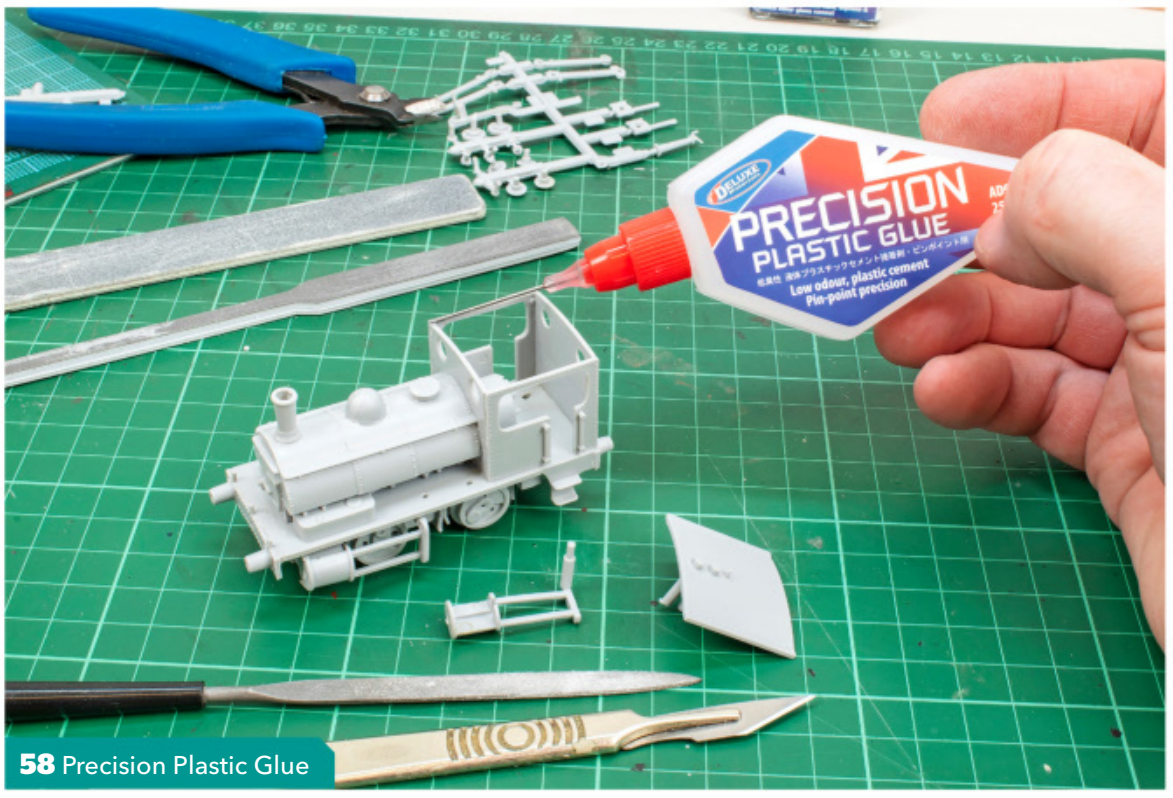

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65 How to gild a 'Gronk'

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The entire range of our exclusive '16XX' is now in stock and some of our 'J70s' are nearly sold out. Buy yours today.



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Opening the box

The latest happenings from the world of model railways

The Big Picture

Over the years, we at *Model Rail* have seen layouts built in all sorts of places. There are common locations, such as spare rooms, attics and lofts, but we've also seen them in suitcases and coffee tables. However, we're pretty sure this is the first time we've seen a layout in a police cell – or a former cell, at least. Graham Taylor's enormous 'Newpool-on-Trent' captures a bustling Midlands setting that combines his love of ex-LMS and ex-GWR stock in one layout. Look out for 'Newpool-on-Trent in an upcoming issue of *Model Rail*. Photography: CHRIS NEVARD



The Big Picture



PECO LAUNCHES NEW TT:120 RANGE

TT GAUGE

Peco took much of the hobby by surprise by announcing the launch of its new TT:120 scale range of model railway track and accessories. 'TT', or 'Table-Top' was first introduced in the USA in 1945, a year before Peco was formed and founder Sydney Pritchard had begun conducting experiments with 1:120 scale with a view to creating British outline models.

However, Tri-ang launched its own version of 'TT' in the UK in 1957, employing the same track gauge of 12mm, but with a larger scale of 1:101.6 (3mm:1ft). The compromise in scale was owed largely to a need to fit the existing mechanisms inside the restricted loading gauge of UK trains, when compared to the more generous dimensions of Continental and North American prototypes.

'TT' went on to become very popular, mostly with overseas modellers, so there's already a market out there for a high-quality track system. Indeed, Ben Arnold, Peco's managing director, has "always wanted to offer a true 1:120/2.54mm scale, 12mm gauge track and accessories."

For modellers with limited space for 'OO' and who struggle with the diminutive proportions of 'N', TT:120 will offer the ideal halfway house. And unlike those two well-established scales, there is no compromise in terms of scale/gauge, making for the first truly accurate ready-to-run British model railway scale.

The Peco TT:120 range will initially include Streamline flexible track, medium radius turnouts, bufferstops, plus a range of building kits featuring a GWR-themed station, goods shed, signal box, semaphore signals and platforms.

More lineside components, accessories and even rolling stock (beginning with Private Owner mineral wagons) are due to follow, so keep an eye out for more updates in *Model Rail* in the coming months.

Availability: Peco stockists
Web: *www.peco-uk.com*













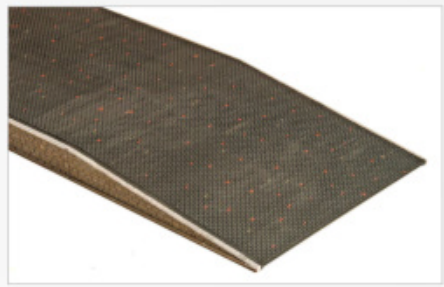



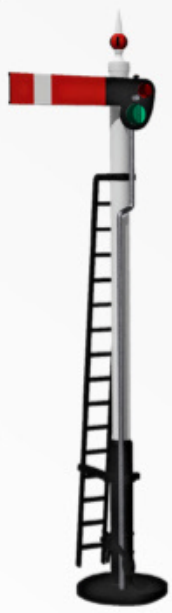





REVOLUTION CLASS 128 MOVES FORWARD

N GAUGE



The team at Revolution Trains have been busy assessing decorated samples of the Class 128 parcels units. Revolution is offering a range of livery and detail options, encompassing the different headcode and gangway variations, plus buffer and exhaust pipe profiles to match each prototype.

Available to order now from the Revolution Trains website or via its network of stockists.
Price: £135.00 each
Web: *www.revolutiontrains.com*

REALISM REDEFINED

O GAUGE

Britain's Biggest Model Railway (BBMR) has branched out from exhibiting the enormous 'Heaton Lodge Junction' to also become a specialist Heljan retailer. Operating under the Realism Redefined banner, the famous layout will now share space with a fully operational distribution centre in Wakefield.

Simon George, the modeller behind 'Heaton Lodge Junction', commented: "Initially we'll be retailing all of Heljan's 'O' gauge range, but with a key difference. Every locomotive sold by Realism Redefined will receive the customer's choice of numbers and nameplates (where applicable), plus an option of four levels of weathering. Each model will also be supplied with a numbered certificate, all included in the discounted price."
Web: *www.britainsbiggest modelrailway.com*



SIMON GEORGE

In Brief

GAUGEMASTER ALSO GOES FOR 'TT' – WITH A '66' POSSIBLE

With 'TT' being a popular scale outside the UK, Gaugemaster is already well-placed to offer a wide range of scenic and detail accessories for 1:120 scale layouts. Furthermore, the Sussex-based manufacturer, distributor and retailer has also mooted a potential Class 66 locomotive in this scale. With the EMD Co-Cos serving across mainland Europe as well as the UK, the potential for a universal Class 66 tooling to cater for both markets would offer plenty of potential.
Web: *www.gaugemaster.com*



GEORGE DENT

HELJAN PLANS QUINTET OF CLASS 31s FOR 'TT'

TT GAUGE

A more concrete proposal for a RTR UK outline locomotive has come from Heljan, with the announcement of a Brush Type 2/Class 31 in 1:120 scale 'TT'. In collaboration with Peco and Gaugemaster, Heljan has already developed the CAD work and tooling is due to begin shortly. Five models will be offered initially, with a variety of BR liveries to choose from and further models will follow if there is sufficient demand.

Both DCC-ready and DCC sound fitted options will be available and the models will be built to Heljan's usual high specification, featuring Next18 DCC sockets and LED lighting. Delivery is expected next year.

More announcements are expected from Heljan soon, with the Class 08 diesel shunter and 'Austerity' 0-6-0ST also under consideration for 'TT'.

What's planned?
- 3160 Class 31 D5637, BR green
- 31603 Class 31 D5637, BR green, DCC sound
- 3161 Class 31 D5847, BR green, small yellow panels
- 31613 Class 31 D5847, BR green, small yellow panels, DCC sound
- 3162 Class 31 5820, BR green, full yellow panels
- 31623 Class 31 5820, BR green, full yellow panels, DCC sound
- 3163 Class 31/1 31136, BR blue
- 31633 Class 31/1 31136, BR blue, DCC sound
- 3164 Class 31/1 31198, BR blue, domino headcodes
- 31643 Class 31/1 31198, BR blue, domino headcodes, DCC sound
- 3165 Class 31/9 31970, RTC red/grey/white
- 31653 Class 31/9 31970, RTC red/grey/white, DCC sound

Price: £199.00 (DCC sound price TBC)
Availability: Heljan stockists
Web: *www.heljan.co.uk*



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BR green (full yellow ends & double arrows)



D9014 **THE DUKE OF WELLINGTON'S REGIMENT**
BR green (full yellow ends)



D9020 **NIMBUS**
BR green (small yellow panels)



D9012 **CREPELLO**
BR blue



D9021 **ARGYLL & SUTHERLAND HIGHLANDER**
BR blue



55001 **ST PADDY**
BR blue



55003 **MELD**
BR blue



55005 **THE PRINCE OF WALES'S OWN REGIMENT OF YORKSHIRE**
BR blue



55017 **THE DURHAM LIGHT INFANTRY**
BR blue

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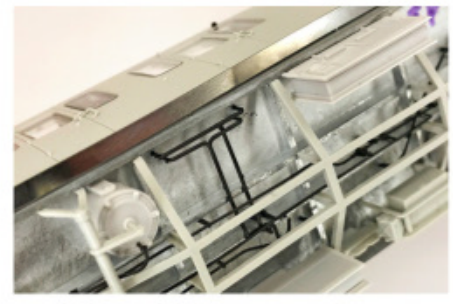
ACCURASCALE REVEALS HIGH-SPEC Mk 1 'SUBS'

00 GAUGE

In early June Accurascale announced plans to release an extensive range of Mk 1 non-gangwayed coaching stock. Built by British Railways in the mid-1950s for use on suburban services around the country, they were hauled by a variety of steam and early diesel types, continuing in frontline service until 1977.

Perhaps most closely associated with Eastern Region services out of London, they will be a good companion for Accurascale's forthcoming Class 31 locomotives. BR Carmine, maroon and Rail blue liveries will be offered, across all six different vehicle types produced by BR. Featuring magnetic roof clips, to allow for easy access to the interior, the models will boast plenty of detail, both inside and out.

Delivery is expected in the second half of 2023 and coaches will be sold in single packs, at £64.95 each, with a 10% discount when buying two or more coaches direct from Accurascale's website.





Pre-orders are now being taken at *www.accurascale.com*



ACCURASCALE CLASS 37 ENTERS PRODUCTION

After receiving painted samples of its forthcoming Class 37, Accurascale shared news that the models had now gone into production, following several final tweaks to the tooling. Such has been the demand from customers that Accurascale has decided to produce the models in three batches, to avoid overloading the factory.

Accordingly, the Scottish headlamp-fitted '37/0s' and '37/4s' are being produced in the first batch, with arrival expected in October. The second batch will feature the refurbished Class 37/6 sub-class, plus the Network Rail Class 97/3, due to arrive in December. Lastly, the early condition '37/0' should be in stock next February.

An extra 'modern' Class 37/4 has also been added to the mix, depicting 37402 *Stephen Middlemore* in 'large logo' blue, as it ran under DRS ownership from 2016. This model will sit within the Accurascale Exclusives range, available to order via the Accurascale website.

● An unpainted sample of the Heavy Tractor Group's exclusive 37714 was recently shown to the HTG for approval, before it too enters into Accurascale's production run later this year. The real 37714 proved crucial to the research stage of this project and the model will be finished in Railfreight Metals sector livery, currently worn by the preserved '37'. More '37/7s' are expected to be announced by Accurascale later this year.

00 GAUGE



In Brief



HORNBY '9Fs' – IN COLOUR

00 GAUGE

Hornby recently shared images of its all-new BR Standard Class 9F 2-10-0, in painted sample form. Featuring plain black No. 92194 and lined green celebrity No. 92220 *Evening Star*, the samples give a flavour of what we can expect when the production models appear, which is hoped to be later this year. The level of detail is impressive, with firebox flicker effects and a 21-pin DCC socket featuring as part of the specification.

Available to pre-order now, via Hornby stockists or direct from Hornby's website.

Web: *www.hornby.com*



SR 8-PLANK OPENS ON THE WAY FROM RAPIDO

The Southern was unique in producing a large fleet of 8-plank open wagons, with several versions produced over the years, which could be found all over the SR network. Rapido is to produce two different diagram**s:** the dia. 1379 and dia. 1400, the latter having a 10ft wheelbase in contrast to the former's 9ft. The tooling for each version will allow for many alterations to brake gear and wheel types, to suit specific prototype batches and an impressive 31 different livery/number options will be available, spanning the SR and BR eras.
Model: SR 8-plank open wagons
Price: £32.95 each
When's it due? Early 2023



MK 2b PAINTED SAMPLES ARRIVE

More decorated samples of Mk 2b coaches have been under scrutiny by Accurascale's team, featuring various BR and Northern Irish Railways liveries. The BR coaches are being offered in single packs, while the NIR versions will be presented in triple-packs. All coaches can be pre-ordered now, direct from Accurascale or via stockists.
Web: *www.accurascale.co.uk*





BEDFORD OB ENTERS TOOLING

Now that Rapido's Bedford OB bus project has moved forward to the tooling stage, the order book has been opened, with ten different liveries to choose from. As well as Pearce & Crump's famous bus from *The Titfield Thunderbolt*, Rapido will also offer less fictional prototypes in the colours of Southern Vectis, Edinburgh Corporation, British Railways and more.
Price: £44.95 each
When's it due? Late 2022
Web: *www.rapidotrains.co.uk*



POPULAR SECR WAGONS TO BE SCALED DOWN FOR 'N' GAUGE

Rapido's popular SECR vans and open wagons, released earlier this year in 'OO' will now also be available in 'N'. The wagons will be offered in various multi-packs, either of the same wagon type or a mixed bundle, catering for SECR, SR and BR liveries, with individual wagon numbers to avoid duplication.
Models: Dia. 1349 five-plank open, dia. 1355 seven-plank open, dia. 1426 12t covered van, six-wheel dual-veranda brake van
Price: from £69.95 per multi-pack
When are they due? Early 2023





'15XX' AND OAA PROGRESS

Rapido received the first Engineering Prototype of its GWR '15XX' 0-6-0PT, as part of the early proving stage, which is all about checking the fit of the various parts. Smaller details, such as rivet heads, will be created once the basic fit and function of the model have been approved. An early sample of the BR OAA open wagon has also appeared. Both 'OO' gauge models are available to pre-order now.



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GET CUSTOMISING WITH KITMASTER

O GAUGE



The famous Kitmaster brand, now in Dapol's hands, is to gain a new range of laser-cut card building kits in 7mm scale. Designed and manufactured at its Chirk HQ, the kits will also include injection-moulded plastic and 3D-printed detail components.



Based on real prototypes, the kits have also been designed to be easily customised by modellers. The first releases have a Midland Railway theme, featuring a handsome Victorian station building, based on Oakworth (Keighley & Worth Valley Railway), along with a typical MR Type 2A timber signal box which is a copy of Aisgill 'box on the Settle-Carlisle line.

These will offer the perfect accompaniment to Dapol's 'O' gauge 'Jinty' 0-6-0T, and a range of platform kits will also be available. The kits are expected to go on sale this autumn and further kits are in the design stage, based on GWR and Lynton & Barnstaple subjects.

Web: *www.dapol.co.uk*

NGS RAISES THE BAR WITH NEW CRANES

N GAUGE



The N Gauge Society has announced its next RTR model, which will portray a travelling hand-operated crane. Built by Cowans Sheldon in the 1930s for the LMS and SR, these 6.5t and 10t cranes passed into BR ownership and could be found operating in yards, works and sidings all over the network.

The design featured a conventional yard crane mounted on a four-wheel well wagon, meaning that they were not self-propelled, and all lifting operations were undertaken by hand, using the winding gear. Although many were withdrawn in the 1960s, a number were retained and remained in internal use into the 1990s.

The NGS plans to offer models of the crane in both the 6.5t and 10t versions, across various BR, LMS and SR liveries. The project is at the tooling stage and it's hoped that the wagons will be released next year.

Models will be available to NGS members only. To join, or for more information, see *www.ngaugesociety.org*

In Brief

ALL CHANGE AT BRYNKITS

Brian Golding has announced that a new owner for his BRYNKITS range of model kits and components has been found. The 4mm scale model bus components part of the business is now in the hands of Andrew Goodwin of Paragon Kits and the 3mm scale range of standard gauge locomotives and rolling stock kits has been acquired by the 3mm Society. The remaining items – 3mm scale road vehicles and narrow gauge rolling stock including the 'OO9' Lynton & Barnstaple coaches, have passed to his son Rob.

Web: *www.bibkits.co.uk*

REVISED 'SALMON' RAIL CARRIERS SWIM ASHORE

00 GAUGE

Footplate Models has received stock of its revised BR 'Salmon' rail carrying wagons. The initial release was found to be under-sized, leading to a re-tooling by Dapol to a correct 60ft scale length.

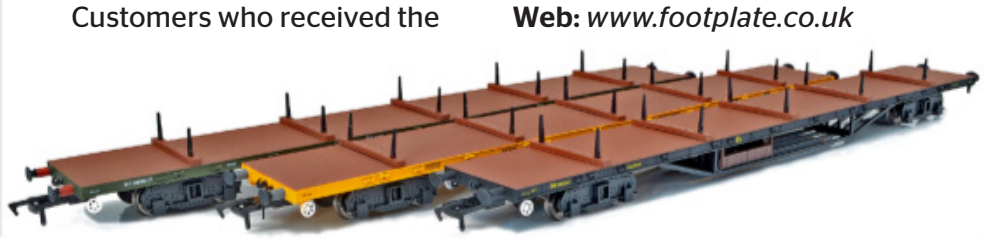
Richard Barnett of Footplate said: "We are pleased that we have been able to work with our partner, Dapol, to bring about a resolution to the issues that appeared in 2020. It has been a long journey. However, we are now happy to release the item to the true scale length following rectification."



Customers who received the under-scale models have received replacements and the remaining, limited stock went on general sale in early June. Three livery options were available, in BR olive green, yellow or black, priced at £49.95 each.

Tel: 01562 750076

Web: *www.footplate.co.uk*



In Brief



A PAIR OF BEDFORDS

N GAUGE

Osborn's Models has released a pair of Bedford TK trucks, in the form of a cement mixer and steel tipper. Both are supplied pre-painted and glazed, ready to plant onto your layout.

Price: £10.95 each

Tel: 01237 423453

Web: *www.osbornsmodels.com*



POPULATE YOUR 'DELTIC' FOOTPLATE

00 GAUGE

Accurascale has teamed up with Modelu to create bespoke 3D-printed footplate crew for its new Class 55 'Deltic'. Each pack provides a driver and second man. They're available in early or later BR uniforms and come pre-coloured.

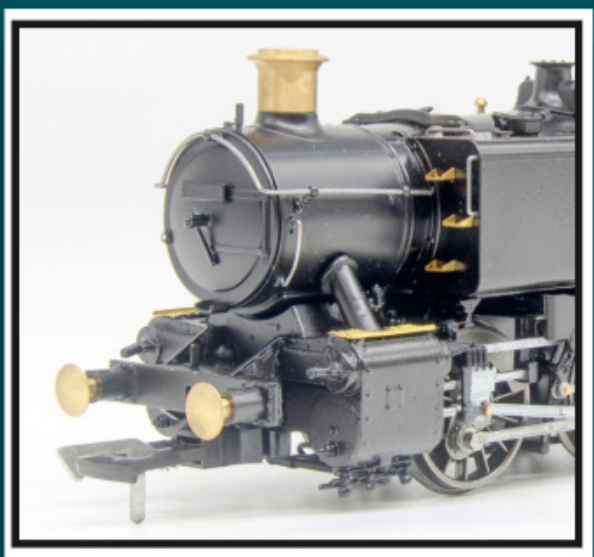
Price: £9.95 per pair

Web: *www.accurascale.co.uk*

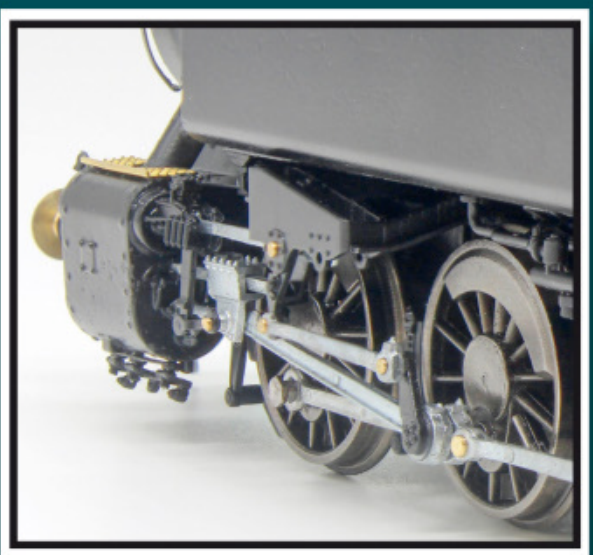
PANNIER TANK



PERFECTION



Etched and turned details



Fully detailed motion



Die-cast Body

Place your order before September 1st

from www.rapidotrains.co.uk or your local Rapido Trains UK stockist

RAPIDO TRAINS UK

SHED STAFF, COLLIES AND MORE FROM MODELU

ANY GAUGE





A useful selection of new figure packs has been launched by Modelu, featuring a quartet of steam locomotive shed staff including a fitter, fire lighter, ashman and cleaner), plus a half-dozen-strong cleaning gang. There are also pairs of off-duty shed staff, eating lunch and drinking tea. Once painted, these miniature figures will be perfect for any BR-era depot scene.

Away from the rails, a very attractive pair of Border Collie sheepdogs is now also available, which will enhance a rural scene in particular.

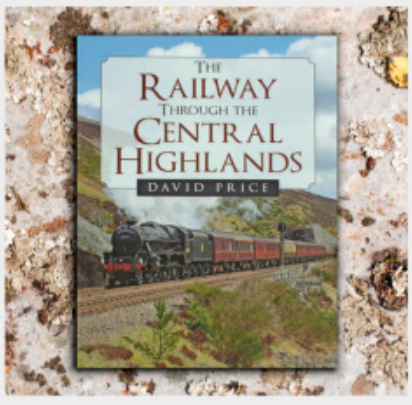
Also new from Modelu is a range of 'Steam Raiser' projects, using a crowd funding/kickstarter style system, whereby a number of prospective products are mooted and, if enough customers choose to place pre-orders, then the 'fire is lit' and the products will come to fruition. Check out the Modelu website for more information.

As always, Modelu figures are available in virtually any scale, from 'N' upwards.

Products: 11320 Shed Staff (x4), 11321 Cleaners (x6), 11340 Shed staff eating (x2), 11341 Shed staff drinking (x2), 31000 Sheepdogs (x2)
Price: from £4.50 per pack
Web: *www.modelu3d.co.uk*

Modeller's Bookshelf

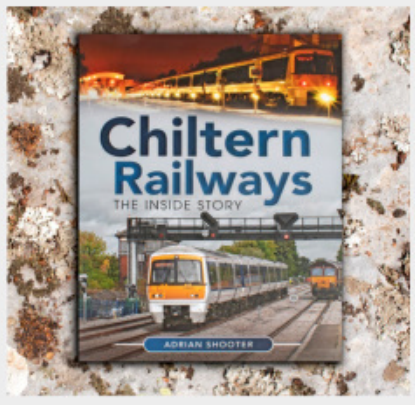
A selection of titles that have kept the *Model Rail* team occupied recently.



The route between Perth and Inverness is memorable for travellers, and David Price has collated around 200 of his own colour photographs of the line in this new album. Coverage dates from the mid-1980s to present day, with many shots featuring preserved steam on the main line, as well as ScotRail services (pre and post-privatisation). A smattering of freight adds some welcome variety.

The landscape along the route is captured well, and a brief history of the line is provided. There's a little repetition of locomotive subjects, but the overall package is an enjoyable one.

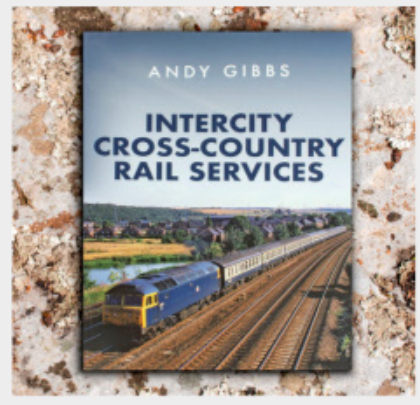
Book: *The Railway Through the Central Highlands* by David Price
Price: £15.99
Availability: *www.amberley-books.com*



This book provides an account of the Chiltern line's transition from national to private operation, told by one of the men who led a management buyout of Chiltern Railways in 1996. Adrian Shooter went from volunteer on the Ffestiniog to BR engineering graduate trainee, working his way up the ranks. After retirement, he set up VivaRail.

Providing an insight into Chiltern's business strategy through the early years of privatisation and a behind-the-scenes look at how the franchise was operated, the author also ponders how the railways will react in a post-Covid world.

Book: *Chiltern Railways – the Inside Story*, by Adrian Shooter
Price: £30.00
Availability: *www.pen-and-sword.co.uk*



BR's Cross-Country route is often overshadowed by express routes radiating from London. Yet services from Newcastle to Plymouth and Cardiff via Birmingham – and later extensions into Kent, Scotland, East Anglia and Brighton – have provided interest for enthusiasts.

This book effectively illustrates the sheer variety of diesel and electric traction involved during the 1970s-1990s. Class 47s abound, but 'Peaks', '31s', 'Westerns', AC electrics and even the odd Class 73 feature. Most of the images are excellent, with a mix of photos of famous locations and some not-so-famous spots.

Book: *Intercity Cross-Country Rail Services*, by Andy Gibbs
Price: £15.99
Availability: *www.amberley-books.com*



Offering an update on a previous edition from 2010, this is a collector's guide to British 'N' gauge freight stock. Reflecting the growth of RTR 'N' in recent years, this 62-page book features over 5,000 separate entries, listing all products produced since the 1960s by Peco, Graham Farish, Dapol, Lima and Hornby Minitrix, plus newbies Revolution Trains, Realtrack, Sonic Models and EFE Rail, up to and including 2020.

Each model type is illustrated and product codes, livery and numbering information is provided for each individual version.

Book: *N Gauge Modelling Collector's Guide to British Freight Rolling Stock*, by Howard Foy
Price: £8.95
Email: *engeepublishing@gmail.com*



ON THE WORKBENCH

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

PRECISION LED SCREWDRIVER

ANY GAUGE

Removing tiny screws from the underside of a chassis or within the dark reaches of a locomotive bodyshell can be tricky. But this handy miniature screwdriver makes the job easier, thanks to a powerful LED torch light.

Six interchangeable screwdriver bits are provided (flat and crosshead types), which can be neatly stored within the handle. And the light is switched on by depressing the sprung button on the tail end of the tool. Once the screw is located and engaged by the bit, you can release the light switch and start turning the screw.

Supplied pre-fitted with batteries, the pen-style tool is also fitted with a handy pocket clip.

Product: Model Craft PSD1006 Precision LED Screwdriver
Price: £6.49
Availability: Scale Model Shop
Tel: 01422 405040
Web: *www.scalemodelshop.co.uk*



REVERSE ACTION TWEEZERS

ANY GAUGE

Holding parts securely in a pair of conventional tweezers can cause fatigue in the fingers after a few minutes. Reverse action tweezers offer a helpful solution, as their default position is to remain closed. This set of high-quality, reverse action tweezers from Tamiya feature sprung jaws and serrated inner faces, which combine to offer a secure grip of small objects.

By squeezing the handles, the grip is released. Furthermore, the grips feature heat-resistant grips, making them an ideal tool for holding parts during light soldering work. Comfortable to use, the high-grade steel and polished finish provide a pleasing appearance, as well as reliable operation. At 168mm long, the tool feels well-balanced in the hand.

Product: Tamiya 103 HG Reverse Action Straight Tweezers
Price: £17.50
Availability: Tamiya stockists
Web: *www.wonderlandmodels.com*



DISTRIBUTED POWER

ANY GAUGE

Hobby Trax has produced an incredibly helpful device, in the form of a 12V DC distribution board. Designed to be secured below the baseboard or within a control panel, it can be fed from a standard 12V DC transformer and provides ten individual channels.

It's suitable for all manner of layout accessories that run off a 12V DC supply (and require no more than 2 amps), such as LED lighting and/or grain of wheat light bulbs, or even a shuttle control circuit.

Screw terminals allow for solder-free installation and each power output can be individually switched, while a single master switch can also be added to control the whole supply. Installation and operation really couldn't be easier.

Product: 12V DC 10 Channel Switchable Distribution Board
Price: £16.95
Availability: Hobby Trax
Tel: 0345 065 4472
Web: *www.hobbytrax.co.uk*



COPING STRATEGY

The physical nature of station platform surfaces has changed markedly since I was a young trainspotter, with the addition of tactile paving and standardised coping stones across much of the network. Whenever a new platform is opened or an existing station rebuilt, it's likely that the coping stones will be square, and feature three lateral grooves set into the face nearest the tracks.

Scale Model Scenery has released packs of laser-cut modern coping stones, in both 'N' and 'OO' gauge, rendered in a buff-coloured fibreboard, which is a good approximation of the real thing. Simply cut out the strips and fix them to your platform edges, then add a white line to the outer edge with a paintbrush or ink pen. The 'N' pack provides enough material to treat nearly 1.5m of platform, while the 'OO' pack will cover 1m.



Also from Scale Model Scenery, in 'OO', is a pack of eight 3D-printed bare metal 55gal oil drums, plus a useful pair of small lineside hut kits. The basic shell of each hut is assembled from the laser-cut components before outer layers are added using the printed sheets supplied, with a choice of brick or stone walls provided.

Products: LX317-N/LX317-OO Network Rail Platform Coping (£7.79 each), AX162-OO Bare Metal 55 gallon Drums (£5.19), KX071-OO Small Lineside Huts (£9.39)
Availability: Scale Model Scenery
Web: *www.scalemodelscenery.co.uk*

INTERESTED IN GAUGE 3?

GAUGE 3

This new 80-page colour book is packed with advice for anyone curious about Gauge 3 model railways. Published by the Gauge 3 Society, the book contains an overview of the 'largest scenic gauge', including plenty of helpful tips on how to get started, including demonstrations on building indoor and outdoor layouts.



Track and wheel standards are listed clearly and there are discussions on live steam, electric and radio-controlled locomotives, plus rolling stock construction, along with a gallery of some highly impressive modelling. Advertisements also give a useful clue as to what kind of trade support is available for 1:22.6 scale.

Price: £9.00 (plus £3 UK p&p)
Availability: *www.gauge3.org.uk*

I'M A LUMBERJACK AND I'M ALRIGHT...

The range of Action Sets in the Busch range continues to grow, with this latest set containing a standing tree trunk ready to be felled, plus cut logs, tools and a bare stump. A cutting team is provided, complete with two-man crosscut saw and a hatchet.

The two figures supplied are not wearing high-visibility clothing or safety helmets, so we must assume they're not professionals or are working in the pre-1980s era. This set could be positioned in a residential garden or at the edge of a wood. ***(PM)***

Product: Busch 7973 Tree Felling Action Set
Price: £19.99
Availability: *www.goldenvalleyhobbies.co.uk*



EXHIBITION DIARY – JULY 2022–AUGUST 2022

(ALL SUBJECT TO GOVERNMENT GUIDANCE ON COVID-19)

July 9

PEVENSEY BAY, EAST SUSSEX. Pevensey Bay Model Rail Exhibition, Victoria Baptist Church, Eldon Road, Eastbourne, BN21 1UE. **Time:** 1000-1630. **Admission:** Adult £6, Child (5-15) £1, Family £12. **Email:** *pbmrc@outlook.com* **Web:** *www.pevenseybaymodelrailwayclub.com* **Tel:** 07774 185651.

THETFORD, NORFOLK. Thetford & District Model Railway Society, The Charles Burrell Centre, Staniforth Road, Thetford, Norfolk IP24 3LH. **Time:** 1000-1600. **Admission:** Single £5, Family (2+2) £10, Accompanied Child free. **Tel:** 07951 078006. **Email:** *showchair@tdmrs.co.uk* **Web:** *www.tdmrs.co.uk*

July 16

FILEY, NORTH YORKS. Filey Model Railway Show, St Johns Church, West Avenue, Filey YO14 9AU. **Time:** 1000-1630. **Admission:** Entry by donation, Children free. **Tel:** 01723 870166.

MILTON KEYNES, BUCKS. MK Model Railway Society Exhibition, The Ridgeway Centre, Featherstone Road, Wolverton Mill, Milton Keynes MK12 5TH. **Time:** 1000-1630. **Admission:** Adult £5, Child £1, Under 5s free. **Web:** *www.mkmrs.org.uk/2022-exhibition*

July 23

EASTLEIGH, HANTS. Southampton Summer Exhibition, Barton Peveril College, Chestnut Avenue, Eastleigh, Hants, SO50 5BX. **Time:** 1000-1700. **Admission:** Adult £5, acc. child free. **Tel:** 01489 799809. **Web:** *www.southamptonmodelrailwaysociety.wordpress.com*

SCARBOROUGH, NORTH YORKS. Scarborough Model Railway Show, Newby & Scalby Community Hall, Scalby Road, Scarborough YO13 0RA. **Time:** 1000-1700. **Admission:** £5, children free. **Tel:** 01723 870166.

July 23 & 24

CUPAR, FIFE. Cupar Model Rail 2022, The Corn Exchange, Cupar, KY15 4BT. **Times:** 1000-1630 both days. **Admission:** Adult £5, Child (5-15) £1, Under 5s free. **Web:** *www.cuparmrc.co.uk*

EDINGTON, SOMERSET. 47th Annual Model Railway Exhibition, Somerset & Dorset Railway Trust Ltd., The Edington Village Hall, Lippets Way, Edington, Somerset TA7 9HA. **Times:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adult £5, Senior £4.50, Accompanied children free. **Web:** *www.sdrt.org/edington-model-railway-exhibition/*

LLANDUNO, CONWY. Colwyn MRC Exhibition, Craig Y Don Community Centre, Queens Road, Craig Y Don, Llandudno LL30 1TE. **Times:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £5, Accompanied children free. **Tel:** 07714 237248. **Email:** *info@colwynmodelrailwayclub.co.uk* **Web:** *www.colwynmodelrailwayclub.co.uk.* **Facebook:** Colwyn MRC

July 30

BARNSTAPLE, DEVON. Barnstaple & District Model Railway Exhibition, Christ Church, Bear St, Barnstaple EX32 7BU. **Time:** 1000-1600. **Admission:** £4. **Tel:** 01237 238872. **Web:** *shadylane@live.co.uk*

BRIDPORT, DORSET. Bridport & District Model Railway Club, The Sir John Colfox Academy, Ridgeway, Bridport, Dorset DT6 3DT. **Time:** 1000-1600. **Admission:** Adult £6, Child (under 16) free, Family (2+2) £10. **Tel:** 01308 861754 or 07927 312341. **Email:** *r_ahrens@outlook.com*

July 31

THIRSK, NORTH YORKS. Thirsk Model Railway Show 2022, Thirsk Town Hall, Westgate, Thirsk YO7 1QR. **Time:** 1000-1600. **Admission:** Adult £5, Concessions £5, Accompanied children free. **Web:** *www.expo-thirsk.co.uk*

August 3

TAUNTON, SOMERSET. Taunton Model Railway Group Open day, Bishops Lydeard Station, Platform 1, West Somerset Railway, Taunton TA4 3BX. **Time:** 1030-1630. **Admission:** A small admission charge will apply. **Tel:** 07879 52736. **Web:** *www.tauntonmodelrailwaygroup.co.uk*

August 6

MINEHEAD, SOMERSET. Exmoor Rail 2022 10th Anniversary, The West Somerset College, Bircham Road, Minehead, Somerset TA24 6AY. **Time:** 1000-1630. **Admission:** Adult £6, Child (under 16) £2, Family (2+2) £14. **Tel:** 01643 706736.

August 6 & 7

REDCAR, CLEVELAND. Redcar Model Rail 2022, Redcar and Cleveland College, Corporation Road, Redcar, Cleveland TS10 1EZ. **Times:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £5, Child £3.50, Family (2+2) £15. **Web:** *www.clevelandmrc.club*

August 7

BURTON ON TRENT. Toy and Collectors Fair, National Brewery Centre Museum, Horninglow Street, Burton-on-Trent. **Time:** 1000-1500. **Admission:** Adult £4, Child £2.

August 10

TAUNTON, SOMERSET. See August 3.

August 13

BEXHILL-ON-SEA, EAST SUSSEX. Bexhill Model Railway Club, Annual Model Railway Exhibition, St Richards Catholic College, Ashdown Road TN40 1SE. **Time:** 1000-1700. **Admission:** Adult £6, Family (2 adults 2 children under 14) £14, Child (under 14) £2. **Web:** *www.bexhillmrc.co.uk*

ROADE, NORTHANTS. Northampton & District Model Railway Club, Bailey Brooks Road, Roade, Northampton NN7 2LS. **Time:** 1000-1600. **Admission:** Adult £5, Child £3, Family (2+2) £10. **Tel:** 01604 890275. **Web:** *www.nmrc.org*

August 13 & 14

ST ANDREWS, FIFE. St Andrews Model Railway Exhibition, Student Union, University of St Andrews, St Mary's Place KY16 9UZ. **Times:** Sat 1000-1730, Sun 1030-1700. **Admission:** Adult £5, Child £2.50 Family £12. **Tel:** 07552 122484.

WELLS, SOMERSET. Railwells 2022. The Town Hall, Market Place, Wells, Somerset BA5 2RB. **Times:** Sat 1030-1730, Sun 1000-1630. **Admission:** Adult £8, Accompanied Child (14 and under) free, Concessions/Child up to 17 £4. **Tel:** 01749 938362. **Web:** *www.railwells.com* or *www.scalefour.org*

August 17

TAUNTON, SOMERSET. See August 3.

August 20

LUDLOW, SHROPS. Craven Arms & District Model Railway Expo, Ludlow Racecourse, Bromfield, Ludlow, Shrops SY8 2BT. **Time:** 1000-1600. **Admission:** Adult £5, Child (under 16) free. **Tel:** 07867 752301

...and finally

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

Deep in the Forest of Dean, it's almost the end of Bill & Ted's shift at the colliery sidings. As the evening mist rises, the single gas lamp in the public bar of The Miners is lit. This means only one thing – it's opening time! Just one wagon to shunt, then it's off for a snifter or two… or five. Fireman Reggie grumbles, "have one for me". He's on late shift, with the engine to dispose of, so he won't finish until chucking-out time. Poor Reggie.





New GT3 Liveries

Due to the success of our GT3 in BR Blue, we have had a lot of interest in the more 'never ran in' liveries. Therefore, we would like to announce 3 new liveries for our GT3. **LMS Black, BR Black early crest and BR Green late crest.**

These new liveries will only be available in a very limited run, and these will be available in **DCC Ready and DCC sound.** We will also be making the original prototype Brown, these will be a limited run and will sell fast.

Delivery is expected October 2022.

Reserve Your's NOW

KRModels ESU

Order now at www.krmodels.co.uk

Staff Show & Tell

Dave takes to the rails

Dave Lowery has fulfilled a childhood dream of building his own ride-on railway.

Since a very early age I have loved riding on small railways, never really thinking that one day, I would achieve this boyhood dream of having one of my own.

It took five tons of ready-mix concrete, 16 garden sleepers, 80 concrete building blocks and six rolls of roofing felt – oh, and the use of a medium sized digger – before the base for the track was built. I really must thank two very dedicated friends, David and Ian, who did all the work. I can't think why it took me so long to do this.

It all really started six or seven years ago when a very good friend, Nigel Stanley, offered me a 5in gauge Class 37 locomotive and track, on the proviso that I came down and removed the track, as his wife was remodelling their garden. Job done, and I became the proud owner of the above.

This languished just inside the door of the railway room and kept staring at me every time I went by, until I finally made a start. This coincided with the arrival of a digger in the field next to me for a fortnight stay. Well, it's obvious I needed some holes for footings and the rest, as they say, is history.

Hole separation was dictated by the length of available sleepers. As it turned out, that would be eight feet. Everywhere you go, the tracks are all nice and flat and straight, right? Wrong. I wanted curvy and undulating, so the driver will have a challenge when driving the line.

To get the concrete base poured, a lovely man drove his concrete mixer straight into the garden through a rather large hole in the fence and filled the various holes with concrete, level with the grass.

Concrete blocks were built up three blocks high, with metal straps concreted in place. These were wrapped around the top of the blocks then secured over the sleepers (which were settled on a bed of cement) and screwed in place. Roofing felt was then laid over the sleepers and secured in place; this allows the



Is that a case of 'mine's bigger than yours'? You just wait until I build some rolling stock. This is one of the best moments in my life! BRYAN ROBINSON

rain to just run off the track surface.

The undersides of the miniature sleepers were coated in black bitumen to protect against the weather, then the panels were screwed in place and joined up with bolted fishplates. It is just so big compared to the 'O' gauge rail joiners that I'm used to. A number of the miniature sleepers turned out to be rotten, so these will be replaced soon, as Ian has now cut me some new ones from oak. These will be coated in bitumen and then fitted onto the rails.

The Class 37, built from a kit by Nigel, was freed up and oiled. Once a pair of car batteries were added, it sprang into life. A riding truck was securely attached to the locomotive. No loose couplings and hook here, but a proper chain bolted to both locomotive and truck.

And there you have it. It's absolutely marvellous. My happiness can be measured by the size of the stupid smile that runs from ear to ear very time I get on it and go up and down the garden.



What's that in the garden? A cement mixer? Yes! After the footings were cut with a digger, the helpful operator filled up the holes with fresh concrete.



Concrete blocks were laid onto the footings.



Dave's own railway now runs alongside the East Coast Main Line.

Cabin pressure

Chris Gadsby writes: Work is well under way in my garden cabin for my new model railway and, having decided on a track plan, I was able to start building the baseboards. When building an open-top baseboard it's vital that you know your track plan so that you can avoid having any bracing underneath a point motor. This is true of all layouts, but especially ones with an open top. To ensure this doesn't happen I printed out my plan at 1:1 scale (using 75 sheets of A3 and a lot of ink) and placed them on the floor of my cabin so that I could physically position and mark the joists before making the boards. I still have a few to make and the



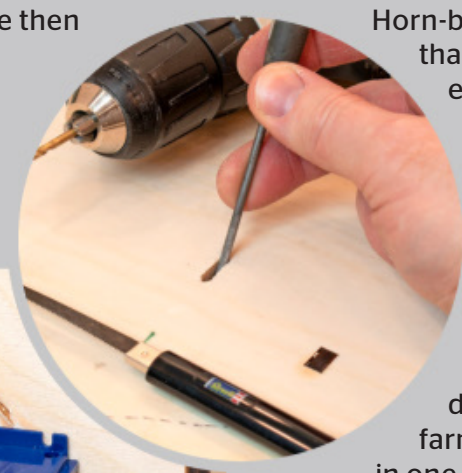
electrics need to be installed, which is why I have built them in such a way that they can be moved out of the way and make things easier for the electrician. Hopefully, I'll have something running soon!

Points (and a pub) of note

Progress has been slow on George's 'Lisburn Lane', but a few more jobs have been ticked off recently.

Having got the track, platform and girder bridge installed to the foamboard sub-base, the formation was permanently fixed to the baseboard (as shown last month). Before it was fixed, though, I had to mark out the location of each point's tie-rod. Slots were then drilled and cut into the plywood baseboard for the point motor actuating rods.

A minor issue was encountered, although it wasn't unexpected, owing to the late addition of an extra siding. There wasn't much leeway in the positioning of the new point, owing to a number of strengthening braces intersecting beneath this area of the baseboard. However, I managed to squeeze in a slow-action point motor with only minor intervention from a saw and chisel. The diagonal braces on this Tim Horn-built baseboard are thinner than the main structural elements, so it proved to be an easy job and there has been no compromise in rigidity.





Next jobs? The point motors still await connecting before the track can be tested thoroughly. In the meantime, I've been debating replacing the small farmhouse, that was due to sit in one corner of the baseboard, with a pub I built a few years back.

The Superquick card kit was extensively upgraded with a plaster render, embossed brickwork and individual roof tiles and it's a model I'm very proud of (see MR267). It should add a nice, bucolic touch to the scene.

Something to ponder... over a couple of pints perhaps?



Show & Tell

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



Settrington station

Settrington was on the old Malton to Driffield railway in North Yorkshire and was closed long before the Beeching era. I purchased the layout after seeing it on a well-known auction site. I have added some of my own detailing.

90% of my locomotives and rolling stock is preowned, having been purchased at toy fairs. Star of the layout is the Rails of Sheffield Electric Autocar. I have had the model lightly weathered and a driver has been added at one end. I wish that manufacturers would include a crew or a driver within multiple units and other diesel and electric models. To me, a model diesel running on a layout without a driver is simply not complete.

I am 76 years old and operating my layout gives me great satisfaction.

Malcolm Slater, York





Jubilee jamboree

During the lockdowns, I was in my parents' support bubble and this gave us a chance to work on our 'OO' gauge layout, which is in my dad's shed in the Lake District. In fact, we did what would have taken us two to three years in about ten months, so, I can say I used my lockdown time productively and I emerged a better modeller for it.

Recently, I decided to extend the Platinum Jubilee celebrations to the model railway. To this end I copied and pasted the official logos from Google Images into a Microsoft Word document, shrinking the image to a size I believed was right. The printouts were glued onto card and cut out. Some locomotives (appropriately including my No. 6201 *Princess Elizabeth*) have had logos attached using a small ball of Blu Tack.



No. 4472 *Flying Scotsman* also got in on the act.

I'm glad I have used my modelling skills to create something to remember this truly once-in-a-lifetime event.

David Robinson



Factory thinking

In issue 298, George Dent described building a compact industrial diorama using a series of Metcalfe card kits. I'm also trying to squeeze something similar into a tight spot on my layout!

John Thewlis





Come fly with me

In *Model Rail* issue 299, I thoroughly enjoyed reading how Graham Goodchild, in miniscule 1:144 scale no less, ingeniously persuaded a helicopter to fly. Graham commences his account with the comment, 'Normally one does not associate an aircraft flying scene with a model railway layout. Perhaps the exception to this is where a railway line serves an airport, where stationary aircraft can be featured.'

Below I suggest another exception, with a flying boat depicted on water. In the attached image, taken by Andrew Glover of my freelance 'Falcon Rock' 'OO9' island diorama, Naval One of the Îles de Loisir navy is depicted just so (Îles de Loisir translates as 'the Idle Isles'). Lamentably, Naval One, built from the long-lived and venerable Airfix 1:72 Supermarine Walrus kit, stubbornly refuses to fly!

As my modelling is totally freelance and increasingly nostalgic, in choosing national identification colours for N1's tail fin, I fell back on childhood memories of Mansfield Town's football team – 'the Stags' – playing in blue and amber. By pure chance it has also come to represent, in a small way, support for Ukraine.

Bob Telford



A shed with heritage?



We've just moved into a new house in Lincolnshire. In the garden is a 20ft by 10ft shed which looks like it might have been a railway room in the past, judging by the painted scenery on the inside.

The great news is that having had my own model railway on hold for 45 years, I now have somewhere to bring my plans to fruition, once all the jobs on the house are done. So I may be returning this building to its previous use.

Kevin Benstead

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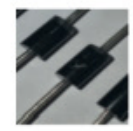
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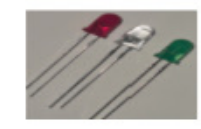
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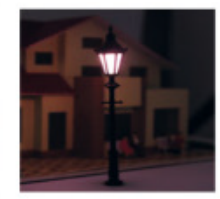



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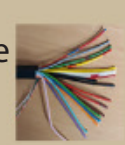


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Inside track with Ben Ando

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

“In theory, TT:120 offers great potential – it needs around 40% less space than ‘OO’, yet allows for more detail and features than ‘N’”



It’s not every day, month, year or even decade that a major manufacturer launches a new scale/gauge combination to the British market.

So take a bow Peco with its new range of TT:120 – that is 1:120 scale models trains running on track with a gauge of 12mm. And it’ll be the first truly ‘accurate’ scale and gauge combination available in British ready-to-run (RTR).

As most readers will know, British ‘OO’, ‘N’ and even ‘O’ gauges are all ‘not quite right’ – ‘OO’ track is roughly 14% too narrow, ‘N’ about 7% too narrow and ‘O’ about 3% too narrow. But 12mm track to 1:120 scale is just right!

‘TT’ may have a familiar ring to it. Back in the late 1950s, Tri-ang launched a range of ‘Table Top’ 12mm gauge models. However, these were to 1:100 scale, making them 16% too narrow and therefore even more inaccurate than ‘OO’.

When Tri-ang stopped production in the mid-1960s, interest in the UK faded quickly, but on the Continent 1:120 scale continued to grow, especially behind the Iron Curtain, and in some parts of Europe it is now second only to ‘HO’ in popularity.

So could it catch on here?

Peco – which knows a thing or two about model trains, having recently celebrated its 75th anniversary in what can be a deceptively tough marketplace – clearly thinks it can.

In theory, TT:120 offers great potential – it needs around 40% less space than ‘OO’, yet allows for more detail and features than ‘N’.

But convincing modellers to dabble, or switch entirely, depends on what else is available. In practice that means other manufacturers taking the plunge too.

Initially launching with Flexitrack, left and right medium turnouts and some laser-cut buildings, Peco already has more track, signal kits and a seven-plank open wagon in development and promised for later in 2022.

But to make the new scale take off, locomotives, coaches and wagons will be needed – and fast.

It seems unlikely that Peco would have taken this step unilaterally, so what happens now?

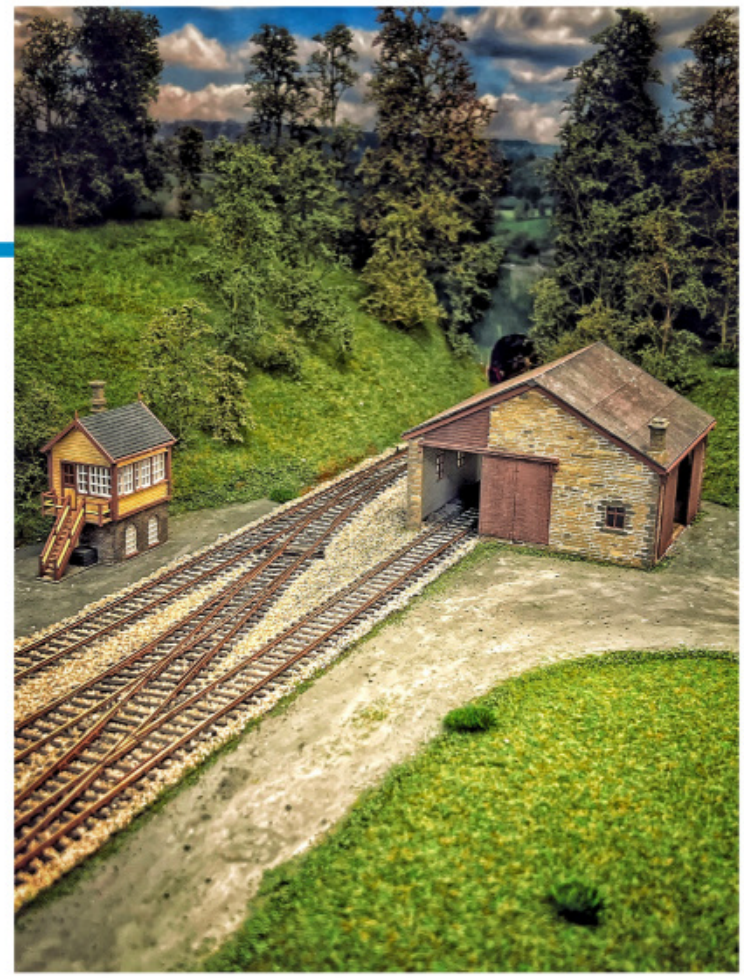
Within days of Peco’s announcement, Heljan revealed a Class 31 project and Gaugemaster has already said it’s looking at the possibility of a TT:120 Class 66; perhaps this is the model Mehano, now part of Lemke/Hobbytrain, announced in 2008 that never reached production.

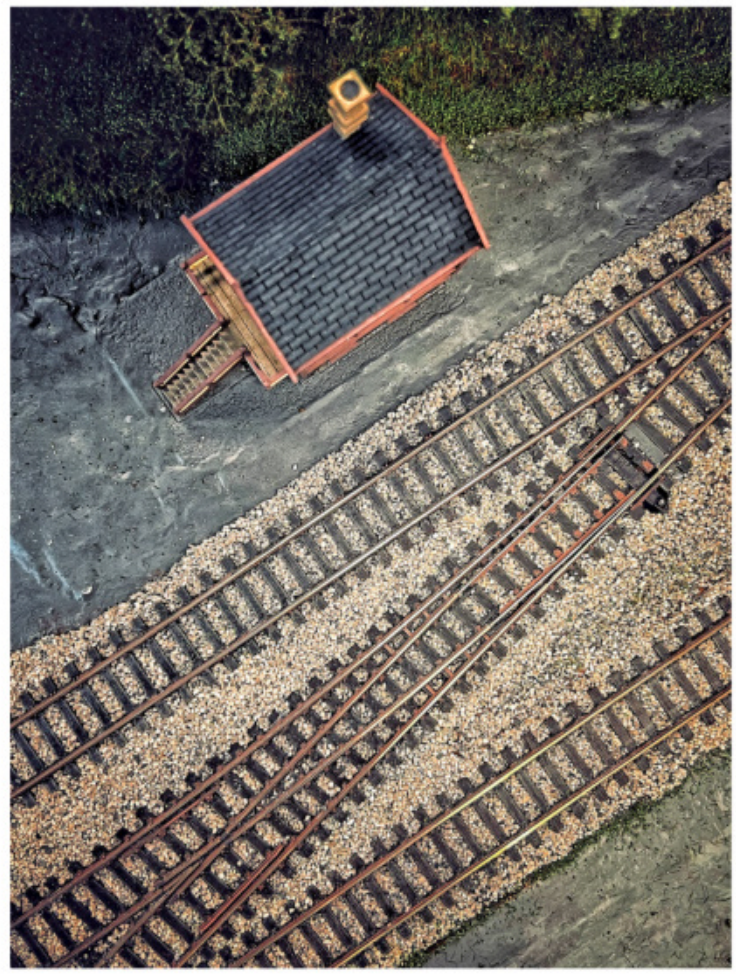
The Class 66 is the obvious starting point if TT:120 is to appeal to a newer generation, and as we have found in ‘N’, modern prototypes seem to do better in the smaller scales. But some classic steam locomotives – maybe a *Flying Scotsman*, or a ubiquitous 0-6-0 – are also important.



And are there any opportunities for smaller manufacturers like Revolution in the new scale?

The obvious bonus is that – unlike ‘OO’ or ‘N’ – any models of prototypes that operate on the Continent and Britain will be of interest to modellers across Europe as the scale will be right.





Revolution’s IZA Cargowaggon twins, IWA ‘Holdall’ vans, and IPA car carriers in ‘OO’ and ‘N’ could be scaled to TT:120 – and would be ideal for running with a Class 66.

Of course, to do this we will have to familiarize ourselves with the various wheel and coupler standards that are to be used in TT:120 to ensure our models are compatible with anything else that might come along.

But before too long it could well be time for us to offer a new generation of TT:120 modellers a crowd-funded project in their scale and – as ‘N’ gauge and ‘OO’ gauge enthusiasts have done before – make exciting things happen!

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WAY OUT
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Man on a commission

Mike Hickling commissioned **Dan Evason** to build him a layout on which he really went to town with the details.

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



What makes this layout great?

"Dan has put a lot of effort into the small details of 'Little Burford' to make sure the scene is as realistic as possible. Every scene within the layout boasts a wealth of detail, although sometimes you have to look closely before you see it. The signal box interior is just one example."



We all have a layout we'd love to build, Sadly, owing to many reasons, we can't always make it a reality. This isn't one of those occasions where we're talking about space or money, but rather time or physical ability. That's where commissioning a layout builder can be the perfect option. There are plenty of great layout builders who offer commissioned work, including our own Chris Nevard. Mike Hickling's 'O' gauge layout 'Little Burford' was built by Dan Evason of 'Tunnel Lane' fame, who takes us through the story of the build.

"Mike and I are good friends and one day, while chatting over a packet of biscuits and a brew, we started talking about doing something with his 'O' gauge collection. He suggested commissioning me to build him an end-to-end layout, and the next thing we knew there were points and lengths of track, locomotives, wagons and a tape measure scattered all over the desk! It took us about a month to settle on a track plan as we spent the first week or so planning a layout that would sit on a shelf and be a plug-in section into a garage loop, but it quickly became apparent that even with a double garage there wouldn't be the space. It now sits in the middle of the garage on its own trestles, meaning that it can also be taken to exhibitions in the future."

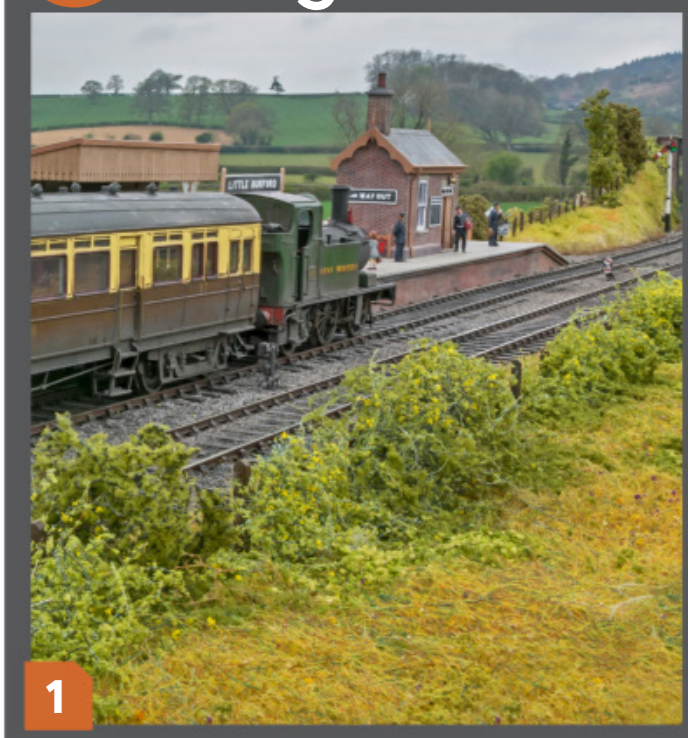
Living close to the Severn Valley Railway, Mike ➤

2 Two operators are required to run the layout – one as a driver and one as signalman, who also assists with coupling and uncoupling rolling stock.





3 things we like



The open meadows, formed from a combination of WWScenics products and hanging basket liner.



The wire and timber lineside fencing, created from Scale Model Scenery kits.



The lifelike station nameboard and GWR signs were supplied by Intentio Model Railways.



really wanted his layout to capture that rural sleepy station atmosphere of the 1930s. This was a time of great pride in the station with its well-maintained buildings, spectacular flowerbeds tended by the small group of station staff and, of course, its stationmaster overseeing the whole operation. A different approach was needed from Dan.

"This layout definitely has the 'less is more' factor about it, which made it interesting to produce as a modeller. It really made me think carefully about colours and tones. I had to think about having railway items such as old sleepers stacked and not just plonked there as an afterthought, adding signal wires, coal tools, even notice boards on the coal office walls. To me, it was all about the little things which made it into a visual delight for the eyes!"

With a scenic section measuring 12 feet by 14 inches, 'Little Burford' certainly isn't laden with track: a single line with a run-round loop and a small siding is all that's featured.

"I decided to have the main line at one end to leave the baseboard at an angle along with the siding tailing off in the opposite direction into the coal yard, just to add a bit of visual interest. The track was glued into place and soldered using brass head screws, which were screwed in at either end of each baseboard to keep the track from being damaged in transit and perfectly aligned at all times.

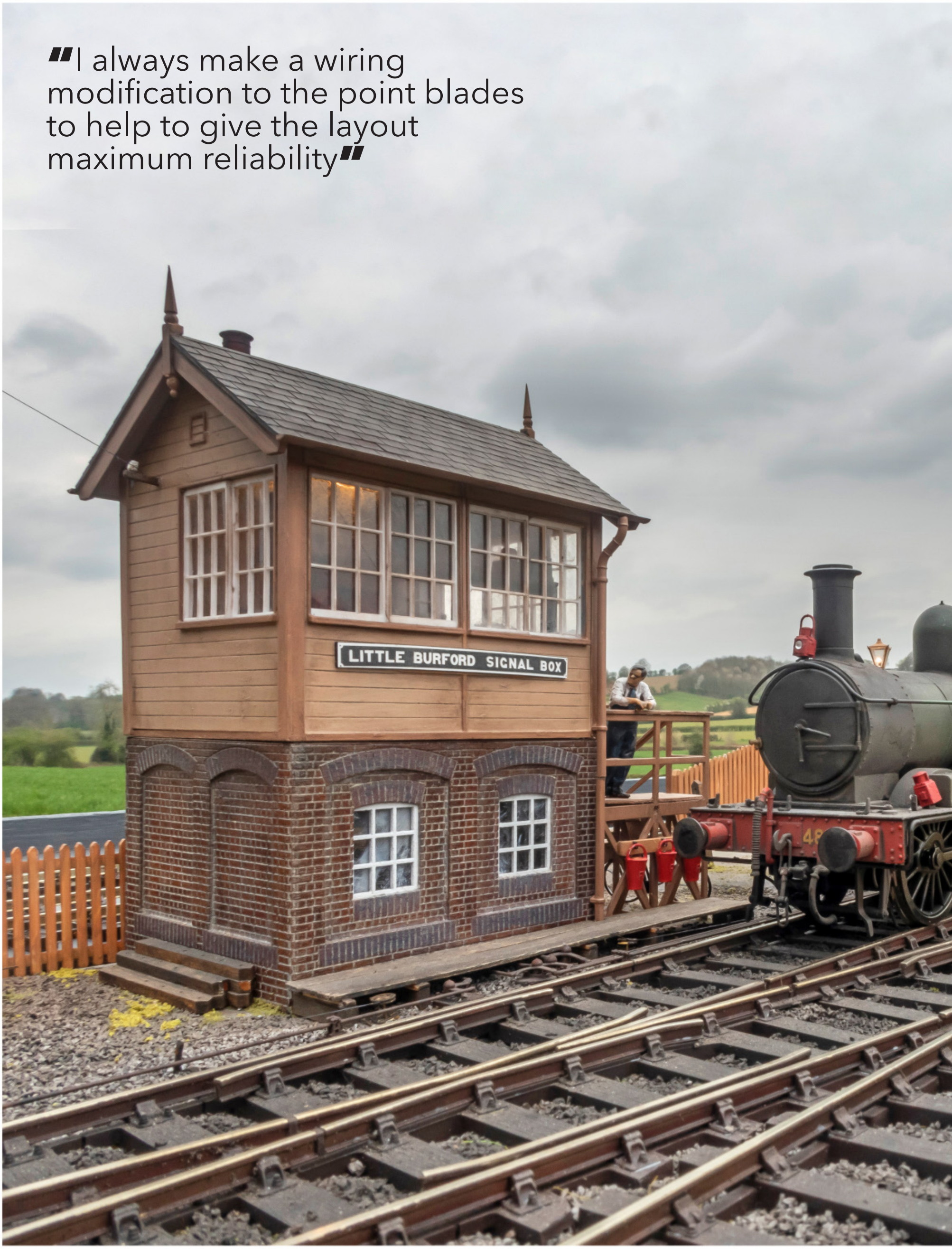






"To me, it was all about the little things which made it into a visual delight for the eyes"

"I always make a wiring modification to the point blades to help to give the layout maximum reliability"





7 Mike didn't leave it all down to Dan, as he was on hand with his knowledge and research, and he is a very good modeller in his own right, so he was able to weather his own rolling stock and add locomotive crews to really bring them to life.



8



9



10

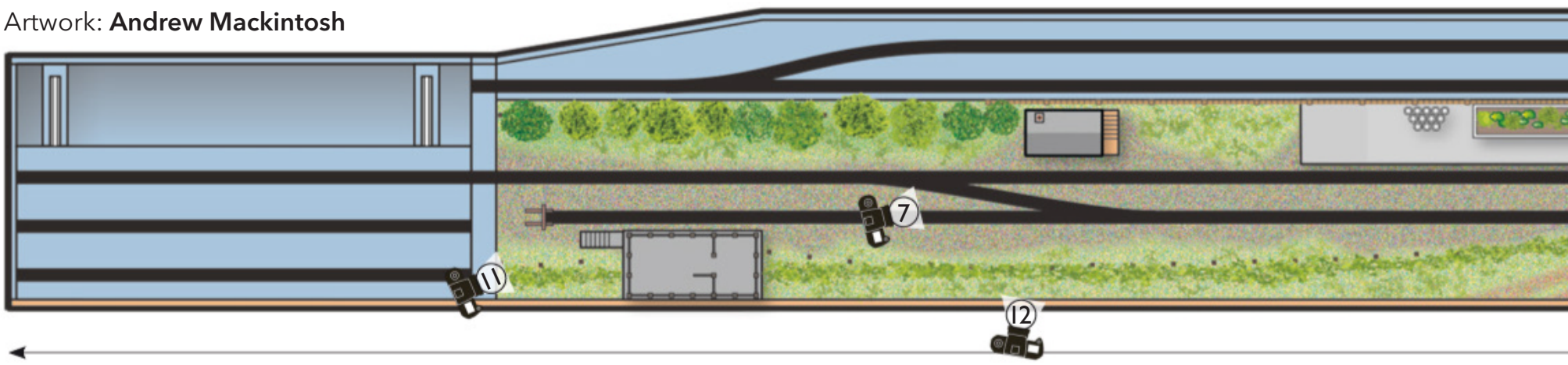
Being 'O' gauge, waiting for the large areas of ballast to dry in the dead of winter in a cold workshop took forever. I was even dipping in and out on Christmas day trying to speed things along with a hairdryer!"

DIFFERENT ORDER

Working over a five-month period, space restrictions prevented Dan from building 'Little Burford' in the 'usual' order.

"I had other commissions on the go at the time so I didn't have the space in the workshop. I had to start the process with the buildings first, then the baseboards at a later date. It was only once I had space in the workshop - and the series of baseboards could be bolted together - that track laying could begin. I always make a wiring modification to the point blades to help to give the layout maximum reliability. However, after the first test run took place, a second and third run was tried, but it came quite apparent that there seemed to be a design fault with the Peco points. The use of a loose fishplate on the ➤

Artwork: **Andrew Mackintosh**



point blade to act as a hinge was not proving reliable, as it was not always making contact with the fixed part of the centre rails, thus causing the locomotives to stop. Armed with a soldering iron, I carefully attached another set of power feed wires to the moving tips of the blades to correct the issue. With that fix we were back in business and fault free!

INTO DETAIL

Arguably the biggest advantage of 'O' gauge is the huge level of detail you can add to the models and scenery. Objects that would be too small to model in a smaller gauge suddenly become possible, and Dan has used this to great effect.

"I love pushing it to the point it gets silly, as showcased in the coal office from Intentio Model Railways. It comes with interior wall details and a fireplace, but I took it one step further and added a counter, notice boards on the wall along with ➤



MODELLER CV: DAN EVASON

I spend a lot of time working on model railways, either on my own 'Tunnel Lane' or creating commissions for members of the public. Keep an eye out for my work on the exhibition circuit.

FACTFILE: 'LITTLE BURFORD'

Gauge and scale: 7mm:1ft, 32mm gauge, 'O'

Era: 1930s

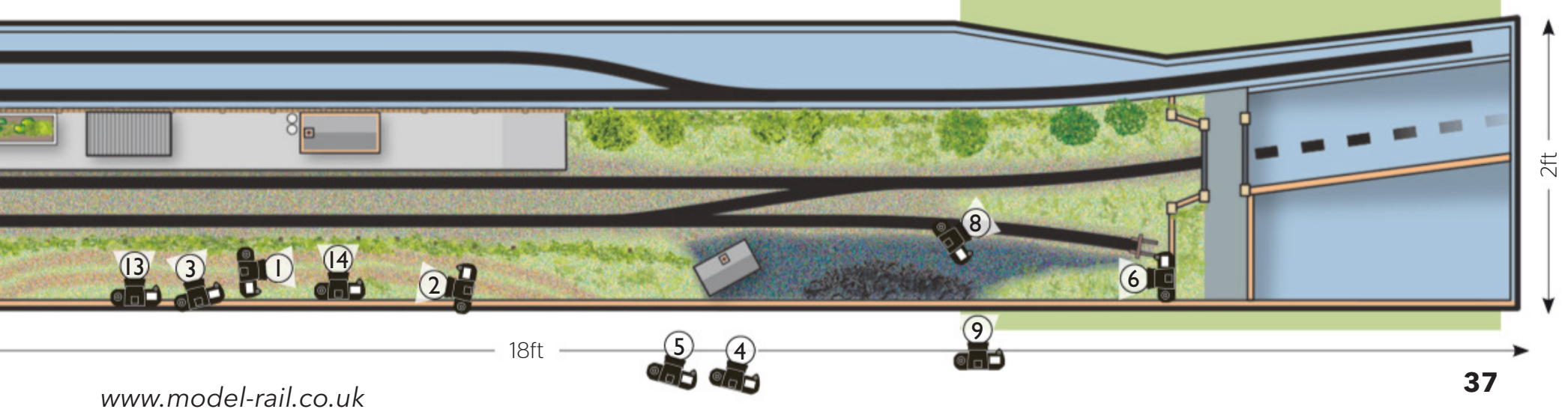
Size: 18ft by 2ft

Time to build: Five months

Power and control: DCC



11 'Little Burford' has two semaphore signals and two ground signals. The ground signals, supplied by Invertrains from Scotland, are a kit-based product and skilfully made and painted by Mike. On the other hand, the semaphore signals are from Dapol and operate via flick switches mounted to the control box, along with DCCconcepts levers for ease of operation.



clipboards and even a light switch, most of which you will never see, but Mike and I know they're there. Lights were added from the Woodland Scenics Just Plug system and, of course, no building would be complete without a figure or two, which came from Modelu, and really helped to bring the little coal office to life. Mike also supplied the added interior upgrade pack to the Peco signal box for me to fit and paint, along with a Modelu signalman leaning on the staircase which really completes this model. That's the sort of detail you would expect though. There's also cow pats in the cattle dock, damaged downpipes with water stains, signal wires and building interiors that you can barely see."

In all forms of modelling, it's the small details that make the difference, and Dan has done such a good job of installing them on 'Little Burford' that you'd be hard-pressed to determine whether it's a photograph of the model or the real thing!

Having a layout commissioned can be expensive, but if you just don't have the time to build one yourself, it does offer a way to achieve the model railway of your dreams. MR







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HOW TO

BUILD A GASWORKS

PART TWO

Richard Simpson continues construction of his traditional gasworks by creating a trio of processing tanks.

In last month's issue, I explained how I converted a laser-cut Lineside Warehouse kit into a Retort House, that was to be the starting point for my 'coal gas' works. The retort units produce the raw gas by heating coal in the retort, but this gas, once collected, is not suitable for distribution and domestic use.

Instead, the raw gas must go through various processes before it is suitable for storage in the works' gas holder, ready for distribution to customers via the mains system. Three of these processes involve the use of tank-based structures, with all three involving similar building techniques as far as modelling is concerned. Therefore, the trio of structures will be considered in this article.

TANK TRIO

Each structure involves the use of a plastic tank kit as a starting point, which is then enhanced and modified with plastic strip, as offered by the Plastruct and Evergreen ranges, available in most model shops. Pipework has been taken from the useful

00 GAUGE | 12 hrs |

kits in the Knightwing series, plus a few bits and pieces from the scrap box. Round-section plastic sprue material, left over from kits, is always worth retaining for purposes such as this, as it's ideal for recreating industrial pipework.

Taking the structures in the order in which they sit within the coal gas production process, the first unit would be the condenser unit. Here, the hot gas from the retort is cooled, thus freeing unwanted by-products, such as sulphuric acid. This was collected in further tanks and sold to other industries, so it was not uncommon to see a railway company's sulphuric acid tanker somewhere around the gasworks site.

Being a condenser unit, it would require water to be pumped in one end to act as a coolant, plus a return feed at the other end. Gas needs to be pumped in and collected so, in all, a credible structure demands a minimum of four main pipes to be installed. This tank would probably also be insulated to maintain the heat in the unit and therefore make it more efficient, so the exterior demands some form of cladding to hold the insulation in place.

The next structure in the process was the scrubber unit. This is where the gas would be sprayed with a fine mist of water, at various points within the tower. The mist would dissolve any soluble impurities in the gas, which would settle and be collected at the base of the tower. The structure would therefore require a manifold arrangement with a main water supply pipe and branches at each section along the structure's length. The scrubber unit would invariably be formed of cast sections, bolted together, which gave the manufacturer the flexibility of making the unit as tall as the plant required. To provide access to the manholes and to the branch pipes, a vertical ladder would be appropriate, along with safety handrails on the top.

The final tank would usually be the washer. Again, this is where further cleaning would

PHOTOGRAPHY: RICHARD SIMPSON

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What Richard used

SHOPPING LIST

- Suitable plastic tank kits, such as the Knightwing Fuel Oil Depot (PM 116), Ratio Oil Tank Kit (530) or Gaugemaster Fordhampton Oil Tank (GM447)
- Plastruct or Evergreen plastic strip of various cross section profiles, such as strip, angle and 'H' section
- Knightwing Pipe Kit (UN 11)
  Web: *www.gaugemasterretail.com*
- MENG Model 1/35 scale plastic nuts and bolts, Set A (large)
  Web: *www.scalemodelshop.co.uk*

TOOLS

- Scalpel and a supply of fresh blades
- Steel rule
- Files and abrasives
- Drill and bits
- Pounce wheel

take place, to remove any solid particles from the gas with the help of specific chemicals. The washer was therefore usually fitted with some sort of chemical dosing unit, consisting of an additional tank and pipework. This unit was usually a horizontal configuration, making access to the dosing equipment easier, while a mounting plinth and support frame will be needed. Again, it's likely that this tank would also be fabricated in sections, bolted together, to give the manufacturer greater flexibility.

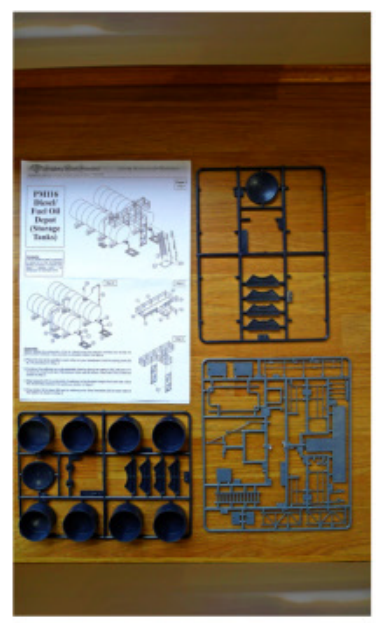
A DIRTY JOB?

The nature of coal gas production, in which significant quantities of soot, coke and tar were produced as a result of burning coal, means that gasworks were invariably dirty places. That said, it's easy for us modellers to overdo the weathering and make an unrealistic mess or, conversely, to be wary of getting the weathering wrong and leaving the structures in pristine condition, which can look equally odd.

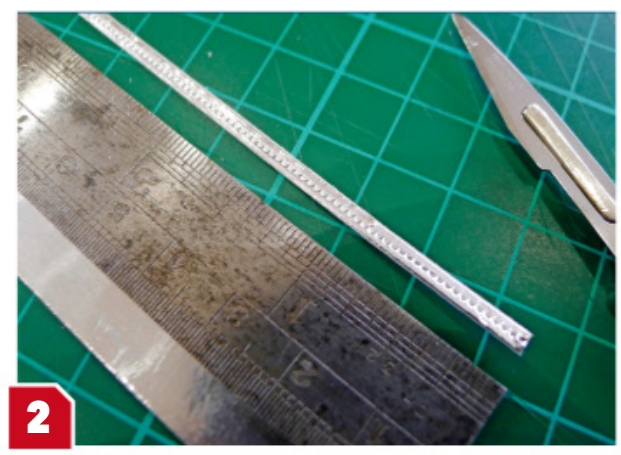
One of the tricks to getting the weathering right is to plan the job from the start. The scrubber and the washer tanks were given a similar treatment of a metallic base coat, followed by enamel rust colour, applied with the dry-brushing technique. When this base layer was dry, a coating of hairspray was applied, followed by a final coat of water-based acrylic paint. When this had dried, the surface was wetted slightly to reactivate the hairspray and allow the acrylic to be chipped away. This allows the rust to appear beneath the topcoat of paint, as it would in reality.

The condenser, being an insulated and clad tank, was not given the rusted treatment. The base colours were varied for each structure and were finished off with the use of washes, dry-brushing and pigments, maintaining a limited palette to ensure consistency. This layered approach produces a far more authentic finish and affords the modeller greater control over the final result.

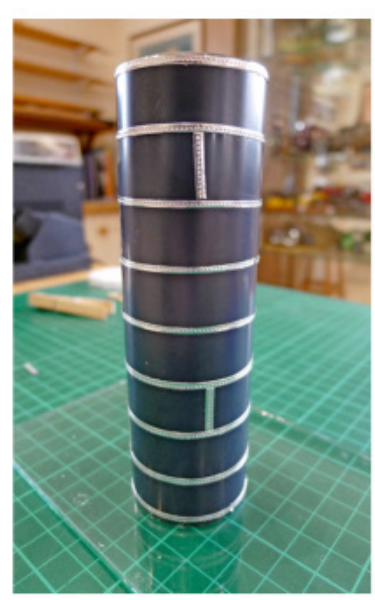
STEP BY STEP CONDENSER TANK



1 The Knightwing Diesel/Fuel Oil Depot, PM 116, was used as a basis for the Condenser unit as its diameter and height are approximately correct, when both tanks are coupled together, with no need to modify the basic tank shape.



2 Air conditioning duct tape was embossed with a 'pounce' wheel (available from craft shops or haberdasheries) to create cladding joint strips. A new scalpel blade is required to cut the tape, which will blunt it fairly quickly.



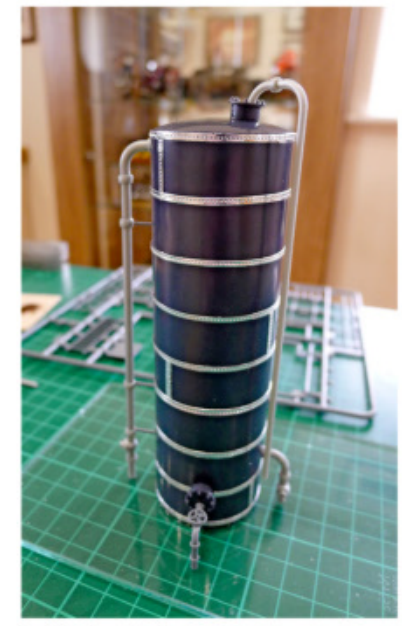
3 After assembling the Knightwing tank sections, strips of the embossed tape were fixed in place, following the joint lines of the plastic barrel. Vertical strips were staggered around the circumference to look as realistic as possible.



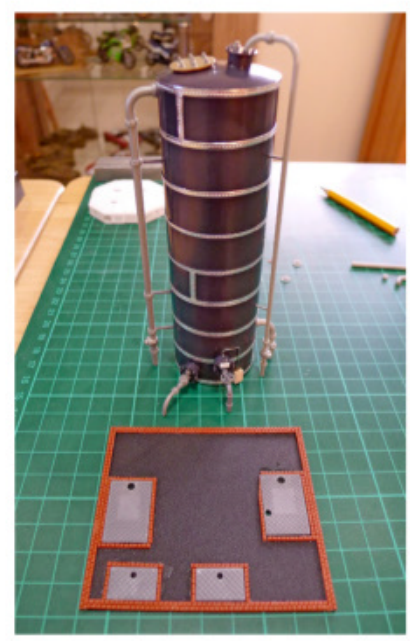
4 Although there were a couple of fittings with the Knightwing tank kit, more pipework was needed. Gas in/out, water in/out and a drain line gave a total of five pipes, so Knightwing's UN 11 Pipes and Fittings kit was used.



5 I started at the tank base, where two pipes and valves were installed, using parts from the Knightwing kit, plus an extra connection made from scrap, adorned with plastic nuts from a MENG Model set of moulded fixings.



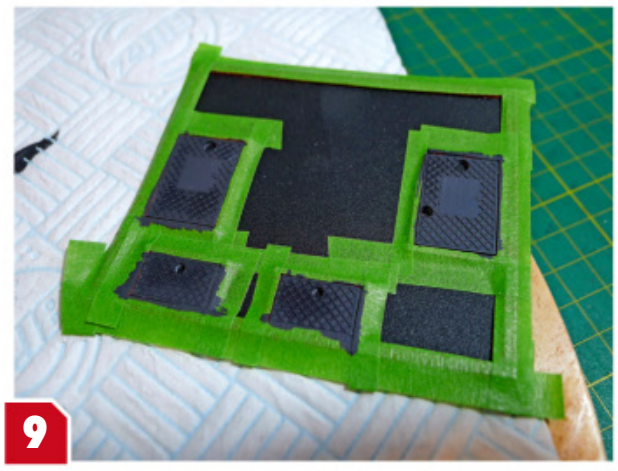
6 Another water connection was fitted to the top of the condenser and two pipes connected to the upper face. Again, these were taken from the Knightwing kit, with supports made out of small sections of heat-stretched plastic sprue.



7 An electrical connection was added to the lower water outlet (a temperature gauge?), from scrap wood and wire. A manhole was added to the top of the tank and a base was made from chequer plating and brick edging.



8 The tank was treated to an initial coat of matt gunmetal enamel paint, applied from an airbrush. This acts as a good primer for the subsequent finishes and gives excellent cover, so a single coat is all that is needed.



9 The brickwork on the base was masked off and the chequer plate was given a coat of the same gunmetal enamel. The brickwork was going to receive simple weathering, so the base plastic colour needed to be maintained.



10 The condenser was given a light coat of acrylic grey. The density was varied to allow the darker grey to show through. When dry, an enamel wash was applied, most of which was removed by a wide brush dampened with thinners.

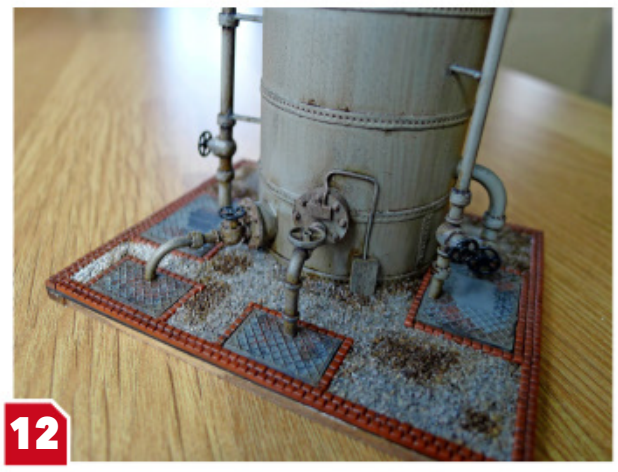
TOP TIP

When weathering a series of buildings and structures that are designed to go together in a setting, use a restricted palette of colours for the effects. I use the same weathering wash for 90% of the work and only three dry pigment shades. This encourages a consistent appearance across all structures and avoids the risk of one element standing out.



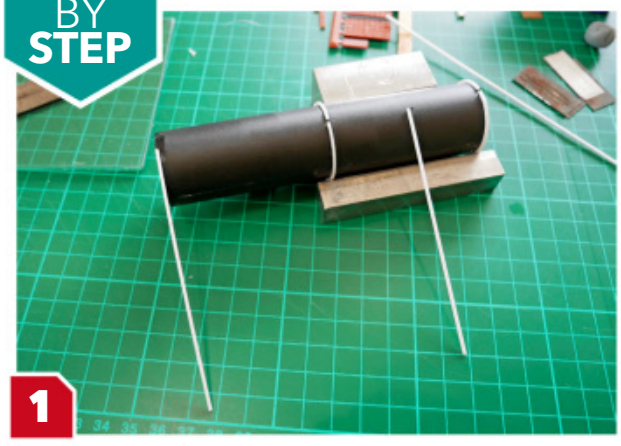
11 As the condenser will sit alongside the retort house, a layer of soot was added to the upper surface, applied via an airbrush using a Roof Dirt shade of enamel paint. Gravel was added to the base followed by weathering washes.





12 The effectiveness of using a wash, then removing most of it with a damp brush. The wash remains in shadows and recesses, highlighting detail, while the smooth surfaces and highlights are left with a streaking effect.

STEP BY STEP SCRUBBER TANK



1 The scrubber started life as a Ratio oil tank kit (ref. 530). The tanks were glued end-to-end. The separate stages of the scrubber were then made by gluing square strip styrene around the diameter to form the joints.

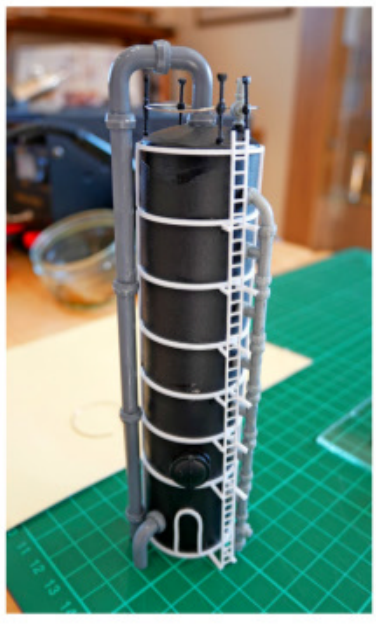


2 The arched door shape at the base was formed with the same styrene strip. The manhole was left on one of the tanks to provide an access point but removed from the other section as two would not have looked realistic.



5 Following a coat of hairspray, grey acrylic was airbrushed over the structure. When dry, it was dampened with water before scuffing the grey with various implements and brushes. The tank was finished with washes and pigments.

3 Pipes were added in the same way as with the condenser. A ladder was also added, from a Ratio signal gantry kit, held in place by pieces of plastic angle. Handrails, again from a Ratio kit, were added to the top of the unit.



4 Because this structure would have been built from cast sections, the overall effect needed to be different from the condenser. The complete unit was sprayed with a gunmetal acrylic, before brushing on rust-coloured enamel.



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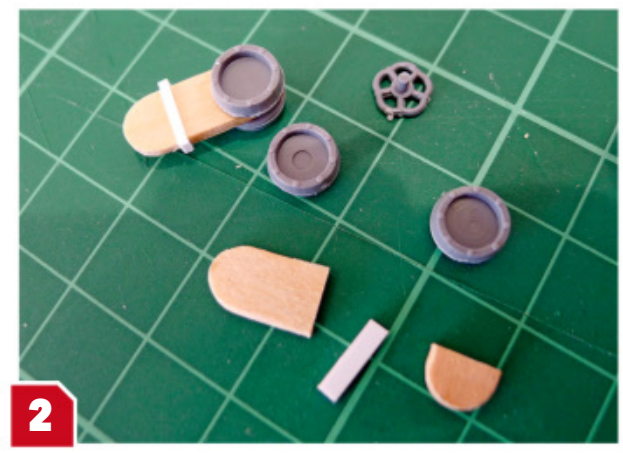
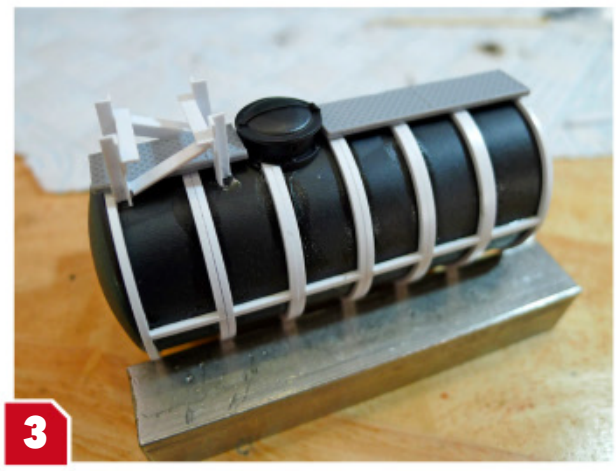
STEP BY STEP WASHER TANK



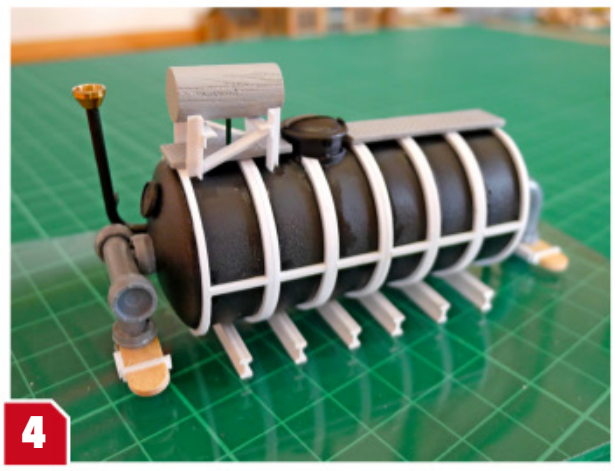
1 The washer tank also consisted of bolted sections, replicated with square section Evergreen strip glued around the circumference with cement. The Ratio fuel oil tank kit provided the basic parts once again.



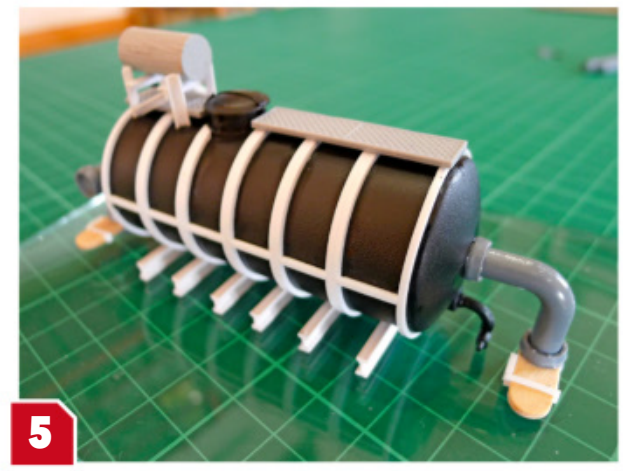
2 Reference pictures clearly showed the use of gate valves on this tank, so these were created from wooden coffee stirrers and Evergreen strip, along with flanges and handwheels from the Knightwing pipe kit.



3 The beauty of hacking around kits is that you generate plenty of bits that can be repurposed. The chequer plate made a perfect walkway for the chemical dosing unit. The tank support is Evergreen plastic angle.

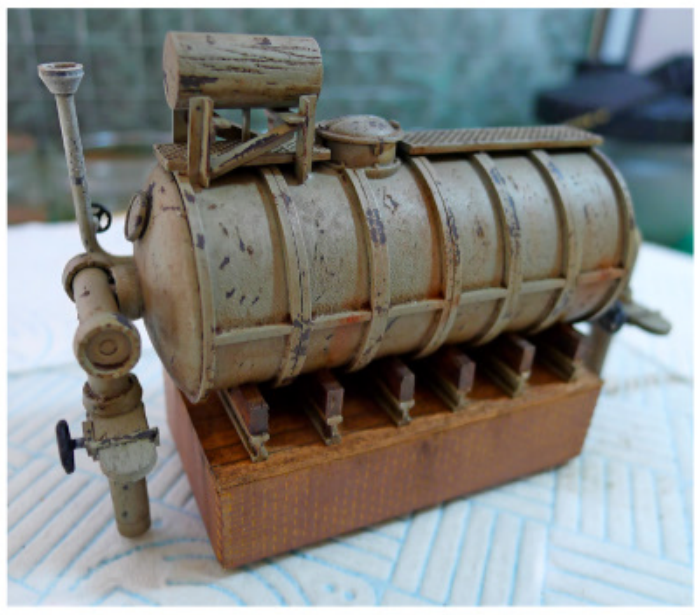


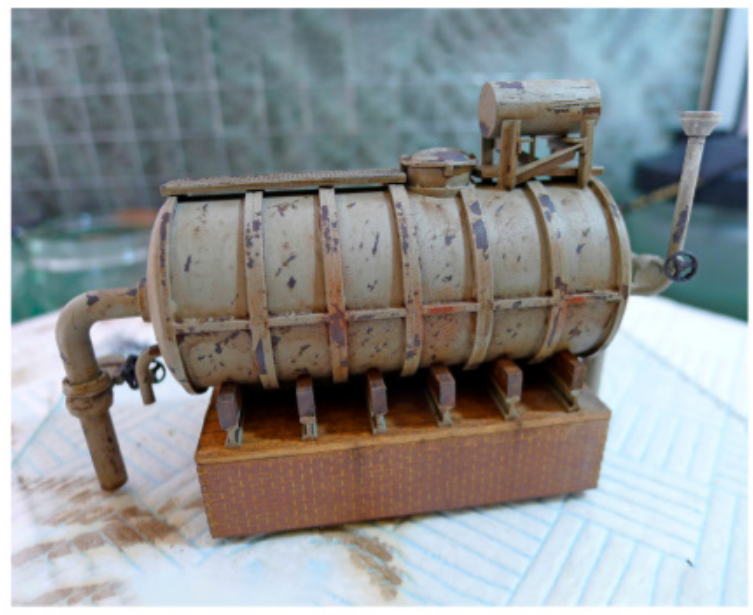
4 Following reference images, the pipes, valves, chemical dosing tank, filling funnel and heavy support beams were all added to complete the washer unit. Most of the final build was done with polystyrene cement.



5 The view from the other side of the finished tank. A drain line has also been fitted to the base of the tank for emptying, inspecting and cleaning. The tank sits on lengths of Plastruct 'H' girders.

6 & 7 Because this structure is of a cast steel construction, the finish followed the same lines as the scrubber tank with a metallic base paint, dry-brushed rust, hairspray and a water-based acrylic top colour, chipped off after wetting. Dry-brushing and pigments generated the final well used look. A brick base with timber decking was created and wooden wedges were added to the tops of the 'H' beams to prevent movement of the tank. The brickwork was formed from offcuts of a laser-cut walling kit.







The finished model. Only minor tweaks, maybe, but it does now look different from the other Heljan AC Cars railbuses in my collection.

HOW TO

TWEAK A SCOTTISH RAILBUS

Chris Leigh makes a few tweaks to Heljan's AC Cars diesel railbus to create the one member of the class that Heljan did not cover.

00 GAUGE | 3 hrs

The four-wheel railbuses were something of an afterthought for BR. The railway's Lightweight Trains Committee had looked at the success which German railways had enjoyed with four-wheel diesel railbuses, which reinvigorated rural branch line services and made many of them remunerative once more. However, BR initially chose to ignore the German lesson, mainly owing to scepticism from the London Midland Region, and instead went for two and three-car DMUs.

The bad press from railway closures, however, led BR to re-evaluate the issue. Could more economical trains and operating practices be a way to avoid closing lines, particularly where there was a perceived 'social need'? The Scottish Region, under its general manager James Ness, in particular, believed that it could but, in customary fashion, it was a case of too little, too late. Lightweight four-wheel diesel railbuses were ordered from five manufacturers, and such was the rush to build them that the specifications changed while they were under construction. The firms chosen were: Waggon Und Maschinenbau Donnauwörth, (the firm behind the successful German railbuses), Park Royal, Wickham, AC Cars and bus-builder, Bristol/Eastern Coachworks. Park Royal had wanted nothing to do with railbuses and it is unclear what changed their mind. Their vehicles were intended to be the first, but delays in construction meant that they were beaten by AC Cars, whose AEC-engined prototype was allocated to the eager Scottish Region instead. Such was the optimism surrounding the railbuses that, in a publicity exercise, Sc79979 was delivered via the West Coast Main Line under its own power with several senior BR managers on board, including James Ness. It was even stopped at the Scottish border for a photo opportunity.

MODIFICATIONS

However, first it was tested on the Southall-Brentford branch of the Western Region, close to the AEC works, displayed at Marylebone and Paddington, and then, it seems, underwent some modifications at Swindon. The Western Region received the other four AC Cars railbuses and since the Scottish vehicle has the same modifications, I assume it was also dealt with at Swindon. The mods involved fitting folding steps similar to those carried by GWR autocoaches so that passengers could board from ground level 'bus stops'. Unlike the hand-operated autocoach steps, however, they were to be opened and closed by air-operated pistons. The other modification was the boxing-in of the corner drivers' cabs so that the driver was separated from the passengers, another change from the German concept.

The Scottish AC Cars railbus, numbered



PHOTOGRAPHY: CHRIS LEIGH

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Right: AC Cars railbus No. Sc79979 at an unrecorded location in Scotland, in original light green livery but with freshly applied yellow warning panels. CJL COLLECTION

Below: On February 19 1958, AC Cars railbus No. Sc79979 was displayed for inspection by senior BR officials at Paddington station, together with one of Swindon's new cross-country three-car DMUs. Unable to identify the railbus, the photographer thought it might be the battery railcar for the Ballater branch. P.J. SHARPE/CJL COLLECTION







The roof-mounted horns can be clearly seen as AC Cars railbus No. Sc79979 passes an excellent example of a GWR lower quadrant home signal while on test on the Brentford branch on August 6 1958. BRIAN HARESNAPE/CJL COLLECTION

Sc79979, differed from the four WR railbuses in having roof-mounted air horns. Those on the WR cars were tucked away under the overhanging ends of the body.

Heljan made 'OO' railbus models very much its own, producing the WMD Eastern Region railbuses, the Park Royal vehicles which went to the LMR and the Scottish Region, and all four of the WR-allocated AC Cars railbuses. They avoided Sc79979, however, apparently because it had the roof-mounted horns, which could not be readily accommodated in the tooling, and because of uncertainty about some details including the shade of green.

VARIATIONS

However, to me, it was the differences in the Scottish AC Cars railbus which made it worth modelling. All five railbuses were delivered in the light shade of green which was prevalent on DMUs built at that time. Sc79979 was displayed at Paddington even before the distinctive 'whiskers' had been applied, though it did have its number and Scottish Region prefixes. It received the whiskers before testing on the Brentford branch, but at some time during its short career in Scotland a yellow warning panel was applied over the whiskers.

The only other AC Cars railbus to receive a yellow panel was W79977, which was damaged in a shunting accident and completely repainted at Swindon in the contemporary very dark green. Thus, Sc79979 was unique in carrying light green with a yellow warning panel. The livery history of the AC Cars railbuses is complicated by the fact that the light green tended to photograph much darker on certain film types, leading those who never knew the cars in their working careers to think that they were all dark green. This misconception was perpetuated when the Colne Valley Railway painted preserved W79978 in dark green with whiskers, a livery it never carried in BR service.

The yellow panels carried by Sc79979 were also slightly differently proportioned and positioned from those on the repaired W79977. After the Scottish railbus was withdrawn owing to fractured frames, its body was grounded as a store and when the green over-painting wore away above the yellow panel, the tops of the whiskers were exposed. The body was acquired for preservation and moved to Boat of Garten but after lying there for some years it was scrapped owing to asbestos contamination.

WHISKERS

If I was to model Sc79979 the starting point would have to be a light green model with whiskers. A quick look at Heljan's version of dark green W79977 shows that the yellow panel on the Scottish railbus was positioned slightly lower down and that the data panel was retained in its original position, so even if one chooses to retain the dark green, W79977 is not a suitable starting point for its Scottish sister. Heljan's W79976 in light green with whiskers was to be my starting point.

I had a Heljan model on my shelf awaiting this conversion and I also had a pack of A1 RailMatch air horns set aside. These are, apparently, no longer available but packs of suitable horns are offered by 247 Developments. The method of mounting these might be slightly different from the A1 version that I used.

Apart from the horns, the only other work on the model is to remove some tampo-printed details and to apply the yellow panels and new numbers. The Kemble destination will also need to be removed. Apart from allowing for lengthy paint drying times, the actual work took less than a couple of hours.

What Chris used

SHOPPING LIST

- 4 x diesel air horns **Availability:** A1 RailMatch or 247 Developments
- Humbrol acrylic spray Yellow 69 gloss **Availability:** Hornby/Humbrol stockists
- Tamiya masking tapes, 2mm, 5mm and 10mm sizes
- **Availability:** Hobbycraft stores
- Games Workshop Citadel Corax white
- **Availability:** Wayland Games **Web:** *www.waylandgames.co.uk*

TOOLS

- Swann-Morton craft knife with 10A blades
- Needle-nose pliers
- Pin-chuck and small drills

STEP BY STEP



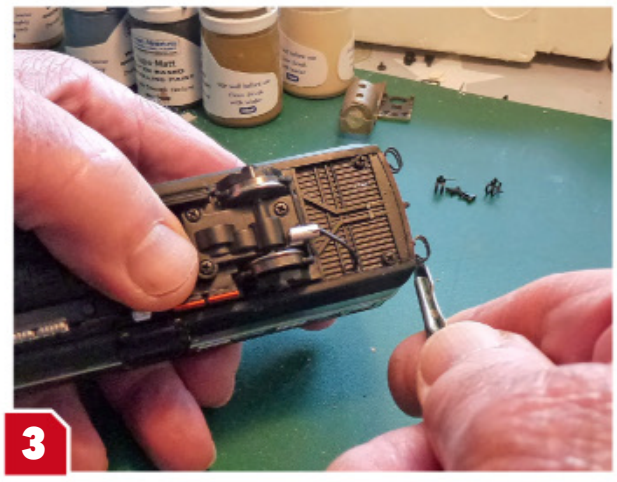
1

This job is really all about the removal of printed whiskers and numbers and then the masking of the yellow panel areas. I needed to practise careful masking which is something I am not good at.



2

The first job was to remove the tampo-printed numbers. I used T-Cut – a small amount decanted into a glass dish and applied with a cotton bud and left for a while.



3

The buffers will get in the way of the masking, so I carefully levered them out. They are a clip-fit so take care that they don't 'ping' into oblivion and set them aside safely.



4

Comparison with a photograph showed that the whiskers would need to be completely removed. I decided to keep the model in one piece as I have taken the tops off these before and it is not easy.



5

The T-Cut can be left for a little while to soften the printing but I found that extra persuasion was still needed. A cocktail stick was too gentle, so I used the back of a craft knife blade.



6

Work slowly and with a very light touch using the back of the knife blade.
The T-Cut will still tend to polish the area but it will be hidden either by paint or the new transfers.



7

I used a fresh, dry cotton bud to remove the T-Cut and paint flakes. A little of the green is evident on the cotton bud but the new transfers will hide any variation in the finish.



8

The marker light and spotlight lenses need to be left in place but must be given a coat of masking fluid such as Humbrol Maskol or this Microscale Micromask that I used, dabbed on with a small brush.



9

Masking is a personal weakness so I determined that this time I would do a really good job. I used Tamiya tape in three widths, 2mm, 6mm and 10mm, to mask the yellow panel areas.



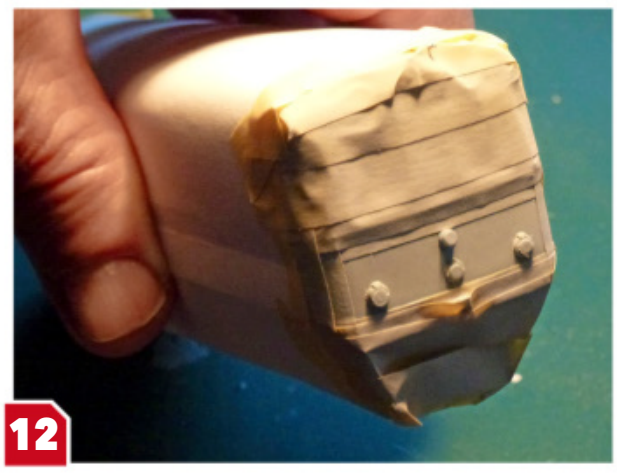
10

Working from the photograph and using the lights as positioning guide, I masked the yellow panel shape with the 2mm tape, tight to the top of the spotlamp and covering just the beading along the bottom.



11

Only the yellow panels were to be painted, so every other part of the railbus had to be protected from stray spray using scrap paper and the wider masking tapes. Leave no gaps anywhere!



12

Yellow paint over green won't work, so it was essential to apply a light-coloured base coat to block out the green. I used Games Workshop Corax White, which is a matt off-white shade.

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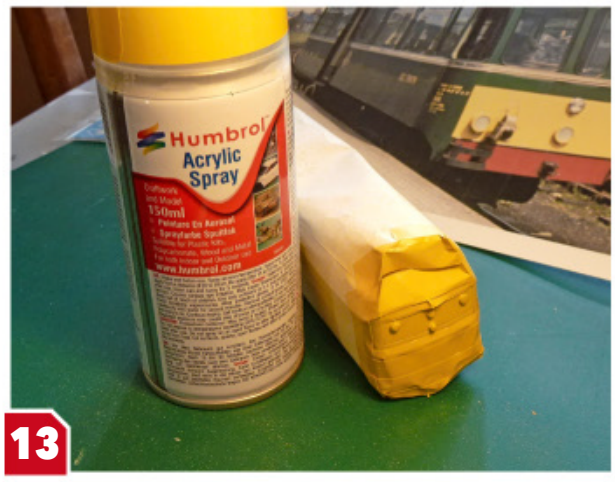

13

I had determined to use aerosol cans as I have never really mastered airbrushes. To avoid risk of a reaction between different paint types I left the white overnight to dry before applying Humbrol matt yellow.



14

I allowed the yellow a day's drying time before beginning to remove the masking in the reverse order to which I had applied it. At this point I noticed the tape had pulled out the glazing from the destination panel.





15

Once the masking was off, I could see that despite my care, a little of the white paint had found its way under the masking at all four corners. This was removed by the gentlest of scraping with a craft knife blade.



16

Attention then turned to the horns. I used turned brass A1 RailMatch horns which may no longer be easily obtainable. I mounted them in Evergreen No. 134 styrene strip (.030in by .080in).



17

I drilled and cut the styrene strip to produce two mountings into which the horns were a clip-fit. These strips were glued to the roof, set back behind the roof dome and fixed with liquid poly cement.



18

This view shows how the A1 horns fit into the styrene strip. I did not trust them to stay clipped in place so I touched each one with a spot of Velo-Set white glue before pressing it in place.



19

The body of the railbus is plastic, so the styrene strip can be glued in place with a brush of Plastic Weld liquid polystyrene cement, and the horns can then be added afterwards.



20

I made up the bodyside numbers from some Modelmaster waterslide decals that I had in stock. I understand these, too, may be difficult to obtain. Fox Transfers has a coach numbering sheet that will do the same job.



Peter's stone folly forms an interesting scenic addition to a corner of his layout.

HOW TO

BUILD A FOLLY

Peter Marriott uses an old paintbrush and offcuts of hard foam to create an unusual scenic feature.

Although they first began to appear in the 1500s, follies became especially fashionable during the 18th and 19th centuries. A folly is a structure created primarily for decorative purposes, often based on ornate Italianate or classical Greek designs and set within the landscaped gardens of stately homes.

Mock medieval castles were also a popular subject across various parts of the UK. Indeed, while most castle-style follies depict a turreted tower, there are examples of structures built to represent entire, purely fictional castles, some of which were even built in 'ruined' form!

Follies can also be found in public areas, within municipal parks or up on the moors, in the middle of nowhere! Many such monuments were constructed for benevolent reasons, creating employment for out-of-work masons and labourers during times of economic crisis.

PHOTOGRAPHY: PETER MARRIOTT

00 GAUGE | 4 hrs

Whatever their origin or architectural style, follies are an ideal feature to add to a model railway's landscape, offering something a little less humdrum, and I created mine from sheets of hard foam. This useful material is readily available from most model shops and provides a good way to put our personal touch to stone-built structures.

All of us have paintbrushes that are past their best but, instead of simply discarding them, they can be repurposed by removing the bristles and shaping the metal ferrule to form a punching tool. The metal can be manipulated into square, rectangular, round or random shapes and, by pressing the tool into the foam's surface, we can impress a convincing stone or brick texture. Adapting a handful of expired paintbrushes, to form different shapes and sizes of stone, a suitably random appearance can be created where necessary.

Imprinting the foam with stone texture can be a little tedious, but the results are worthwhile. Foam is very easy to cut with a sharp craft knife, using a steel ruler as a guide, although I'd recommend the use of a self-sealing cutting mat to protect your work surface and ensure neat cuts. Foam is also easy to bond and paint, while its lightweight nature allows large structures to be created without adding excessive mass to a model railway, which is particularly important for portable layouts.

For this project, I studied images of various castles and follies before making a start, opting for a narrow tower structure, which would provide a distinctive corner-filler for my layout.

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STEP BY STEP



1

The first step was to remove the bristles from two old paintbrushes. The sides of the metal retaining ferrule can be squeezed with a set of fine-nosed pliers. This opens up the aperture, allowing the bristles to be pulled out.



2

The metal ferrule can then be shaped with the pliers to create the required rectangular, square or round profile, to suit the desired type of masonry. The metal is easily shaped so gentle pressure is all that's required.

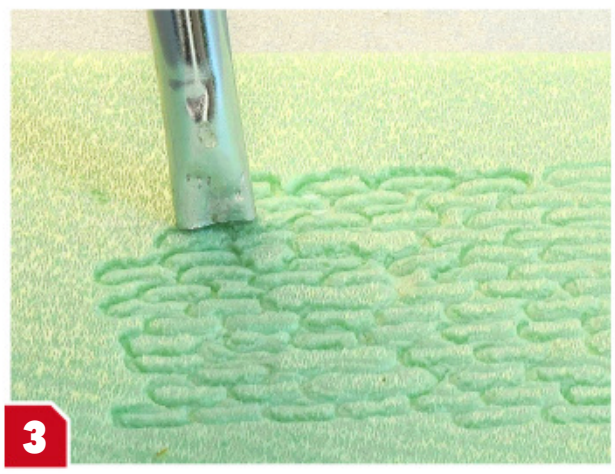
What Peter used

SHOPPING LIST

- 5mm thick Styrofoam sheets
- Woodland Scenics Earth Colour paints
- Static grass fibres
- Sea moss-based vegetation
- Fine scatter materials
- Selection of acrylic paints

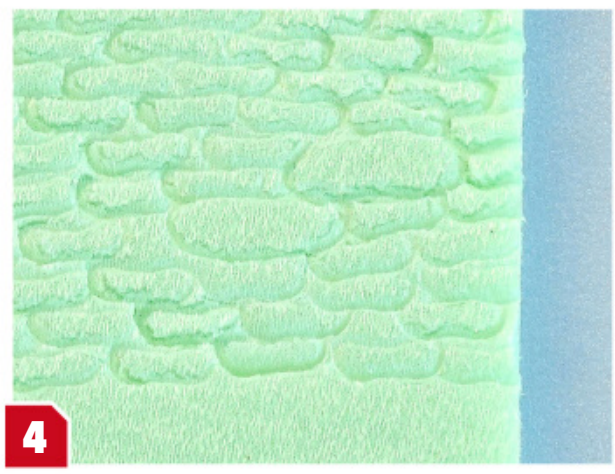
TOOLS

- Craft knife with fresh blades
- Steel ruler
- Self-sealing cutting board
- Pliers
- Paintbrushes
- Electrostatic grass fibre planting tool
- Busch laser-cut quick-drying white glue
- Tamiya fine finishing paper
- Deluxe Materials Perfect Plastic Putty
- Woodland Scenics Foam Nails



3

I used Styrofoam sheets, cut to size with a sharp knife to form the four walls of the square tower. The homemade punch tool can be pressed into the foam to create courses of stonework. Only light pressure is needed.



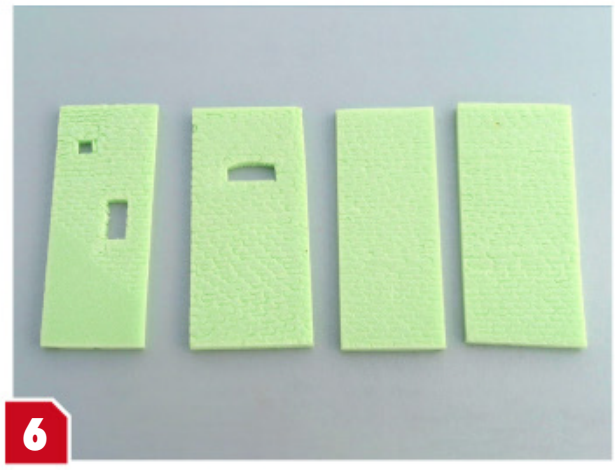
4

Experiment on a scrap of foam, so you can gauge the correct pressure needed to make the necessary indentation in the foam. It's repetitive work, and it's easy to lose concentration and create uneven rows.



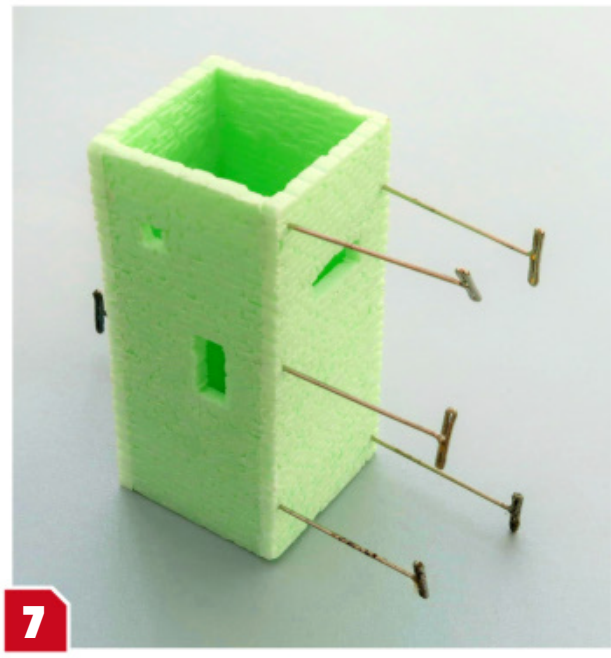
5

The next step is to form mortar courses on the sides of each piece of foam. This was achieved with the edge of a plastic stirring tool, using the punched stonework as a guide.



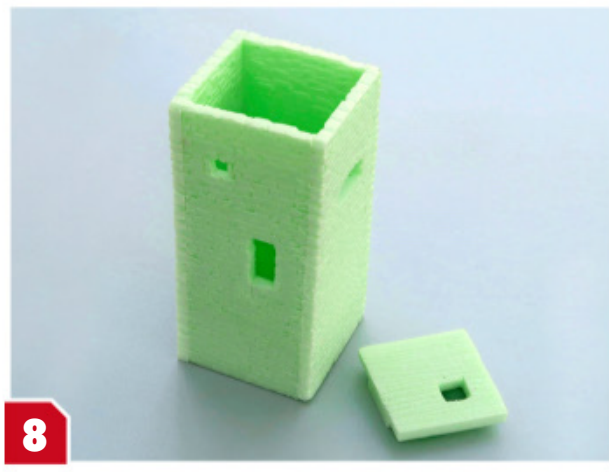
6

Here are the four walls of the folly. Note the doorway and window apertures cut into two of the walls. The other two walls will be hidden from view. Stonework on the left-hand wall still needs to be finished.



7

I used Busch's laser-cut card glue to bond the foam sections together, with Woodland Scenics Foam Nails being employed to hold the pieces together while the adhesive dried. Check the alignment of the corners with a set square.



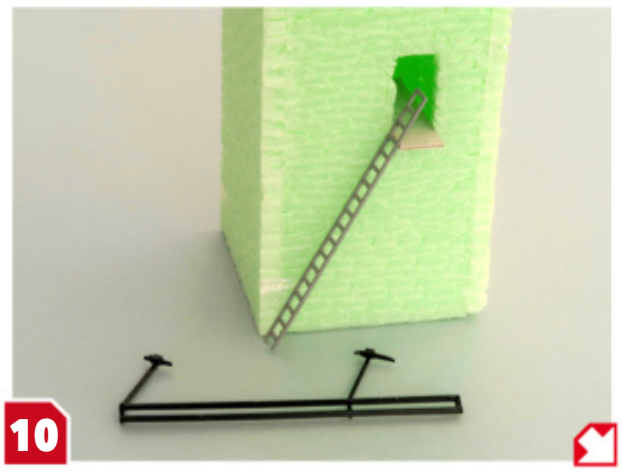
8

The floor for the ruin was made from a piece of hard foam scored to represent planks of timber. A hole was cut in it so that access to the roof could be gained by my miniature tourists.



9

Deluxe Materials Perfect Plastic Putty was used to fill any gaps between the wall sections or cure any holes left in the foam from the alignment pins. When dry, it was sanded lightly and the debris brushed away.



10

A piece of cardboard, a ladder and handrails came from my spares box, left over from previous kits. A reminder that keeping spare kit parts is always worthwhile as they're bound to come in handy one day.

18+

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11 The tower was fixed to a piece of shaped Celotex roof insulation foam sheet. The floor of the castle was painted with brown acrylic paints.



12 I painted the hard foam with Woodland Scenics Earth Colours, slowly building up the colours after the previous layer had dried.



13 The Celotex insulation foam base was also painted with Woodland Scenics brown Earth Undercoat. As it's an undercoat the exact shade is not important.



14 Noch Wrinkle Rocks was used to add texture variation to the mound. After cutting to size, the material was screwed up tightly into a ball and then stretched back almost flat.



15 The scrunching gives the Wrinkle Rocks sheet a realistic texture. The sheets were glued to the foam base with PVA, ensuring that they retain a random texture, rather than being stretched flat.



16 A preliminary coating of green scatter material, plus light sand for the pathway, was applied over a coating of white PVA glue. When this had dried, more of the PVA glue was brushed randomly over the Wrinkle Rock sheets.



17 Static grass fibres were applied over the wet glue using a Hornby puffer bottle. The process was repeated several times to build up multiple layers of static grass fibres.



18 A mixture of miniNatur and Model Scene Filigree Bushes were trimmed to size and added to create the illusion that the castle ruin was located amid deep undergrowth.



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Left: McCaig's Folly towers over the town of Oban. Built from 1897, it was designed and funded by a local banker as a monument to his family. ALAMY

Below: Lady Margaret's Tower, on the Lochnell Estate at Benderloch, Scotland. ALAMY





Above: At 1,440ft above sea level, Solomon's Temple is a Victorian folly which affords amazing views over Buxton and the surrounding Peak District. ALAMY

Below: Wilders Folly is a circular, brick-built folly near Reading, Berkshire. ALAMY





Above: Broadway Tower is an 18th-century folly in Worcestershire, on one of the highest points in the Cotswolds. ALAMY

HOW TO

CREATE AN AUTHE RAILWAY YARD SU

With the help of a new scenic kit from Geoscenics, **George Dent** tackles the job of ballasting a steam-era goods yard, aiming for that typical look of cinders, oil and grime.



PHOTOGRAPHY: GEORGE DENT

As mentioned in a few previous issues, I've been slowly assembling a series of photographic dioramas to replace those I had to dispose of before a major house move. So far, I've built a couple of locomotive shed scenes, plus an industrial diorama, but I've also been in need of a traditional goods yard, within which I can shoot portraits of freight stock.

Having unearthed a handful of suitable structures from previous layouts, attention turned to creating a convincing ground covering. Initially, I contemplated stone setts, perhaps following Chris Nevard's tips for working in DAS clay. But a package from Geoscenics changed my mind, as it contained an interesting 'kit' specifically designed for weathering sidings. Consisting of a bag of fine cinders and a pair of weathering fluids, it has proved to be an ideal companion to 'regular' granite ballasts.

Up to the 1970s, many typical wayside sidings, depots or goods yards would feature compacted cinders as ballast. Unlike concrete hardstanding, these cinders possessed a more

00 GAUGE | 8 hrs |

pronounced texture, a less-than-flat surface and often a greasy sheen, thanks to deposits of oil and grime. Recreating these key factors provides an interesting modelling challenge.

In fact, browsing Chris Nevard's photographs of 'Little Burford', as featured in this issue, gave me the impetus for this project. The layout, built by Dan Evason, features many exquisite scenes, but my favourite area is the coal yard, with its lifelike ground covering. Could the Geoscenics materials help me achieve similar results? I hoped so...

The Geoscenics Siding Weathering pack contains enough material to easily cover a square metre of ground and the 1kg bags of granite ballast, available in various grades and colours, will also cover plenty of ground, so each product offers excellent value. The cinders from the sidings kit can look great on their own, but I mixed them with a bag of dark grey superfine 'N' gauge granite ballast to temper the shade a little. If darker staining was deemed necessary, I figured that it could be easily achieved by an extra layer of cinders or by using the supplied jars of weathering fluid. In contrast, working to lighten a very dark ground covering would prove more difficult.

Talking of the weathering fluids, they're acrylic-based and can be readily mixed with standard PVA glues or Geoscenics' own brand of ballast glue. I stuck with my favoured medium, Deluxe Materials' Ballast Bond, and found that the fluid tinted this ready-to-use glue effectively. The more you add, the darker the glue will become, so it's worth experimenting a little beforehand.

Alternatively, the Track Grime and Oil Solution can be painted onto the ballast, once it has been glued in place. It can even be sprayed through an airbrush. Just be sure to shake the jars thoroughly before each use.

For a first attempt at a new approach, I'm happy with the outcome and the method I adopted certainly allowed plenty of scope for adjustments as the project progressed. It certainly conjures up the right sort of atmosphere, so that'll do for me!

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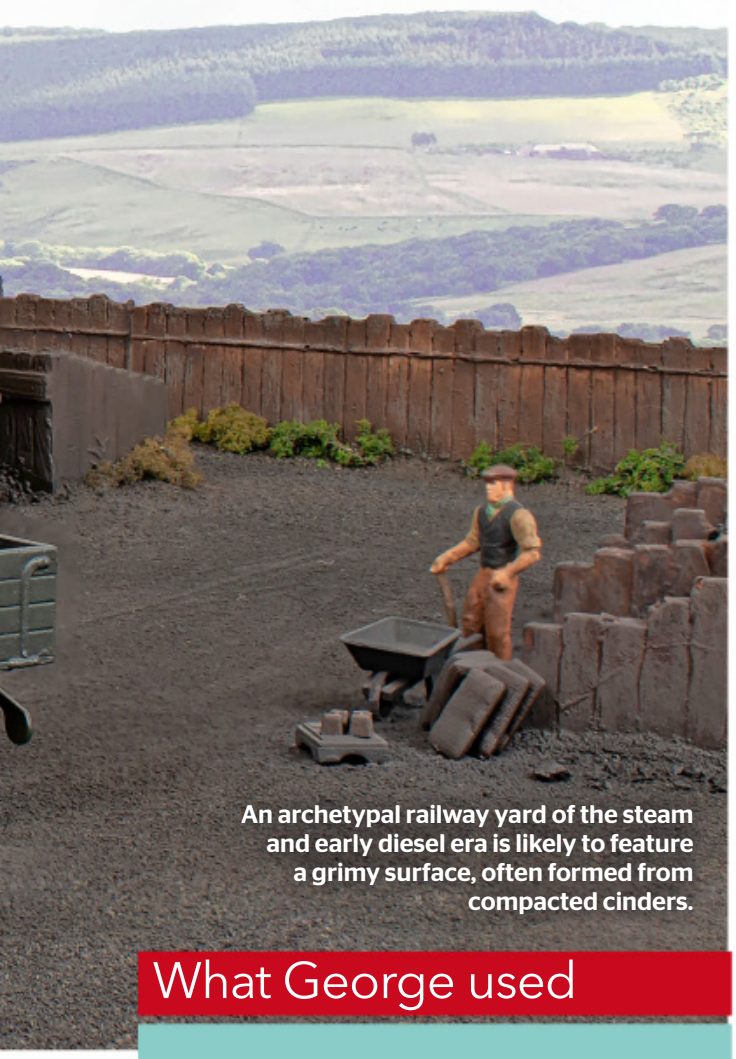


An archetypal railway yard of the steam and early diesel era is likely to feature a grimy surface, often formed from compacted cinders.

What George used

MATERIALS

- Super-fine granite 'N' gauge ballast
- Granite 'N' gauge ballast
- Siding Weathering Kit (fine dark cinders, plus Track Grime and Oil Solution) **Availability:** Geoscenics **Tel:** 07811 673341 **Web:** *www.geoscenics.co.uk*

GLUE

- Deluxe Materials Ballast Bond and Scatter Grip **Availability:** Model shops or Gaugemaster **Tel:** 01903 884488 **Web:** *www.gaugemaster.com*

TOOLS

- Paintbrushes
- Old toothbrush
- Spoons
- Mixing bowls
- Coarse and medium sandpaper
- Airbrush (optional)

STEP BY STEP



1 The diorama began life as a chipboard shelf, leftover from assembling a bookcase from a famous Swedish furniture brand. Sheets of foamboard were fixed to the surface, with a second layer added to raise the rear track.

TOP TIP

As with any new technique, a little practice makes perfect. Creating a small diorama, such as this, allows products and methods to be tested before working on your layout.



2 The track was laid onto strips of strong double-sided tape (for use with carpets and flooring) before being painted with matt black, red oxide, brown and grey primers. The aerosol paints were sprayed outdoors, while wearing a facemask.



3 When the paint was dry, ballasting could begin. The tracks were treated to Geoscenics Granite ballast (branded for 'N' gauge'), applied initially with a spoon. Remember to use an old teaspoon dedicated for this task, or your coffee will take on a rather gritty texture!



4 After spooning the loose material, we need to manipulate it carefully into position with a soft paintbrush, working it between the sleepers and under the rails. The job is easier on bulkier track, but the thin sleepers of this Code 75 track from DCCconcepts made the task laborious.



5 A deeper layer of ballast was created around the base of each bufferstop (plaster cast items from the Ten Commandments range (*www.tencommandmentsmodels.co.uk).* Again, the brush is used to position the loose material.



6 Rubbing alcohol (isopropyl alcohol), available from chemists, was applied over the ballast with a pipette, allowing it to soak into the loose material. About 6in of track was treated at a time. If any ballast was disturbed, it was pushed gently back into place.



7 A jar of Geoscenics Track Grime (supplied in the Sidings Weathering kit) was shaken thoroughly and a thimble-full was mixed with the ballast glue, in this case Ballast Bond from Deluxe Materials. With the lid on, the glue jar was then also shaken well.



8

With a needle point applicator added to the nozzle, the Ballast Bond was applied to the dampened ballast. The alcohol drastically improves the ability of the glue to penetrate the ballast without disturbing it. Don't overdo the glue, as only a modest amount is required.



9

While the glue was wet, the fine cinder material in the Sidings Weathering kit was sprinkled on top. This serves to absorb any excess glue, thus speeding up the drying process, while also adding a grimy aspect to the ballast.



10

After an overnight break, the areas between the tracks could be treated. As a finer grade of scatter material was to be used, I decided to brush a thin layer of Scatter Grip glue onto the surface. Note that the buildings and weigh-bridge have already been glued in position.



11

While the Scatter Grip turned tacky, I mixed up a blend of Geoscenics 'N' gauge super-fine granite ballast and the cinders supplied with the Sidings Weathering kit. The two materials combine to give an authentic shade.



12

With a larger spoon, the mixture was sprinkled over the tacky Scatter Grip. I aimed to create an even coating, keeping it away from the ballasted track. Don't worry about getting it perfect – we'll refine its appearance later.



13

Give the Scatter Grip an hour or so to dry before using a soft, wide, flat brush to gently spread the fine scatter evenly, working any excess towards the edge of the baseboard or scene to be swept up and re-used.



14

As before, the scatter material was gently flooded with rubbing alcohol, applied with a pipette. The fine ballast is likely to be disturbed by the fluid, with craters possibly forming, but don't worry about these for now.



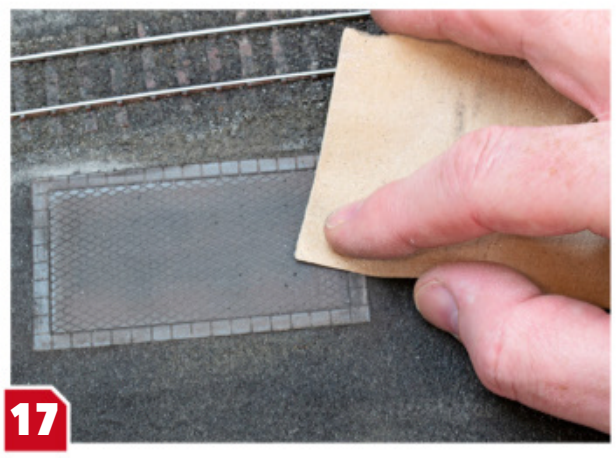
15

Follow the alcohol with the Ballast Bond glue and Track Grime mixture. Sprinkle a little more of the scatter over the wet glue, absorbing any excess that has formed into puddles. Craters formed earlier may be cured at this point, thanks to the levelling effect of the thin glue.



16

Leave for at least 48 hours to allow the glue to harden completely, then address any unevenness with coarse sandpaper.
The sandpaper is also ideal for treating high traffic areas of yards or roadways, smoothing the texture of the scatter material.



17

The edges of features like the weighbridge or any paving slabs or cobbles can also be tidied up with the sandpaper. If the ballast looks too deep in places, particularly around the tracks, try rubbing with a steel wire brush to remove any excess material.



18

Next job was to treat the perimeter of the yard. I erected a sleeper-built fence (from the Ten Commandments range) and planted weeds and bushes along the edges, using various bits of faded Woodland Scenics foliage, recovered from old layouts and dioramas.



19

A jar of Oil Solution fluid is also provided in the Geoscenics Sidings Weathering kit, and this can be brushed directly onto the ballast. A stippling action is preferable, as it leaves a more random pattern. Allow to dry and decide whether a second coat is required.

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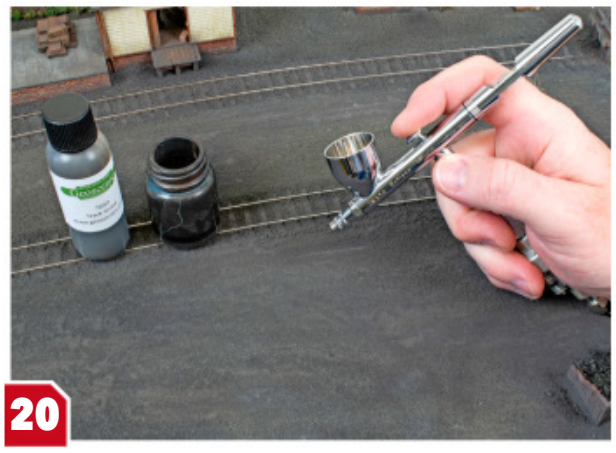
Instead of relying on one shade of ground cover, greater realism can be achieved by mixing different shades of grey, earthy browns and black scatter material. Weathering powders and paints also add extra tones and textures.

TOP TIP

CAUTION

Using weathering powders over a large area can result in excess dust in the air, so wearing a facemask is recommended. Protect carpets and the work surface with newspaper too, as powders can easily stain everything with which they come into contact.



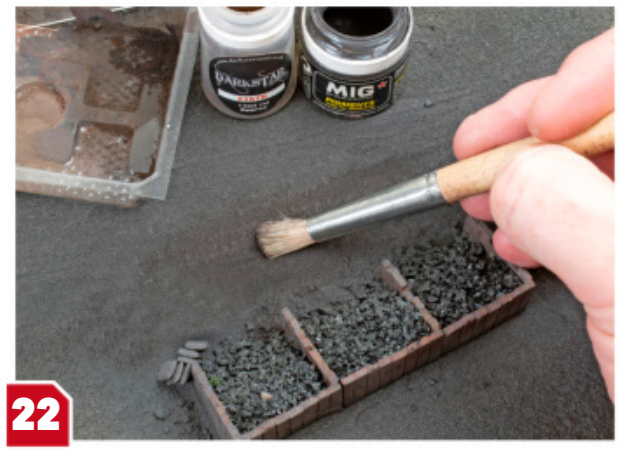
20

Both the Track Grime and Oil Solution fluids can also be applied through an airbrush. A little water can be added to thin it down if necessary and I sprayed it at a low pressure (10psi), randomly around the tracks and yard areas



21

More tonal variation can be introduced with weathering powders, using black, grey and dark brown shades, mixed together on a makeshift palette and applied with a stiff brush. It's essential that the surface is completely dry before applying weathering powders.



22

Darker shades of powder can be concentrated around certain areas, especially coal bunkers or staithes. A stiff brush is more effective for dispersing the powdered pigment evenly, creating subtle shifts in tone rather than abrupt changes.



23

An old toothbrush makes a handy tool for spreading out any heavy deposits of weathering powder and creating a slightly burnished effect to the textured surface. Only use dry brushes, as any moisture will lead to heavier staining.



24

Once you're happy with the appearance, the final job is to clean the rails with a track rubber and brush or vacuum away any debris. Now we're ready to add the finer details and typical clutter associated with a railway yard.

Exclusive reader offer

Geoscenics has generously offered *Model Rail* readers an exclusive £3.00 discount on its Sidings Weathering packs. Normally priced at £18.00 each, readers can claim the special price of £15.00 by quoting **MRsidings1** at the checkout stage, when ordering from the Geoscenics website.

The offer is valid from July 7 to September 7 2022, and is available for web orders only.
Web: *www.geoscenics.co.uk*



TESTED

PRECISION PLASTIC GLUE

George Dent gets stuck into trying a new, non-toxic, low-odour glue designed expressly for plastic kits and offers some useful assembly tips.

I'd wager that many of us began our modelling careers building plastic kits at the kitchen table. Subjects would most likely be Second World War aircraft and those tubes of stringy polystyrene cement would have stunk the house out.

There have been many steps forward over recent decades, in terms of superior plastic adhesives for kit-building. Viscous cement in bottles with precision tips are a vast improvement over tubes with no means of regulating the flow, but once the solvent begins to mix with plastic during application, those fine needle tips invariably clog up, leading to frustration and a short shelf life.

Liquid poly cements offer much greater precision, being applied with a fine brush to the parts while they're being held together, but the fit of the components needs to be perfect in order to achieve strong bonds. It isn't always possible – or desirable – to hold parts together while glueing at the same time, especially while Mother Nature has yet to evolve human modellers into a three-handed species!

ANY GAUGE | 1 hr |

Furthermore, an ever-present drawback of all solvent-based cements is the smell, reminding us that inhaling solvent fumes can be an unhealthy business, especially for younger modellers or those with respiratory problems.

This new, non-toxic and non-flammable glue from Deluxe Materials promises to address those various shortcomings, offering a low-odour liquid cement that can be applied with precision while producing strong and long-lasting bonds.

Designed for use on all types of styrene kit components, Precision Plastic Glue may not grab the parts as rapidly as traditional solvent cements, with a working time of around ten seconds, but this gives the modeller enough time to apply the adhesive carefully and make positional adjustments, without a need to rush. During tests, assembly of the kits did not take much longer than when using solvent-based liquid poly cement, but the improved working environment was certainly a boon.

The glue is packaged in an innovative bottle that is less liable to be knocked over, so there's a reduced spillage risk and the glue has apparently been chemically engineered to resist clogging the needle. Indeed, I've had no such problems and the viscosity of the glue seems just right – not too runny and not too thick. The bottle makes controlled application easy and it's good to be able to see how much is left.

This is a welcome new product, which will make the assembly of plastic building, scenic or rolling stock kits that bit more enjoyable, especially when working in a small room or with a young assistant. And it's manufactured in the UK too!

PHOTOGRAPHY: GEORGE DENT

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STEP BY STEP



A set of sprue cutters makes quick work of removing parts from the moulded sprues. Remaining stubs of excess plastic can be removed with a needle file. Take the time to fettle the parts to remove moulding flaws.



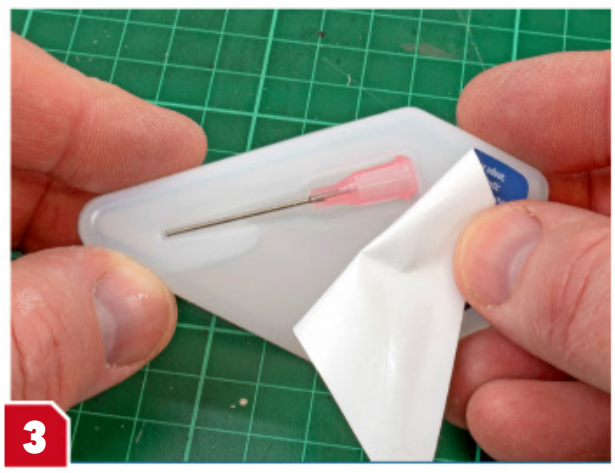
Always test the fit of parts before committing to glueing them together. Fettle with files or abrasive pads until a neat joint is achieved. This may take a little time, but it will actually speed up the assembly process in due course.

What George used

- **Product:** Deluxe Materials Precision Plastic Glue, 25g **Price:** £5.99
  Availability: All good model shops or Gaugemaster
  Tel: 01903 884488
  Web: *www.gaugemaster.com*

TOOLS

- Knife
- Plastic sprue cutters
- Tweezers
- Files and abrasives
- Masking tape



The innovative plastic jar of Precision Plastic Glue contains a pinpoint applicator tip, located behind the rear label. Simply peel it away and pop the tip out of its recess, then re-fit the label to retain the instructions.



Something the label's instructions fail to mention is the need to cut the tip of the red plastic lid. Use a sharp scalpel blade and cut away from yourself to avoid risk of injury. Pare away just enough plastic to reveal a small hole.



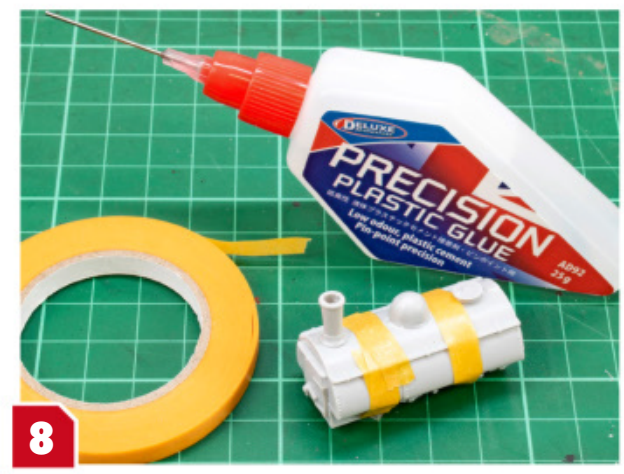
Screw the pinpoint tip onto the lid and you're ready to start sticking the parts together. At the time of writing, Deluxe Materials was experimenting with covers for the pinpoint tip, to help keep the glue fresh after opening.



The clear glue is free flowing, so there's no need to squeeze the bottle during application. Gently tip it and watch the liquid flow through the clear section of the nozzle. Run a fine bead along the edges of the joint.



Glue is only needed on one side of the joint and, once applied, the two parts can be brought together. There's plenty of time to get the parts aligned, as the glue only begins to 'grab' securely after around ten seconds.



Make any necessary adjustments to the parts and, if necessary, clamp them together with wooden clothes pegs or low-tack masking tape. This isn't always necessary but, for the two halves of this boiler, it was essential.



If any glue is squeezed out of the joint, it's best to leave it alone and allow everything to cure fully for a few hours before removing the tape clamps and tidying up the joint with needle files and abrasive pads.



Application of the glue is very straightforward, and the flow is easy to regulate, promoting very neat joints. Although the glue doesn't act as quickly as regular solvent cements, the lack of noxious odour is welcome.



The design of the bottle makes it stable on the worktop, lessening the risk of spillage. The needle tip remained workable for long periods without clogging and the glue bonds have proved to be strong and resilient.

Know your stuff

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



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



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



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



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

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

HOW TO

LAYERS KEY IN BRINGING YOUR GREENERY TO LIFE

I have planted static grass on my layout and am pleased with the result. However, the greenery seems to lack life. Can you suggest how I can give the scenery a lift, in terms of realism and vibrancy?
Bob Dawson, by email

ANY GAUGE | 1 hr

Peter says: The key to realistic scenery is to layer the levels of scenic materials, both in height, texture and colour. One can spend many enjoyable hours adding further scenic colours, textures and variations using foliage mats, coarse and fine turfs and bushes. All are available in a wide variety of colours. For example, Woodland Scenics Coarse Turf comes in a choice of 11 different shades.

To add further colour and texture variations, gently 'paint' some of the tips of the taller fibres with a suitable scenic glue, then sprinkle on various fine turf colours to represent seed heads.

To add even more colour variations, try using an Accent Shaker. These handy little plastic dispensers have been designed by Woodland Scenics to make the application of flowers and subtle scenic tints easier. Coupled with the same brand's Plant Hues or Flowers pack, each of which contain four different colours of extra-fine scatter material, which can be inter-mixed for even greater variety.

Simply fill the Accent Shaker with your chosen material, fix the lid in place and select the large or smaller apertures to tailor the amount of scatter emitted.

I usually put a small blob of white glue on the tip of my finger and drag it over planted static grass fibres. Then, while the glue is still wet, the Accent Shaker is shaken gently over the area. After the glue dries clear, you are left with patches of colour, highlights and shadows, which is highly effective for adding greater realism.

Optionally, the finished landscape can be sprayed with hairspray or Scenic Cement to fix everything down, although this step is not usually necessary unless you expect to be moving your finished project around a lot.



After applying a little Scenic Glue to the tops of static grass fibres with my finger, the loaded Accent Shaker is used to sprinkle the Flowers or Plant Hues over the wet glue. The glue will dry clear in a few hours.



Accent Shakers, sold in pairs, are an easy and quick way to add further colour variations to a project.

The Woodland Scenics Flowers pack provides four different colours of extra fine scatter material. Another pack, Plant Hues, is a useful alternative, allowing highlights and shading to be added to areas of greenery.





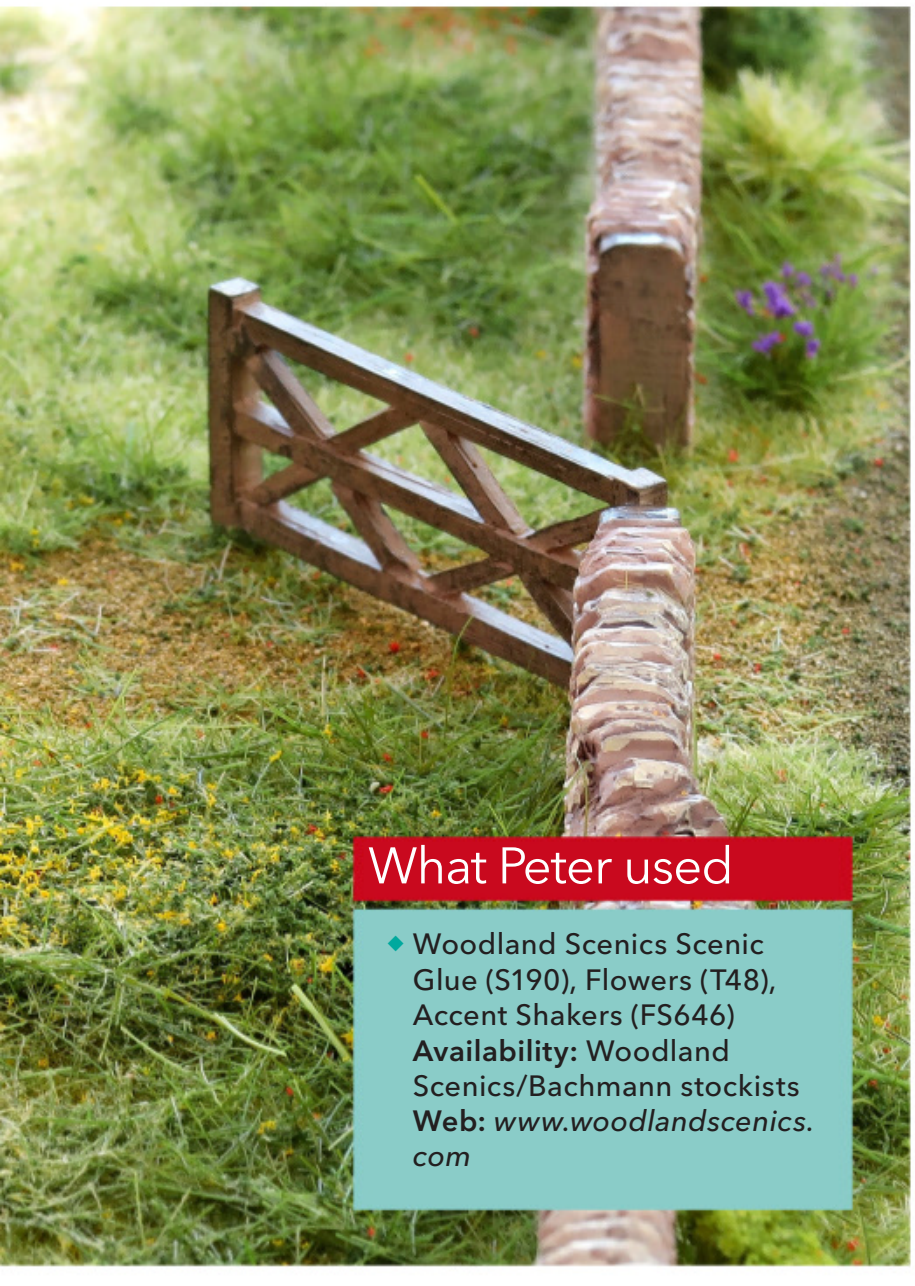
The finished effect can be highly realistic and more convincing than an overall layer of similar shades of green. The yellow flowers suggest buttercups in this springtime field scene.



Peter says that the key to effective scenery lies in the layering of different shades and textures of greenery. Adding accents and shading is not difficult and makes a huge difference.

Flower tips can be applied by sprinkling coloured scatter material over previous layers of static grass.





What Peter used

- Woodland Scenics Scenic Glue (S190), Flowers (T48), Accent Shakers (FS646)
Availability: Woodland Scenics/Bachmann stockists
Web: *www.woodlandscenics.com*

TOP TIP: GLAZING BUILDING KITS

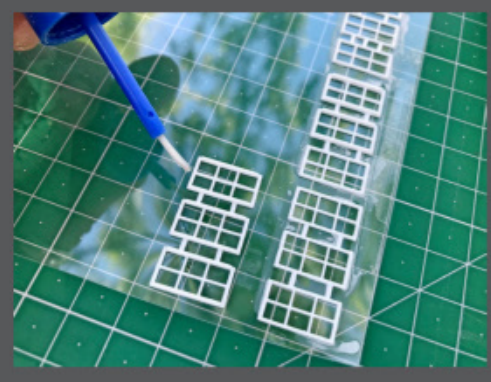


While fitting the clear plastic glazing to a Ratio plastic kit, I've managed to smear the windows with glue and fingerprints. Do you have any tips for avoiding this?
Andy Hopson, by email

Chris says: I find it easier to fix the plastic window frames to the sheet of glazing, away from the building. Cut the frames from the sprue (although I don't bother separating them completely) and place them onto the glazing material. With a tiny amount of thin poly cement on a fine brush, just touch the bristles against the edge of the frames. The solvent will find its way around the frames and 'weld' the parts together.

The trick is to apply just the bare minimum of solvent to effect a strong bond without flooding the glazing and turning the clear plastic hazy. An alternative is to use PVA or a dedicated glazing adhesive such as Glue 'n' Glaze from Deluxe Materials. This dries crystal clear and will not damage the clear plastic, while any excess can be wiped away with a damp cotton swab before the glue dries.

Allow the glue to cure overnight before using a sharp scalpel blade to cut out the individual window panels, using the edge of the frame as a guide.



Bonding plastic window frames to clear plastic glazing can be done before the windows are fitted to the main structure. Lay the frames out and secure with a small amount of adhesive. When fully cured, the individual panels can be cut out with a fresh scalpel blade. CHRIS NEVARD



The building itself can be painted and weathered before the windows are installed, ensuring the glazing and frames remain clean. Secure the completed windows in position with PVA or plastic cement, used very sparingly and applied with a fine brush from the interior. CHRIS NEVARD



The Class 56s proved to be the last new-build locomotives to enter service in plain BR Rail blue, with over 80 of the 135-strong fleet receiving the corporate-era livery, with centrally placed 'double arrow' logos. The first 30 Class 56s were built in Romania and one such example, 56003, is seen at Barrow Hill in 1977. K. FAIREY/COLOUR RAIL

KNOW YOUR... LIVERIES

PART 11A: Class 56 in the BR era.

Paul Chancellor begins a two-part investigation into the colours worn by British Rail's first purpose-built heavy freight diesel locomotives.

A feature of British Rail's diesel policy was that each design of locomotive, with a power rating above 2,000hp and intended for freight duties, had to be more powerful than the one before it. With the improvements in wagon design and the adoption of air brakes, heavier trains could be moved at higher speeds.

The first Type 4s to appear were the 2,000hp English Electric 1-Co-Co-1 (later Class 40), but the next generation brought the emergence of the 2,700hp 'Westerns' and the 2,750hp Brush Type 4s (Class 47). The Class 56 was the next step up, at 3,300hp and should have been a real step forward for BR freight operations.

However, reliability issues were a recurring theme for the Class 56 during BR days and, following privatisation, most of the fleet was cast aside in the early 2000s, when many examples were only around 20 years old. We'll examine their post-privatisation careers in more detail next issue. For now, let's focus on the liveries worn by the '56s' during the days of public ownership.

The lowest numbered Class 56 to receive the revised 'large logo' blue livery was 56036, which was repainted in 1979. The wraparound yellow cabs, grey roof, full height 'double arrows' and large TOPS numbers created a much more striking appearance compared to the drab plain Rail blue scheme. Along with a handful of other repaints, 'large logo' blue was adopted for many of the later-built Class 56s, with 56084-134 being turned out in this livery from new. P. EASTGATE/COLOUR RAIL





Extra embellishments were added to numerous 'large logo' Class 56s, including red bufferbeams, white window frames and grilles surrounds, plus three-digit numbers on the cab fronts, as seen on 56091, seen at Doncaster in 1985. JOHN E. HENDERSON/COLOUR RAIL



Left: In the decade running up to privatisation, BR implemented a sectorisation programme, giving birth to Railfreight as a distinct entity. The freight sector would have its own pool of locomotives, which required an individual identity. The first Railfreight livery was adapted from 'large logo' blue, with a mid-grey shade replacing the blue and covering the roof as well. Red bufferbeams were back in favour, linking with the new red and white Railfreight logos on opposite cab sides. Small, black TOPS numbers were applied to the other cab sides. The final '56', 56135, wore this scheme from new and it was rolled out to over 40 other members of the fleet. Romania-built 56002 is seen at Tinsley in August 1986. COLOUR RAIL

Below: The authorities must have thought that standard Railfreight grey could do with a bit of livening up and a small number of '56s' had a large red band applied at solebar level, with a slightly smaller 'double arrow' logo employed. 56011 models that variant at Cardiff in 1989. COLOUR RAIL





Prior to the application of sector motifs, some class members ran in unbranded grey without any evidence of ownership or allocation. Additionally, some had the BR logos and sector symbols removed as privatisation grew nearer. This is 56003, seen at Toton in July 1991. COLOUR RAIL



A more definitive Railfreight identity was launched in 1987, when the freight business was split into six distinct sectors: Coal, Metals, Petroleum, Distribution, Construction and the short-lived General. The livery consisted of two-tone grey sides, smaller yellow warning panels and a dark grey roof, with cast alloy BR 'double arrows' and depot logos adorned the cab sides. Special motifs were created for each freight sector, with the Coal version seen here, applied to 56009. The majority of the '56s' were dedicated to the Coal, Metals and Construction sectors, with a solitary example, 56036, carrying Petroleum sector markings. COLOUR RAIL



Above: Names were carried by a relatively small number of '56s' in BR days, the early examples being mainly those allocated to Cardiff Canton. Red was the usual background colour for BR blue and early Railfreight locomotives, with black being employed during the sectorisation period. This is 56032, which was so-named in 1983, with the names being removed in 1997. P.M. DUNKLEY/ COLOUR RAIL



Right: Locomotives dedicated to civil engineers' traffic received the 'Dutch' scheme of drab grey and a yellow band, which was similar to the livery adopted by the Netherlands state railway. White TOPS numbers were applied over the darker shade of grey. Initially fitted with cast BR logos below the numbers, these have clearly been removed, along with the *Merehead* nameplates it once carried, evidenced by the panels of mismatched grey paint. When British Rail was privatised, the BR logos of many locomotives were hastily removed. COLOUR RAIL

Notes from the Workshop

DAVE LOWERY'S TOP TIPS



HIGH WIRE ACT

I have a number of overhead electric locomotives on my 'O' gauge layout, equipped with flash simulators fitted by my friend Bryan Robinson. These feature tiny LEDs mounted on the head of the pantograph, which flash brightly, just like the real thing. In terms of catenary, PR Model Railway Products (PRMRP) markets some excellent single-post overhead wire supports, which are great. However, my layout features various sections of multiple tracks, so a beam is required to span the tracks.

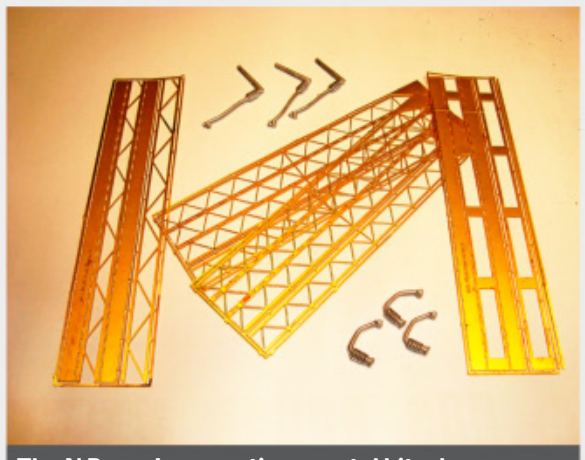
Such a catenary support is known as a 'portal' and I have used etched brass kits from N Brass Locomotives, which can supply two types of beam support stanchions/legs, ladder and lattice and a standard cross beam. The latter comes in sections, so in order to span wider tracks they can be soldered together. The upright stanchions are also soldered together and feature markings for platform mounting. These are reasonably strong when assembled but do need to be handled carefully. I solder a baseplate to the bottom of the stanchion and brass rodding that will go into the baseboard to locate the portal.

Spacing is governed by the overhead copper catenary wires I use, from the Sommerfeldt metre gauge range. These come in 500mm sections. It is bad enough soldering up the portals, but the overhead wires are well beyond the pale! In order to carry the wires on the post, I solder small pieces of 2mm brass tubing to hold them. For the portals, I made some overhead wire supports which PRMRP now produces for me as whitemetal castings.

The end of the overhead wire is looped over at the end which slides into the tubing, both top and bottom. Finally, a good exercise for your eyeballs is to kill the copper colour of the overhead wires by painting them RailMatch Executive Dark Grey. Once painted, they virtually disappear which, in turn, adds lots of 'fun' when you forget they're there. A harsh reminder comes when you plunge your hand down onto the tracks to pick up some debris or retrieve a derailed wagon!



The N Brass Locomotives etched catenary portals look great once they're assembled, painted and installed. The wires are from Sommerfeldt, which are fixed to support arms formed from whitemetal castings.
BRYAN ROBINSON



The N Brass Locomotives portal kit, plus my own whitemetal castings for the wire supports.



Sommerfelt offers excellent packs of copper overhead catenary wires. Packaged in 500mm long sections, I curve the ends of the wires over the cast support brackets and, once in place, the wires are painted with RailMatch Executive Dark Grey enamel paint.



There will always be odd places where you need a custom-built portal/ upright. That's when you may have to build little beauties like this!

Contact

- N Brass Locomotives
  Tel: 01384 250478
  Web: *www.nbrasslocos.co.uk*

USEFUL CONTACT

PR Model Railway Products
Tel: 07807 225801
Web: *www.prmrp.com*

HOW TO GILD YOUR 'GRONK'

I recently received a Bachmann Class 08 diesel (D3052 in BR black with yellow/black ends) for my birthday and would like to add a driver into the cab, plus maybe some other small, simple details. The model was bought second-hand, unboxed and without instructions, so I'm struggling to work out how to access the cab interior. Lee Harkness, by email.



Over a decade ago, *Model Rail* commissioned Bachmann Branchline to produce a limited run of D3052, with the rare combination of BR black livery and 'wasp' stripe warning panels. Examples can still be found on the second-hand market.

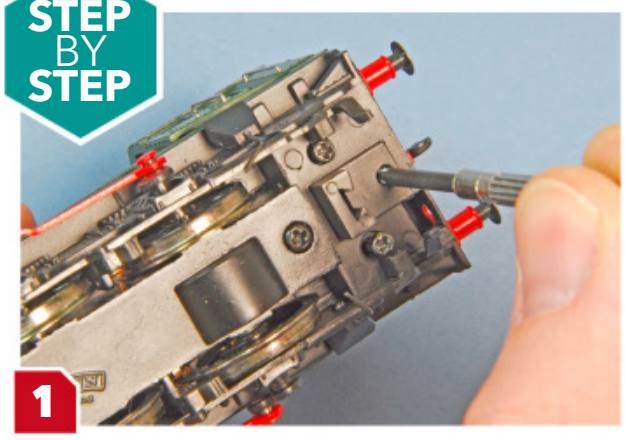
George says: Your model is actually a *Model Rail* Exclusive model, which we commissioned from Bachmann Branchline (cat. No. 32-110Z) some years back – so you've got yourself a special 'Gronk'! Accessing the interior isn't difficult, if you know where to find the securing screw – it's hidden beneath the coupler mounting bracket at the cab end. Once this is removed, the cab can be gently prised upwards, until it slides away from the chassis and the bonnet section.

From experience, I've found it easier to remove the whole bodyshell first, by loosening the mounting screws at each end of the chassis – three at the cab end and one at the nose end. Once the body is lifted away, it's easier to hold while pushing the cab free.

Removing the body reveals the motor and worm gear which, if you've got a pre-owned model, is worth checking for lubrication. If the gears look dry, add a drop of gear oil such as Gear Lube, from Hob-E-Lube, which should be available from your local Woodland Scenics/ Bachmann stockist. A little light oil on the axles will also help, and the chassis can be run-in on your layout while the body is detailed.

Once the cab is free, the rather basic interior can be greatly enhanced with a lick of paint and a suitable figure. Modifying the droplight windows is also worth considering, to make the upgraded interior and crew more visible.

STEP BY STEP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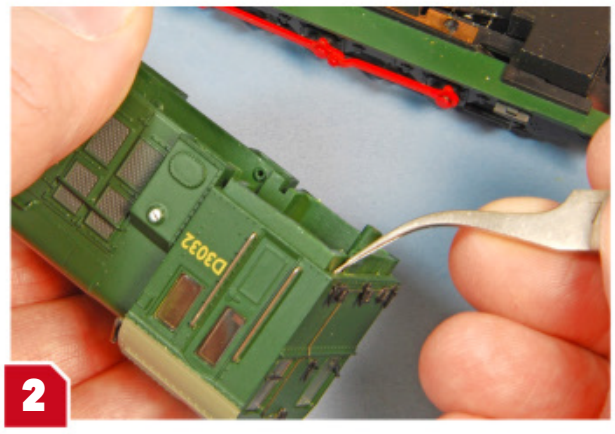

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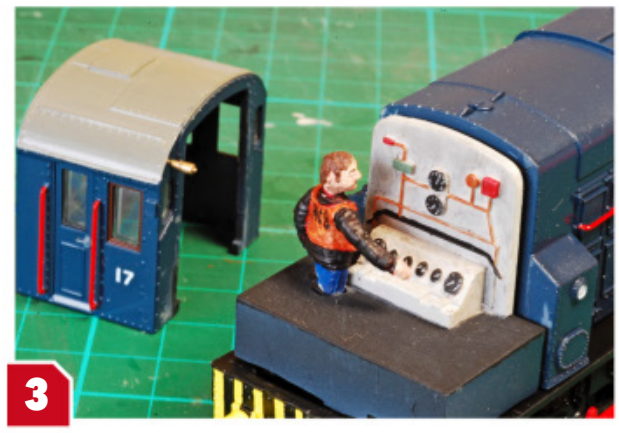
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5


6

Step 1: The Bachmann '08' can be dismantled by simply removing the screws at each end of the chassis. The NEM coupler pockets need prising out of their retainers to unveil some of the mounting screws.

Step 2: The cab is a snug fit on the body, so fine tweezers, a small flat screwdriver or, preferably, a stiff plastic wedge can be used to prise the cab away from the rest of the body. Stretch the sides of the cab slightly once it begins to move, to clear the hidden retaining slots.

Step 3: The interior is quite basic by today's standards, as Bachmann's '08' has been around for over 20 years. Painting the control panel and bulkhead makes a massive difference, picking out the dials and conduit in appropriate colours. Owing to the height of the cab floor, the legs of standing and seated figures will need to be trimmed.

Step 4: It's rare to see a Class 08 in operation with its side windows closed, so I like to remove the glazing and trim the panels with a sharp knife (making repeated cuts until the plastic snaps). Carefully abrade the cut edge with fine sanding pads or a nail glossing stick to remove any scratches, and refit the glazing with a clear PVA adhesive.

Step 5: Fix the driver in position, having trimmed the model's legs to clear the floor. This guy, from the Aidan Campbell range (*www.aidan-campbell.co.uk),* features a perfect pose, with one arm perched in the window ledge, although it required complete removal of this window's glazing panel. The figure was secured with odourless cyanoacrylate glue for a rapid bond, without risk of damaging surrounding glazing. PVA or contact adhesive would also do the job.

Step 6: Diesel shunters are often to be seen trundling around with spare tail lamps stowed on the running plate. This lamp is from the Springside Models range (*www.springsidemodels.com)* and I fashioned the shunting hook from 0.8mm and 0.4mm brass wire, with the two parts soldered together for strength.

What makes this layout great?

“The dimensions of everybody’s layout are dictated by available space, but Nick has shown that even in a small shed you can build a spectacular layout if you’re willing to drop a scale. He’s also proved that no matter how small the scale you choose, you can always model the tiniest details!”

1

Harbour master

Nick Hamilton has fitted a staggering amount of detail into a relatively small space – with considerable support from his wife.

Words: **Chris Gadsby**

Photography: **Chris Nevard**

"My wife decided we needed a model railway." It's not a sentence we often hear when talking to layout owners, although there is no doubt that many wives and significant others do enjoy getting involved with the creative world of model railways. For Nick Hamilton, he'd had a layout in every house in which he'd ever lived until his current one – but that was all about to change following a surprise organised by his wife.

"Railways have always been a large part of my life. When I was about four my dad would take me out to Perth station to watch the trains and give my mum some peace and quiet. Trains would fill the place with steam and Dad would point out each type. When I was six years old I received some Hornby-Dublo locomotives and coaches for Christmas, and that was me hooked on modelling for the rest of my life. Then, around five years ago after we had moved away from Scotland, my wife Kasha surprised me with a visit to the York Model Railway Show while we were travelling and it reignited my inspiration. She was fascinated by the 'N' gauge layouts, which was just as well as the only ➤

Nick got a lot of his ideas from watching YouTube videos, including some from Chris Nevard, 'Everard Junction' and Marklin, a Swedish modeller, who regularly posts advice on building scenic elements.





"When I was six years old I received some Hornby-Dublo locomotives and coaches for Christmas, and that was me hooked on modelling for the rest of my life"

3 things we like



1

The top storey repairs require a lot of scaffolding!



2

What's going to happen to all these wheels?



3

Alice – the ship named after Nick's daughter.



space available for a layout in our new home was a small shed at the bottom of the garden."

'Thornwick Bay' has taken five years to build and is set in the mid-1960s, allowing Nick to run a variety of stock that covers the 'N' gauge range. But where did the name 'Thornwick Bay' come from?

"Throw a dart at a map and see where it lands!", Nick revealed. "We were looking for somewhere that sounded as though it could be a holiday destination that would invoke memories of going away with our parents. Originally we were going to go for a Great Western theme, but the limestone works so well in the buildings in our local area we elected to change and go for a Yorkshire setting."

Built on a base of 2x1 timber and employing a near-constant 1-in-200 gradient, 'Thornwick Bay' uses Peco Code 800 flexible track and the largest radius points that Nick could find, in his quest to achieve the most realistic appearance possible.

"Owing to the size of the shed, I had to put a lot of thought into not just having a 'train set'-type loop, and eventually settled on a figure-of-eight with a gradient of about 5mm for every metre. It's also almost one continuous curve, so I don't have any sharp bends that cause coaches to look strange as they go around the corner. Originally I wanted two stations with run-round facilities so that Kasha and I could be in there together and control a station each. However, we found that in 'N' gauge the coupling and uncoupling is just a nightmare so a lot of my rakes ➤



> "I had to put a lot of thought into not just having a 'train set'-type loop, and eventually settled on a figure-of-eight"



5 The layout uses DC control with dead frog points, which Nick inherited a as a job lot in a box when he first started. To save money and time, and as he was initially just trying to build something on which to run trains, he used those rather than the more realistic live frog points.


POT
BEER
8577
ORNWICK

6

Thornwick Bay station is operated as a heritage station, allowing Nick to run what he likes without worrying about it being accurate to the period. He enjoys collecting private owner wagons and running them behind steam engines.



are fixed. We just sit back and watch the trains run with assorted engines."

EVENING RELAXATION

We all know that to create a building or piece of scenery that meets our increasing high standards it can take several weeks (unless you're Chris Nevard), but the nature of the hobby also allows us to take our time and while away the hours putting together our miniature marvels. For Nick, that meant sitting down in the evening and gaining confidence in scratchbuilding.

"There are a lot of Metcalfe buildings at 'Thornwick Bay'. They are high quality and handy for building a scene quickly. I like them, and Kasha helped to build many of them, as well as making around 60 trees, but there's something very appealing about having a unique building on your layout, so I've been in the process of scratchbuilding replacements. It takes me a couple of weeks to make a building, such as the ones by the canal, from plastic card and paper. The last two years, however, have been spent detailing. The ships are scratchbuilt and I've added lots of small details like fish boxes, filling them with rolled-up bits of Blu Tack, painted silver to represent fish. I did the same with lobster creels made from 2mm rod, split down the middle, wrapped in fine chiffon and painted dark brown. There's a marketplace in the window and nobody makes cheese in 'N' gauge, so I took some DAS modelling clay, rolled it into balls and sliced rods then





9 The larger through station has a lot of sidings and places to store trains. Nick originally liked the idea of a fiddleyard but didn't have a lot of space in the shed, so he decided to go for sidings to give him an area in which he can display trains.

painted it to look like cheese. I also decided I needed to make some boxes of apples, so I filled boxes with tiny 0.3mm Christmas beads and painted them with nail varnish. If you use your imagination you can create anything!"

As Nick was able to spend so much time on the tiny details, you'd be forgiven for thinking that the construction of 'Thornwick Bay' was trouble free, but there were still aspects that gave Nick a headache.

"I found painting the backscenes to be very difficult. I've done a bit of oil painting in the past and my dad had a backscene painted in oils so I wanted something similar, but it's very difficult to make them blend seamlessly from every angle. Most of the background is based my photos of Ryedale. I also made the mistake of modelling the canal too narrow. It was a 'throwaway' thing to start with but then it became quite a feature so I had a few goes at it to make it look better. I also wish I'd double-tracked the entire layout. On the flip side, the harbour is the most satisfying part. I've always liked boats and have installed a small speaker with harbour sounds playing while the railway is running. The tall masts draw your attention which creates a focal point, and I've since put a lighthouse on the harbour after Chris Nevard's visit. The ships were both kits from the hull downwards, the schooner is a Chinese kit I bought for about £7 but everything above the hull was rubbish so I scratchbuilt it. The ship took about five weeks because there was so much to it. Originally it was a 16-piece kit, but it now comprises 175 pieces!"

Had it not been for Kasha making the surprise detour to the exhibition in York, Nick may never have started 'Thornwick Bay', but now they have a layout that both of them, and their young daughter, can enjoy. Model railways really are for everybody. MR



10



11



12



Artwork: **Andrew Mackintosh**



MODELLER CV: NICK HAMILTON

I play in my son's blues band, called the Alex Hamilton Band. We were doing upwards of 80 gigs a year and toured Europe, pre-Covid. It was called the Lewis Hamilton Band after my son Lewis, until a racing driver started taking all the web traffic! I also became a new dad at 64, which can be challenging!

FACTFILE: 'THORNWICK BAY'

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

Size: 9ft by 4ft 6in

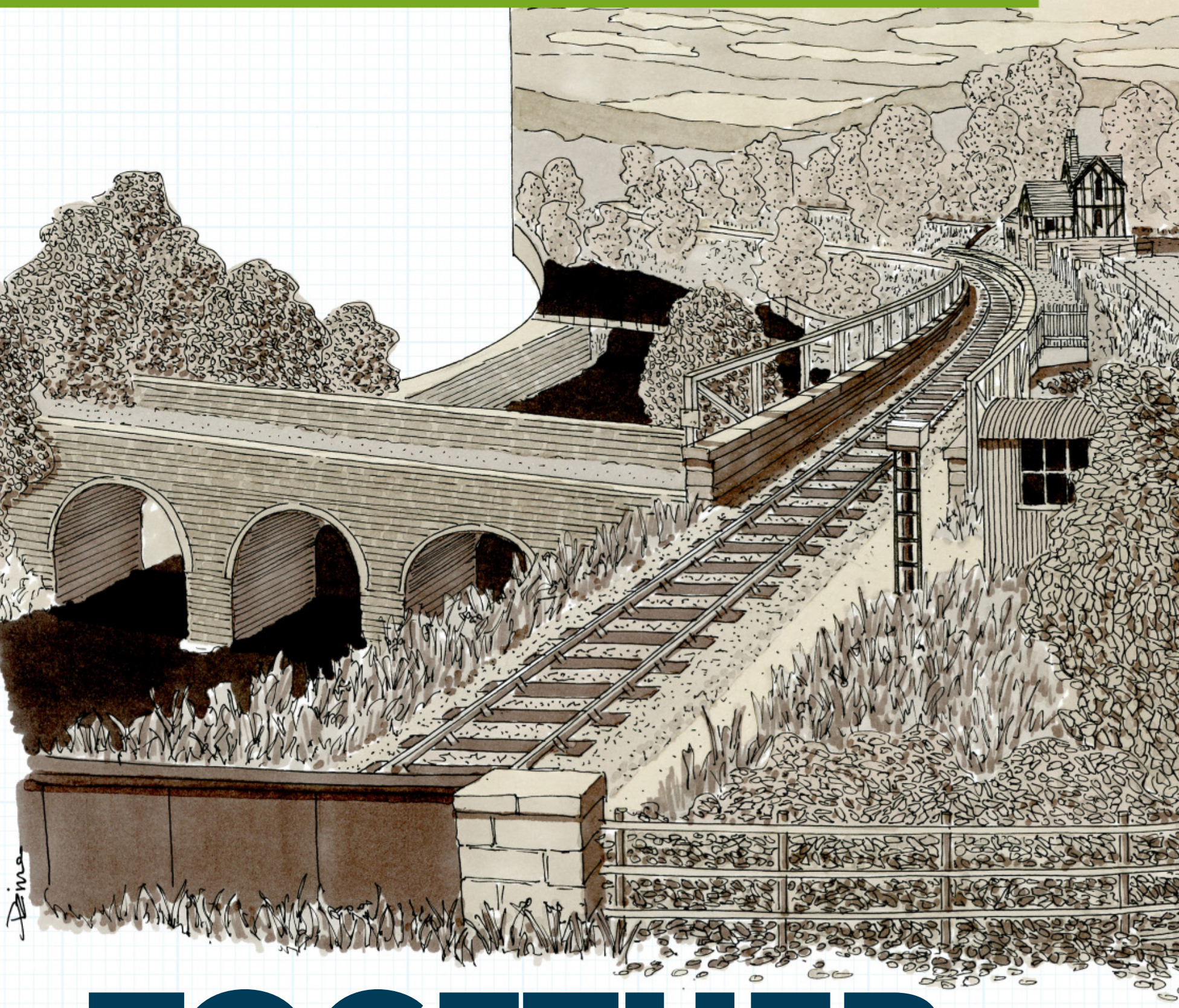
Track: Peco Code 80

Power and control: Analogue

Time to build: Five years

Masterplan The Llangollen Railway

Track plans to get you thinking in three dimensions



TOGETHER again

Paul A. Lunn revisits his favourite heritage railway and offers further layout plans with a Llangollen theme.

Photography: **Paul & Melenie Lunn**

In the Summer 2021 issue of *Model Rail* (MR290), I offered a trio of potential layout plans based around the Llangollen Railway. This was our effort to help raise awareness of the difficulties that the heritage line was facing, and we'd like to express a big thank-you to all those who have sent a donation, offered help or boosted the railway's coffers by visiting the line.

While things are undoubtedly looking better now at the Llangollen Railway, with a new board in place, who are passionate about what happens next, there are still many challenges to be faced. Indeed, like all other preserved railways, the problems of sourcing (and ultimately replacing) coal and the spiralling costs of just about everything, means that help is still required. With that in mind, here are a few further layout plans, with an eye on generating interest in the line's summer operations.

● Each square represents 1ft.

BERWYN STATION

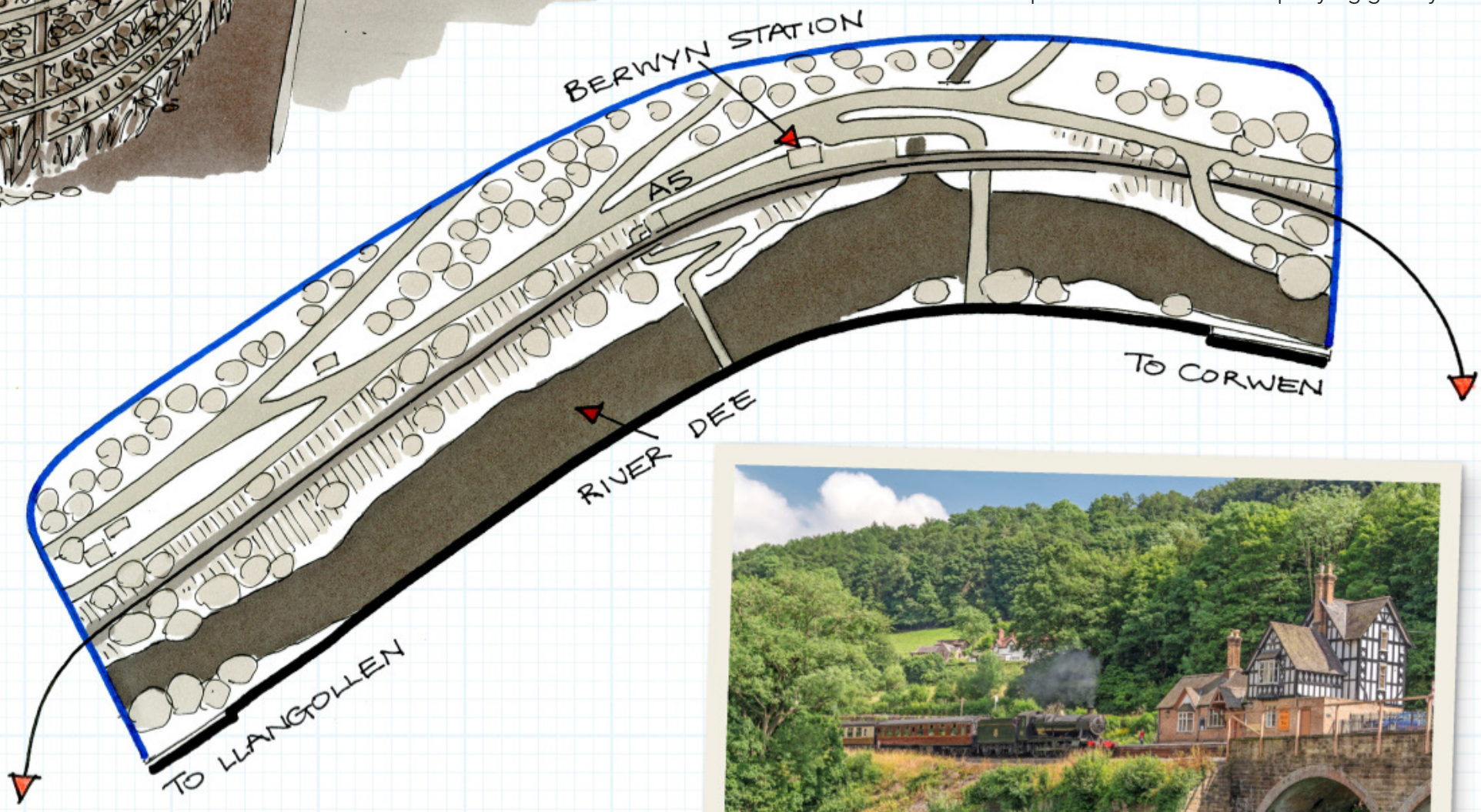
I've compressed the entire length of Berwyn station so that it fits into a manageable space, either for 'OO' (utilising Peco Streamline or Setrack components) or reduced down to 'N' gauge. The most noticeable adjustments from prototype fidelity are that the foreground road bridge has been moved nearer to the station, while the track from the far end of the platform (facing Llangollen) has been shortened and the distant right-hand curve has been brought nearer.

In terms of depth, I've positioned the sweeping front baseboard edge in order to dispense with the Chainbridge Hotel, a particularly uninspiring structure in my opinion.

In the main, I always look for locations with an interesting track plan, as operation is a big part of a successful layout, combined with a convincing scenic treatment. But, occasionally, you come across something so stunning, like Berwyn, with its solitary single track, set in an area of outstanding beauty.

Such builds can be complex, with the River Dee at its lowest level, river embankments, suspension bridge, steeply graded footpath, station and road behind. Beyond that, there are multiple tiers of hills and woodland against a sky backdrop. I would say that the best way to start is to make a plan at river level and then consider how it will rise upwards. A full-size mock-up would undoubtedly help.

As you consider each level, try to get a feeling for what looks right in terms of height, and the visual relationship between each neighbouring area. A great aid to this process is having a diverse range of photographs of the real location. There are many to be found online, but many of them tend to be taken from the same angle, which offers limited information. On my visit last year, therefore, I aimed to capture as many images as possible and a useful selection is presented in the accompanying gallery.

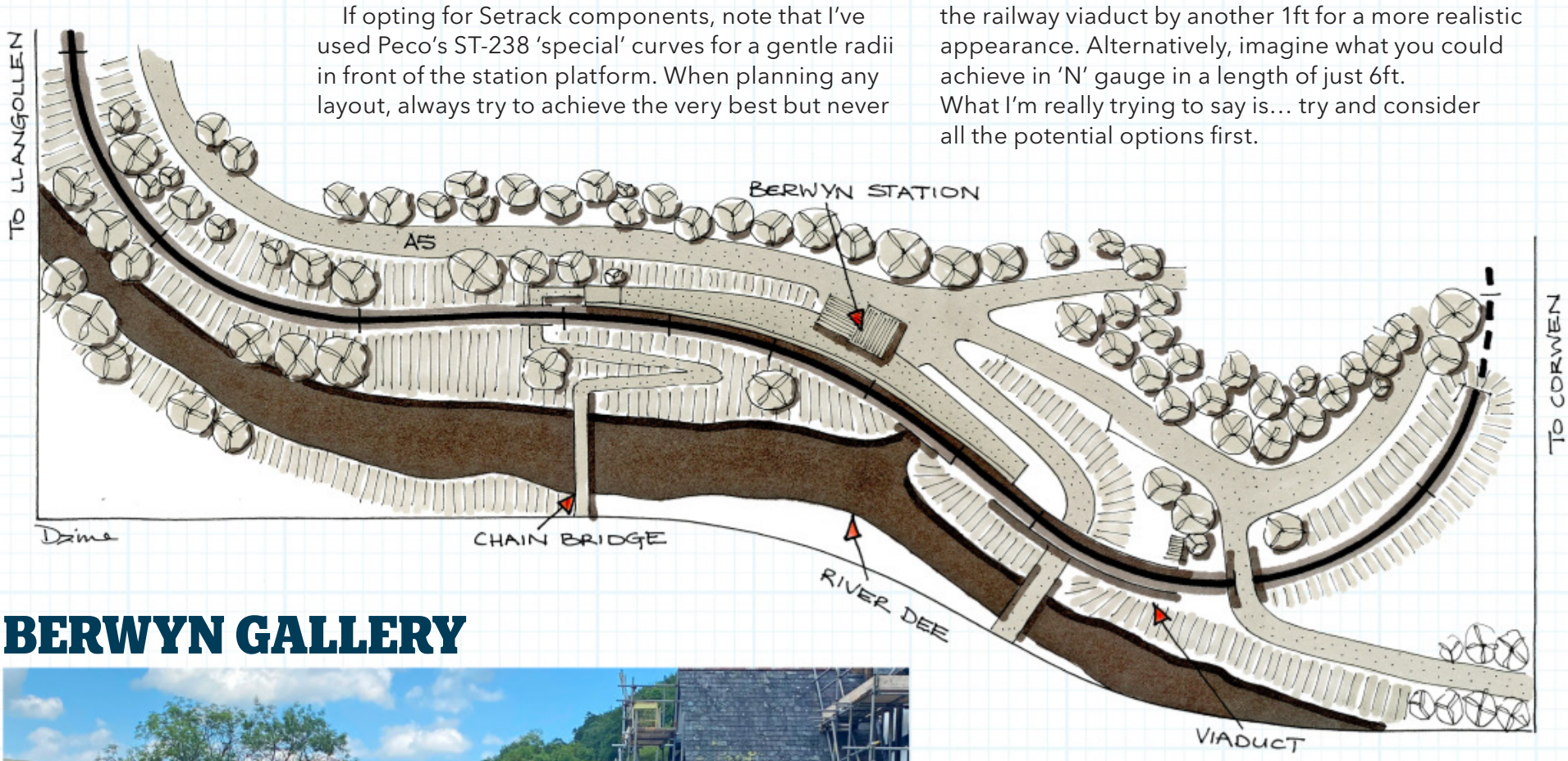


Berwyn station boasts attractive ornamental mock-Tudor styling to the upper floors, over a base of buff brick. Two rows of scalloped slates and impressive chimney stacks bring a little variety to the roof lines. ALAMY

While very simple in nature, replicating the curved route and adding appropriate physical features will be key to the layout's success. In a space 8ft long, with several compromises, I've curved both ends to ultimately form an oval, designed to be viewed from the outside. Alternatively, you could change things around to face inwards, creating a central operating well.

If opting for Setrack components, note that I've used Peco's ST-238 'special' curves for a gentle radii in front of the station platform. When planning any layout, always try to achieve the very best but never be frightened of criticising your own work, better to do that now than after building has commenced. Let me show you what I mean. What I like about this plan is that it comprises all the key components, in a relatively small space for such a large prototype.

However, there are numerous sections I'd want to improve if we had a couple of extra feet. Firstly, I'd lengthen the platform by 1ft for an extra coach, and the railway viaduct by another 1ft for a more realistic appearance. Alternatively, imagine what you could achieve in 'N' gauge in a length of just 6ft.
What I'm really trying to say is… try and consider all the potential options first.



BERWYN GALLERY



Above: The station at Berwyn is on a gentle curve, with the River Dee to the left of this view and the A5 road to the right, slightly higher than the trackbed. The station was opened in 1865 and renamed Berwyn Halt by BR in 1954. Closure came in 1964, but it reopened as part of the Llangollen Railway in 1986.



Above: The brick-lined underpass is famous for a collection of First World War messages left by troops who departed from here in 1915.

Right: A GWR corrugated iron lamp hut stands at the end of the viaduct.





Above: Here's the opposite view looking towards Corwen. There's plenty of arboreal variety, with a mix of evergreen and deciduous trees, at river level and high on the hilltops.

Below: At the Llangollen end of the platform there is a steeply graded footpath, turning sharp left and passing underneath the railway line.



Each square represents 1ft.



Left: Trains crossing the viaduct, spanning the road bridge over the river, makes for a highly attractive vista. The waterfall adds the icing on the cake. ALAMY

Below: The footpath continues to descend to the pedestrian chain bridge, built in 1929. This image provides modellers with a clear idea of its position in relationship to the station behind.



Right: Interestingly, the platform continues along the length of the viaduct, which takes the line over the river bridge. This platform extension consisted of timber decking supported on the outside face of the viaduct by wrought iron brackets. To reduce maintenance costs, the extension was removed by BR in the 1950s, but it was restored in 2004. ALAMY





Left: A truly idyllic view, spoilt only by the bland architecture of the Chainbridge Hotel, hence why my plan omits the structure. Almost the entire front baseboard section will need to be dropped below track level in order to accommodate the River Dee.

Below: Looking in the opposite direction, downstream towards Llangollen, there's dense vegetation along the riverbanks, blocking the view of the railway on the right-hand side. I've thinned out the trees slightly in my design, providing intermittent views of passing trains.

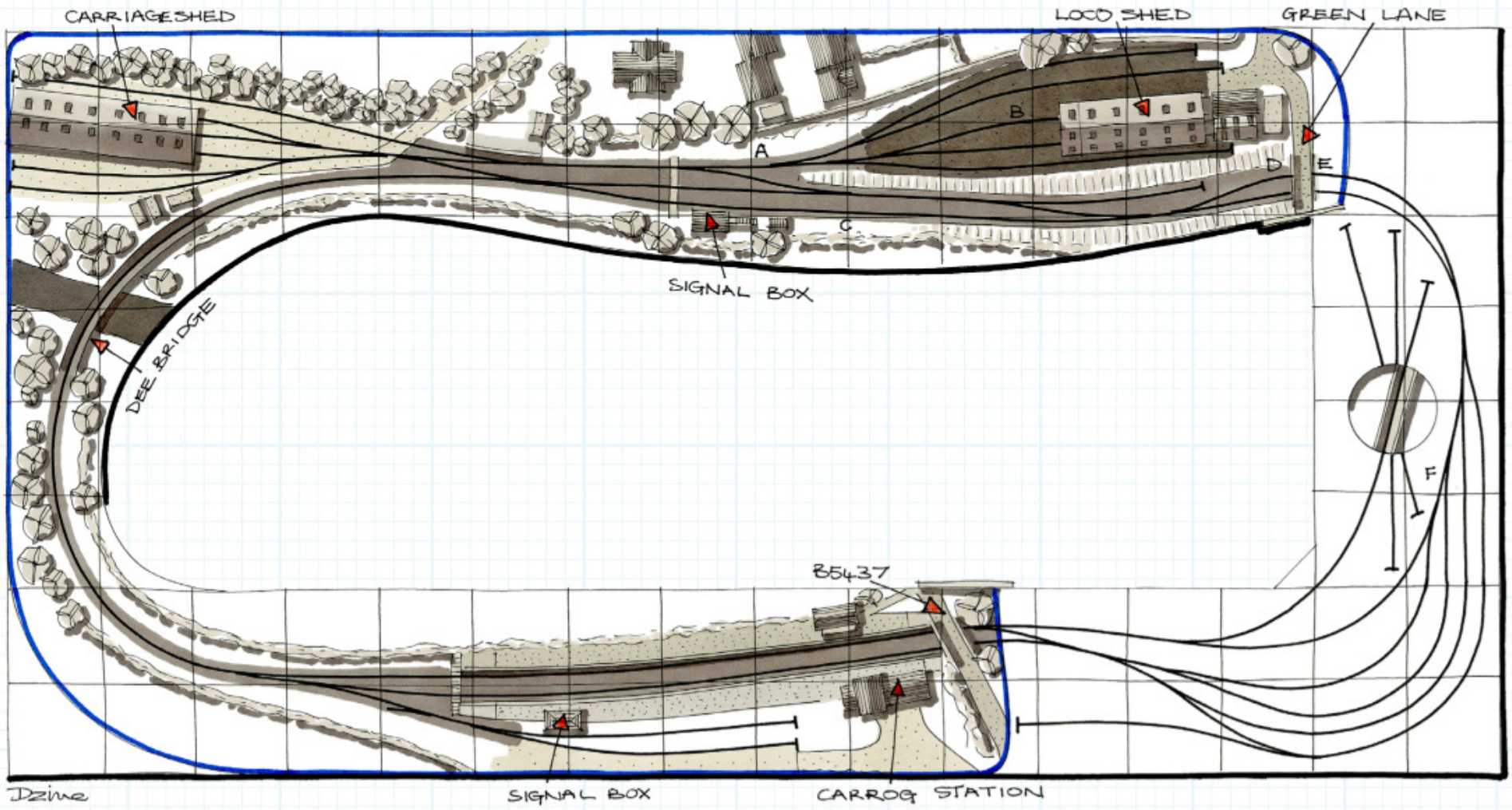


● Each square represents 1ft.

LLANGOLLEN LOCO AND CARRIAGE SHEDS

This 16ft by 8ft layout is aimed at more advanced modellers. There are several gradients, with a rise of 1½in between points A and B, (a climb of 1:20 over 30in) up to the locomotive shed. Between C and D, the lines fall 1in (1:57 over 57in), rising again by 1in from E to F (1:48 over 48in). This combination of gradients provides a difference of 2½in between the main line at Green Lane and the locomotive shed above.

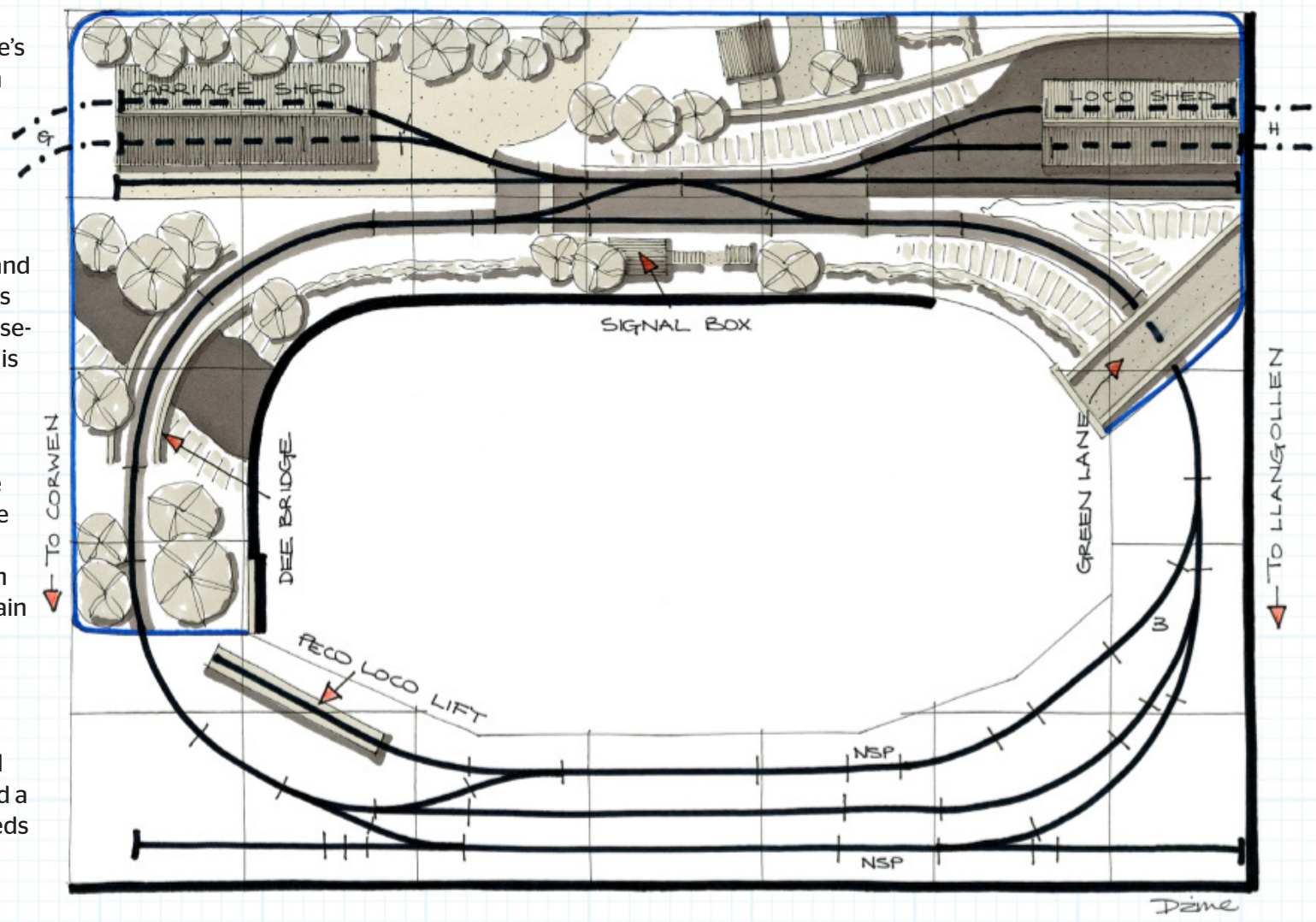
In my previous Llangollen-themed designs, from MR290, space precluded gradients. However, by omitting Llangollen station, I have been able to redress the situation. The run from Dee Bridge, past the carriage sidings and shed, Llangollen Goods Junction Signal Box and the motive power shed would provide an attractive section. It could form part of an oval layout with Carrog station on the opposite side, and a fiddleyard between the two. This provides a continuous oval for testing and running-in new trains too. Please note that while I've added Carrog, you could include Glyndyfrdwy as an alternate.



If you're looking for an entry-level version of the advanced plan, here's my take. The gradients have been removed and the layout fits into a space of 6ft 9in by 5ft 1in. It consists of a locomotive shed and siding for up to six locomotives, a carriage shed and siding capable of holding four coaches and non-scenic loops. Although there's need to drop a short section of baseboard for the Dee Bridge, the rest is pretty straightforward.

With a bit more length, at both ends, you could link one or more carriage sidings (at point G) to the non-scenic section and extend the engine shed roads at H by 1ft to facilitate use of a Peco Loco Lift. In doing this, you could make the main oval slightly larger too.

To speed things up, in terms of creating structures, I'd consider using Ratio's GWR signal box (ref. 552), Hornby's R660 elevated wall for River Dee bridge sides and a number of Gaugemaster Trainsheds (ref. 406) for the carriage and locomotive sheds.



Please note that all photographs were taken with permission, supported by volunteers and with the greatest respect for safety – please do not trespass.

LLANGOLLEN GALLERY



If space permits, as per my larger design, then it's essential to include the gradient between the running lines and the locomotive shed, even if the difference in level is not to scale.

Below: This is how things look now, though in past times we're looking into what was the goods yard. Indeed, the goods shed remains, albeit surrounded by more recent structures. There are two, three-way curved points at the shed yard throat and, while these are not available ready-to-plant, suitable alternatives can be employed as shown in the larger plan.





The star of the show! GWR '28XX' No. 3802 is under light repair within the locomotive shed. Withdrawn in 1965, it languished at Woodham's Scrapyard, Barry, until 1984. The 2-8-0 has been resident at Llangollen since 2002.





Above: This view from the rear of the locomotive shed shows the difference in elevation compared to the main running lines.

Right: The carriage shed is a modern corrugated steel structure, capable of holding approximately three coaches on each of the three internal lines. There's an array of stock in the yard, including non-passenger types. Note the repurposed shipping containers in the foreground.





Above left: The interior of a preserved shed can be very different from a traditional locomotive depot, with a wide variety of jobs being carried out under cover. In this view, Class 47 D1566 *Orion* shares space with a GWR '45XX' 2-6-2T and a freshly assembled outdoor seat.

Above right: Detailing the interior of a locomotive shed would provide an exciting project, with a variety of steam and diesel traction at various stages of repair or restoration. Employing non-powered kits or re-purposed older models would provide a cheap and effective solution.



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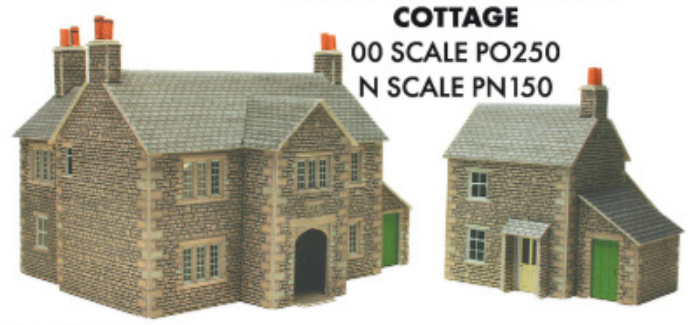

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Reviews

In-depth and unbiased reviews of the latest products

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George Dent
Model Rail's modern image expert.

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

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Hornby LNER Class 800 'Azuma'

◆ **GAUGE** 'OO' ◆ **MODELS** Hornby R3827 LNER 'Azuma' Class 800 'Celebrating Scotland' five-car train pack
◆ **PRICE** £434.49 ◆ **AVAILABILITY** Hornby stockists **Web** *www.hornby.com*

After featuring Hornby's all-new Class 91 last month, it's now time to look at the successor to the East Coast express crown, the Class 800 'Azuma'.

Hornby launched its Hitachi Class 800 series in 2018, depicting GWR's handsome green bi-mode sets, which we reviewed back in MR247. This year, however, they're finally available in LNER livery.

Although dubbed 'Azuma' by Virgin Trains East Coast, the franchise had been taken over by the Government-backed LNER by the time the new trains began operating out of King's Cross. In total, LNER operates a fleet of 65 'Azumas', either in five or nine-car formations and their gradual introduction led to the demise of the venerable HST, followed by a gradual run-down of Class 91+Mk 4 sets.

While LNER operates 22 five-car 'Azuma' sets, it's a nine-car Class 800/1 formation that Hornby is depicting in this five-vehicle train pack. The set depicts 800104, with a pair of driving cars bookending three intermediate vehicles (two Standard, one First class). One of the driving cars carries small Saltire flags and a striking promotional logo using a specially created tartan design from a famous Paisley kiltmaker. Adorned with the legend 'Celebrating Scotland', this unit was chosen to launch the revamped 'Flying Scotsman' service between Edinburgh and London King's Cross on August 1 2019.

Unlike GWR, LNER has so far resisted adding any names or other significant promotional adornments to its uniform fleet of 'Azumas', so 800104 offers something a little more interesting for both modellers and a manufacturer. Simply





“The LNER livery looks bang-on, with the off-white, red and silver elements applied flawlessly”

offering different running numbers on the same livery would prove a challenging ‘sell’, even for Hornby’s expert marketing department!

Accordingly, the ‘Celebrating Scotland’ pack has proven popular with modellers, helped no doubt by the fact that it’s over £40 cheaper than the other LNER-liveried ‘Azuma’ that was also released this year; a legacy of R3827/800104 being delayed from 2021’s release programme. Pre-orders are also being taken for a further five-car LNER Class 801/2, due next year, which is over £70 more expensive.

RAKE IT IN

Additionally, four-car add-on coach packs are due to be offered later this year, in both LNER and GWR liveries, including alternative bogie frames where appropriate. While the coach numbers may not suit 800104, this may not bother many modellers, although prospective purchasers will need to invest the best part of £750 for a full nine-car rake.

Presented in a twin tier, expanded polystyrene package with a thin card wrapper, the five cars are easy to extract, although their snug fit tends to distort the rubber gangway connections. At first glance, the LNER livery looks bang-on, with the off-white, red and silver elements applied flawlessly, with crisp demarcation between the colours. I was impressed by the alignment of the yellow and red sections on the detachable nose cones, which match the surrounding paintwork perfectly.

The unusual, ‘grainy’ red panels at window height really look the part and the unique tartan design on the driving car, which must have been tricky to reproduce, is excellent. The smaller printed details, such as numbers and door information panels are perfectly rendered, as are the destination panels. Alas, there has been some confusion about the content of the latter, as this ‘Azuma’ is rostered on a West Coast service from Euston to Carlisle!

The paintwork boasts a satin sheen and I’ve heard a few fellow modellers lamenting the lack of a glossier finish, to match the prototype. Personally, I think Hornby has got it about right, as a glossy coating runs the risk of a model looking toylike.

The interior detail consists of a grey moulding featuring seats, tables and bulkheads. It’s a





3 things we like



1 Detachable nose sections reveal cosmetic Dellner couplers.



2 Moulded roof detail is impressively rendered.



3 Complex promotional livery applied to a high standard.





Hornby LNER Class 800 'Azuma' – in detail

Factfile: LNER Class 800 'Azuma'

The Class 800 series trains were developed by Hitachi from its dual-voltage Class 395 'Javelin' fleet. Built in Japan, the '395s' transformed fast commuter services for the South Eastern franchise, introduced from 2009 between London St Pancras and Kent.

With an aging fleet of HSTs reaching the end of their careers and the Class 91+Mk 4 fleet over 30 years old, there was a need for an all-new fleet of trains for the prestigious East Coast route. However, instead of the railway operator sourcing replacement trains, the Department for Transport chose to oversee a procurement programme for both the East Coast and Great Western routes, under the Intercity Express Programme.

While Hitachi manufactured bodyshells for the Class 800 series in Japan, final assembly was carried out in the UK, at a new facility in Newton Aycliffe, Co. Durham. Initially, it was planned to produce a mixed fleet of all-electric and bi-mode units, but delays and cost-cutting on electrification projects led to all trains featuring diesel generator units as well as 25kV AC electric power from overhead lines.

GWR was first to introduce the new trains in 2017, with the ECML fleet entering service from 2019. The East Coast units were christened 'Azuma' by Virgin Trains East Coast during their development, although they would not carry Virgin branding, owing to the franchise being handed over to government control in 2018, under the LNER banner.

LNER operates a fleet of 65 sets, consisting of a mix of nine-car Class 800/1 and five-car Class 800/2 bi-mode sets, plus Class 801/1 five-car units and Class 801/2 nine-car sets which are primarily electric powered, but with single diesel power units for use in emergencies. The 'Azuma' fleet was initially confined to the southern reaches of the ECML owing to issues with signaling equipment north of York, and a full Anglo-Scottish service was not introduced until late summer 2019. Soon after, LNER was able to stand down its remaining HST fleet and begin phasing out the Class 91 locomotives and Mk 4 stock.







1: LNER 'Azuma' 800109, a nine-car set, waits to head south to King's Cross at Leeds. PAUL BIGLAND

2: Five-car 800201 passes Frinkley Lane, Marston, with the 1323 Lincoln Central to London King's Cross service, December 2019. PAUL BIGGS/*RAIL*

3: The sweeping curves of the LNER livery can be seen to good effect in this view of 800103, as it pulls into Platform 3A at Doncaster, on a King's Cross service. COLOUR RAIL

System builder

Other items to complement this model…

HORNBY CLASS 91

A reduced fleet of Class 91s is still at work on ECML services to York and Leeds, so Hornby's all-new model makes a perfect stablemate for an 'Azuma'.
Price: £217.95
Availability: Hornby stockists *www.hornby.com*



Mk 4 STOCK

As well as a Class 91, you'll also need some LNER Mk 4 coaches and Hornby's re-tooled models are due to arrive very soon.
Price: £44.99 each
Availability: Hornby stockists *www.hornby.com*



Mk 4 DVT

A Mk 4 DVT is also required to complete a full Class 91+Mk 4 set.
Price: £84.99
Availability: Hornby stockists *www.hornby.com*



shame that the vibrant red seat material hasn't been included, as this is highly visible from the exterior on the prototype and the inclusion of interior lighting only highlights this omission. Talking of lighting, the LEDs employed for the interiors give off a very warm, yellow light, unlike the bright white of the real thing and there's a significant amount of 'bleed' through the off-white bodyshells when running the train in low light settings, especially on DCC or at higher speeds on analogue control. The head and tail lamps are good, however, although the light 'bleed' can still be an issue around the side light clusters.

Like the early Class 800 releases, both driving cars feature 8-pin DCC sockets, accessed via removable underfloor panels, and space for speakers is also provided should you wish to emit the low hum and screechy brake sounds of the prototype via DCC sound. The sturdy five-pole motor is hidden in the kitchen area of the First class driving car,



powering both bogies via cardan shafts and gears.

Performance proved to be excellent, with smooth speed control from a crawl to an appropriately high top speed. Despite the length of the cars and the amount of swing at each end, the train took second radius corners and short radius points in its stride, with the kinematic close-coupler units working well.

Overall, this is an attractive model that runs well and definitely captures the look of the prototype. The flimsy cosmetic pantograph could be improved with something a little more purposeful, although I imagine many modellers will run these trains on non-electrified layouts, such is the bonus of modern bi-mode trains!

The issue of cost is a little difficult to ignore, as the model does lack some of the bells and whistles' of other contemporary products in this price bracket. A painted interior, 21-pin DCC socket, servo-operated pantographs and pre-installed speakers would be welcomed by many modellers, while protection from light bleeding through the bodyshells is a minimum requirement these days. The basic packaging would also benefit with an upgrade, to help customers feel like they're getting full value for money.

Those things aside, it's great to see a Class 800 in the vibrant LNER colour scheme and their wide geographic coverage on core and diverted services make them a popular prototype. The models are sure to be a hit too! ***(GD)***

With thanks to *www.hattons.co.uk* for the loan of this sample.



SUMMARY

PROS
- Looks.
- High-quality finish.
- Performance.

CONS
- Incorrect destination panels.
- Unpainted interiors.

FINAL VERDICT

Really looks the part!

HORNBY LNER CLASS 800 'AZUMA'

OVERVIEW
Manufacturer: Hornby
Ref. No. R3827 **Unit No.** 800104
Scale/gauge: 1:76 scale, 'OO' gauge
Body: Plastic with metal parts
Chassis: Metal with plastic parts
Weight: 494g (power car), 150g (trailers)
Min. curve radius: R2, 438mm
Wheel back-to-back: 14.4mm

DIMENSIONS	PROTOTYPE	1:76 SCALE	MODEL
Car length (driving)	85ft 4in	341mm	341mm
Height (pan down)	N/A	N/A	52mm
Width	8ft 10in	35mm	35mm
Wheel diameter	N/A	N/A	11.5mm
Bogie centres	N/A	N/A	223mm
Bogie wheelbase	N/A	N/A	34mm

SERVICING
How to dismantle: Body unclips from chassis.
Where to oil: Axle bearings, as per instructions.

ELECTRICS
Electrical system: 12V DC two-rail
Motor type: Five-pole, skew wound
Lights: Directional head/tail lights, interior
DCC ready: 8-pin socket

MECHANISM
Drive system: Motor drives all four axles of power car via cardan shafts and gears
Flywheel(s): Two **Traction tyres:** No

Farish Class 319 EMU



◆ **GAUGE** 'N' ◆ **MODEL** Graham Farish by Bachmann 372-876 Class 319 four-car EMU, Thameslink blue/yellow ◆ **PRICE** £349.95 ◆ **AVAILABILITY** Bachmann stockists **Web** *www.bachmann.co.uk*

Some might say that us Northerners have a chip on our shoulder, especially when we mention the relative lack of investment in public transport compared to the South East of England. But the Class 319 EMUs offer a good case in our favour.

With the recent electrification of the Liverpool-Manchester line (and its connecting branches) and the route from Preston-Blackpool North, the Northern Rail franchise began operating a fleet of '319s', cascaded from Thameslink. While they have been a vast improvement over the Class 142 'Pacers', the '319s' also hail from the 1980s and had been deemed unfit for use around the Capital. Last I heard, Northern's '319s' may be replaced in the next few years by, wait for it, stock built in 1991!

Grumblings aside, the Class 319s have helped to transform the passenger experience on services around Merseyside, Greater Manchester and up to the Fylde coast. They may lack many of the facilities that 21st-century passengers desire (Wi-Fi, air conditioning, power sockets), but they've proved reliable and the ride is comfortable, especially for relatively short journeys between the big conurbations.

In terms of modern electric units, they're quite good looking too, so a '319' in model form is to be welcomed. Indeed, an all-new model from the Farish stable is certainly something to be relished after a relatively quiet period for new gauge releases. First announced way back in 2016, the models are finally here, and three livery options are available: Network SouthEast, Thameslink blue/yellow and Northern Rail white/purple.



HOW DOES IT LOOK?

Packaged in the usual clear plastic cases, the models presented a very favourable first impression. The profile of the bodyshells, similar to those employed on BR's contemporary Class 150 diesel units, has been captured faithfully, while the slab-fronted outer ends also look correct. The definition in the moulded detail is impressive, with door seams and panel lines featuring the right amount of depth. The window frames, recessed sliding doors, light clusters and roof ribs are all well observed and executed.

The small front grab rails are moulded rather than being formed from fine wire, but they have been painted so neatly that it's not immediately obvious. The inner gangways are a little basic, but the underframe detail is very impressive. The two inner cars carry most of the interesting stuff, with equipment boxes (complete with latches), reservoir tanks, compressors and vents all present and correct. The outer cars also feature appropriate boxes and tanks in the correct positions.

The bogie frames are also a high-light, with the powered PMS car featuring a heavy-duty design, while the other cars feature more elegant units, with air bags and damper details. There's also a pair of collector shoes for third-rail operation on the DTSO(A) car.

Slightly tinted glazing sits flush with the bodywork and features 'No smoking' signs on the interior. The wipers are superb, while the interior mouldings feature the correct seating and bulkhead arrangement for each car. The floor in each vehicle has been raised to just below seat height, so any passengers installed by the modeller will need a little surgery. The interiors are unpainted, which is a shame, although I wonder if picking out the seats will accentuate the raised floor?





“The decoder socket can be reached via an underfloor compartment, released with a single screw”

The cosmetic Brecknell Willis pantograph is formed from plastic components and features a light spring tension, but it looks good and can be posed at various heights. The distinctive cable trunking down through the passenger compartment has also been included.

In terms of finish, the Thameslink livery on our sample has been applied to a high standard, with just a little fuzziness present between the blue and white stripes at the corners of each cabs. These imperfections are actually more noticeable in the photographs than on the real thing, especially from the usual viewing distance.

There are plenty of small legends, such as cycle logos and door operation buttons, all of which have been applied with perfect clarity. Appropriately for a Thameslink ‘319’, the destination blinds depict a Sutton-Luton service.

THE TECHIE STUFF

A Next18 decoder socket is located within the TSOL non-powered inner car, which also houses a pre-fitted 10mm by 15mm speaker for easy DCC sound conversion. Helpfully, the decoder socket can be reached via an underfloor compartment, released with a single screw, so there’s no need to remove the bodyshell.

A tiny, yet powerful coreless motor is fitted in the PMS power car (with pantograph) and drives all four axles. As is usual with coreless motors, a good quality, modern layout controller is essential (not 50-year-old ‘Old Faithful’) with a controlled power output and electronic track cleaners shouldn’t be used.

Each car is fitted with a 4-pin conductive coupler mounted in pivoting sockets, permitting all-wheel power collection and ➤



3 things we like

1 The four-pin conductive inner couplings are easy to use and proved effective under test.

2 The cosmetic plastic pantograph looks good and can be posed effectively in the raised position.



3 The outer Tightlock couplings aren’t purely cosmetic, as they can be used to join with other ‘319s’.

Farish Class 319 – in detail



Factfile: BR Class 319 EMU

Introduced between 1987-1990, the Class 319 fleet was built at British Rail Engineering Ltd (BREL), at its York works. BREL York's reputation for high-quality multiple unit construction was well-earned, and the '319s' have given excellent service over the following decades.

Built expressly for the Thameslink operation, linking points north and south of London via Clerkenwell Tunnels, the Class 319 fleet were engineered to allow running on 25kV AC overhead power or 750V DC from the third rail. Owing to the long tunnels on the route, it was stipulated that emergency exit doors must be added to the outer cab ends.

The entire fleet served on Thameslink services, although privatisation meant that some of the fleet were transferred to the Southern franchise and, with the introduction of the Siemens Class 700 units from 2015, the '319s' were cascaded to North West England, to operate the newly electrified lines around Liverpool, Manchester and Blackpool, using 25kV AC overhead power only.

Various projects have been ongoing to convert Class 319 vehicles to bi-mode and tri-mode operation, leading to the Class 769 'Flex'. Northern Rail, Transport for Wales and GWR have been operating 'Flex' units on non-electrified or partially electrified routes for the past few years, with diesel generator sets being added under the floor, although reliability issues hampered progress initially. Hydrogen power is also being explored using the 'Flex' platform, so the '319s' may well be around for some time yet.







1: In the heart of the Capital, 319027 stands at London Blackfriars in September 1988, carrying Network SouthEast livery. COLOUR RAIL

2: Taking power from the overhead lines, Thameslink 319363 calls at Leagrave with a service towards Sutton, February 1998. COLOUR RAIL

3: Carrying Northern Rail livery, 319383 waits at Preston before heading towards Manchester with a service from Blackpool North, in September 2020. COLOUR RAIL

System builder

Other items to complement this model…

CATENARY



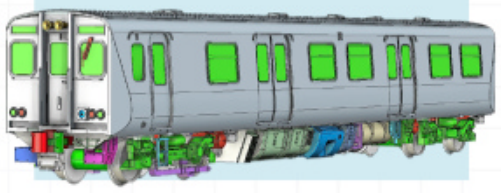
Dapol's 'N' gauge catenary masts are pre-assembled and simple to install.
Price: £9.30 per pack
Availability: Dapol stockists
Web: *www.dapol.co.uk*

NORTHERN '150'



If you opt for a Northern Rail-liveried '319', the Farish Class 150/2 DMU will complement it nicely.
Price: £239.95
Availability: Bachmann stockists
Web: *www.bachmann.co.uk*

REVOLUTION '313'



The Class 319s rubbed shoulders with the BR Class 313 'PEP' units for many years. Revolution Trains' 'N' gauge model is currently under development and pre-orders are currently being taken via the Revolution website.
Price: From £225.00
Availability: Revolution Trains
Web: *www.revolutiontrains.com*

interior/directional lighting, all of which can be fully controlled with a single decoder, if DCC is your thing. Naturally, the lighting also works on analogue control. The couplers are a little bulky, but they slot together easily, and the locking lugs keep everything secure. Fine tweezers or a small screwdriver will release the lugs to allow for uncoupling.

A great representation of the Tightlock couplers is fitted to the outer cab ends, which allow multiple units to be coupled together, simply by clipping the couplings together. These too are mounted in sprung, kinematic pivots, keeping the distance between cars to a minimum on straight track.

On the rails, the unit performed brilliantly, with all wheels turning freely, thanks to the power collection coming from the pinpoint tips of each axle rather than any wiper pick-ups. The motor ran well, especially after the usual 30min running-in period. There's certainly plenty of power on tap to move the full four-car unit around curves and gradients, while the flywheel smooths the output noticeably.

'N' gauge modellers may have been waiting a while for the arrival of this important BR-built prototype, but they're unlikely to be disappointed with the results. This is an excellent model, and a very welcome addition to the Farish range, offering something for modellers of the railways of the South East or North West of England. With many of the prototypes being adapted for bi-mode and tri-mode operation in recent years, will we see further versions appearing in future, I wonder? ***(GD)***





SUMMARY

PROS
- Looks, build quality and finish.
- Performance.
- Important prototype.

CONS
- Very little.

FINAL VERDICT

Excellent.

FARISH CLASS 319

OVERVIEW
Manufacturer: Bachmann Europe
Ref. No. 372-876
Unit No. 319382
Scale/gauge: 1:148 scale, 'N' gauge
Body: Plastic with metal parts
Chassis: Metal with plastic parts
Weight: 43g (power car), 34g (trailers)
Min. curve radius: R2 263.5mm
Wheel back-to-back: 7.3mm

DIMENSIONS	PROTOTYPE	1:148	MODEL
Driving car length (over gangways)	65ft ¾in	134mm	135mm
Trailer car length (over gangways)	65ft 4¼in	135mm	137mm
Height (pantograph down)	11ft 9in	24.5mm	26.6mm
Width	9ft 3in	19mm	19mm
Wheel diameter	3ft	6.2mm	6mm
Bogie wheelbase	8ft 6in	17.5mm	17mm

SERVICING
How to dismantle: Body unclips from chassis.
Where to oil: axle bearings and gears, as per instructions.

ELECTRICS
Electrical system: 12V DC two-rail
Motor type: Coreless **Lights:** Directional & interior **DCC ready:** Next18 socket, speaker pre-fitted

MECHANISM
Drive system: All axles of power car driven via cardan shafts and gears
Flywheel(s): Yes **Traction tyres:** No

Hornby SR Maunsell dining cars

◆ **GAUGE** 'OO' ◆ **MODELS** • R40030A SR Maunsell Third class Dining Saloon No. 1366 • R40031A BR Maunsell composite dining saloon No. S7842S ◆ **PRICE** £54.50 each ◆ **AVAILABILITY** Hornby stockists. **Web** *www.hornby.com*

I have long found the history of Southern Railway coaches something of an enigma. It is certainly difficult to follow the story of individual vehicles as the Southern engaged in all manner of rebuildings, refitting, reclassification and renumbering of coaches and multiple-unit vehicles. Hornby has, in recent years, done a fine job of providing suitable 'Big Four' coaching stock for all its front-line locomotives and, where appropriate, taking those coaches forward to suit the BR era. Some railways certainly required a larger range of stock than others, the LNER being particularly well catered for with restaurant and sleeping cars, as well as 'seated' stock.

Despite a wide array of passenger locomotives, from 'King Arthur' 4-6-0s to Bulleid 'Pacifics', the Southern has lagged behind the rest of the 'Big Four' in terms of model coaching stock. Bachmann's all-new Bulleid coaches are due later this year while Hornby, unsurprisingly, opted back in the early 2000s to cover the Maunsell stock dating from the late 1920s/early 1930s. Initially that was seating and brake vehicles, but Hornby followed these with the R4817 Kitchen/Dining First, a vehicle which normally ran with a Third class dining car, with tables and seats but no kitchen. This format of two-coach dining pairs was the norm for SR-hauled stock and carried on into the Bulleid era with the controversial tavern car pairs.

The Southern Railway had a limited need for locomotive-hauled restaurant cars. It had inherited contracts with the Pullman Car Company to provide refreshment services on the Eastern and Central sections and in the 1930s, Portsmouth line services were electrified and multiple units equipped with buffet and restaurant vehicles were provided. Only the longer distance services on the Bournemouth and West of England lines required hauled restaurant cars.

Hornby has now filled a gap in its Maunsell stock with the arrival of this pair of dining saloons. To provide the kitchen for these vehicles, you need the previously released R4817 Kitchen Diner (BR green) or the R4816A (SR olive).

R40030A represents Third Class dining saloon No. 1366 in SR Maunsell olive green. It took me a while to track down this vehicle, as by the time it was renumbered 1366 (from 7867) it had been reclassified as an open Third rather than the 'dining saloon' description used by Hornby, although it apparently remained in dining service.

R40031A represents the same coach in BR Southern Region green livery as composite dining saloon S7842S, renumbered yet again in 1947 when converted to a composite dining saloon.

Though, at first glance, both models are essentially the same, differing only in the livery and certain details, there is one very obvious difference. The BR-liveried vehicle, being a composite, has curtains in the four First class windows. As curtains printed inside the window glazing go, these are pretty convincing. Look



> **“Hornby has gone to considerable lengths to accommodate the changes in detail during the career of this coach”**



more closely through the windows and the interior detail is also different, the composite vehicle having 2+1 seating and tables in the First class section, while Third class has the standard 2+2.

Coupled with the white-topped tables visible through the windows, the curtains certainly ‘lift’ the appearance of the BR model. The SR version, with its lack of curtains and lack of any lining and restaurant car lettering, while correct, does look very drab by comparison but matches the existing kitchen vehicle in this livery.

There are a couple of areas where the interpretation of the real thing into model form gives cause for comment. Firstly, the horizontal bars below the window vents are moulded as part of the glazing and are not prominent enough to fit flush with the body sides, giving them a slightly recessed appearance. Below window level, the panel lines on the body are featured as thin beading strips. These two features detract from the smooth-sided appearance of the real thing. While neither point would be a deal-breaker for me, they might be for some modellers.

Mechanically and structurally the new coach follows the same pattern as the existing Maunsell stock with sprung blackened metal buffers, sharply moulded Maunsell 8ft wheelbase bogies and some lovely delicate step mouldings. Blackened metal wheels run on pin-point axles.

Little things, like the separately fitted commode handles and the edging of First class tables in blue (brown in Third class) readily identify how the retail price is justified. Indeed, there is even a difference in the water-filling arrangement for the toilet water tank between the two vehicles, the BR-era model having low-level filling pipes which are a separate wire fitting. This, and the repositioning of the roof-board brackets from above the gutter on the SR version, to above the rain strip on the BR version mean that the two versions are, in fact, two different body toolings.

The coaches include a polybag containing the usual continental-style close couplers which fit into NEM pockets on the standard cam arrangement which opens the coaches further apart on sharp curves. Also in the polybag are four blank carriage roof boards. These are painted in olive green so are incorrectly coloured for the BR vehicle but in practice they are likely to be covered with a printed destination in white on a background which is likely to be the correct colour.

As a further coupling choice, the pack includes a pair of magnetic couplers, shaped like the vacuum and steam-heat hoses. They fit the NEM pockets, but care is needed to locate the magnetic couplings fully into the pockets. Once that is done, they perform well with the weight of several coaches behind them, and through reverse curves and pointwork.

Hornby has gone to considerable lengths to accommodate the changes in detail during the career of this coach, tooling the changes of roof detail in particular. It is a worthy companion to the rest of Hornby’s impressive range of Maunsell stock. ***(CJL)***



3 things we like



1 Roof boards and two types of alternative close-coupling.



2 Separately fitted commode handles and fine lettering.



3 New magnetic couplings.

SUMMARY

PROS
- Period-specific details.
- Magnetic couplers.
- Overall finish.

CONS
- Horizontal window bar and bodyside beading.

FINAL VERDICT

Really, very nice indeed.



Cavalex TEA Tank Wagons

◆ **GAUGE** 'OO' ◆ **MODEL** Cavalex Models 102T TEA Bogie Tank Wagons ◆ **PRICE** £45.00 each ◆ **AVAILABILITY** Cavalex stockists **Web** *www.cavalexmodels.com*

Considering how important petroleum traffic has been to the British rail freight scene over the years, modern image modellers haven't had a great deal of choice among large capacity bogie tankers.

Bachmann's TEAs proved a big hit upon release 15 years ago, not least as they portrayed a prototype built in the 1960s, thus appealing to fans of the late steam and early diesel eras. In terms of more recent prototypes, Revolution brought us a superb rendition of the Greenbrier-built tanks in 2019, but what about a wagon type from the later, sectorisation era of British Rail?

Cavalex Models stepped up to announce a 'OO' version of the TEA a few years ago, with the models beginning to reach customers in late May. We have two contrasting samples to consider: one in pristine livery with Total branding; the other in a striking, heavily weathered finish.

Depicting a 102T bogie tanker, as built for Total Oil by the Standard Wagon Co. during the late 1980s, the models make for accurate and attractive replicas. Equipped with air brakes and riding on Gloucester GPS-25 bogies, the real wagons have operated far and wide, on petroleum flows emanating from various refineries to storage facilities across the country. Many are still in use today, while a handful have been converted to barrier vehicles (coded KBA) for London Underground S-Stock transfers, being hauled by GBRf Class 20s in recent years.

The Cavalex tankers are being offered as individual wagons or in double and triple-packs, with pristine branded, unbranded and weathered versions available.

As with previous Cavalex wagons, the detail specification is impressive. The moulded barrel features subtle panel seams and the manhole covers and etched metal walkway are excellent. Access ladders are rendered in flexible plastic, so they can withstand handling, yet they have a suitably fine profile. The fine pipework down the barrel ends of the pristine version are a welcome touch and the solebars and hefty headstocks capture the look of the real thing well.

The suspension and axlebox details on the bogie frames are





“The suspension and axlebox details on the bogie frames are first rate”

first rate, while the brake gear aligns perfectly with the ‘OO’ disc wheels. The bogies have a limited amount of rotation, but it’s enough to cope with second radius curves. There’s a stack of detail hanging below the chassis frames too, with brake cylinders, rods and valves all present and correct, along with the tank discharge gear. Take care when handling the wagons, as the brake handwheels can be easily dislodged.

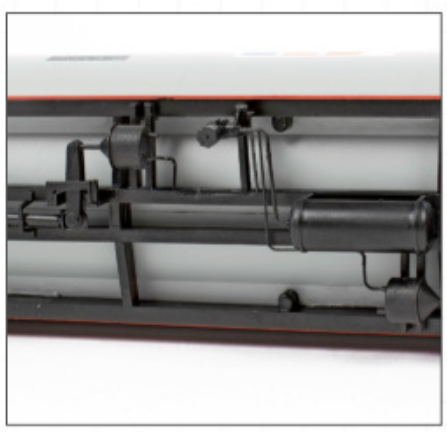
The buffers are sprung, and the pivoting close-coupler units keep the distance between wagons to a minimum on straight track. My own tests with this duo of wagons proved successful, with just one of the brake shoes requiring a little attention as it was binding slightly on a wheel flange. Once this was adjusted, both wagons ran sweetly. A friend has also shared footage of his 12-wagon formation coping admirably with the complex reverse curves and points of his own layout.

The finish is impeccable, with the Total logos, Hazchem warnings and TOPS panels, plus all the various instructions on the barrel and solebar, being neatly printed and fully legible. The weathered version features several tampo-printed layers to depict heavy layers of filth that have been partially cleaned away. Accordingly, the demarcation between the dirty and clean areas can be a little harsh when viewed at close quarters but, thanks to the extra layer of airbrushed ‘dirt’, the overall effect is convincing. A small bag of extra details is supplied with each wagon, featuring cosmetic screw couplings and brake hoses.

This is another very welcome delivery from Cavalex, filling a large hole in the late BR freight inventory and maintaining a high level of detail and finish from this manufacturer. ***(GD)***







SUMMARY

PROS
- Looks, accuracy and build quality.
- Smooth running.
- Useful post-1980s prototype.

CONS
- Nothing.

FINAL VERDICT

Tank-tastic!



Peco Snailbeach District Railway hopper wagons

◆ **GAUGE** 'OO9' ◆ **MODEL** Snailbeach District Railway four-wheel hopper wagons ◆ **PRICE** £24.00 each ◆ **AVAILABILITY** Peco stockists **Web** *www.peco-uk.com*

It's easy to forget how important narrow gauge railways were to the UK's industrial economy, such is their whimsical appearance to 21st-century eyes. Miniature models often serve to exaggerate this impression, but then maybe that's what draws an increasing number of enthusiasts towards narrow gauge subjects.

The latest additions to Peco's Great Little Trains range of 'OO9' rolling stock is a timber-bodied, four-wheel hopper wagon, based on a type employed on the little-known Snailbeach District Railway (SDR).

The SDR operated in Shropshire between the 1870s and 1950s and was initially built to carry lead ore from the Snailbeach mines to an interchange with the GWR/LNWR Minsterley branch at Pontesbury. The line survived the demise of the lead mines to provide a means of hauling roadstone from nearby quarries, until final closure in 1959.

Peco's models, manufactured in England, feature crisply moulded plastic bodies and chassis, complete with plank and fastener detail. Brake gear is fitted to one side only, as per the real thing, and a nice set of spoked, metal-rimmed wheels provide free-running operation.

> **"Peco's models, manufactured in England, feature crisply moulded plastic bodies and chassis, complete with plank and fastener detail"**

Standard Bemo-style hook and loop couplers are pre-installed and, although the wagons are rather light, they ran perfectly well under test. That said, a little extra mass in the form of a realistic stone load, would be beneficial.

Unmarked hoppers are available in grey or brown, along with a grey version complete with SDR branding. In common with Peco's existing 'OO9' wagons, these versatile new hoppers are a great new addition and the design will suit virtually any narrow gauge line. ***(GD)***



SUMMARY

PROS
- Crisply moulded detail.
- Useful prototype.
- Free-running.

CONS
- A little lightweight.

FINAL VERDICT

Versatile and attractive.

Peco ‘O’ gauge Starter Track Set

◆ **GAUGE** ‘O’ ◆ **MODEL** ST-701 ‘O’ gauge Starter Track Set ◆ **PRICE** £215.00 ◆ **AVAILABILITY** Peco stockists **Web** *www.peco-uk.com*

With the release of many excellent ready-to-run locomotives in recent years, some at very tempting prices, ‘O’ gauge has become a much more viable prospect for many of us. Peco’s new Starter Track Set for ‘O’ gauge could well ‘seal the deal’ for many modellers, as it offers a convenient starting point for a small 7mm scale layout.

Presented in an attractive plastic box, the set includes a range of Setrack components, consisting of straight sections, curves and a pair of short radius points (one left and one right-hand). Four rail-built bufferstop kits are also provided, along with a useful 122-page magazine packed with helpful features on getting started in the larger scales.

Indeed, the magazine includes a selection of potential trackplans, advice on wiring (including how to use the Unifrog points supplied), while the box itself also offers four end-to-end plans using the supplied components, with the smallest layout plan requiring a length of 7ft 10in.

Helpfully, one of the seven straight sections of track is pre-wired with a pair of power cables, while the track sections have fishplates already attached to opposite rails. All you need is a baseboard, a suitable controller and some rolling stock.

The track is up to Peco’s usual high standards, with the bullhead rail sitting in three-bolt chairs moulded integrally with the plastic sleepers, which feature a convincing wood grain effect. Setrack components, while lacking a little of the finesse of Peco’s Streamline track system, are fully compatible with the latter and the short radius curves and points suit the track to branch line or industrial locations.

The set offers excellent value compared to the individual cost of the components, especially as various retailers are offering a significant discount on the retail price. A little shopping around is recommended, therefore. Naturally, each of the various track components are also available separately, including the powered straight (SL-702), allowing each suggested layout plan to be extended as desired.

With such a modeller-friendly package as this, I’m finally running out of excuses not to build a new ‘O’ gauge layout! ***(GD)***

PECO’S ST-701 STARTER TRACK SET:



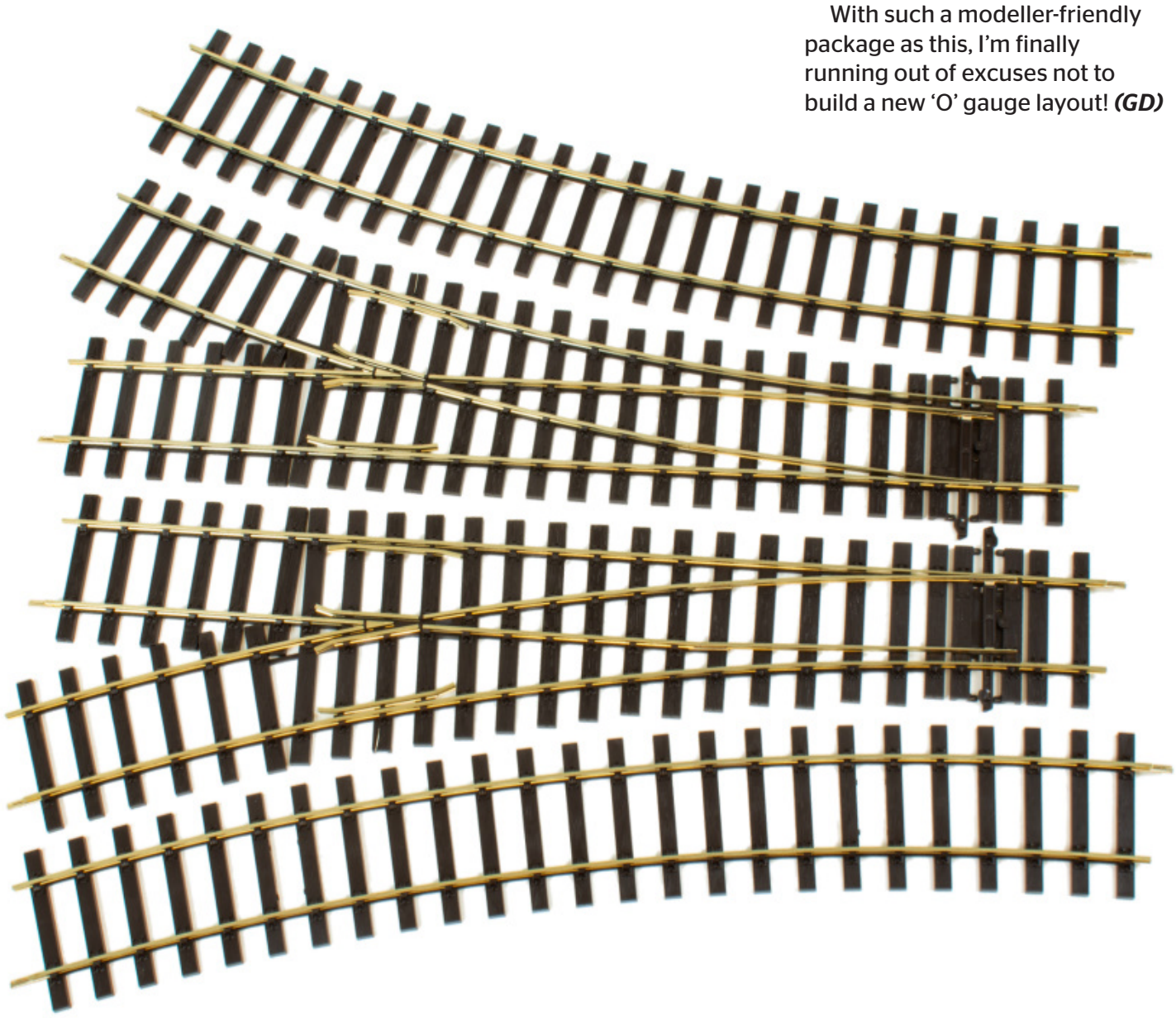
6 x ST-700BH Straight
1 x ST-702BH Powered straight
2 x ST-725BH Curve*
1 x ST-U750BH Right-hand turnout*
1 x ST-U751BH Left-hand turnout*
4 x SL-740BH Bufferstop,
1 x *Your Guide to O Gauge Railway Modelling* magazine

* Turnout and curve radius: 1,028mm









SUMMARY

PROS
- Modeller-friendly package.
- Good quality components.
- Great value.
- Made in England.

CONS
- Nothing.

FINAL VERDICT

Who can resist ‘O’ gauge now?

MODEL RAIL *exclusives*

Locomotives you can only buy from us!

‘16XX’ 0-6-0PT

00 GAUGE

ORDER YOURS TODAY!

22 VERSIONS TO CHOOSE FROM

Specification list

OUT NOW

Made by: Rapido Trains

Motor: Five-pole

DCC socket: Next18

Features: NEM coupler pockets, factory-fitted speaker, sprung buffers, firebox glow, ‘Busby’ spark arrestor chimney.

£149.00

£134.10 price for subscribers





BR BLACK, EARLY EMBLEM (PRISTINE)

- MR-301A: No. 1609
- MR-301B: No. 1623
- MR-301C: No. 1624
- MR-301D: No. 1657
- MR-301E: No. 1664
- MR-301F: No. 1658
- MR-301G: No. 1668
- MR-302A: No. 1646

BR BLACK, EARLY EMBLEM (WEATHERED)

- MR-302B: No. 1649
- MR-303: No. 1604

BR BLACK, LATE EMBLEM (PRISTINE)

- MR-304A: No. 1636
- MR-304B: No. 1655

BR BLACK, LATE EMBLEM (WEATHERED)

- MR-305A: No. 1627
- MR-305B: No. 1628

GWR GREEN

- MR-306: GWR green No. 1638

‘BUSBY’ CHIMNEY

- MR-307A: BR black early emblem pristine, No. 1616
- MR-307B: BR black early emblem pristine, No. 1629
- MR-308: BR black early emblem weathered, No. 1661

NCB GREEN

- MR-309A: NCB green, No. 1600
- MR-309B: NCB green, No. 1607

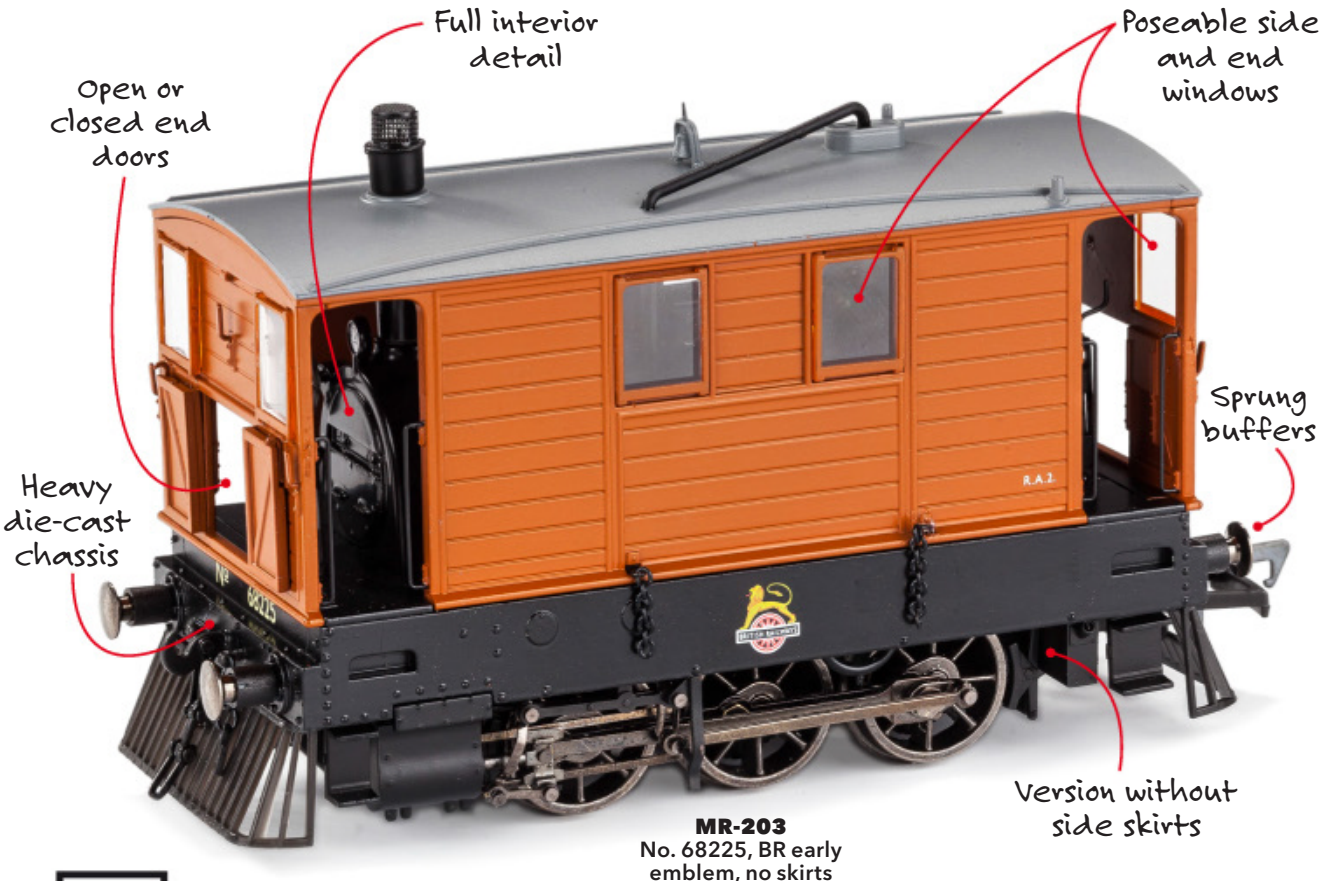
PRESERVED GREEN

- MR-310A: Green early BR emblem, No. 1638
- MR-310B: Green ‘Dart Valley’ lettering, No. 1638





Order yours at WWW.MODELRAIL



MR-203
No. 68225, BR early emblem, no skirts

Specification list

Made by: Rapido Trains

Motor: Coreless

DCC socket: Six-pin

Features: NEM coupler pockets, space for sound speaker, sprung buffers, removable cowcatchers, posable windows and end doors, etched worksplates.

£127.50

£114.75 price for subscribers

00 GAUGE

LNER 'J70s'

SIX TO CHOOSE FROM

For immediate delivery!



MR-201 No. 68219, BR early emblem



MR-202 No. 68222, BR early emblem, full skirts



MR-203
No. 68225, BR early emblem, no skirts

Offer price: **£110** (No further discount for subscribers)



MR-204
No. 68226, British Railways lettering, no skirts



MR-205 No. 68223, British Railways lettering, full skirts



MR-206 No. 7128, LNER wartime livery, full skirts



MR-207 No. 8223, LNER post-war livery, full skirts



MR-208 No. 7126, LNER lined livery, no skirts



MR-209 No. 7137, LNER unlined livery, full skirts



MR-210 No. 7139, LNER lined livery

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'USA' 0-6-0Ts

00 GAUGE



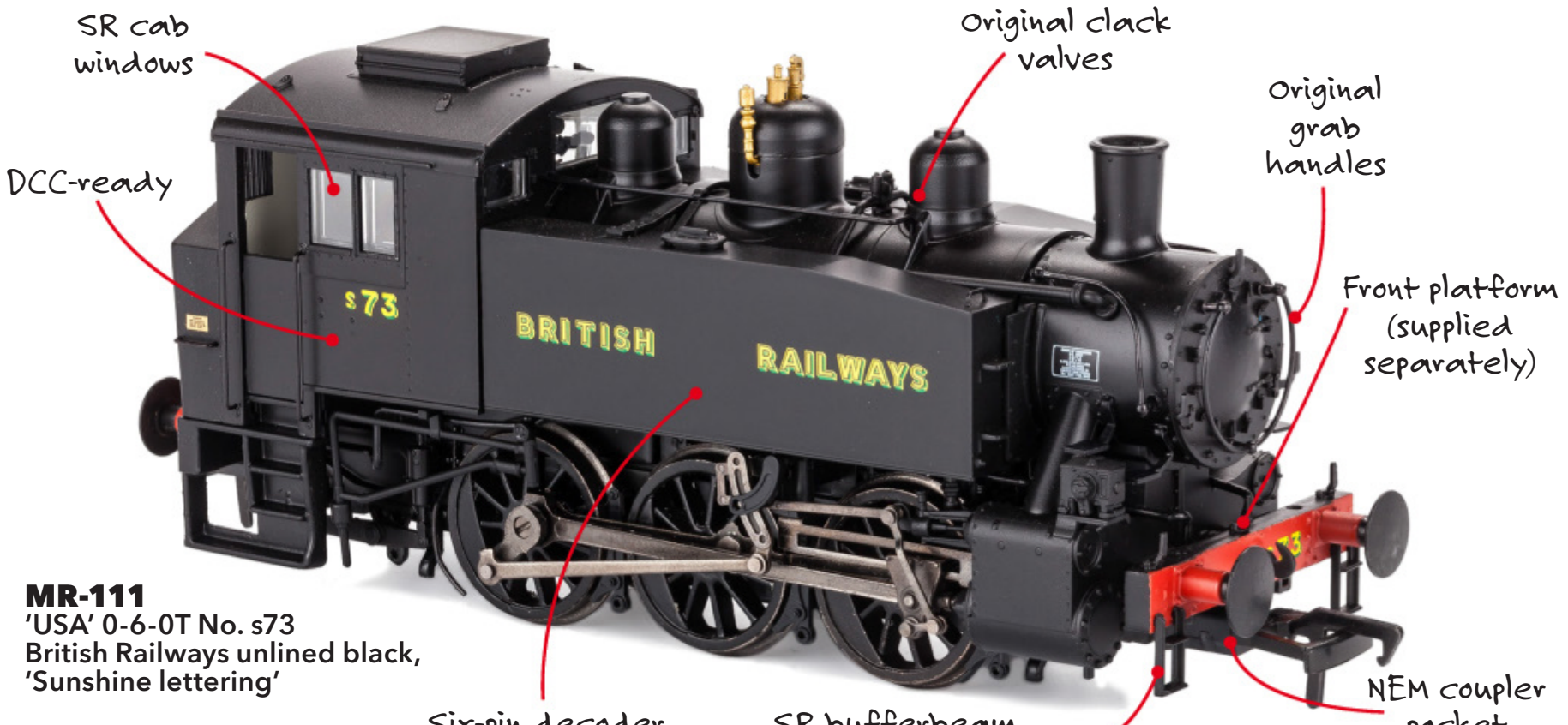
MR-104A
'USA' 0-6-0T
No. 30064, in BR lined green

Specification list

Made by: Bachmann/Kader
Motor: Three-pole
DCC socket: Six-pin
Features: NEM coupler pockets, two types of cab, different smokeboxes, different footsteps, separately fitted hinged platform.

MR-111
£129.95

£116.95 price for subscribers



MR-111
'USA' 0-6-0T No. s73
British Railways unlined black, 'Sunshine lettering'

We've frozen the original 2017 price on these models

Our 'USA' 0-6-0Ts are beginning to sell out – order yours today!

£124.95

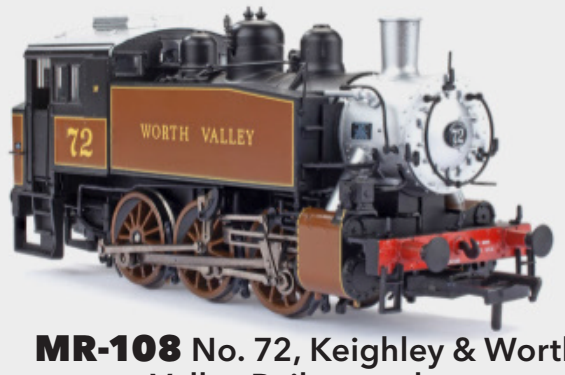
£112.46 price for subscribers



MR-101 No. 1968, USATC black



MR-107 No. 36, National Coal Board black



MR-108 No. 72, Keighley & Worth Valley Railway ochre



MR-110 No. DS237 *Maunsell*, BR Departmental green



Price: £235.00
£211.50 price for subscribers

00 GAUGE BACHMANN CLASS 66/032-725WDS: 66062, EURO CARGO RAIL LIVERY, SOUND-FITTED

COMING SOON
FROM *MODEL RAIL*



00 GAUGE **BR Class 48 Co-Co**
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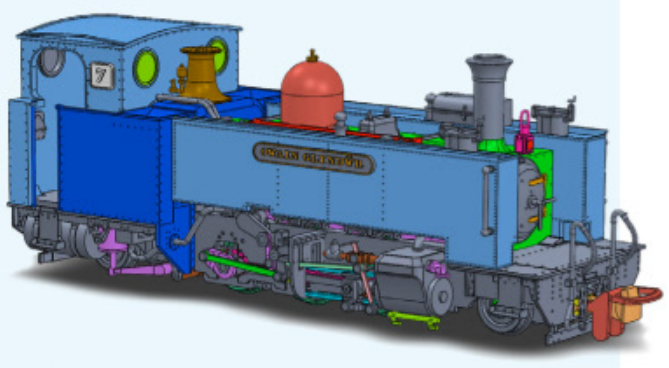

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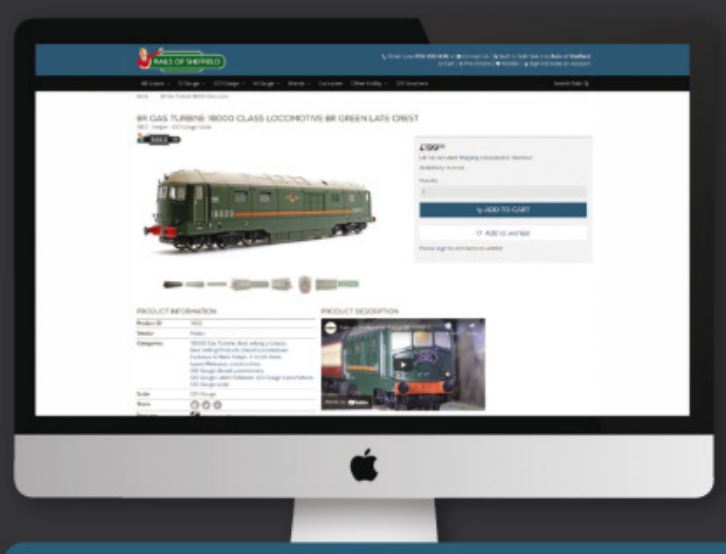

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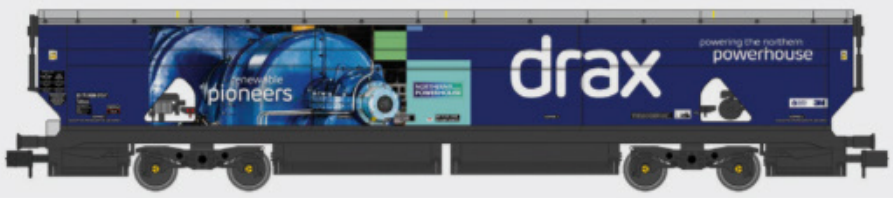

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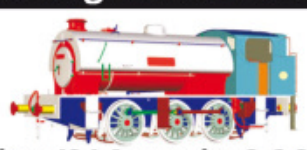

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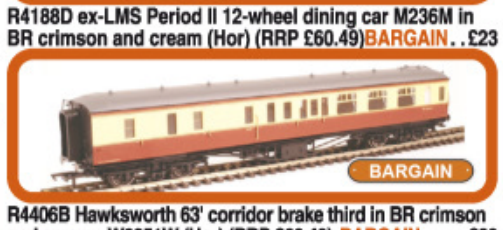
R4188D ex-LMS Period II 12-wheel dining car M236M in BR crimson and cream (Hor) (RRP £60.49)BARGAIN..£23



R4406B Hawksworth 63' corridor brake third in BR crimson and cream - W2251W (Hor) (RRP £60.49) BARGAIN..... £33



R4816A Maunsell restaurant kitchen and dining car 7865 in SR olive green (Hor) (RRP £58.49) ..BARGAIN.....£29



R4843 Period III 50' passenger brake 31010 in LMS crimson lake (Hor) (RRP £60.49).....BARGAIN.....£25

Wagons

4F-027-021 ICA 'Silver Bullet' bogie tank wagon in NACCO -37807898041-4 - weathered (Dap).....£36.51



4F-027-022 ICA 'Silver Bullet' bogie tank wagon in NACCO - 37807898055-4 - weathered (Dap) NEW.. £36.51



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

Buses



UK6526 ADL Enviro400 MMC - "National Express West Midlands" (Nor).....£51

Military ground vehicles



OR76BOOM02 BL 13.5 inch howitzer railgun "Gladiator" (Oxf)..£51

OO9 Narrow Gauge

Steam locos



9962 Lynton & Barnstaple 2-6-2T 30190 "Lyd" in BR lined black early emblem (Hel) (RRP £219.95)BARGAIN...£154

N Gauge

Diesel locos



2D-002-006 Class 50 50046 "Ajax" in BR large logo blue black roof (Dap).....£131.92



2D-007-015D Class 66/4 66405 in DRS / Malcolm Logistics blue - Digital fitted (Dap) NEW.....£123.17

DMUs



2D-021-004 Class 156 'Super Sprinter' 156509 in Strathclyde Passenger Transport SPT orange and black (Dap)...£127.52

Bi-Modal Multiple Units



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

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



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



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

Diesel locos

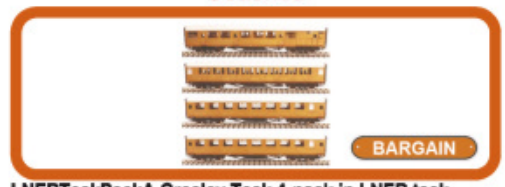


5609 Class 56 56071 in BR blue (Hel).....£594.15



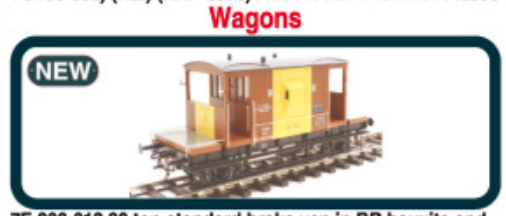
5608 Class 56 56099 in BR large logo blue - Tinsley Depot embellishments (Hel).....£594.15

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

Wagons



7F-200-012 20 ton standard brake van in BR bauxite and yellow - B954768 (Dap) NEW.....£71.40



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Track - Code 124 Bullhead Streamline



ST-701 Setrack starter track set (Pec) NEW.....£183

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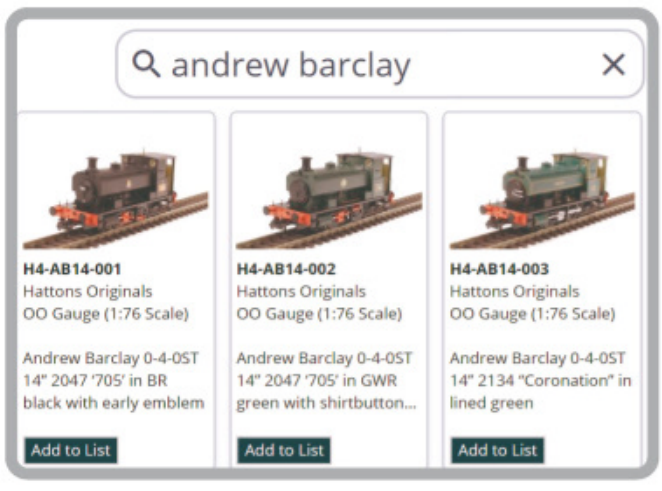

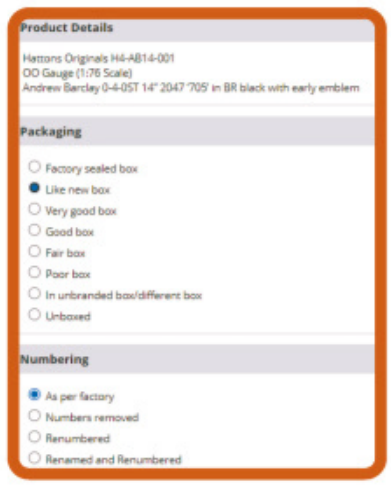

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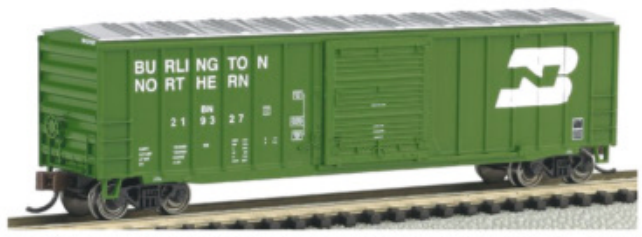

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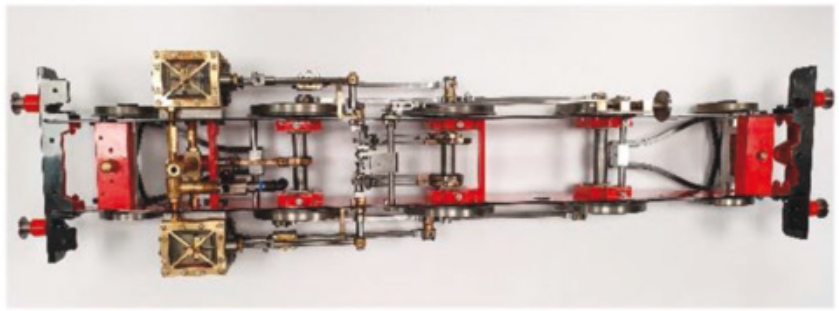





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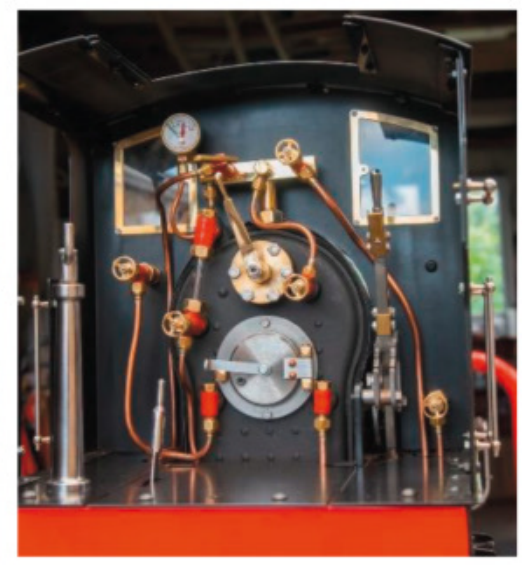





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DEPARTS: Thursday 18 August 2022

5 DAYS



Based at Jury's Inn at Swindon we commence with a private steam charter at the Coate Water Miniature Railway topped off with Corinthian Ales at Cirencester. This great tour is packed full of heritage railways and includes private charters at the Gartell Light Railway, along the former S&D trackbed, and a private charter, with light lunch, at the Somerset & Dorset Railway. We have steam at the Swindon & Cricklade Railway followed by a visit to the North Gloucestershire Narrow Gauge Railway and Gloucestershire & Warwickshire Railway. We also board a bus at a stop showing an 'Annual Bus Service' because we are off to see the remains of Imber village on the one day a year it's open to the public. Finally, before departing for home we also visit the Museum of Steam at Swindon.

North Norfolk Steam Gala & More

Fares From £559

DEPARTS: Friday 26 August 2022

5 DAYS



What a Bank Holiday weekend - starting with a private visit to the magnificent Barton House Miniature Railway, with sandwiches & tea. Headlining this tour is a full day at the North Norfolk Steam Railway Gala. But when you add in the Mid Norfolk Railway, the rarely visited standard gauge steam at the Whitwell & Reepham, the narrow-gauge Wells & Walsingham Railway not forgetting the Bure Valley Railway and the steam collection at Bressingham Gardens surely, it's without doubt a magnificent way to spend your Bank Holiday.

Mid Hants Gala & Isle of Wight Steam Adventure

Fares From £619

DEPARTS: Thursday 6 October 2022

5 DAYS



We commence with a steam charter at the 2' gauge Old Kiln Light Railway and dinner at The Hogsback Brewery. Our main event is a full day at the Mid Hants Steam Gala. We also enjoy a full day travelling by rail and traditional ferry to Ryde Pier then riding the new rolling stock to Smallbrook Junction for steam on the Isle of Wight Railway. We conclude this great tour with a private charter at the South Downs Light Railway and a visit to Amberley Museum.

Kent & Sussex Autumn Steam Explorer

Fares From £669

DEPARTS: Thursday 13 October 2022

5 DAYS



Based at the Travelodge Maidstone this departure coincides with the Bluebell's 'Giants of Steam' event. This autumn version of our Easter tour also includes standard gauge steam on the Kent & East Sussex and Spa Valley lines, 15" gauge steam on the famous Romney Hythe & Dymchurch line and industrial steam at the oh so friendly 2' 6" gauge Sittingbourne & Kemsley Railway (We are hopeful of also including a visit to the extensive Bredgar & Wormshill Railway 2' line.)

Lancashire Steam & Heritage Transport

Fares From £579

DEPARTS: Thursday 13 October 2022

5 DAYS



Based at the Mercure Hotel Manchester Piccadilly, we commence with an afternoon visit to the Museum of Transport Greater Manchester followed by a social, with meal and real ale tasting, at the Seven Brothers Brewery Tap. A tram journey to Bury brings us a full day of steam at the East Lancs Steam Gala with its real ale bars – the Trackside at Bury and the station buffet at Rawtenstall. Whilst at the intermediate station at Ramsbottom we have a tour and tasting at the Irwell brewery. The weekend delights also include the St Helens Bus Museum, Lancashire Mining Museum plus, vintage bus travel to the West Lancashire Railway and the British Commercial Vehicle Museum at Leyland not forgetting a ride in the park on the vintage trams of Heaton Park, phew!

Dresden Steam Festival & Saxon Narrow Gauge

Fares 8 Days From £1779

Fares 11 Days From £2079

DEPARTS: Tuesday 20 September 2022

8 OR 11 DAYS



Last autumn this fabulous and popular tour re-commenced our post Covid lockdown steam tours programme and was enjoyed by one and all. We now heartily invite you to join the 2022 departure of this spectacular tour. As always, we will be offering you both the shorter 8 day version, if your time is limited, or join the hugely enjoyable extended tour that is 11 days of steam magic that includes the truly unique Dresden Steam Festival. Both tours feature 4 mainline steam excursions and Saxon narrow-gauge lines travelling across the rolling meadows of Saxony. The longer 11 day tour extension takes us to the high hills on a plethora of world famous Saxon Narrow-Gauge lines.

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DEPARTS: Sunday 9 / Monday 10 April 2023

17 OR 15 DAYS



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

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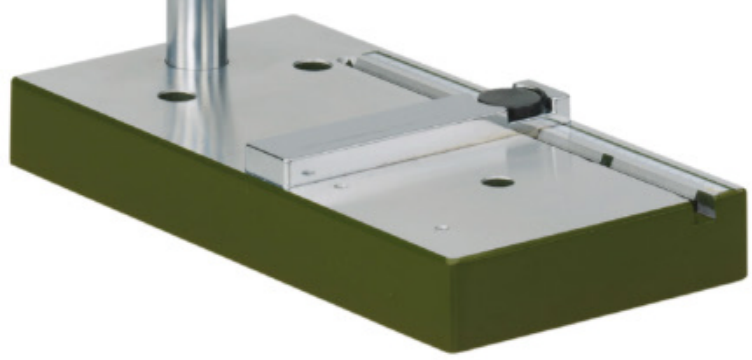

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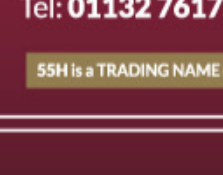

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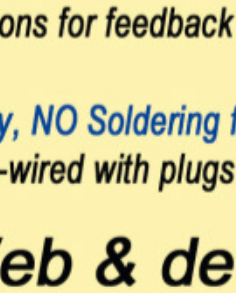
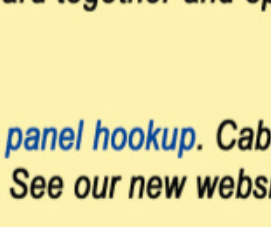


£8.93 each + Postage

Our new Point Motor Board with 2 outputs to make wiring up motor points easier. Has 2 latching outputs that can be used for switching signals or panel lights to show which direction the points are set. Also the outputs can be used for switchig the polarity of the Frog on the points.

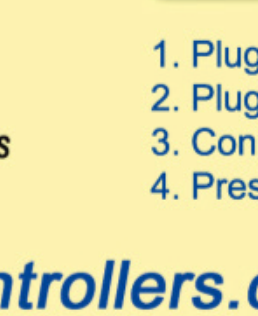
Track dropper connection board



£2.18 each or £19.98 for 10

A handy little connection board for connecting the main track power circuit bus line to a track connection dropper. just simply join your connections together, fix to the underside of the base board, then connect to the next board. Can also be used as the main feed connector, just put the track feed to where the Dropper is connected to instead. Rated at 10Amps, this will provide plenty of power to your layout.

CDU Distribution Board



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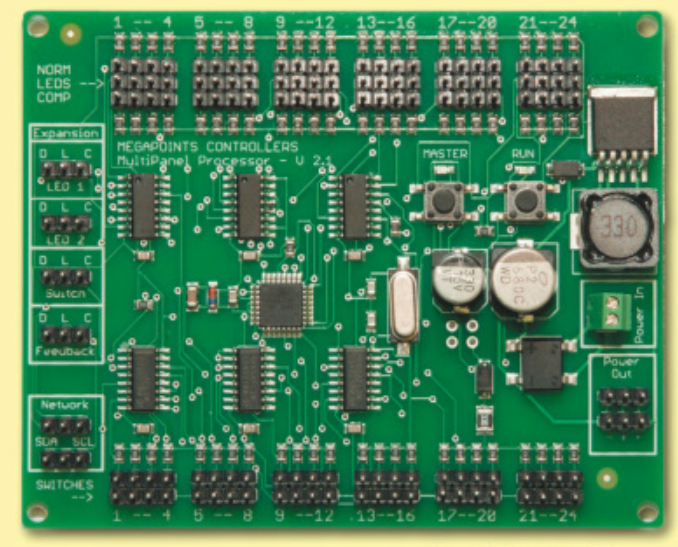

Size 8cm x 10cm

1. Plug in LED cables
2. Plug in switch cables
3. Connect to control boards
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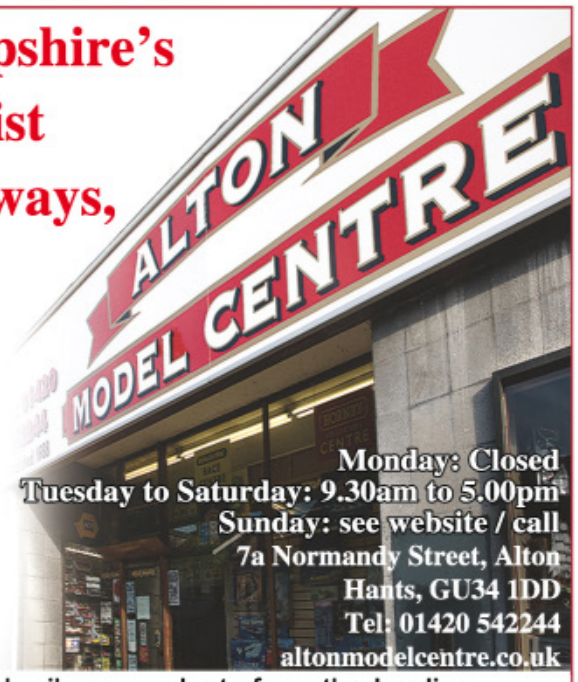

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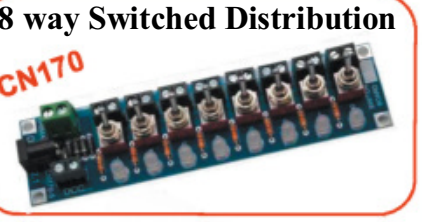

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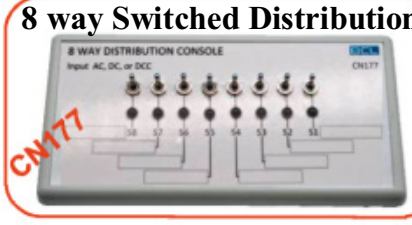

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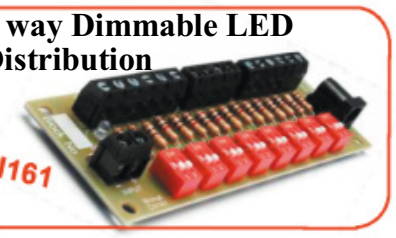

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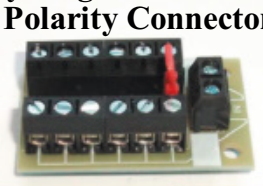

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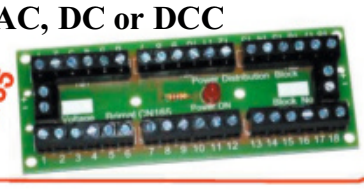

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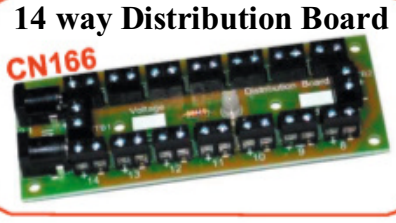

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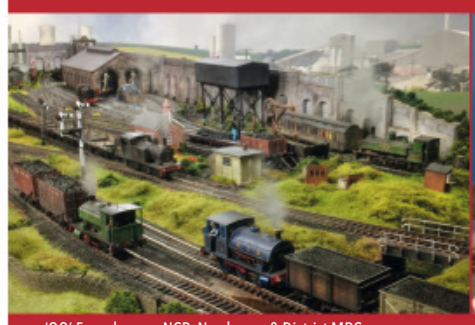

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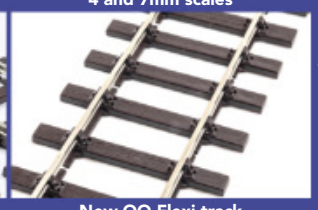
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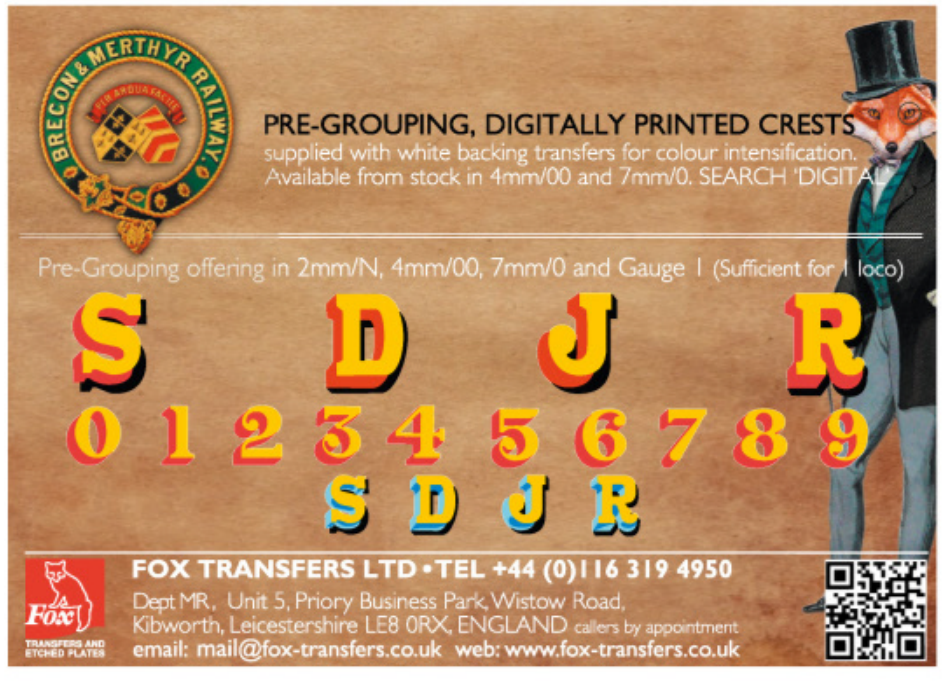





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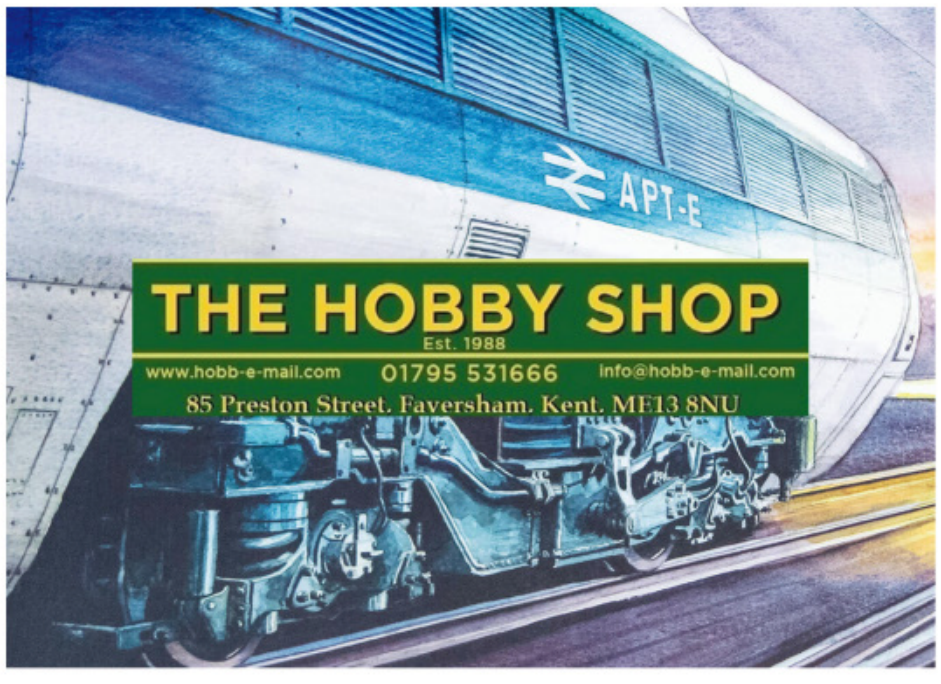

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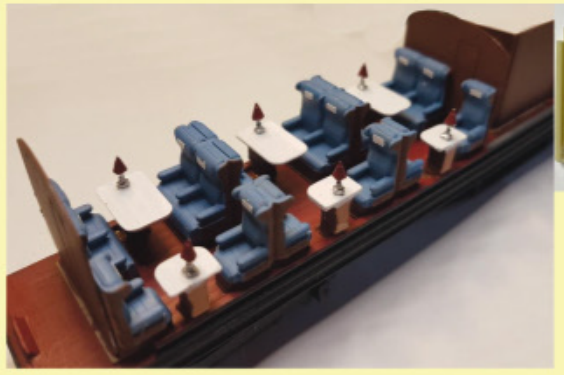

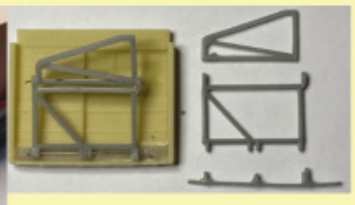

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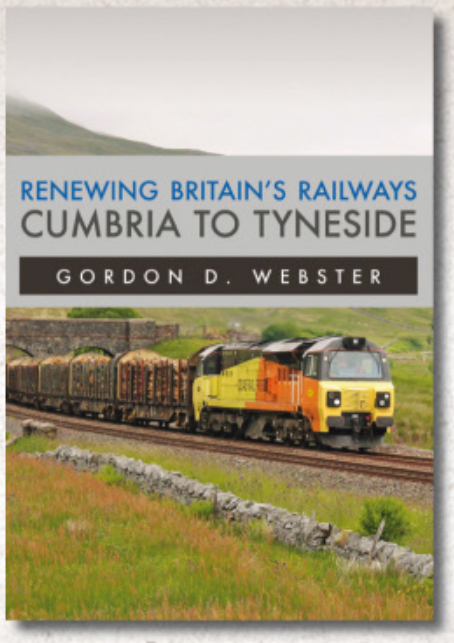

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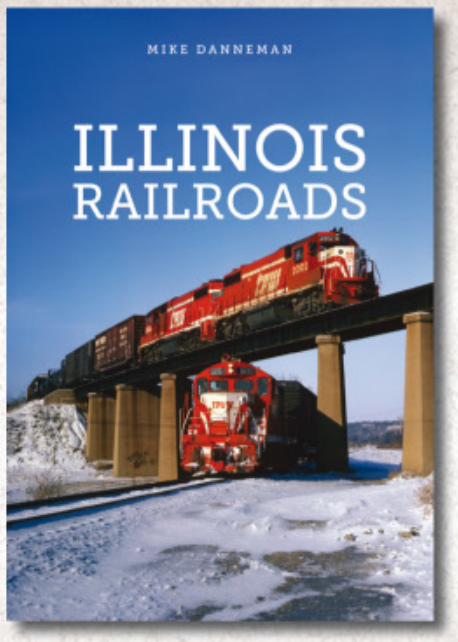

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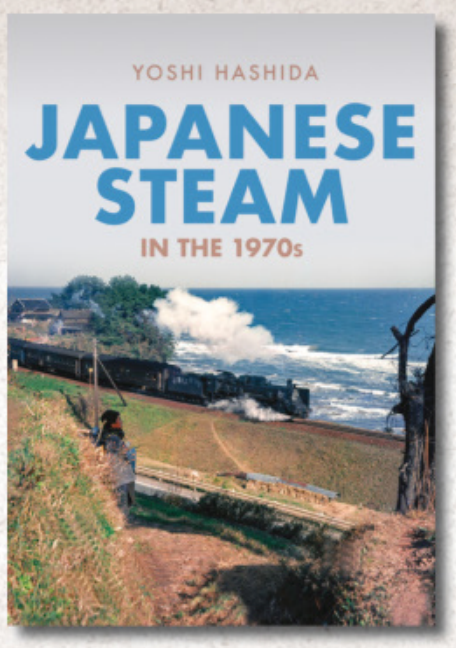

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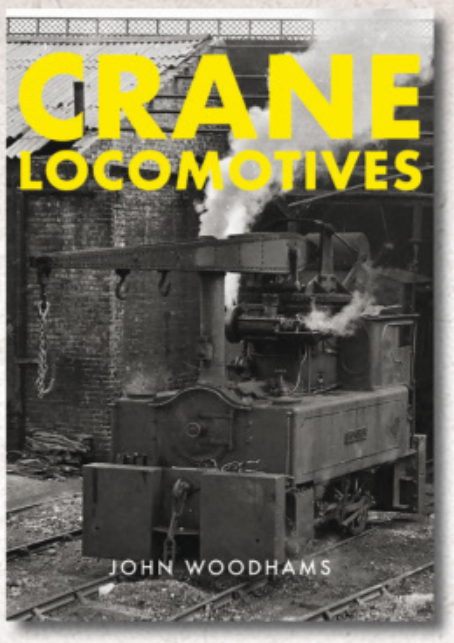

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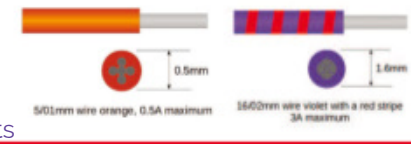

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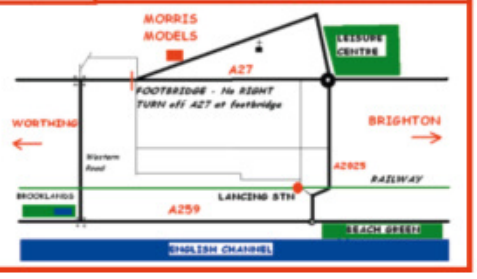

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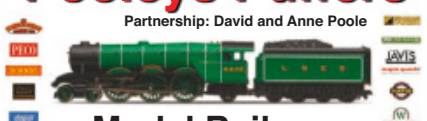

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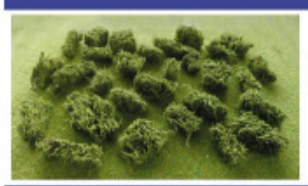

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If there's a prototype that you think needs to be offered ready-to-run, here's the place to voice your opinion…

Prototype: British Rail Class 16 Bo-Bo diesel-electric
Gauge: 'N'
Proposed By: Eric Hesketh, Suffolk

What is it?

Built by the North British Locomotive Company (NBL) as part of British Railways' Modernisation Plan of the late 1950s, the 800hp diesel-electric locomotive was based heavily on NBL's earlier prototype, 10800. A fleet of ten locomotives was constructed in Glasgow and entered service in 1958, numbered D8400-9. Designed primarily for hauling local freight traffic, the entire class was initially based at Devons Road depot in North East London.

After trials, the class was transferred away from the London Midland Region to Stratford Depot, on BR's Eastern Region, where they remained for the rest of their short careers. The Paxman engines were prone to failures, mostly owing to overheating and the non-standard type of multiple working gear meant that they could not work in tandem with many other contemporary diesels. With a single cab located off-centre, they presented an unusual appearance, similar to the Class 15 Bo-Bo built around the same time.

Although a regular sight around East London during the early 1960s, their unreliable nature and the rapidly dwindling levels of local freight traffic meant that the NBL Type 1s soon fell out of favour and were withdrawn during 1968.

What would make it viable?

Heljan proved that there was sufficient interest in BR's least successful locomotives by producing popular and attractive models of various early diesel types in 'OO'. Indeed, the Class 16 has been one of Heljan's best models to date. Many of us 'N' gauge modellers also share a passion for the less glamorous traction types and those of us with layouts based on the London area or the lower reaches of the Eastern Region in the 1960s would welcome a greater range of locomotive models. The compact nature of the Class 16 would appeal to modellers with limited space and the short Bo-Bo chassis could surely be adapted to fit under similar prototypes, such as 10800 and the Class 15s.

Although only BR green livery was carried by the Class 16s, there were numerous variations in its application, especially in terms of yellow warning panels, so there's scope for a number of different decoration options.

Can I see a real one?

No, all ten locomotives were scrapped within a year of withdrawal.

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Have your say

Do you agree with Eric'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.

Backscene

Meanderings we couldn't fit into the issue elsewhere, but which seemed terribly important at the time…

Train men behaving badly, or model railway killers

By Francine Kirsch

It became a cliché in the golden age of British whodunits that the butler always 'dun it'. 'It' being murder.

A century later, the clichéd culprit – at least in British television drama – seems to be the model railway enthusiast. From English university towns to the Welsh countryside, toy train aficionados on the telly get depicted as (at best) deranged, (more often) homicidal.

Yet these portrayals don't match with what I've observed at model railway shows – where in the UK or my native US – attendees appear (at least outwardly) to be the very picture of sanity, and are often accompanied by spouses, children – even grandchildren.

But my viewing observations are very different, beginning with a 1989 *Inspector Morse* episode, 'Sins of the Fathers'. Here the villain has not only devoted his entire bedroom to an enormous model railway but every nook and cranny of the house he shares with his nagging mother to railway memorabilia. Mum also buys trains for him from a firm called Bullins (perhaps Bassett-Lowke in real life?). Son kills to regain his inheritance of a brewery. He's arrested – where else? – amid his beloved toy railway.

> **"It's harder for me to understand why the UK, a nation known for treasuring eccentrics, and the place where railways began, would be so negative"**



But Inspector Morse had met this type 21 years before, according to the 2018 episode of the prequel series *Endeavour* (entitled 'Passenger') and set in June 1968. The killer first appears as an inconspicuous trainspotter. Yet, once we see that his attic-based model railway is way too much like the scene of the 1964 murder of a schoolgirl, we should probably realize that we've found our culprit. Before the episode is over, he's come close to killing the station manager's pregnant wife and Endeavour himself. Policewoman Truelove comments: "What is it about men and trains?", echoing perhaps the television industry's own attitude.

But the most obvious TV place for a model railway – and its creator – is neither attic nor bedroom but an actual train station, whether in use or bypassed. The modern-day hobbyist featured in *Hinterland* (in 'The Girl in the Water', season one) turned an out-of-commission station into a museum of railwayana but confused his Welsh neighbours by having only a single toy locomotive among a wealth of exhibits. He did have a layout hidden in the basement, an exact replica of the town and of the two women he had slain (because they laughed at his hobby!). According to the DVD's extras, the art department went to great lengths to get the model correct.

Not far from Wales, in 1953 Gloucester, Father Brown dealt with another train station murder in 'The Kembleford Dragon' (a 2018 episode). Here the station is facing closure, the victim is the station manager, a man who had time for marital infidelity along with his professional tasks and a model that was 22 years in the making.

Eagle-eyed viewers have speculated that Mark Williams, the actor playing Father Brown, is a real-life model railway enthusiast: we see the priest colouring tiny trees in this episode; a 1950s copy of *Model Railway Constructor* in his drawer and Hornby models in his bedroom in other episodes.

In the 2009 *Midsomer Murders* episode 'Small Mercies', model



trains move outdoors into a fabulous garden railway-cum-model village. The first corpse is found cleverly tied up like Gulliver in that village. Its elderly curator and model maker seems like the perfect suspect, but his working class origins are more damning than his eccentricities or the evidence. Being *Midsomer Murders*, more deaths follow but in other venues.

Eccentric model railroaders have appeared on New Zealand television, too (in *800 Words*, where a wealthy real estate developer has one in the same room as the model of his next construction project). And novels can be cruel to hobbyists as well—and the hobbyist need not be British. In *The Secret Pilgrim*, John Le Carré tells of an American diplomat who sold his soul to MI6 for a rare Hornby-Dublo engine. The French killer in Georges Simenon's *Maigret Has Scruples* is manager of the toy train department at a famous Paris department store, his piece de résistance is an exact scaled down version of St Lazare station. Despite his success, a doctor diagnoses him as 'disturbed' because his very choice of a profession proves he is "incapable of adapting to reality".

It's easy to see why the cerebral French might disdain die-hard modellers. In America they are sometimes called 'boys and their toys' – but indulgently so.

It's harder for me to understand why the UK, a nation known for treasuring eccentrics, and the place where railways began, would be so negative. After all, dolls' houses (and their furnishings) and toy soldiers (and their battlefields) are favourably viewed. Any ideas?

However devalued model railway modellers may be on television, the models are not considered valueless. Standing by one in 'Passenger', Endeavour asks his boss, "What do you think it's worth?" He replies: "A good few quid, I should think".

Note: The television programs mentioned above are available on DVD or on streaming platforms).

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