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Modelling essential lineside structures

REVIEWED THIS MONTH

RAILS/HELJAN NER AUTOCAR

DAPOL GWR 'MANOR'

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An atmospheric shed scene in 'O' gauge

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4D-003-020 - Western Trooper BR Blue FYE D1033
4D-003-021 - Western Invader BR Maroon SYP D1009
4D-003-023 - Western Champion Golden Ochre T Panel D1015

DC, DCC and DCC Sound Fitted Versions Available
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N Gauge Britannia

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N Gauge A3 & A4 4-6-2

Previous models shown for illustration only

DCC Ready & DCC Fitted versions available
Pre-order at your preferred Dapol Stockist today

All product release dates correct at time of going to press

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MODEL RAIL

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This month's cover image

Alan Price's 'Outwell Village' depicts one of the most recognisable parts of the Wisbech & Upwell Tramway. Read all about this layout on page 64. CHRIS NEVARD

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Welcome

Model Rail's Sentinel locomotives are perfect for goods yards, industrial scenes and dockyards, as evidenced by this scene from Chris Nevard's 'Brewhouse Quay' layout. CHRIS NEVARD

Bachmann Europe's Autumn 2022 announcements featured some exciting news, particularly for diesel and electric-era modellers. As a confirmed Class 37 fan, the prospect of four more of the all-new high-specification 'Tractors' in various British Rail liveries was music to my ears. Furthermore, a parcel arrived from Bachmann HQ just before we closed for press containing, among other things, a review sample of a BR blue '37'. Yes readers, it did feel like Christmas had come early!

'N' gauge enthusiasts will also have been cheered by the first all-new tooling in the Farish range for some time: the Class 90 AC electric. Let's hope that more new announcements in 2mm scale follow in the near future. Read all about the Bachmann and Farish developments on page 8, and look out for a full review of the new 'OO' Class 37 next month.

Talking of new product announcements, we're thrilled to be able to share news of a fourth production run of *Model Rail*'s exclusive 'OO' gauge Sentinel 4wVBT steam locomotives. Manufactured for us by Dapol, production is due to begin imminently, with a quartet of new versions to choose from. See page 6 for the lowdown on what will be available.

All of us at *Model Rail* have had a soft spot for these lovely little locomotives since their initial release. Their development was a learning curve for us all and I greatly enjoyed creating livery samples for the previous production batches. Marking our first foray into tooling our own exclusive model (rather than offering unique versions of other manufacturers' existing models), it's something of a landmark in *Model Rail*'s history. As 2022 marks this magazine's 25th year of publication, it seemed an appropriate time to launch the first new run of Sentinels since 2017.

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

Q: Looking for an old feature but can't remember which issue it was in?
A: Check out the online index, kindly provided by UK Model Shops, at *www.ukmodelshops.co.uk/ModelRail*

Q: Want to order one of our exclusive models?
A: Go to *www.modelrailoffers.co.uk* or call 01209 705459.

Q: Want to order one of our bookazines?
A: Go to *www.greatmagazines.co.uk* or call 01858 438884.

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

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A: Call our Subscriptions Department on 01858 438884.

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see p26

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Search the online index at:
www.ukmodelshops.co.uk/modelrail

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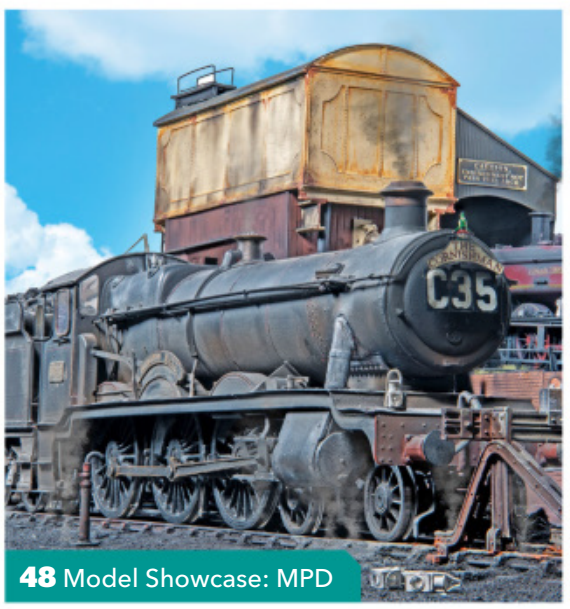

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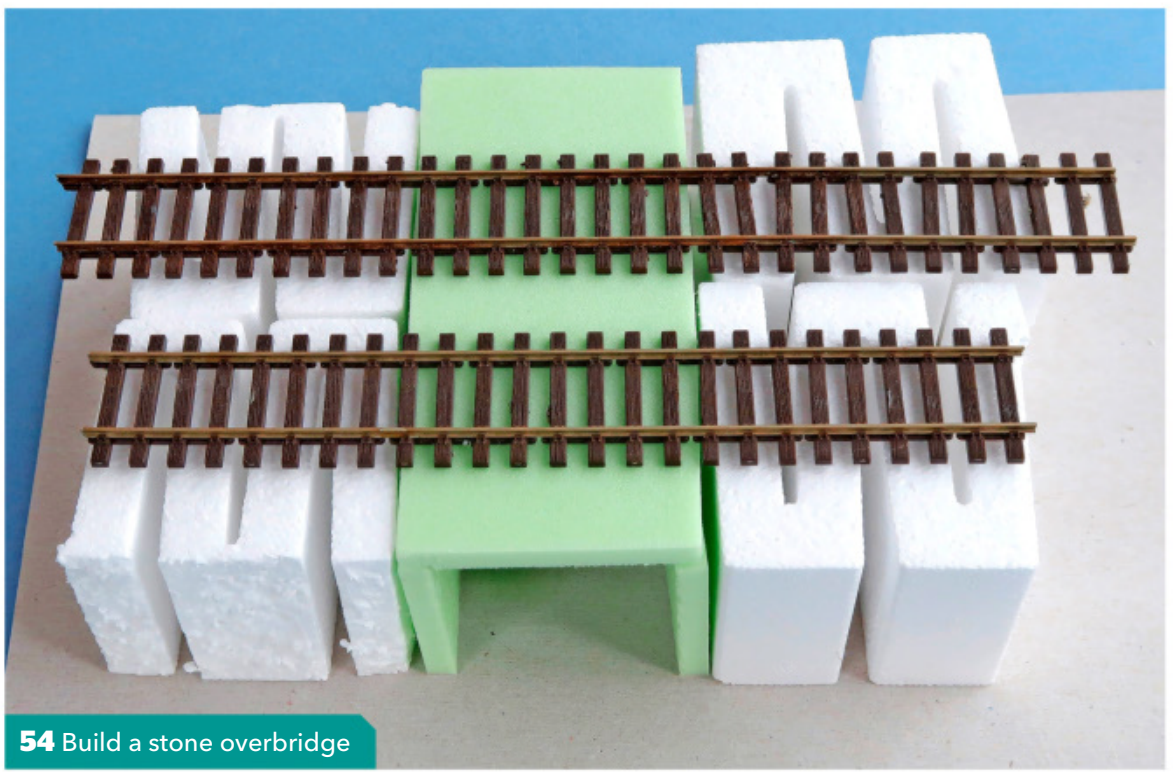

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Model Rail exclusive models
Order your '16XX' and 'J70'
The entire range of our exclusive '16XX' is now in stock and some of our 'J70's are nearly sold out. Buy yours today.

98

Opening the box

The latest happenings from the world of model railways

Ex-LNER Sentinel Class Y1 No. 68144 is seen at Hopetown, Darlington, with No. 68151 for company. This mid-1950s view probably shows the locomotives after withdrawal. No. 68144 worked in the Teeside area for most of its BR career and unusually carried its number atop the front of the cab.
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MODEL RAIL EXCLUSIVES

NEW SENTINEL BATCH IN THE WORKS

We're delighted to announce that a fourth batch of *Model Rail*'s exclusive 'OO' gauge LNER Sentinels is about to enter production.

Once again, we've teamed up with Dapol to create four new versions of the 'Y1' and 'Y3' 4wVBT, depicting the humble locomotives across their LNER and BR careers. Each version will be strictly limited to 250 pieces, and we've worked hard to keep the price as low as possible, despite the various challenges facing the hobby industry at the moment.

Production should be getting under way imminently, and we hope to open the order book as soon as we have a clear idea of when the models are due to arrive in the UK. As usual, the models will only be available from *Model Rail* and subscribers can claim their 10% discount.

Indeed, with more exclusive models on the horizon, now's a great time to take out a *Model Rail* subscription – see page 26 for full details.

MODEL RAIL LNER/BR SENTINEL – WHAT'S PLANNED?

- MR-018 LNER Class Y3 Sentinel, No. 8172. Pre-war LNER black with Gill Sans letters and numbers
- MR-019 BR Class Y1 Sentinel, No. 68144, BR black, early crest, includes number on cab front.
- MR-020 BR Class Y3 Sentinel, No. 68162, BR black, early crest
- MR-021 LNER Class Y1 Sentinel,No. 45, LNER black, shaded letters and numbers

Right: This undated view shows LNER No. 8172 lettered in the later, unshaded Gill Sans style.
NEVILLE STEAD COLLECTION/TRANSPORT LIBRARY

Factfile: The Class 'Y1'/'Y3' Sentinels

Featuring a centrally mounted, vertical boiler, the 'Y1' and 'Y3' locomotives employed a chain drive system, similar to the arrangement installed on the steam road lorries produced from the early 1900s by Sentinel Ltd

Each of the 'Big Four' railway companies experimented with the Sentinel 'Central Engine' locomotive, as the chain drive system reduced stress on the rails, lending the locomotives to branch lines, light railways, dockyards and other locations where the track and infrastructure was not of a high standard.

However, it was the London & North Eastern Railway (LNER) that became the largest user, with an initial batch of Sentinels ordered in the mid-1920s, which were classified as 'Y1'. A further order followed, for locomotives with a 'double gear' arrangement, which were classified as 'Y3'.

Used primarily for shunting work, Sentinels could also be seen working light freight turns on railway backwaters, such as the Derwent Valley Light Railway. Most of the Sentinels in British Railways' fleet were withdrawn in the 1950s, but a number survived in Departmental use into the 1960s.

Class Y3 No. 68162 is seen at Wrexham in 1952, after it had been transferred from Immingham. It worked out of Wrexham shed until entering Departmental service at Cambridge in 1956 as No. 21.
NEVILLE STEAD COLLECTION/TRANSPORT LIBRARY

Model Rail/Dapol Sentinel 'Y1'/'Y3' model specifications

First appearing in 2011, our exclusive 'OO' gauge Sentinels have been popular with modellers, with three previous batches produced. We've offered various LNER, LMS, GWR and BR liveries, as well as industrial and War Department schemes.

The tooling caters for the subtle differences between the LNER 'Y1' and 'Y3' variants and the models are equipped with Dapol's 'Supercreep' motor, offering excellent slow-speed performance.

All models are supplied in DCC-ready format, with an easy-to-reach 8-pin decoder socket within the cab.

Other features include fine wire handrails and flush-glazed cab windows, plus NEM coupler pockets.

*** Previous models shown**

WHAT'S NEXT? Look out for news of more exclusive *Model Rail* projects in future issues.

MORE BR MODERN TRACTION TO COME FROM BACHMANN

CLASS 37 QUARTET REVEALED

While Bachmann Europe caused a stir in late July with the appearance of an all-new, high-specification 'OO' Class 37, many of us were left wondering what other versions would follow 'large logo' blue 37430 *Cwmbran*. During the company's Autumn 2022 British Railway Announcements, four more '37s' were revealed, encompassing some of British Rail's most popular liveries.

Across the four new models, there's a variety of detail differences, illustrating the breadth of the Bachmann Branchline tooling suite. Split-headcode '37/0' 37034 wears plain BR Rail blue and sports original buffer cowlings, while 37043 *Loch Lomond* also represents a 'split box' Class 37/0, but with cutaway bufferbeams and car-style headlamps. Bedecked in 'large logo' BR blue, complete with Eastfield depot's large Scotty dog emblems, *Loch Lomond* is bound to be popular with 'Tractor' enthusiasts.

A pair of refurbished '37/4s' is represented by 37401 *Mary Queen of Scots* in InterCity 'Main line' livery, plus Railfreight Metals sector 37423 *Sir Murray Morrison*, which is fitted with twin fuel tanks.

All of the '37s' are available in DCC-ready, DCC sound and DCC sound deluxe format, the latter boasting working roof fans and tinted windscreen effect.

What's available?

- 35-301 BR Class 37/0 37034 BR Rail blue, un-refurbished
- 35-304 BR Class 37/0 37043 *Loch Lomond*, BR 'large logo' blue, car-style headlamps
- 35-336 BR Class 37/4 37401 *Mary Queen of Scots*, InterCity 'main line'
- 35-337 BR Class 37/4 37423 *Sir Murray Morrison*, Railfreight Metals sector

Price: £244.95 DCC-ready, £344.95 DCC sound, £374.95 DCC sound deluxe
Web: *www.bachmann.co.uk*

FIRST-GENERATION DMUs RETURN

The perennially popular Class 101 diesel multiple unit returns to Bachmann's Branchline range this autumn, in two-car formation and presented in BR blue and grey livery (with Chester-Manchester destination blinds). They're available as both DCC-ready (£284.95) and DCC sound-fitted (£384.95) versions.

The Cravens Class 105 also reappears, in original BR green livery with 'whiskers' on the cab fronts. The two-car set is available in DCC-ready format only (£269.95).

MK 2f DBSO: TWO NEW VERSIONS

Bachmann's refurbished BR Mk 2F Driving Brake Second Open (DBSO) proved a real hit with modern image modellers after the initial releases earlier this year. Two further livery options are to enter the Branchline range imminently, with the Network Rail yellow version a welcome arrival for anyone who models NR test trains.

What's available?

- 39-735ADC BR Mk 2f DBSO (refurbished) BR InterCity 'Swallow'
- 39-737ADC BR Mk 2f DBSO (refurbished) Network Rail yellow

Price: £149.95 each

ALL-NEW CLASS 90 FROM FARISH

N GAUGE

After a few lean years, in terms of new 'N' gauge tooling announcements, Bachmann Europe revealed that an all-new Class 90 is to be added to the Graham Farish range. With Bachmann's 'OO' Class 90 proving to be a landmark model in many respects, there had been plenty of lobbying by 'N' gauge modellers for a 2mm scale version.

Five versions are to appear, with a trio of BR-era liveries complemented by two privatisation schemes. The new models will feature a coreless motor, all-wheel power collection and drive, Next18 DCC interface, pre-fitted speaker and directional lights. Production models will be on display on the Farish stand at The International N Gauge Show, on September 10-11 (*www.ngaugeshow.co.uk*).

What's planned?

- 371-780 BR Class 90, 90005 *Financial Times*, InterCity 'Swallow'
- 371-781 BR Class 90, 90037, Railfreight Distribution sector
- 371-782 BR Class 90, 90019 *Penny Black*, Rail Express Systems red/grey
- 371-783 BR Class 90, 90004 *City of Glasgow*, Virgin Trains
- 371-785 BR Class 90, 90047 Freightliner orange/black

Price: £194.95 DCC-ready, £294.95 DCC sound-fitted

CARE FOR A DANCE?

00 GAUGE

Bachmann revealed an all-new wagon in the form of a South Eastern & Chatham Railway 'Dance Hall' goods brake van. Not previously available in RTR, this well-known subject will sit nicely with Bachmann's existing range of Southern steam locomotives and freight stock. Four livery versions are offered, encompassing SECR. SR, BR and BR Departmental liveries, spanning the whole career of the prototype, with subtle tooling differences to suit the pre and post-BR eras.

What's available?

- 38-915 SECR 25T 'Dance Hall' brake van, SECR grey
- 38-916 SECR 25T 'Dance Hall' brake van, SR brown
- 38-917 SECR 25T 'Dance Hall' brake van, BR grey
- 38-918 SECR 25T 'Dance Hall' brake van, BR Departmental olive green

Price: £49.95 each

STOP PRESS!

Just before we closed for press, we received a bumper crop of 'OO' gauge review models from Bachmann, featuring the all-new Class 37, a pair of Bulleid coaches and a SECR 'Dance Hall' brake van. All will be reviewed in depth next month.

accurascale

Hauling Britain Range **www.accurascale.co.uk**

THE ELECTRIC LIGHT ORCHESTRA!

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

We are producing a range of these elegant locomotives in 00/4mm scale, spanning the locomotives' lifespan to date, including the latest Caledonian Sleeper colour scheme, for which are also manufacturing the new Caledonian Mk5 Coaches.

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

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

The Class 92s to be released are:

92 001 EWS, Victor Hugo
92 003 Railfreight, Beethoven
92 009 DB Schenker, Marco Polo
92 010 Caledonian Sleeper
92 020 GBRf
92 022 Railfreight Distribution, Charles Dickens
92 032 GBRf, ImechE Railway Division
92 036 EWS, Bertolt Brecht
92 038 Caledonian Sleeper
92 042 DB Schenker
92 043 Euro Porte 2, Debussy

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

1:76/4mm scale, 00 gauge
Available Q3 2022
£179.00 DC/DCC ready, £279.00 DCC sound

Decorated examples shown may be subject to further adjustments. For further information visit our website: **www.accurascale.co.uk**

LIONHEART '3MT' PROTOTYPE UNDER REVIEW

O GAUGE

The BR Standard Class 3 2-6-2T, being developed by Lionheart Trains, reached the first engineering prototype stage in early August. The images reveal the use of brass, die-cast metal and plastic for various components and the level of detail looks promising. We were especially impressed by the spring detail on the pony trucks.
Web: *www.lionhearttrains.com*

HELJAN UPDATES – IN COLOUR

00 GAUGE

Heljan's NBL diesel electric Bo-Bo 10800 has reached the livery artwork stage, revealing the four different versions that will be offered, including a weathered version of the black/silver scheme. Tooling is well under way, with production expected to begin before the end of the year.

A new run of Heljan's 'Slim Jim' Class 33/2 is also in progress and a large raft of BR-era livery options has been revealed. Ranging from green with a variety of warning panel styles, through Rail blue to Sectorisation schemes, there should be something to appeal to all BR Southern Region fans. Delivery is expected around February.

BACHMANN HTA RETURNS

00 GAUGE

Modellers of the modern freight scene will be buoyed by the return of Bachmann Branchliine's Thrall-built HTA high-capacity hopper. Two new versions have been produced, both with DB Schenker branding, but with a choice of a weathered ex-EWS maroon finish or a pristine DB red version.
Price: £63.95 (£69.95 weathered)

N GAUGE

'4F' REVAMPED

The Farish Midland Railway '4F' 0-6-0 has been upgraded to include a Next18 DCC decoder socket and pre-fitted speaker. Three new versions are being offered initially, each coupled to Fowler tenders, catering for LMS and BR eras, including a factory-weathered BR black option. Only DCC-ready models have been announced so far, but sound-fitted models are in the pipeline.
Price: from £254.95 each

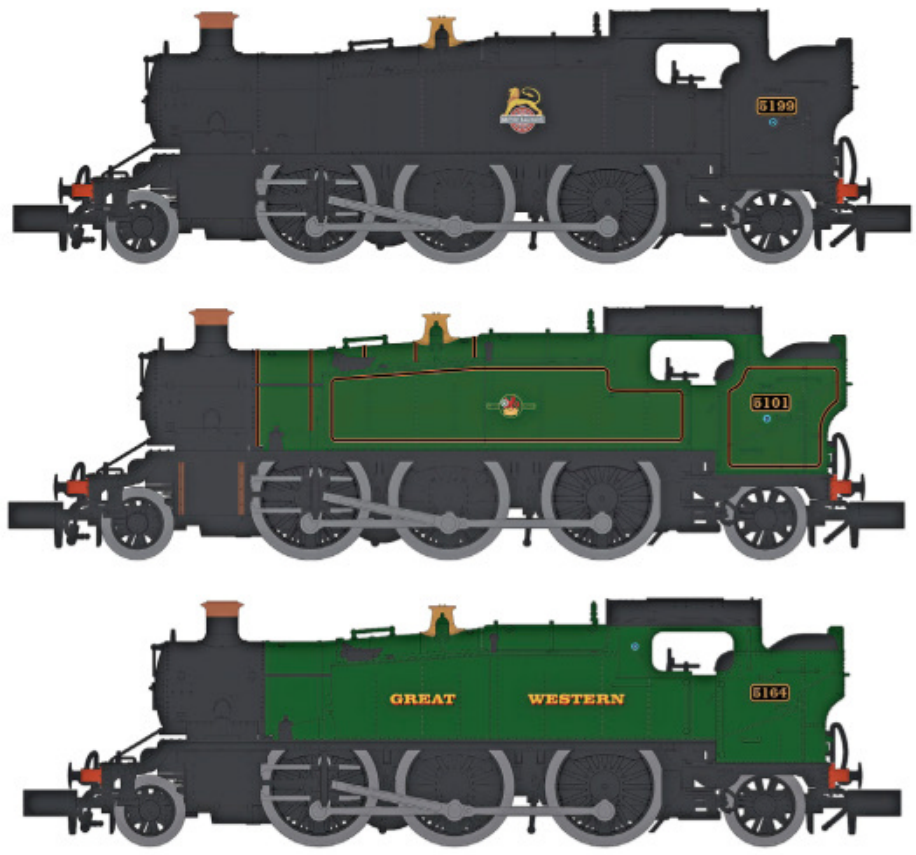
‘LARGE PRAIRIE’ NEXT FROM SONIC

N GAUGE

Following the success of its LNER ‘J50’ and GWR ‘56XX’, Sonic Models’ next RTR ‘N’ gauge model will portray the GWR ‘51XX/61XX’ 2-6-2T. Known as ‘Large Prairies’, they were employed by the Great Western and British Railways on suburban and branch line passenger traffic, as well as the odd local freight service.

Sonic is promising a high detail and technical specification, including a 6-pin DCC decoder interface, coreless motor, all-wheel power collection and NEM coupler pockets. A range of GWR and BR liveries are planned, and models can be pre-ordered now, exclusively via Rails of Sheffield, for just a £30 deposit.

When’s it due?
Late 2022/early 2023
Price: £129.95
Web: *www.railsofsheffield.com*



RAPIDO’S ‘E1’ UNDER STARTER’S ORDERS

00 GAUGE

Initially slated as a *Model Rail* Exclusive model, Rapido Trains UK is taking forward the project to recreate the LBSCR ‘E1’ 0-6-0T, and you can order your model now.

Rapido is to produce 14 different ‘E1s’, covering the prototype’s long careers, from the pre-Grouping era to the days of Southern and BR ownership. Those examples that worked on the Isle of Wight between 1932-1960 will also be covered. Accordingly, lots of different tooling options are being developed and DCC-ready and DCC sound-fitted versions will be available.

Design work is now complete, and the project is moving into the tooling phase, with delivery slated for 2023.

Price: £159.95
(£259.95 DCC sound)

STEAM RAILWAY

N GAUGE

COMMEMORATIVE PACKS TO CELEBRATE 50 YEARS OF FARISH

Special collectors’ packs have been produced to commemorate 50 years of Graham Farish ‘N’ gauge models, featuring a Class 60 diesel locomotive. GBRf’s 60002 *Graham Farish* is packaged in a special wooden presentation box, complete with miniature replica nameplate, pin badge and Collectors’ Club voucher. The models are available with or without DCC sound.

Price: £224.95
(£324.95 sound fitted)

FIRST LOOK AT SECR BRAKE VAN

Rapido Trains UK has received engineering prototypes of its forthcoming SECR six-wheel brake vans, which is being produced in original dual-veranda condition, as well as the later, single veranda style. The order book for these wagons is open until October 1, with ten different versions to choose from.

Price: £39.95
Web: *www.rapidotrains.co.uk*

00 GAUGE

In Brief

LINE SOCIETIES LIAISON GROUP

A new group has been formed to bring together prototype railway societies that share the objective of researching British railway history. The Line Societies Liaison Group is an informal alliance which meets regularly to share best practice and discuss issues of mutual concern.

As well as groups who focus on the history of particular railway companies, the Line Societies Liaison Group also welcomes organisations whose interests are more geographical than company-specific, or that study specific aspects of British railway history.

A common feature of all these organisations is that among their membership there are many people who are also interested in railway modelling.

The group holds regular virtual meetings and has an active email discussion forum. Through these channels, the Liaison Group aims to promote the sharing of best practice in areas such as meetings, archives, ideas for membership engagement, and the sharing of resources.

The Liaison Group members will warmly welcome the participation of relevant societies and organisations not already represented. John Gowers, chairman of the L&NWR Society, acts as the group’s point of contact.

Email:
chairman@lnwrs.org.uk

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WIN! A HORNBY CLASS 91

Thanks to the generous folks at Hornby, we have a beautiful new BR Class 91 electric locomotive to give away, in the striking original InterCity livery scheme. Depicting 91002 *Durham Cathedral* (R3890), the model is DCC-ready with a 21-pin socket and boasts an impressive detail specification, including working lights and a powerful five-pole motor.

We reviewed Hornby's all-new Class 91 in issue MR301, describing it as a 'splendid' model, light years ahead of Hornby's previous tooling from the late 1980s. With the real '91s' now reduced in number, interest in these iconic East Coast racehorses is at an all-time high, so now's the time to commemorate them by adding this lovely model to your collection.

To enter, simply go to *www.model-rail.co.uk/hornby-class91* and answer the following question:

WORTH £217.99

Q: How many Class 91s were built?
A – 22 B – 28 C – 31

Entries are via website only and open to UK residents only. Closing date is September 29. Good luck!

20 YEARS OF KMRC

Kernow Model Rail Centre is to celebrate its 20th birthday in mid-September. A special event will be held at its Camborne store on Friday September 16, featuring displays and new announcements of KMRC Exclusive releases in numerous scales. Various manufacturers will also be showing off new products, including Bachmann, Hornby, Peco and Heljan, while KMRC will have a range of special offers over the long weekend, through to Sunday September 18.

The Camborne store can be found at 98A Trelowarren Street, Camborne, Cornwall TR14 8AN.
Web: *www.kernowmodelrailcentre.com*

ROG '47' FOR RAILS

Rails of Sheffield has commissioned an exclusive version of Bachmann's all-new Class 47, depicting 47812 in Rail Operations Group's livery. Delivery is due imminently and models will be offered in DCC-ready, DCC sound and DCC sound deluxe versions. Pre-orders are now being taken, with prices starting at £239.95.
Web: *www.railsofsheffield.com*

WAGONS TO HELP A 'MERCHANT NAVY'

The General Steam Navigation Locomotive Society has commissioned more limited-edition 'N' gauge wagons to help raise funds for preserved 'Merchant Navy' No. 35011. The wagons cost £12.40 each and are available via the society's website.
Web: *www.35011gsn.co.uk*

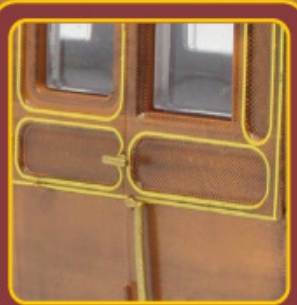
In Brief

BLUE LIGHT VANS

Osborn's Models has released a pair of new 3D-printed emergency vehicles for 'N' gauge, depicting a Renault vehicle in ambulance and police format. Both come supplied pre-painted and ready for use.
Models: A3D139 Modern Ambulance, A3D140 Modern police van
Price: £13.95 each
Tel: 01237 423453
Web: *www.osbornsmodels.com*

THE BEST JUST GOT BETTER!

New Dynamometer Cars coming soon!



Now with lining

Accurate roof colour

'Frosted' toilet window

Improved lettering

Grey recording wheel

Three versions to choose from:

No. 23591
(1928 - 1938 condition)

No. 902502
(1946 - 1949 condition)

No. E902502
(Post - 1949 condition)

Last few left!

Order direct form www.rapidotrains.co.uk or your local Rapido stockists

RAPIDO TRAINS UK

NEW ‘BOXES’ FROM C-RAIL FOR ‘N’ AND ‘OO’

Intermodal not only represents one of the UK’s most important rail-borne cargoes, but it’s also one of the most colourful. Indeed, at the recent DEMU Showcase event, it was interesting to see how engaged younger enthusiasts were by the sight of container trains on the various layouts. Accordingly, one of the most colourful trader’s displays was that of C-Rail Intermodal, which specialises in the production of authentic containers in both ‘N’ and ‘OO’.

A variety of new container liveries have recently been

added to the C-Rail range for both scales, and we were given a handful of each to assess. In ‘N’ gauge, ten new livery options are now available across the range of 20ft and 40ft dry containers, with original and modern corrugation patterns to suit the various colour schemes. The yellow/red BR Freightliner scheme is ideal for 1980s container trains, while the vivid pink Ocean Network Express (ONE) livery offers an up-to-date example. Door locking bars are moulded integrally, but they’re painted so neatly that they look like separate parts.

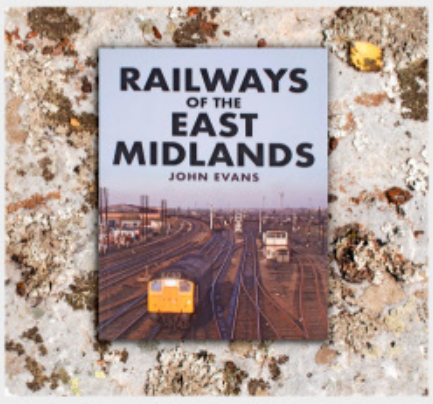
In ‘OO’, the modern 40ft High Cube (9ft 6in tall) insulated container, or ‘reefer’, is presented in various contemporary liveries, including P&O pale green and ONE white with pink lettering. The refrigeration gear is neatly moulded at one end while, at the opposite end, the door locking bars are formed from separate components for greater definition.

Painting and printing is excellent across the board and the base of each container can be unclipped to access the interior if desired, providing a useful means of adding extra ballast to intermodal wagons. Both the ‘N’ and ‘OO’ containers sat well on a range of different wagon types from various manufacturers.

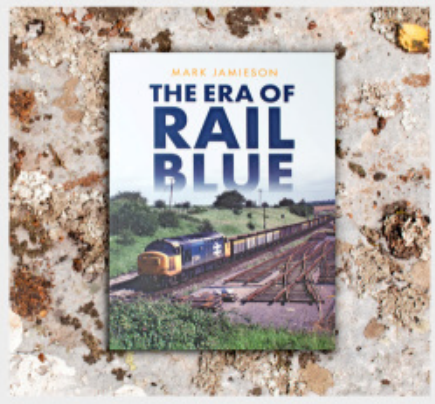
Models: 40ft HC Reefer (‘OO’) £10.00 each; 20ft dry box (‘N’) £6.50 each; 40ft dry box (‘N’) £7.00 each
Availability: C-Rail Intermodal
Web: *www.c-rail-intermodal.co.uk*

Modeller’s Bookshelf

A selection of titles that have kept *Model Rail’s* editor occupied recently.

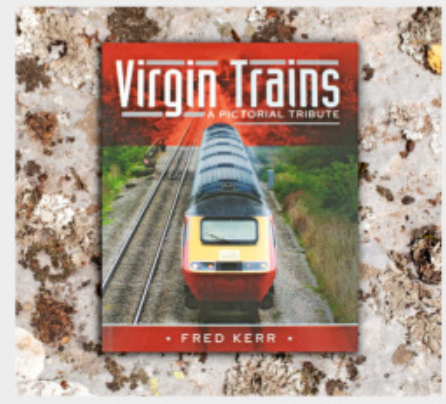


From Buxton in the north to Northampton in the south, this book presents an engaging mix of colour photographs of the East Midlands railway scene during the 1965-1985 period. Blue and green diesels predominate, but the tail end of steam is also covered. The text provides plenty of useful information and there are some priceless images, from the dilapidated timber buildings at Pear Tree station, to the derelict brick-built John O’ Gaunt station on the former GN/LNWR joint line to Melton Mowbray, while many other locations provide endless inspiration for modellers.
Book: *Railways of the East Midlands*, by John Evans (Amberley)
Price: £15.99
Web: *www.amberley-books.com*



When BR introduced its bright new livery in the mid-1960s, it was meant to herald the dawn of a modernised railway. Until recently, the Rail blue era had been dismissed as boring until a resurgence in interest brought about a reappraisal of the period. This attractive collection of colour images, from numerous photographers, provides a useful insight into the UK rail scene from the late 1960s to the late ‘80s, supported by informative captions. Engaging and nostalgic, there’s a wonderful variety of traction to be seen on passenger, parcels, freight and engineers’ workings, with excellent regional coverage too.
Book: *The Era of Rail Blue*, by Mark Jamieson (Amberley)
Price: £15.99
Web: *www.amberley-books.com*

This book will appeal to fans of urban transit systems and London’s transport network in general. Written by a former planning engineer involved with the development of the Docklands Light Railway, Jubilee Line extension and Crossrail/Elizabeth Line, each project is discussed at length, in terms of planning and construction. There’s also plenty of historical background regarding existing infrastructure and the machinations involved in regenerating London’s docklands. A foreword by former Secretary of State Lord Heseltine lends the book extra credibility.
Book: *The Railways of London Docklands*, by Jonathan Willis (Pen & Sword)
Price: £30.00
Web: *www.pen-and-sword.co.uk*



Virgin Trains (VT) dominated the West Coast Main Line route from 1996 to 2019 and CrossCountry services until 2007. I don’t harbour many fond memories of VT, save for the older traction types used in the early years. This book presents a tribute to VT across the West Coast, CrossCountry and the ill-fated East Coast franchises. HSTs, ‘47s’, ‘57s’, various AC electrics abound, plus ‘Pendolinos’ and ‘Voyagers. The scruffy Class 158s on Manchester Airport services aren’t overlooked. Image quality is inconsistent, but the book contains plenty of information on trains and operations.
Book: *Virgin Trains, a Pictorial Tribute*, by Fred Kerr (Amberley)
Price: £25.00
Web: *www.pen-and-sword.co.uk*

ON THE WORKBENCH

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

MICRO HAMMER

This useful miniature hammer, from Tamiya, features four interchangeable heads. Although aimed at radio control model enthusiasts, the tool has plenty of potential for general modelling tasks. Supplied with flat and round profile iron heads, these can be unscrewed and replaced with the supplied brass and nylon heads to suit a variety of striking and shaping tasks.

The flat iron head is perfect for driving home track pins and small nails, with the 12mm diameter head fitting easily between the rails on 'OO' track. The brass and nylon heads are great for shaping soft materials, such as brass, copper and tin.

At 180mm long and with a comfortable rubber grip, the tool makes for a versatile addition to any modeller's tool kit.

Product: Tamiya 74060 Micro Hammer
Price: £18.99
Availability: Tamiya stockists
Web: *www.scalemodelshop.co.uk*

LIFECOLOR PAINTING GUIDES

More pamphlet than book, these A4, 36-page volumes provide plenty of helpful tips and techniques for all manner of painting and weathering projects. Although not aimed at model railway subjects, there is still plenty of cross-over interest, with figures (large scale), buildings, cars and timber vehicles and structures covered.

There's an inevitable focus on LifeColor's own paints, but the techniques can be employed with most other brands and formulas. The rusty car projects in Volumes One and Two, plus the bare timber effects in Volume Two, are particularly impressive. The modelling, photography and presentation is to a very high standard and Volume Three had also just been published as we closed for press.

Price: £10.99 each
Availability: *www.airbrushes.com*

HST LIGHTING UPGRADE

00 GAUGE

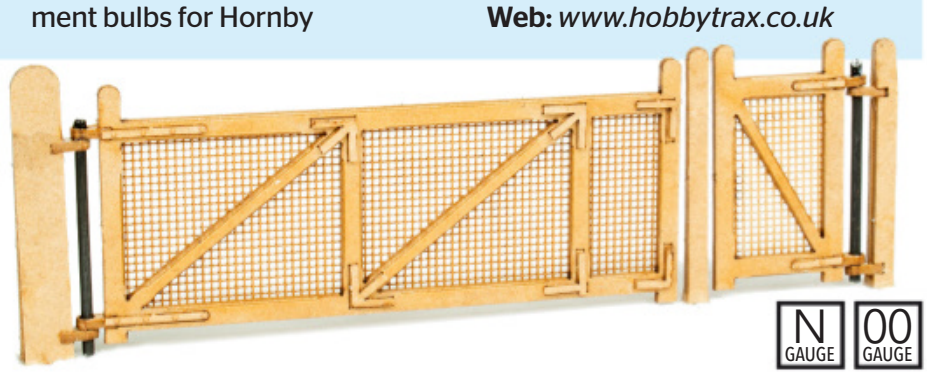
Modellers who operate older, Ringfield-powered Hornby HSTs will be interested in these new lighting packs from Hobby Trax. A like-for-like set of replacement bulbs is available, while an upgrade set is also offered, which provides a pair of miniature circuit boards equipped with head and tail light LEDs.

Full installation instructions are provided with both kits and each can also be adapted to fit other Margate-era Hornby diesel and electric locomotives, as well as Lima and other brands. The LED upgrade set can also be used on DCC as well as DC-controlled layouts.

Products: Hobby Trax HST LED upgrade kit (£10.95); Replacement bulbs for Hornby locomotives (£2.49)
Availability: Hobby Trax
Tel: 03450 654472
Web: *www.hobbytrax.co.uk*

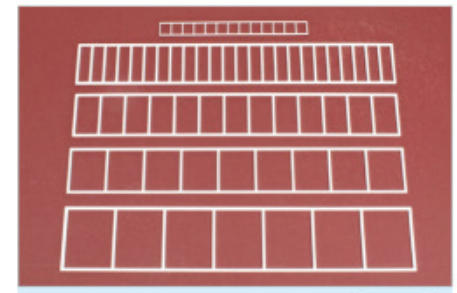
GET A GATE...

After marrying a lass from Chorley, 'Get a gate' was a local saying that vexed our editor for years. However, now we can all get a very realistic set of timber crossing gates, thanks to Scale Model Scenery. Rendered in laser-cut fibreboard, the parts are layered to create an impressive sense of depth. Based on the gates installed at Goathland station on the North York Moors heritage line, the large and small gates feature fine mesh panels (on the 'OO' kit only), along with separate hinge and strap detail. The 'OO' kit also provides a length of blackened wire to act as a hinge. Once painted and installed, these gates will look fantastic.



N GAUGE 00 GAUGE

Product: LX484-OO/LX484-N NYMR/Goathland crossing/yard gates
Price: £5.49 ('OO'), £2.49 ('N')



IT'S A FRAME

ANY GAUGE

York Modelmaking is often asked to produce strips of linear window apertures, for canopies, roofs and industrial buildings. Therefore, it's now offering off-the-shelf window strips in a variety of sizes and proportions.

Laser-cut from a white plastic, similar to styrene but actually a tougher acrylic, the frames range from 10mm deep up to 40mm, with plenty of increments in between. The 10mm and 12mm deep frames come in 102mm lengths, whereas the larger frames are supplied in 215mm strips. There's also a choice of spacing options, with the width of each aperture being a quarter of the height, half of the height or two thirds of the height.

If none of these sizes and ratios meet your needs, YMM also offers a bespoke cutting service. The material is easy to work with and can be bonded to itself and other types of plastic.

Price: from £9.50 per pack
Availability: *www.yorkmodelrail.com*

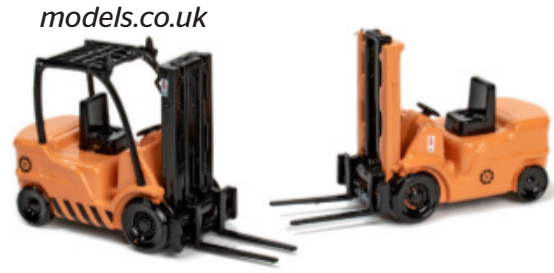
CIÉ FORKLIFTS

00 GAUGE

Presented as a twin-pack, this pair of forklift trucks feature Córus Iompair Éireann (CIÉ) logos and are ideal for posing in a station, yard or freight terminal. The wheels are moulded integrally with the plastic bodyshells (and the glossy tyres would benefit from a matt finish), but the steering wheels are separate fittings, as are the forks, which can be posed at various heights.

Two different body styles are provided, with and without a roll-cage and warning chevrons and overhead line symbols are neatly printed. Just the thing for loading/unloading palletised goods. They're also prime candidates for repainting and siting on a UK-based layout.

Price: £10.94
Availability: *www.irishrailwaymodels.co.uk*



EXHIBITION DIARY – SEPTEMBER 2022

(ALL SUBJECT TO GOVERNMENT GUIDANCE ON COVID-19)

Sept 3

BRIDLINGTON, EAST YORKS. Trainshed Bridlington Model Railway Group, Emmanuel Church Cardigan Road Bridlington YO15 3JT. **Time:** 1000-1600. **Admission:** £5 (accompanied children free). **Tel:** 07811 254080. **Web:** *www.bridmodelrail.org.uk*

TADWORTH, SURREY. Model Railway Exhibition, The Good Shepherd Church Hall, Station Approach Road, Tadworth, Surrey KT20 5AE. **Time:** 1000-1700. **Admission:** Adults £6, Under-16s £3, Senior/Disabled £5. **Tel:** 07758 458827. **Email:** *stuart.robinson27@ntlword.com* **Web:** *www.ndmrc.info/home/tadworth.htm*

Sept 3 & 4

CHATHAM, KENT. The Medway Model Railway Show, Fort Pitt Grammar School, Fort Pitt Hill, Chatham, Kent ME4 6TJ. **Times:** Sat 1000-1700, Sun 1000-1600. **Admission:** Standard rate: £6, Accompanied children (under-16) Free. **Tel:** George Marcar: 07821 254232. **Email:** *medwaymodelshow@yahoo.co.uk* **Facebook:** *themedwaymodelshow*

WATERLOO, LIVERPOOL. Liverpool Model Railway Society, Old Christ Church, Waterloo Road, Waterloo, Liverpool L22 1RF. **Times:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adults £5, Family £12, Children £2. **Tel:** 07376 576788. **Web:** *www.lms.org.uk.*

Sept 10

COMBERTON, CAMBRIDGE. 29th Cambridge Model Railway Exhibition, Cambridge 31A Model Railway Club, Comberton Village College, West Street, Comberton, Cambridge CB23 7DU. **Time:** 1000-1600 (last admission 3.30pm). **Admission:** Adults £5, Children £2, Adults with two or more children – one child free. **Email:** *exhibition@cambridge31a-mrc.org.uk* **Web:** *www.cambridge31a-mrc.org.uk/exhibition.htm*

Sept 10 & 11

FAVERSHAM, KENT. Faversham Model Railway Club, The Abbey School, London Road (A2), Faversham, Kent ME13 8RZ. **Times:** Sat 1000-1630, Sun 1000-1600. **Admission:** Adults £6, Children £3, Under-5s Free (cash only). **Web:** *www.favershammrc.org.uk*

LEIGH, GREATER MANCHESTER. Leigh Model Railway Society, Leigh Sports Village, Leigh Leisure Centre, Sale Way WN7 4JY. **Times:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adults £5, Under-15s Free (accompanied by an adult). **Facebook:** *www.facebook.com/LeighMRS*

Sept 17

CULLOMPTON, DEVON. Culm Valley Model Railway Exhibition, Culm Valley Model Railway Club, Willand Village Hall, Cullompton, Devon EX15 2PL. **Time:** 1000-1630. **Admission:** Adults £5, Children £1.50. **Tel:** 01884 253945. **Email:** *cvmrc@hotmail.com* **Web:** *www.cvmrc.co.uk*

Sept 17 & 18

REDDITCH, WORCS. Redditch Model Railway 55th Anniversary Exhibition, Trinity High School, Grove Street, Redditch Town Centre B98 8HB. **Times:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adults £6 and Children (under 16) free. **Tel:** 01527 540289, **Email:** *enquiry@redditch*-mrc.com **Web:** *www.redditch-mrc.com*

TROON, SOUTH AYRSHIRE. Ayr Model Railway Group Exhibition, Walker and Concert Halls, South Beach, Troon KA10 6EF. **Times:** Sat 1000-1700, Sun 1030-1600. **Admission:** Adult £6, Child £4 (under-5s free) Family £15 (2+2). **Email:** *enquiries@ayrmrg.co.uk*

Sept 18

CWMBWRLA, SWANSEA. Swansea Railway Modellers Group Open Day 2022, 300 Carmarthen Rd, Cwmbwrla, Swansea SA5 8NJ. **Time:** 1000-1600. **Admission:** Adults £4, Children £1, Under 3s Free. Under-16s must be accompanied by an adult. **Web:** *https://srmg.org.uk/2022-club-open-day*

SKELTON, CLEVELAND. Cleveland Model Railway Club, Autumn Open Day, Unit 2, The B-Hive, Skelton Industrial Estate, Skelton, Cleveland TS12 2LQ. **Time:** 1000-1600. **Admission:** Day membership £1, Child 50p. **Web:** *www.clevelandmrc.club*

Sept 24

JARROW, TYNE & WEAR. Tyne Tees group 009 Society 'Narrow Gauge in the North East', Primrose Community Centre, Lambton Tce, Jarrow, Tyne & Wear NE32 5QY. **Time:** 1030-1600. **Admission:** £4, members discount, accompanied children free. **Tel:** *peterhogarth846@gmail.com*

PITSTONE, BEDS. Tring & District MRC Beacon-Rail 2022, Memorial Hall, Vicarage Road, Pitstone, LU7 9EY. **Time:** 1015-1630. **Admission:** Adult £3, Child £1.50, Family (2+2) £7. **Email:** *r.longman@btinternet.com* **Tel:** 01525 850703. **Web:** *www.tringmrc.co.uk*

Sept 24 & 25

CRAWLEY, WEST SUSSEX. Seaboard Southern Model Railroad Group, Open Weekend in the Clubroom at Tilgate Forest, Crawley West Sussex. **Times:** 1000-1600 both days. **Admission:** Free. **Email:** *secretaryseaboardsouthern@gmail.com* **Web:** *www.seaboard-southern.org.uk*

STAFFORD, STAFFS. Stafford Railway Circle Annual Model Railway Exhibition, Bingley Hall, Stafford County Showground, Weston Road, Stafford ST16 0BD. **Times:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adults £12, Accompanied under-16s free. **Tel:** 01785 211992. **Email:** *chilli3757@gmail.com* **Web:** *https://staffordrailwaycircle.org.uk/exhibition*

TUNBRIDGE WELLS, KENT. Spa Valley Railway Model Railway Exhibition, Tunbridge Wells West Station, Nevill Terrace, Tunbridge Wells TN2 5QY. **Time:** 1000-1700. **Admission:** Adults £15, Concessions £14, Children £7.50, Family (2+2) £38. **Web:** *www.spavalleyrailway.co.uk* **Email:** *richard.arding@spavalleyrailway.co.uk*

Sept 30-Oct 3

BISHOPS LYDEARD, SOMERSET. Taunton Model Railway Group Open days, (In conjunction with West Somerset Railways Autumn Steam Gala), Bishops Lydeard Station, Platform 1, West Somerset Railway, Taunton TA4 3BX. **Times:** 1030-1630. **Admission:** Small charge will apply. **Tel:** 07879 852736 **Web:** *www.tauntonmodelrailwaygroup.co.uk*

...and finally

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

In the land of the inch-high people, we're on the eve of a national strike. Hubert the horse refuses to budge, despite Shamus' pleading. The narrow gauge tourist train has halted, and farm worker Terry has blocked the line, just in case the loco crew are enticed by the offer of free beer from the pub; there'll be no blacklegging on his watch. The fishing fleet is hanging up its nets, now that the fish gutters have withdrawn their labour. Power to the (little) people!

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

Covid blues and bolts

While trying to shake off a bad dose of the dreaded Covid-19 virus, **George Dent** has been working on a large-scale truck kit – and was reminded of a range of detailing products recommended by a *Model Rail* contributor.

Despite trying my best to avoid catching it, I finally succumbed to the virus that has dominated everyone's lives for the past two years. After a week confined in a rural Rutland hotel room, feeling too ill to face the 4+hour drive back to Northumberland, I was so glad to finally get home. It took a while before I could focus enough to undertake anything requiring any kind of concentration, but a couple of Peco 'TT:120' building kits provided an enjoyable return to practical modelling (see page 96).

However, when I'm not feeling my best, I prefer to work on non-railway subjects, so I managed to put a few hours into a 1:24 scale truck kit that I've had on the go for a few months. I'm a big fan of 1970s and 1980s European trucks and my latest project is a Volvo F16 tractor unit, based on an Italeri plastic kit. I'm adding tons of extra detail, most of which is scratchbuilt, but I also have a few etched metal upgrade kits from a variety of specialist suppliers.

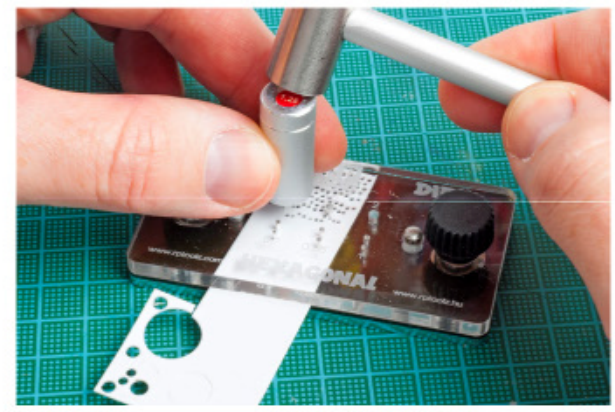
These large-scale kits demand countless hours of work, but I have made some tangible progress recently. The chassis frames have been kitted-out with various air lines and valves, electrical cables and hundreds of individual nuts and bolts, all created from sheet styrene and a set of punch and dye tools from RP Toolz (*www.rptoolz.com*).

While these nuts, washers and bolt heads look great, punching them out and installing them can be a slow process. Subsequently, I recalled a range of products employed by *Model Rail* contributor Richard Simpson, during construction of his impressive gasworks (MR302). Meng Model produce sheets of injection moulded plastic nuts and bolts, in a variety of sizes, ostensibly for 1:35 scale modelling. However, they're also suitable for many other scales, including 'OO' and 'O' gauge, and are ideal for adding extra relief to all manner of lineside structures.

A handful of different packs were ordered, and I've begun to experiment with them. I love the fact that plain hexagonal bolts are offered, along with washers, nuts and bolt tails, so the parts can be added to both sides of a joint for a lifelike effect.

What George used

- Meng Model 1:35 nut and bolt packs (various sizes available)
  Price: £3.99 per pack
  Web: *www.creativemodels.co.uk*

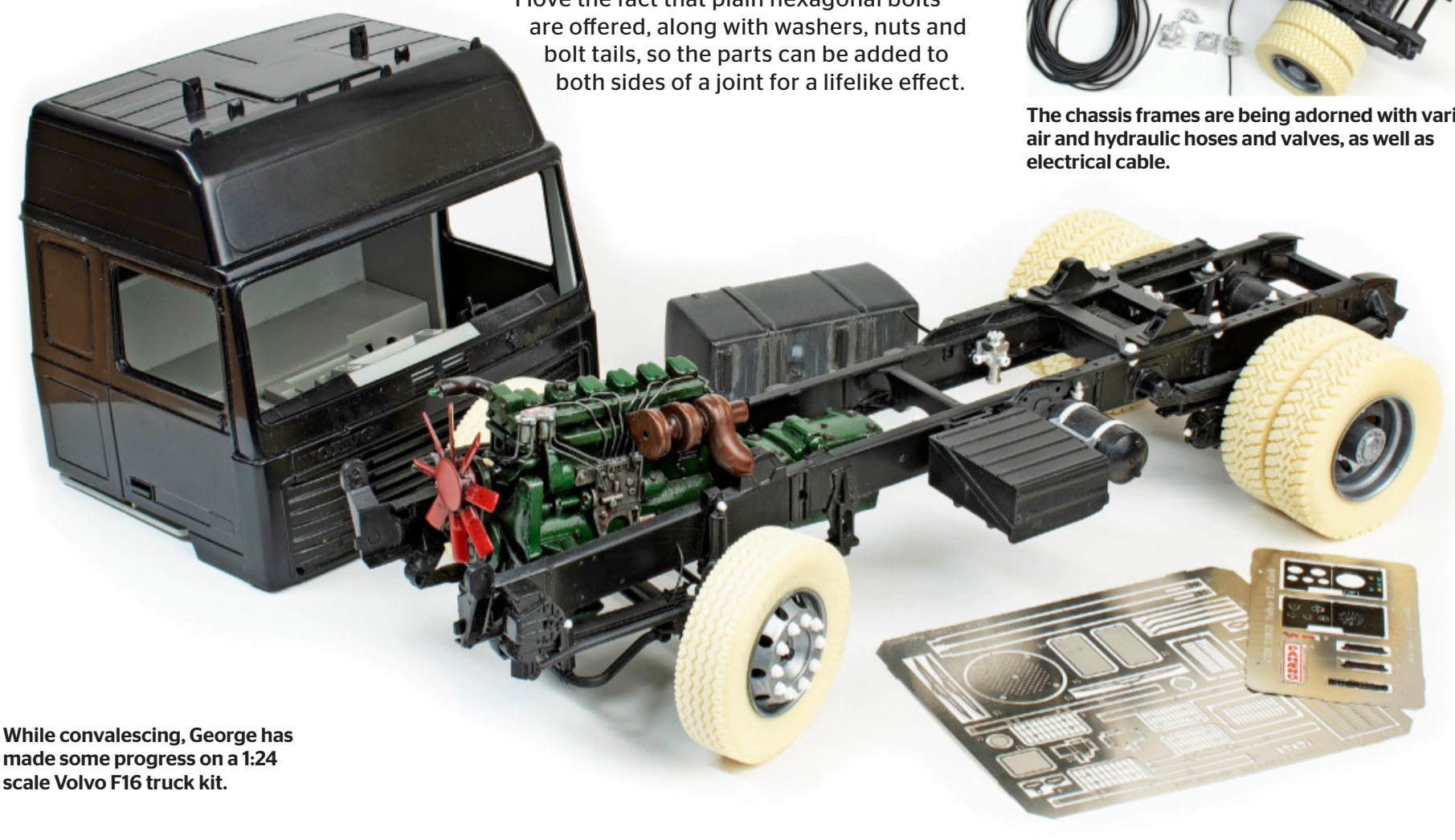


Many of the chassis parts have been upgraded with nuts and bolts, individually punched from sheet styrene.

The wheel hubs required a whole new set of studs, washers and hexagonal bolts to be punched and installed. These resin tyres are replacements for the kit's basic rubber parts.

The most difficult element is cutting the details cleanly away from the plastic base but, with a fresh blade, the job can be a quick one. I wish I'd remembered the Meng Model packs sooner, as it would probably have saved me a lot of tap, tap, tapping with those punches!

The chassis frames are being adorned with various air and hydraulic hoses and valves, as well as electrical cable.

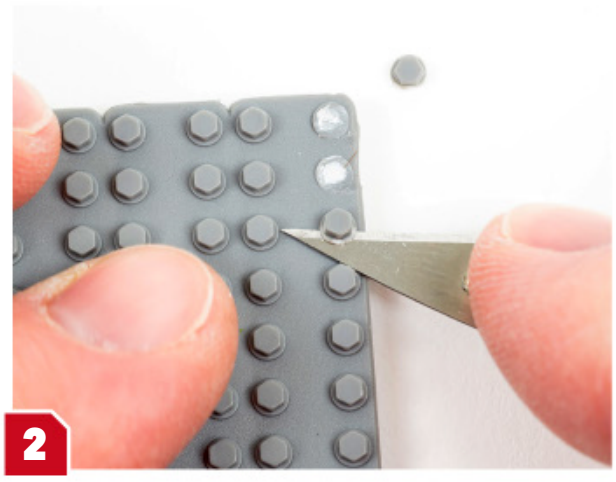


While convalescing, George has made some progress on a 1:24 scale Volvo F16 truck kit.

STEP BY STEP

1

A variety of moulded plastic nuts and bolts are available in the Meng Model range. Despite being branded for 1:35 scale, they're much more versatile and a range of different sizes are on offer, with hundreds of parts in each pack.

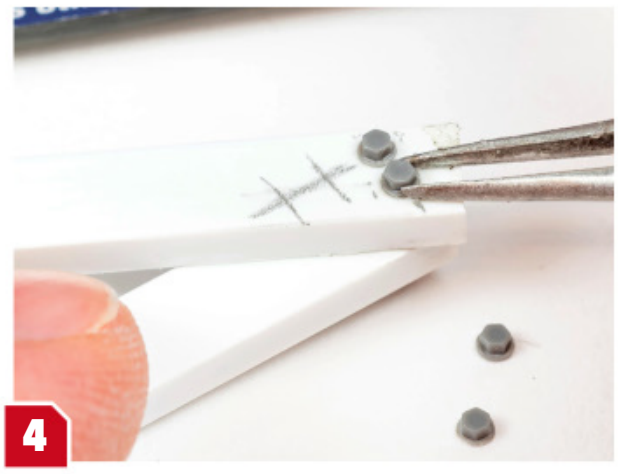


2

The nuts and bolts need to be cut away from the plastic base very carefully. Use a fresh scalpel blade and keep your fingers out of the way. Cut slowly and gently to avoid the parts from pinging off into the ether.

3

Rub the bolt or nut lightly over a flat file or sanding pad to ensure the base is flat and smooth. This will help create a stronger and neater glue bond.



4

Mark out the position of each bolt head with a pencil, place in position and then, if fixing to a plastic surface, add a small amount of liquid poly cement. Cyanoacrylate can be used if bonding to other materials.

5

Now add the tail end of the bolts, with washers and nuts, aligning them carefully to tally with the bolt heads on the other side of the joint.

6

Once primed and painted, the details can be highlighted with dry-brushing. The result is fantastic and the potential for canopies, industrial buildings, large-scale vehicles and many other uses can be appreciated.

A 'Tractor' shed

Dave Lowery

During the fine summer weather, Dave Lowery has been busy working on his 5in gauge garden railway. An important task has been completed, with the erection of a small metal shed, which will house the railway's motive power.

With one side panel modified to allow the locomotive to enter, and a set of timber shutters to keep the weather out, Dave's Class 37 sits nicely inside. As well as offering shelter for the loco, it also removes the need for lifting the hefty diesel off the rails for safe storage indoors.

Dave's ultimate plan is to create two storage roads within the shed, so his EWS-liveried 'Tractor' can enjoy some company in future!

Show & Tell

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

A European adventure in 'N'

I have been building my Northern France and Alsace layout for 17 years. I can only work on it a couple of days per month as it is in our house in Northern France, which we visit monthly, and there always seems to be gardening and maintenance to do, rather than modelling.

My layout ignores all prototypical rules. It is set up on the premise that the layout extension to the right goes to Alsace. This is close to the German border and gives me the excuse to run German and French rolling stock. The layout assumes that Eurostar trains run to additional destinations across Europe. The main Northern France central section of the layout has a Le Shuttle terminal, assuming it runs further into France owing to fuel costs. There is a junction for Eurostar and Le Shuttle services to run through to the future UK layout, which is the next stage of the project.

My younger son suggested running the track to the UK through a tunnel in a glass fish tank, but this design idea was discarded. The existing layout is great fun to operate.

Nick Hamilton

Inspired by *MR*

I really enjoyed *Model Rail*'s *In The Detail* bookazine, released last year. I found it truly inspirational. It covered a wealth of subjects not normally covered, with plenty of prototype photographs, clear explanations of each subject and ideas and suggestions for how to go about modelling them. I've been actively modelling now for almost 60 years and remember how much I was inspired by the model magazines of my youth.

Coincidentally, I recently came across an old model of a coal stage that I scratchbuilt when I was aged just ten years old, having been inspired by an article in the December 1964 issue of *Model Railway Constructor*, by your very own Chris Leigh. The model was assembled from thin strips of balsawood and I tried to copy as closely as possible the picture of Chris' model in the magazine.

I was very proud of my work as it was my first attempt at scratchbuilding, but it has been sitting in a cupboard gathering dust for many years. Having re-discovered it, I decided to dust it off and fix it on my current layout, 'Drighlington' and I attach a photo of both my model and Chris' article from *MRC*. I wonder if he remembers it? I hope that *Model Rail* has the same inspirational effect on today's younger modellers.

Steve Hall

evening class C. J. Leigh

P.O. Wagons of Oxfordshire
Malcolm Cross

OXFORD COALE COKE
OXFORD
No 5

Celebrating 25 years of Model Rail

On sale September 29

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Looking back at 25 years of model trains

The model railway market has changed considerably since 1997, and this special publication gives an overview of the most notable locomotives and rolling stock to appear over the past 25 years, in all the popular scales. Produced in association with Hattons, each entry includes details of tooling dates, livery options and more. This will be essential reading for modellers and collectors alike.

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George Dent, Chris Leigh and Peter Marriott offer easy-to-follow tips for upgrading and repairing locomotives and adding lifelike scenic details to YOUR layout.

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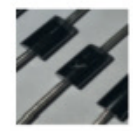
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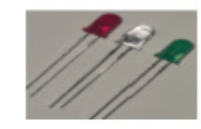
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Inside track with Ben Ando

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

We all know that the cost of living is going up, driven largely by soaring energy prices. So should model companies respond by cutting the prices and specifications of their models?

Nobody likes bad news, and most of us prefer to see our glasses as half-full, rather than half-empty.

So it is not surprising that on social media and elsewhere many are critical of the 'scaremongers' warning of an upcoming cost of living crisis.

Nevertheless, anyone with even a small interest in the news will know that the war in Ukraine, and resultant tensions with Russia, are having an impact on the price of energy, and for that we are all going to have to pay.

The recent launch of a new range of locomotives with a starting RRP of nearly £250 has resulted in much wailing on web forums that 'high prices' are not sustainable.

Some believe that as modellers seek to cut back on their discretionary spending, high-quality premium models, with prices to match, will sit unbought on the shelves.

This invariably leads to the question: 'Why don't manufacturers produce more basic versions of their models at lower prices?'

In fairness lower specification models *are* available – for example, the Hornby RailRoad range – where the more basic models of yesteryear are given a new lease of life.

This works because the original models were more basic, with fewer separately fitted details or working features, and the plastic mould tools are long since paid for.

And, of course, those on a budget can always look at the second-hand market or online auction sites to acquire cheaper models.

But for new models the economics just don't work.

In what is an increasingly competitive market the reality is that nobody wants to get into a race to the bottom in terms of either quality or price.

And once you decide to spend the money on developing a premium model, then trying to make the moulds work for a more basic version is not only a distraction but will also add cost to the project and probably create more problems than it solves.

"Trying to make the moulds work for a more basic version is not only a distraction but will also add cost to the project"

Bachmann Branchline's all-new '37' offers the highest level of detail and technical specification currently available.

For example: if your 'main range' bodyshell has holes for separately fitted handrails and photo-etched grilles, you will require another tool with these details moulded in; funding this would immediately offset any saving in labour costs by not having to fit the separate items.

Even if you decide it is still worth proceeding, when it comes to assembly your 'basic' model will still require its own production line with different protocols and systems – and all this effort to sell models at a lower price than the main range!

Finally, and purely from a professional pride perspective, nobody wants to be seen as the 'Netto' of model trains.

Revolution works really hard to ensure our models feature the most refined detailing, accurate variations and best paint and lettering finish we can achieve and I have no doubt that our rival manufacturers are equally passionate about producing the very best models they can too.

Over a cold beer in the pub the idea of two ranges – premium and economy – can seem like a winner. But faced with the cold reality of producing scale models for a knowledgeable and demanding market, without a vast store of heritage tooling to draw on, it quickly runs out of steam!

Hornby's RailRoad range offers models with modest specifications, such as this Class 37. Based on the 1980s Lima tooling, it now boasts a superior motor and finish.

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Black Country **in a box**

Contemplating modelling a more contemporary era than usual, **Ed Purcell** looked to his local area for inspiration to create this exhibition-going masterpiece.

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

1

What makes this layout great?

Sometimes it can be easy to fall into the trap of building the railway you want, and then making everything else fit around it. Ed could easily have done that by making the water smaller but hasn't, and the result is a far more realistic scene.

There are few things in the model railway world better than the hustle and bustle of a busy exhibition hall, with modellers showing off all their years of hard work, and visitors getting inspiration left, right and centre. One of the biggest shows in the United Kingdom is The International N Gauge Show (TINGS) and every year we preview one of the layouts you'll be able to see at the exhibition. This year we shine the spotlight on Ed Purcell's 'Gravelly Oak', a modern image branch line terminus on the Black Country/Shropshire border.

"I decided when it came to building this layout that I wanted to try something closer to the present day than I had done in the past," explains Ed, "and my club wanted a greater selection of small layouts to take to exhibitions. With so many branch lines in my local area around Birmingham it wasn't difficult to get inspiration, but I immediately ran into my first problem, which was deciding on a track plan. With a pile of buildings and a mind not used to thinking about dead ends for passenger trains, getting everything to fit without getting in the way of the railway proved to be a challenge. Eventually I managed it, with a layout totalling 6ft 9in by 1ft 3in that I intended to store in the attic, but after falling down the stairs trying to get it up there, a new home was quickly found in the form of the garden shed which worked well in the long run."

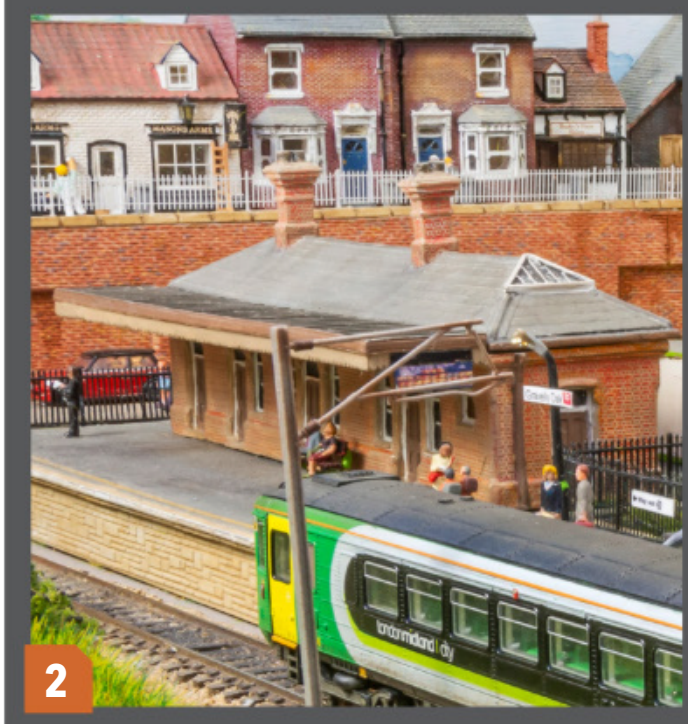
Storing 'Gravelly Oak' in the shed meant that it ➤

Ed has used Peco Code 55 track on 'Gravelly Oak', despite originally contemplating finescale 'N' gauge track components. The time factor informed his decision, as hand-assembled track is not the quickest option.

3 things we like

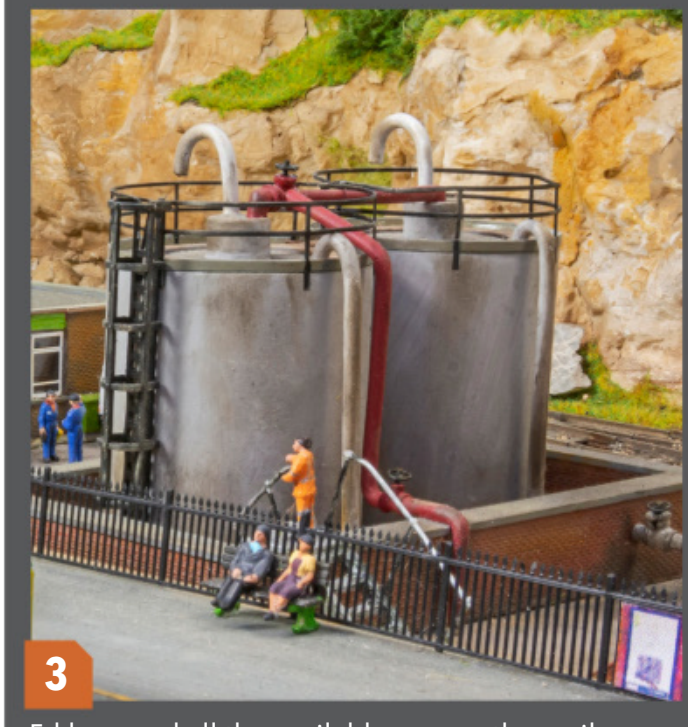
1

The controls squeezed in behind the fiddleyard to avoid a separate control box.



2

The Great Western station building is a five-piece resin kit.



3

Ed has used all the available space – these silos restrict the space on the platform.

"The frontage frames the layout nicely, allows me to run LED strip lights along the top and hide the fiddleyard behind the nameplate"

The lights on the platform are from Kytes Lights that Ed has rebuilt with some brass tubing to look exactly like London Midland lamps.

4

Ed wanted the name to sound as though it was in the West Midlands. He grew up in Gravelly Hill, in Birmingham, and he now lives on a road with 'Oak' in the name, so he combined them to create the name of the layout.

required protection, so Ed built a frontage, roof and sides to the layout, almost entirely boxing it in. Not only does this help to keep the dust and spiders away, but also provides some much-needed structural rigidity.

ROCK AND ROLL

"It looks as though you're viewing the layout inside a fish tank. In fact, many viewers have put their hands out as they thought there was a pane of glass at the front! The frontage frames the layout nicely, allows me to run LED strip lights along the top and hide the fiddleyard behind the nameplate. Since the backscene continues around the three viewable sides all the way to the blind spot, it does a great job of making 'Gravelly Oak' appear to be part of a much larger world since you can't see the edge."

Scenically, the first feature you notice is the rock formations which surround two sides of the scene, further helping to frame it but also reinforcing the presence of the aggregate quarry in the right-hand corner. Making realistic looking rocks isn't the easiest thing to do in railway modelling, and Ed went through numerous stages to get his looking right.

"The first job is to go and look at real rocks or at pictures of real rocks because they're nothing like many depictions on models. I used Woodland Scenics rubber moulds to create large areas but broke them up and reassembled them into smaller rocks. I then crinkled some tin foil so that the surface is quite rough and poured plaster onto it. Once you break the tin foil off it gives you some variation and, before it's fully set, attack it with a screwdriver or chisel to make it look more jagged. You can then glue them all together but it's important not to get glue onto the visible surface because when you paint it the glue will show up. The paint soaks into the plaster so you will need a few layers to get it looking right. Adding some white spirit to the paint makes it soak in nicely." ➤

6 The consistency of scale isn't quite what it could be, as while Japan exports some nice products they're at 1:160 scale, not 1:148.

Staying with the quarry, the modified Walthers kit is Ed's favourite part of the layout, as making those alterations and seeing the hard work he has put into it blend so seamlessly into the rest of the scene gives him a great sense of satisfaction.

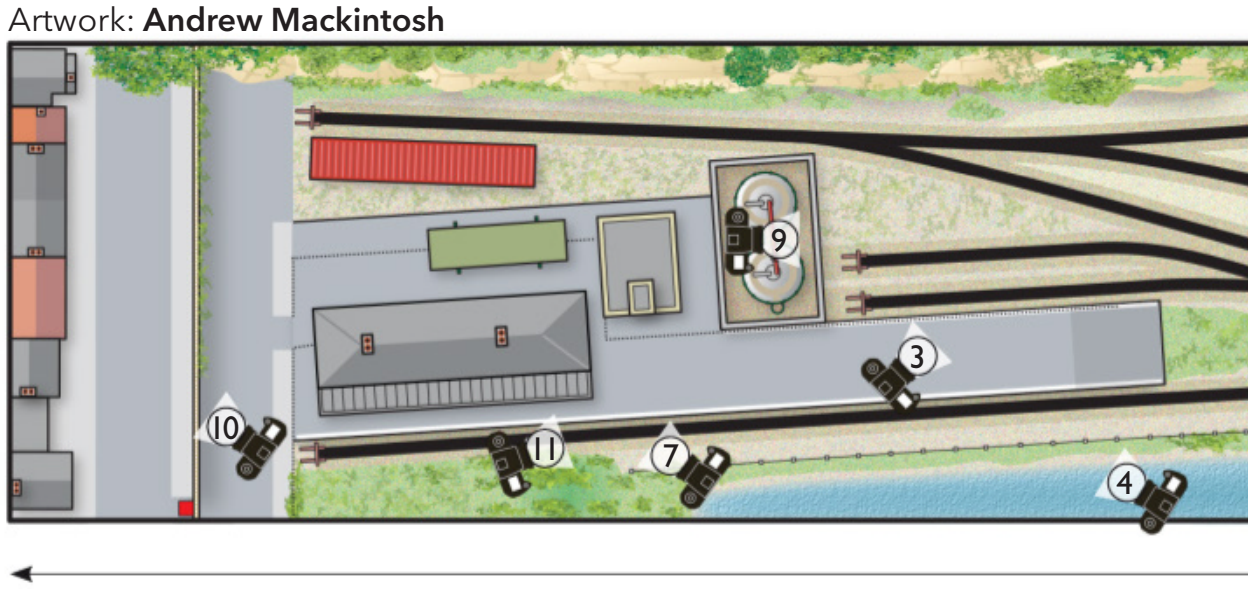
"As it's a continental model it needed some alterations to make it appear more British, but I wanted to keep them to a minimum as much as possible. Previous builds have had almost everything on them scratchbuilt, but at 'Gravelly Oak' I wanted to show what can be achieved with off-the-shelf products, specifically resin models from Hornby and Bachmann. There is a stigma held by some modellers that if you use these products you're not doing 'real' modelling, but what I've shown is that you can still make an exhibition standard layout with them. It's a similar story with the locomotives and stock which have been lightly weathered but that's it. This is the first layout I've built which is DCC-operated and I quickly learned that the line about only using two wires is complete nonsense! I use an NCE PowerCab for the locomotives but the points are switched by hand with a switch behind the layout and a SEEP point motor. Frog switching is done automatically when the point is thrown and the signals also work but aren't dictated by the movement of trains."

VARNISHING TRICK

At the front of the layout, and doing the most to trick your eye into believing the layout is part of a wider world, is the water at the edge of the lake. By far the longest section of the layout to build, the water alone took Ed three weeks to complete.

"First you have to make sure that the surface is completely flat and then you can prime and paint the surface varying shades, getting lighter as you head towards the shallower sections to help maintain the ➤

Artwork: **Andrew Mackintosh**



perception of depth. Once that is ready you can add the varnish, and I have found the seven layers are about right, but you have to make sure each layer has completely dried before you add the next one and that can take several days. If you don't wait long enough between layers you end up with the varnish ruckling between the layers and it spoils the look. Also, when the varnish is very thin at the edge, the meniscus can start to creep up the sides and you have to just touch up the paint to make it less visible. I had the advantage of only modelling a small amount of water so the decision was made for me, but I'm a strong believer in only creating still water, as trying to make waves look realistic is very difficult, particularly in 'N' gauge."

With so many things to admire and so many things to look at on 'Gravelly Oak', you'll definitely want to seek it out at TINGS. 'N' gauge suits modern image so well as trains get longer all the time, and although this is a small branch line terminus it might just provide you with the inspiration to make something bigger in a small scale. MR

MODELLER CV: ED PURCELL

I like playing traditional music, going for walks, trainspotting and watercolour painting. I've painted several backscenes on the club layouts and my own. As a grandfather, nothing is better than spending time with the grandchildren.

FACTFILE: 'GRAVELLY OAK'

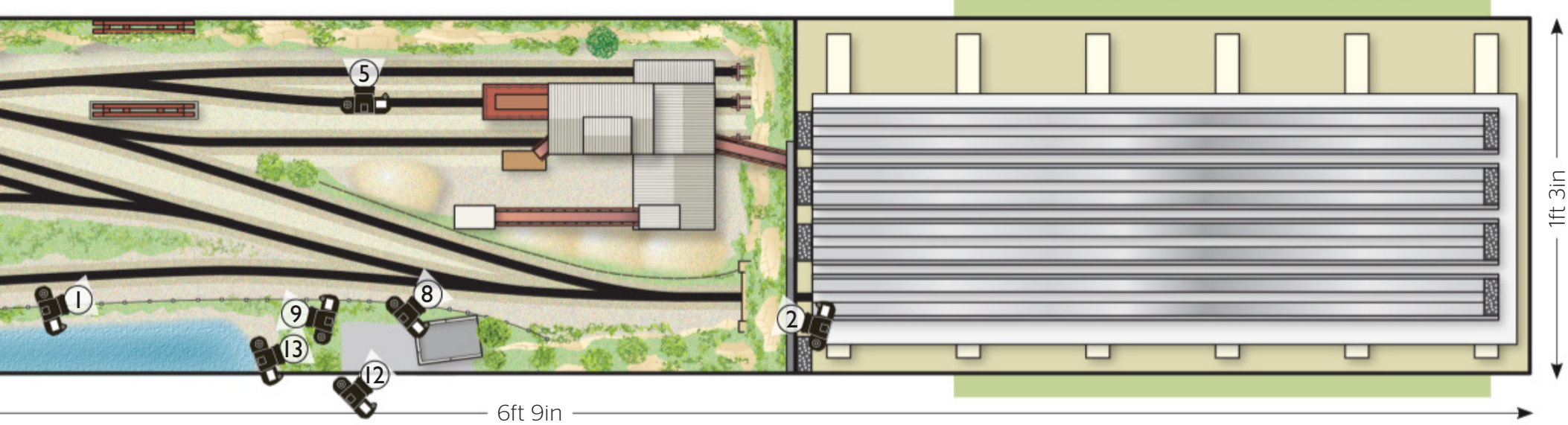
Gauge and scale: 2mm:1ft, 9mm gauge, 'N'

Size: 6ft 9in by 1ft 3in

Track: Peco Code 55

Power and control: DCC from NCE PowerCab

Time to build: One year



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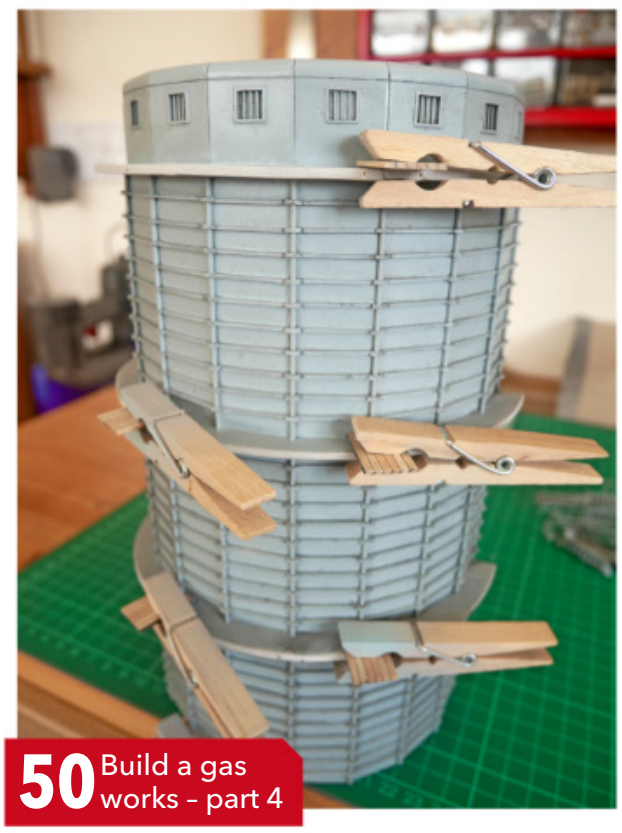
42 Tweak a tram engine

Workbench

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

48 MODEL SHOWCASE: On shed – Western Region style



50 Build a gas works – part 4

54 Scratchbuild a modern bridge

Meet the *Model Rail* Expert modellers

George Dent
Learn from one of the country's best modellers.

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

Jack Boskett
A respected pro photographer with a passion for model railways.

Richard Simpson
Ex-engineer, adapts methods learnt from other hobbies.

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

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

HOW TO

TWEAK A 'J70' TRAM ENGINE

Inspired by one of this month's layouts, **George Dent** whiled away a few evenings by titivating a *Model Rail* exclusive LNER 'J70' locomotive.

PHOTOGRAPHY: GEORGE DENT

Isn't it funny how quickly you start taking things for granted? *Model Rail*'s exclusive 'OO' gauge rendition of the famous LNER 'J70' 0-6-0T, was first released in 2019 and, since then, I've had a couple of examples in a display cabinet beside my desk.

While I've enjoyed looking at them, I'd forgotten just how lovely they are when you take a much closer look (although obviously I'm a little biased!). After recently dismantling a model in order to impart a comprehensive weathering job, it was great to be reminded of what a gem this little tram locomotive is.

What gave me the impetus to tweak a 'J70'? It was reading about Alan Price's lovely 'Outwell Village' layout, which features in this issue (see page 64). I'd seen this layout in the flesh at an exhibition some time ago, well before we commissioned our 'J70s' from Rapido Trains. Despite knowing relatively little about the Wisbech & Upwell Tramway at the time, it really caught my imagination, so I was intrigued to learn more about how Alan's layout came into existence.

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Although I've weathered a 'J70' before, that was a rushed job and was partly achieved with the help of an airbrush and without any form of dismantling. While I'm pleased with how that BR-liveried model turned out, I did have to 'muck up' the windows slightly to disguise the fact that much of the interior remained pristine.

This time around, however, I decided to be a bit more thorough. On the flipside, I took the decision to keep the actual weathering techniques and materials as simple as possible – so no airbrushes have been harmed in during this project...

Just a handful of acrylic paint shades and two pots of dry pigments were employed. I used LifeColor water-based acrylics, as they're easy to work with and, although they dry rapidly, they do give a few minutes of working time to allow for manipulation. That said, a bit of prior practice with these paints on a scrap surface is heartily recommended before tackling a prized locomotive.

Enamel paints would be eminently suitable for this work, but the smell, need for even smellier thinners and long drying times are serious points against them. But they do avoid the need to work swiftly. That said, there's no need to worry with LifeColor acrylics, as they can be removed easily with Tamiya's acrylic thinners, if things go wrong.

Now that the model has a suitably lived-in appearance, both inside and out, I've also posed many of the side and end windows

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What George used

SHOPPING LIST

- Modelu 11203-076 Peckett Crew pack 1 **Availability:** *www.modelu3d.co.uk*
- LifeColor acrylic paints, Darkstar dry pigments, paintbrushes **Availability:** *www.airbrushes.com*
- Tamiya X-20A acrylic thinners, MIG dry pigments **Availability:** *www.scalemodelshop.co.uk*

TOOLS

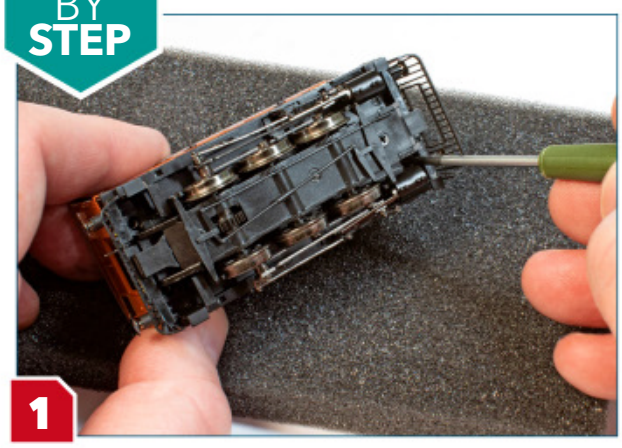
- Knife and spare blades
- Tweezers
- Round-nose pliers
- End cutters
- Paintbrushes
- Cotton swabs
- Blu Tack

open, so we can get a good peak at the lovely detail hidden within the body.

I'm glad that I've had a second attempt at working on a 'J70' and it has been satisfying to approach the project differently to my first attempt. I do so hate repetition!

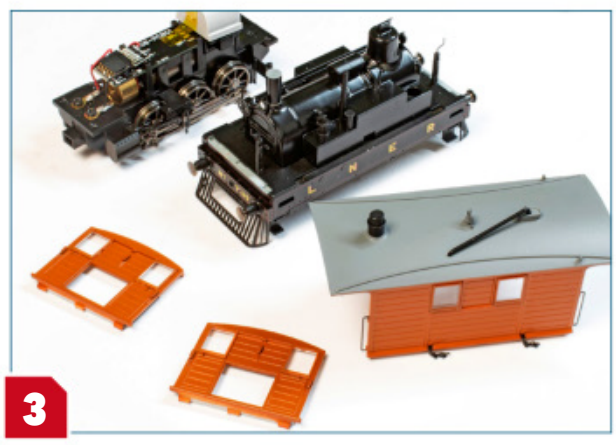
STEP BY STEP

DISMANTLING AND WEATHERING

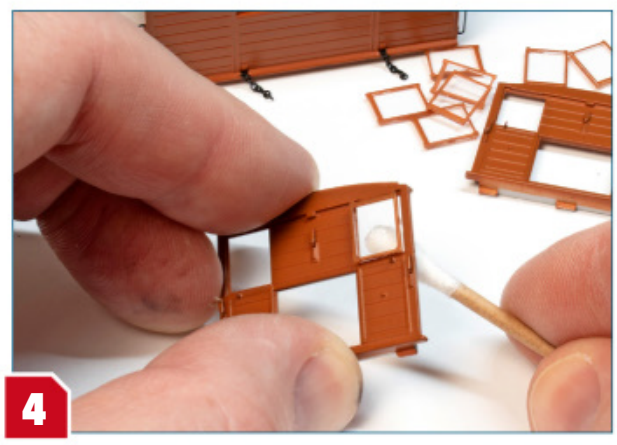


1 The 'J70' comes with a comprehensive instruction booklet, showing how to dismantle the model to access the DCC socket, but I also needed to get inside the bodyshell. Begin by removing the four screws at each corner of the chassis.

2 Put the chassis to one side and gently prise the body away with a very thin flat screwdriver or scrap of sheet brass. There's a hidden clip in the centre of each body – gently opening up the sides will release them. Take care not to damage the paintwork.

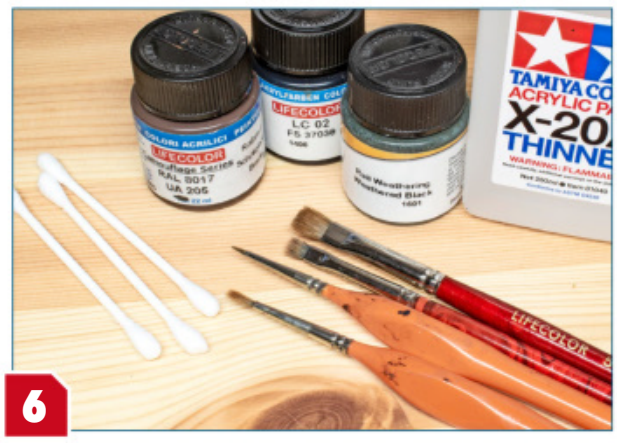


3 Work gently, pushing the body upwards in small increments until it comes free. This will also release the separate cab ends. Now you can appreciate the fully rendered boiler, smokebox and various controls fitted to the interior.



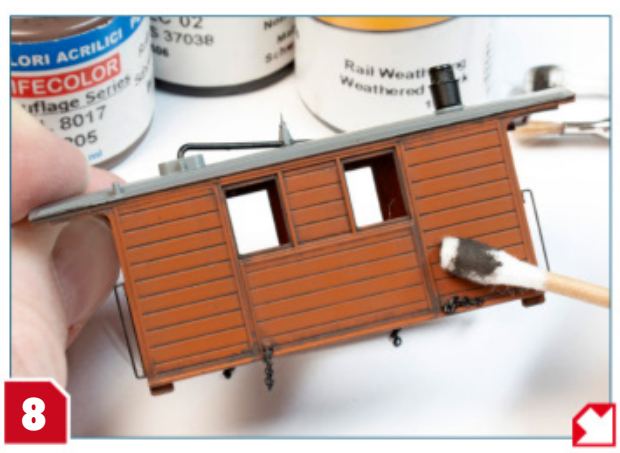
4 The glazing panels can be pushed out gently using a cotton bud. This avoids the need to mask the glazing, if re-fitting the original parts. I wanted to pose the windows open and these moulded parts are too thick to sit on the outside.

5 We'll come back to the glazing later. Now, we need to install a choice of open or closed front doors. I opted for one of each, with the open doors intended for the firebox end. The plastic parts can be bonded with liquid poly cement.



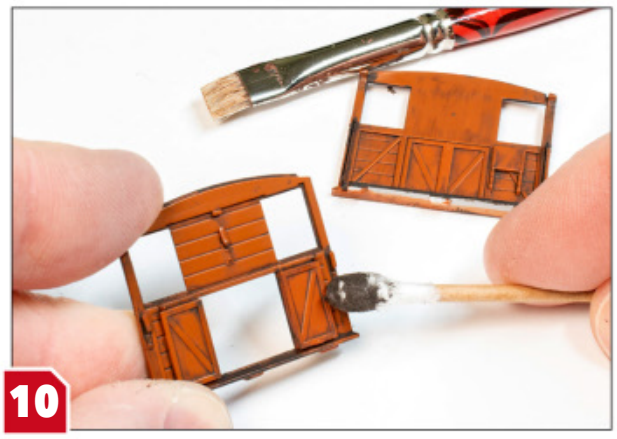
6 Most of the weathering was done with a trio of water-based acrylic paints from LifeColor, Weathered Black, Matt Black and Rotbraun (red-brown), plus a few soft-bristled brushes, cotton swabs and acrylic thinners.

7 Having mixed up a generic shade of grime, using the three paints, it was brushed over one panel of the body at a time. Immediately, most of the paint was wiped away with cotton swabs in vertical strokes.

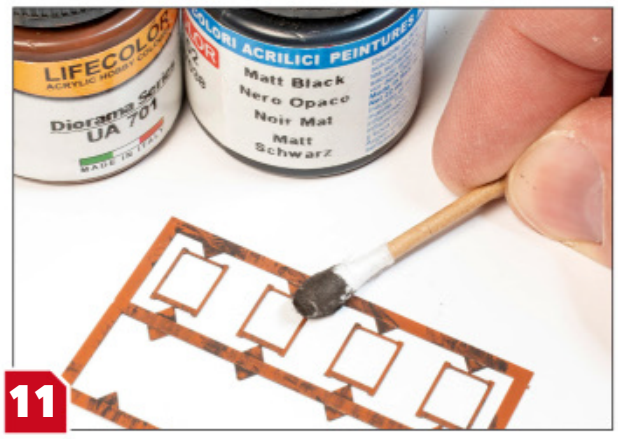


8 Virtually all paint was removed, leaving pigment within plank seams and window frames. The swab's vertical strokes result in faint streaking effects. Deposits were left around the lower and upper edges. Repeat the process across the whole body.

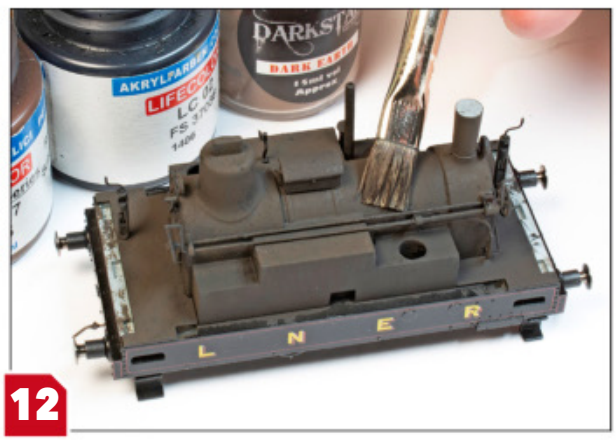
9 The same technique was used on the interior, with heavier deposits retained, again manipulated with vertical strokes on the sides and lateral strokes on the roof. If unhappy with the appearance, dip the swab in acrylic thinners, remove and start again.



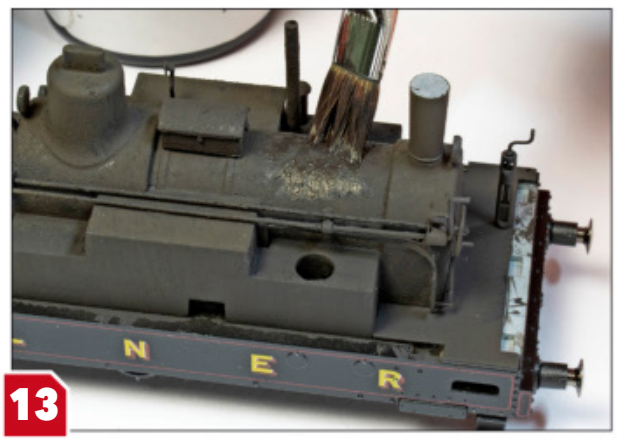
10 The internal and external faces of the cab ends were treated in the same way. The moulded detail relief becomes much more visible after this weathering treatment, and you can remove as much or as little of the weathering shade as you like.



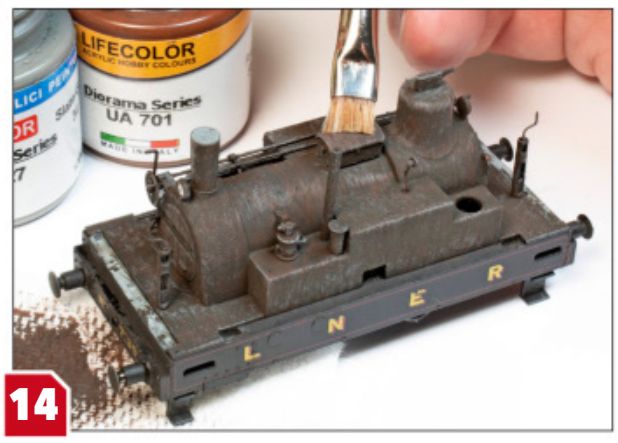
11 The pre-painted etched replacement window frames were also weathered at this stage. Again, a 'grime' mix was brushed on and most of it wiped away, treating both faces and the edges of each frame.



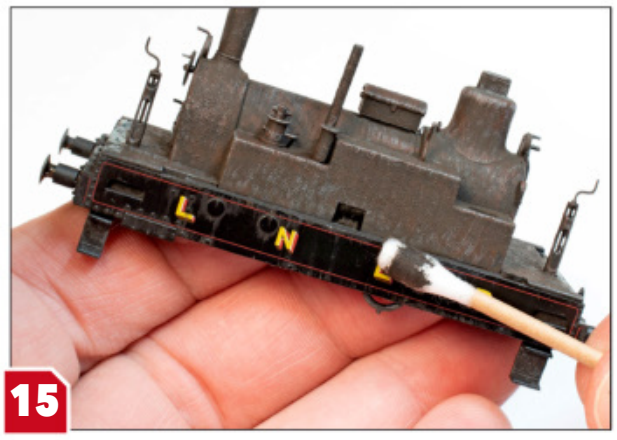
12 To give the interior a convincing appearance of a hard-working steam locomotive, a tiny amount of dry pigment was added to the acrylic paint mix. I used Darkstar Dark Earth pigment and the thick coating was brushed over the entire area.



13 Once the initial coating had dried, a further application of the same paint mix followed, but applied with a stippling action. The addition of the dry pigment creates a textured finish and the stippling avoids pronounced brush marks.



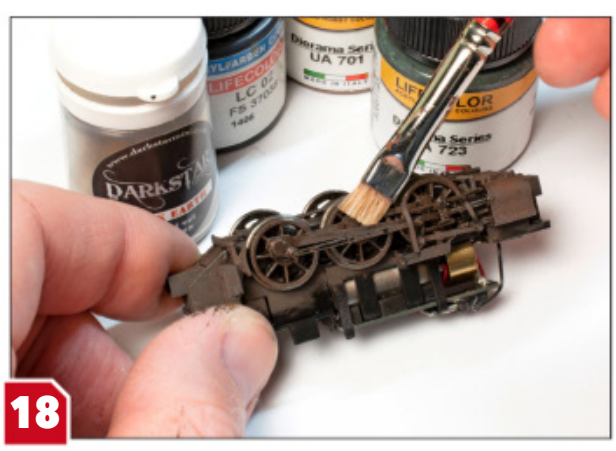
14 When the textured coating had dried fully, lighter shades were dry-brushed over the surface (Slate Grey and Rust Dark Shadow). With just a trace of the paint left on the bristles, the flat brush deposits just enough colour to add highlights.



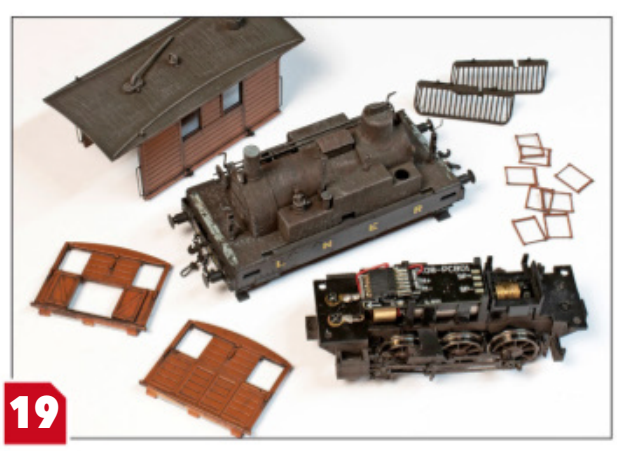
15 The areas of lined black livery were weathered in a similar manner to the bodyshell, leaving behind streaks of grime in key areas. These will dry to a matt finish, contrasting nicely with the glossy livery beneath.

16 A slightly different mix was created for the roof, with a dash of the dry pigment added to give texture. Once this textured base coat had dried, more dry-brushing followed to add streaking effects (working only laterally) and to highlight the various details.

17 After cleaning the surfaces of the chassis with swabs dipped in the Tamiya acrylic thinners (the alcohol-based thinner is good for de-greasing), the textured paint mix was brushed carefully around the frames, cylinders, wheels and motion.



18 It may take a couple of coats to build up the desired amount of texture and opacity, but the paints dry quickly, so re-coating after around 10 minutes is possible. When satisfied, clean the wheel rims and inner faces with a swab and Tamiya thinners.



19 The cowcatchers were also weathered, using the same textured paint mix, to ensure consistency with the rest of the chassis. The treated parts can now be left to dry thoroughly overnight.

20 To add a suitably dusty sheen to certain parts of the interior, a mix of dry pigments were applied with a dry, flat brush. Darkstar's Dark Earth shade was mixed with a little Grimy Black from the MIG range. The cab floors and inner ends were the main recipients.

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IMPROVING THE VIEW

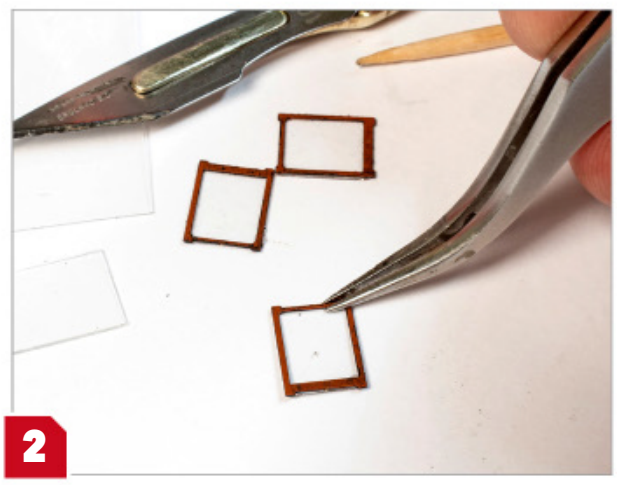
To ensure that the weathered cab interior would be visible, I chose to pose most of the side and end windows in the open position. To do this, the original moulded plastic glazing panels can be replaced and every *Model Rail*/Rapido 'J70' model comes with a set of pre-painted, etched metal window frames.

A look at prototype images reveals that the 'J70s' often ran with the front and side windows slid open, either partially or fully, so its a worthwhile modification.

STEP BY STEP

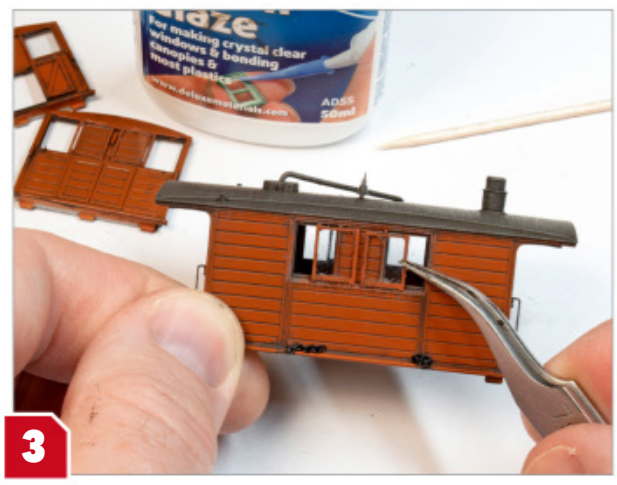
1

A sheet of thin clear plastic glazing is required, so I used some left-over packaging from a Parkside wagon kit (see page 58). The etched frames were used as a guide for the pane. A bead of adhesive was applied to the frame.



2

The frame was then placed onto the clear plastic pane. Using the minimum of adhesive ensures a neat bond. Any excess glue can be wiped away with a moistened cocktail stick.



3

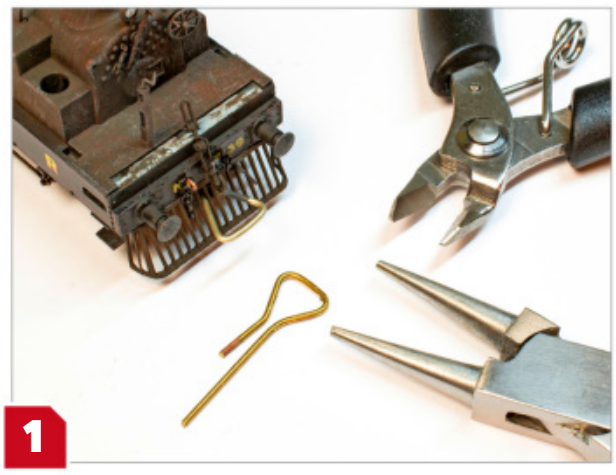
The windows can be added now or after the model has been reassembled. Glue 'n' Glaze adhesive was employed again, applied with a cocktail stick before the panels were carefully positioned.

DOWN TO THE WIRE

My 'J70' will be working with rolling stock equipped with tension lock couplings, but I attempted to improve the locomotive's appearance and shape replacement coupling loops from 1.0mm diameter stiff brass wire. This is an approach I've used a lot in the past, offering a much more discreet alternative to regular tension locks.

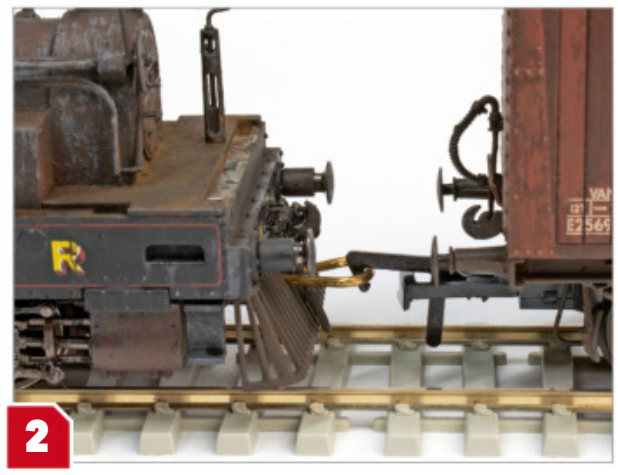
Despite the lack of a hook on the locomotive's coupling, I find that the system works well, especially on smaller layouts without significant changes in gradient. The hook from the rolling stock must engage the loop reliably and the wire must be set at exactly the right height to be able to propel safely. A bit of trial and error may be necessary, including in terms of the choice of wire. It needs to be thick and stiff enough to retain its shape while hauling and pushing.

Once the ideal shape, size and height has been ascertained, the wire can be secured into the NEM pocket with epoxy or thick cyanoacrylate glue. After painting and weathering, the loops blend into the 'J70's chassis effectively.



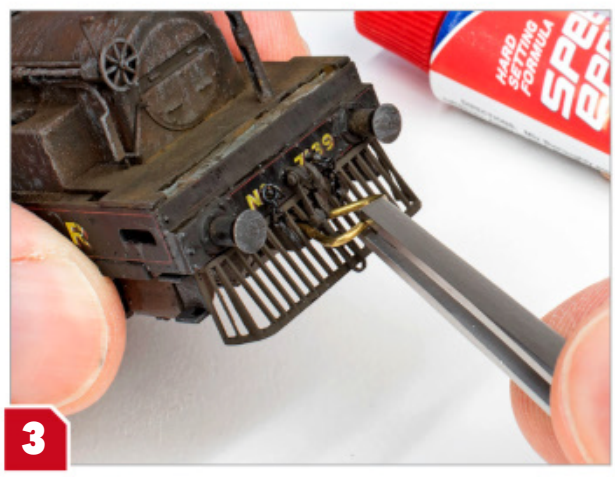
1

The 1.0mm thick wire was shaped with pliers, using the tension locks as a guide to length, width and shape. Shaping the tails so that they're 'sprung' will allow them to sit in the NEM pockets without glue during alignment trials.



2

With the full cowcatchers clipped into the bufferbeams (not glued yet), the wire couplers were pushed through the slats into the NEM pockets. The shape and size of the loops was then tested with rolling stock.



3

After epoxy glue had been smeared inside the NEM pocket with a cocktail stick, the cowcatcher was secured with cyanoacrylate glue. The wire coupler was then pushed back into the pocket and adjusted carefully.

4

The height and positioning of the loop was checked before a blob of Blu Tack held it securely while the epoxy cured. I used a fast-setting formula, but I'd recommend a 10min or 20min version to allow time for fine-tuning.

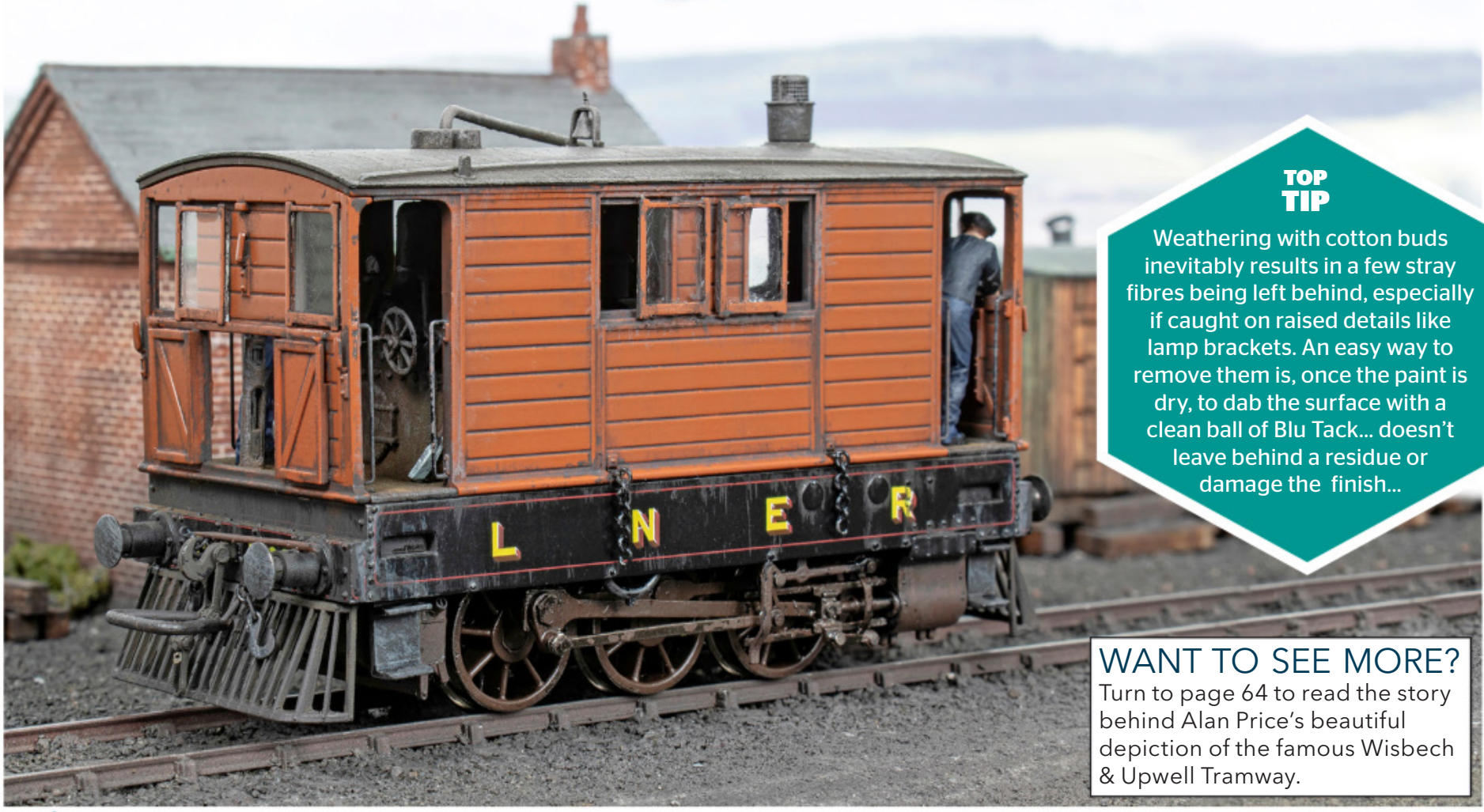
5

The process was repeated for the coupling loop at the opposite end. When the glue was cured, the wire loops were painted with the weathering acrylic mix so that the new parts blended into their surroundings.

ADDING EXTRA DETAIL

Along with cosmetic couplings, alternative cowcatchers (with or without slots for NEM couplers) and a suite of etched shed and maker's plates, the 'J70' offers a comprehensive overall package. Therefore, the only extras that I've added to the mix are a footplate crew pack from Modelu, which includes a 3D-printed driver and fireman, plus a range of tools and equipment to enhance the cabs.

Although the Modelu pack is aimed at a Peckett industrial steam locomotive, the figures suit the 'J70' perfectly, especially the leaning driver, whose folded arms rest comfortably on the front window frame.



TOP TIP

Weathering with cotton buds inevitably results in a few stray fibres being left behind, especially if caught on raised details like lamp brackets. An easy way to remove them is, once the paint is dry, to dab the surface with a clean ball of Blu Tack... doesn't leave behind a residue or damage the finish...

WANT TO SEE MORE?

Turn to page 64 to read the story behind Alan Price's beautiful depiction of the famous Wisbech & Upwell Tramway.

STEP BY STEP

1 The Modelu figures were tacked to scraps of wood with cyanoacrylate, to aid painting. The smaller parts were placed on strips of upturned, low-tack masking tape, so that they can be removed easily once painting is complete.

2 With the cab ends re-fitted to the chassis, the footplate crew could be installed. The driver's pose, although not originally designed for a 'J70', is a perfect fit into the opened front window.

3 Details such as the bucket of spanners and oil can were also fixed into the cab interior before the bodyshell was replaced. If you end up with any traces of excess adhesive, brush dry pigment onto the floor to hide it.

4 Cosmetic screw couplings and side chains come supplied with the *Model Rail* 'J70' model and they look great once installed. The Modelu crew pack also includes a shunting pole and this was secured to the bufferbeam.

5 With the interior detailing complete, the bodyshell can be re-fitted. Ensure the side chains are clear of the chassis before pushing the body into place, aligning the cab ends into their slots in the roof.

6 The final task was to install an oil lamp to one of the brackets. The lamp is from the Modelu crew kit and even features a slot in the base to allow it to fit onto the bracket.

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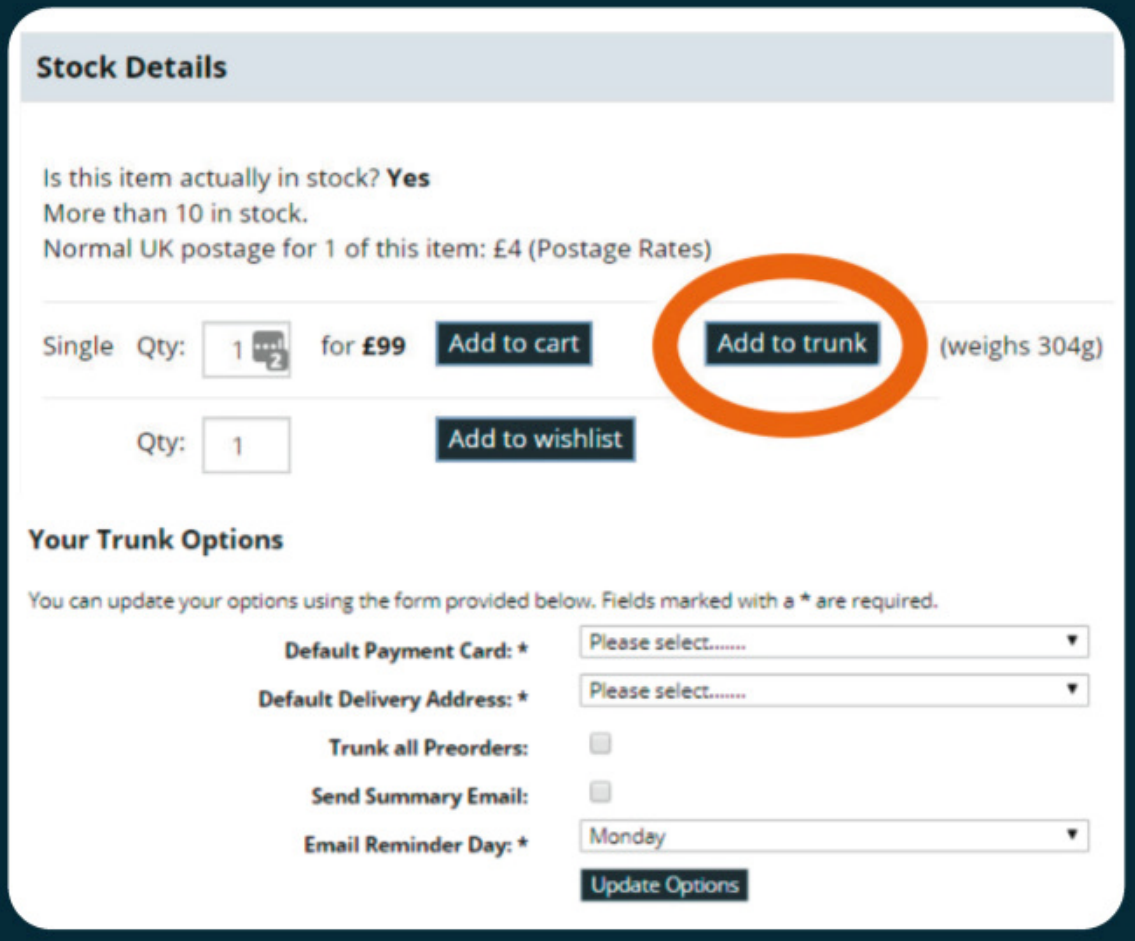

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MODEL SHOWCASE

O GAUGE

ON SHED – WESTERN REGION STYLE

Jack Boskett explains how he created this atmospheric steam shed scene, with a little help from his friends…

PHOTOGRAPHY: JACK BOSKETT

As my collection of 7mm scale locomotives expanded, I began to think of how I could best show them off, especially as they have been detailed and weathered. Shiny wood plinths or display cabinets are all well and good, but I wanted something a little more atmospheric.

Measuring 43in by 19in, this 'O' gauge diorama features scratchbuilt buildings by Martin Fay. The combined water and coaling tower, yard office and other structures are rendered in plastic card, clad with Slater's embossed plastic sheets, with plenty of styrene girders, strip and section employed too. My friend Stephen, Martin's son, took care of the painting and weathering of the structures, plus the scenic work, including the realistic grimy groundwork – and what a great job he did.

To suit my model collection, the shed scene depicts a typical former Great Western locomotive depot, as it would have appeared in the late 1950s and 1960s, hence the level of grime covering the surroundings and locomotives.

I added smaller details, such as the various name and numberplates, which have been removed by the shed crew and unceremoniously dumped in bins or laid against the walls. These would be worth a pretty penny today. The various plates were all 3D-printed.

Spare locomotive parts, such as buffers, oil lamps and headboards, were obtained from Peco and Fox Transfers, while the

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figures are from the well-known Modelu range (*www.modelu3d.co.uk),* which are also 3D-printed.

The locomotives are a mix of kit-built and ready-to-run models. The GWR 'Hall' 4-6-0, No. 5913 *Rushton Hall* was built from an Oakville kit, while the GWR Pannier tanks and '14XX' are from Dapol's 'O' gauge RTR range. The Brush Type 4, D1662 *Isambard Kingdom Brunel*, is one of Heljan's recently updated versions of the ubiquitous Class 47.

TIPS FROM THE DAY JOB

I photograph scenes on the real railway and, as well as covering the contemporary scene, I also enjoy recreating real life steam-era scenes at various preserved railways. For example, Didcot Railway Centre's original GWR engine shed allows me to be creative, using the authentic grime and grease that covers the surrounding ground.

Using basic backlighting techniques that I would usually use on a photoshoot with a full-size steam locomotive, I implemented the same rules here in my living room while photographing the 'O' gauge diorama. Thanks to the working yard lamps, some very atmospheric nocturnal scenes could be created.

And just to add to the authenticity, I shot these images while the diorama was standing atop a bespoke coffee table which incorporates an original chimney from LMS No. 6201 *Princess Elizabeth*, which I've mounted on casters and finished with a round glass top.

HOW TO

BUILD A GAS WORKS

PART FOUR

As he nears the end of his mission to recreate a typical Victorian gas works, **Richard Simpson** upgrades a Bachmann low-relief gas holder.

PHOTOGRAPHY: RICHARD SIMPSON/RAY OWEN

In previous instalments, we have looked at how I adapted a laser-cut kit of a lineside warehouse into a retort house, I've hacked some fuel tank kits around to create a set of process tanks and I've scratchbuilt a purifier unit. Thus, we have taken care of the various gas-making processes, leaving us with a need for a storage tank, so the gas can be safely retained before it heads off to the customers.

The gas holder – or gasometer – will also serve another vital purpose. A wooden newel post from a staircase is set into the wall, slap-bang in the middle of my backscene. A tall gas holder would provide a perfect means of hiding that wooden post. Indeed, it was seeing Bachmann's Scenecraft resin low-relief gas holder that gave me the original impetus to build this gas works complex.

00 GAUGE | 3 hrs |

My entire gas works model was constructed away from the layout as a self-contained module. This made it easier to build and join the various elements in comfort and made it easier to drop the model into place once complete. The module's base had to be cut carefully to fit within the available space and to provide clearance around the newel post.

The post inevitably dictated the position of the gas holder, so the other buildings and structures would have to fit around it accordingly. The gas holder, being hollow, simply required a square section removing from the base to enable it to sit neatly around the post. Once most of the gas works buildings were complete, I could then turn my attention to the gas holder and consider what could be done to improve it.

POSSIBLE IMPROVEMENTS

Bachmann's Scenecraft low-relief gas holder provides a reasonable representation of a water-sealed type of storage tank, although it

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TOP TIP

There are plenty of ready-to-plant structures available, providing a sound base for adding detail improvements or modifications to create something more bespoke. Check out what resin and kit items might be available, as they may help you reach your goals that little bit more easily.

What you'll need

MATERIALS

- Bachmann Scenecraft 44-211 low-relief gasometer
- Ratio pack 144, handrail stanchions set
- Evergreen plastic rod 0.5mm diameter.
- Evergreen angle beam strip
- Wooden decking or paper overlays
- Model boat styrene companionways/stairways

Availability: Good model shops or model boat suppliers

TOOLS

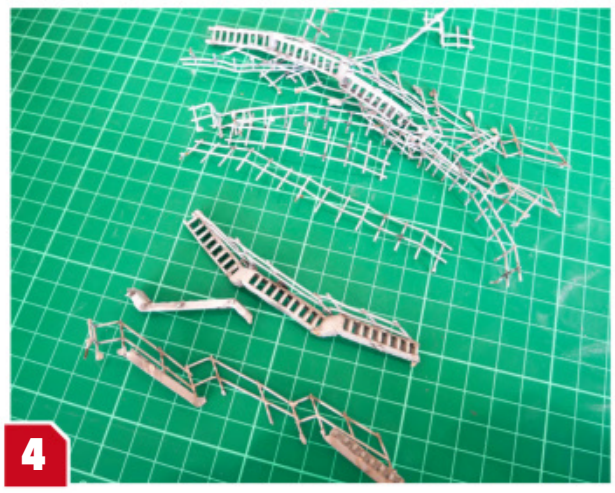
- Knife
- Files and abrasives
- Drill and bits
- Straightedge
- Tweezers
- Modeller's table circular saw, such as Proxxon KS 230

STEP BY STEP

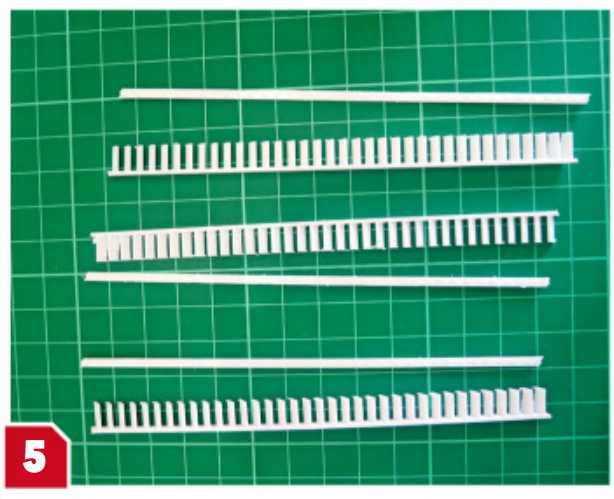
1 The idea behind the entire project was to find a way of hiding the staircase newel post. A low-relief gas holder, from Bachmann Scenecraft, turned out to be ideal, leading me to create a gas works complex.

2 The Bachmann gasometer is not currently in production, but you can pick them up from online auction sites, shows or swap meets. Prices vary but, if you're planning an upgrade job, it doesn't need to be immaculate.

3 Close inspection reveals that the ladders, walkways, landings and handrails are rather chunky and they also lack the uniformity of the prototype – there is plenty of scope for improvement in these areas.

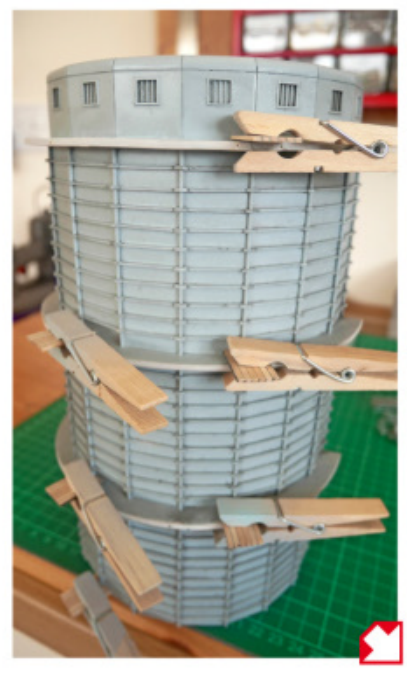


4 The first job was to remove the over-scale bits and pieces. Most of them broke away under light pressure, but take care not to damage the walkways. When all this was stripped off, the edges of the walkways were smoothed.



5 The ledge along one side of the footstep strips was cut away on a modeller's circular table saw. While this may seem like a luxury tool, it's invaluable for creating neat straight cuts and ensuring the detached ledges can be used later.

6 The landings were cut from model boat wooden decking. Careful measuring ensured that the ladders would fit in place with the steps horizontal, so the angle of the stairways had to be determined before glueing.



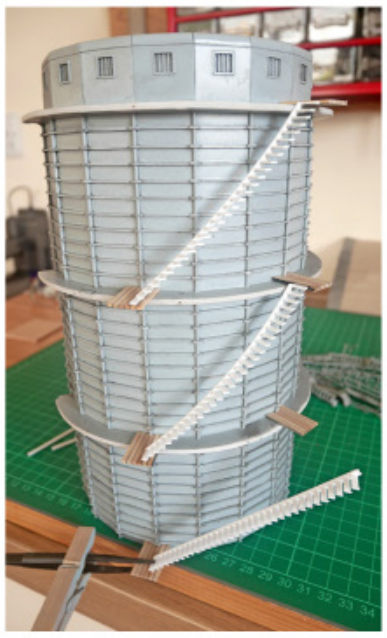
could be argued that it is a little undersize for 4mm scale. Being a relatively modest gas works, as could have been found supplying a small industrial area, the proportions of the tank serve the purpose well. Furthermore, it features suitable structural detailing and ventilation louvres around the top.

What stood out for me, however, was the rather chunky walkways, handrails and stairways. While the overall impression might be acceptable from a few feet away, the deficiencies in the detailing become apparent when up close. So, what could be done to improve the ladders, walkways and handrails?

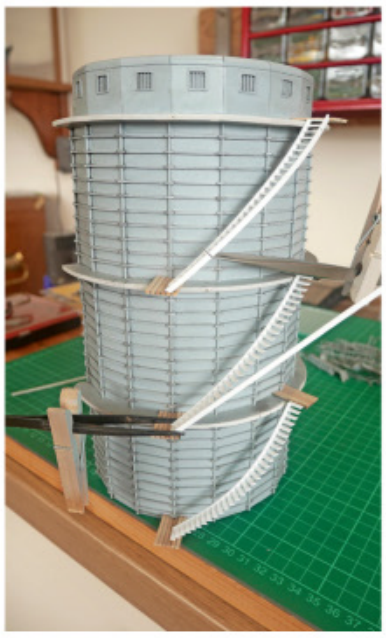
Several possibilities were pondered. For the stairways, off-the-shelf components are available from various sources, but few seemed to be able to cope with the curve of the tank. I even toyed with the idea of scratchbuilding but decided that would be a very lengthy process. As with the other sections of the gas works, the model boat world came to the rescue with some plastic moulded ship's companionways. These were made in polystyrene and were significantly neater than the original items and considerably more in scale. The challenge was to then work out how to get them to form the curve of the gas holder as they were fairly rigid. However, after removing one of the sides using a modeller's circular table saw, the ladder instantly became extremely flexible. Incidentally, the circular saw ensured a consistent and accurate cut without deformation of the steps and left a beautifully neat and square edge, which helped to form reliable glue bonds.

Once the issue with the stairways was resolved, the remaining necessary bits and pieces were sourced. The landings were made from wooden decking section, the handrails from Ratio stanchions (fitted with plastic rail rather than the supplied wire). Plenty of Evergreen plastic angle was used to form the staging framework and a painting and weathering job blended everything together.

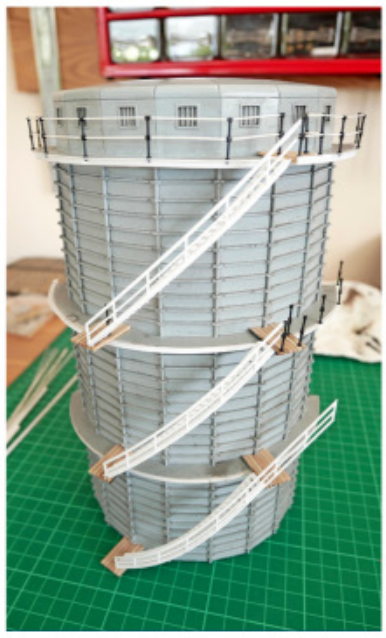
7 With the platforms secured, the steps could be added. They were cut to keep the treads horizontal and also ensure the curve followed the profile of the gasometer. Again, these were glued in place with epoxy.



8 When the glue on the steps had set thoroughly, the outer edges could be replaced. The edges cut away earlier were re-fitted, secured with liquid poly cement while being clamped in place with tweezers and pegs.

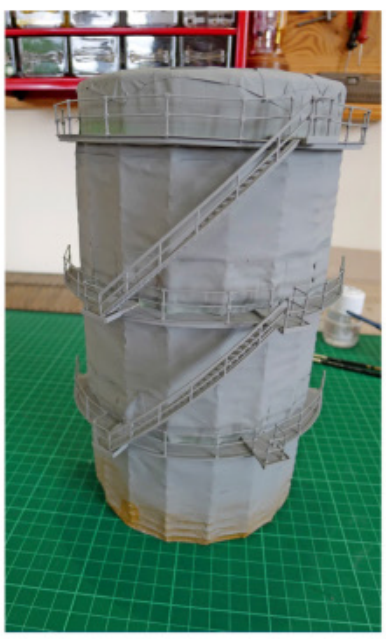


9 The Ratio stanchions were installed into pre-drilled holes. Evergreen 0.5mm styrene rod was threaded through the stanchions and secured with liquid poly. The stairway handrails were cut to meet the adjacent stanchions.



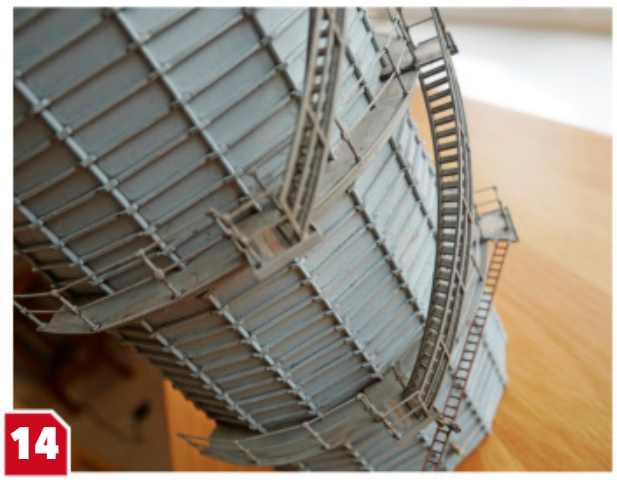
10 The upper two walkways and ladders are now complete. Already, the structure looks much more convincing. After a test fit, I realised the lower steps would have to be removed, as they would stand too close to the track.

11 To protect the attractive factory finish, the main structure was masked with low-tack tape before a coat of acrylic grey was applied from an aerosol. The primer had to be sprayed from many different angles to ensure even coverage.



12 With the mask removed, there was a pleasing variation in texture and colour between the original paint and the new parts. A pivoting ladder replaced the lower stairway, which came from a model boat fittings supplier.

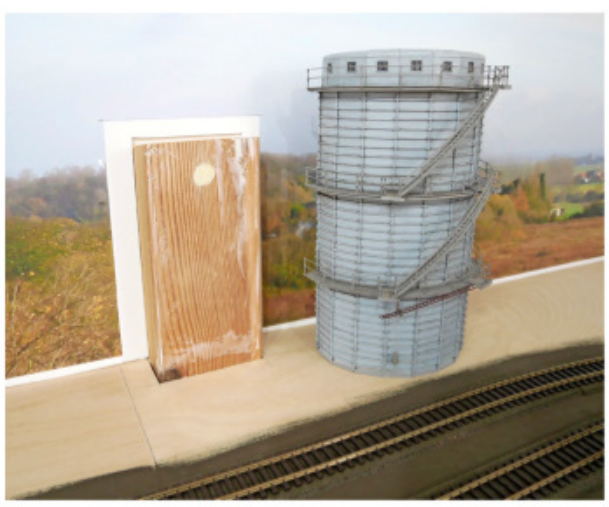
13 The ladder was fitted. This allowed the ladder to swing into a location below the adjacent platform where it would be secured by tying the rope up on a cleat.



14 Weathering was kept to a minimum to avoid making the tank too dirty and unrealistic. The entire unit was painted with a brown weathering wash, while the platforms and ladders received a darker shade.

15 The lower ladder was also given a wash and dry pigment to tone down the brown paint. The platforms were enhanced by rubbing the paint away in high traffic areas using abrasive paper, allowing the wooden planking to show through.

16 & 17 The newel post was carefully trimmed by a few inches, leaving sufficient strength for the mounting screw in the wall. The base of the hollow gasometer simply needed cutting to fit around the post (this was done before the new details were installed). The edges will eventually be hidden by trees to blend it in.



18 The gasometer is seen here on the gas works module, prior to fitting to the layout. The base will be located by small wooden battens glued around the edge to keep the Gasometer held up against the back scene.

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PHOTOGRAPHY: PETER MARRIOTT

HOW TO

BUILD A STONE RAIL OVERBRIDGE

Peter Marriott trials double-track bridge building using foam sheet.

ANY GAUGE | 11 hrs |

Foam pieces and Styrofoam are good materials for making scenery and the basis of structures on a model railway, including buildings, retaining walls, bridges and other features. I used it as the basis for building a 'folly' in issue 302. After completing the 'folly' I decided to try the same process on a railway-related structure. Using hard foam is easy, because it cuts quickly if you have the right tools such as the Woodland Scenics Hot Wire Foam Cutter or Foam Knife which both create very little mess. The Foam Knife is very useful because the blade is 5cm long which is a lot longer than normal craft knives, allowing you to cut thicker foam easily.

I decided to have a go at building a masonry rail overbridge and it's supporting walls from 4 mm light green hard foam sheet purchased in Europe a few years ago. I based this project on a bridge I found on a section of main line in Switzerland, but the style of the structure is not so very different to modern bridges found within the UK.

The finished bridge was strong enough, looks good and I had the satisfaction of not taking it straight out of its packaging or buying a kit. It seems to me to be a good way of assembling a bespoke scenic feature and, for the bridge itself, the materials cost less than £5. Which makes me think I might be using similar materials and techniques again!

Woodland scenics sub terrain system

The Woodland Scenics Sub Terrain System is an extensive range of pieces that are manufactured from polystyrene. It includes raised track bed pieces that are flexible, flat boards, Profile Boards for around the sides of a layout and incline pieces for taking the track to a different level. These components are light in weight and can be used to fit specific height and incline requirements.

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STEP BY STEP

1

It is really important to study the prototype before beginning a build. My subject is a section of Swiss main line, but there are plenty of British examples too. Note the 'wings' of the tunnel (which feature heavier weathering than the stonework under the bridge span), the various types of fencing and the gravel track.

2

I detailed the process of creating stonework in foam in my Folly article in MR302, so I'll only outline it here. Use a pair of pliers to firstly remove all of the bristles from an old paintbrush, then to shape the end of the brush into a rectangular shape like a stone.

3

I shaped two old paintbrushes, a shorter squarer one for the main stonework and one with a longer shape that I could use for the base stones. Gently push the open end of the paintbrush along the piece of hard foam in rows. It might seem to be a tedious task but it is quite therapeutic!

4

I pushed the stone indentations on the foam sheet then cut the pieces of the walls from the main sheet using a steel ruler and Swann-Morton knife over a self-sealing cutting mat. The foam cuts very easily. I had these foam sheets in stock but I could have used Woodland Scenics Assorted Foam Sheets C1177 instead.

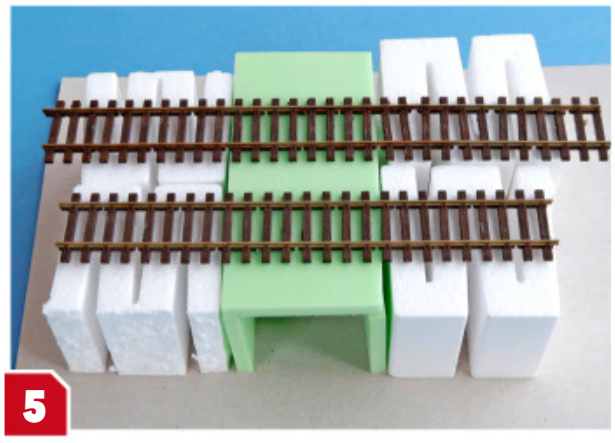
What Peter used

SHOPPING LIST

- Hard foam Woodland Scenics Riser to raise the track bed
- Woodland Scenics Earth Colours to paint the bridge
- Woodland Scenics Foam Tack Glue
- Woodland Scenics Scenic Glue
- Faller iron railings 180403
- 4D Modelshop etched three bar railings
- Noch asphalt road paint
- 4 mm Foam Sheets
- Scale Model Scenery quayside steps LK291-00

TOOLS

- Foam knife with a new blade
- Steel ruler
- Self-sealing cutting board
- Paintbrushes
- Woodland Scenics Foam Nails.
- Tamiya fine finishing paper
- Old paintbrush formed into stone marker



5

A two inch Woodland Scenics Riser raises the track bed off the baseboard so that I could accommodate the rail overbridge. Before committing I made a mock-up of the bridge which showed me that two sections of riser were needed because it's a double-track line.

6

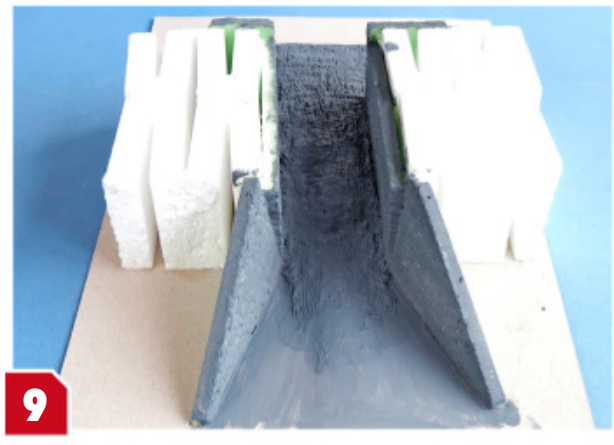
I assembled the bridge as a separate unit to be installed on the layout when finished. I used a piece of thin cardboard for the sub-baseboard and Foam Tack Glue to fix the pieces together, holding the pieces together with foam nails as the glue dried.

7

Once the Foam Tack Glue had dried I removed the foam nails and filled in the small holes left with Deluxe Materials Create and Shape, being careful not to fill in the surrounding grooves between the stonework.

8

The farm track under the bridge has a slope leading up to the rear. I replicated this from cut-down pieces of foam that would later be covered with plaster cloth. The base for the track bed was also made from a piece of foam.



9

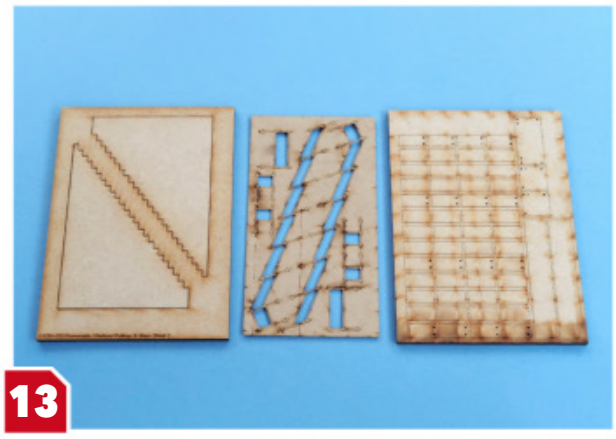
The base of the track was covered with plaster cloth and then left to dry before the first coat of paint was applied on the stonework. The first layer of acrylic paint was applied with a wide paintbrush to cover all the stonework gaps.

10

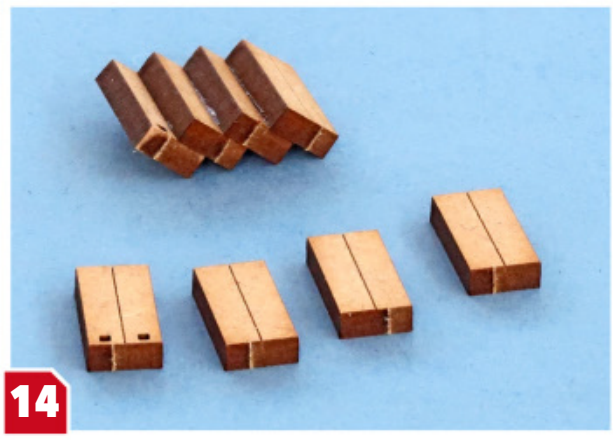
The farm track was brushed with Scenic Glue followed by fine sand from Noch. This was sprinkled over the wet glue and left to dry for several hours. Once dry, the excess sand was shaken off to reuse.

11 After adding a few static grass fibres, the bridge is starting to look more like the real thing. I planted a layer of light green 2mm fibres first, then overplanted some 4mm medium green fibres in some places for variation.

12 Once I was happy I put the risers in place and began to incorporate the bridge into the scene. The embankments were built up using plaster cloth laid across the top of the track bed.

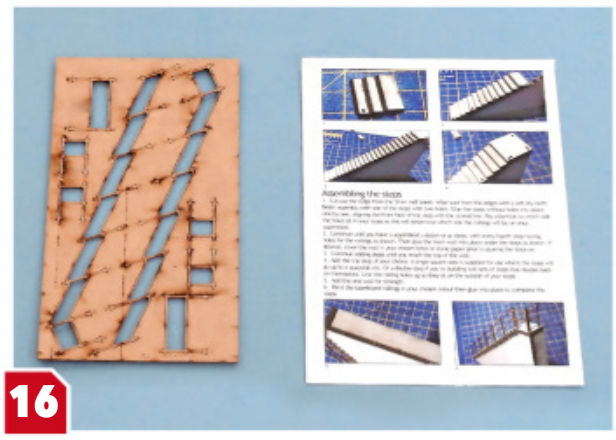


13 To make the steps I used the Scale Model Scenery quayside steps LK291-00, using fewer than half of the components in the kit. I found that by gently pressing the pieces they came out of the backing sheet quick easily.



14 These are the individual steps. Each step has a line for positioning it correctly. Every fourth step has a hole in it to take the base pin of the handrail. At the top of the picture this is what the assembled steps look like.

15 I found it easier to assemble batches of four together and once the adhesive had dried I put a dab of white glue under each of the steps and fixed them to the base template. After all of the steps were added I positioned the unit next to the wall and installed plaster cloth around it.



16 The handrails were lightly painted brown with acrylic paints before removal from the backing sheet. I put a small blob of white glue on the base of the supporting pins and removed the excess with a paintbrush, fitting them in the holes in the steps.

17 Here, the steps and handrails are in position. The other fences were plastic railings by Faller 180403 and etched railings by 4D Modelshop. I cut the Faller iron railing fence off its sprues using sprue cutters and left just half of the locating pins on the base of the fences – not all of them need to be used.

18 I needed to make some capping sections so went back to the foam sheet. After the capping pieces were painted with concrete acrylic paint Faller railings were added with small holes carefully drilled into the top of the capping using a pin vice.

19 The adjacent land was painted using various Woodland Scenics Undercoats, green and earth. Layers of scenic materials were then added including static grass fibres to produce a textured and overgrown look to the embankment.

20 This is the entire scene once individual plants, bushes and colour textures had been added. Having a tractor on the farm track adds to the 'real world' appearance of the scene and gives another point of interest away from the track.

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

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

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

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HOW TO

CREATE A UNIQUE SET OF BUFFERSTOPS

In the June issue of *Model Rail* (MR300), George created a bufferstop from a grounded gunpowder van. He wrote that he'd been unable to find photographic proof that these existed in reality – surely this could never have happened, as they would not offer proper protection compared to a 'real' set of stop blocks.
Ray Hoffmann, by email

George says: The responses to my suggestion of utilising a grounded van as a bufferstop have been fascinating. A few readers insisted such a thing was unthinkable and, as I wrote at the time, I'd been unable to find any archive images to prove that they did really exist at Machynlleth goods yard in steam days.

However, David Watson advised that a suitable image could be found on the rear cover of a HMRS book, *All about GWR Iron Minks*, by J. Lewis, M. Lloyd, R. Metcalf and N. Miller (published in 1980). I managed to order a copy online via Abe Books and, just after it arrived, Chris Barrett emailed a link to another useful image on The Transport Library website, which is reproduced below.

While the images proved that the ex-GWR van bufferstops did exist at Machynlleth, they also showed that

OO GAUGE | 6 hrs

I'd made an error in my original choice of wagon type. Instead of a gunpowder van, the wagons in question were GWR Iron Minks, of a type built in the early 1900s. What really grabbed my attention was the addition of fully equipped head-stocks, with buffers and even drawhooks, mounted on the ends of the van bodies. Lengths of flat-bottom rail are also visible beneath the vans, and I wonder if they formed part of the anchoring system.

Now that I had reference images to hand, a second attempt was made at recreating the scene in miniature. Despite its ubiquity, the GWR Iron Mink has not been available in true RTR format in 'OO', although Rapido Trains UK is currently developing a wide range of variants. Cutting a pair of these wagons up would probably be a shame and, besides, I didn't want to wait. Therefore, a pair of Parkside plastic kits was obtained, and these proved simple to modify and assemble. They're still not exactly right, as they feature a different pattern of side doors, but they're close enough for my needs.

For the headstocks and buffers, I found a Bachmann wagon chassis in my spares box, recovered from a china clay open which had received a superior kit-built underframe. The two bufferbeams were carefully cut free and the rear face filed flat and smooth. Buffers were already installed, but a pair of drawhooks was required. A set of whitemetal hooks from Lanarkshire Models Supplies was employed (who also offer suitable buffers if required), fixed into slots drilled and cut into the bufferbeams after installation to the van bodies.

At around £10 per bufferstop, they're maybe a little indulgent, but they certainly make for an interesting scenic addition, and I had great fun building and installing them on my new goods yard diorama. They would certainly create some lively discussion if installed on an exhibition layout!

Funnily enough, I recently remembered where I'd originally learnt about Machynlleth's unique bufferstops. They were mentioned in a very brief article in *Railway Modeller*, although I've no idea which issue. I'm guessing it was from the late 1970s or early 1980s, as I'd been given a job-lot of issues from that period by a friend some years back. I do recall cutting out the image of the iron mink bufferstops, with an eye on recreating the scene, but it must have been misplaced. I'm just glad that it wasn't a figment of my imagination after all!

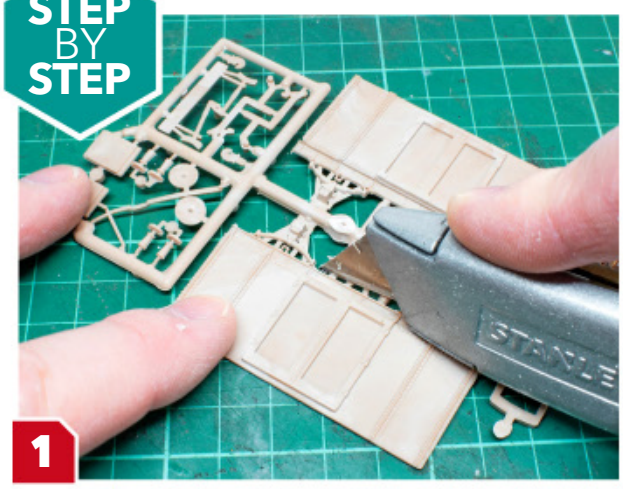
With thanks to all of the readers who took the time to get in touch on this subject.

What George used

- Parkside by Peco (ex Ratio) PC563 GWR Iron Mink 'A' van kit, £11.00 each **Availability:** Peco stockists **Web:** *www.peco-uk.com*
- Cast metal drawhooks **Availability:** Lanarkshire Models **Web:** *www.lanarkshiremodels.com*

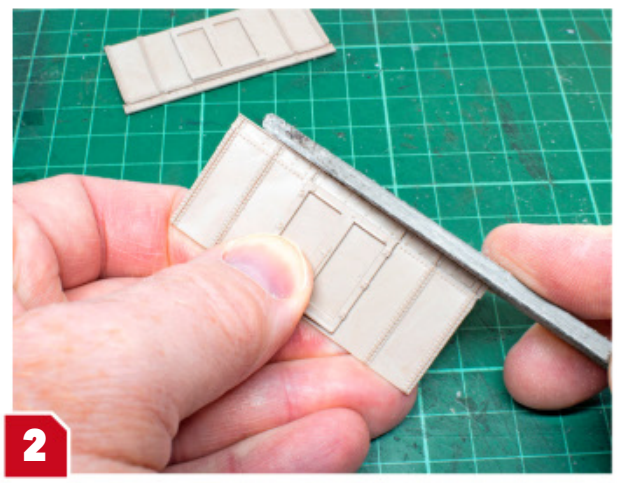
Viewed from the overbridge, the two repurposed GWR 'Mink' vans are captured in this May 1961 image. Apparently, the van on the right was an ex-Spillers wagon, built in Rotherham in 1906/7.
JAMES HARROLD/TRANSPORT LIBRARY

STEP BY STEP



1

The Parkside Iron Mink kit is a close match for the prototypes at Machynlleth and the plastic parts are easy to modify before assembly. With a stout blade, the suspension and brake gear was cut away below the solebar.



2

The lower faces of the solebars could then be flattened and smoothed with a flat file and sanding sticks. As the van bodies will sit atop the rails, the lower edges will be visible, so it's worth taking the time to get them right.

3

The bodies were assembled as per the instructions, but the floor was installed upside down (to avoid the need to cut away the raised fittings). Check the corners are square before applying the liquid poly cement from inside.

4

The roof was secured and clamped, and the bodies left to cure fully. To discern the correct height for the headstocks, the bodies were placed onto a length of track and the buffer height of rolling stock marked onto the end.

5

The depth of the headstocks was measured and marked in relation to the buffer height centre line and sections cut out of the ribs with a scalpel. The headstocks were cut from a scrap wagon chassis.

6

The bufferbeams were tacked into position with a tiny amount of poly cement and quickly checked against rolling stock. Any adjustments could then be made.

7

Once happy with the alignment, the bufferbeams were secured with a full application of liquid poly cement and allowed to cure.

8

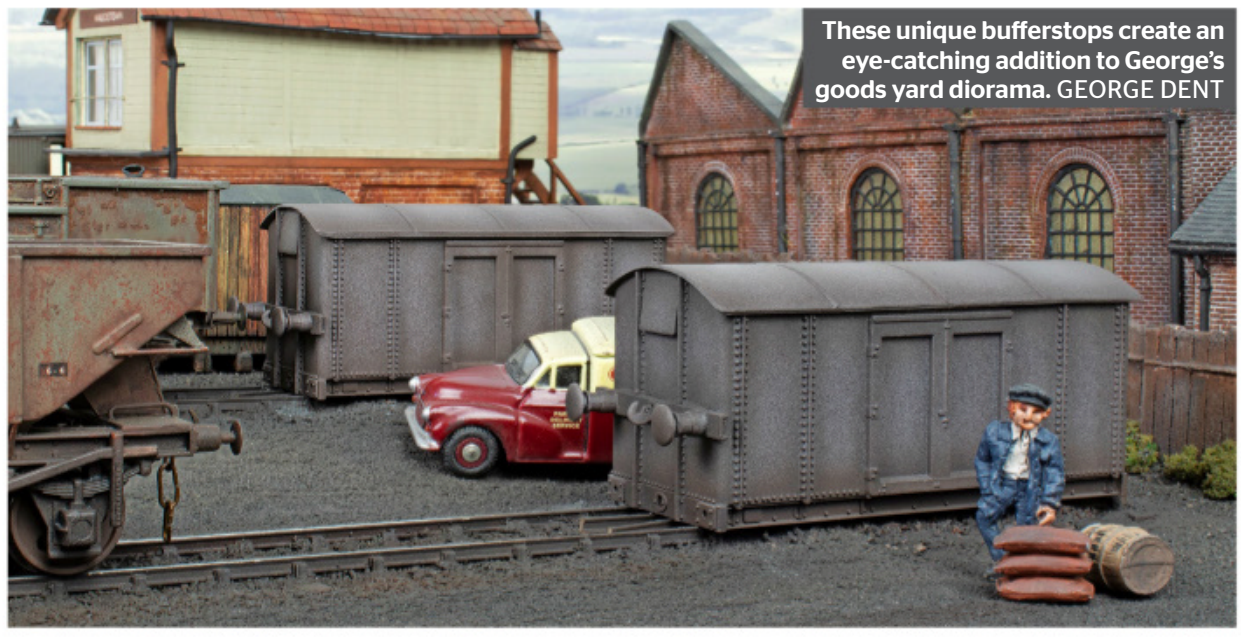
The slots for the drawhooks were formed by drilling three holes in a vertical line in the centre of the bufferbeam. The holes were then cut into slots with the tip of a scalpel. The hooks were secured with cyanoacrylate.

9

To meet the deadline for this issue, I painted the van bodies quickly with a variety of aerosol primers. A full coat of black was followed by misted coats of brown, grey and red oxide. Finesse was added with an airbrush later.

10

Offcuts of flat-bottom rail were cut and fixed to the top of the sleepers on my yard sidings. These were also painted and weathered before the vans were fixed in position, glued to the rail heads with cyanoacrylate.



These unique bufferstops create an eye-catching addition to George's goods yard diorama. GEORGE DENT

Transrail acquired '56s' in various former British Rail liveries, such as the engineers' 'Dutch' scheme seen above. Unlike Loadhaul and Mainline, Transrail stuck with the existing colour schemes, simply applying its 'Big T' logo and lettering. 56047 models this arrangement at Eastleigh in 1997. COLOUR RAIL

KNOW YOUR... LIVERIES

PART 11B: Class 56 in the privatisation era

Paul Chancellor concludes his two-part history of the Class 56 diesel locomotives, by considering some of the schemes carried during their post-British Rail careers.

With the Government set on privatising the railways, the Railways Act of 1993 split BR's freight operations into three franchises: Transrail, Loadhaul and Mainline Freight, with BR's former Railfreight locomotive fleet being divided among them.

The 135-strong fleet of Class 56s was split between Transrail and Loadhaul, although they all ended up under the same operator once again when English, Welsh & Scottish (EWS) bought all three of the franchises in 1995, initially monopolising the freight sector. However, EWS chiefs were not impressed by most of BR's aging – and unreliable – locomotives, purchasing 250 Class 66s from GM/EMD to replace them.

Withdrawals of '56s' began in the 1990s, with the surviving locomotives axed in March 2004. Some went to work on the Continent, but the majority were consigned to years in store until EWS' successor, DB Schenker (now DB Cargo) disposed of them for scrap or further use with other operators.

Those chosen for a new lease of life have been refurbished and have carried a colourful range of liveries, for operators including Fastline Freight, DCR, UKRL and Colas. In more recent years, GBRf acquired a number of '56s', albeit for re-engineering with an entirely new traction package. This project is still ongoing, with the modified locomotives emerging as Class 69.

The career of the Class 56 could be described as chequered, but the remaining locomotives still have plenty to offer, not least in terms of colour schemes to be replicated in miniature!

While Loadhaul developed a striking new livery, which proved popular with enthusiasts (and model manufacturers), it also applied its logo atop existing BR liveries as an interim measure. The full scheme is seen on 56039, fresh from the paint shop at Doncaster in July 1994. D. PYE/COLOUR RAIL

The Transrail logo looked much more at home on former Railfreight sector locomotives, as seen on Romanian-built 56010 at Margam in May 1997. COLOUR RAIL

Above: EWS adopted the maroon and gold house colours of its parent company, Wisconsin Central. Initially, locomotives received EW&S lettering, but 56069 *Wolverhampton Steel Terminal* carries the later EWS version in this April 1999 view at Newport (South Wales). COLOUR RAIL

Left: The early years of privatisation was a time of flux and some locomotives (including the odd '56') were turned out in a neutral scheme, pending the adoption of a standard livery. White is not the most appropriate livery for a freight loco but, in 1997, 56068 carries a full suite of details, including cant rail stripe and even a small set of digits on the cab front. COLOUR RAIL

A venture destined to fail was Devon & Cornwall Railways (DCR) owned by British American Railway Services (BARS). Former Fastline 56303 (formerly 56125) was initially acquired by Fragonset before being bought by BARS in 2011. This simple dark green scheme was employed, with large DCR logos. COLOUR RAIL

In 2004, EWS withdrew the whole of its remaining fleet of Class 56s. Overseas work beckoned for some '56s', however, with a small fleet being refurbished and repainted before being loaned to Fertis. 56032 stands ready for dispatch in 2005. COLOUR RAIL

Engineering contractor Jarvis launched a short-lived freight operation, Fastline, leading to the acquisition and refurbishment of three '56s' in 2005. Renumbered in the '56/3' series, they were painted in a stylish grey and black livery. The company also bought six new Class 66s, but the operation lasted just five years before Jarvis entered administration. 56302 (ex 56124) is seen running through Barnetby in 2007. COLOUR RAIL

Above: Another refurbished '56/3', 56312 was also operated by DCR, and had begun life as Romanian-built 56003. In 2012, it carried a promotional livery for the National Railway Museum's Railfest event. R. BARNES COLLECTION/ COLOUR RAIL

The only regular user of Class 56s on the main line today is Colas Rail, employing its small fleet on timber, steel and various other traffics. Colas' vibrant black, yellow and orange livery suits the Class 56, as evidenced by 56087, passing through Newton Abbot in 2012 with a load of logs. R. BARNES COLLECTION/COLOUR RAIL

Notes from the Workshop

DAVE LOWERY'S TOP TIPS

In my experience of building kits – etched brass kits in particular – you plough through the main construction with reasonable care and endeavour, ending up with something approaching 80% complete. And then there are those final small pieces that, if left off, wouldn't really spoil the model too much. But, at the same time, you would know that you really should have taken the time and effort to finish it off properly.

Such was the case with a brass kit for the Freightliner FLA 'low-liner' intermodal wagon, which has a lot of in-fills to the outriggers. Two such parts which fit into the centre ends of the wagon needed to be fitted.

I made sure the part was the correct shape for the hole it would fit into, before soldering a piece of brass rod to it so I could offer it into place. Only when alignment was perfect was the part soldered properly.

Because the main body is layered, there is a lot of brass involved. Therefore, to solder the parts into place requires a lot of heat.

When the soldering iron was offered to the job, it could only produce small tacking blobs of solder, rather than flooding the joint evenly. This was purely down to the volume of brass, which was effectively sucking the heat out of the iron's tip. Clearly, a more effective source of heat was required, which is where my Proxxon mini blow torch comes into its own. After adding flux to the surface and applying heat, those tacking blobs of solder applied with the iron are re-melted. The flux encourages the molten solder to flow freely into the joints. Furthermore, the tack-soldered bond holding the aforementioned brass rod support was also melted, allowing the rod to be removed at the same time... a good result all round!

Once all the brass work is complete and the model washed in soapy water and allowed to thoroughly dry, it is time to remove excess solder after filling any gaps. For this job, I use milling tools to fit into my power hand drill.

I used an end miller to remove solder from the ends of the brass plates, flapper wheel sanders to remove solder on flat surfaces and small ball burrs to get into awkward areas to remove surface solder.

Once the model has been thoroughly cleaned, whitemetal castings and/or 3D-printed parts can be added. More cleaning will follow, before primer is applied and we'll be ready to start painting.

Over the years, I have collected plenty of metal weights from older 'OO' diesel locomotives. They make for excellent clamping tools, holding parts securely during soldering.

Some of the parts on this FLA wagon kit were difficult to hold in position while soldering, so I soldered a piece of brass rod to the part, which was then used to hold it in position.

The part was tack-soldered in place, and then coated in flux. Using a small blow torch, the solder will be re-melted and will flow easily into the joints, while the supporting rod will drop off. Be sure to work on a heat-resistant surface!

Cleaning up after soldering is essential for a good paint job. Always wash in water and detergent to remove traces of flux. Mechanical cleaning can follow. A variety of sanding drums, milling bits and a mini drill can do the job quickly.

Where there are plates soldered over the main body, an uneven film of solder is likely to have built up around the edges. This can be flattened using an end miller in a power drill or a flat file.

Then there are those awkward, hard to get to areas such as within these inner channels of the wagon body frame. For this, I used a small ball burr tool that cleaned the worst of the excess solder away.

Finally, for the flat surfaces of the wagon body plating, a good old flapper abrasive wheel in the mini drill did the trick. Make sure you hold it square to the job, so the solder is removed evenly.

HOW TO

IMPROVE RESIN PAVEMENTS

I recently bought some Bachmann Scenecraft 'OO' gauge pavement sections but, when I opened the packet, I realised that they were overly thick, at around 4mm. That makes them a scale 1ft tall above the road surface, so pedestrians will need to be rather agile to cross the road! Do you have any ideas about how I can make them look more realistic?
P. Hodges, by email

OO GAUGE | 1 hr

Peter says: The guys at Bachmann Europe inform me that the depth of the pavement sections are the minimum that can be achieved with the resin casting process, without the risk of warping or breakage. However, after a bit of experimentation, I've come up with a few options to minimise the height, or the perception of excess height.

Firstly, the road surface can be raised by cutting and laying strips of card or mounting board, with the resin pavement sections fixed direct to the baseboard. Most mounting board is 1.5mm or 2mm thick, so that would reduce the scale height of the pavement to a more respectable 6in.

Off-cuts of the same card could also be fixed on the other side of the pavement, to give buildings and structures a bit of a 'leg-up'. You may need to add a couple of layers of card to get the buildings flush with the top of the pavement.

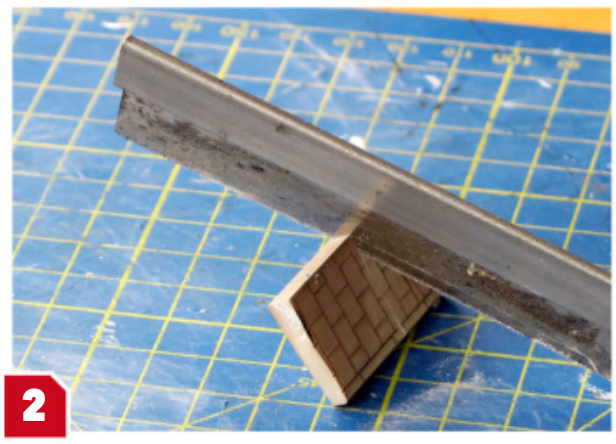
A simpler and quicker option is to paint the road surface directly onto the baseboard, while also painting half-way up the edge of the pavement's kerbstones. I tried this approach and, from most angles, the eye is fooled into thinking that the kerb is not as tall as it actually is.

Another useful tip to improve the fit of the pavement sections is to rub the ends with an abrasive pad to ensure the mating faces are flat and square. Always wear a mask when sanding, filing or cutting resin, as the dust can be harmful. When glueing the pavement to the surface, put a dab of PVA glue on the ends, which will partially fill any remaining gaps. Wipe away any excess from the surface with a damp swab.

STEP BY STEP

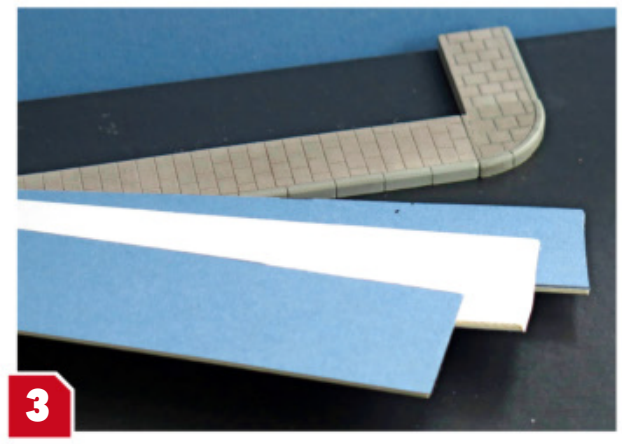
1

Bachmann Scenecraft paving is available as straight sections (with and without drop kerbs) and corner pieces (ref. 44-563 and 44-564). They're available from all Bachmann retailers.



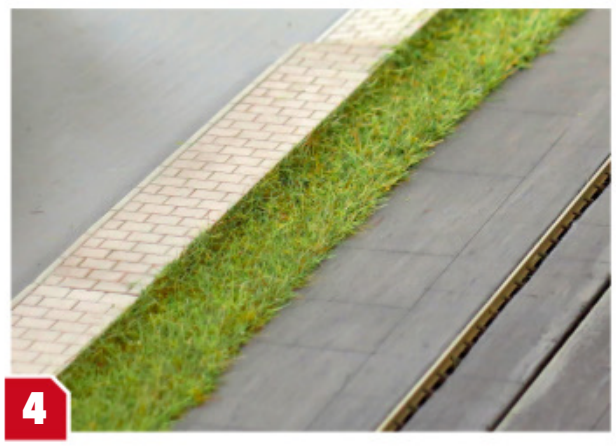
2

Use a razor saw to cut the sections to the required length, tidying up the edges with sanding sticks or a flat file. Be sure to wear a mask and vacuum away the dust immediately, then wash your hands.



3

Mounting card is a good way of building up land behind the pavement to support buildings. It can also be used to form the road, thus reducing the pavement height, but cutting and shaping pieces of card will take time.



4

If buildings are not going to be installed against the pavement edge, static grass and/or scatter material will fill any gaps and create a seamless transition from the paving to the adjacent land.

5

To paint the road surface, I used WW Scenics Black Peat Wet Mud, which is a nice thick acrylic paint. I used a flat paintbrush and just a single coat was necessary.

6

The paint was also applied to the lower half of the kerb edge, to disguise the height of the resin paving sections. This offered a very quick solution and the visual effect is pretty convincing.

What makes this layout great?

"Since Alan has done such a good job of creating the look and feel of 'Outwell Village', you can pick out the exact location he's modelled and some of the buildings on a map. To create something so recognisable takes a lot of skill and patience, but you really feel as though you're stepping back in time when viewing this layout."

1

Norfolk **punch**

He may have modelled a relatively obscure village, but **Alan Price**'s largely scratchbuilt layout gets far more recognition than you might imagine.

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

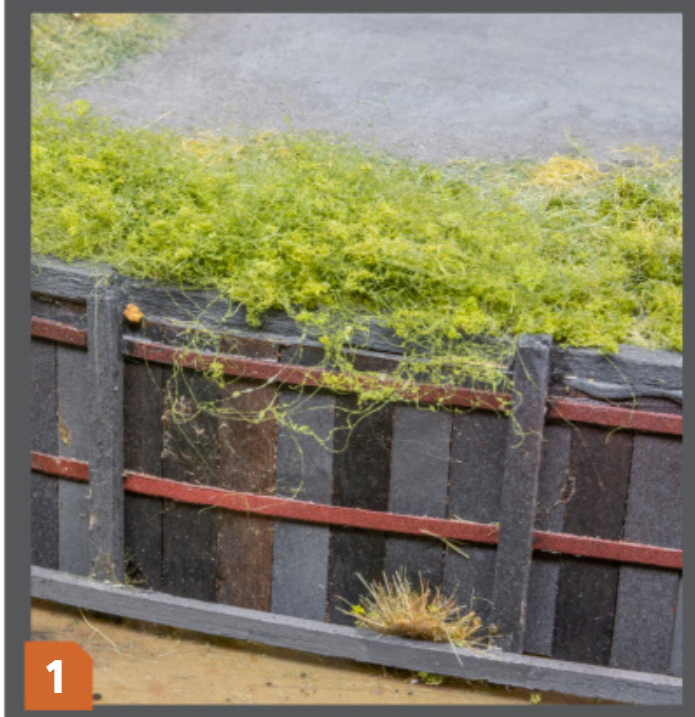
We have a question for you. What do you think is the most easily recognised section of railway in the United Kingdom? By a section of railway, we don't mean a station with its grand infrastructure but a part of the line that's out in the open. Your mind may jump to places such as Glenfinnan Viaduct, but if you aren't familiar with the Harry Potter film franchise then that could easily pass you by. Alan Price thinks he has found the answer with his 'OO' gauge exhibition layout though, as he says somebody always recognises it when he's out and about. 'Outwell Village' is so named because, unsurprisingly, it's based in Outwell on the Wisbech & Upwell tramway with its distinctive 'J70' tram engines.

"There's no other layout on the exhibition circuit like it," claims Alan, who has been building and exhibiting 'Outwell Village' for almost 20 years. "We first started the build in 2001 when my friend Neil Rushby and I were both members of the York Model Railway Club. Deciding that, between us, we wanted to build a new exhibition layout, we immediately encountered our first problem. I like the steam era and Neil likes diesels, but after finding the tramway in some books from a charity shop we discovered that if we set it in the 1945-1965 era we could satisfy both of our desires by running steam and diesel on the same line. This was made even easier by the fact that I had enough stock to run both LNER and BR eras. When Neil left the club to live in Wales ➤

2

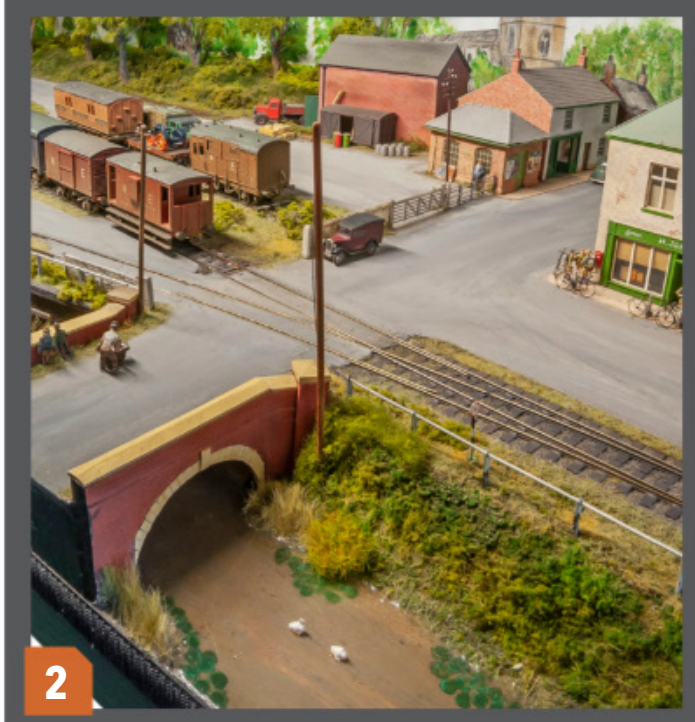
"We discovered that if we set it in the 1945-1965 era we could satisfy both of our desires by running steam and diesel on the same line"

3 things we like



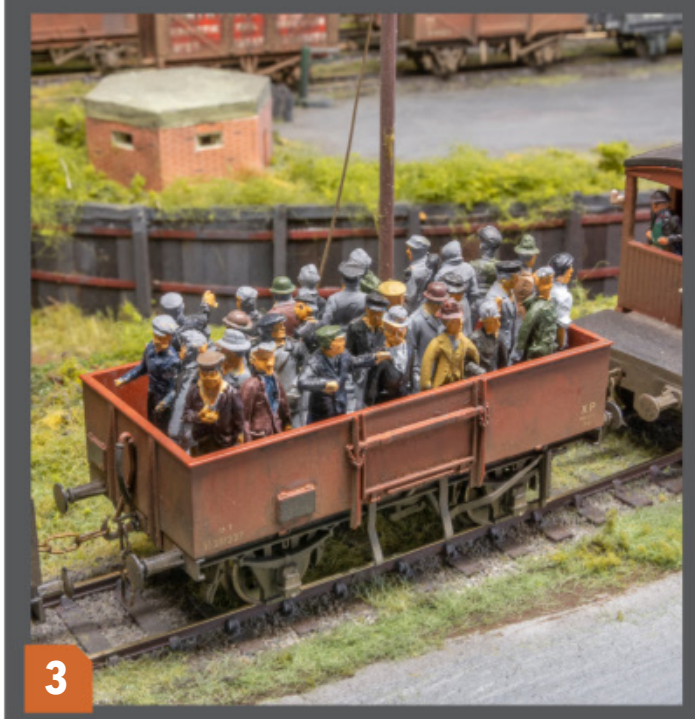
1

The trees are made from multi-strand wire coated with Artex and covered with flock.



2

There are two layers of water, the original varnish and the new Woodland Scenics EasyPour



3

Health and safety officers would never allow this sort of thing today!

"Despite the simplistic looking nature of the layout, you can get yourself in a real pickle if you aren't concentrating"

The points are operated by servos through a Megapoints control board via a double-pole double throw switch. These were retrospectively fitted during an upgrade to replace the wire-in-tube operation that was used when 'Outwell Village' was first built.

'Outwell Village' came entirely into my hands, and in the following years after I joined the East Riding Finescale Group in Hull, they have helped me to upgrade the layout, while Neil Ripley from the group painted the backscene."

As it was built with exhibitions in mind, Alan has had to continually think not just about what the layout looks like, but how it will be transported and operated over the course of a show.

"The total size is 16ft by 2ft but this splits into four sections with the middle two being scenic and each end having a 4ft fiddleyard comprising several storage roads and a turntable, so that I can always have models facing the right way. Despite the simplistic looking nature of the layout, you can get yourself in a real pickle if you aren't concentrating throughout, as things can easily end up in the wrong place when operating, so it really keeps me on my toes during the weekend."

Modelling a small Norfolk village has, inevitably, forced Alan to scratchbuild all of his buildings to make them authentic. Not content with just that though, he's taken it one step further, making his track and locomotives from scratch as well.

"When I started, getting track off the shelf to fit my plan was very difficult and building it by hand was just cheaper, so I've used Code 75 SMP products to make the track and points. Most of the locomotives are kits and ➤

7
RAILWAYS

8

9

there is the odd ready-to-run model, but a few have been created out of brass on the bottom half with Black Beetle motors providing the power. As all the weight is at the bottom, I could simply use plastic card for the top half. They didn't take as long to make as you might think – one can be done in a couple of days if you put your mind to it, and working from the drawings by Iain Rice in an article written a long time ago made life even easier. All I had to do was follow the instructions."

As with the vast majority of modellers who are trying to recreate a real building, Alan had to do a lot of research before beginning the construction, which involved the usual task of counting bricks.

"I used the classic technique of knowing how high the door is and counting the number of bricks to get the total height of the building. Fortunately for me, some of the buildings are still there today, so there were plenty of photographs for me to work from. I always make a mock-up out of card first to check that everything is going to fit the way I want it before building them from plastic card and embossed plastic sheets to give the exterior texture. When you go through the whole layout you realise just how much plastic card there is at 'Outwell Village', as both the rail crossing bridge and the ➤

FEELING INSPIRED?

If Alan's layout has inspired you to try modelling the Wisbech & Upwell Tramway in 'OO' gauge, then you'll need one or more LNER/BR 'J70' tram locomotives. Turn to page 99 to view the range of *Model Rail*/Rapido models.

sunken boat are made out of it."

We often speak about the difficulties modellers face when creating their layouts, be it with building sturdy baseboards, plucking up the courage to do wiring or getting the scenery to look just right. Sometimes, the thought of doing it is so off-putting that the layout never gets off the ground, or other modellers are drafted in to help out. Alan decided though that for his first personal layout he would tackle everything head-on and, as long as he did enough planning and research beforehand, believed everything would go as desired.

"I feel as though I can turn my hand to everything, so when things got a bit tough I simply took a step back and considered how they would have solved the same problem in real life. The materials aren't the same, of course, but the order in which things get built and added to the scene invariably will be. I followed that mindset throughout and it seemed to work for me."

It has been Alan's intention, since 'Outwell Village' was finished, to exhibit it an average of four times a year. Of course, the past few years have meant it hasn't been on the circuit as much as he would have liked, but Alan is already booked up to 2023. You'll be able to next see it in action at the Aldershot show in October, and with it being so recognisable you should have no problems picking it out in the exhibition hall. MR

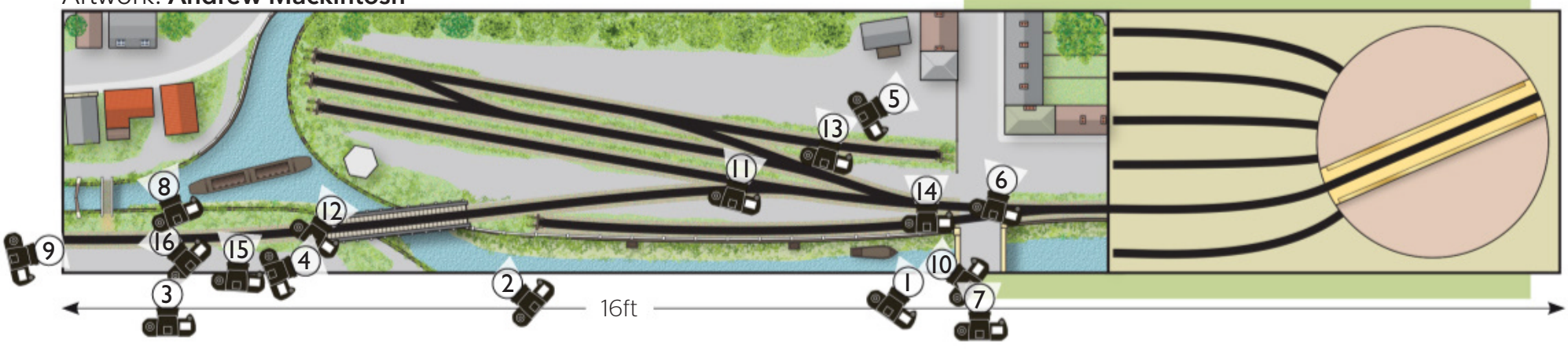
MODELLER CV: ALAN PRICE

If I'm not modelling or exhibiting 'Outwell Village', I'm watching the World Rally Championship on TV, and I've been to events in Wales, Greece and Cyprus.

FACTFILE: 'OUTWELL VILLAGE'

Gauge and scale: 4mm:1ft, 16.5mm gauge, 'OO'
Layout Size: 16ft by 2ft
Track: Handbuilt
Power and Control: DCC
Time to build: 20 years

Artwork: **Andrew Mackintosh**



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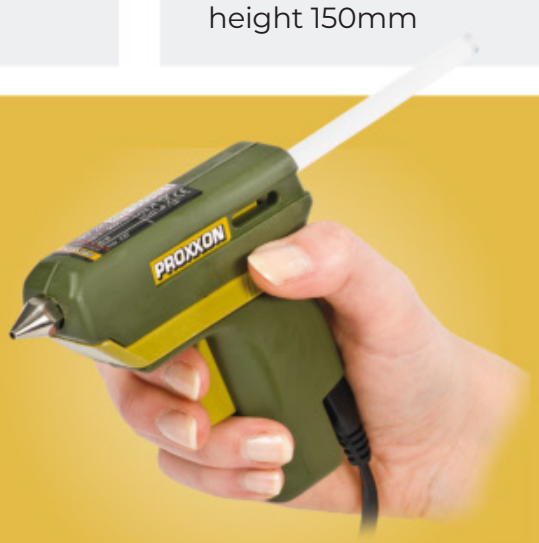

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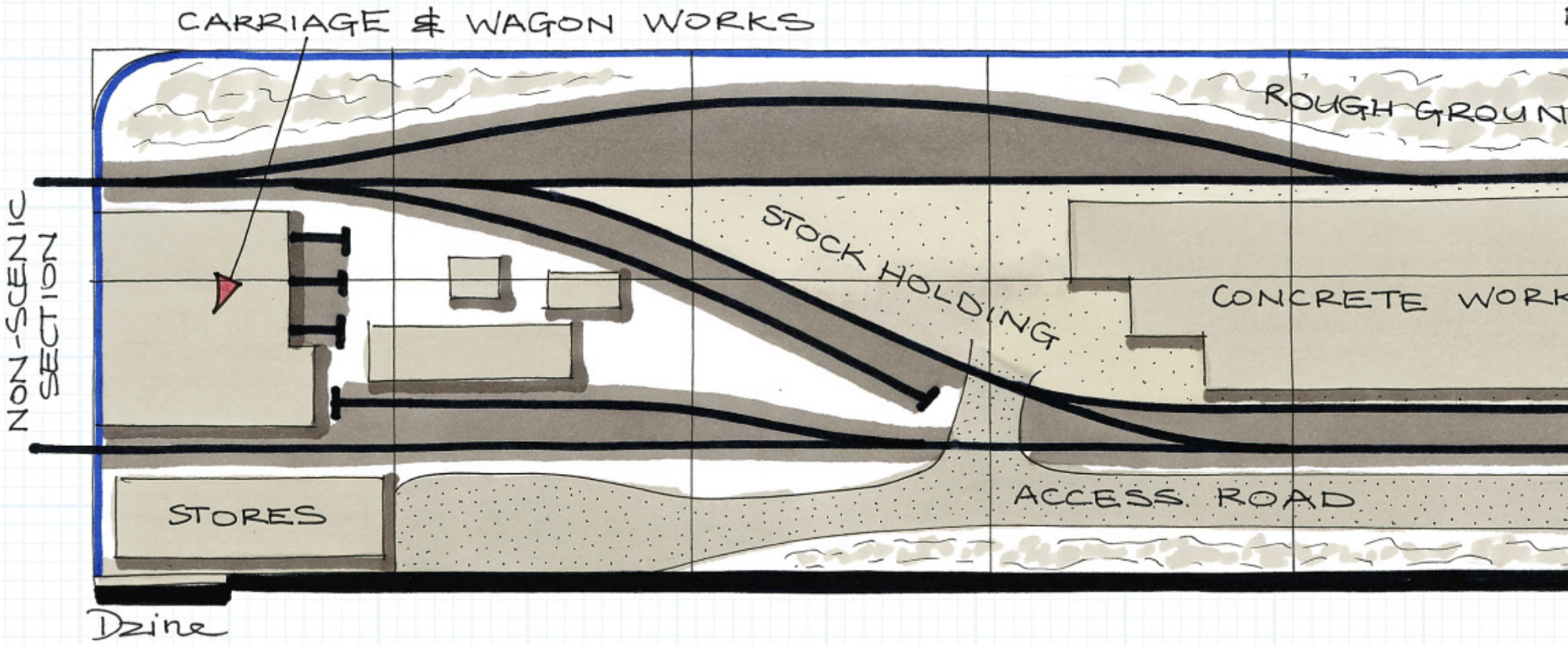
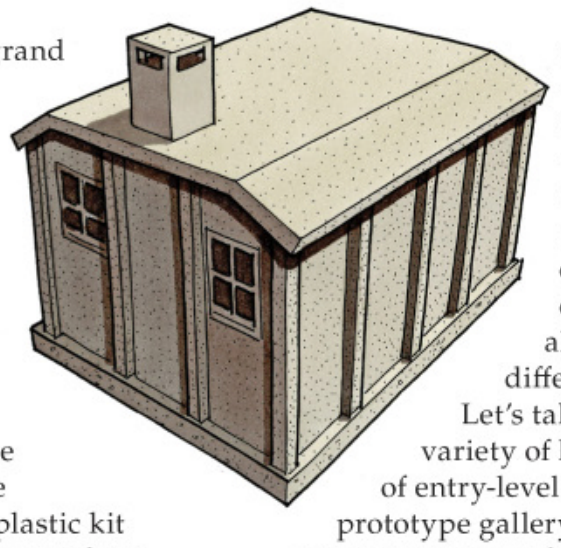


CONCRETE CONSTRUCTION

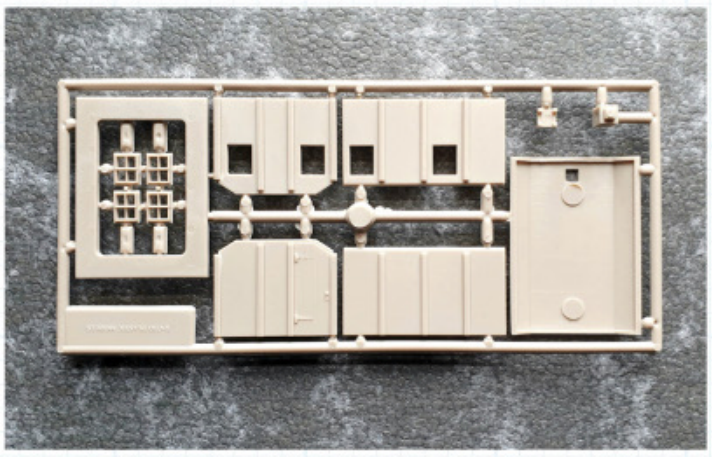
Paul A. Lunn explores the many uses for this versatile material on the network, and the works that produced it.



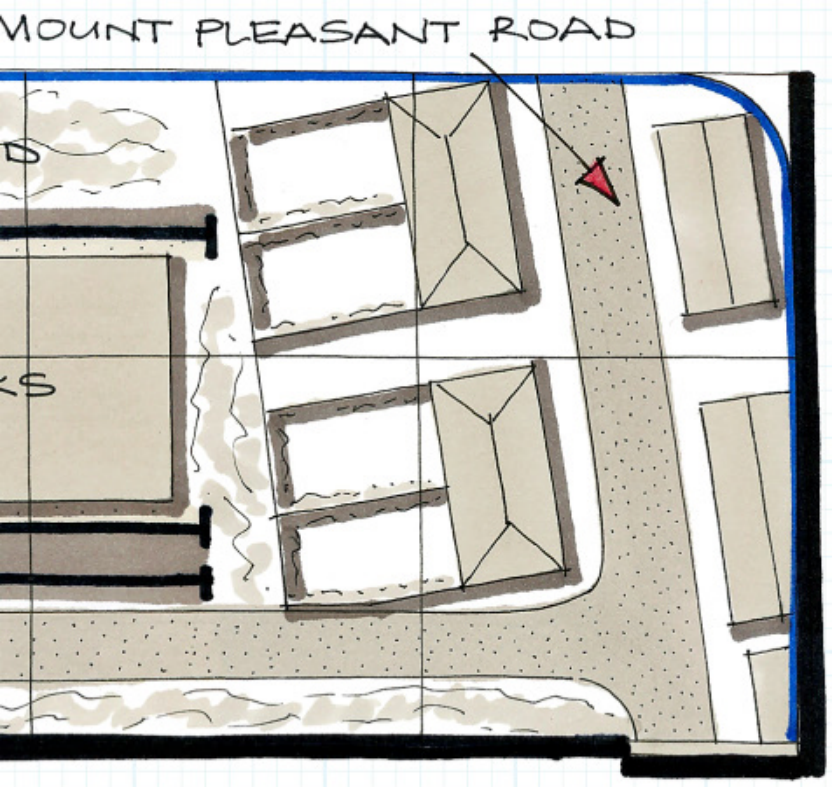
While many drool over grand buildings on the network, I've always loved a solitary lineside hut framed within the countryside. Depending on style and material, they say so much about a railway company; whether it be the corrugations of the Great Western Railway or concrete, the preferred material of choice of the Southern Railway. The latter, a particular favourite, can be excellently portrayed with Ratio's plastic kit No. 518. Always on the lookout for new ideas, particularly layout designs that are rarely, if ever, modelled, I wonder how many of us have considered a concrete works, such as Exmouth Junction. It closed in 1963 and work then transferred to Taunton concrete works until 1995, so there's plenty of scope for including one, no matter your modelling period. See elsewhere in the article for this and other examples.

Ratio's No. 518 plastic kit is an ideal source that can be cut into relevant components. In real life, the panels are held in reinforced 'H' section 'posts' (like modern concrete garden fence posts) and you can see these moulded on as thick ribs on all four sides. When cut apart, you might want to put a shallow cut in both sides or, alternatively, use a relevant Plastruct 'I' section. The wooden doors could be stacked on pallets or similar, same for the metal windows, chimney sections and complete roof. You could also show some huts in different degrees of construction.

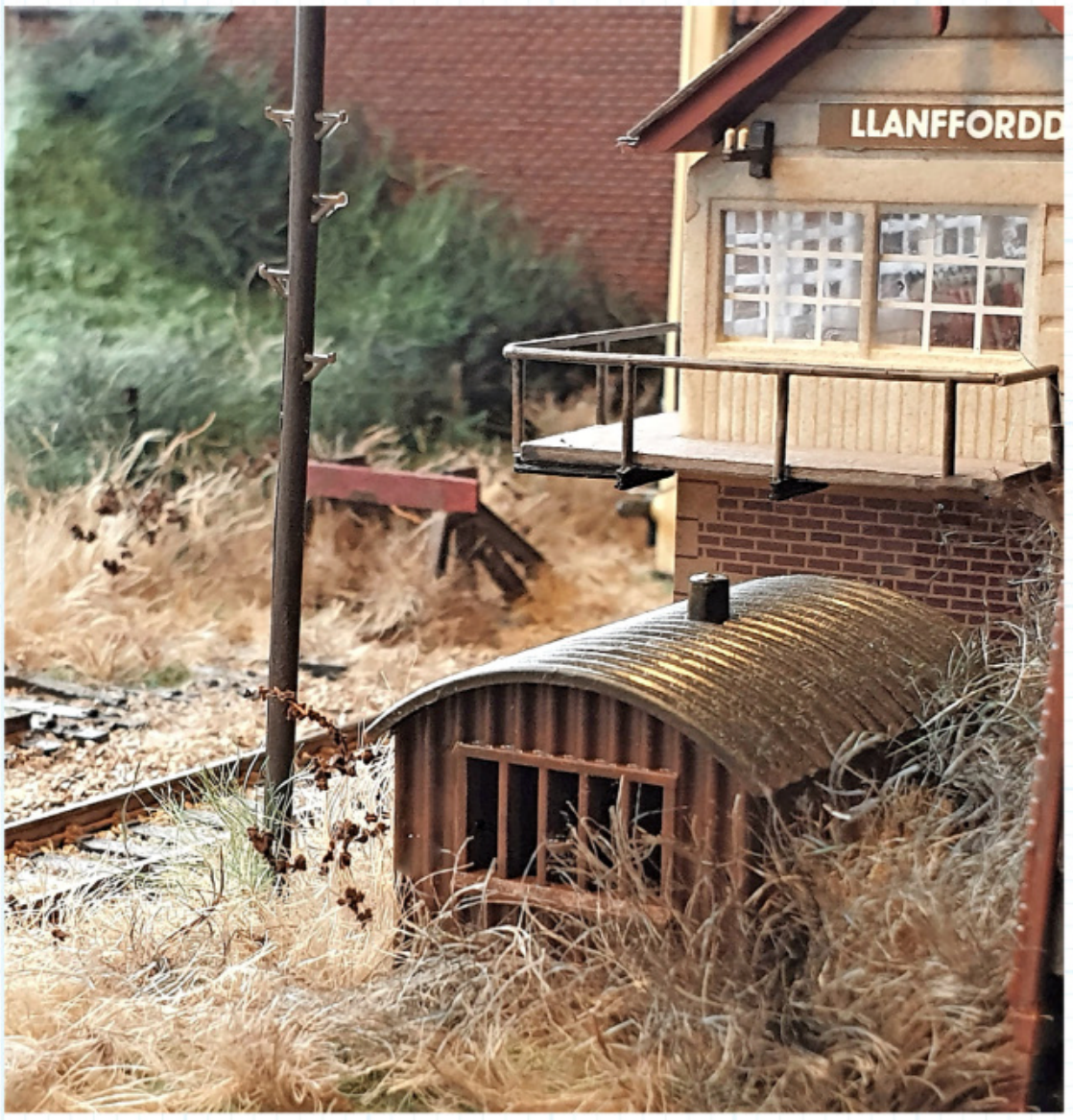
Let's take a look now at a whole variety of huts, starting with a couple of entry-level makeovers, following with a prototype gallery and ending by revisiting more concrete works.



Artwork: **Paul A. Lunn**



The SR/BR Concrete Works at Exmouth Junction fits perfectly, for 'OO' gauge, in a 7ft by 1ft 8in board, together with an additional short non-scenic section left. If you're tight on space you can reduce the scenic to approximately 5ft 8in long by omitting Mount Pleasant Road, the houses and gardens that back onto the right-hand end of the works.

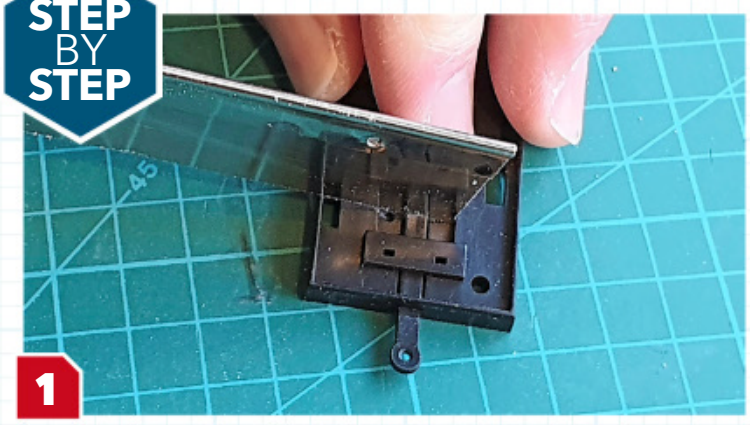


BUILD HORNBY'S CORRUGATED POINT MOTOR HOUSING

I chose Hornby's R8015 for my 'Bargain Shunt' layout because it's a proportionately well-sized structure overall, though individual corrugated 'ribs' are grossly over-scale, even if representing larger ribbed asbestos sheet. Reducing the slightly vibrant colour scheme and setting it in an area of overgrown weeds doesn't resolve the problem entirely, but it certainly helps distract the eye.

Step 1: Start by separating the base from the hut and removing the point operating arm. I painted the base in an acrylic cream, Hobby Color FS335310, and after a long drying time, stippled with a thinned down Humbrol Dark Brown Wash, for a dated concrete look.

STEP BY STEP



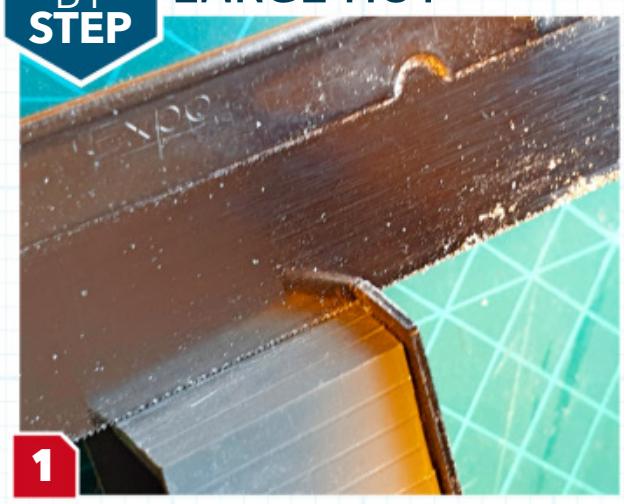
Step 2: The dark brown makes a huge difference and you can clearly see the contrast between the original cream plastic colour and the deeper effect of Humbrol's Wash. You may want to do a couple of layers, so make sure you allow adequate drying time between.

Step 3: Build up the vegetation slowly and start at the lowest level first. Note how I've almost encased parts of the hut in a swathe of tall autumnal weeds, particularly around the rear where access for maintenance is almost non-existent.

TRI-ANG/HORNBY PLATELAYERS' HUTS

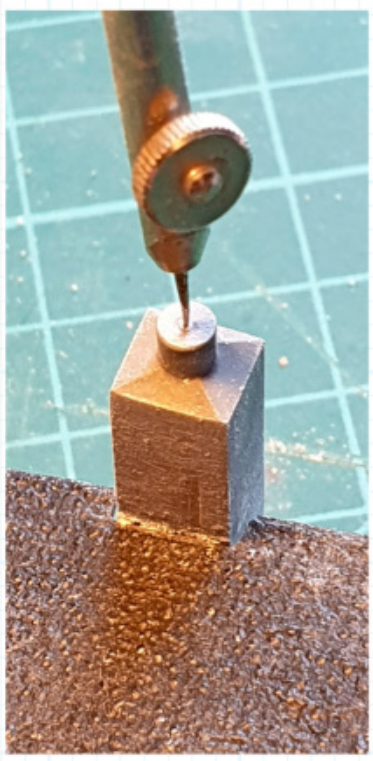
These models have considerable history, originating with Hornby-Dublo and appearing in the Tri-ang catalogue as R84 (R84/1, R84/2 and R84/3) after the takeover, and more recently as part of Trackside Accessory Pack R574. When looking at entry-level models I always assess what can be improved. These are fabulous examples – fine and proportionately pleasing. In considering a makeover, never be afraid to be demanding in your assessment. There are shortcomings, but all are easy to deal with. So, here's the list; no hole in the chimney top, the chimney stack is plain with no hint of brickwork, the windows are a little small and frameless and, most noticeably, are two bulges, one above the window on the larger hut and one below the end window on the smaller one. There are mould releasing slopes on either side of the doors on both models, but these are not so noticeable if you re-shape and have the doors open. That said, only improve those things that can be seen and remember – some inappropriate features can be hidden rather than cut out.

STEP BY STEP LARGE HUT

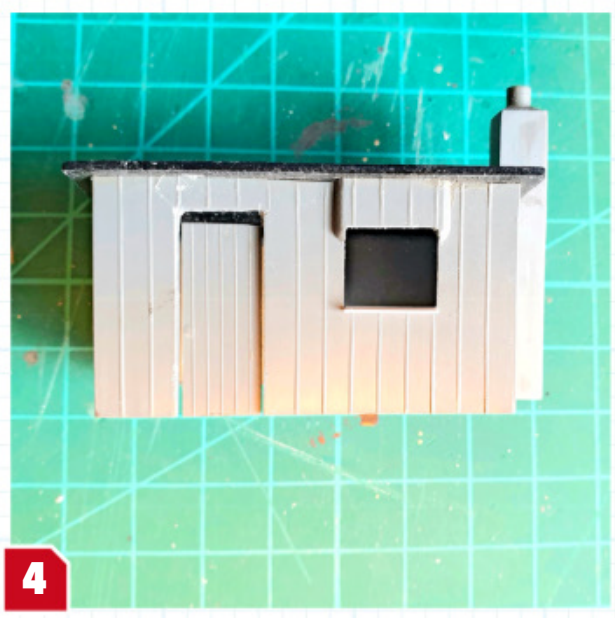


1 Begin by removing any mould lines on the chimney stack by lightly sanding. Create a gap wide enough to fit Metcalfe brick paper, between the chimney wall and roof, using a razor saw. Take great care when sawing so as to not mark the main walls. Clean the gap and sand the chimney side wall with wet and dry paper.

2 Mark the centre point on the top of the chimney pot, I used part of an old compasses set. The indentation will stop your drill from slipping off-centre. Use a suitable drill bit to create the hole. Mine was from a Microbox set held between finger and thumb, rolling it back and forth to create a drilling action.



3 Carefully cut out the door, ready for refitting but in an open position. Don't worry if the door doesn't come out cleanly, as using a file, you'll then clean and square up both the door frame and the door itself. Keep the door safely on one side until ready for re-setting.



4 You can see clearly here just how much material is lost when you saw a door out of an opening. Note how I've also increased window height and tested out my potential window sill. To make it fit, use microstrip to re-pack outer edges, raise the ground level at the base, trim and sand where necessary.

5 This is how the hut looks with everything back in place and looking more inviting with the door open. Normally, at this point, I'd continue with the makeover, but I'm particularly keen to finish the smaller hut for my layout and it will give time for the glue to set on the larger version.

SMALL HUT

When positioned on my layout, you won't be able to see the doorway, so I don't need to make any improvements on this side of the building.

Other than this, I started with the same stages as the larger hut and then continued as follows.

Step 1: Ream out the window aperture using a flat file. Here's a little trick to file the upper window edge by 'hanging' the chimney over the side of a piece of thick MDF or similar board. It protects the chimney and gives support to the pressure from filing. You can see the full reamed-out and squared-up window here, together with the first piece of brick sheeting glued in place with neat PVA.

Step 2: Now add guttering. I used Ratio No. 538. On the left-hand side, I've added a corner section made up of two pieces and mitred at 45º where they join. The assembly was then glued, using cyanoacrylate, to the underside of the roof at the rear. A further straight section was then added to the right-hand side.

Step 3: I had an old pack of Ratio oil barrels lying around in my spares jar. These are made up of two identical halves to be glued together. I drilled out a deeper-than-required hole so I could push the downpipe further in than required and pull it back out to meet the guttering underside. Then you can glue it in place.

Step 4: I cut two pallets into smaller squares, a little larger than the barrel base, and stacked them to create a base for the barrel. I was also trying out straight and angled pipes to see which would look best.

Step 5: I've always thought the lack of flashing around chimneys and the like, especially on the most visible of roofs, is a most noticeable failing and, while fiddly, it's not that difficult to undertake. I made a template from scrap paper. In this way you can make it again until you get the perfect fit. At this point, it's worth checking that everything looks OK and fits well together. It's now time to get on with some serious painting.

Step 6: Mask out the barrels using ordinary decorator's masking tape, but take care to be really accurate. Spray with Halfords Acrylic Silk Black and remove the tape when dry.

Step 7: Here's the raw colour without weathering – note how I've painted the barrels an acrylic 'reddish' brown, from Kobra HP 940. I sprayed a little bit into a container and painted it on with a good quality fine brush.

Step 8: Weathering was undertaken using Humbrol Dark Brown Wash, very thinned down with white spirit, working with light coats all the time. If you're not sure, practise on paper or inside the hut, where it can't be seen. All that remains before fitting onto my layout is a concrete or sleeper base, but that's another story!

STEP BY STEP

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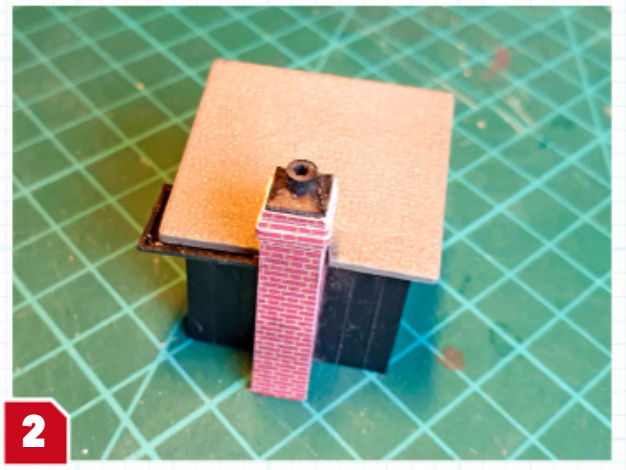
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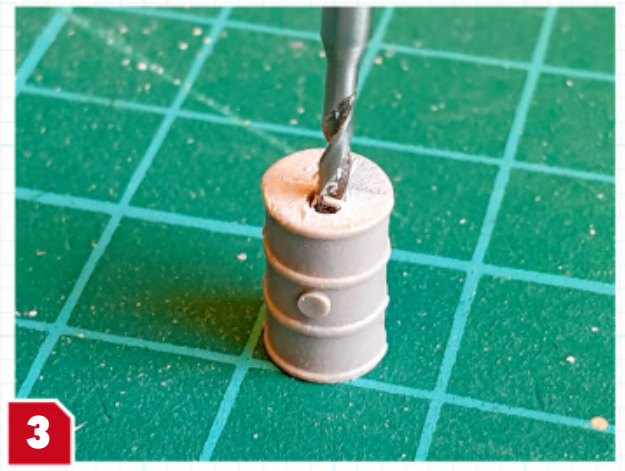
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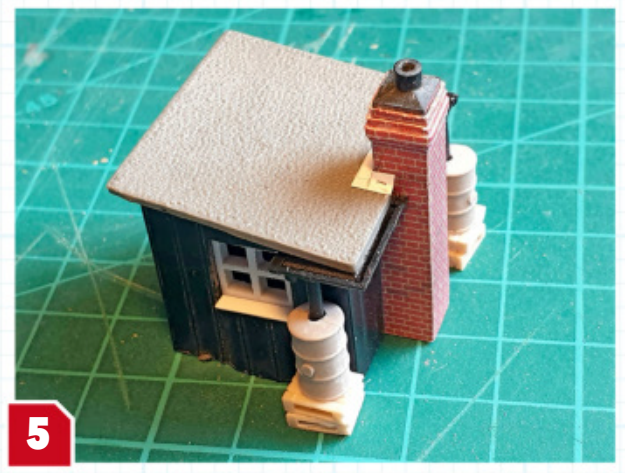
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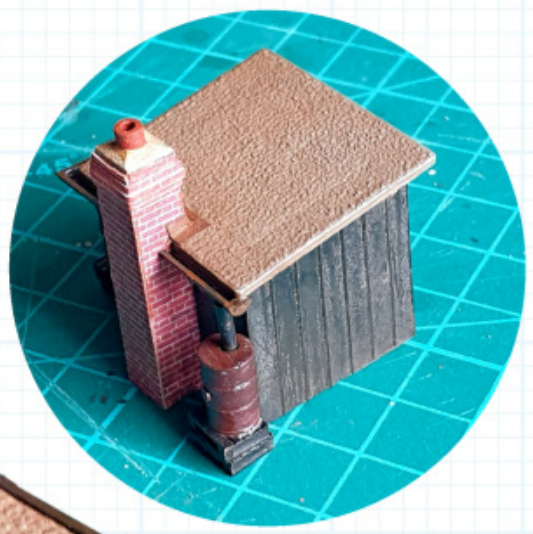
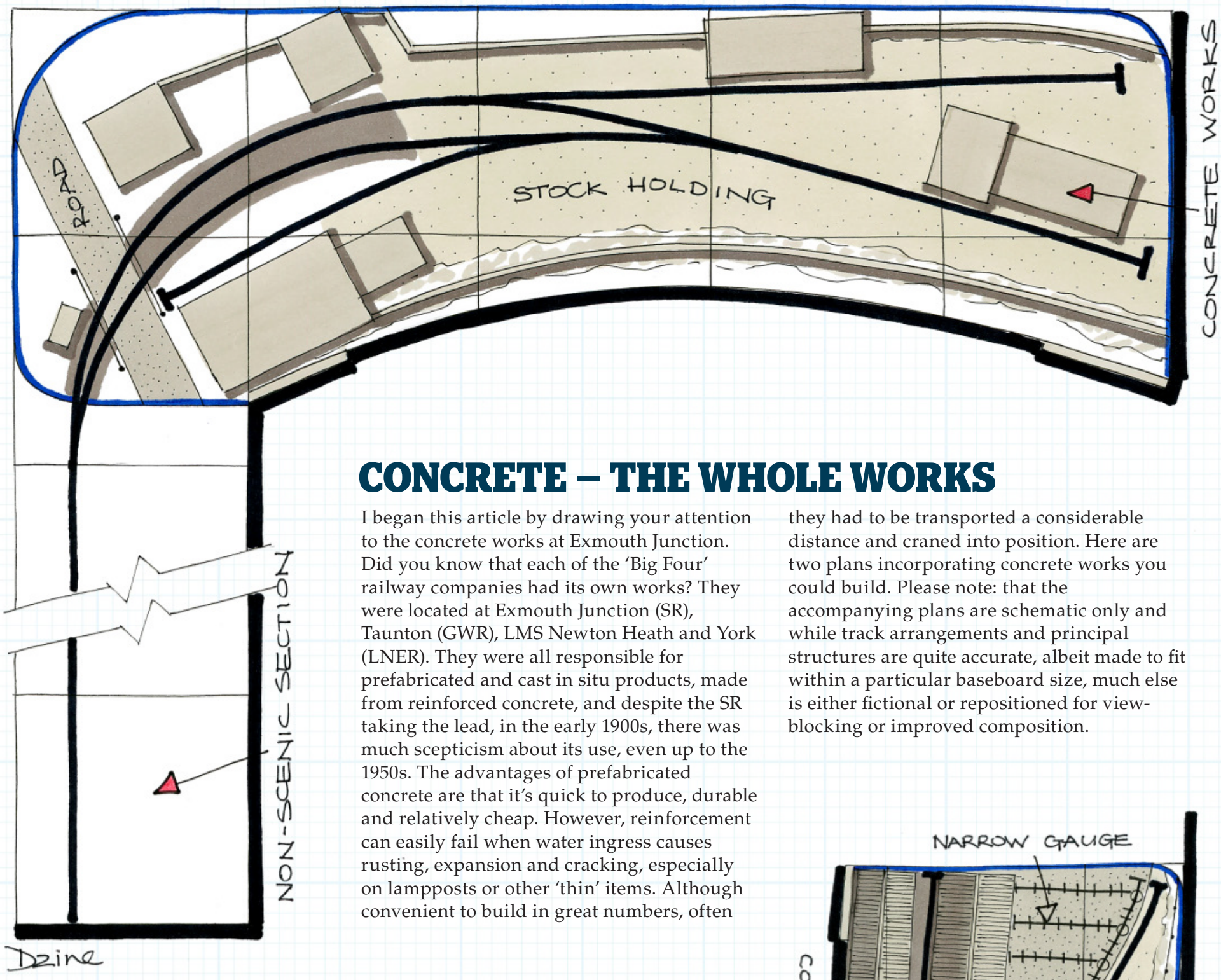




GWR's Taunton concrete works, commenced early 1900s and closed in 1995, though it was privatised afterwards. Raw materials largely came from Stoneycombe Quarry.

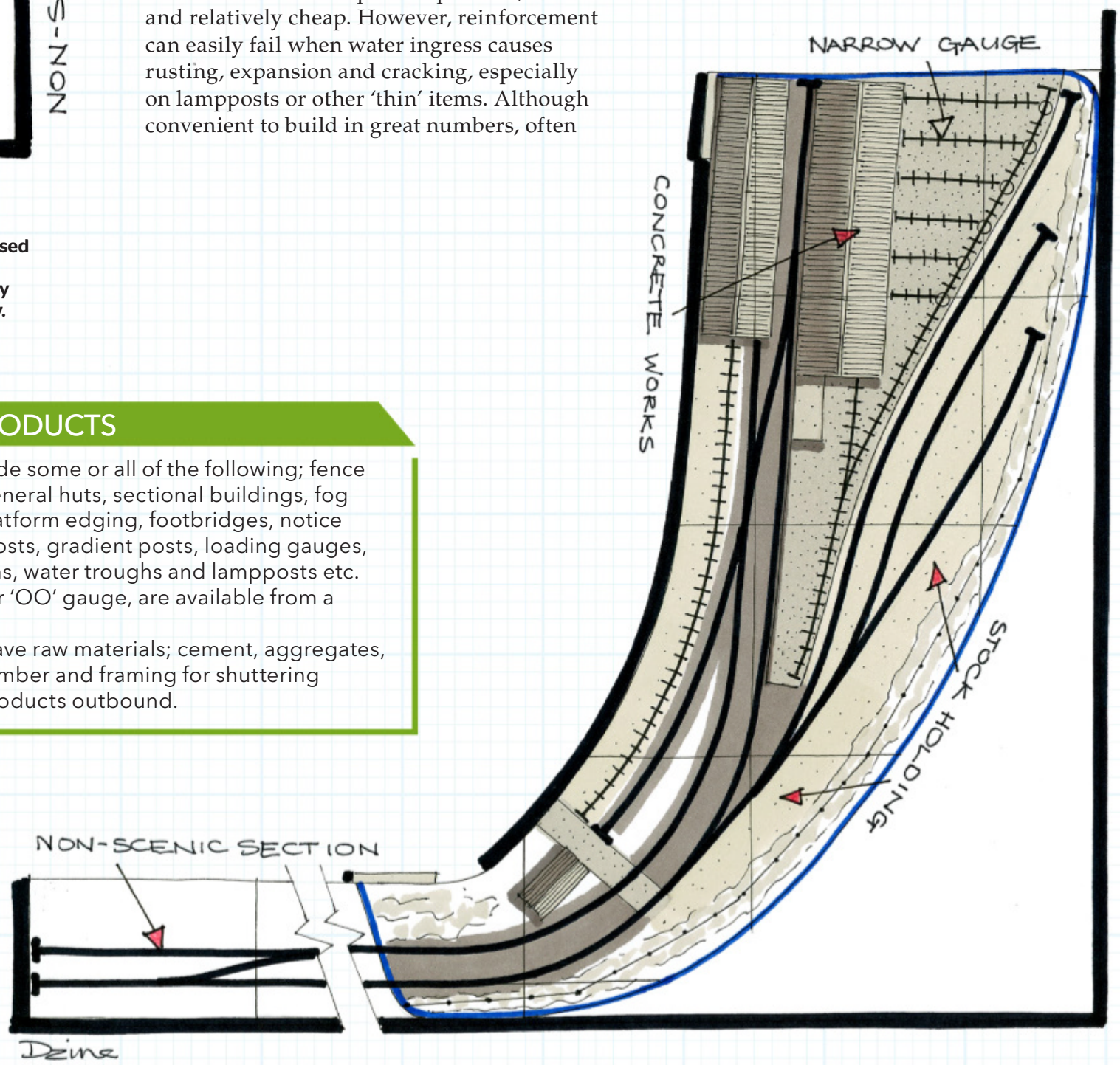
CONCRETE – THE WHOLE WORKS

I began this article by drawing your attention to the concrete works at Exmouth Junction. Did you know that each of the 'Big Four' railway companies had its own works? They were located at Exmouth Junction (SR), Taunton (GWR), LMS Newton Heath and York (LNER). They were all responsible for prefabricated and cast in situ products, made from reinforced concrete, and despite the SR taking the lead, in the early 1900s, there was much scepticism about its use, even up to the 1950s. The advantages of prefabricated concrete are that it's quick to produce, durable and relatively cheap. However, reinforcement can easily fail when water ingress causes rusting, expansion and cracking, especially on lampposts or other 'thin' items. Although convenient to build in great numbers, often they had to be transported a considerable distance and craned into position. Here are two plans incorporating concrete works you could build. Please note: that the accompanying plans are schematic only and while track arrangements and principal structures are quite accurate, albeit made to fit within a particular baseboard size, much else is either fictional or repositioned for view-blocking or improved composition.

COMMODITIES/PRODUCTS

Most concrete works made some or all of the following; fence posts, platelayers and general huts, sectional buildings, fog huts, bridge sections, platform edging, footbridges, notice boards and posts, mileposts, gradient posts, loading gauges, gate posts, stiles, grit bins, water troughs and lampposts etc. Most items, especially for 'OO' gauge, are available from a variety of manufacturers.

Operationally, you'll have raw materials; cement, aggregates, reinforcing bars/mesh, timber and framing for shuttering inbound, and finished products outbound.



LNER's York Central concrete depot. Opened in 1928, there was a post-war modernisation, and the works were still operational until the late 1980s. Much of the raw materials came from LNER's Hulands Quarry, near Barnard Castle.

INSPIRATION

Above: Pwllheli Station seems to have a surfeit of GWR-type corrugated huts in various sizes, some with curved roofs, others flat. These are still in current use and appear to be reasonably well looked after as they are useful storage units. Note all the other equipment in setting the scene, particularly oil drums.

Right: It's going to take quite a bit of work to replicate the weathering on this example at Ryde St John's Road but it would be well worth the effort. It looks like a replacement roof, which appears to be rotting to the rear.

Above: A more modern, though now-defunct and heavily weathered, example at Craig y nos. Can you believe those rusting panels?

Above left: This is one of the longest concrete huts I've seen, based near Poppleton station, on the outskirts of York. Despite its size, it's a very repetitive structure and easy to replicate with boarded-up windows. Note what looks like concrete roof panels too.

Below: Here's a larger example of the standard type gabled roofed, brick-built, weighbridge at Cobra Works, Wakefield. There's a whole range of original features, most noticeable are stone bollards protecting both front corners and then there are all the modern add-ons; Halogen lights, traffic lights, a security camera, a high-level platform and much more.

Above: The weighbridge at Guiseley Station is a quality structure in its stonework and ornate corbelled top. Of course, you see it here long after its original use and it is probably now a store. It's also a typical example of what to do with a window hole when you don't want to mess with adding a frame – just block it up. Note how the far window arch has been filled in with stone, plus the 'over-scale' chimney and weed growth on three visible corners.

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00S Scale PO336
N Scale PN936

S&C Station Building
00 Scale PO333
N Scale PN933

S&C Double Track Engine Shed
00 Scale PO337
N Scale PN937

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Reviews

In-depth and unbiased reviews of the latest products

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Our reviewers

George Dent
Model Rail's modern image expert also has a passion for steam.

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

How we test

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

Rails of Sheffield/ Heljan NER Autocar

◆ **GAUGE** 'OO' ◆ **MODEL** Rails/Heljan NER petrol-electric autocar ◆ **PRICE** £199.95 ◆ **AVAILABILITY** Rails of Sheffield **Tel** 0114 255 1436 **Web** *www.railsofsheffield.com*

There can be few more remarkable survival and preservation stories than that of NER Electric Autocar No. 3170. Even in the annals of master carriage restorer Stephen Middleton it has to be pretty exceptional. I have long been an admirer of Stephen's work with the restoration of ancient rolling stock, since I first encountered it while working on *Railway World* back in the 1980s. Yet, remarkably, I had never seen any of his carriages 'in the flesh' until I attended the annual Warley MRC exhibition at the NEC in 2019.

That year, the exhibition centrepiece was NER Electric Autocar No. 3170 and I was instantly captivated. Primitive railway equipment has always fascinated me, particularly the internal combustion-engined type.

The announcement that Rails of Sheffield had commissioned Heljan to produce a ready-to-run NER Autocar in 'OO' was very appealing, but I never actually got around to ordering one. Only when George mentioned reviewing one did I finally 'get my act together'. Rails has issued the model in NER red and white and in LNER 'teak'. It was no contest as far as I was concerned, I wanted the red and white version. I believe that the version numbered as the restored 3170 has sold out, but I wasn't too worried about the number, I just did not want the 'teak' version.

FIRST IMPRESSIONS

Like the Rails/Heljan GWR gas turbine, the Autocar comes in standard Heljan packaging but with the box and lid finished in Rails' distinctive and classy dark green. There's a folded instruction sheet with information and drawings of the real thing and the usual instructions about running-in the model and lubricating it. It is also good to see the minimum radius (438mm, second radius) clearly stated, as this was an issue with the gas turbine.

As a matter of house-style on *Model Rail* we don't treat railway equipment as 'female'. We don't call locomotives 'she', for instance. However, I'm sorry but there's only one way to describe the model Autocar. It is quite simply, 'cute'. For a start, its scale 53ft 6in overall length is some 50mm shorter than a 'bubble car'. Indeed, for those wanting a minimum space layout that is set in earlier times, the NER Autocar is probably your perfect passenger train. Add a Bachmann 'J72' 0-6-0T for the freight traffic and you're set.

One of the first things I noticed is the fitting of tension-lock

3 things we like

1
Full interior detail.

2
Finesse of end lamps and clerestory details.

3
Smooth, quiet performance.

“There’s a full complement of the reversible tram-type seats with their backs seemingly left in random locations”

couplings. I’ve grown to dislike these intensely in recent years and unless you plan to build the autocoach, which can be operated with the real Autocar, couplings are redundant. Fortunately, they are fitted in NEM pockets, so they can be removed and the dummy coupling mouldings supplied in the detail bag can be fitted instead.

BODY AND DETAIL

The body is a one-piece plastic moulding on which the detail emphasises that initial ‘petite and pretty’ impression. The lower sides and ends have vertical match-boarding, interrupted only by the doors with their beading around the edge. There are two sets of double doors at the front, one to the cab and engine area and the other giving access to the passenger vestibule. A single door at the rear gives passenger access to the saloon, and the rear cab is reached through a door in the bulkhead. Passengers at this end could see through the glazed bulkhead much as they could, years later, in many a DMU.

The ends of the Autocar feature large amounts of glazing and on the model this reveals some fascinating glimpses of the well-detailed interior. However, the glazing does have the familiar ‘prismatic’ effect around the edges, that afflicts so many models with moulded flush glazing. I do not find it particularly bothersome on this model.

The fine detailing extends to separately fitted door and commode handles, as well as ten large torpedo roof vents. Atop the clerestory are two separately fitted pipework runs which, I presume, were the cooling system for the engine and I suspect I should call them radiators. And while we are on the clerestory, it is worth noting that the clerestory glazing is printed with etched glass decoration.

Each end of the model carries three oil lamps which stand out from the body on separately fitted brackets. The manufacturer has resisted the temptation to make these working lights as it would undoubtedly have compromised their scale appearance. As it is, they look a treat!

Looking inside the body through the large windows, there is a full complement of interior detail and there’s no sign that the mechanism compromises the floor depth. Indeed, there’s a full complement of the reversible tram-type seats with their backs seemingly left in random locations by the last passengers, some forward, some back, some in bays of four.

Both cabs have interior detail, albeit that the controls in the real thing were pretty basic, the driver standing as he would in a tram. The engine and mechanical section is also detailed, with the large green casings for the engine, flywheel and dynamo.

CHASSIS AND DRIVE

The model, like the real thing, is driven on the leading bogie. Electrical pick-up is through phosphor bronze dummy frames inside the plastic bogie sideframes, thus avoiding the friction of wiper pick-ups on the wheels. With current collection through all eight wheels, the running is smooth, with no tendency to stall. The slimline coreless motor is installed in the chassis, below the leading end of the passenger saloon and it drives both axles of the leading bogie through a shaft drive and bogie-mounted gears.

The two bogies correctly feature different styles of wheel, the non-powered bogie having Mansell disc wheels with the wooden centres well represented.

Reviews

Autocar – in detail

Factfile: NER Autocar

The importance of the NER petrol-electric Autocar cannot be overstated. It was the forerunner of modern traction, though arguably not the ubiquitous diesel-mechanical DMU but the diesel-electric system commonly seen in locomotives and some of the more recent multiple units. Around the turn of the 19th Century, electric tramway technology had reached the point where street tramways were drawing substantial amounts of short-distance local traffic away from the main line railways. The economy of the electric tramway was an attractive proposition for branch lines and lightly used services, but not if it involved expensive fixed infrastructure to supply power.

The answer lay in a vehicle which could generate its own power supply. The North Eastern Railway came up with the first viable vehicle, the Electric Autocar, in 1903. The 53ft 6in long (over body) vehicle had a driving cab at each end and a Napier petrol engine driving a flywheel which, in turn, powered a Westinghouse dynamo, producing electricity at 550V for the bogie-mounted traction motors. Two vehicles were built, numbered 3170 and 3171. They had reversible tram-type seats for 48 passengers, a vestibule area and an open engine bay above the powered bogie. The end with the engine, power bogie and larger cab was the 'front' of the car. There was a smaller cab at the rear.

The Napier engine quickly proved unsatisfactory and in 1904 was replaced by a 92hp Wolseley flat-four engine. A small dynamo, driven by a belt from the flywheel, provided charge for accumulators which enabled electric starting of the engine, carriage lighting and starting current for the main dynamo.

The railcars worked between Hartlepool and West Hartlepool, where they completed the journey in half the time of the parallel tram service, before moving to North Yorkshire for the rest of their careers, working Scarborough-Filey shuttles and around Harrogate and Selby. No. 3171 was withdrawn in May 1930 and No. 3170 in April 1931. However, the body of No. 3170 was grounded as a holiday home near Kirbymoorside in North Yorkshire for 70 years before being acquired by noted carriage restorer Stephen Middleton in 2003.

Between 2011-18 the Autocar was restored and fitted with a recycled GNR underframe and a Cummins diesel engine to comply with modern regulations. It now operates at the Embsay & Bolton Abbey Steam Railway.

1: Resplendent in its NER red/ cream livery and coupled to a clerestory trailer coach, preserved No. 3170 currently operates on the Embsay & Bolton Abbey Railway near Skipton, in North Yorkshire. STEPHEN MIDDLETON

2: The preserved NER Autocar has to be one of the most striking exhibits ever to grace the Warley MRC show, seen here at the Birmingham NEC in November 2019. CHRIS LEIGH

3: No. 3170 was a surprise visitor to the Great Central Railway's Winter gala, in January 2020. JASON HOOD

System builder

Other items to complement this model…

PASSENGERS

A load of suitably attired customers is essential for populating the interior.
Price: from £18.00 per pack
Availability:
www.modelu3d.co.uk

CREW

The Autocar also needs a train crew.
Price: from £4.50 each
Availability:
www.modelu3d.co.uk

AUTOCOACH

A matching trailing coach can be converted from the old Hornby (ex-Tri-ang) LNER clerestory Brake Third coach.
Price: Varies
Availability:
Pre-owned model dealers.

The motor bogie features spoked metal wheels. Both types of wheel are blackened metal.

Coreless motors should not be used with old controllers, those with 'feedback', or on layouts fitted with high-frequency (Relco-type) track cleaners. The instructions make no mention of this, so perhaps Heljan now considers that coreless motors have been around long enough for everyone to know.

A Next18 DCC decoder socket is fitted to the top of the light bar. This can be accessed by simply unclipping the body. The instructions state that the interior lights can be switched off, in analog mode, by using a magnetic 'wand'. No wand came with my sample, and attempts to switch the lights with a Rapido wand achieved no result. I must assume, therefore, that this feature was dropped but that the instructions did not get changed.

DCC users can switch the interior lights on and off with function 0.

PAINT AND PRINT

It was the red and white paint finish of the real thing which I found particularly attractive and the model replicates this beautifully. The finish is quite matt and it is set off with wood finish droplights and very fine red and black 'cheat-lines' below the windows. These are probably the finest lines I've seen on a ready-to-run model, and to have negotiated them over the door details without smudging is quite a feat.

PERFORMANCE

On test on my layout with a Gaugemaster analogue controller, the Autocar was smooth and almost silent running forwards. However, in reverse (with the unpowered bogie leading) it had an obvious problem, was slipping and unable to move itself. A quick check revealed that the outer wheelset on the unpowered bogie was out of gauge, the wheels having not been fully closed up on the plastic sleeve. The wheel back-to-back on that axle was a little over 15mm. It was a simple enough job to extract the wheelset from the bogie and gently squeeze the wheels to the correct 14.5mm back-to-back. The Autocar then operated very nicely in both directions.

It was so quiet that I found myself wishing for digital sound to play with but, in practice, that can become very wearing very quickly. I ran the Autocar on my Peco Code 83 track and through points down to medium radius and it took everything in its stride. Finally, as some modellers will doubtless wish to run it with the trailer coach that sometimes operates with the real thing at Embsay, I put a Hornby Bulleid coach behind it just to see how it handled a small load. It passed the test with flying colours.

CONCLUSIONS

The NER Autocar is a fine piece of work by Heljan on behalf of Rails. It has tremendous appeal as the passenger vehicle for a micro layout. Maybe that's the next thing I need to build. ***(CJL)***

RAILS OF SHEFFIELD/HELJAN NER PETROL-ELECTRIC AUTOCAR

OVERVIEW
Manufacturer: Heljan
Ref. No. 31701
Unit No. 3171
Scale/gauge: 4mm:1ft 'OO'
Body: Plastic
Chassis: Metal/plastic
Weight: 217g (7.65/oz)
Min. curve radius: 438mm
Wheel back-to-back: 14.5mm

DIMENSIONS	PROTOTYPE	'OO' GAUGE	MODEL
Length (over buffers)	55ft 10in	223mm	224mm
Length (over body)	53ft 6in	213mm	213mm
Height	13ft 1¼in	52mm	54mm
Width	8ft 6in	34mm	35mm
Wheel diameter	3ft 6in	14mm	14mm

SERVICING
How to dismantle: Body unclips.
Where to oil: Gears, bearings, axles.

ELECTRICS
Electrical system: 12V DC two-rail
Motor type: Coreless
Lights: Yes – see text
DCC ready: Next18 socket

MECHANISM
Drive system: Low profile motor bogie.
Flywheel(s): N/A
Traction tyres: No.

SUMMARY

PROS
- Looks great.
- Top-notch finish.
- Quiet mechanism.
- Interior detail.
- Mechanism does not intrude into interior.

CONS
- Glazing (see text).

FINAL VERDICT

Superb.

Dapol GWR ‘Manor’ 4-6-0

◆ **GAUGE** ‘OO’ ◆ **MODELS** • Dapol 4S-001-008 GWR ‘Manor’ No. 7820 *Dinmore Manor*, BR black • 4S-001-007 GWR ‘Manor’ No. 7827 *Lydham Manor*, BR green
◆ **PRICE** From £165.55 each ◆ **AVAILABILITY** Dapol stockists **Web** *www.dapol.co.uk*

Like the proverbial bus, you wait an age for a successor to Bachmann’s GWR ‘78XX’, and two new ‘Manors’ are due to arrive within months of each other. Based on the Mainline tooling, Bachmann’s ‘Manor’ was by no means a bad model, but its origins in the early 1980s and its non-DCC friendly split chassis does not lend it to today’s RTR market.

With both Accurascale and Dapol working on ‘modern spec’ ‘78XXs’, the first to hit the rails is Dapol’s effort. The folks from Chirk have certainly served Western steam fans well in the past two years, thanks to the ‘43XX’ 2-6-0 (MR283) and ‘Large Prairie’ (MR295).

Under assessment here is No. 7827 *Lydham Manor* in BR lined green, plus No. 7820 *Dinmore Manor* in BR mixed traffic lined black. The real No. 7827 spent its BR career working from Chester, Oswestry, Machynlleth and Shrewsbury sheds, so it’s an ideal choice for anyone with an interest in the former Cambrian lines (which is why I bought this model for myself!). No. 7820 also worked in Mid-Wales in BR days, with interludes in South Wales and Cornwall. It’s worth noting that Dapol will be making a donation from the proceeds of every *Dinmore Manor* model towards the upkeep of the preserved prototype.

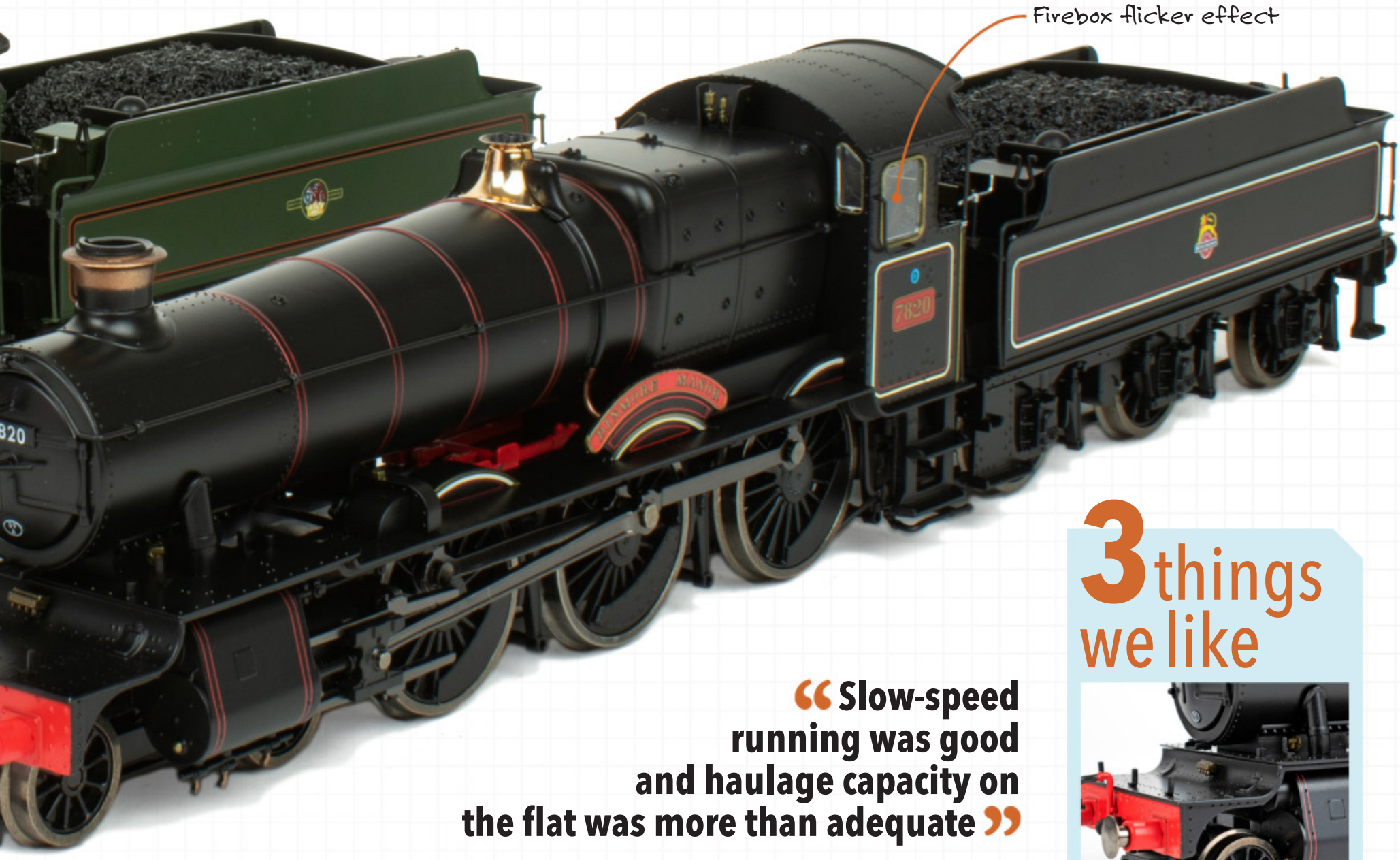
HOW DOES IT LOOK?

First impressions are favourable, with the character of Collett’s handsome locomotives captured well. The finish will be discussed in detail shortly, but the presentation of the models is very impressive. The tapered boiler, cab, smokebox and tender profiles all look convincing to my eye, and there’s plenty of fine detail to enjoy.

The die-cast running plate is adorned with rivet heads and lamp brackets, while the reversing rod, wire handrails, steam pipes, whistles and smokebox door handle are neatly fitted. There’s also a pleasing rendition of the inside motion visible between the frames and the cab interior is superb, with pipes, valves and gauges all carefully painted and installed. A slight blemish is the longitudinal mould seams along the upper quadrants of the boiler and smokebox, which are more prominent on the green locomotive.

Below the running plate, sprung buffers are installed, although they have a slightly upward pitch. The blackened metal wheel rims and spokes are finely crafted, the brake and sanding gear is present and the cylinders are moulded in full relief, with the leading bogie able to rotate freely thanks to an innovative cam arrangement. The connecting rods look great, but the plastic crossheads are a little disappointing.

The tender is an attractive model, with excellent chassis detail, including water scoop and brake gear. Again, the wheels are refined and the bodyshell is equally well



“Slow-speed running was good and haulage capacity on the flat was more than adequate”

produced. I particularly liked the painted plank of wood across the coal space aperture. Indeed, the shape of the moulded coal load is credible, although it’s easy to remove, if desired.

Perhaps as a cost-saving measure, the tender handrails are plastic, rather than wire, (ditto the rear cab handrails). In the main, these look fine, but those mounted on the rear corners of the tender were bowed and showed signs of flash. An effective kinematic NEM pocket is installed on the tender’s rear coupling.

The paintwork is virtually flawless in terms of application and sheen, across both samples. The lining and printed elements can’t be faulted, with thin polished brass beading picked out exquisitely on the splashers and cab window frames. The cabside nameplates are superb, while etched replacements are also provided.

The finish on the brass safety valve bonnet confirms the pristine nature of the models, although the copper chimney cap is a little lacklustre in comparison, with fuzzy colour separation.

MECHANICAL MATTERS

Power is collected from all three coupled axles, plus the three tender axles, and transferred via the push-fit loco-tender coupling, with no unsightly cables or fiddly plug and socket. Unusually, wiper pick-ups bear onto the top edge of the tender wheel flanges, causing a degree of resistance to their rotation.

The coupled axles run in separate brass bearings, with power collected via wipers bearing on the inside faces of the wheels. The centre axle is sprung to help cope with uneven track and power from Dapol’s standard motor is transferred to the rear driving wheel via a gearbox. A flywheel is installed and there’s plenty of mass within the metal chassis to ensure adhesion, helped further by the die-cast running plate.

As with previous Dapol steam-outline models, the DCC interface is accessed via the smokebox, with a handy tool provided to prise the door off and extract the circuit board. A Next18 decoder socket is provided, with space for a sugar cube speaker on the underside of the PCB. ➤

3 things we like

1 Cam arrangement on front bogie, allows leading axle to clear the cylinders on second radius curves.

2 Depiction of the inside motion between the frames is convincing.

3 Cab interior is exquisitely detailed, with printed dials and shiny handles for the regulator and screw reverser.

Reviews

Dapol 'Manor' 4-6-0 – in detail

Factfile: GWR 'Manor' 4-6-0

GWR chief mechanical engineer Charles Collett had spent much of the 1930s creating the 'Hall' and 'Grange' class 4-6-0s, as part of a drive to replace a few hundred Churchward '43XX' 'Moguls'. The new locomotives proved successful, yet they were too heavy for certain GWR routes and a lightweight 4-6-0 was needed to replace the surviving 'Moguls'.

Swindon's appetite for recycling was such that parts from the redundant '43XXs' were reused, including the driving wheels and motion. A new lightweight tapered boiler was specified and, when complete, the new 'Manor' class 4-6-0s were over five tons lighter than a 'Grange'.

Introduced from 1938, 20 locomotives (7800-7819) were initially constructed, and they were given blue circle route availability markings. The original plan was to create 100 'Manors', but the outbreak of war forced a change of plan. Whereas the 'Halls' and 'Granges' proved highly successful, the performance of the 'Manors was initially disappointing. However, various modifications carried out in the early years of the nationalised railway proved transformative. Furthermore, BR authorised a further ten 'Manors' to be built at Swindon in 1950.

The 'Manors' became closely associated with passenger and freight work on various routes, especially the former Midland & South Western Junction and Cambrian lines, while they could also be found working in Cornwall, South Wales and the West Midlands.

The final examples were withdrawn in 1966 and, incredibly, nine out of the 30 'Manors' survived into preservation.

1: Doyen of the '78XX' class, No. 7800 *Torquay Manor*, stands in the shed yard at Aberystwyth, in May 1962. The 'Manors' were regular performers on the ex-Cambrian network. COLOUR RAIL

2: It's 1964, yet a grimy No. 7816 *Frilsham Manor* carries GWR letters on its tender. COLOUR RAIL

3: No. 7829 *Ramsbury Manor* stands at Pembroke Dock station in August 1962, waiting to depart on the Up 'Pembroke Coast Express', formed of four BR Mk 1 coaches. COLOUR RAIL

System builder

Other items to complement this model…

HEADBOARDS

The 'Manors' were regular post-war performers on BR's revamped 'Pembroke Coast Express' and 'Cambrian Coast Express' services, so some suitable headboards would be perfect for the Dapol model. Fox Transfers offers some lovely fully finished 'boards.
Price: £10.65 each
Availability: Fox Transfers
Web: *www.fox-transfers.co.uk*

COLLETT COACHES

Various GWR coach types were hauled by 'Manors', including Collett stock. Hornby's models are available in GWR and BR liveries. **Price:** £58.49 each
Availability: Hornby stockists **Web:** *www.hornby.com*

BR Mk 1 STOCK

Maroon, crimson and cream or chocolate and cream Mk 1 stock would suit 'Manors' during their later BR careers, especially for prestige services such as the 'Pembroke Coast Express'. Hornby and Bachmann can provide. **Price:** from £42.49 each **Availability:** Bachmann and Hornby stockists
Web: *www.bachmann.co.uk*
www.hornby.com

There's also space for a bass reflex speaker within the tender.

On the rails, both 'Manors' performed very well, especially after a short running-in period. Slow-speed running was good and haulage capacity on the flat was more than adequate, although there was a notable dip in power when a gradient was encountered, but a little extra 'juice' from the controller (on analogue) compensated. On my test track, an eight-coach load was handled without any issues and Chris Leigh also reported excellent performance on his layout.

The sprung leading bogie performed well, allowing the locomotive to run effortlessly through second radius curves and short radius points. The flickering firebox effect is great, working well on DC control, but with the potential of synchronising with sound effects on Dapol's own DCC sound-fitted models (the 'Manors' are also available in DCC-fitted and DCC sound fitted format).

GOOD 'MANORS'?

Attractively packaged, with a comprehensive owner's manual, Dapol's 'Manors' are really rather nice, especially when considering the price. There's not much in the way of extra details in the box, save for the optional numberplates, a vacuum pipe for the front end and a sanding lever to fit below the boiler. A set of fire irons, lamps and cosmetic screw couplings would've finished the model off nicely, and the jury's out on the shade of BR green, which looks a little pale to my eyes.

These things aside, Dapol has done a great job, building on the success of the '43XX' and 'Large Prairie' and presenting fans of GWR traction with a range of attractive models. ***(GD)***

SUMMARY

PROS
- High level of detail and finish.
- Smooth performance.
- Easy DCC installation.

CONS
- Misaligned front buffers.
- Shade of BR green?

FINAL VERDICT

Impressive.

DAPOL GWR 'MANOR' 4-6-0 STEAM LOCOMOTIVE

OVERVIEW
Manufacturer: Dapol
Ref. Nos. 4S-001-007, 4S-001-008
Unit Nos. 7827, 7820
Scale/gauge: 1:76 scale, 'OO' gauge
Body: Plastic with metal parts
Chassis: Metal with plastic parts
Weight: 354g
Min. curve radius: 438mm (second radius) **Wheel back-to-back:** 14.3mm

DIMENSIONS	PROTOTYPE	1:76 SCALE	MODEL
Length	61ft 9¼in	247mm	251mm
Height	13ft	52mm	50mm
Width	8ft 9in	35.1mm	35.5mm
Wheel diameter (bogie)	3ft	12mm	12.4mm
Wheel diameter (driving)	5ft 8in	22.6mm	22mm
Coupled wheelbase	7ft x 7ft 9in	28mm x 30.7mm	28mm x 30.7mm

SERVICING
How to dismantle: Body unscrews from chassis.
Where to oil: Drive train and gears – see instructions.

ELECTRICS
Electrical system: 12V DC two-rail
Motor type: Five-pole
Lights: Firebox glow
DCC ready: Yes, Next18 socket

MECHANISM
Drive system: Motor drives rear coupled axle via gears
Flywheel(s): Yes **Traction tyres:** No

18+

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Dapol 14t anchor-mounted tank wagons

◆ **GAUGE** 'O' ◆ **MODELS** • Dapol 7F-063-004 Class B anchor-mounted tank, Gulf blue • 7F-062-005 Class A anchor-mounted tank, Regent silver
◆ **PRICE** £54.34 each ◆ **AVAILABILITY** Dapol stockists ◆ **Web** *www.dapol.co.uk*

Twin-axle tank wagons changed little during the early decades of the 20th Century. However, a vast number of tank wagons were needed to carry aviation fuel during the Second World War, so the Government's Petroleum Board and wagon builder Charles Roberts created an updated design, incorporating a simplified means of securing the tank barrel to the underframe.

The previous method of strapping a barrel within a substantial timber and steel frame was eschewed in favour of a simple anchor mounting. Consisting of a pair of fabricated steel saddles and central anchor plates, the arrangement allowed the chassis to flex over uneven track, thus reducing the risk of derailments.

Thousands of anchor-mounted tank wagons were constructed from 1944 onwards, for a wide variety of oil companies. Employing a familiar 17ft 6in chassis and 10ft wheelbase, as seen on pre-war designs, the tank wagons sported a variety of equipment and barrel sizes to suit the needs of particular traffics.

Examples continued in use on the main line into the 1970s, with some even lasting into the following decade. Furthermore, BR purchased numerous tanks from their owners, for use as Departmental fuel oil carriers and waste oil storage. Wagons were also redeployed on mobile weedkilling trains or within the BR Engineers' fleet. Industrial users also purchased surplus wagons, for use in steel works, collieries and many other facilities, with examples continuing in use up to the 1990s.

Dapol released its first batch of 14t anchor-mounted tank wagons in early August, offered in both Class A and Class B format and with a colourful array of liveries to choose from. We have two models to review, sporting a range of detail differences, although they all share the same die-cast metal, open-framed chassis which is very impressive.

The weight of each wagon is

“Both axles are sprung and the three-hole wheels feature an extremely fine profile”

the first thing that one notices. Tipping the scales at 253g (Class B) and 291g (Class A), these are hefty models and, unsurprisingly, they run extremely well over points and crossings. The pinpoint axles run in brass bearings, thus keeping friction to a minimum.

As with Dapol’s previous 7mm scale freight releases, both axles are sprung and the three-hole wheels feature an extremely fine profile. The Morton brake gear looks great, with safety hoops and twin ‘V’ brackets on each side, while the open frames and anchor plates really capture the look of the real thing. Sprung metal buffers and working three-link couplings (with sprung drawhooks) complete the chassis package.

The tank barrels are discreetly screwed to the frames and a prototypically smaller barrel is installed on the Gulf Class B wagon (smaller barrels were employed for denser materials). Attention to detail extends to the bottom discharge pipework on the Class B tank, along with a valve on the top of the barrel. Indeed, there is a welcome variety of filling equipment, ladders and walkway options across Dapol’s range of tank wagons, to suit the equipment carried by each prototype.

Quality of decoration is high, with the printed logos and instructions crisply printed and fully legible. Different makers’ plates are installed to suit each individual wagon and the Gulf blue tank even features late 1970s style overhead line warning symbols.

These are a great addition to Dapol’s expanding ‘O’ gauge range, portraying an interesting prototype to a high degree of fidelity. They’re keenly priced, run well and look fantastic. What more can we ask for? ***(GD)***

SUMMARY

PROS
- Top-notch finish.
- Smooth runners.
- Colourful liveries.

CONS
- Not a lot.

FINAL VERDICT

Superb.

Accurascale CDA china clay hoppers

◆ **GAUGE** 'OO' ◆ **MODEL** Accurascale ACC2531CDA-EWS2 CDA china clay hoppers, EWS livery ◆ **PRICE** £74.95 per triple-pack
◆ **AVAILABILITY** Accurascale stockists **Web** *www.accurascale.co.uk*

Following the recent release of Accurascale's excellent HAA 'merry-go-round' (MGR) coal hoppers (MR301), other versions based around the same wagon type are now appearing, including the popular CDA covered china clay hoppers. Although construction of twin-axle MGR hoppers had continued into the 1970s, with a range of covered versions being built for lime and gypsum flows, there was a long pause before the CDAs were constructed in the late 1980s.

After a trial conversion of an existing MGR hopper, a fleet of 124 CDAs was built from new at Doncaster Works in 1987-8, followed by a small number of rebuilds using spare HAAs. Built to replace the decrepit, timber-bodied and vacuum-braked OOV 'clayhood' open wagons, the CDAs revolutionised the transport of china clay within Devon and Cornwall and were initially treated to blue frames and large English China Clay (ECC) logos on the hopper sides. This branding didn't last long, however, with English, Welsh and Scottish Railway (EWS) and then DB Cargo applying their house colours and logos to most of the fleet.

"The distinctive boxes are faithfully rendered at each end of the hopper"

Although depleted in recent years, a number of CDAs are still in use and are hauled by DB Class 66s, having previously been in the charge of BR and EWS Class 37s for many years previously.

Accurascale's model features much the same specification as the HAA models reviewed in the July issue, although there are also plenty of extra fittings installed to correctly portray the CDAs. The air brake equipment has been moved to the top of the running frame and the distinctive boxes are faithfully rendered at each end of the hopper, as is the tensioning rod for the hopper cover.

Talking of which, the canvas cover is moulded in plastic, but features a lifelike texture and appearance, complete with securing cords. The small horizontal slots are also present on both ends and one side of the hopper, for extra authenticity. Presented in triple-packs, there's plenty of variety across our three sample wagons, in terms of logos, markings and even in the colour of the canvas cover. The paint finish is top-notch and the St Blazey lizard logos, builders' plates and other small markings are all superb.

Sprung buffers, brake discs on alternate wheels, and kinematic NEM coupler pockets are all features in common with the earlier HAA release, making for a great all-round package. Various packs are on offer, with EWS and DB markings. ***(GD)***

SUMMARY

PROS
- Accuracy and looks.
- Superb finish.
- Popular prototype.
- Plenty of detail.

CONS
- Nothing.

FINAL VERDICT

Superb.

Accurascale HCA MGR hoppers

◆ **GAUGE** 'OO' ◆ **MODEL** Accurascale ACC2596HCA-EWS2 BR HCA MGR coal hopper with canopy, EWS livery ◆ **PRICE** £74.95 per triple-pack
◆ **AVAILABILITY** Accurascale stockists **Web** *www.accurascale.co.uk*

Another derivative of the famous MGR hopper family has also been released by Accurascale, in the shape of the HCA. One of the earlier types of hopper equipped with a canopy, these wagons were designed for use on longer distance coal traffic. The extension to the hopper reduced the amount of coal dust emitted while the loaded train was in motion, as well as offering superior aerodynamics.

The HCAs retained the two smaller lateral internal strengthening beams, whereas other sub-types had these removed and modifications made to the outer hopper framing to compensate. Introduced in the 1970s and continuing in use well into the early 2000s, the HCAs went on to receive Transrail and Mainline brandings during the early days of privatisation, followed by EWS markings.

Accurascale is offering a choice of BR or EWS era HCAs, in triple-pack format and featuring prototypical detail differences from the HAAs. The most obvious difference is the addition of the canopy, with the correct array of internal strengthening beams present. The three wagons in our sample pack carry discreet pointers to the EWS era, with one wagon also wearing stencilled Transrail 'Big T' logos.

Again, the array of detail and high-quality finish is apparent, while the extra variety offered by this sub-class is most welcome. Still to come as part of Accurascale's MGR range, are the HBA, HDA and HMA variants. ***(GD)***

"The extra variety offered by this sub-class is most welcome"

SUMMARY

PROS
- Accuracy and looks.
- Superb finish.
- Useful, long-lived MGR sub-type.

CONS
- Nothing.

FINAL VERDICT

Great stuff!

Accurascale PCA cement wagons

◆ **GAUGE** 'OO' ◆ **MODELS** • Accurascale ACC2040CS-U Castle Cement/Heidelberg PCA, Pack U • ACC2-42CS-W Castle Cement PCA, Pack W ◆ **PRICE** £74.95 per triple pack
◆ **AVAILABILITY** Accurascale stockists **Web** *www.accurascale.co.uk*

Built in France for wagon leasing firm STS in the early 1980s, these handsome pressure-discharge, covered cement hopper wagons were coded PCA under BR's TOPS system and initially employed by Rugby Cement. Blue Circle Cement also took on a fleet of the same wagons, replacing some of its existing 'Presflo' vehicles. A further batch of hoppers was ordered in 1985, from a different French builder, which also went to work on Rugby Cement flows.

Despite a short period in the early 1990s when the fleet was off lease, the vehicles were eventually put to work on traffic from Castle Cement's Ketton works, in Rutland. Later, examples also began to work from Castle's Clitheroe facility and the fleet remains in use today.

Released initially in 2019, this is the first time *Model Rail* has been able to review Accurascale's PCA wagons. The first batch proved to be a very healthy seller, with this second production run being offered owing to modeller demand. Under test, we have a pack of wagons in original 1990s Castle Cement livery, along with a later iteration, complete with newer logo and Heidelberg sub-branding. Various triple packs are on offer, allowing a realistic rake to be assembled for pre and post-2000s eras.

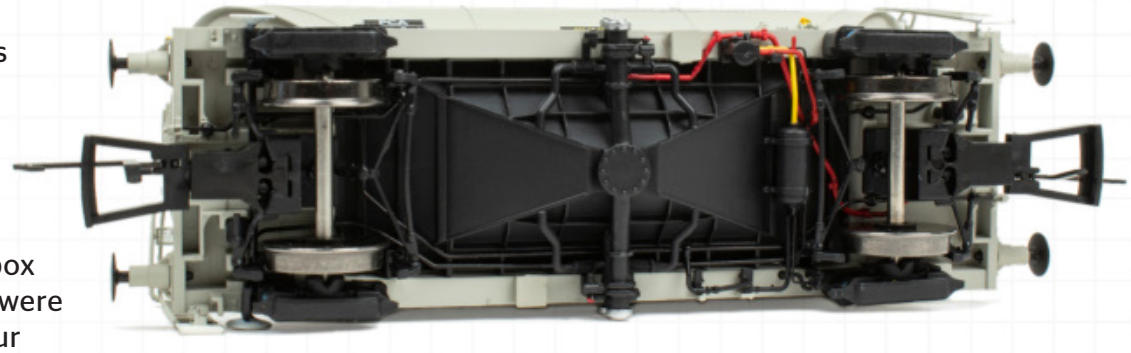
The models really capture the distinctive profile of the real

“I particularly like the way the brake cross shafts have been designed to fit neatly around the NEM coupler pockets”

wagons, with the complex lip around the sloping ends particularly convincing. The etched walkway panels atop the barrel are superb, while the top two steps of the ladders also feature fine mesh tread panels. At solebar level, the pressure discharge valves and pipework are nicely rendered, as are the ferry cleats. Sprung buffers are fitted and the brake gear – with associated pipework and reservoir tanks – is also impressive. I particularly like the way the brake cross shafts have been designed to fit neatly around the NEM coupler pockets.

The pedestal suspension units feature crisply moulded spring and axlebox detail, although the parts were a little loose on a few of our samples, leading to slight stiffness in the axles. Once glued in position more securely, running was flawless.

The two slightly different liveries have been applied to a very high standard, with appropriate BR and post-privatisation style overhead warning symbols applied to match each version’s timescale. As usual, Accurascale includes small detail bags, featuring dummy Instanter couplings and brake hoses.



These wagons will look great with a lightly weathered finish (the real things are usually kept fairly clean) and are perfect for hauling by a range of diesel traction, including Class 37s for the earlier versions, and the ubiquitous EWS/DB Class 66 for the post-2000s, Heidelberg-branded versions, although GBRf won the Castle Cement contract in 2018.

At the time of writing, plenty of wagon packs were in stock with Accurascale’s chain of stockists and on its website, but they’re unlikely to linger on the shelves for too long. If, like me, you missed out on the PCAs first time around, make sure you get your order in soon! ***(GD)***

SUMMARY

PROS
- Plenty of refined detail.
- Excellent finish.

CONS
- A few loose axle units.

FINAL VERDICT

Superb.

Peco 'TT:120' lineside building kits

◆ **SCALE** 'TT:120' ◆ **MODELS** • Peco LK-12100 GWR signal box (£16.95) • LK-12101 Country station building (£18.95) ◆ **AVAILABILITY** Peco stockists **Web** *www.peco-uk.com*

As mentioned last month, Peco generously sent us a large bundle of new products from its nascent 'TT:120' range and, while we appraised the track, points and accessories in MR303, we can now assess some of the lineside building kits.

Peco's initial raft of 'TT:120' kits includes an attractive station building, complete with canopy, plus a small signal box and a goods shed. All three structures have a distinct GWR character, but they're not too region-specific and could be readily employed for layouts set in other parts of the UK.

At *Model Rail*, we always prefer to build a kit before reviewing it, so two of the three kits have been assembled in order to test the fit of parts, the clarity of the instructions and the appearance of the finished structures. Each of the kits primarily feature laser-cut wood components (cut from 1mm thick plywood), plus moulded plastic chimney pots and a generous sheet of clear acetate for the glazing.

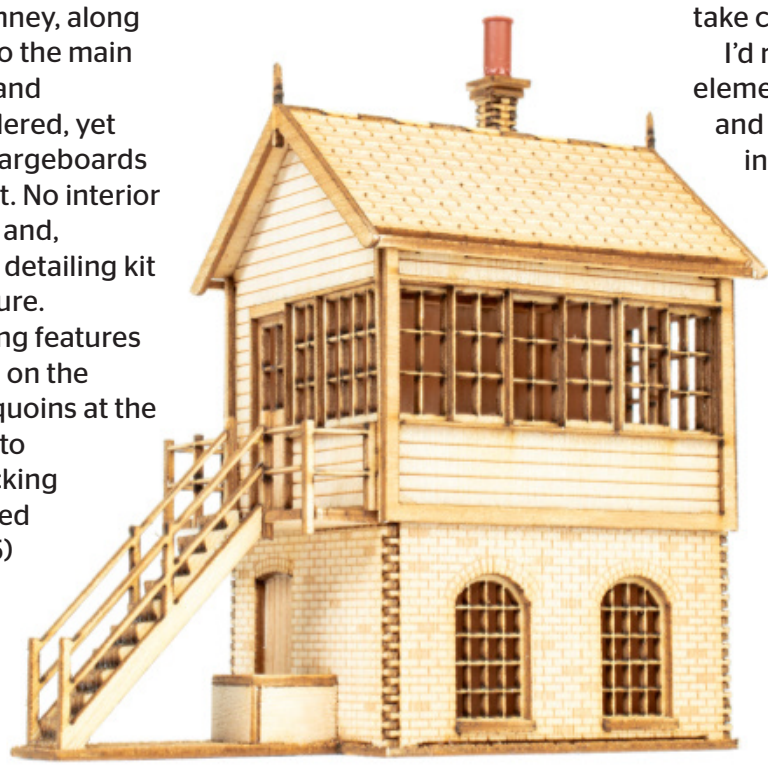
The walls are built up in layers with interlocking joints, creating a very sturdy construction. Doors and window frames are provided as separate parts, providing welcome relief.

The signal box boasts impressive etched brick detail to the base and chimney, along with timber panels to the main cabin. The veranda and stairs are finely rendered, yet resilient, while the bargeboards and finials look great. No interior details are provided and, hopefully, a suitable detailing kit will be offered in future.

The station building features dressed stone detail on the exterior walls, with quoins at the corners, which help to disguise the interlocking joints. The goods shed (ref. LK-12102, £18.95) also depicts a stone-built structure, with corrugated roof panels and an interior loading platform.

The station canopy brackets and fingerboard fascia are lovely and there's even a rough texture to the lean-to extension roof, plus gutters and downpipes. The main 'slate' roof panels and decorative ridge tiles add extra charm. Again, no interior fittings or walls are provided, but the panelled doors and window frames are excellent.

The proportions of 'TT:120' are modeller-friendly, making these kits a straightforward prospect. The fiddliest element was the delicate square rings that adorn the chimney stacks, which needed to be cut from the fret very carefully. Some gaps exist in the corner joints of the walls and chimney stacks, but a little filler and careful abrading will take care of them.



I'd recommend painting elements like the windows, doors and station canopy before installation, but it's by no means essential. I would, however, leave the signal box roof loose pending interior detailing, while the station interior can be accessed from below.

Offering great value and excellent results, these kits are heartily recommended, whether you're planning a 'TT:120' layout now or in future. Indeed, they provided a very enjoyable way of passing a few evenings. ***(GD)***

SUMMARY

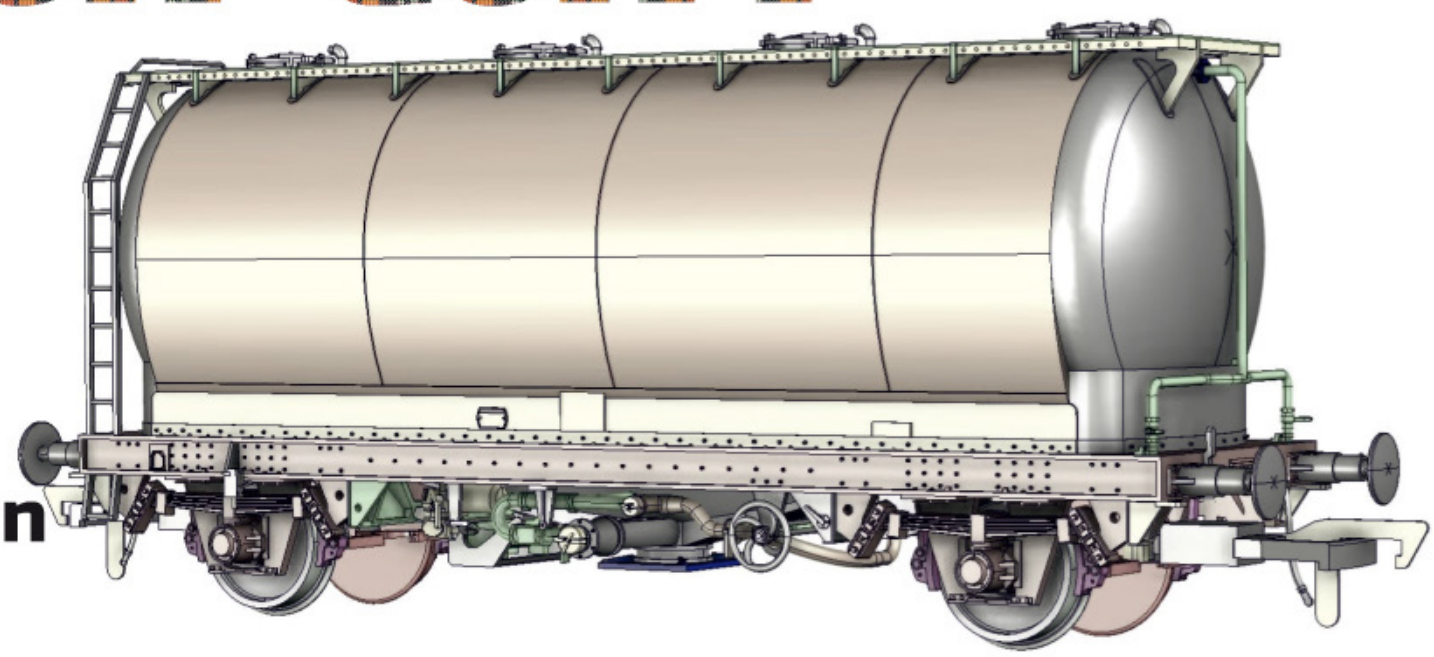
PROS
- Attractive buildings.
- Easy to assemble.
- Clear instructions.
- Plenty of fine exterior detail.

CONS
- Lack of interior details.

FINAL VERDICT

Excellent.

The Tartan tanks!



‘Alcan’ PCA alumina dry powder wagon

OO gauge

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Decorated samples.
Photo: Jacques Portal/Model Rail

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BR BLACK, EARLY EMBLEM (WEATHERED)

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- MR-303: No. 1604

BR BLACK, LATE EMBLEM (PRISTINE)

- MR-304A: No. 1636
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BR BLACK, LATE EMBLEM (WEATHERED)

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- MR-305B: No. 1628

GWR GREEN

- MR-306: GWR green No. 1638

‘BUSBY’ CHIMNEY

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NCB GREEN

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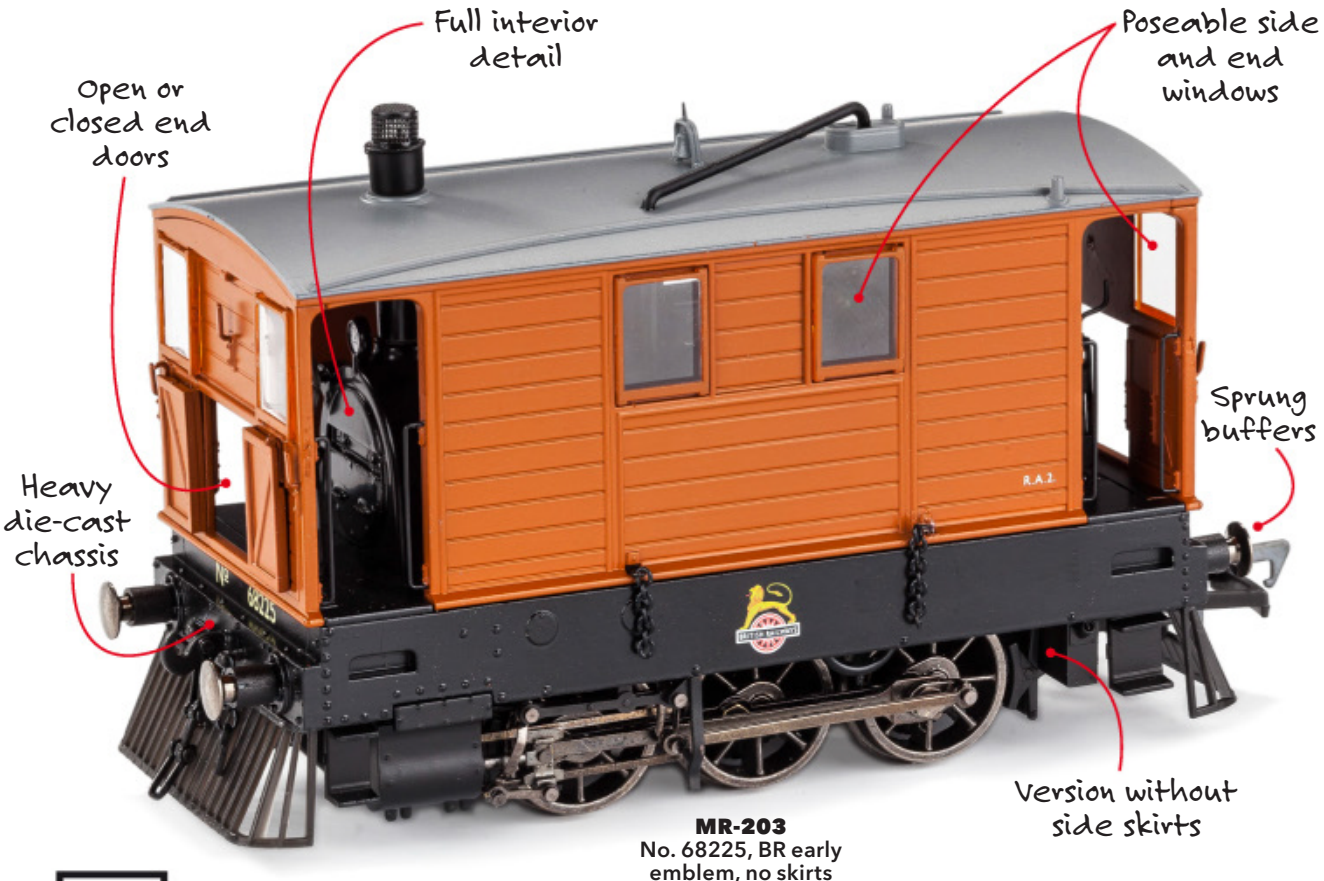

MR-203
No. 68225, BR early emblem, no skirts

Specification list

Made by: Rapido Trains

Motor: Coreless

DCC socket: Six-pin

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

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'USA' 0-6-0T
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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
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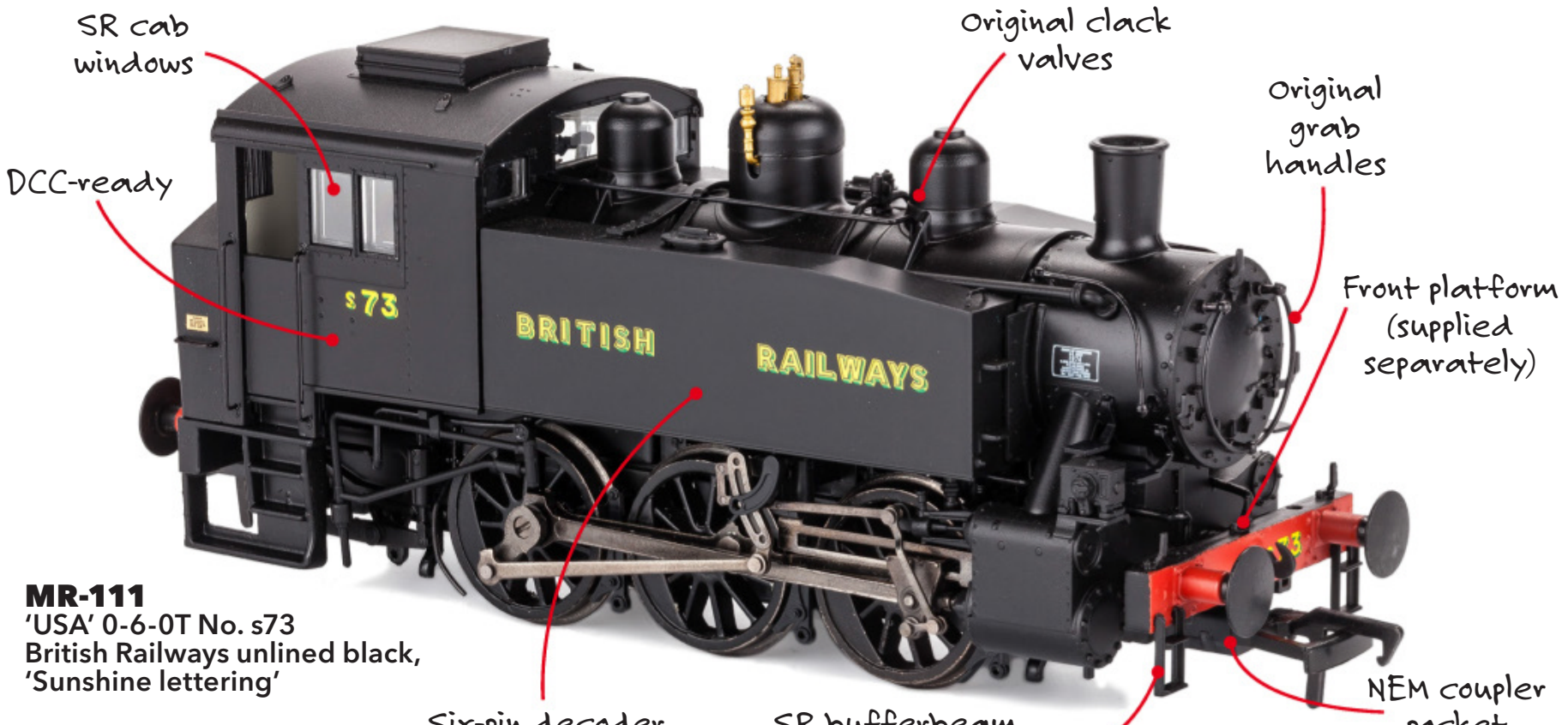

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British Railways unlined black, 'Sunshine lettering'

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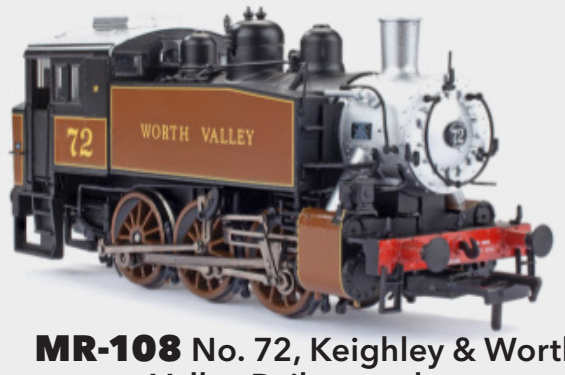

MR-108 No. 72, Keighley & Worth Valley Railway ochre

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

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£211.50 price for subscribers

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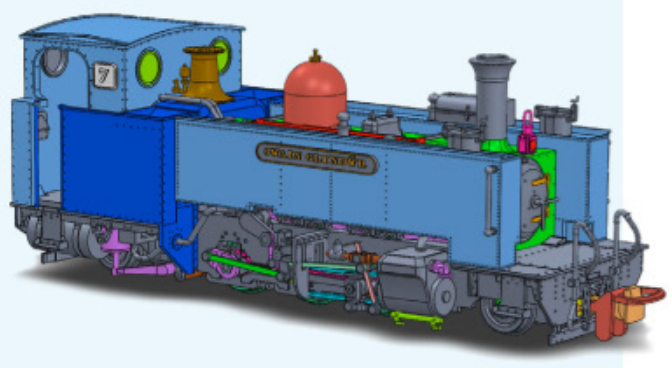

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Produced by Heljan in partnership with Kernow MRC

00 GAUGE **BR Class 11 0-6-0DE**
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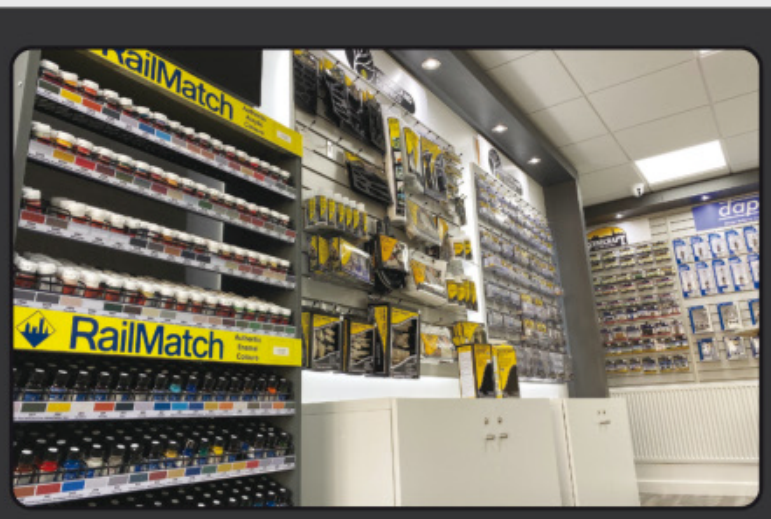

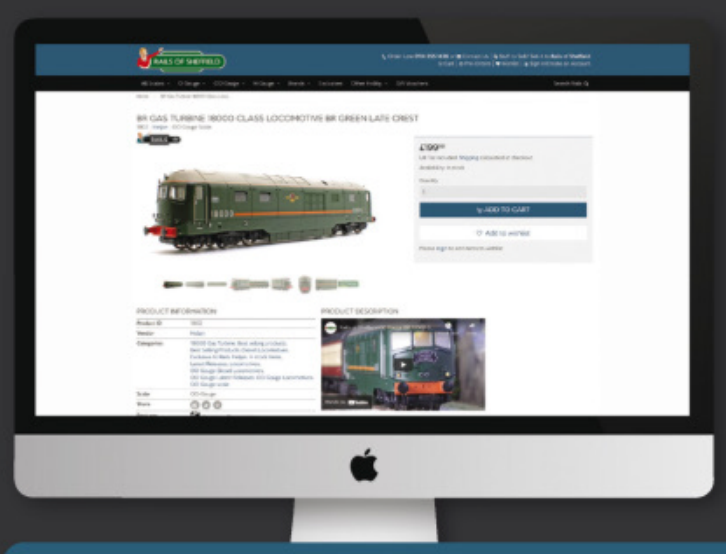

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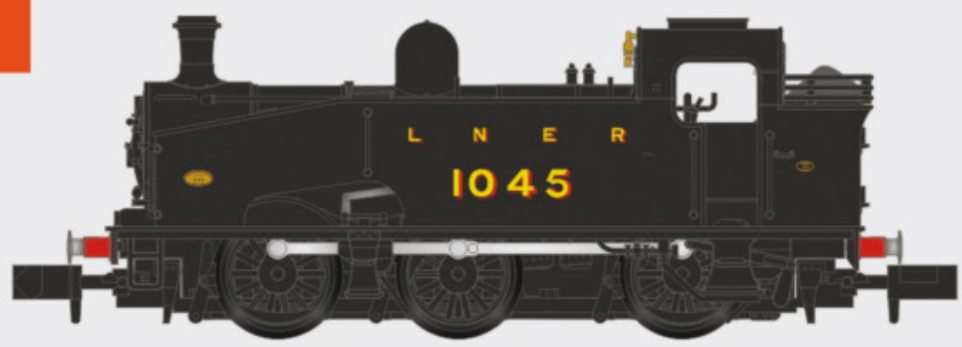

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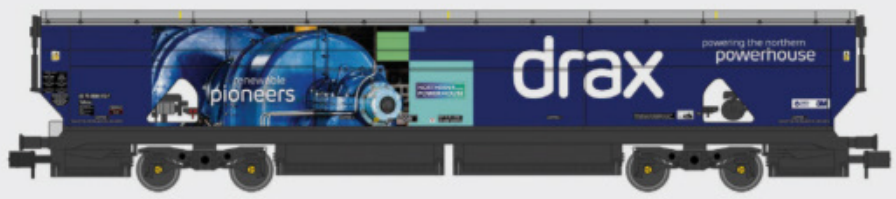

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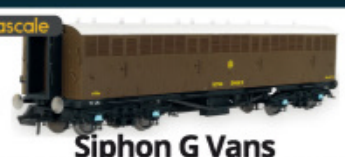

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Class 59
Stage: Engineering Samples **Due:** Q4 2022
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Class J94 Austerity 0-6-0ST
Stage: CADs **Due:** 2023
Price: from £212.50 **Digital:** 21-pin
hattons.co.uk/dapolj94

Class B4 0-4-0T
Stage: Deco Samples **Due:** Q3 2022
Price: from £195.50 **Digital:** 21-pin
hattons.co.uk/dapololswrb4

O Gauge Diesels/ Electrics

Class 26
Stage: Deco Samples **Due:** Q4 2022
Price: from £509.15 **Digital:** ESU XL
hattons.co.uk/heljano26

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

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

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

Class 73
Stage: Engineering Sample **Due:** 2023
Price: from £636.65 **Digital:** ESU XL
hattons.co.uk/heljan73

O Diesel Multiple Units

GWR Streamlined Railcar
Stage: Painted Samples **Due:** Q3 2022
Price: from £297.50 **Digital:** 21-pin
hattons.co.uk/dapolorailcar

Class 117 2/ 3-car DMU
Stage: Early samples **Due:** 2023
Price: from £551.65 **Digital:** 21-pin
hattons.co.uk/heljan117

O Coaches & Wagons

Stroudley 4 Wheel Coaches
Stage: Deco Samples **Due:** Q3 2022
Price: from £96.77 **Digital:** Yes TBC
hattons.co.uk/dapolstroudley

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

Mk1 Covered Carriage Trucks
Stage: Early sample **Due:** 2022
Price: from £152.15 **Digital:** N/A
hattons.co.uk/heljancct

Please note - Images shown here may not be fully representative of the final products. Errors excepted.

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OO Gauge (1:76 Scale)

Steam locos

BARGAIN

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

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

NEW

4S-001-001 Class 78xx 'Manor' 4-6-0 7800 "Torquay Manor" in GWR green shirtbutton emblem (Dap) NEW £140.72
4S-001-001D Class 78xx 'Manor' 4-6-0 7800 "Torquay Manor" in GWR green shirtbutton emblem - Digital fitted (Dap) NEW.....£167.11

NEW

4S-001-006 Class 78xx 'Manor' 4-6-0 7810 "Draycott Manor" in BR lined green early emblem (Dap) NEW..... £140.72

NEW

4S-001-002 Class 78xx 'Manor' 4-6-0 7814 "Fringford Manor" in GWR green GWR lettering (Dap) NEW . £140.72
4S-001-002D Class 78xx 'Manor' 4-6-0 7814 "Fringford Manor" in GWR green GWR lettering - Digital fitted (Dap) NEW.....£167.11

NEW

4S-001-005 Class 78xx 'Manor' 4-6-0 7819 "Hinton Manor" in BR black early emblem (Dap) NEW £140.72
4S-001-005D Class 78xx 'Manor' 4-6-0 7819 "Hinton Manor" in BR black early emblem - Digital fitted (Dap) NEW.....£167.11

NEW

4S-001-007 Class 78xx 'Manor' 4-6-0 7827 "Lydham Manor" in BR lined green late crest (Dap) NEW ..£140.72
4S-001-007D Class 78xx 'Manor' 4-6-0 7827 "Lydham Manor" in BR lined green late crest - Digital fitted (Dap) NEW.....£167.11

R3990 Class A1 4-6-2 2547 "Doncaster" in LNER green (Hor)..£228

R3843 Rebuilt Class W1 Hush-Hush 4-6-4 10000 in LNER garter blue (Hor).....£218

R3834 Thompson Class A2/3 4-6-2 60512 'Steady Aim' in BR green early emblem (Hor).....£207
R3835 Thompson Class A2/3 4-6-2 60523 'Sun Castle' BR green late crest (Hor)..£207

Diesel locos

NEW

R30045 Class 47/7 47749 "City of Truro" in Colas Rail Freight - Railroad plus range (Hor) NEW £87.50

4D-022-020 Class 68 68018 "Vigilant" in DRS compass blue (Dap) £135.99

4D-022-021 Class 68 68027 "Splendid" in TransPennine Express (Dap) £135.99
4D-022-021D Class 68 68027 "Splendid" in TransPennine Express - Digital fitted (Dap)..... £161.49
4D-022-022 Class 68 68031 "Felix" in TransPennine Express (Dap)....£135.99
4D-022-022D Class 68 68031 "Felix" TransPennine Express - Digital fitted (Dap)..£161.49

Electric locos

BARGAIN

R3569 Class 71 E5005 in BR blue (Hor) (RRP £206.99)BARGAIN £99

BARGAIN

R3568 Class 71 E5018 in BR green no yellow ends (Hor) (RRP £206.99).....BARGAIN.....£99

R3893 Class 91 91117 "Cancer Research UK" in GNER (Hor) £196.50

Bi-Modal Multiple Units

R3762 Class 800 IEP five car pack 800201 in LNER 'Azuma' (Hor)..... £430.50

Train sets - analogue

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

Coaches

BARGAIN

GWRcoachpackK Hawksworth 63' 3-pack in BR crimson & cream (Includes R4404B, R4408B & R4493B) (Hor) (RRP £181.47).....BARGAIN.....£90

BARGAIN

LMSCoachPackA LMS Period III Non-Corridor 4-pack in BR crimson (Includes R4799, R4800, R4801 & R4801A) (Hor) (RRP £237.96).....BARGAIN.....£108

BARGAIN

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

BARGAIN

R4808 Mk2D BSO brake second open E9481 in BR blue and grey (Hor) (RRP £49.49).....BARGAIN.....£23

BARGAIN

R4811 Mk2E BSO brake second open 9502 in Intercity (Hor) (RRP £49.49).....BARGAIN.....£23

Wagons

NEW

4F-026-025 HIA aggregate limestone hopper in Freightliner green - 369050 (Dap) NEW £25.08
4F-026-026 HIA aggregate limestone hopper Freightliner green - 369056 (Dap) NEW £25.08
4F-026-027 HIA aggregate limestone hopper Freightliner green - 369060 (Dap) NEW £25.08
4F-026-028 HIA aggregate limestone hopper Freightliner green - 369071 (Dap) NEW £25.08
4F-026-029 HIA aggregate limestone hopper Freightliner green - 369083 (Dap) NEW £25.08

Buses

NEW

UK6525 ADL Enviro400 MMC - "First Glasgow" (Nor) NEW..£57

NEW

UK0066 ADL Enviro400MMC - Plain white body 10.9m single door (Nor) NEW..... £62.50

Commercial vehicles

NEW

76ACD001 AEC 690 Dumper Truck Wimpey (Oxf) NEW.....£19.50

N Gauge

Diesel locos

NEW

2D-018-012 Class 35 'Hymek' D7071 in BR green small yellow panels (Dap) NEW..... £106.25
2D-018-012D Class 35 'Hymek' D7071 in BR green small yellow panels - Digital fitted (Dap) NEW.....£131.75

NEW

2D-007-013D Class 66/4 66413 "Lest We Forget" in Freightliner / G&W orange - Digital fitted (Dap) NEW .£123.17

2D-007-014 Class 66/7 66780 "The Cemex Express" in GBRf / Cemex (Dap) £96.77
2D-007-014D Class 66/7 66780 "The Cemex Express" in GB Railfreight / Cemex - Digital fitted (Dap) NEW.....£123.17

DMUs

NEW

2D-020-003 Class 153 single car DMU 153302 in Wessex Trains black and gold (Dap) NEW..... £105.53
2D-020-003D Class 153 single car DMU 153302 in Wessex Trains black and gold - Digital fitted (Dap) NEW £131.92

2D-020-004 Class 153 single car DMU 153323 in Arriva Trains Wales (Dap) £105.53

2D-021-005 Class 156 'Super Sprinter' 156461 in Northern Rail Ravenglass and Eskdale Railway branding (Dap).....£127.52

Bi-Modal Multiple Units

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

O Gauge (1:43 Scale)

Steam locos

BARGAIN

H7-A3-005 Class A3 4-6-2 60035 "Windsor Lad" in BR green early emblem and unstreamlined non-corridor tender (Hat) (RRP £750).....BARGAIN.....£579

BARGAIN

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

BARGAIN

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

Wagons

NEW

7F-063-002 14 ton Class B 'Anchor Mounted' tank wagon "Fina" - 168 (Dap) NEW £46.75

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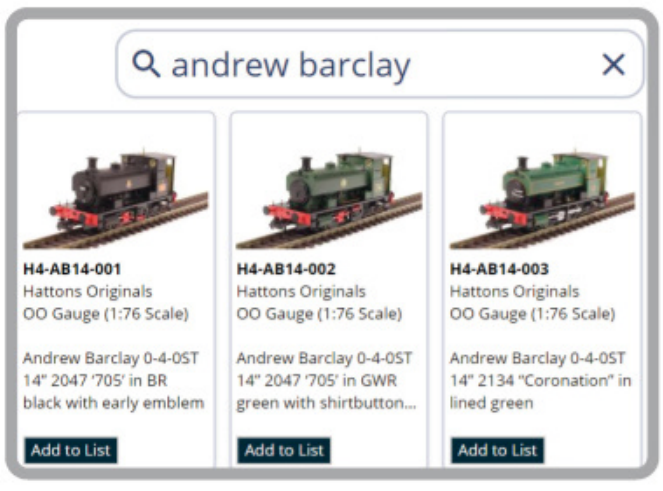

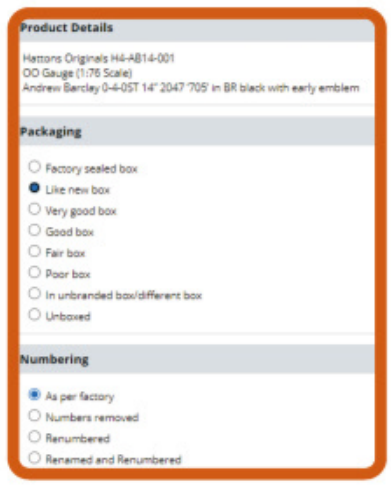

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ACC2535 CDA China Clay Wagon Pack - DB.....£74.95
ACC2536 CDA China Clay Wagon Pack - DB.....£74.95
ACC2595 HCA Wagon Triple Pack - Railfreight Brown.....£74.95
ACC2596 HCA Wagon Triple Pack - EWS.....£74.95

ACC2035CS-P PCA Cement Wagon Triple Pack - VTG Castle Cement.....£74.95
ACC2035CS-Q PCA Cement Wagon Triple Pack - VTG Castle Cement.....£74.95
ACC2035CS-R PCA Cement Wagon Triple Pack - VTG Castle Cement.....£74.95
ACC2035CS-S PCA Cement Wagon Triple Pack - VTG Castle Cement.....£74.95
ACC2035CS-T PCA Cement Wagon Triple Pack - VTG Castle Cement.....£74.95
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ACC2035CS-X PCA Cement Wagon Triple Pack - VTG Castle Cement.....£74.95

BACHMANN OO

35-335 Class 37/4 Diesel Locomotive No. 37 430 "Cwmbran" BR Large Logo Blue.£209.95

35-335SF Class 37/4 Diesel Locomotive No. 37 430 "Cwmbran". DCC Sound Fitted.£309.95

DAPOL OO

4F-013-035 Gunpowder No. 701059 BR Bauxite.....£11.10
4F-028-104 40ft Container Pink One Twin Pack.....£16.51
4F-028-105 40ft Container Pink One Twin Pack, weathered.....£17.54
4S-001-001 GWR 78xx Manor Steam Loco No. 7800 "Torquay Manor" GWR Green.£140.95
4S-001-001D GWR 78xx Manor Steam Loco 7800 "Torquay Manor". DCC Fitted.£167.95
4S-001-002 GWR 78xx Manor Steam Loco 7814 "Fringford Manor" GWR Green....£140.95
4S-001-002D GWR 78xx Manor Steam Loco 7814 "Fringford Manor". DCC Fitted...£167.95
4S-001-003 GWR 78xx Manor Steam Loco 7807 "Compton Manor" GWR Green....£140.95
4S-001-003D GWR 78xx Manor Steam Loco 7807 "Compton Manor". DCC Fitted..£167.95
4S-001-004 GWR 78xx Manor Steam 7823 "Hook Norton Manor" BR Lined Black..£140.95

4S-001-004D GWR 78xx Manor Steam 7823 "Hook Norton Manor" BR. DCC Fitted.£167.95
4S-001-005 GWR 78xx Manor Steam 7819 "Hinton Manor" BR Black.....£140.95
4S-001-005D GWR 78xx Manor Steam 7819 "Hinton Manor" BR Black. DCC Fitted.£167.95
4S-001-006 GWR 78xx Manor Steam No. 7810 "Drayton Manor" BR Lined Green..£140.95
4S-001-006D GWR 78xx Manor Steam No. 7810 "Drayton Manor" BR. DCC Fitted.£167.95
4S-001-007 GWR 78xx Manor Steam No. 7827 "Lydham Manor" BR Lined Green..£140.95
4S-001-007D GWR 78xx Manor Steam No. 7827 "Lydham Manor" BR. DCC Fitted.£167.95

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1724 Heljan Class 17 Diesel Locomotive No. D8568 BR Blue.....£152.15
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1726 Heljan Class 17 Diesel Locomotive No. D8599 BR Green.....£160.65
1727 Heljan Class 17 Diesel Locomotive No. D8539 BR Green.....£152.15
1728 Heljan Class 17 Diesel Locomotive No. 17 007 Railfreight.....£152.15
1729 Heljan Class 17 Diesel Locomotive No. 8538 BR Blue.....£160.65

2918 Heljan Class 07 Diesel Locomotive No. 07 011 BR Blue, weathered.....£160.65
2936 Heljan Class 07 Diesel Locomotive No. 07 012 BR Blue w/wasp stripes.....£152.65

HORNBY OO

R30043 Railroad Plus Class 57 Diesel Locomotive No. 57 305 Network Rail.....£87.99
R30045 Railroad Plus Class 47 Diesel Locomotive No. 47 749 "City of Truro" Colas.£87.99
R40147 Mk4 Driving Van Trailer No. 82225 GNER.....£76.99

R3978 W1 Hush Hush 4-6-4 Steam Locomotive No. 10000 LNER Silver Grey.....£244.99

R3979 W1 Hush Hush 4-6-4 Steam Loco No. 10000 LNER Grey double blast pipe.£254.99
R3980 W1 Hush Hush 4-6-4 Steam Locomotive No. 60700 BR Green w/late crest..£244.99

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2D-018-012 Hymek Diesel Locomotive No D7071 BR Green w/small yellow panels.£106.95
2D-018-012D Hymek Diesel Locomotive No D7071 BR Green. DCC Fitted.....£131.95
2D-018-013 Hymek Diesel Locomotive No D7020 BR Green w/full yellow ends.....£106.95
2D-018-013D Hymek Diesel Locomotive No D7020 BR Green. DCC Fitted.....£131.95
2D-018-014 Hymek Diesel Locomotive No D7044 BR Blue w/full yellow ends.....£106.95
2D-018-014D Hymek Diesel Locomotive No D7044 BR Blue. DCC Fitted.....£131.95
2D-020-003 Class 153 DMU No 153 302 Wessex Trains Black & Gold.....£105.95

2D-020-003D Class 153 DMU 153 302 Wessex Trains Black & Gold. DCC Fitted.£131.95
2F-013-075 Gunpowder Van No. 299041 LMS.....£10.20
2F-013-076 Gunpowder Van No. 299041 LMS, weathered.....£11.30

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DAPOL O

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R4389 Railroad LMS Brake 3rd Coach No. 5200 LMS.....**£17.99**
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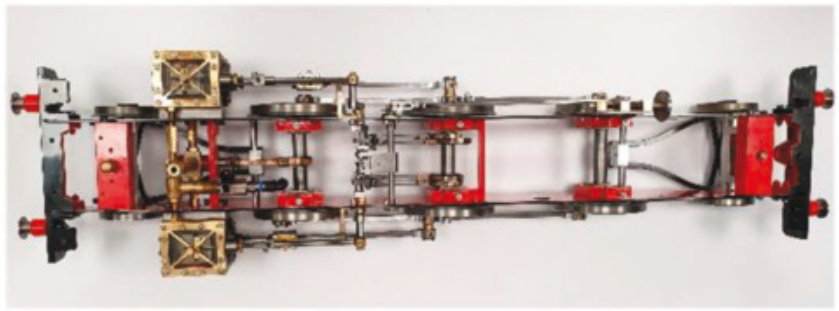

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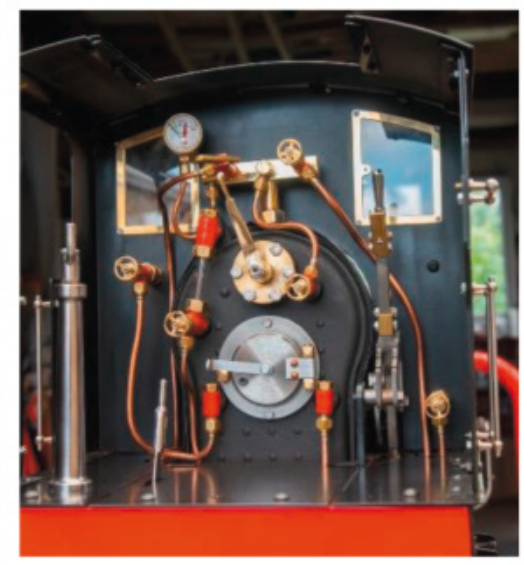

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DEPARTS: Saturday 3 September 2022

8 DAYS

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Fares 8 Days From £1779

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DEPARTS: Tuesday 20 September 2022

8 DAYS 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.

Swiss Mountain Steam

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DEPARTS: Wednesday 21 September 2022

8 DAYS

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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!

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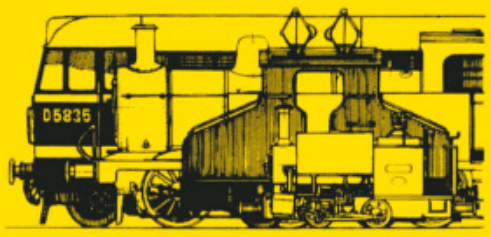

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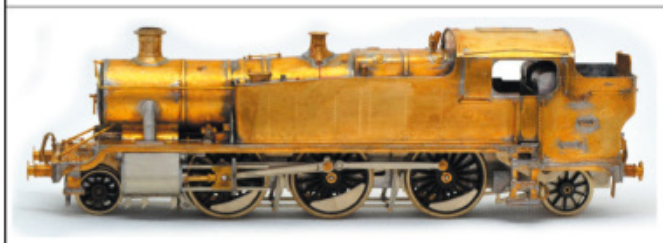

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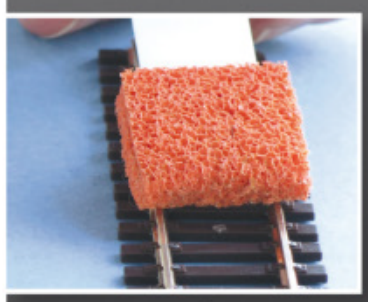

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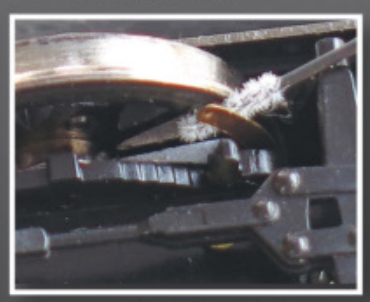

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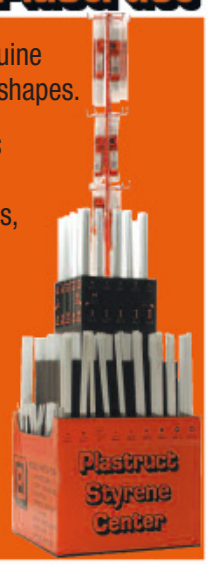

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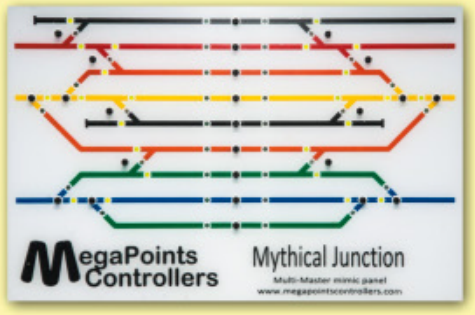
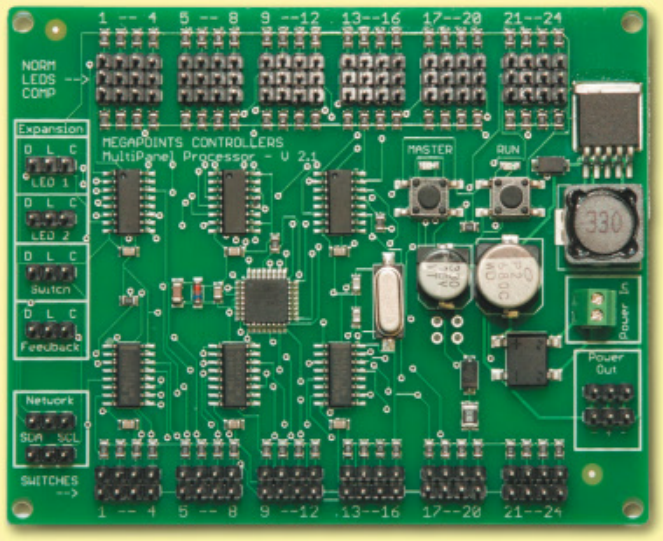


Your bespoke mimic panel

Control your model railway from one or more tactile control panels
- NO SOLDERING! ***It's all plug and play!*** ✓
- Only uses a single cable between each control board.
- Includes ***feedback channel display*** option for:-
  - Block & section track occupancy ✓
  - Points position indication ✓
- Optional ***bespoke professional mimic panel design*** and build.
- Control servos, traditional solenoids, stall motors and relays.
- Works with ***analogue and digital*** layouts.

See website videos and product pages for more information.
Our single MultiPanel control board does it all!



Size 8cm x 10cm

1. Plug in LED cables
2. Plug in switch cables
3. Connect to control boards
4. Press buttons, start using!

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A single cable connects each control board together and operates in BOTH directions for feedback display.

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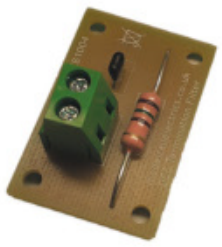
Rev 17-03

DCC end of line Bus Termination Filter £3.48 / Pair



No Solder DCC end of line termination boards to connect to the each end of the DCC Buz line. Helps to reduce spikes on the Buz lines and provide a cleaner DCC signal to the Decoders. Helps to prolong the life of decoders especially when there is a short on the track or Buz line.

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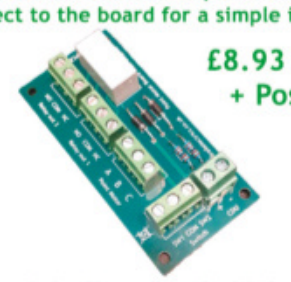
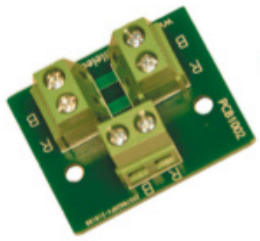


Our new Point Motor Board with 2 outputs to make wiring up motor points easier. Has 2 latching outputs that can be used for switching signals or panel lights to show which direction the points are set. Also the outputs can be used for switchig the polarity of the Frog on the points.

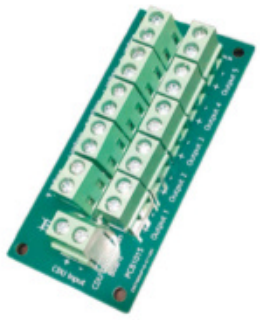
Track dropper connection board



£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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The CDU Distribution Board allows for 1 CDU input which provides 10 outputs to wire to point Motors. Can be used in conjunction with the point Motor Board. Makes wiring easier and tidier for connecting up the point motors and switches.

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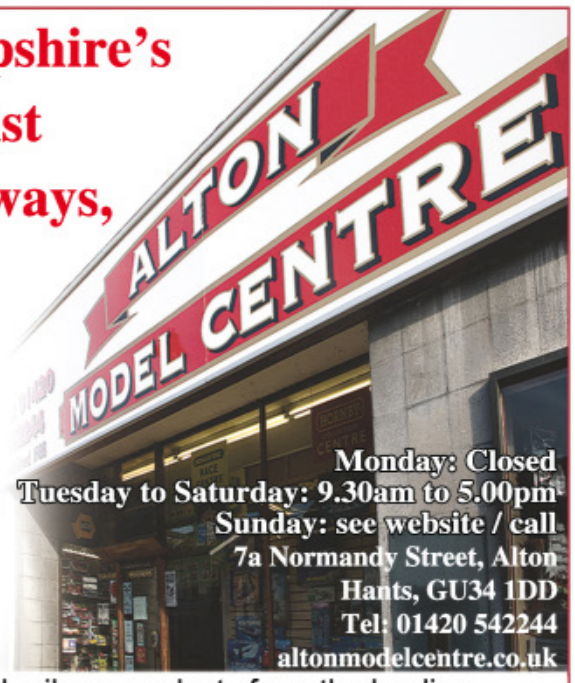

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ACE-3 DEVELOPMENT: IMPORTANT UPDATE

Regretfully, we have suffered another setback with component supply issues. Two of the parts required for ACE production are now not available unil October, so we will not be able to release any ACEs until early winter.

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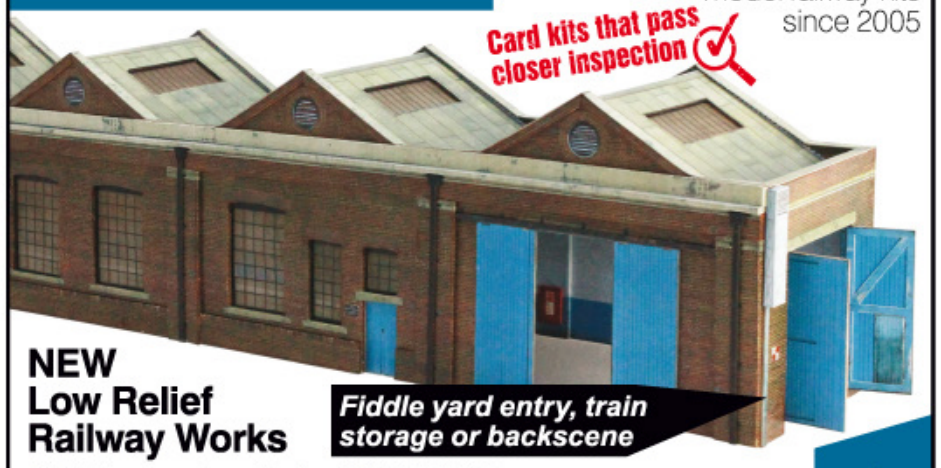

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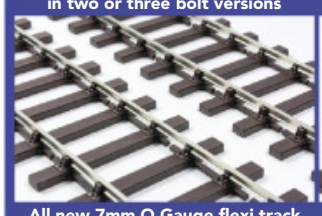
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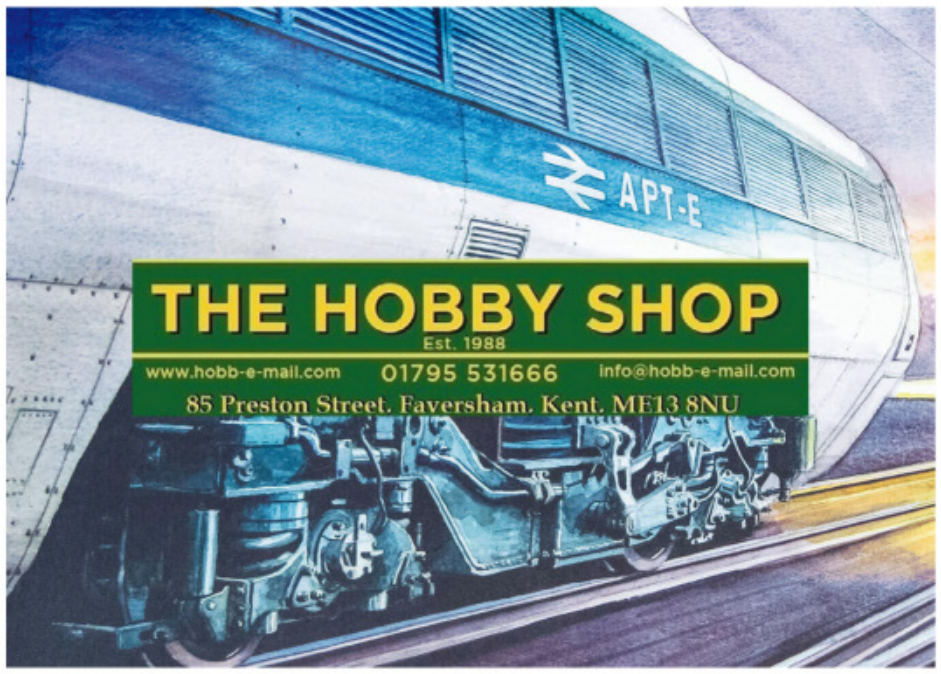

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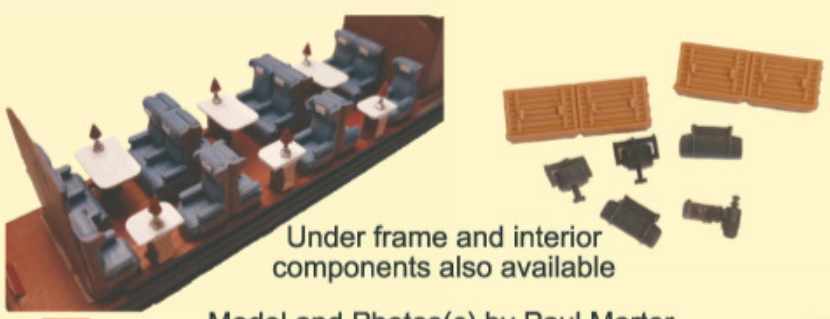

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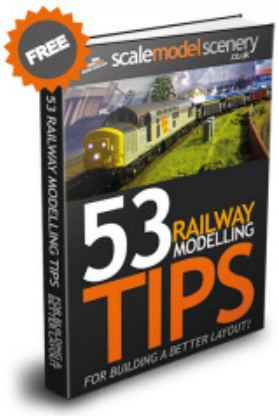

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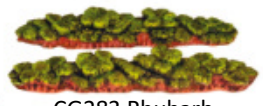

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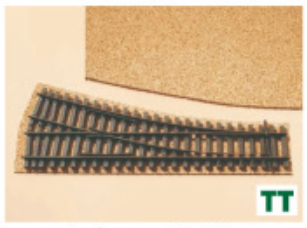

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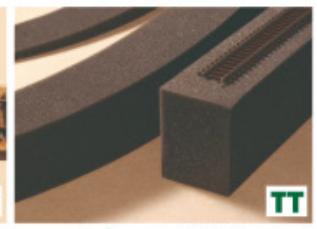

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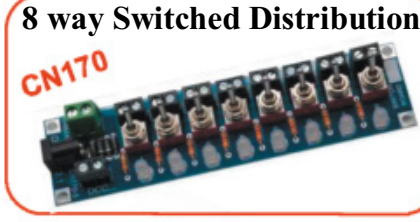

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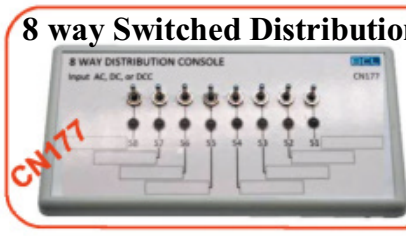

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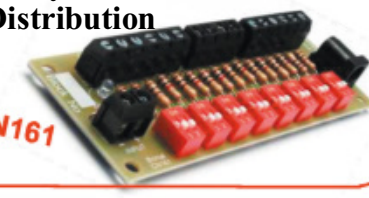

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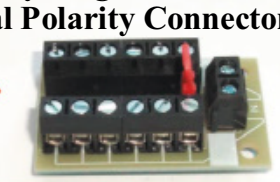

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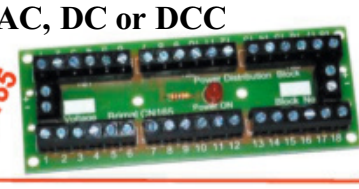

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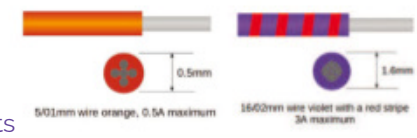

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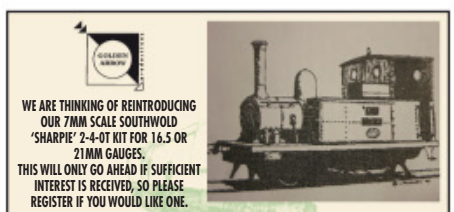
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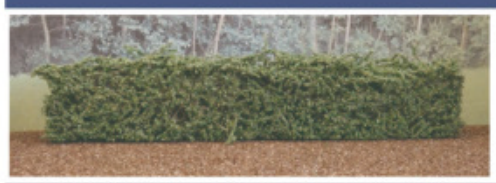

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COLOUR RAIL

Present your case

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

Model: BR Class 151 DMU

Scale: '00'

Proposed by: Ronald Craggs

What is it?

By the 1980s, British Rail faced a pressing need to replace a huge fleet of aging (and asbestos-riddled) diesel multiple units (DMUs), which had been the saviour of many branch lines during the Beeching era. With fewer train builders active in the UK, and with BR under pressure from a Conservative government to keep costs to a minimum, various budget-friendly options were considered. The infamous 'Pacers' duly emerged, but so too did a slightly more upmarket range of units, which led to the successful 'Sprinter' family of DMUs, which are still in use today.

One of the less well-known prototypes was created by Metro-Cammell and evaluated by BR. The three-car Class 151 featured an aluminium body and a 285hp Cummins diesel engine beneath each car, driving the axles via a unique transmission system. Non-standard bogies were employed, which gave a smooth ride on modern track, but didn't fare so well on older, jointed rails.

In competition with BR's own prototype, the Met-Cam '151' came off second best, not least as BR's Class 150 had been derived from an existing electric unit (Class 455), thus incorporating a greater number of 'standard' fittings and equipment. Therefore, Class 151 remained limited to a pair of three-car prototype units. They were, however, used in passenger service between 1985-1989, most notably in the Derby and Midlands areas.

What would make it viable?

Interest in the 1980s British Rail era is at an all-time high, and multiple units offer a modeller-friendly option, especially to those with limited space. Looking quite different to anything else that had operated on BR, before or since, the '151' would offer something unique. There are only two units and a single livery to choose from, so a model would have to be something of a bespoke affair, but if we're getting one-offs like 'GT3' in made-up liveries, why not something that actually ran on BR, and which represented an important moment in Britain's modern railway history?

Can I see a real one?

No. Following withdrawal, both units were stored, pending conversion, before eventually being scrapped at Crewe in 2004.

COLOUR RAIL

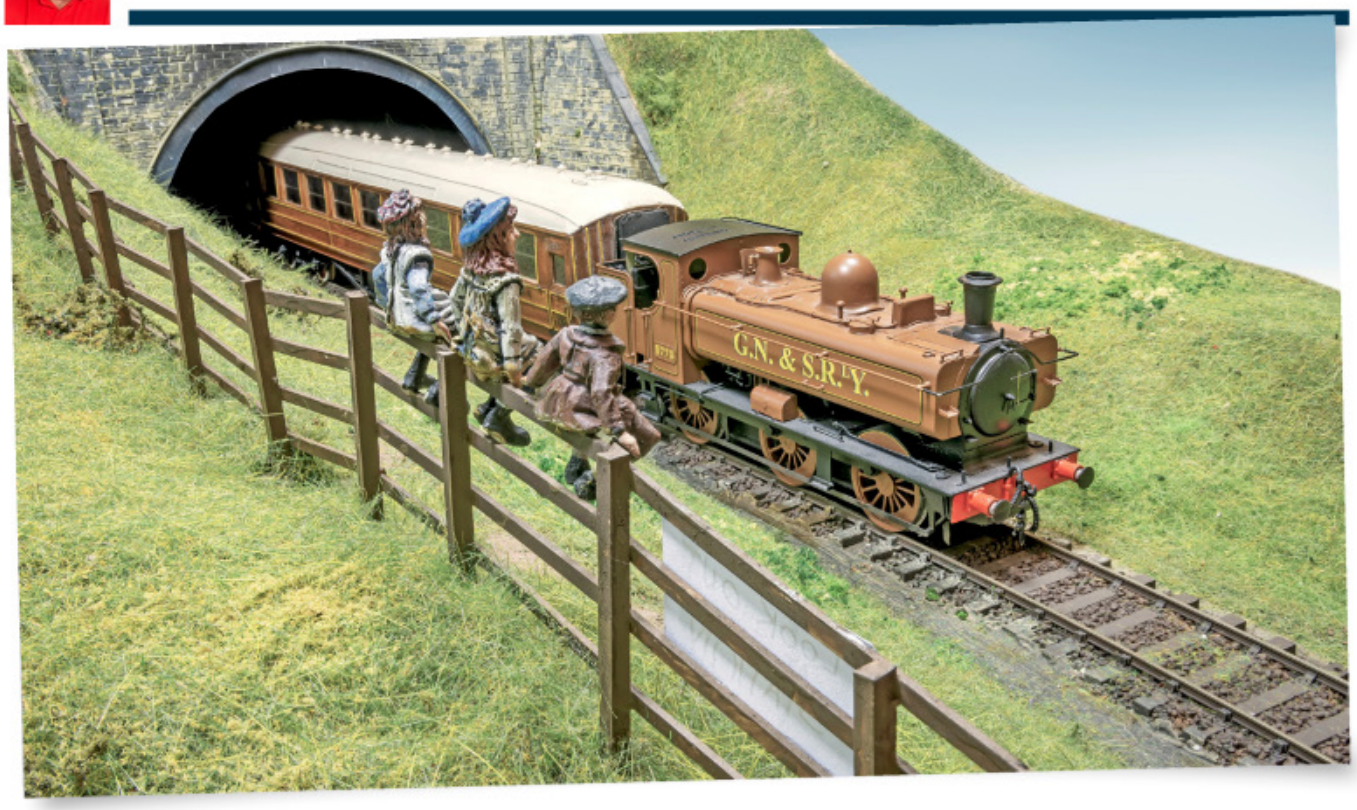
Have your say

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

How to join in

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

Chris Leigh offers some final thoughts about a film and a book, and the weather, in a not-quite-a-review page.



Phyllis, Bobbie and Peter watch the trains at Oakworth on my 'O' gauge layout, which is currently looking for a new home. CHRIS NEVARD

Railway Children – all grown up

The sad news of the death of Bernard Cribbins, Mr Perks in the 1970 movie *The Railway Children*, came just 24 hours after my grandchildren had taken me to see the eagerly awaited sequel, *The Railway Children Return*. It was his stellar performance and Lionel Jeffries' masterful direction, which had made the original movie the perennial classic that it now is.

I would not normally write a film review, but as I have an 'O' gauge layout based on the original movie and I'm known as a big Jenny Agutter fan, I am going to pen a few words.

I will try to avoid 'spoilers' relating to the story itself, which is very much for a 2020s audience rather than the 1970s audience of the original. It is, however, that 1970s audience which is likely to take particular interest in the sequel, so having the only screening at 3pm, as the Odeon, Kettering did, will immediately put the movie at a box office disadvantage.

For that modern audience the story comes forward 39 years from the 1905 setting of the original, to wartime in 1944 and the evacuation of children from the cities to the countryside. Three children from Salford are lodged at the home of grandmother 'Bobbie', Jenny Agutter reprising her role from the original movie. When the children explore the railway yard at Oakworth station they find a deserter from the US Army, sleeping rough in a brake van.

Lets clear the railway authenticity first. Salford station is 'played' by Keighley and the kids depart behind 'Jubilee' *Bahamas*. There are some brief appearances of maroon Mk 1 coaches and the 'Jubilee' and '4F' 0-6-0 have very obvious LMS vinyls over their BR logos. An American troop train is headed by a USATC 'S160' 2-8-0. Given the constraints of filming on a single-track preserved railway, the authenticity is as good as it can be.

Continuity from the original movie was more of an issue, as far as I was concerned. The house above the railway at Oxenhope which served as the Three Chimneys in the original was such an important feature and its location was core to the story. It has been modernised since the 1970s, with white UPVC window frames and would, I'm guessing, have been unsuitable for a 1940s setting.

So, although it is not referred to in the script, the family home is now the Brontë Parsonage Museum, which was Dr Forrest's home in the original. Some careful editing suggests the field between the house and the railway as before but the presence of Haworth's distinctive and very 'crowded' churchyard so close to the house is overwhelming. I could not escape the conclusion that 'Bobbie' and family had moved house, into town.

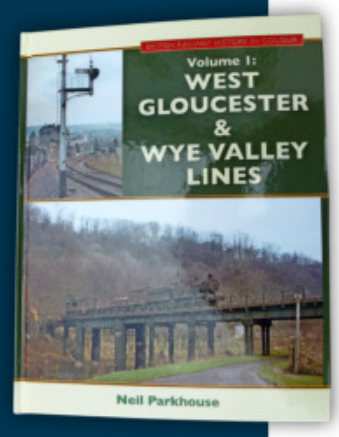
I was pleased to see that there's no walking in the 'four foot' and that trespass is confined to the less obvious intrusions into rolling stock in Oakworth yard. However, that care to avoid conveying wrong impressions to modern audiences is lost in the 'last reel'. To say more would spoil the climax. If you watch it, you'll draw your own conclusions.

To sum up, it's not the worst sequel ever but I don't think I'll be buying the DVD and re-watching it frequently, as I have done with the original.

Wye Valley ramblings

I recently set out to write a feature about the Gloucester-Ross-on-Wye-Hereford line for *Steam World*. I travelled the line once, shortly before it closed in October 1964, my interest prompted largely by the writings of E.T. Rawlings about his 'OO' layout based on Ross-on-Wye. His articles appeared in early 1960s copies of *Model Railway Constructor* and, together with similar features by the Iliffe-Stokes husband and wife team about their models of Kingham, they kicked off my interest in modelling rural Western Region lines.

However, I had little reference material about the Wye Valley line so I went shopping and found this wonderful 328-page full colour volume with over 100 pictures of the Gloucester-Hereford line, at a very reasonable £30. There are illustrations of all 11 wayside stations on the route and every one of them is worth modelling. There were also four tunnels and four crossings of the river Wye in the 30 miles. With GWR 'Prairie' tanks from Hornby, Dapol and Bachmann, 'Moguls' from Dapol and 'Manors' to come from Dapol and Accurascale modelling the Wye Valley line is a very tempting prospect.



Not so green and pleasant

Thinking about green and pleasant rural scenery certainly has its appeal at present as I watched a couple of rabbits searching for edible greenery on the remains of my parched lawn. The brook that runs through the village is dry and the sky is blue and cloudless. Perhaps those of us whose layouts are set in the present day need to start thinking about how we represent parched scenery. Is it time for Peter Marriott to retire the Gras-Master?

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