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REVIEWED THIS MONTH



BACHMANN CLASS 37



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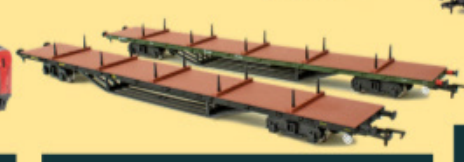
HORNBY Mk 4 DVT



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4D-003-023 - Western Champion Golden Ochre T Panel D1015

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4F-045-017 - IOA Ballast Wagon Network Rail Yel 3170 5992 006-4
4F-045-018 - IOA Ballast Wagon Network Rail Yel 3170 5992 025-4
4F-045-019 - IOA Ballast Wagon Network Rail Yel 3170 5992 050-2
4F-045-020 - IOA Ballast Wagon Network Rail Yel 3170 5992 110-4

N Gauge JHA O & K Hoppers



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This month's cover image



Tom Blaunt returned to the hobby to build the incredible 'Meldon West' – one of the finest 'N' gauge layouts we've seen for some time.
See page 28. CHRIS NEVARD

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Welcome

This month marks our second significant milestone of the year. After our 300th issue appeared in June, it's now exactly 25 years since the first standalone issue of *Model Rail* went on sale. Previously an occasional supplement in sister title *RAIL* magazine, the Autumn 1997 issue featured *Model Rail* launched as a quarterly, moving to monthly publication by 1999.

Looking back at that first issue, it's interesting to see how the hobby – and the industry – has changed. Some manufacturers have fallen by the wayside, new players have emerged, and the output of stalwarts Hornby, Bachmann/Farish and Dapol has improved markedly since the 1990s.

In 1997, my 'OO' motive power fleet was a ramshackle collection of mostly Lima diesels, upgraded and repainted to look as good as possible. But those 'pancake' motors? Ugh!

Digital Command Control, 3D printing and downloadable building kits are just some of the technological improvements we now take for granted, and we have an almost endless procession of new locomotives and rolling stock to enjoy on a monthly basis. We even have a new modelling scale, thanks to Peco's 'TT:120'.

In a nod to MR001, which contained our first ever Masterclass feature (something that has been a staple of *Model Rail* ever since), we're covering the humble Brush Type 2/ Class 31. Back in '97, the '31s' were still very much a part of the main line scene, but much has happened in the intervening years, so our coverage brings the story up to date. I greatly enjoyed working on a number of model '31s' this month and one of them is up for grabs – see page 43.

Finally, an apology to Benjamin Vincent: in this year's *Great British Model Railways* bookazine, we wrongly intimated that he had built his 'Nevermoor' layout when, in fact, it was built by Brian Yallop.

George Dent Editor





Check out this month's Masterclass, where I present tips for upgrading Class 31s in 'N', 'OO' and 'O'. The Brush Type 2s featured in the very first Masterclass, back in 1997.

Meet the team behind the UK's best modelling magazine



Chris Leigh Active in the hobby since his teens – he can claim to be experienced!



Chris Gadsby Our DCC specialist starts a new layout every year!

This month's contributors



Model Rail essential information

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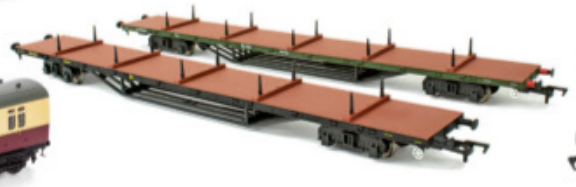



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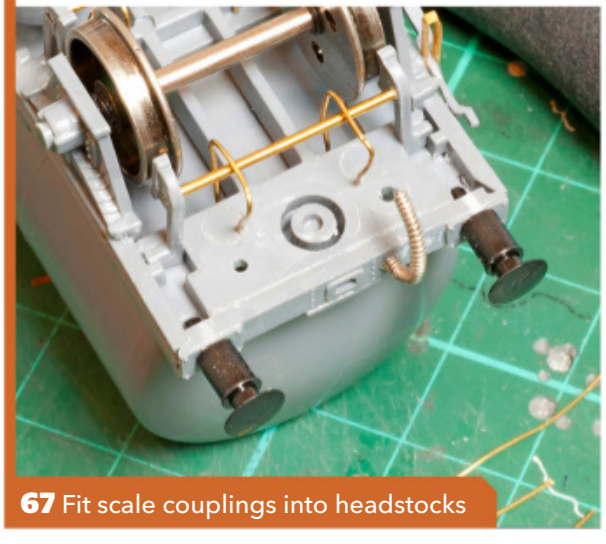
67 Fit scale couplings into headstocks

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Opening the box

Special ‘N’ gauge news round-up

SHOW REPORT:
THE INTERNATIONAL N GAUGE SHOW

THE SHAPE OF TINGS TO COME

The International N Gauge Show (TINGS) took place over the weekend of September 11-12 and, as well as showcasing a wide range of excellent layouts, the event also featured several exciting new announcements from manufacturers.

The folks at Dapol have been particularly busy, with a host of new ‘N’ gauge projects announced, along with updates on a number of ongoing projects. Meanwhile, Rapido Trains UK and Revolution Trains have also been beavering away on new 2mm scale projects.



REVOLUTION’S CLASS 59 MOVES FORWARD

On show at TINGS were Revolution Trains’ Class 59 locomotives, in decorated sample form. The US-built ‘59s’ offered unprecedented power and reliability when they arrived in the UK in the mid-1980s and all remain in service today.

Revolution is offering these charismatic locomotives in a variety of guises, encompassing the three different sub-classes (with appropriate detail differences) and a range of colourful liveries. Once these samples have been assessed, the order book will close and production will get under way.



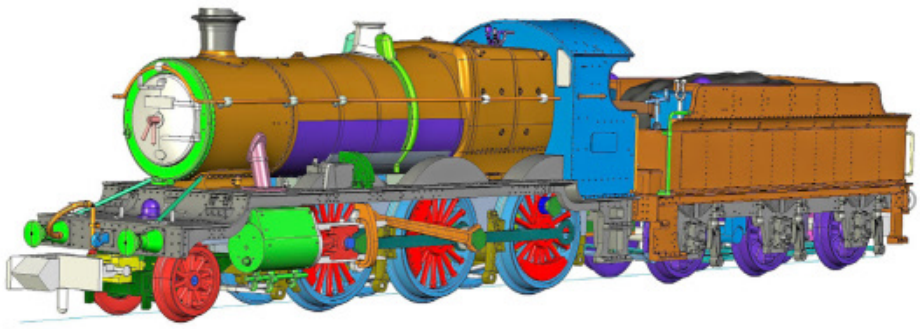
CLASSIC AND MODERN UNITS TO COME FROM REVOLUTION

More exciting new ‘N’ gauge models were announced at the TINGS event, with Revolution Trains divulging that the Swindon Class 120 cross-country DMUs and the Electrostar Class 377/387 EMUs are currently under development.

Harnessing the experience gained from its recent Class 128 parcels railcars, the Swindon Class 120 two and three-car DMUs were popular with enthusiasts and the lack of any preserved examples is a shame. So far, only proposed livery artwork has been revealed, with the graphics not being representative of the model’s CAD.



The Class 377/387 Electrostar units have proven to be highly successful, being operated by various train operators in the South East of England. Thus, Revolution has plenty of livery options to choose from, with Southern, GWR, South Eastern and others already announced. The vibrant red Gatwick Express scheme has also been mooted as a possibility.



MAKE MINE A 'MOGUL'

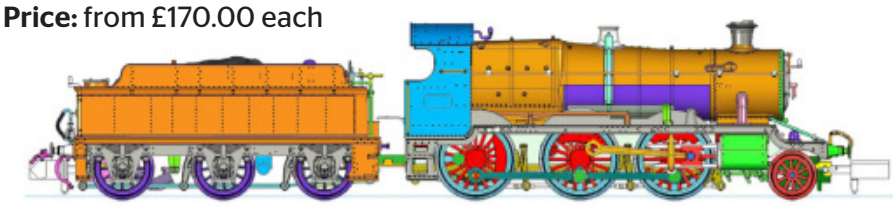
Having recently sated appetites of 'OO' GWR modellers, Dapol will soon be offering a GWR 'Mogul' in 'N', the tooling for which will allow the original Churchward and later Collett designs to be replicated.

Featuring a Next18 decoder socket, DCC-fitted and DCC sound-fitted models will be on offer, while a die-cast boiler and chassis should help the coreless motor provide plenty of traction. Both GWR and BR livery options will be produced and, at present, the project is at the design review stage.

What's planned?

- 2S-043-001 GWR 'Mogul' No. 6336 GWR green
- 2S-043-002 GWR 'Mogul' No. 6385 GWR green, 'shirt button' logo
- 2S-043-003 GWR 'Mogul' No. 7301 GWR green
- 2S-043-004 GWR 'Mogul' No. 6324 BR black, early crest
- 2S-043-005 GWR 'Mogul' No. 6364 BR green, early crest
- 2S-043-006 GWR 'Mogul' No. 7310 BR green, late crest

Price: from £170.00 each





HOPPERS AND TIPPLERS ON WAY

Revolution Trains also announced that it will be producing an 'N' gauge model of the once-ubiquitous BR 24.5T iron ore hopper. Appealing to steam and early diesel-era modellers, more than 2,000 hoppers were built between 1955-1959 and lasted well into the late 1980s. The order book for these wagons is due to open before Christmas.

Also to come is the PTA/JTA open box wagons, which were also used to carry iron ore, as well as aggregates. Built by Redpath, Dorman, Long in the early 1970s, the wagons were designed to be 'tippled' (unloaded by upturning)





without the need for uncoupling, allowing rakes to be marshalled together for dedicated traffics. The stone-carrying wagons will be an ideal accompaniment to the Class 59 locomotive. The order book is due to open in the early new year.

Web: *www.revolutiontrains.com*

DAPOL HAPPY TO BE BULLEID

Dapol also announced a new range of 'N' gauge Bulleid 'Pacifics' in original air-smoothed form. Both the 'West Country' and 'Battle of Britain' classes will be portrayed and the re-built 'Pacifics' are due to follow at a later date.
A powerful motor will be mounted within the locomotive and a Next18 DCC interface will be provided.

What's planned?

- 2S-034-001 'Battle of Britain', No. 21C164 *Fighter Command*, SR Malachite green
- 2S-034-002 'Battle of Britain', No. 34066 *Spitfire*, BR green, late crest
- 2S-034-003 'Battle of Britain', No. 34110 *66 Squadron*, BR green, early crest
- 2S-034-004 'West Country', No. 21C113 *Okehampton*, SR Malachite green
- 2S-034-005 'West Country', No. 34030 *Watersmeet*, BR green, late crest
- 2S-034-006 'West Country', No. 34001 *Exeter*, BR green, early crest

Price: from £206.95 each
Web: *www.dapol.co.uk*



Other news from Dapol's TINGS stand was the appearance of decorated BR 'Britannia' bodyshells, revealing the four different livery options that will be available: BR black, BR lined green (with early or late crests) and BR plain green. Meanwhile, a new run of LSWR 'M7' 0-4-4Ts is in progress, with a variety of BR, SR and LSWR livery options in production.

A working prototype of Dapol's Class 59 was on show, along with proposed livery artwork for each version, while pre-production samples of the O&K aggregate hoppers could also be viewed, the latter being available in early and later Foster Yeoman liveries and due to land in the UK soon. Dapol's Class 43 HST power car tooling is to be modified to allow the contemporary Blue Pullman set to be replicated, while new batches of the HST will also be available in a range of BR and privatisation liveries.

In terms of accessories, Dapol is developing a new range of servo-controlled semaphore signals for 2mm scale, with Southern Railway rail-built and lattice style posts due to be available.





RAPIDO AIMS FOR THE 'PEAKS'

Rapido Trains UK revealed that the Class 44/45/46 'Peaks' will be the subject of its next 2mm scale project. Rapido's Richard Foster said: "We'll offer all three classes of 'Peak' because they share the same bodyshell and bogies. But our first release will be the head of the family, the Class 44".

Progress is at an early stage, although the CAD images and renders show great promise and the Peak Locomotive Company has been assisting Rapido's team. Various detail differences will be observed throughout each of the classes and the models will feature a high level of detail, plus a Next18 DCC socket and high-quality drive mechanism. DCC sound versions will be offered. The order book is not yet open, but updates can be found on the Rapido Trains website.

Web: *www.rapidotrains.co.uk*



OSBORN'S WAGONS

Osborn's Models has produced its first 'N' gauge RTR wagons, in the form of a GWR 20t brake van (ALM072) and a BR 'Catfish' ballast hopper (ALN073).

Web: *www.osbornsmodels.com*



MODEL RAIL EXCLUSIVES UPDATE

SENTINEL SAMPLES RECEIVED



Model Rail's new batch of 'OO' gauge Sentinel 4wVBT locomotives has taken a step forward with the arrival of pre-production samples. Examples of all four forthcoming versions were received from Dapol, our production partner, in early September, showcasing the British Railways and LNER liveries.

Everything is looking promising and, just before this issue went to press, we were able to sign off on these samples to allow production to begin. As well as the appearance of the models, we've also been test-running the mechanisms, with Dapol's 'Super Creep' motors offering smooth slow-speed running.

We'll be able to start taking orders soon, so look out for updates in the next issue of *Model Rail* (when we'll also have some exciting news about our Vale of Rheidol locomotives). Issue 306 is on sale on October 27.

Model Rail Sentinel 4wVBT

What's planned?

- MR-018 LNER Class Y3 Sentinel, No. 8172, LNER black
- MR-019 BR Class Y1 Sentinel, No. 68144, BR black, early crest
- MR-020 BR Class Y3 Sentinel, No. 68162, BR black, early crest
- MR-021 LNER Class Y1 Sentinel, No. 45, LNER black

Price: £99.00 each (£89.10 MR subscriber's price)
When's it due? Nov/Dec 2022



STOP PRESS! HATTONS' GENESIS COACHES ARRIVE

Just before we went to press, we received a package of Hattons' hotly anticipated four and six-wheel coaches. The first batch of models had just entered stock, although many of them had sold out on pre-order. More batches are in production and due to arrive over the coming months and we'll feature an in-depth review of these samples in the next issue.
Web: *www.hattons.co.uk*



NARROW GAUGE STOCK PROGRESS

Bachmann Europe has shared images of its forthcoming narrow gauge wagons, wearing their RNAD and Statfold Barn Railway liveries, which are due to arrive early in 2023. An engineering prototype has also been revealed of the Gloucester Bogie Coach, which is to be offered in Ashover Light Railway crimson and Lincolnshire Coast Light Railway blue and cream.
Web: *www.bachmann.co.uk*

009 GAUGE

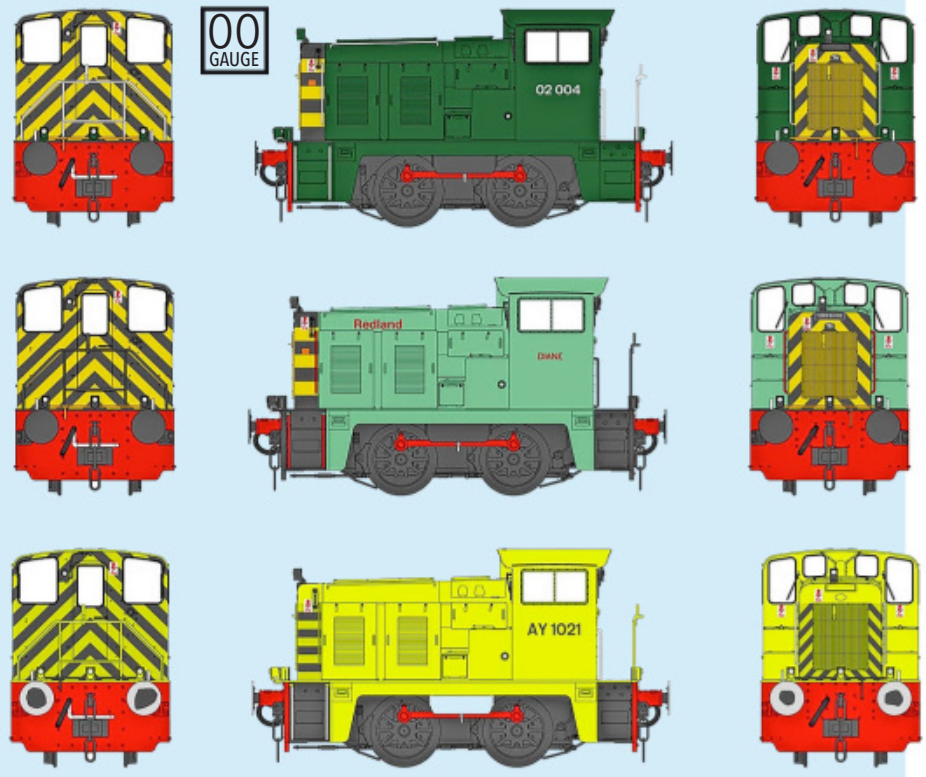




BR/YORKSHIRE CLASS 02 SHUNTS AHEAD

Heljan's quest to replicate the diminutive Class 02 diesel shunter has moved forward and release is now forecast for mid-2023. The next set of pre-production samples was awaited at the time of writing, while the BR and industrial livery options for the initial production run have been finalised, including an exclusive version for the Gaugemaster Collection.
The models will feature working lights, detailed cab interior, Next18 decoder interface and provision for DCC sound.
Web: *www.heljan.co.uk*

00 GAUGE



00 GAUGE



REVOLUTION'S 'OO' WAGON UPDATE

The first EPs of Revolution Trains' Alcan PCA alumina powder tanks have been under assessment, with painted samples due to follow soon. Production is slated for early 2023. Meanwhile, the HOA hopper wagons should be going into production imminently, with a range of pre-production samples recently seen by the *Model Rail* team.

Previously offered by Revolution in 'N', the 4mm scale versions will be produced in various colour schemes, such as EWS Construction, DB red, Cemex grey/blue and Mendip Rail livery. Models can be reserved directly through the Revolution Trains website until November 30, although models will also be available via Revolution stockists, albeit at a higher price.
Web: *www.revolutiontrains.com*





W&U 'J70' & COACH PACKS FROM RAPIDO

00 GAUGE

Rapido Trains UK is to give Wisbech & Upwell Tramway modellers the opportunity to recreate pre-Grouping days on this East Anglian branch line with a pair of new train packs, each containing a Great Eastern Railway-liveried 'C53' (later known as 'J70') locomotive, W&U Composite coach and W&U Third coach, also in GER livery. Two packs will be on offer, featuring either pre- or post-1919 liveries.

Rapido's Richard Foster said, "When *Model Rail* commissioned the 'J70', it only ordered BR and LNER liveried models. We thought we'd take advantage of the fact that we're producing complementary coaches to satisfy the requests for a GER 'J70' by offering both together.

"Strictly speaking, the 'J70' was a goods engine, but it's highly likely that they would have been pressed into passenger service on the W&U when required. We'd like to thank *Model Rail* for allowing us to produce another run of these locomotives."

Our batch of 'C53s' feature all the same high-quality details as *Model Rail*'s 'J70' but will boast an upgraded circuit board and Next18 decoder socket. There are sound-fitted packs too, featuring an exclusive sound project supplied by Digitrains.

Price: DCC-ready £269.95; DCC sound: £369.95
When's it due? 2023
Web: *www.rapidotrains.co.uk*



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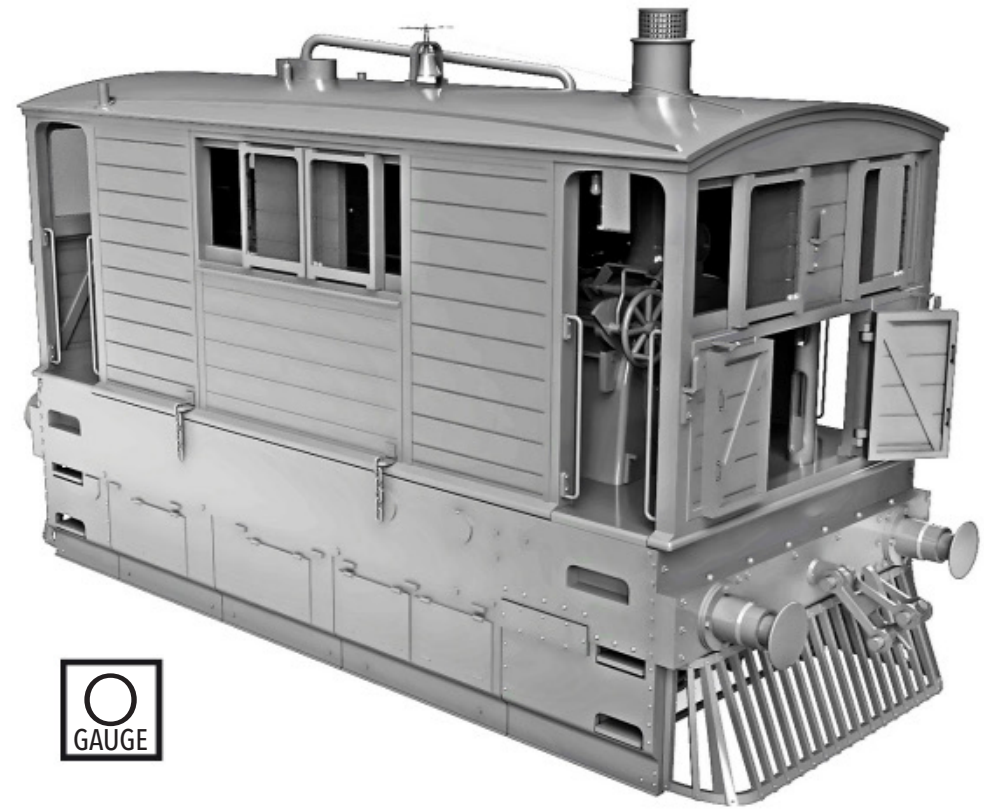
UPSCALE AIM FOR RAPIDO



Dipping its toe into British 'O' gauge for the first time, Rapido Trains is to produce the LNER 'J70' tram engine in 7mm scale. An enlarged version of the 'OO' gauge 'J70' developed originally for *Model Rail*, it will feature even more detail than the smaller version, such as opening end doors and sliding windows. It will also feature a more detailed interior, along with a 21-pin decoder socket and factory-fitted speaker.

Four versions with side skirts are planned alongside four without skirts. However, production will only go ahead if Rapido receives enough interest from customers. If it tickles your fancy, head over to *www.rapidotrains.co.uk* for more information.

Price: DCC ready £375.95; DCC Sound £475.95

When's it due? 2023/2024

HELJAN WELCOMES BACK THE 'WESTERN'

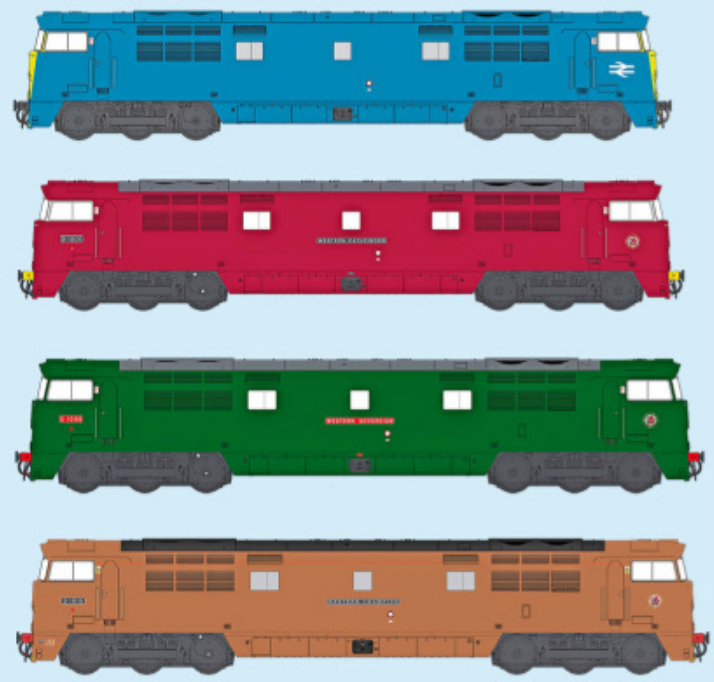
O GAUGE

Revealed at the recent Gauge O Guild's Guildex event, Heljan is to produce a re-run of its popular Class 52 'Western' diesel hydraulic. Artwork has been approved for each of the new versions, which are expected to arrive early in the new year.

What's planned?

- 5291 BR Class 52, Rail blue with full yellow ends, un-numbered
- 5292 BR Class 52, D1001 *Western Pathfinder*, maroon with yellow bufferbeams
- 5293 BR Class 52, D1038 *Western Sovereign*, green, small yellow ends
- 5294 BR Class 52, D1031 *Western Rifleman*, Rail blue with full yellow ends
- 5295 BR Class 52, D1015 *Western Champion*, Golden Ochre with small yellow ends
- 5296 BR Class 52, D1000 *Western Enterprise*, Desert Sand with small yellow ends

Price: £619.00 each





COLOUR RAIL

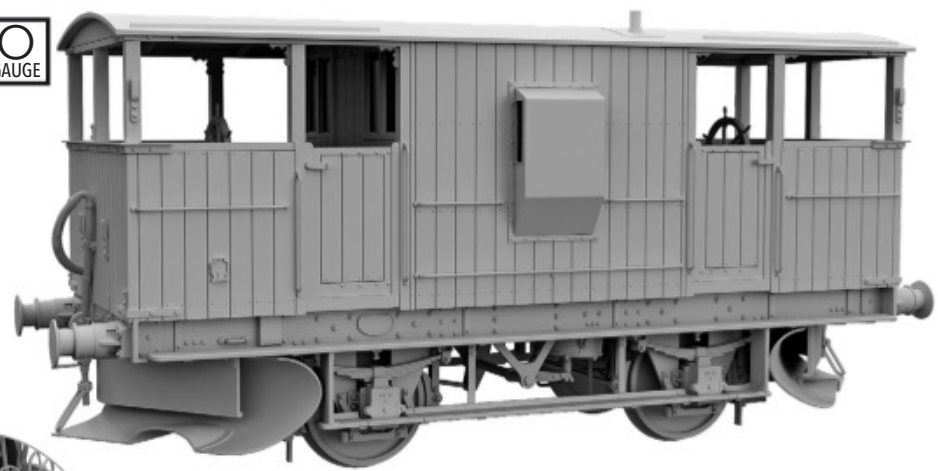
DREWRY IS FIRST 'OO' DIESEL FOR RAPIDO

00 GAUGE

More new territory for Rapido, as the Drewry 204hp 0-6-0DM (Class 04) will be the firm's first foray into 'OO' gauge diesels. The project is in its infancy and Rapido is promising a high specification and wide choice of detail differences to be included in the tooling suite. There'll also be the option for side skirts too!

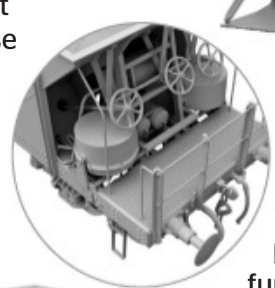
SOMETHING FISHY FROM ELLIS CLARK TRAINS

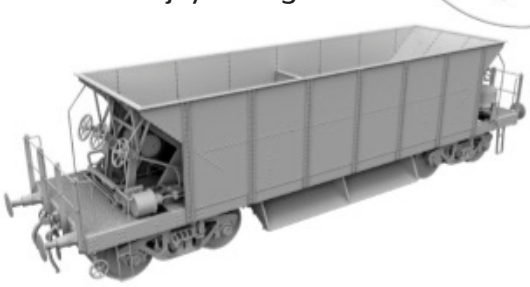
O GAUGE



With its recent BR 'Presflo' wagons proving a real hit, Ellis Clark Trains is looking to BR's civil engineers' department for its next 'O' gauge wagon subjects, which will replicate the popular 'Shark' brake van and 'Seacow/ Sealion' ballast hoppers.

The 'Shark' ballast plough brake van became one of the most well-known wagons of the BR era, with the last example not retired from main line use until 2016. With an ancestry dating back to the early 1900s, the 'Seacow' and 'Sealion' bogie ballast hoppers also enjoyed long careers and all three wagon types are well represented in preservation, continuing to perform their primary functions admirably.





Each model will feature die-cast metal frames, compensated axles and plenty of external and internal detail. The 'Shark' will even include adjustable height ploughs, via hidden screws, while the 'Seacow' and 'Sealions' will feature appropriate brake gear and etched walkways. Liveries will encompass BR black, olive green and 'Dutch' grey/yellow. The hoppers will also be available with EWS markings.

Prices: BR 'Shark' brake van £120 each, 'Seacow'/'Sealion' £150 each (or £140 when buying 3 or more).

Web: *www.ellisclarktrains.co.uk*

MEMBERS-ONLY 'GRONKS'

N GAUGE
00 GAUGE

The Bachmann Collectors Club hosted a members' day at the Dean Forest Railway in early September, the first since 2019. To mark the occasion, a limited edition Class 08 model has been produced for both 'N' and 'OO', depicting 08818/No. 4 *Molly* in GBRf livery. DCC-ready and sound-fitted options are available, and models are available to Collectors Club members only. See *www.bachmann-collectorsclub.co.uk* to find out how to join.





‘PEAK’-ING ONE’S INTEREST

O GAUGE

With Heljan’s ‘OO’ ‘Peaks’ well on track, a fully revised ‘O’ gauge rendition of the Class 45 is also nearing completion. Featuring sealed beam nose ends, plug-and-play DCC interface and improved lighting features, both the steam heat Class 45/0 and electric train heat Class 45/1 variants will be covered, the latter with the option of high-intensity headlights for the 1980s era. Delivery is expected in 2023.



What’s planned?
- 4520 BR Class 45/0, Rail blue, un-numbered
- 4521 BR Class 45/0, 45004 *Royal Irish Fusilier*, Rail blue
- 4522 BR Class 45/0, 45033 ‘Sirius’, Rail blue, weathered
- 4525 BR Class 45/1, Rail blue, un-numbered
- 4526 BR Class 45/1, 45144 *Royal Signals*, Rail blue
- 4527 BR Class 45/1, Rail blue, un-numbered, high-intensity headlights
- 4528 BR Class 45/1, 45110 ‘Medusa’, Rail blue, weathered, high-intensity headlights
- 4529 BR Class 45/1, 45106 BR Rail Tour green, high-intensity headlights

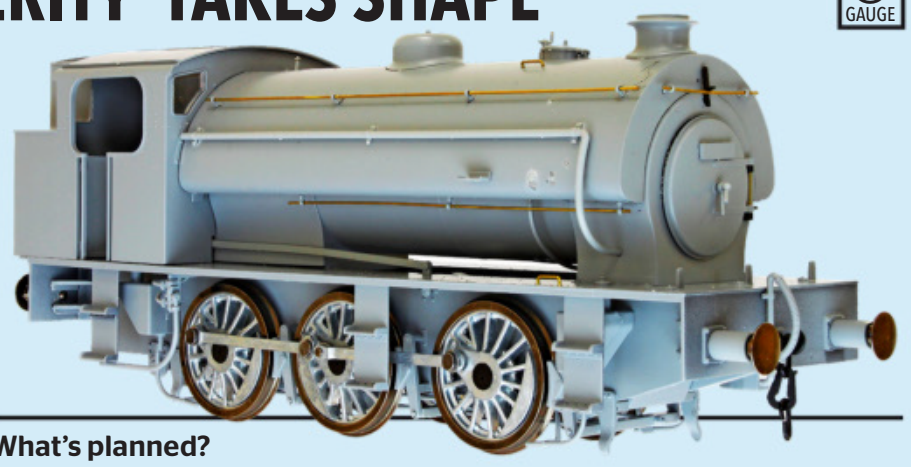
Price: from £629.00 each
Web: *www.heljan.co.uk*

DAPOL’S ‘AUSTERITY’ TAKES SHAPE

O GAUGE

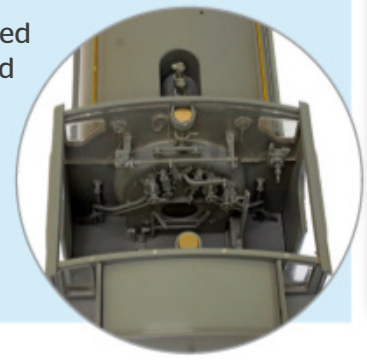
First announced a few months back, Dapol’s ‘J94’ 0-6-0ST has reached the EP stage, giving a clearer idea of what’s in store for 7mm scale modellers. Featuring a fully detailed cab interior and working inside motion, the model will boast a 21pin DCC socket (accessed via the smokebox door), firebox glow effect, posable cab doors and lift-off roof. DCC-ready, DCC-fitted and DCC sound options can be pre-ordered now.

Built initially during the Second World War, the ‘Austerities’ found favour with the LNER, BR and private owners, with examples continuing in industrial service well beyond the end of BR main line steam. Therefore, Dapol’s ‘J94’ is bound to prove popular with steam and diesel enthusiasts.



What’s planned?
- 7S-094-001 ‘J94’, No. 8006, LNER black
- 7S-094-002 ‘J94’, No. 68023, BR black, BRITISH RAILWAYS
- 7S-094-003 ‘J94’, No. 68030, BR black, early crest
- 7S-094-004 ‘J94’, No. 68012, BR black, late crest
- 7S-094-005 ‘J94’, No. 75061, WD black
- 7S-094-006 ‘J94’, No. 15, Wemyss WPR lined brown
- 7S-094-007 ‘J94’, *Whiston*, NCB lined green
- 7S-094-008 ‘J94’, No. 22, United Steel lined red
- 7S-094-009 ‘J94’, No. 71515 Mech Navvies red
- 7S-094-010 ‘J94’, No. 196 *Errol Lonsdale*, LMR lined blue

Price: from £250.00 each
When’s it due? Spring 2023
Availability: Dapol stockists
Web: *www.dapol.co.uk*



In Brief

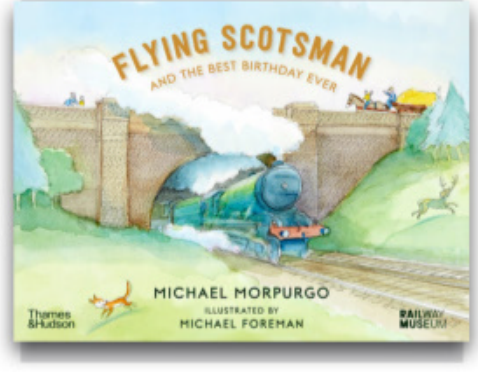


HORNBY SPONSORS ‘SCOTSMAN’ CENTENARY

With the world’s most famous steam locomotive turning 100 in February, *Flying Scotsman* has spent much of this year undergoing a comprehensive overhaul, ready to star in a series of national events during its centenary year. Expected to make its first runs at the Swanage Railway this autumn, things are gearing up for a busy 2023.

Hornby, with an association with *Flying Scotsman* dating back to its first miniature rendition of the LNER locomotive in 1927, has been confirmed as the lead sponsor of ‘Scotsman’s’ centenary programme. Additionally, famous children’s author Michael Morpurgo has written a book, *Flying Scotsman and the Best Birthday Ever*, which will be published by Thames & Hudson. Details of the 2023 programme of events will be announced shortly.





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KERNOW'S ANNOUNCES FOUR NEW MODELS AT BIRTHDAY BASH

Kernow Model Rail Centre hosted a 20th anniversary open day at its Camborne store on September 16, with a quartet of exclusive new models announced over the weekend.
Tel: 01209 714099
Web: ***www.kernowmodelrailcentre.com***



KERNOW'S EXHIBITION VAN IMMORTALISED

00 GAUGE

Produced by Oxford Diecast, this exclusive long wheelbase Ford Transit van is based on KMRC's own vehicle, which is a familiar sight parked outside exhibition halls up and down the country or ferrying stock between the warehouse and the two branches in Cornwall and Surrey.

Limited to 1,500 pieces, the 'OO' gauge vans are available exclusively from KMRC.
Model: SP165 Oxford Diecast Ford Transit – Kernow Model Rail Centre
Price: £6.95 each

LSWR COVERED VANS



00 GAUGE

First up is a humble LSWR 10ton covered van in 'O' gauge, representing a number of similar designs built in large numbers between 1885 and 1922. Kernow's tooling suite will cater for the various changes made to the wagons across subsequent batches, including different planking arrangements, doors and other key features. The specification includes a highly detailed body and chassis, prototypical brake gear with safety loops fitted, beam compensation, sprung buffers and a sprung coupling hook fitted with metal three-link couplings.

Many of these wagons passed into the hands of the Southern Railway and some also survived in departmental use into BR days. Kernow's tooling will also allow for the ten similar vans built for the Somerset & Dorset Joint Railway (S&DJR), which were later absorbed into SR stock.

Six livery options are being offered initially and the models have already been produced, being en route to the UK as this issue was being completed. An early bird discount was being offered on models ordered before the wagons came into stock – check the Kernow website or call for further details.

SCOTTISH 'LARGE LOGO' '37/4'



00 GAUGE

Kernow has commissioned an exclusive version of Bachmann Branchline's all-new Class 37, replicating a popular Scottish '37/4' in 1980s 'large logo' blue livery. The English Electric Type 3 emerged from refurbishment as 37418 in 1985 and was named *An Comunn Gaidhealach* the following year. Following transfer to the Railfreight Petroleum sub-sector in 1990, '418' gained the name *Pectinidae*.

The '37' enjoyed a long and varied career, eventually entering preservation in 2008. Now privately owned and operational, 37418 has been returned to 'large logo' blue and re-named *An Comunn Gaidhealach*, which is how Kernow's exclusive model portrays the prototype, complete with modern fittings such as electronic fuel gauge and overhead line warnings.

Sharing the same high specification as Bachmann's own production run of '37s' (see page 90), Kernow's version is available in DCC-ready (£239.95), DCC sound-fitted (£339.95) and DCC sound-fitted deluxe format (£359.95).

GWR150 SPECIAL SULZER TYPE 4



00 GAUGE

In another collaboration with Bachmann, Kernow is offering an exclusive version of the Class 47 as 1980s celebrity '47/4', 47484 *Isambard Kingdom Brunel*. Built at Crewe in 1965, the original D1662 was named after the famous railway engineer later the same year. Indeed, the Western Region was to name a bunch of its Type 4s after GWR icons, including D1660 *City of Truro* and D1663 *Sir Daniel Gooch*.

As part of the GWR's 150th anniversary celebrations in 1985, 47484 was one of four Class 47s to be treated to a coat of GWR lined green livery (along with 47079, 47500 and 47628). The BR nameplates were replaced with traditional GWR-style brass plates, along with brass BR logos and numberplates. Although these brass embellishments were eventually removed, 47484 retained the lined Brunswick green until withdrawal in 2002. After a period of storage, the locomotive was pre-served and is currently awaiting restoration.

Presented in pristine GWR 150th anniversary livery, the Bachmann model features a number of prototype-specific details to match the real 47484, including sealed beam headcode panels at the No. 2 end and a flush headcode panel at the opposite end, while it also carries the correct bufferbeam brackets to denote a Crewe-built Type 4. DCC-ready (£239.95), DCC sound (£339.95) and DCC sound-fitted deluxe (£369.95) versions are available.



MANCHESTER SHOW IS ON!

After being forced to cancel the last two annual shows owing to the Covid-19 pandemic, Manchester Model Railway Society has announced that its 2022 show is to go ahead. Hosted in a larger venue, the event will take place over the weekend of December 10-11 at the Sugden Centre, Sidney Street M1 7HB. The venue is a short walk from both Oxford Road and Piccadilly stations, and a free shuttle bus will be in operation from Piccadilly.

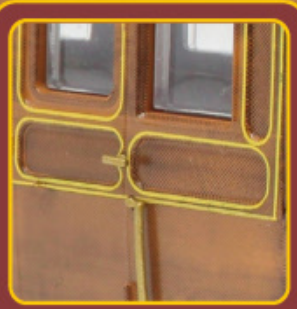
The larger venue will allow more layouts and traders to be accommodated, with a total of 25 layouts booked, across a variety of scales. Admission prices are the same as in 2019, with free entry for accompanied children.

Advance tickets went on sale in early September and ticket holders will be able to enter the venue 45 minutes before the doors open for those paying on entry.
Web: *www.mmrs.co.uk/exhibition*

THE BEST JUST GOT BETTER!



New Dynamometer Cars coming soon!



Now with lining



Accurate roof colour



'Frosted' toilet window



Improved lettering



Grey recording wheel

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(1928 - 1938 condition)



No. 902502
(1946 - 1949 condition)



No. E902502
(Post - 1949 condition)

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RAPIDO TRAINS UK

TWO NEW BUILDING KITS FROM METCALFE

N GAUGE 00 GAUGE

Metcalfe Models has created a pair of new card building kits, employing the Yorkshire firm's usual die-cut manufacturing process, which greatly speeds up assembly. The kits offer a contrast of building styles, with the Ramshackle Workshop suiting any period from the early 1800s to the present day.



Portraying a stone-built main building, with a brick-built extension and chimney, it's the kind of building that can be found in any town, possibly hidden away down a backstreet or as part of a larger factory complex.

The Municipal Building kit also offers a highly versatile structure, albeit for the post-1960s era. Lending itself to a range of public facilities, such as a small hospital, library, civic centre, school or council offices, the kit is supplied with a variety of door styles and signage.



Both kits are available in 'OO' and 'N' gauges. Look out for more on these kits in next month's *Model Rail*.

Availability: Metcalfe Models stockists
Web: *www.metcalfemodels.com*

SEAFARERS AND PICKETS FOR ANY SCALE

ANY GAUGE

The latest additions to Modelu's range of 3D-printed figures include a number of themed bundle packs, catering for different industries. A topical pack provides a team of striking workers manning a picket line while holding placards. The all-male group includes one figure with a megaphone, and each is wearing a high-visibility tabard.

Various fishing crew bundles are also available, which are ideal for posing on boats or quaysides. Attired in oil skins, sou'westers, cable knit jumpers and bobble hats, there's a choice of resting or working figures, the latter carrying baskets of freshly caught fish, hauling nets and other convincing poses.



Each bundle pack provides five figures and they're available in any scale, from 'N' gauge upwards.





Products:
- 9020 Striking workers bundle
- 9022 Seated crew bundle
- 9026 Crew at rest bundle
- 9027 Fishermen bundle

Price: from £18 per pack
Availability: Modelu
Web: *www.modelu3d.co.uk*

NEW SOURCE FOR CORELESS MOTORS

00 GAUGE

Good quality miniature electric motors have been hard to come by since Mashima ceased production a couple of years ago. Builders of 4mm scale etched locomotive kits have been faced with tracking down ever-depleting stock of Mashima units or trialling a range of other brands that lack the same pedigree.

The folks at OO Works are now offering a supply of the compact coreless motors that it has been using in its own range of assembled locomotives, providing smooth, quiet and powerful performance. The cylindrical body is only 12mm in diameter and 20mm long, with an 8mm long, 1.5mm diameter output shaft.

A pair of short cables are pre-soldered to the motor's contacts and a pack of four tiny mounting screws is also provided. Suitable for DCC operation as well as traditional DC/analogue, the motor boasts a high level of torque. Available in single packs (via eBay only), or in five or ten-packs, which offer a saving, via the OO Works website.

Product: MO5 coreless motor
Price: £9.75 each, plus p&p (bulk discounts available)
Availability: OO Works
Email: *ooworks@btinternet.com*
Tel: 01580 882185
Web: *www.ooworks.co.uk*



LASER-CUT FENCING, SKIPS AND GENERATORS

00 GAUGE O GAUGE

Scale Model Scenery's range of 'O' gauge scenic accessories has expanded to include a pair of rubbish skips, supplied in kit form and rendered in laser-cut fibreboard. The parts slot together nicely to create a pair of sturdy skips, in two different sizes. Once painted, the supplied waterslide decals can be applied to add warning panels and skip hire markings. The skips are also being offered in 'OO', with five skips supplied in each pack.



Also for 7mm scale is a pack of laser-cut post and rail timber fencing, complete with stiles and footpath signs. At a scale 4ft tall, it's ideal for the lineside and many other locations, while each pack provides enough material for over 1.5 metres of fencing. Parts are provided to laminate the posts for greater realism and strength and every second post has an extended tail for mounting into the baseboard.

A useful addition to the 'OO' range is a pack of two modern industrial diesel generators. Assembled from layers of laser-cut fibreboard and printed paper overlays, the models are easy to build and feature impressive chassis detail. Just the thing for a construction site, depot or even a wagon load for a modern engineers' wagon.





Products: LX110-O Rubbish skips (£6.99); LX006-O 4ft post and rail fencing (£12.99); AX184-OO 200kVA Diesel Generators (£4.99)
Availability: Scale Model Scenery
Tel: 01530 456952
Web: *www.scalemodelscenery.co.uk*



ON THE WORKBENCH

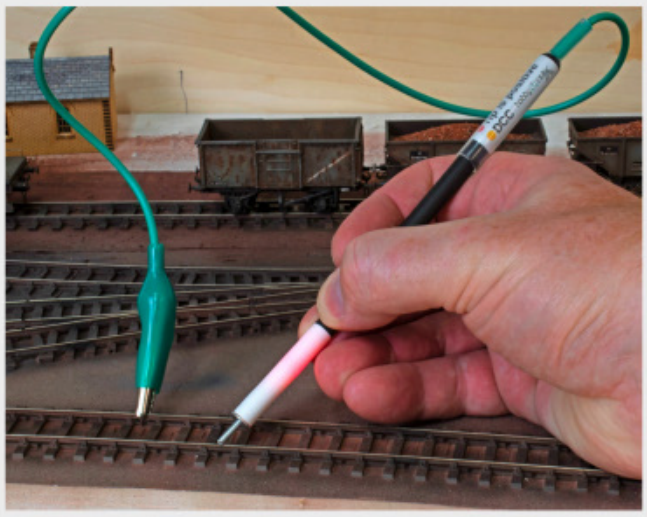
George Dent looks at the new products to land on his workbench this month

TRACK WAND TESTER

Handy diagnostic tools are a welcome addition to any layout builder's toolbox, and this new device from Hobby Trax has proven useful on my own projects. Consisting of a slender wand, with LEDs near the tip, plus a cable and crocodile clip, the tool is great for identifying dead areas of track, especially at points and crossings. No batteries are required, as the tool takes power from the tracks.

Suitable for use on DC and DCC layouts, the LEDs illuminate to reveal the polarity of the DC power (red or green), while on digital layouts, the tool will glow orange to show if power is reaching the rails. This is just the thing for checking your wiring during layout construction or diagnosing faults with track or points already in situ.

Product: Track wand tester
Price: £6.99
Availability: Hobby Trax
Tel: 0345 065 4472
Web: *www.hobbytrax.co.uk*



HIGH-GRIP TWEEZERS



This set of high-quality tweezers from Tamiya feature shallow grooves on the inside faces of the jaw tips, along with inward facing prongs. These additions help greatly when holding round or irregular shaped objects, offering a very strong, secure grip. Measuring 130mm long, the bright steel tool is the perfect size for many modelling tasks and, although pitched mainly at radio control modellers, it has a much broader appeal.

Although the inner prongs make them less suited to holding parts that are easily scratched or damaged, I've found them a great help when positioning plastic rod, tube and wire while building and detailing a range of models. They're also perfect for handling miniature ball bearings. The jaws can comfortably cope with objects up to 10mm wide and, thanks to the shape of the jaws, there's no need for excessive force from the fingers to hold the object tightly, thus reducing fatigue.

Tool: Tamiya 74155 HG Tweezers (grip type)
Price: £24.99
Availability: Tamiya stockists
Web: *www.wonderland models.com*





CURLY CABLE FOR POWERCAB

Users of NCE PowerCab controllers will be interested in this rugged extension cable, pre-fitted with a pair of standard connectors, which does not need the power booster to work. Designed as a more convenient replacement for the supplied cable, Hobby Trax's curly cable stretches from 0.5m to 1.5m and is suitable for all NCE PowerCab controllers (without the power booster).

Products: NCE PowerCab Curly Cable 0.5m
Price: £6.95
Availability: Hobby Trax
Tel: 0345 065 4472
Web: *www.hobbytrax.co.uk*

FLOWERING BUSHES

ANY GAUGE

These bushes, from Busch, are made of a natural sea moss material with delicate and fine branches carrying fine coloured flocking. They can easily be cut into smaller pieces with scissors or gently torn apart in the fingers. One dense piece of the material is supplied, measuring approximately 140mm by 80mm.



Other similar products are also available from Busch, in a number of shades to suit the different seasons, with fine or medium leaf effect. The fine effect is for the smaller scales with medium for 'OO'/'HO' upwards. The material is robust, and these flowering bushes look perfect for recreating a spring scene. ***(PM)***

Product: Busch 3587 Filigree bush purple flowers; 3585 Filigree bush white flowers
Price: £12.49 each
Availability: Busch stockists
Web: *www.goldenvalleyhobbies.com*



FINESCALE HORNBY PRAIRIE TANK CHASSIS KIT

The Brassmasters range of EasiChas kits, designed to upgrade ready-to-run steam locomotives to 'EM'/'P4' standards, has been bolstered by a new set of parts for Hornby's GWR '41XX/51XX/61XX' 2-6-2T Prairie tanks (post-2021).

Etched nickel silver frames are folded to produce a fully sprung chassis, albeit retaining the Hornby chassis block, motor and gears. Parts to create replacement pony and trailing trucks are provided, plus prototypically jointed coupling rods and new brake rigging, brake blocks and hangers. A set of brass axle bearings is provided and just requires replacement wheelsets to complete the conversion.

EM/P4 GAUGE

Product: Brassmasters H251 EasiChas kit for Hornby GWR '61XX' 2-6-2T
Price: £55 plus p&p **Availability:** *www.brassmasters.co.uk*



EURO MOTOR

While most of the model road vehicles in the UK tend to be in die-cast metal, in mainland Europe plastic vehicles are more common. This Ford Kuga by Busch is a good advert for European models, as the moulded plastic body features an impressive amount of refined detail. The imitation alloy wheels are superb and other highlights include tinted glass, wing mirrors, a well-formed front grille and excellent transparent lights. The top of the dashboard is visible through the windscreen and is well shaped around the instrument binnacle.



HO SCALE

Although the car is made for 'HO', it would look fine on a 'OO' layout if placed towards the rear of a layout, which would also disguise the fact that it's also left-hand drive! ***(PM)***

Product: Busch 53500 Ford Kuga
Price: £18.99
Availability: Busch stockists
Web: *www.goldenvalleyhobbies.com*

EXHIBITION DIARY – SEPTEMBER 2022 – OCTOBER 2022

(ALL SUBJECT TO GOVERNMENT GUIDANCE ON COVID-19)

October 1

HILLINGDON, LONDON. Hillingdon Railway Modellers Test Track Open Day, Yiewsley Baptist Church Hall (side entrance), 74 Colham Avenue, Yiewsley, Hillingdon, London UB7 8HF. **Time:** 1000-1500. **Admission:** £5. Please note that this is NOT an exhibition, but an opportunity to meet fellow modellers and test out your models. **Web:** *http://www.hillingdonrailwaymodellers.co.uk.* **Tel:** 020 8368 4090.

MARCH, CAMBRIDGESHIRE. March & District MRC Open Day, March Scout Hut, Mill View (near Sainsburys), March, Cambridgeshire PE15 8SY. Time: 1000-1600. **Admission:** £1. **Web:** *mdmrc.net*

SHEFFIELD, SOUTH YORKSHIRE. Sheffield Model Railway Exhibition, Grenoside Community Centre, Main Street, Sheffield S35 8PR. **Time:** 1000-1600. **Admission:** Adults £5, 5-16s £2, under-5s free. **Contact:** 07903 272049. **Web:** *www.sheffieldmrs.co.uk*

WELLINGTON, SHROPSHIRE. Telford Railway Modellers Group Annual Exhibition, Sports Hall, Charlton Academy, Apley Ave, Wellington, Shropshire TF1 3FA. **Time:** 1000-1600. **Admission:** Adults £6, child £2, family (2+2) £14.

October 1 & 2

FOLKESTONE, KENT. Folkestone Hythe & District Model Railway Club, Leas Cliff Hall, The Leas, Folkestone, Kent, CT20 2DZ. **Times:** 1000-1700 both days. **Admission:** Adults £7.50, Children £3, Family £19. **Web:** *www.folkestone-mrc.com*

WORTHING, WEST SUSSEX. Worthing MRC Annual Exhibition 2022, Durrington High School, The Boulevard, Worthing, West Sussex, BN13 1LA. **Times:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adults: £5, accompanied children free. **Tel:** 07970 633908. **Email:** *exhibitions@worthingmrc.co.uk* **Web:** *www.worthingmrc.co.uk*

October 8

ROWLEY REGIS, WEST MIDLANDS. Cradley Heath MRC – 9th Annual Exhibition, St. Michael's Church of England High School, Curral Road, Rowley Regis, West Midlands B65 9AN. **Time:** 1000-1630. **Admission:** Adult £6.50, Child £3.50, Family £15.00, under-5 free.

WATFORD, HERTFORDSHIRE. The Southwest Herts MRS Exhibition, All Saints Church Hall, Horseshoe Lane, Leavesden, WD25 0LU. **Times:** 1000-1600. **Admission:** Adults £4, children £1, accompanied children under 15 – up to 2 free with each adult. **Web:** *www.southwesthertsmrs.org.uk.* **Email:** *jhdavy1@virginmedia.com* **Tel:** 07783 823457.

October 8 & 9

ALDERSHOT, HANTS. Farnham and District MRC 47th Annual Exhibition, Alderwood Leisure Centre, Tongham Road, Aldershot GU12 4AS. **Times:** Sat: 1000-1700, Sun: 1000-1630. **Admission:** Adults £8, Children £2, Family £18. **Web:** farnhammrc.org.uk

KIRKBY IN ASHFIELD, NOTTS. Elizabethan Railway Society Annual Exhibition, The Summit Centre, Lowmoor Road, Kirkby in Ashfield, NG17 7LL. **Times:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £5, Accompanied under-16s free. **Tel:** 01623 628877. **Web:** *www.elizabethanrailwaysociety.com*

NORTHGATE, WAKEFIELD. Wakefield Railway Modellers' Society 59th Model Railway Show, Queen Elizabeth Grammar School Sports Hall, Northgate, Wakefield WF1 3QX. **Times:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adults £8, Children 12-16yrs £2, Accompanied children free (max 2 per adult). **Web:** *www.wakefieldrms.org*

SHILDON, CO. DURHAM. Shildon Model Railway Club's 35th Autumn Exhibition, The Locomotion Museum, Dale Road, Shildon DL4 2RE. **Times:** 1000-1700 both days. **Tel:** Robert Arrand on 07564 301487, **Email:** *robertedwardarrand@yahoo.co.uk*

October 15

HADDENHAM, BUCKINGHAMSHIRE. Risborough & District MRC, Haddenham Model Railway Exhibition 2022, Haddenham Village Hall, Banks Road, Haddenham Buckinghamshire HP17 8EE. **Times:** 1000-1630. **Admission:** Adult £5 (18+), Child £1 (5-17). **Email:** *risexmanager@rdmrc*.org.uk **Web:** *www.rdmrc.org.uk*

October 15 & 16

CORBY, NORTHAMPTONSHIRE. Corby and District Model Railway Society Exhibition 2022, Ex-Servicemen's Club, Lloyds Road, Corby NN17 1AP. **Times:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adults £4, Senior Citizens £3, Child £2, Family (2+2) £10.

DUNDEE, SCOTLAND. Dundee Model Railway Exhibition 2022, Dundee MRC, The Ardler Community Complex, Turnberry Avenue, Dundee DD2 3TP. **Times:** 1000-1630 both days. **Admission:** Adult £5, Child £3 50, Family £12, under-5s free. **Tel:** 07497 919817. **Email:** *dundeemrc@outlook.com* **Web:** *www.dundeemrc.uk*

HARTLEPOOL, CO. DURHAM. Hartlepool Model Railway Show, Hartlepool College of Further Education, Stockton Street, Hartlepool TS24 7LB. **Times:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adults £6.50, child (3+) £4.50, Concessions (65+) £5.50, Family Tickets (2+3) £20

UCKFIELD, EAST SUSSEX. Uckfield Model Railway Club's Model Railway Exhibition, Uckfield Civic Centre, Civic Approach, Uckfield, East Sussex TN22 1AE. **Times:** 1000-1700 both days. **Admission:** Adult £9, Accompanied children free. **Tel:** 01903 745759. **Email:** *adrianmc@uckfieldmrc.co.uk* **Web:** *www.uckfieldmrc.co.uk*

October 16

KIDLINGTON, OXFORD. Oxford & District Model Railway Club OXRAIL2022, Edward Feild School, Bicester Road, Kidlington, Oxford, OX5 2LG. **Time:** 1030-1600. **Admission:** Adults £6, Children free. **Web:** *oxfordmrc.org.uk* **Email:** *andrewburchett01@gmail.com*

REEPHAM, NORWICH. Whitwell & Reepham MRC, The Sidings Function Room, Whitwell & Reepham Station, Whitwell Rd, Reepham, Norwich, NR10 4GA. **Time:** 1030-1630. **Admission:** Adults: £2.50 Children £1 (under-5s free). **Email:** *robertewles79@gmail.com* **Tel:** 01603 871694. **Web:** *www.whitwellstation.com*

October 22 & 23

BURNLEY, LANCASHIRE. Lancashire and Yorkshire DCC Model Rail Group, Burnley Masonic Hall, Nelson House, Nelson Square, BB11 1LA. **Times:** 1000-1630. **Admission:** Adults £7, accompanied children £1. **Tel:** 07918 627448/01706 828868. **Web:** *www.lydcc.org.uk*

...and finally

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

Local scoundrel and smooth-talking ladies' man Terry Tuttle Thomas-Smythe loves to speed around the country lanes in his sporty red Triumph. Finally, the local police managed to apprehend him on his regular route over the railway. To be doubly sure, they parked an engine on the crossing should he try to smash through the level crossing gates. Gotcha! Try and smooth-talk your way out of that one mister!





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.

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Staff Show & Tell

On the (scrap) wagon

George Dent has been recycling leftover plastic waste to create more loads for his expanding fleet of scrap wagons. And he's discovered a timely coincidence…

Having picked up a couple of pre-owned Bachmann POA/SSA scrap metal wagons recently, suitable loads were required to help them blend with my existing fleet. I've been aiming to assemble around a dozen of these wagons, with the eventual hope of building a scrap metal facility on a future layout.

As well as the Bachmann Branchline wagons, I also have a few Cambrian kits knocking around too, which portray a slightly different version of these distinctly utilitarian vehicles. Maybe they're a prime candidate for building over the coming dark evenings?

The pristine wagons certainly need weathering, to match my other stock, but the loads have been created first. I demonstrated how I create my scrap loads back in the February 2016 issue of *Model Rail* (MR218), and I'm still using the same methods and materials. Whenever I build a plastic kit or work with plastic components, I keep all waste material, including the sprues. This waste is stored in a lidded container and, after it has been chopped up into random shapes and sizes, it can be bonded together in heaps. After painting and weathering, the material can look highly effective, especially when given a textured rust finish, with metallic highlights. Naturally, it avoids plastic waste entering landfill, so I feel like I'm doing a good deed for the planet, as well as enhancing my models for free.

Coincidentally, I've been studying old issues of *Model Rail* recently, partly due to our 25-year anniversary this month. While glancing through the very first standalone issue (Autumn 1997), I came across a review of Bachmann's POA/SSA scrap metal wagons, which had just been released. Chris Leigh finishes his review by saying "It is particularly pleasing to be able to review a model of such quality at a very reasonable price". The wagons still hold up well although, if being tooled for today's market, there would likely be more underframe detail and superior coupling mounts.

Chris also remarked that "Making miniature scrap loads should be a challenge!". Indeed it is, but it's really good fun and not as difficult as it may look. If you have a need for a scrap metal load for any kind of open wagon, why not have a go?



George has been slowly amassing – and upgrading – a fleet of POA/SSA wagons, from RTR models and kits. Once loaded with recycled plastic waste, they make for an interesting post-1980s freight train.

STEP BY STEP



1



2



3



4

Step 1 Rather than throw it away, I try and save all waste plastic during my modelling work, whether it be from kits, scrap models or offcuts of plastic card, strip or tube. It's chopped up roughly with a set of shears and stored in a container until required. Having added to my collection of SSA/POA scrap carriers, I needed some extra loads. A former is created from thick plastic card, with spacers added to prop the 'floor' about 10mm below the top of the wagon.

Step 2 After chopping the plastic into irregular shapes and sizes, it can be gradually built up into mounds atop the former, secured with liquid poly cement. Things can get very smelly, so always work in a well-ventilated area. Place the more interesting shapes around the top of the pile, such as wheels, gears, girder sections or anything that looks vaguely recognisable as mechanical parts.

Step 3 The final touches are created using a profile cutting tool (available from model shops and craft stores). The hook-type blade can be drawn along a scrap of plastic card to create long coils of material, akin to metal swarf from machining processes. Again, fix it into position with liquid poly cement and leave overnight to harden.

Step 4 After a coat of black primer, sprayed from an aerosol, the scrap is painted in various layers and shades of rust-coloured acrylics. Adding a little dry pigment, of a similar hue, will add some grit and texture to the paint, for a heavier corroded effect. Finally, gently dry-brush the material with a metallic shade of 'steel' or 'iron' paint. This helps to pick out the fine



The Bachmann Branchline POA/SSA wagons were reviewed in the first issue of *Model Rail*, back in 1997.

Chris has been busy laying track in his cabin...

Work continues in my garden cabin with the aim of getting at least a loop of track and the electrics installed for winter. At the time of writing, the fiddleyard is complete and I'm starting work on the gradients at both ends to bring the track to scenic level. This is taking a lot of time as the need for re-spacing the sleepers in the scenic section to 1:76 scale takes approximately half an hour per yard of track. No doubt I will get faster the more I do, but the first few are taking a long time. Getting the cabin connected to the mains electricity is the big task for the remainder of the year before the weather gets worse. At the moment, I'm running an extension cable from the house, which is fine, but once the temperature drops I'm not going to want windows open. I'd better get digging that trench!

Chris Gadsby





5

detail, but also gives the plastic parts more of a metallic appearance.

Step 5 My loads are made to be removable, so the wagon fleet can run as empties or loaded. Therefore, they need to be a tidy fit inside the wagons, but not too snug. A little fettling and test-fitting is recommended before the painting and weathering stage.

Step 6 With loads created for my latest acquisitions, the wagons are ready for weathering to match the rest of my scrap fleet.



6

Show & Tell

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

Making a start... at 71

I would like to congratulate the *Model Rail* team for an excellent magazine. Its articles and photographs have given me the inspiration and confidence to build my first layout at the age of 71. I retired a couple of years ago and this was top of my list – you could say it was on my bucket list.

I received a basic Hornby train set when I was 11 or 12 with a loop of track, two manual points and a diesel-hauled freight train, which I called my 'long shunter' because that's what it looked like. I still have that locomotive, wagons and track which has moved house several times with me, all packed away safe. The engine doesn't work but sits on a siding on my new layout. The track is as good as the day I received it and I have used some of it on my layout.

My layout is not the biggest (8ft by 5ft), nor is it the best, but I'm proud to say it's all my own work. I chose digital for the track/locomotives and analogue for the points. Being a retired electrical engineer, the electrics held no mysteries for me. This layout sits in a corner of a loft conversion.

My favourite part of the layout is the gradient which starts on the outside loop and rises to a higher level, where it crosses the other two loops before returning to ground level to form the third and inside loop. I was a bit wary about this but bought a pre-shaped polystyrene gradient former which has worked well. I have kept the locomotives, carriages and wagons on the small side to help them scale the gradient and give the layout a rural feel.



I don't think I'll be building another layout, but may extend the present one. My youngest grandson, who is nine years old, is showing an interest, so I may have a little helper. Once again, thank you for all the help your magazine has given me and keep up the good work.

Bill Thomson, Edinburgh

In praise of paper

It was interesting to read about the gentleman in the Czech Republic making models from paper (*MR*303). My father and I have been making locomotives and stock to 2.5in gauge, largely from paper, since the early 1970s. This was once a popular hobby, starting in Victorian times, and known as cardboard engineering.

We exhibit our models at various exhibitions, including the Hornby open weekend at Margate a few years ago. We will be at the Ashford 180 event on November 19-20, which celebrates 180 years of Ashford's railway history.

Nigel & Bob Pryor





Café culture

After reading George's feature on re-purposed vans, I have a more contemporary idea: a pop-up café. There are two such outlets on the former Folkestone Harbour branch, while the old signal box is now Bobbies Bakehouse!

Mike Howell, Folkestone.





Bath Green Park

My ‘OO’ gauge model measures 15.5ft by 6.5ft wide, and is based on Bath Green Park in 1960. Because the station was a terminus, use has been made of the spur to the bonded warehouse to create a loop so that a train can circulate the model to provide more interest.

The primary focus of the model is the Midland and S&D engine sheds and the trackwork, although heavily compressed, is reasonably faithful to the original. Also included are short lengths of the station arrival and departure platforms, complete with a plastic and metal model of the train shed profile. There’s also a long stretch of the River Avon, plus railway bridges, housing, industrial buildings representing Victoria engineering works, landscaping and numerous dioramas.

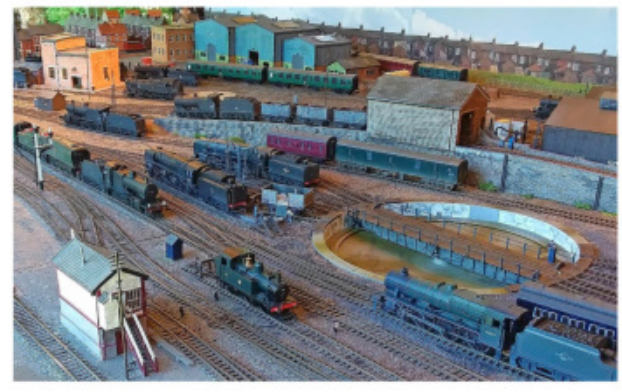
The model uses analogue cab control and the trackwork has almost 60 section switches to facilitate typical locomotive movements on shed. Electrically, therefore, it is a complicated model. A track mimic panel helps with point setting and cab control aspects. Model lighting is provided within houses, the sheds and station and across the layout.

Locomotives and rolling stock are typical of the period. Most of the locomotives are the same classes found at Bath in 1960 and some have the engine numbers and shed code appropriate to Bath at that time. Carriages include special editions from Hornby and Bachmann for the ‘Pines Express’ and Southern coaches built specifically for the S&D.

The model is nearing completion, but outstanding tasks include:

- Point rodding local to the signal box.
- Development of the boat road wharf.
- Shed/station sounds appropriate to the location.
- Some locomotive re-numbering/weathering.
- Quadrant electric signalling from Dapol (Midland when available).
- Minor landscaping and finishing details.

Geoff Noble





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Inside track with Ben Ando

The Death of the Hobby... again!

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

For ‘N’ gauge enthusiasts like me, The International N Gauge Show (TINGS) in early September is traditionally the event that signals the beginning of the Autumn ‘show season.’

For most of us, railway modelling tends to take a bit of a back seat during the summer months.

Running trains in a stifling loft loses its appeal when the weather outside is as glorious as it has been this summer, however the return of cooler temperatures during this season of mists and mellow fruitfulness, as Keats put it, tends to take us back to our trains.

This year’s TINGS was indicative of the obvious recovery the hobby is enjoying as the effects of the pandemic abate, and the Revolution display stand was lively all weekend with a steady procession of those keen to ask us about progress on existing projects or find out what’s new.

However, our visitor numbers seemed dwarfed by the many crowding round the stalls either side of us – Cheltenham Models and Rails of Sheffield – and that I saw around the other retailers around the show selling new and used models.

Clearly, there were plenty of people enjoying their modelling and on the lookout for both the latest ‘N’ gauge releases and, perhaps, a bargain or two as well.

For obvious reasons, the ongoing popularity of railway modelling is good news for me, and yet frequently in conversations, or in online discussions, we see reference to the ‘death of the hobby.’

It baffles me that many seem to take a perverse pleasure in talking down what is, to me, one of the greatest pastimes in the world, combining as it does artistry, technical skills, an eye for detail or accuracy and project management skills that might shame many in business.

I am not aware of other hobbies suffering such ongoing existential angst – certainly none of my golfing friends discuss the ‘death’ of golf – and yet for as long as I can remember we’ve had doom-mongers telling us that computer games, or a lack of practical skills, or high prices will cause railway modelling to wither away.

> **“I am not aware of other hobbies suffering such ongoing existential angst”**





A steady stream of visitors called by the Revolution Trains stand at the recent TINGS event, where various new product samples were on display.

Why is this?

My feeling is that it is generational. It is often said that anything that was already invented when you were born is just normal; anything invented when you’re aged 40 or younger is exciting and new, and anything invented when you’re older than that is frightening and baffling.

There are many exceptions to the rule, but I see very few over-60s eagerly controlling their trains via an iPhone, and few under-40s still swearing by their H&M Duette. Yet I see enthusiasts of both age groups – and others – enjoying the hobby in their own way.

For some, developments such as DCC sound or automated train operation will seem pointless and gimmicky; others may feel that increasing levels of detail are making models too fragile for their needs.

As a manufacturer we try to find the right balance between exciting new innovations and the comfort of familiarity.

But wherever the truth lies, what isn’t in doubt is that there are more manufacturers, producing more models, of a higher quality and wider range of prototypes, than ever before.

This isn’t the death of the hobby: it’s a glorious rebirth.



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Ore inspiring

Returning to the hobby after a break lasting some years, **Tom Blount** plunged head-first into a very different modelling world from the one he remembered, and ended up with this scratchbuilt 'N' gauge exhibition star.

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



1



What makes this layout great?

Our aim with model railways is to create a snapshot of either the real world or what we believe the real world could look like. Tom has done a great job of this as it looks as though somebody has just taken an aerial photograph of an active scene.



Have you ever done something just to practise your skills, and it went so well that you thought, 'actually I'm going to make that the real thing'? If so, did that practice ever turn into an exhibition layout? Well for Tom Blount both of these were true, and his 'N' gauge layout 'Meldon West' is now starting to make a name for itself on the exhibition circuit.

"I built a lot of layouts when I was younger but everything was boxed up in my late teens and early twenties when I began chasing a career and other life events got in the way. When I moved into a flat with my wife I got everything out again and put the test track I had up in the spare room. Of course, the advances in model railways over the last decade or so have been so substantial that a lot of the techniques I used are outdated and nowhere near as realistic as could be achieved now. I wanted to check that my enjoyment of the hobby remained intact from the break before trying something big and never getting it finished, so, inspired by the quirky dioramas built by Chris Nevard, I started a 3ft by 1ft scene of my own that would allow me to try out these new techniques and concentrate on the detail of a small scene rather than skimp on something big."

Most people start with something relatively straightforward when getting back into a hobby after a long time away, and in model railway terms that could be using off-the-shelf track or building a card kit to get back into the swing of things. When Tom began work on 'Meldon West', he decided that everything apart ➤

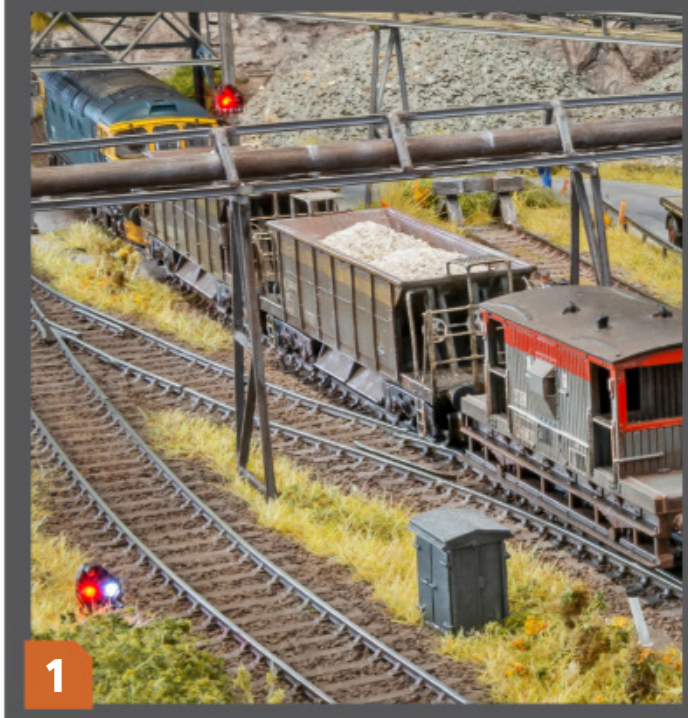




"Inspired by the quirky dioramas built by Chris Nevard, I started a 3ft by 1ft scene of my own"



3 things we like



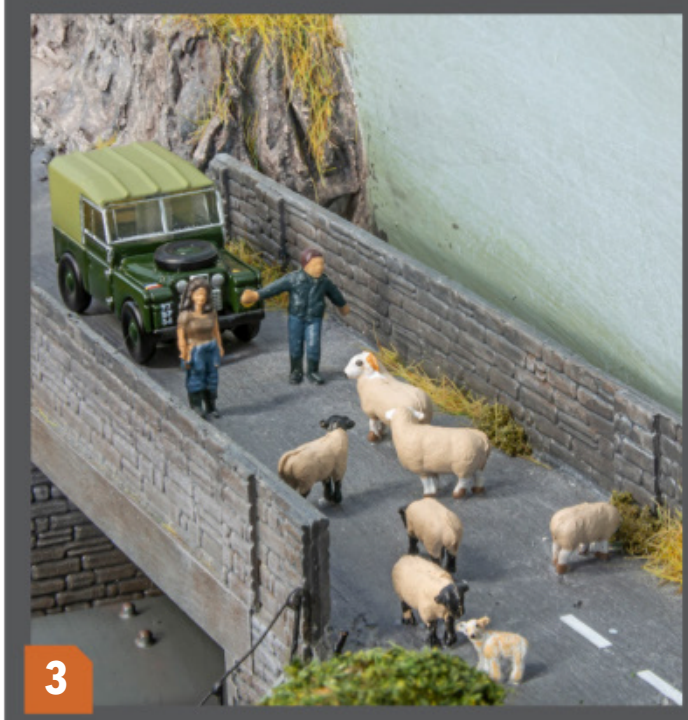
1

All of the signals are scratchbuilt from tiny LEDs and some brass and plastic card.



2

Tom uses live frog points to avoid his locomotives stalling at slow speed.



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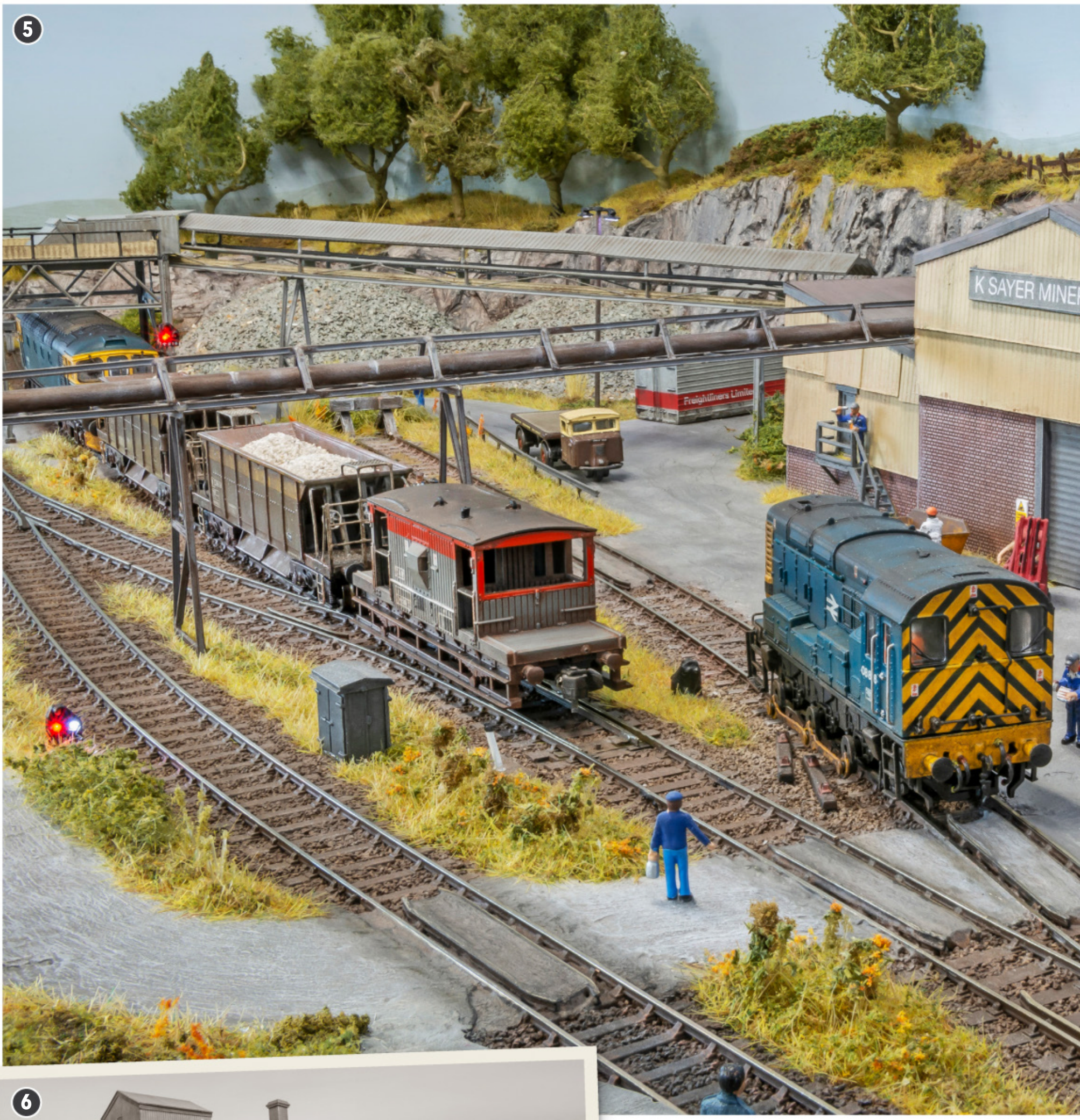
These two look as though they're having a tough time herding their sheep.

5



6



from the rolling stock and track was to be built from scratch, and even the latter comes from a kit, rather than off-the-shelf.

"I was keen to dive right back into the hobby and do it to its fullest but had to learn right from the beginning. For example, DCC wasn't around when I left the hobby and I had no idea what it was. I forced myself to learn it by stripping down model locomotives, learning how they worked and putting them back together – not very successfully at first, I must add. Thankfully, I improved over time and was able to get realistic running across my fleet."

With his 'N' gauge locomotives now running nicely along his test tracks, Tom could begin to









fine-tune his plan and build his finescale Code 40 track.

"The track is my favourite part of the layout because it took me so long to get right but also because people are amazed that it's 'N' gauge when they see pictures. I don't find the off-the-shelf Peco track to be very realistic so decided that building it by hand would be the better way to go. The point kits were challenging and I recall completely ruining the first kit I tried to build and throwing it in the bin. Fortunately, I was able to quickly learn from my mistakes and the rest went together relatively easily, I just wish I had more patience so that I didn't try to always rush the second half, but now that it's all laid and painted the track is easily my favourite part of 'Meldon West'. To aid the ➤


10
K SAYER MINERALS
47 035



realism during an exhibition I use Cobalt slow action point motors to switch the points and make it truer to how it would have been in real life."

STORY TIME

With the track complete Tom could begin bringing his quarry scene to life, starting with a backstory.

"It's a fictitious layout but rather than being entirely imaginary it's more of a 'what if' scenario, as I've based it around Meldon quarry which was planned to be extended at some point. It shut down before the expansion happened but in my world it remained operational into the Sectorisation era. My favourite livery is the BR blue in which almost everything was painted, but I also can't wait for Revolution Trains to bring out its Class 59 so that will push the end year a bit closer towards the present."

As with all quarries the line sits below the surrounding landscape to pull the ore out from the bottom. That means a lot of exposed rock faces, but rather than using the more traditional method of plaster, Tom elected for a different method in order to keep the weight as low as possible.

"As with the vast majority of exhibition layouts weight is important, so I created the rock face from









FACTFILE: 'MELDON WEST'

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

Size: 5ft by 1ft

Track: Code 40 Finescale

Power and control: DCC

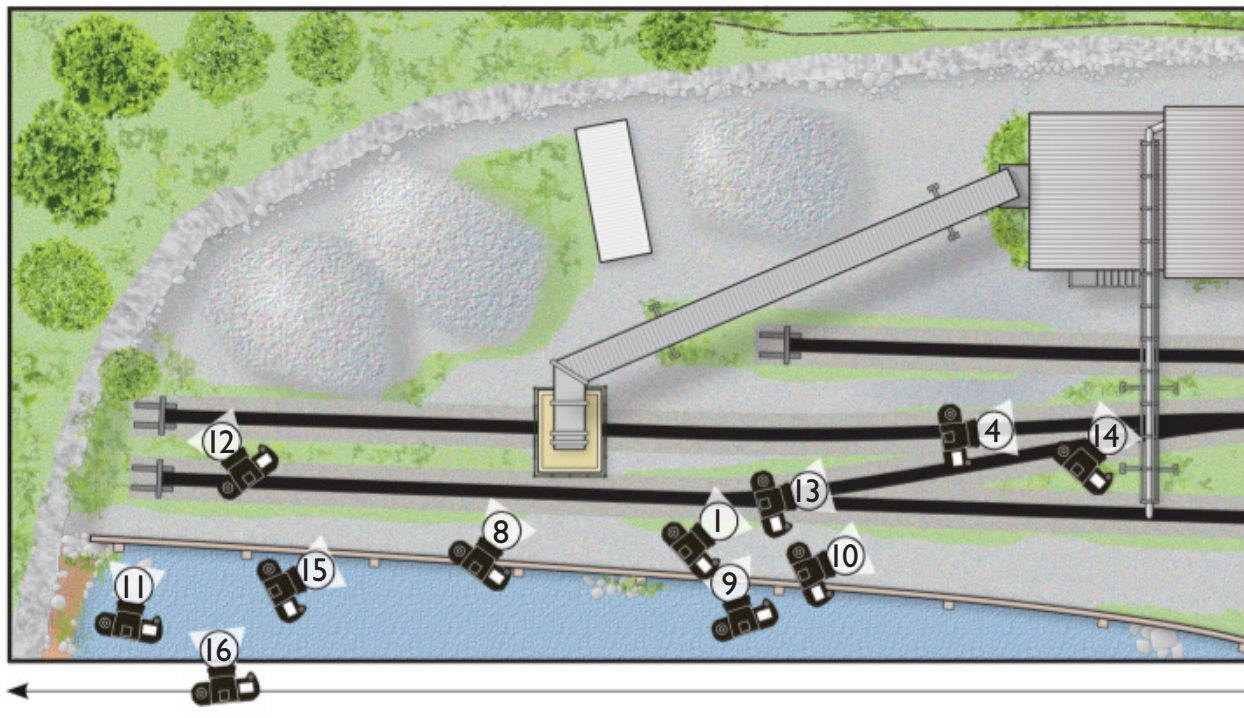
Time to build: Two years



MODELLER CV: TOM BLOUNT

If I'm not busy working on a model railway I get some fresh air by walking in some of the picturesque parts of the country and going on camping holidays with my wife.

Artwork: **Andrew Mackintosh**



5mm foamboard that can be easily carved to create the contours. Later, kitchen roll soaked in PVA glue was added over the top and a thin layer of plaster of Paris mixed with PVA was added to the top of that to give me the same effect as a full plaster mould, but without the weight. As it was drying I carved it to look like rocks and then applied four washes of various browns and greys until I was happy. I'm a bit of a perfectionist when it comes to that sort of thing, and nowhere is that more true than with the buildings."

One of the reasons it took Tom two years to complete 'Meldon West' was the buildings, of which many early attempts ended up in the bin.

"I used plastic card and embossed sheets to get the desired look but since I was re-learning techniques I kept getting better every time and wasn't happy with the original results. I think some of the buildings on there are versions nine or ten!"

Despite 'Meldon West' being a practice layout the results are so good that Tom was invited to an exhibition last year at Leamington Spa, which he described as a "tough couple of days and not just a case of turning up and playing trains for two days" as he first thought. It didn't put him off though, and he's already looking forward to the next one, so keep an eye out as you might just see it at your next show. There's also a lesson for all of us in that just because you're doing something for the first time doesn't automatically mean it's going to be bad – it might just be exhibition quality. MR

A tale of two ENGINES

The Brush Type 2 remains one of our oldest main line diesel designs, but it's not the locomotive it started out as. **Chris Gilson** looks at a stalwart from the Pilot Scheme.

The British Railways Pilot Scheme of 1955 featured the proposal for what came to be known as the Brush Type 2 diesel-electric, with work embarking on a locomotive that would retain a main line presence well into the 21st Century. Loughborough-based Brush Traction had already proved its expertise with the new form of motive power after the 1953 export to Ceylon of 25 diesel engines powered by the JVS12T engine manufactured by Mirrlees, Bickerton & Day (MBD). Known as the 'J' engine, this 'V-form' design had been developed for the Admiralty with potential for three to 16 cylinders as needed. Of the Ceylon order, once teething troubles had been weeded out, the fleet ran 234,000 miles in a year with no failures and an average availability of 87%. It was natural that when Brush stepped up to be a contender for the home market, it would choose a tried and tested engine.

> "Brush Type 2s were unique among designs of their time, in their use of an A1A-A1A arrangement"

The design of the locomotive was overseen by consultant E.G.M. Wilkes, although his initial proposal was altered by the British Transport Commission's Public Relations Department, and BR's Design Office before construction began. When the final design was approved it featured an aesthetically boxy body shape featuring cluttered front ends. Aside from lots of prominent footsteps, lamp irons, handrails and marker lights, the initial engines also featured the disc marker system of train identification. Internally, Brush Traction opted for an American design of Woodward engine governor and its own generator, auxiliary generator and traction motors. Multiple working was to be carried out using the Red Circle system, while top speed was initially a comfortable 75mph. All the pilot engines, and subsequently the rest of the type, carried steam heat boilers, being fitted with the reliable Spanner 'Swirlyflow' model and were the first of the new mixed traffic diesels to enter service so equipped.

The Brush Type 2s were unique among main line designs of their time, in their use of an A1A-A1A arrangement. This stemmed from BR's insistence on maximum axle loadings of 18.5 tons, which needed to be balanced across two three-axle Commonwealth bogies. As a result, only the two outer axles on each bogie were powered, and when complete the locomotive was a hefty 104.7 tons, a remarkable weight when compared with other Type 2 designs which were considerably lighter. Incidentally, construction of the bogies was partially sub-contracted to Stafford-based W.G. Bagnall, being some of the last orders to emerge from its famous Castle Works site. Eventually, 263 of the class were built in batches, numbering D5500-5699, and D5800-5862. The last was delivered in 1962.

By March 1957 the final design had been agreed upon, although some last-minute tinkering continued with both internal and external fittings, such as the horn location. Upon completion, the first of the class, D5500 (later to become 31018 under TOPS), was handed over to British Railways at Loughborough on October 31 1957. However, a slight pall was cast over the occasion by



Just ten days since being delivered, Sheffield Darnall's Brush Type 2 D5858 rests at Blackpool Central shed on September 30 1962. PETER FILTON/RAIL PHOTOPRINTS



Sporting the original disc headcodes and 'skinhead'-style horn grille atop the cab roof, 5535 (later 31117) waits at Old Oak Common in March 1969. This early rendition of BR Rail blue livery saw the numbers and double arrow logos repeated at each end. RONALD F. COLLEN-JONES/RAIL PHOTOPRINTS

Sir Reginald Wilson, the Eastern Region chairman who seemed to suggest in his acceptance speech that no more orders would be forthcoming. There had also been some consternation the previous day as it was noticed that some of the body panels had buckled during the fitting and removal of the real engine. This had been caused by a lack of cant rails, though no one seemed to notice at the time and the ceremony went without incident. A further sting in the tail was pointed out at the same time when it was noticed by officialdom that the lining out colour was white – it should have been light grey. In the end the class was finished in standard green with light grey lining, mid-grey roof and all other fittings black. As built, the whole class also incorporated a raised welded strip at waist height on ➤



Having gained full yellow warning panels, 5801 emerges from the washing plant at Tinsley Yard (Sheffield) in April 1970. The 'D' prefix had been removed following the end of steam traction in 1968. RAIL PHOTOPRINTS

the body and nose – this was painted as part of the lining out, presenting a very smart appearance.

HEADING EAST

With the introduction of the 1956 Clean Air Act in London, use of diesels was seen as paramount in the capital, and from the start the Brush Type 2s were allocated to the new purpose-built depot at Stratford, with all 20 of the Pilot Scheme engines – known affectionately as 'Toffee Apples' because of their distinctively shaped power handle – being sent there. While the initial test runs of D5500 were between Falcon Works and Chinley, the bulk of the class were firmly destined for the Eastern Region. Following the good availability of the pioneer batch, a follow-up order was placed in June 1958 for a further 40 locomotives with successive batches after that. Production series locomotives initially followed the same styling as the pilots, but BR requested that the disc system of markers was replaced with roof-mounted headcode box. This led to a cleaner front-end design, and just 20 production series locomotives were delivered with the disc system (D5520-29/35/39/43/47/51/52/55-56/59/62). At the same time, the multiple working system was changed to the widely used electro-pneumatic Blue Star type, effectively rendering the 20 pilot engines as non-standard.

Once in traffic, the class rapidly colonised the Eastern Region, being used on passenger turns first on the Great Eastern route between Liverpool Street to Norwich, then rapidly after that on the Great Northern routes, appearing at Hornsey as early as February 1960. Demonstrating a splendid rate of availability, the new locomotives were used on suburban and semi-fast services as far as Cambridge and Peterborough and were also used on a variety of freight turns – mainly during the night, as well as sometimes dipping into London Midland territory to destinations such as Tring and Liverpool. By 1961 the Type 2s had reached Sheffield (Darnall), with the final engine – D5862 (31327) – emerging from Loughborough in October 1962. All seemed well – but a change was on the horizon.

Under the TOPS system, the fleet became Class 31 (Class 30 before rebuilding – see panel) and settled down to a steady existence



Class 31s were regular performers on London Underground's Widened Lines, between King's Cross and Moorgate, with a small fleet being fitted with special trip-cock apparatus. An unidentified '31/4' hauls its rake of non-gangwayed stock into Barbican station in 1975. COLOUR RAIL

Power matters

Early on in the construction of the production series, Brush and Mirrlees had begun to experiment with the basic JVS12T power unit, producing a variety of uprated locomotives. While the initial pilot series was rated at 1,250hp, the rest were 1,365hp, with some being further uprated to 1,600hp and one, D5835, being 2,000hp. By 1962, the production series was rated at 90mph, but in May that year there began a series of crankcase cracking in the Mirrlees engine that rapidly became endemic.

The year before, on January 11 1961, there had been an embarrassing failure of D5667 on the Royal Train at Audley End owing to an oil-pump drive, but the new problem was soon overwhelming and British Railways faced having a large and unserviceable fleet on its hands, something not uncommon among many of the Pilot Scheme classes.

The issue affected all the 1,600hp and 2,000hp engines but was less apparent on the lower rated type. Despite two series of modifications, the decision was made to re-engine the class, not with a replacement Mirrlees design as suggested by Brush, but with the English Electric 12SVT at an output of 1,470hp, which was the maximum output the locomotive could handle with the new engine.

This decision was widely seen as a consolation prize for EE after it lost the order for 512 Type 4 locomotives which was given to Brush and later became the Class 47. The order for 51 engines from EE was placed on July 23 1964, with each one costing £15,750, and the first locomotive fitted, D5677, emerging on January 4 1965. At an Eastern Region management meeting in Norwich on December 6 1965, it was pointed out that availability with the re-engined locomotives was 94.7%, against 88.8%, but it was not until 1969 that the programme was finished with the 20 Pilots being last to be fitted.

in which it expand onto other regions, although it was always absent from Scotland. One notable change occurred in 1982 with the widespread use of electric train heating (ETH) to replace steam. Twenty-four examples were fitted with an ETH alternator, initially alongside the Spanner steam-heat boiler, and renumbered from 31401-31424. A further batch of 44 examples was converted between 1983-85 to act as a stop-gap during DMU replacements and were numbered 31425-468. Additionally, an extra locomotive, 31400, was converted from 31161, after accident damage to 31401. Intriguingly, the conversions featured a high ETH Index of 66, meaning they could heat up to 11 coaches, making them much in demand for pre-heating longer trains.

The ETH-fitted batch, which was used on a wide variety of short-haul Cross Country and Trans-Pennine passenger services, were also used for parcels workings and, latterly, civil engineering and departmental duties. Some had the ETH equipment isolated after being displaced by new 'Sprinter' units and were renumbered '315XX '– being solely dedicated to non-passenger workings. Two more locomotives, 31186/191, were renumbered to 31601-602 after being fitted with ➤



Above: Wearing a fresh coat of 'red stripe' Railfreight livery, 31105 brightens up the yard at Doncaster Works, during an open day in 1987. Following refurbishment, bufferbeam cowlings and the raised waist level fairing were removed. COLOUR RAIL



Left: Many of the ETH-fitted Class 31/4s spent the 1980s working across the Pennines on long and short-haul services. Here, 31407 approaches journey's end at Scarborough, on an early Saturdays-only service from Huddersfield, in June 1983. JOHN CHALCRAFT/RAIL PHOTOPRINTS

Below: In August 1978, 31411 roars up Holloway Bank on a heavy empty stock train out of King's Cross. Staff at Finsbury Park depot turned out a number of '31s' with white stripes and various other 'non-standard' adornments. RAIL PHOTOPRINTS

through-ETH equipment, meaning they could not supply train heat, but could be coupled behind a locomotive that was so fitted and still heat the train.

The rest of the class – both 31/0 and 31/1 subclasses – continued to venture across the network in reliable, if unglamorous fashion. With the ceasing of steam heat, their work turned to non-passenger duties, becoming especially popular with the Civil Engineers' department. Many found their way to non-familiar territory, with Bescot, Crewe, Immingham and Thornaby all being among the last outposts for the fleet.

RUNNING DOWN

From the 1970s the Class 31s underwent Heavy General Overhaul and refurbishment, during which they lost such adornments as the welded body stripes, buffer skirts and boilers, together with the fitting of dual brakes. Some



In later BR days, many surviving '31s' were cascaded to engineers' work, with the drab all-over grey livery being replaced by the popular 'Dutch' scheme, as modelled by 31530 *Sister Dora* at Crewe Basford Hall Yard, August 1994. MIKE JEFFRIES/RAIL PHOTOPRINTS



A pair of Railfreight Petroleum Class 31s – 31185/238 – trundle through Derby in September 1989 with an oil train. Being versatile locomotives, the '31s' were also employed by the Coal and Construction sub-sectors of BR's Railfreight operation. COLOUR RAIL

locomotives were not so treated, and were candidates for early withdrawal, with the Pilot Scheme engines being among the first to go between 1976-1980. Of these, 31013/002/014/008 were renumbered ADB968013-016 at Stratford and were given a new lease of life when fitted with a rudimentary ETH system and used as non-self-propelled carriage pre-heaters. Some were repainted in a variation of their original green, albeit with white stripes and double arrow BR logo, but all were out of use and scrapped by 1984.

One other unrefurbished Pilot Scheme survivor was D5518 which, after suffering collision damage in 1967, was surprisingly not scrapped, but rebuilt as a production series 31/1, being fitted with headcode boxes, Blue Star control systems and becoming 31101. It was finally withdrawn in January 1993 and is now preserved. The numbering gap meant that also-preserved D5500 became 31018 on TOPS renumbering, neatly taking the place left by its sister.

Of the other unrefurbished engines, most ended up on departmental duties at depots such as Bescot which, even by late 1991, had at least four on its books for weekend engineering work at restricted speeds, including 31123/168, 31286/289. Two were also selected for departmental use, with 31298 becoming 97203 but it succumbed to fire damage in 1987. It was replaced by 31326, which became 97204 and then 31970, but it was scrapped by 1997.

The class soldiered on until 2000, when the last were withdrawn from main line use by EWS, although other operators such as Fragonset, FM Rail and DCR kept a handful registered, along with Network Rail, which operated yellow-painted and modified 31105, 31233/285, 31465 on test trains. Just one, 31128, remains main line registered in 2022, while there are currently 29 of the class in preservation.

Going nuclear

Upon Sectorisation of British Rail in the late 1980s, several Class 31s were incorporated into the Trainload Coal fleet, many receiving the new sub-sector livery. However, they didn't haul coal trains. Instead, they were tasked with nuclear flask movements, transporting atomic material between the UK's various nuclear power stations and reprocessing facilities.

Crewe-based 31130, 31200/270/275, 31304/312/319 were allotted to this work, usually coupled in pairs. Other '31s' continued on this traffic into privatisation, when English, Welsh & Scottish Railway (EWS) initially gained the atomic traffic contract.



The sole EWS-liveried '31', 31466, leads 31427 on an atomic flask working from Berkeley in February 1999. RAIL PHOTOPRINTS



HOW TO

IMPROVE YOUR BRUSH TYPE 2s

George Dent tinkers with a trio of Class 31s, showcasing potential upgrades for 'N', 'OO' and 'O' gauge models.

Nicknamed 'Peds', due to their slightly pedestrian nature, the Class 31s were also known as 'Brians', after the snail character in *The Magic Roundabout* cartoon. I always found these names a little unkind, as the Brush Type 2s proved to be one of the more successful early diesel designs. A regular sight throughout my youth, the Class 31-hauled Trans-Pennine expresses were always a highlight of days spent beside my local line.

Modellers have been well-served for ready-to-run '31s' over the years, although quality and accuracy has varied. In 'OO', Hornby's current model is a mixed bag in terms of looks, while the former Lima tooling has been continued in Hornby's RailRoad range, offering a great value option for those who enjoy a bit of old-fashioned detailing and repainting.

Graham Farish's all-new 'N' gauge Class 31, released in 2015, is the best so far in 2mm scale, with original and refurbished body styles now catered for. In 'O' gauge, Heljan's '31' also comes in pre and post-refurbishment condition, both of which are excellent.

Due next year is Accurascale's high-specification Brush Type 2, which promises many improvements over previous 4mm scale models, while Heljan is working on a 'TT:120' Class 31, which is promising to be the first RTR UK-outline locomotive to appear in this emerging gauge.

With multiple models to choose from, we decided to present a medley of practical tips to get the best out of your '31s', whether you work in 'N', 'OO' or 'O' gauge. And you could win one of these models too...

PHOTOGRAPHY: GEORGE DENT

WIN THIS MODEL!

Expertly weathered by *Model Rail*'s George Dent, this Graham Farish model portrays an Immingham-based, Railfreight Petroleum Sector Class 31. And it could be yours!

To enter, go to *www.model-rail.co.uk/class-31* and answer the following question:
Q: The Class 31s gained a nickname inspired by which character from *The Magic Roundabout*?
A – Brian **B** – Dougal **C** – Zebedee

Entries are via website only and open to UK residents only. Closing date is October 26.



WORTH OVER £150!

HOW TO: FETTLE THE FARISH '31'

There's not a lot to do with the current Graham Farish Class 31, as it's a very impressive model straight from the box. A full suite of bufferbeam fittings is supplied, along with a set of miniature snowploughs, all of which can be fitted if you don't require the Rapido-style couplers at one or both ends. Seasoned 'N' gauge modellers will be used to handling such tiny brake components, but a magnifier and plenty of light will be helpful regardless.

What you will need

TOOLS

- Tweezers
- Knife
- Paintbrushes
- Cotton swabs
- Airbrush (optional)

TOP TIP

Always use a matching brand of thinner when working with oil-based weathering washes, to ensure compatibility and avoid damage to the model's surface. Some generic thinners can be too harsh or may leave oily deposits.



N GAUGE **MODEL** Graham Farish 371-136
Refurbished Class 31 ♦ **RRP** £154.95 | **AVAILABILITY** Bachmann stockists | 6 hrs

STEP BY STEP



1 After ensuring that the model was clean and free of grease, a mix of MIG Productions' Brown and Black oil-based weathering washes was applied to the body, working on one section at a time. Work the pigment into any recesses.



2 With good quality cotton swabs, most of the wash was removed using vertical strokes. The washes leave streaky stains and the pigment mimics grime trapped within the recesses. Remove as much of the wash as desired, using a little thinners if necessary.



3 After treating the whole bodyshell to the wash treatment, leave overnight before finessing the finish with dry pigments applied with a soft brush, or a very light misting with an airbrush. RailMatch enamel Frame Dirt was sprayed over the chassis and lower body sides.



4 A darker weathering shade (RailMatch Weathered Black, with a little Frame Dirt added) was applied over the roof. Again, only a very light misting is required. Matt Black was added to the mix to create a darker shade around the exhaust outlets.



5 I'd already treated the supplied snowplough to the weathering washes and a light airbrushing. When it was dry, it was installed along with the delicate brake pipes and bufferbeam detail, now that the rougher handling of the model was over.



6 To ensure that the new parts blended with the rest of the model, the airbrush was used to mist a little more Frame Dirt over the details. Care was taken to keep the yellow ends relatively clean. Masking the glazing before weathering is recommended.



HOW TO: IMPROVE HORNBY'S CLASS 31

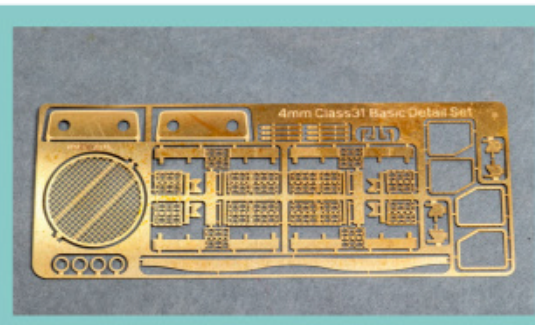
My quest to replicate a particular Class 31/4 led to a comprehensive detailing and repainting project, using one of Hornby's models as a basis. Representing 31418, the first of only four original disc headcode versions – or 'skinheads' – to be refurbished and equipped with electric train heating, the distinctive '31' became something of a minor celebrity around the North West during the late 1980s and early 1990s.

The project was helped by a set of etched brass detailing parts from PH Designs, plus a few other odds and ends, while a pre-owned model was employed to keep costs to a minimum. The time and effort proved worthwhile, providing a characterful addition to my fleet of Rail blue Type 2s.



00 GAUGE **MODEL** Hornby Class 31 ♦ **RRP** £217.99 (new) | **AVAILABILITY** Hornby stockists *www.hornby.com* | 18 hrs

What you will need



MATERIALS

- Class 31 detail kit, ETH sockets **Web:** *www.phd-design-etchings.co.uk*
- High intensity headlights **Web:** *www.replicarailways.co.uk*
- RailMatch paints, decals **Web:** *www.fox-transfers.co.uk*
- Phoenix Precision Paints Superstrip paint stripper **Web:** *www.phoenix-paints.co.uk*

TOOLS

- Knife
- Tweezers
- Screwdrivers
- Pliers
- Drill and bits
- Files and abrasives
- Paintbrushes
- Airbrush (optional)

STEP BY STEP



1 The bargain, pre-owned model obtained for this project ran beautifully, but was a little shabby. But that didn't matter, as it would be fully repainted anyway. The shell was stripped of glazing, handrails and other small fittings.



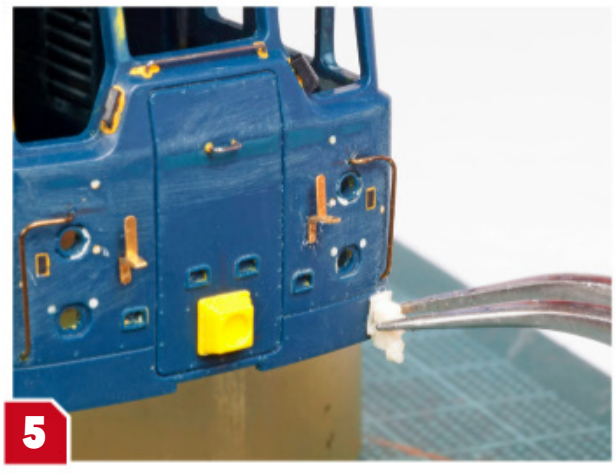
2 Phoenix Paints' Superstrip is extremely effective on plastic models. Decant into a sealable container and soak the body for up to 10 hours. Scrub with an old toothbrush, before washing and rinsing thoroughly.



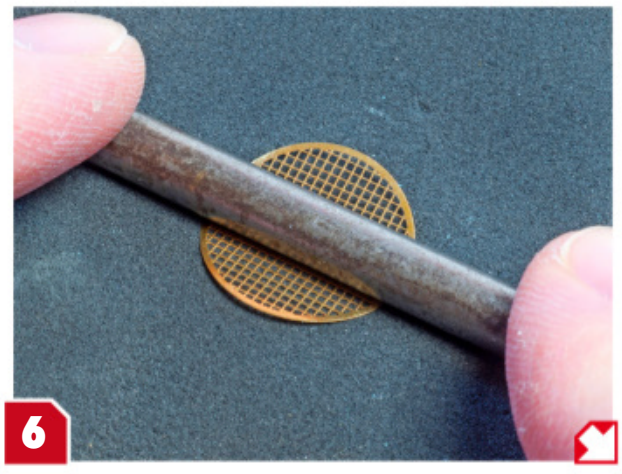
3 Hornby reproduced the raised waist band using tampo-printed paint so, after stripping, that had disappeared. Handrails were formed from brass wire and fixed into holes. The old handrail and disc-mounting holes were filled.



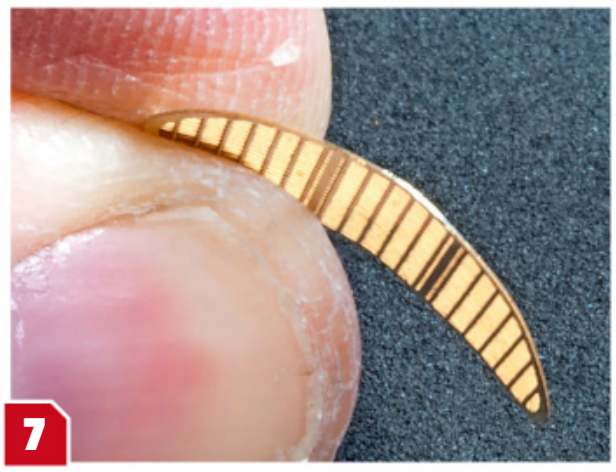
4 High-intensity headlamps were installed, along with new lamp brackets, taken from a PH Designs kit for the '31'. Headlamps were fitted in various positions on the '31s', so check prototype images beforehand.



5 PH Designs also provided a set of cast resin ETH sockets. After drilling mounting holes for the jumper cables (see final step), the sockets were fixed to the front corner of each cab with cyanoacrylate glue.



6 To shape the PH Designs etched roof grille, place it face down on the back of a mouse mat and roll a steel rod over it, keeping the tool parallel with the etched walkway bars. The brass will start to curl as pressure is applied.



7

Roll the bar back and forth, like a rolling pin, and check the profile regularly to see if it matches the curvature of the model's roof. If it needs a tighter curvature, apply more pressure with the rod.



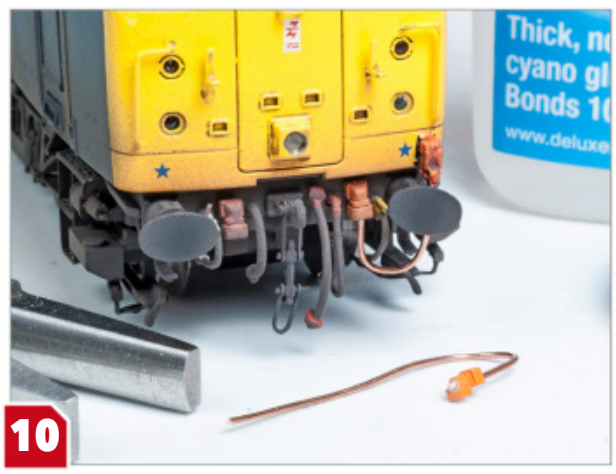
8

Once happy with the profile, the grille can be glued in place, having removed the original parts. The kit also provided an etched shroud, as fitted to certain '31s', and this can be rolled in the same way before glueing in position.



9

Also on the PH Designs etch is a set of footsteps for the bogies. These need to be folded to shape and the centre rung glued or, preferably, soldered into place. These steps feature mesh treads, which look ultra-realistic.



10

After repainting and finishing the bodyshell, the model was reassembled and the bufferbeam detail installed. The ETH jumper cables were shaped from copper jewellery wire, fixed into pre-drilled holes.









HOW TO: ADD DETAIL TO HELJAN'S '31'

Working on models in 'N' and 'O' at the same time can be an interesting experience, although virtually the same weathering procedure was employed on both the Farish Class 31 and this Heljan Type 2. Naturally, the 'O' gauge model took a little longer to treat and the airbrush was used in a more focused manner, but it provided a very enjoyable project over a couple of evenings.

Interiors are more conspicuous on large-scale diesels, so I invested a few hours of labour in enhancing the cabs. The supplied parts are nicely moulded, with plenty of detail, but some extra paint and a weathered finish makes all the difference. A footplate crew adds the finishing touch, although a few alterations were required to get the driver and his assistant sitting comfortably.

What you will need

MATERIALS

- 1126-043 Loco driver, 1171-043 BR Second Man, 1129-043 Seated Driver in BR Uniform **Web:** *www.modelu3d.co.uk*
- MIG weathering washes and thinners, primers and paints **Web:** *www.scalemodelshop.co.uk*
- Decals and RailMatch paints **Web:** *www.fox-transfers.co.uk*

TOOLS

- Knife
- Tweezers
- Drill and bits
- Pliers
- Cocktail sticks
- Cotton swabs
- Paintbrushes
- Airbrush (optional)



TOP TIP

As with any modelling project, studying plenty of prototype images helps to achieve a greater degree of realism, especially when weathering locomotives.

STEP BY STEP

MODEL Heljan refurbished Class 31 ♦ **RRP** £579.00 | **AVAILABILITY** Heljan stockists | 8 hrs



1 Many of Heljan's 'O' gauge models come without numbers, so a set of Fox Transfers decals was applied to the cab sides. Digits have to be applied individually, so great care is needed to ensure correct alignment.



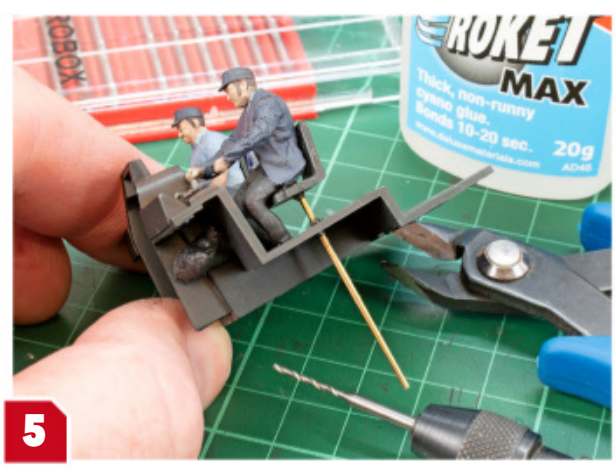
2 Each digit was allowed to dry for a few minutes before adding the next. Once all were in place, a little Micro Set decal setting solution was brushed over. After 12 hours, a light coat of semi-gloss varnish was applied.



3 A set of 3D-printed footplate crew was obtained from Modelu and, after cutting away the support framework, the figures were trimmed slightly to fit. The arm rests were also cut away from the seats.



4 The crew were primed and painted separately. The interior bulkheads had the detail picked out in appropriate colours before being treated to a light weathering wash, imparting a more lived-in appearance.



5 As the seats needed repositioning to give the drivers more elbow room, I cut away the plastic columns and replaced them with 1.00mm stiff brass wire, drilled through the seat and into the figures' backsides. Ouch!



6 The wire, fixed with cyanoacrylate, ensures a reliable bond for the seats and the crew, making them much less likely to work loose. Test-fitting the bodyshell before glueing is recommended to fine-tune the positioning.

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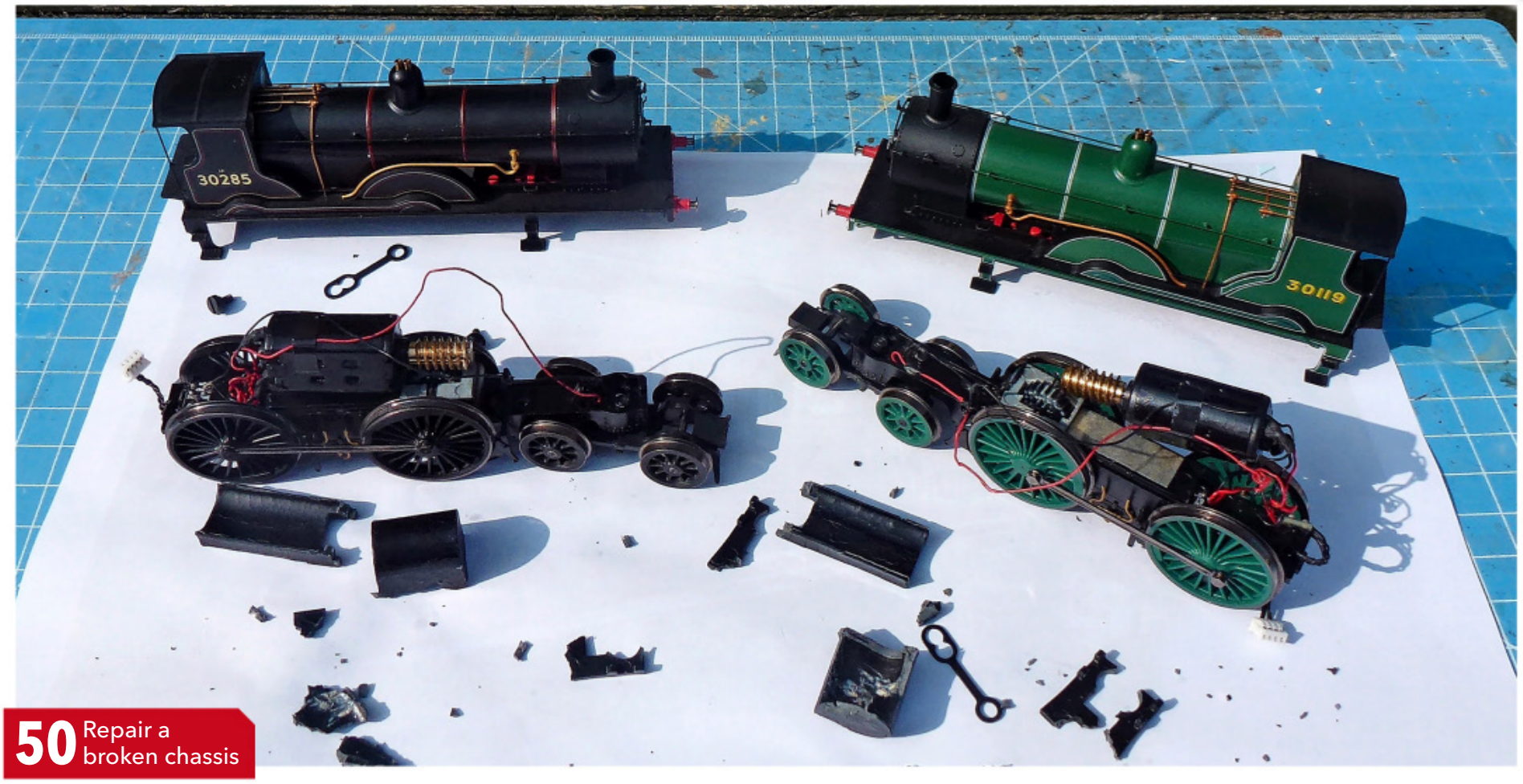

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Chris Leigh
Quite simply, what Chris doesn't know isn't worth knowing!



Richard Simpson
Ex-marine engineer, keen to adapt 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

REPAIR A BROKEN CHASSIS

Once you are past the shock of discovering that your favourite locomotive has a serious problem, how do you put it right? **Chris Leigh** and **George Dent** join forces to resolve one problem.

PHOTOGRAPHY: GEORGE DENT/CHRIS LEIGH

I'm generally known as a 'GWR man', but I actually began my railway interest being entirely devoted to the Southern. The West of England was a favourite holiday haunt and that meant the Southern's North Cornwall line to Padstow, where Bulleid 'Pacifics' handled the long-distance trains and much of the rest was in the hands of 'T9' 4-4-0s.

When Hornby introduced the 'T9' in 2008, I 'needed' several. I bought a lined black BR version, the limited edition 'Royal' Malachite green No. 30119 (somehow I have two of those!) and I have the Imperial Airways train pack with an olive green SR one. I even scoured the world to find a Shorts C Class flying boat in 1:72 scale to go with it. My sister found me one – a Czech resin kit – in Western Canada! It remains unbuilt on a shelf.

It is fair to say that the Hornby 'T9s' have remained boxed, on the shelf, since I bought them, except for some brief running when they were new. So it was high time I took them out again and gave them a run. That's when I found the nightmare. All four locomotives have suffered from mazak rot.

00 GAUGE **MODEL: Hornby LSWR 'T9' 4-4-0** | 4 hrs |

Mazak is the metal which is used for the cast parts of model locomotives, particularly the chassis block. It is an alloy which includes zinc. Mazak rot occurs when an impure grade of zinc has been used in manufacture. After a time, the impurities cause the metal to swell up and become brittle. My 'T9s' would not run, owing to the motor mounts swelling which, in turn, had caused the worm and gear to disengage. The tell-tale sign was the fact that the model could be pushed along, with no resistance from the driving wheels/transmission.

As designed, the 'T9' mechanism is a tight fit within the bodyshell. The narrow profile of the prototype's firebox and boiler provides a clear challenge to any model manufacturer. Although, if the model was being designed today, a smaller coreless motor may offer a solution to the cramped innards.

Upon dismantling my 'T9s', the swollen mazak made it such a tight fit that when I removed the body, the motor mount simply disintegrated into black crumbs – just like a broken biscuit! Thankfully, it was only the motor mount that was damaged, with the main chassis block being totally unaffected.

It was then that I remembered reading of other modellers' problems with mazak rot, some years ago. Early editions of the Hornby

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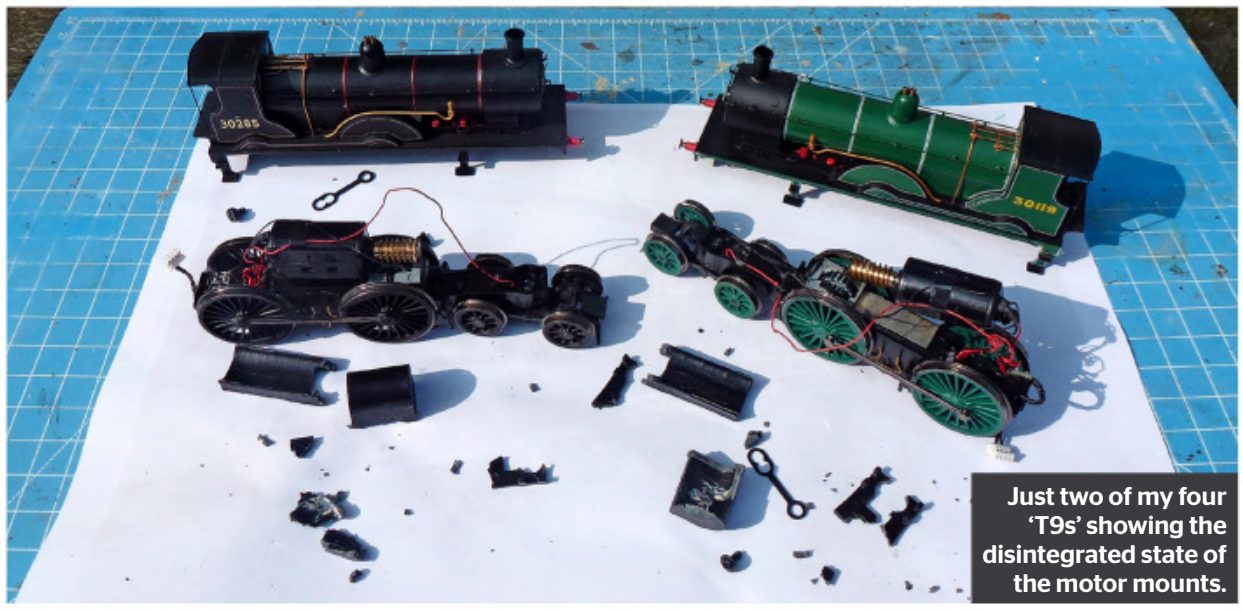


Just two of my four 'T9s' showing the disintegrated state of the motor mounts.

STEP BY STEP


1
The Peter's Spares brass mount alongside the remnants of the original. Lost wax castings usually require extensive fettling before use, and this one is no exception.

What George used

SHOPPING LIST

- PS61 Replacement Hornby 'T9' motor mount, £9.60
- PS119 Replacement rear motor bracket, £6.99
- Alternatively, the Hornby X9945/1 motor mount, rear bracket and screw is also available for £15.97
- PS0 Black Tack, £2.99

Availability: Peter's Spares
Tel: 01642 909794
Web: *www.petersspares.co.uk*

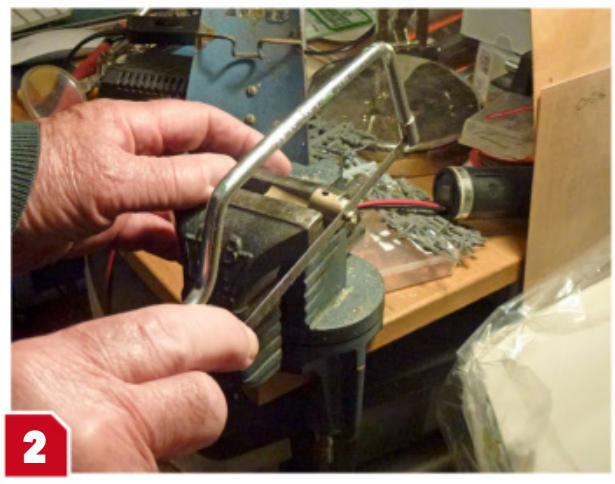
TOOLS

- Junior hacksaw
- Flat and round needle files
- Mini-drill
- Cylindrical grinding stone
- Bench vice
- Cross-head screwdriver

Caution!

CAUTION

Be sure to keep any metal filings and dust away from the electric motor and clean the chassis thoroughly before final re-assembly. This will avoid any danger of electrical problems from stray metal particles, as well as avoiding wear in the bearings.


2
I began by removing the main 'feed' to the casting which appears as a large 'boss' on one end. Brass is hard, so the part must be held in a vice and the cutting done with a sharp junior hacksaw.


3
Next we come to a tool which I found vital: a cylindrical grinding stone, which is often supplied within a set of tools for a mini-drill (and are available separately).


4
The 'U' shaped cutout in one end of the casting needed to be cleaned up and enlarged very slightly until it fitted over the raised boss on the front end of the Hornby motor. This is how it holds the motor in place.


5
Lots of test-fittings to the motor were needed to ensure that enough material had been removed but that it was still a tight fit. An unfettled mount is on the left and the finished one is on the right.

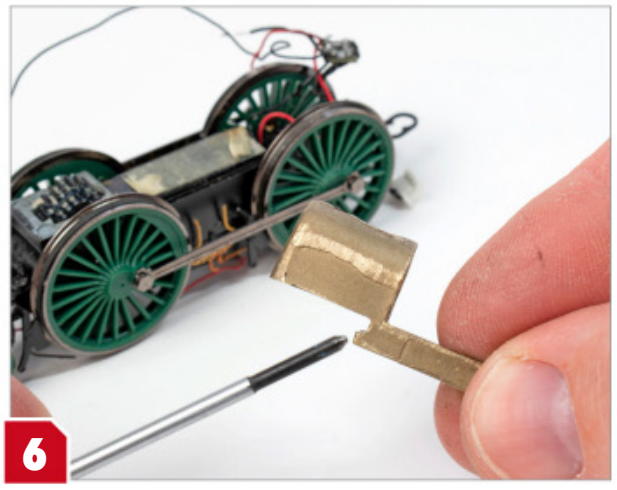
Class 31 were particularly affected, as were certain Heljan locomotives produced around the same time (the mid-2000s). The Brush Type 2 diesels suffered failures of the main chassis frame, particularly around the cab areas, causing the plastic bodyshells to crack open.

Once the issue became apparent, Hornby's customer service team were quick to offer replacement chassis for the Class 31, and I understand that the service department will also supply replacement motor mounts for the 'T9'. Indeed, after I first mentioned the problem with my 'T9s' a few months ago, we received several emails from readers explaining how Hornby had provided assistance.

However, I'd already been looking at the range of Hornby spare parts on the Peter's Spares website and, although the Hornby motor mounts were out of stock, a pair of own-brand repair parts were available. Curious to see how these alternative parts work, I decided to order a couple and try them out.

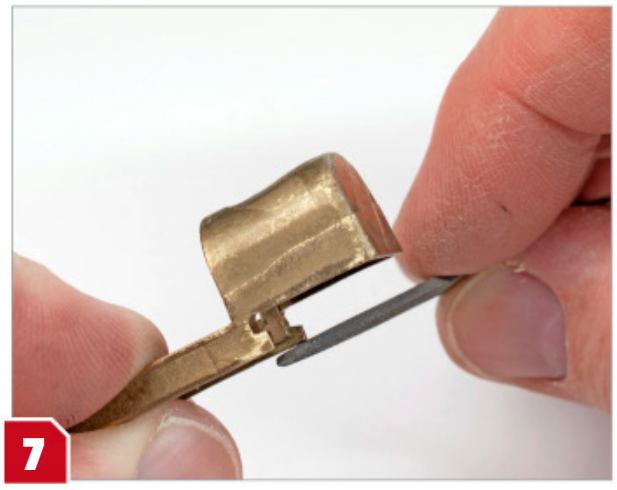
The Peter's Spares replacement motor mount and back is rendered in brass, using the lost wax casting method, offering the potential for a very durable mounting unit. Although the brass castings required a fair amount of cleaning up before they could be installed, fitting the new parts was straightforward.

After a test run, alas, I managed to damage some of the delicate wiring while re-fitting the bodyshell. With precious little room for the cables and tiny circuit board to sit below the cab, great care is needed during re-assembly. Stumped by which wires were broken, I passed my model on to George in the hope that he could fix it. After what he described as a 'challenging' afternoon, George did manage to diagnose and cure the problem. So now I have a very handsome Malachite green 'T9' that runs smoothly and that should offer many years of service.



6

Like the original Hornby motor mount, two prongs towards the front end slot into recesses in the main chassis block. These may also need fettling to fit snugly.



7

Use a flat needle file to trim away any excess brass from the two locating prongs,

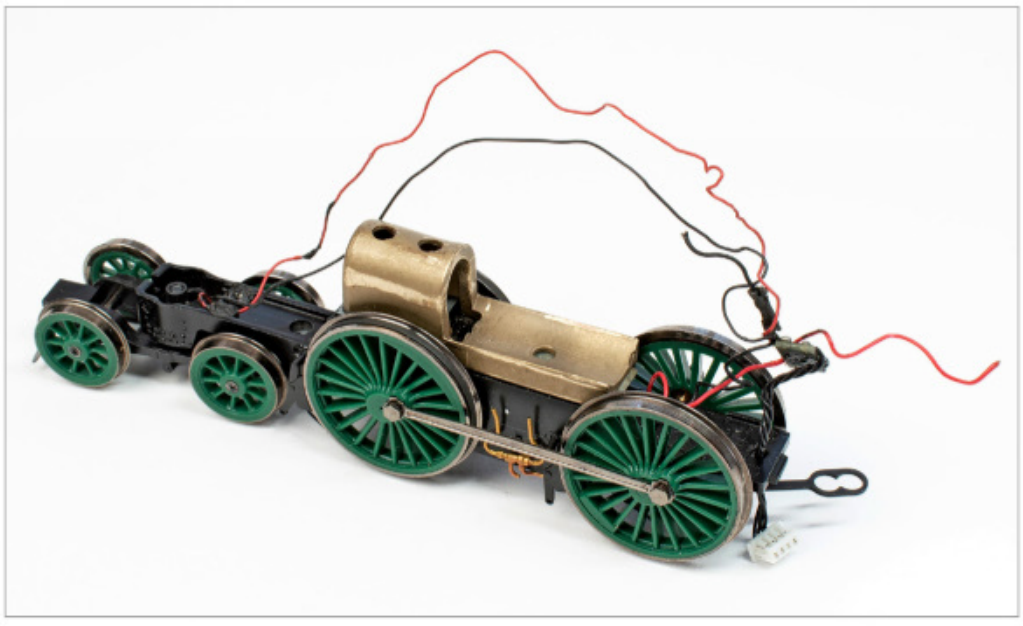
First findings…



There are two separate parts to the motor mounting in the 'T9', the main, curved housing over the worm and gear, and a flat plate that mounts to the rear of the motor.

8

Test-fit the brass mount at regular intervals until the fit is perfect. It needs to be snug, but neither too tight nor too loose. Thoroughly clean the parts of any brass filings and debris.





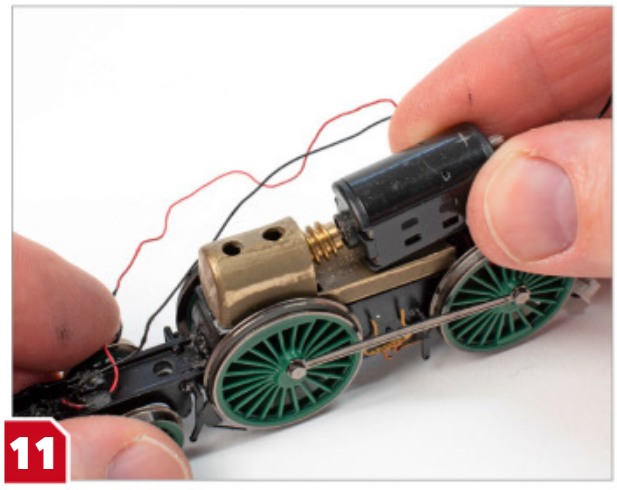
9

Cut away the excess brass and smooth the edge of the rear motor bracket with a file. One of the motor's cables will need to be passed through the square hole and re-soldered.



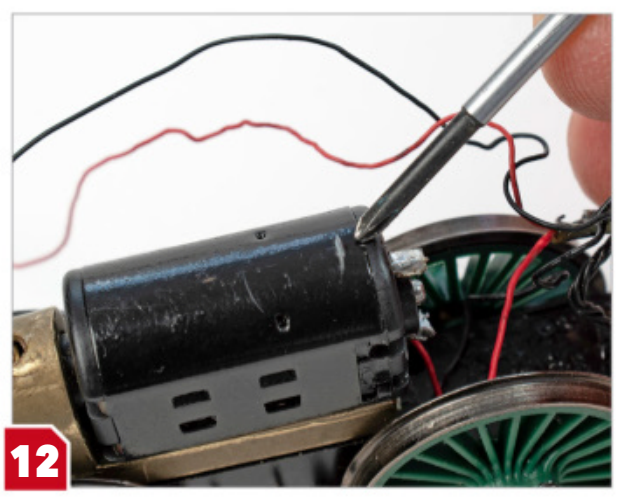
10

Before installing the rear plate, check that it is a good fit over the boss on the back of the motor, fettling with a round file if necessary. Avoid getting any brass filings into the motor.



11

Gently push the motor into place, moving the driving wheels slightly to allow the gears to mesh. Note the twin holes atop the brass mount, which allow the worm gear to be oiled.



12

If you need to disconnect the cables to the motor, scratch small marks onto the cover to record which wire goes to which terminal ('–' for black and '+' for red, for instance).



13

The power cables to the lower terminal were re-soldered before the new rear mounting bracket was installed. It may be easier to do this away from the chassis.



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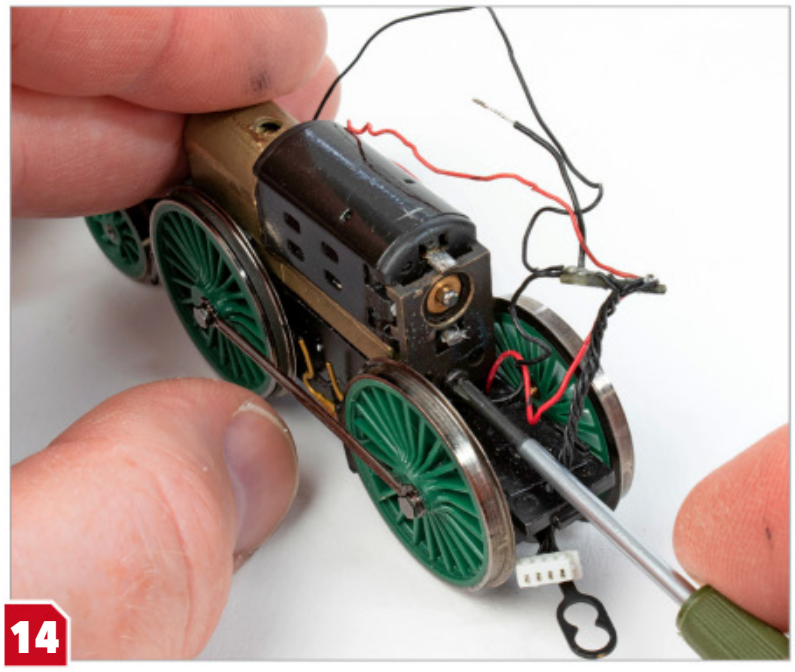
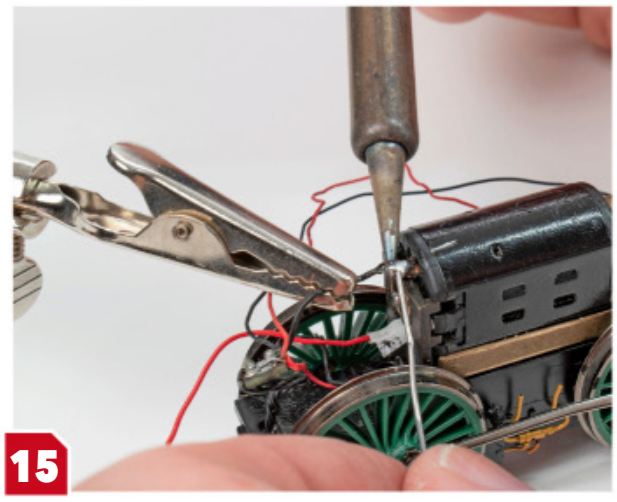


14

With the motor installed, the rear fixing plate is then secured with the single screw recovered from the original Hornby motor bracket, ensuring that the two square protrusions on the top corners fit into the matching notches in the motor. George found that overtightening this bracket impaired the motor, so it was screwed home just enough to hold the assembly secure. The model was then test-run, with power applied direct to the motor terminals via crocodile clips, to ensure all was well. When happy, the screw was removed and re-installed with a drop of Loctite applied to the threads.



15

The other power cable to the motor was also re-soldered. A helping hands-type tool is recommended to keep the wire in position and free up both your hands to wield the iron and solder.



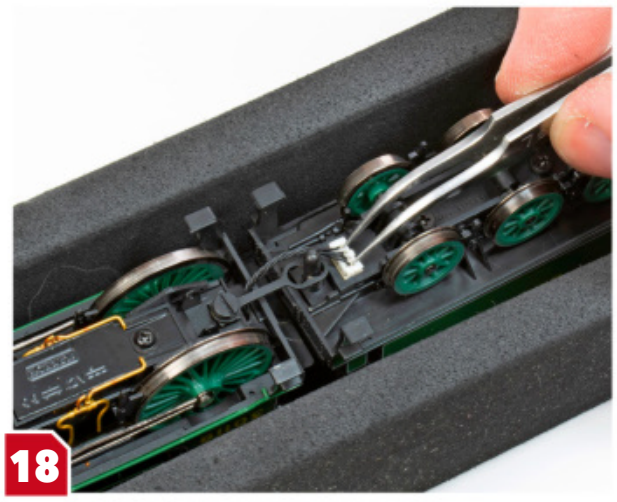
16

Once the motor was refitted, George test-ran the model without the body, with the tender connected to check all power collection was working correctly.



17

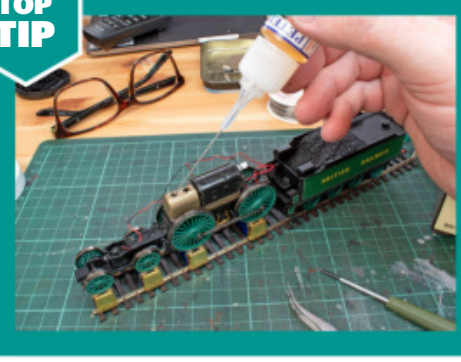
Time was taken to secure the various cables securely to the chassis and motor, using insulation tape and Black Tack, ensuring that they would not interfere with the fit of the body.



18

With the locomotive re-assembled, the electrical connection with the tender was made. Holding the model in a foam cradle helps avoid damage (*www.dccconcepts.com*).

TOP TIP



During test-running, apply a suitable grade of gear oil to the worm drive via the holes in the brass motor mount. The keeper plate beneath the chassis can also be removed to lubricate the axle gears.





HOW TO

BUILD A GAS WORKS

PART FIVE

Richard Simpson adds the finishing touches to his Victorian gas works, adding the details that bring all the major components together to create a cohesive scene.

Over the previous four months, we have looked at the building of the key individual components of my gas works, such as the retort house, the processing tanks, the purifier and finally the gas holder. They don't tell the whole story, however, so this final instalment will explain all the other little bits and pieces that turn the whole gas works into a complete entity.

Because the gas works was to be located in a relatively inaccessible corner of my layout, it was built away from the main baseboard and installed as a single module when completed. This required a different approach to normal, as the electrics were to be mounted above the baseboard and hidden behind the gas works structures. Consequently, a DCCconcepts Cobalt SS crossover set was used (hidden below the retort house) to control a run-round loop and the retort house siding points. Additionally, Woodland Scenics Just Plug lighting accessories were fitted, with the

00 GAUGE | 24 hrs |

cables running behind the rear wall of the works complex.

A paper template was thus created, giving me a clear idea of the space available on the baseboard and this was used to cut a sheet of 3mm plywood to provide a module base. This would ensure that the gas works sidings would marry-up to the main line perfectly, but the 3mm ply needed strengthening while the module was being created, so it was temporarily screwed to a thick softwood board to keep everything flat and level during the building process.

Apart from the main structural elements mentioned above, I also wanted to incorporate a boiler house, to provide steam to heat the tar so it could be pumped, a water tower to feed the boiler and a tar storage tank. A fan room was needed, to supply air to the retort and boiler houses for the combustion process, plus a pump room, metering house and a loading platform for the transfer of goods.

Eventually, there turned out to be more work involved in these finishing touches than in the main components! I also wanted to enclose the whole area with a brick wall, which would then be gated for the rail and road entrances. As space was at a premium, careful positioning of all these extra elements was required. I also had to remember that access to all electrical components would be required for maintenance, fault finding and replacement, so there was a lot of head scratching before I eventually came up with a credible layout.

Finally, the gas works' rail access demanded a curved entry track running off a curved junction with the main line, limiting the angle and curvature of the works sidings. Accurate laying of the access turnout and track would, therefore, be critical.

With all these thoughts, measurements, planning and preparations complete, it was time to build the module on the workbench.

PHOTOGRAPHY: RICHARD SIMPSON

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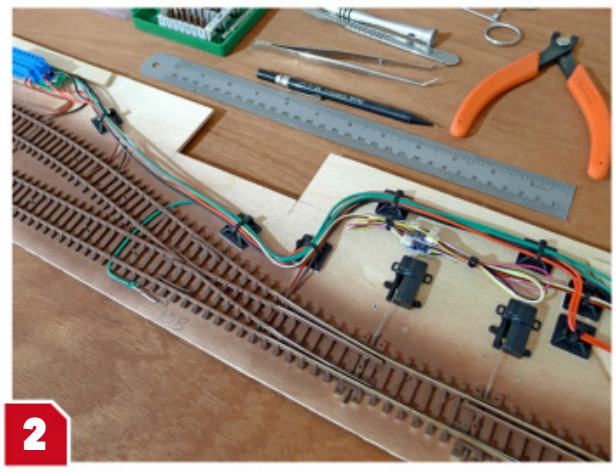
STEP BY STEP



1

Having created a paper template of the area in which the gas works complex was to sit, a sheet of 3mm plywood was cut and the track glued directly to the base. The works required a run-round loop and siding for the retort house.



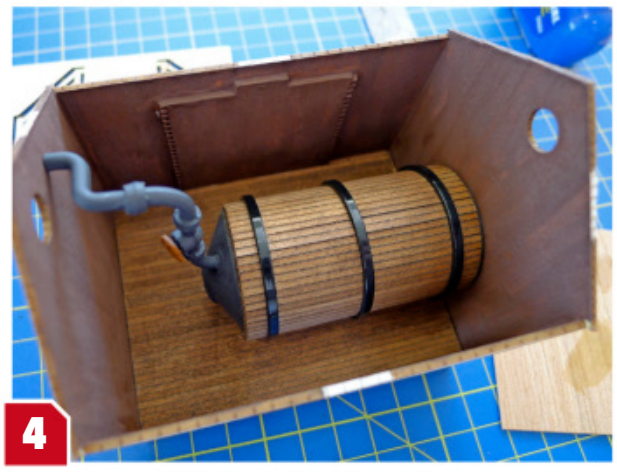
2

After wiring up the track, the surface-mounted electronic components were installed, including point motors and control units. The cables and components had to be placed where they could be covered by buildings.



3

Once the wiring was complete and tested, the tracks were painted in weathered shades prior to ballasting. Being a gas works in the steam era, the track had to be fairly dirty, so DCCconcepts' Legacy Steam ballast was used.



4

Other structures were also built, such as this boiler house to supply steam to keep the tar at a pumpable temperature. The boiler house was another converted L-Cut Creative warehouse structure with a scratchbuilt boiler.

What Richard used

MATERIALS

- 3mm plywood
- Bachmann Scenecraft 44-0018 small water tower, 44-047 platelayer's hut (x2)
- Ratio 478 pratt truss gantry kit (x2)
- DCCconcepts bufferstops with lights, legacy ballast for steam
- Airfix/Dapol plastic platform kit (x2)
- Plastic card sheet with embossed stone flags
- Wills SS79 parapet bridge walls
- Ratio 506 water tower
- L-Cut Creative wooden doors, B 00-17 weighbridge kit, B 00-20 water tower
- 10mm Evergreen square section styrene tube

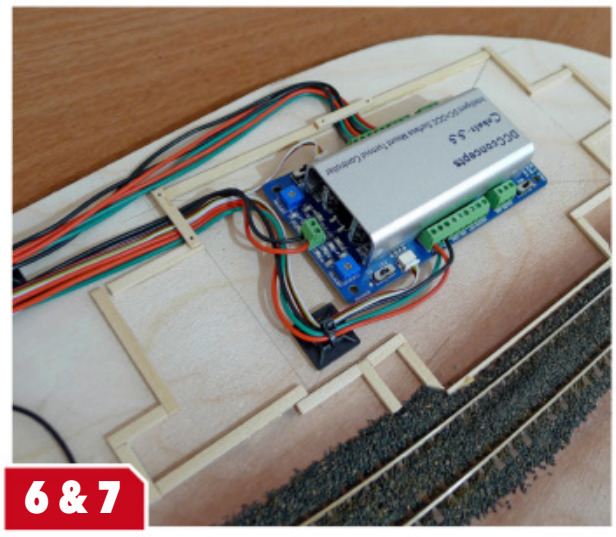
TOOLS

- Scalpel and new blades
- Files and abrasives
- Drill and bits etc
- Speed bond white glue



5

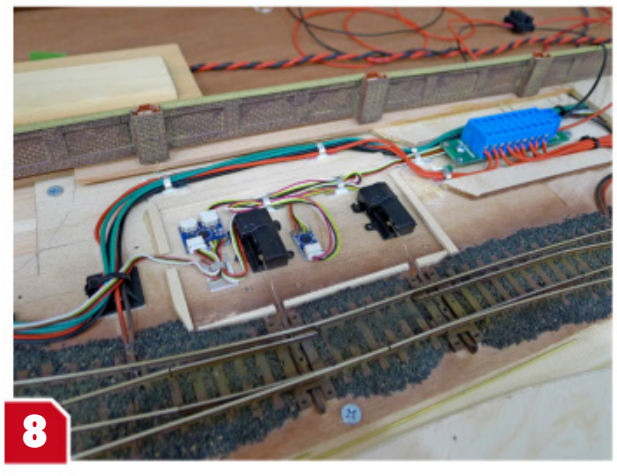
The completed boiler house, with an L-Cut Creative chimney kit installed. All the structures are removable but located within wooden frames built into the base, which ensure no unsightly gaps.



6 & 7



The location of the retort house was critical, so that it covered the point control module, while ensuring that the platform was correctly positioned. Room was required at the rear for a wall and trees, which will hide the cables.



8

Moving further along, the purifier structure's locating frame was added. This had to encase two Cobalt SS point motors plus cables and a power bus connection block. It's important that nothing interferes with the point operation.

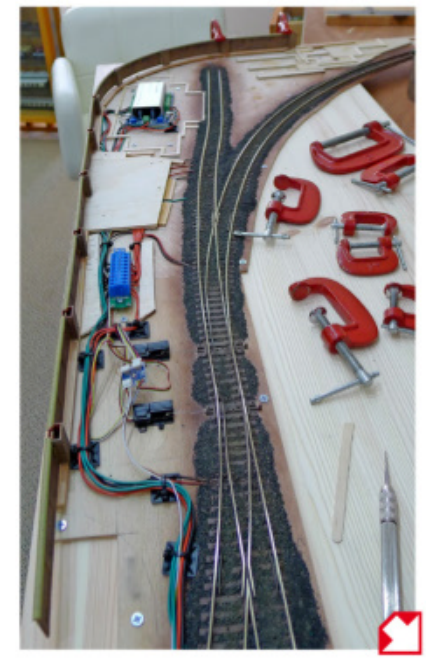


9

The retort and pump houses in position in the corner of the gas works. Using the Hornby 'W4' Peckett locomotive and wagons ensured clearances were maintained, especially where buildings incorporated loading platforms.

10

The rear wall was made from a number of Wills parapet wall kits. Only one side was used to double the length possible from each kit, which also gave the wall extra flexibility to cope with the curved edge.





11 This is the pump house, which is another converted Bachmann Scenecraft building, adorned with new pipework, along with a soakaway area and access cover. The edging is a row of sets cut from the Wills parapet parts.



12 To get tar from the retort house to the tank, a pipe on a gantry was needed. This is a converted signal gantry kit with a pipe lagged with string, held by scratchbuilt pipe clips. The walkway has been replaced with a wood deck.



13 The tar tank is a combination of two kits, a plastic water tank and an L-Cut Creative water tank base. This is enhanced with handrails, ladders and a delivery pipe on the rear. The platform is more wooden planking.



14 Another test-fitting, this time to check the relative positions of the tar tank, the retort house and the tar transfer pipe. Tank wagons can be shunted up to the discharge pipe on the tar tank building for loading.



15 The fan room has been located and the relative positions of the process tanks and fan ducting is being worked out. Again, a Dapol signal gantry kit is being used to support the ducting, made from 10mm Evergreen styrene tubing.



16 Sections of the signal gantry have been added to the external surfaces of the square tube and Evergreen angle section has been added to both ends to create a connecting flange. The assembly was then painted and weathered.



TOP TIP Building separate scenic modules away from the main baseboard offers many advantages, not least in terms of comfort. However, great care is needed when installing the finished module to the layout, especially if track sections need to be married up.



17 The purifier has been placed into its locating frame, ensuring that the point motors operate safely. There's a light within the roof of the structure – the Just Plug system makes it easier to disconnect when the building is removed.



18 The process tanks have also been placed. They were fitted closely by design to give the area a busy feel, however a lot of the detail is not always visible. The fan ducting passing through the two process tanks looks effective though.

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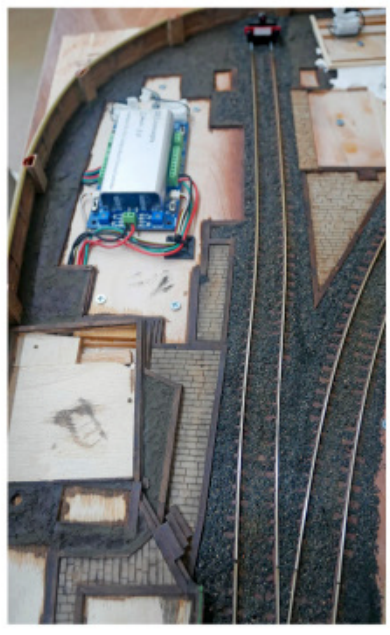
19

With ground-works in place, the base was weathered. Stone flags were given a wash and dry-brush, sleepers received a dark enamel wash and pigments and the cinders and bare earth were all treated to washes and pigments.





20

An entrance was created for both the rail and road entrances. Brick pillars (Wills embossed plastic sheet) were glued in place, with a wooden brace, plus hanging doors from L-Cut Creative.



21

The front wall was made in the same way as the rear wall. Using a straightedge ensured the wall was square and straight and stiffening the joints between the pieces and the pillars gave the flexibility required to follow the curve.



22

For the vehicle entrance a goods office was created in half-relief using an L-Cut Creative weigh bridge office kit. The windows were cut up to provide a sliding pane and interior lighting was added using the Just Plug system.

23

At the road entrance, the platform has been installed, along with a derrick. The bufferstop is from DCCconcepts and features a working lamp. The hut was scratchbuilt and I added a chimney using Knightwing's pipe mouldings.





HOW TO

CREATE A PUMPKIN FIELD

With autumn upon us, **Peter Marriott** recreates the sight of pumpkins ready for harvest.

Modelling an autumn scene is very different to summer, when grass, vegetation, crops and plants are in full bloom. In contrast, autumn sees leaves change colour and plants begin to wilt, while crops are harvested from farm fields, vegetable patches and allotments.

On one of my latest layout projects, I had an area of around 30cm by 15cm with which to model a farm crop that I had not modelled before. The aim was to depict the early days of autumn, just after the hay has been cut and baled and pumpkins would be ready for harvesting.

To help me in my mission, I found a suitable pack of pumpkins (complete with vine leaves) among Busch's extensive range of miniature crops, flowers and vegetation. Each kit contains plenty of fruits on different coloured plastic sprues, to ensure a pleasing lack of uniformity. Each plant is made up of one, two or three separate pieces. The leaves and flowers need to be removed from the sprues with a sharp craft knife and the plants look much better after they are painted with a dilute wash of acrylic paint. Either brown or green will do, just enough to remove the glossy look of the plastic.

I'm really happy with the overall composition, and the pumpkins and associated vegetation look convincing beside the ploughed field and bales of hay.

00 GAUGE | 1 hr |

PHOTOGRAPHY: PETER MARRIOTT

What Peter used



PRODUCT

- Busch 1201 Pumpkin Field pack (£8.99); 7183 Ploughed Field (£6.79) **Availability:** Busch stockists **Web:** *www.goldenvalleyhobbies.co.uk*

MATERIALS

- Woodland Scenics Foam Putty and Scenic Glue
- Sea Foam
- Noch Hay Bales
- Static grass fibres
- Scatter material
- Acrylic paints

TOOLS

- Small paintbrush
- Craft knife
- Sprue cutters
- Abrasives

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STEP BY STEP



1

My pumpkin crop would be at the front of the baseboard, next to a field and adjoining the main lines. The field was created first, using a ready-to-lay mat from Busch. The sheet measures 48cm by 28cm and is pre-coloured.



2

Once cut and glued into position, the edges of the ploughed field were blended with the surrounding landform with Woodland Scenics Foam Putty, spread with an offcut of card and smoothed with a damp brush.



3

Where the ploughed field merged into the pumpkin field, more Scenic Putty would be needed to create the look of soil. However, to help the putty adhere to a large area, it would need some extra help...



4

A layer of Scenic Glue (regular PVA will do the trick) was brushed out over the surface to seal the underlying material and provide extra 'tack' for the Foam Putty. I used a wide brush, which was washed in soapy water afterwards.



5

I applied the Foam Putty on top of the Scenic Glue once the adhesive had turned tacky. A spreading tool was improvised from a scrap of cardboard and, although the coating was fairly level, I made sure that it wasn't too flat.



6

After leaving the putty to harden, the surface was painted with a mix of acrylic paints to create a brown-green undercoat. Vallejo paints are water-based, dry quickly and brushes are easy to clean in water.



7

Short static grass fibres were planted along the edges of the fields, set into wet scenic glue using an electrostatic applicator tool.



8

The pumpkin patch was brushed in a random fashion with the white scenic glue.



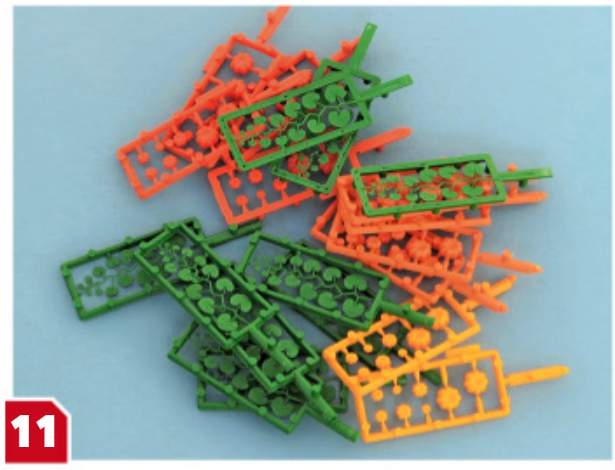
9

A mix of shades of Woodland Scenics fine turf scatter, chopped foam, plus some earth-coloured (from Noch) material was applied over the wet glue. This gave the soil a suitably organic texture.



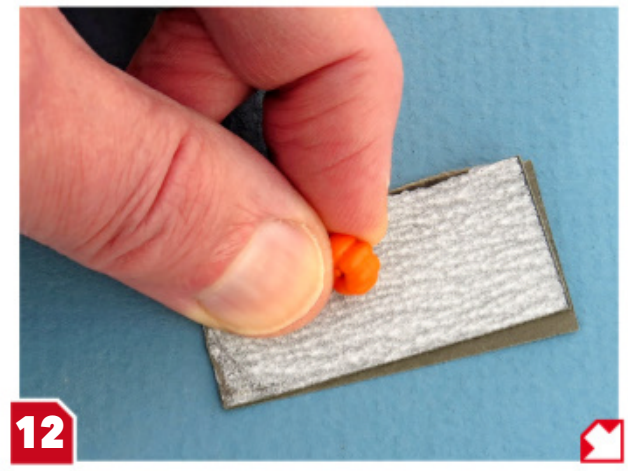
10

When the glue had set, the excess scatter material was vacuumed away, leaving a pleasing textured appearance with lots of tonal variety.



11

The Busch field pumpkins kit includes eight individual plastic sprues of vines and leaves, plus 80 pumpkins in three colours and four different sizes. The green leaves can be cut from their sprues with cutters or a knife.



12

To remove any burrs or moulding marks from the plastic mouldings, they were rubbed lightly over fine abrasive paper.



13

I wanted the vine leaves to appear as if they were dying, now that the pumpkins have been harvested. Some of the larger leaves were cut away before the vines were painted with two shades of Tamiya textured acrylic paint.



14

The gritty texture of the Tamiya paints helped to mimic the rough texture and rotting appearance that is typical of dying pumpkin vines. The mix of Brown and Light Sand shades of paint created a convincing effect.



15

The vines and pumpkins were fixed into the scene with small blobs of white scenic glue (PVA). Any excess glue was disguised by applying a little fine brown scatter material.



16

To represent more dead plant matter, I crushed up some sea moss material. This was then painted a dark brown shade.



17

Extra detail was added in the form of small dots of green paint applied to the cut pumpkin stalks. A fine brush can be used, but I used the tip of a needle, which worked really well.



18

On reflection, I felt the pumpkins were still a little shiny, so I applied a wash of diluted black acrylic paint over them with a paintbrush.

Factfile: Pumpkin crops

The world record-holding pumpkin weighed in at 1,054kg, which is the weight of a small car! As well as food for humans, or decorations for Halloween parties, pumpkins are also grown for animal feed, while the flesh is used as fertiliser. Grown from seeds, a crop begins indoors about two to four weeks ahead of spring frost. Because they're sensitive to cold, planting-out will be delayed until the soil has warmed up sufficiently.

The plants grow best in full sun with some light shade. The soil needs to be well drained with room that allows the vines to sprawl out, or the fruits will be liable to rotting or mould damage. The most common colour for pumpkins is orange, but they can also be yellow, while similarly shaped squash can be various shades of green.

Usually harvested by hand, the fruits are best cut from the vine with a sharp knife, and it is important to not cut too close to the pumpkin, as this will reduce the pumpkin's shelf life. Accordingly, a team of farm workers could be added to a pumpkin field scene, cutting the fruit and stacking it ready for collection by a tractor and trailer (or horse and cart, depending on your layout's era).



A medley of different squashes, marrows and pumpkins are ready for harvesting. Note how the vines and leaves have died back and turned a lifeless shade of green. PETER MARRIOTT



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Peter Marriott
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

ADD GRAFFITI – THE EASY WAY

For years I have run all my rolling stock straight from the box, but recently I've been experimenting with weathering. I model the modern railway and, to make my layout more realistic, I've been adding graffiti to buildings, bridges and even wagons. However, I don't really have the flair to design and paint anything other than crude 'tags', although I'd like to recreate some of the more ambitious graffiti that can be seen sometimes. Can you suggest a quick and easy method that gives good results?
Simon Gibbons, by email

PRODUCT Busch 6035 Graffiti sheet ◆ **Price** £7.10 **AVAILABILITY** *www.goldenvalleyhobbies.com*

Peter says: Graffiti can be a divisive issue and, while we don't condone illegal activity, there are some instances where a bit of colour and artistic expression can brighten up semi-derelict urban spaces. There's no denying that it has become such a ubiquitous part of modern life that contemporary urban layouts can look strange without a few bits of graffiti here and there.

There are multiple sources for ready-made graffiti, in either waterslide or dry rub-down decal formats. Ancorton Models, Microscale and Railtec are some examples, while a useful sheet of rub-on graffiti is also



An all-too-familiar sight in 2022: graffitied freight wagons. A variety of DB aggregate open box wagons and hoppers are seen in the May sunshine at Peak Forest sidings. GEORGE DENT

offered by Busch with over 50 typical graffiti motifs provided, along with a small wooden stick applicator. The Busch pack provides 'tags' in a range of sizes, styles and colours and, despite coming from a continental manufacturer, many of the slogans are in English.

Application is straightforward, although the wagon needs to be clean and free of dust and grease. Simply decide where to place each transfer, press the sheet onto the surface and rub over with the wooden stick (a pencil will also be effective). While it's not usually necessary to cut around the motif before application, this may help to position the graffiti around raised stanchions or impediments to the film being laid flat on the model's surface.

On uneven surfaces, such as planked or riveted bodyshells, the decal may need a little help conforming to the surface. Once the backing film is peeled away, rubbing with a fingertip can help the decal settle. If extra help is needed, a decal softening solution such as Micro Sol will increase the flexibility of the decal film, allowing it to settle over raised surface detail, or to sink into recessed seams. A few applications may be needed, with each allowed to work for half an hour or so at a time.

To ensure that the decals are not disturbed, a coat of clear varnish will seal them in place and provide a protective coating. An overall coat of varnish to the body shell (except the roof), will create a more unified finish.

Something else to consider is the overall weathering job, which can be applied before the decals or after. George tends to add the graffiti partway through the weathering process, suggesting that the wagon has been 'attacked' while already a little grubby and further weathering has occurred after the graffiti's application. There's no 'right' or 'wrong' way of working, however, and a little experimentation will be rewarded by more convincing results. Indeed, testing the process on an old or scrap model is recommended.



Adding graffiti to freight rolling stock is easy, thanks to a range of ready-made decals. PETER MARRIOTT

STEP BY STEP



1 Busch's sheet of rub-on graffiti decals (pack ref. 6035) includes motifs of various shapes and sizes. The pack is branded for use in multiple scales, but I think they're best for 'OO'/'HO'. A factory-weathered Bachmann VDA van provides the 'canvas'.



2 To remove surface debris from the wagon, I found that using a Woodland Scenics Dust Dabber was more effective than a brush. Simply break off a piece of the green material and rub it along the wagon sides and roof.



3 Choose the motif, position it carefully onto the wagon (sticky side down) and rub over the artwork with the tip of the wooden stick. Work around the border of the motif too, to help transfer any surrounding carrier film.



4 Gently peel away the plastic film. If part of the decal hasn't transferred, replace the film and repeat the previous step. Look out for edges of the decal hanging over the bottom of the body. Trim any excess film with a sharp knife if necessary.



5 Press the transfer firmly in place by rubbing with a fingertip, after peeling away the backing sheet. This ensures the transfer is fixed well, with no trapped air bubbles or raised edges. I found that the transfers were quite robust.



6 Micro Sol is a liquid that softens decals enough to allow them to settle over raised details and into recesses. Apply with a clean brush and allow it to dry naturally. Repeated applications may be necessary for very uneven surfaces.



Original 'Merchant Navy' No. 35004 shows how both blue and green liveries were initially applied to Bulleid 'Pacifics', with the horizontal lining taken straight along both engine and tender. A wide black band was applied along the lower edges of the bodywork and a large lion-over-wheel emblem adorns the tender. Un-rebuilt No. 35013 is known to have run without the black skirt on both locomotive and tender, along with small BR crests. COLOUR RAIL

KNOW YOUR... LIVERIES

PART 12: BR Southern Region – The Early Days

Paul Chancellor delves into the Colour Rail archive to examine British Railways' early use of the 'cycling lion' logo on Southern Region steam traction.

Following the evaluation of various experimental liveries applied in late 1948 and 1949, British Railways adopted a version of lined Caledonian blue for steam locomotives allocated to Top Link passenger work, a lined green scheme for other frontline passenger types, with black applied to virtually everything else.

Of the black-painted traction, those deemed to be for mixed traffic use received LNWR-style lining, but freight locomotives wore plain black.

Each of these liveries were to be accompanied by the lion-over-wheel emblem, which first appeared in 1949 and which was available in different sizes, ostensibly to suit the proportions of different locomotive types (although their use was sometimes arbitrary). The emblems were also produced in left and right-hand format, so that the lion would always be facing towards the front of a locomotive.

For a brief time, the new liveries were applied without any sign of ownership pending the production of enough transfers of the new emblems. Now that BR had set out a set of 'standard' livery specifications, things should have been simple. However, these standards were interpretated differently at works level, with colours and lining sometimes being adapted to suit the diverse range of locomotive types within the nationalised traction fleet.

Incidentally, the express passenger blue livery proved short-lived, as the paint was found not to be hardwearing enough. Lined green was eventually rolled out across all passenger locomotive types.



The rebuilding of the 'Merchant Navy' class began before the move away from the lion-over-wheel emblem. In July 1961, rebuilt No. 35010 wears a more conventional style of lining, to suit the conventional lines of the non-air-smoothed boiler, plus a set of small BR emblems. D. PRESTON/ COLOUR RAIL



The 'Lord Nelsons' and 'King Arthurs' were the only other Southern Region classes designated to carry green during the early 'standard livery' period. Both had the proscribed orange and black lining and, in contrast to many of its classmates, 'King Arthur' No. 30780 *Sir Persant* sports a large set of BR emblems, as seen in this 1954 view. COLOUR RAIL



Above: In October 1952, 'Schools' No. 30903 *Charterhouse* carries BR's mixed traffic livery, with red, grey and cream lining on the tender, cab, running plate and splashers, with plain red lining on the boiler bands. Small BR emblems adorn the tender. Curiously, classmate No. 30921 had straight lining on its running plate and large BR emblems. T. OWEN/COLOUR RAIL



Above: Tank locomotives such as the 'M7' 0-4-4T provided few problems for the works' painters, with a lack of complex profiles and impediments to the application of lining. No. 30104 is seen here at Bournemouth in July 1952. Note the use of a small BR emblem, which suits the proportions of the locomotive nicely. COLOUR RAIL

Below: The usual arrangement for tank locomotives painted in unlined black was for numbers to be applied to the bunker and small BR logos in the middle of each tank, as seen on 'Z' 0-8-0T No. 30950.T.B. OWEN/COLOUR RAIL



Above: The application of the mixed traffic lining was dictated by the shape of each prototype. There's no space for the full lining to be applied to the edge of the running plate on this 'T9', but it has been used to accentuate the lines of the splasher covers and cab sides. T.B. OWEN/COLOUR RAIL

Below: The nameplates on former Plymouth Devonport & South Western Junction Railway No. 30757 *Earl of Mount Edgcumbe* are clearly in the way of a standardised positioning of the BR logos. Furthermore, owing to the shallow bunker, the lining is confined to the tanks and running plate edge. Classmate No. 30758 had the BR emblems applied above the nameplate. COLOUR RAIL









Above: In contrast to No. 30829, 'Q' No. 30530 has gained large BR emblems on its tender. The original glossy black paint soon took on a dustier sheen. T.B. OWEN/COLOUR RAIL

Left: Maunsell 'S15' No. 30829 displays a fresh coat of unlined black, a livery which poses few challenges for the modeller. A small yellow triangle sits below the cabside number to denote water treatment. This had traditionally been applied as a circle but was changed to a triangle to avoid confusion with GWR-style route discs. T.B. OWEN/COLOUR RAIL

Notes from the Workshop

DAVE LOWERY'S TOP TIPS

PLAY VALUE... OR OPERATIONAL VALUE IF YOU DRIVE AN ARMCHAIR!

I have on my layout three main circuits, which are controlled by a central signaller. All of the points are motorised by Tortoise Motors, switched on a panel by analogue switches.

At various points around the layout, I have four self-contained yards or stations that can be operated separately. That means all the points are controlled locally, so you don't need to stand at the main controller to throw various points.

The layout operates under DCC control, and I have remote handsets coupled to the ECoS control system, so trains in the various yards – some on far-flung corners of the layout – can be operated at close-quarters.

For example, a train starts in the storage loops and runs onto the main circuit before being driven into any one of the yards or stations using the main controller. A local operator can take the train and shunt it in the confines of the yard or station. Once the train has been re-marshalled and is ready to depart, the main controller can then take it back onto the main circuits.

So, what is the point of all this waffle? I came across a superb point operating device called a NCE Switch-It Mk 2, which provides a convenient way to control two Tortoise point motors or two crossovers (that will be four), but it also does more...

There are connections on the switch. It's a PCB unit for two push-button switches to operate the point motor, which can be mounted on the side of the baseboard to give local operation (in addition to operation via the main control unit).

They are simple to activate, unlike lots of other units with which I have failed to come to terms and, as we all know, frustrations lead to violence and destruction. This is supposed to be a relaxing hobby after all.

Setting up is a dream. Select output one or two (indicated by an LED), press the program button which illuminates a 'P', go to the main controller and switch the relevant DCC switch several times and the job is done. Return to the machine and switch back to normal.

You don't even have to run back, trip over the dog and hit your head on the underside of the baseboard while trying to reach the main controller. You can also program this machine on the ECoS handheld controller.

The NCE Switch-It Mk 2 units are available from Coastal DCC.

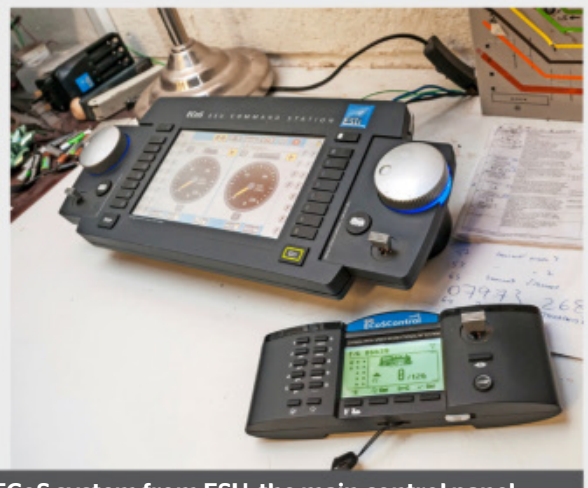
Tel: 01473 710946

Web: *www.coastaldcc.co.uk*

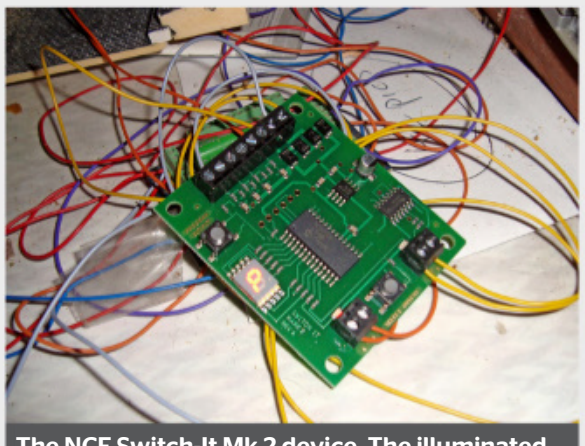


CHRIS NEVARD

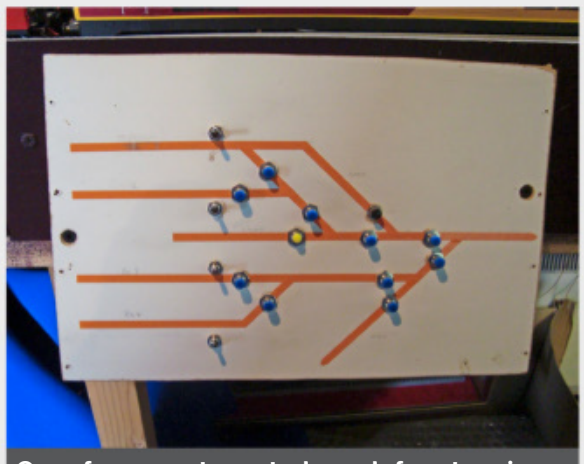




Although my layout features DCC operation, via an ECoS system from ESU, the main control panel remains analogue. I find that this makes it easier to locate DCC faults. CHRIS NEVARD



The NCE Switch-It Mk 2 device. The illuminated 'P' on the circuit board shows that one of the point motors is ready to be attached to a point switch.



One of my remote control panels for a terminus station. The various push buttons operate the points through the NCE units.

HOW TO

FIT SCALE COUPLINGS INTO SOLID HEADSTOCKS



Working scale couplings can be fitted to most rolling stock, but the manner of installation may have to be tailored to suit the vagaries of individual kits or RTR vehicles.
GEORGE DENT

Last year, George Dent showed how to install working scale three-link couplings to 'OO' gauge RTR wagons. Some of the kits I'm building for my end-to-end micro layout feature deep, moulded headstocks, making the job impossible. Does George have any tips for how to proceed?
Steve Casper, by email

George says: A few readers got in touch about this subject following my original article in issue *MR*290. Fitting working scale couplings to a broad range of RTR and kit-built stock offers numerous challenges, dictated by the nature of each vehicle's chassis design.

As shown in *MR*290, it's often possible to cut away a section of a plastic chassis to provide room for the drawhook, spring and retaining pin, although the headstocks are likely to require strengthening. This approach is fine if the area behind the headstocks is relatively thin, but what if we're talking about plastic several millimetres thick throughout?

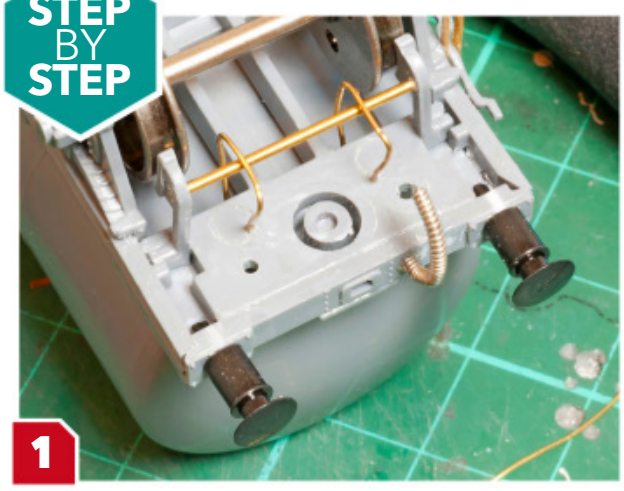
A prime example is the various 4mm scale plastic wagon kits in Dapol's range, which were initially produced by Kitmaster and Airfix. Designed with bulky, old-fashioned couplings in mind, there's plenty of material at the ends of the chassis. Cutting it away is possible, but it's a time-consuming prospect and, for certain wagons, that will require the upper face of the chassis to be modified too.

The tank wagon featured here is one such example, although I overcame the problem by taking a slightly different approach, which may not be suitable for everyone's layout. Basically, I chose to do away with the sprung drawhooks, fixing them permanently into the headstocks. This inevitably reduces the shock-absorbing properties of the working couplings, so the wagons need to be hauled and propelled with a little care. That's not such a big deal on an end-to-end micro layout, where speeds are generally low and there are few tight radius curves.

Upgrading the wagon's buffers to sprung units will aid performance and employing a larger set of couplings (sizes of hooks and links vary between manufacturers) will ensure that the wagons have adequate room to manoeuvre without the buffers 'locking up'.

This rather basic approach may be worth trialling, as it doesn't involve any irreversible modifications to the chassis. If the performance of the couplings is unsatisfactory, they can be removed easily enough.

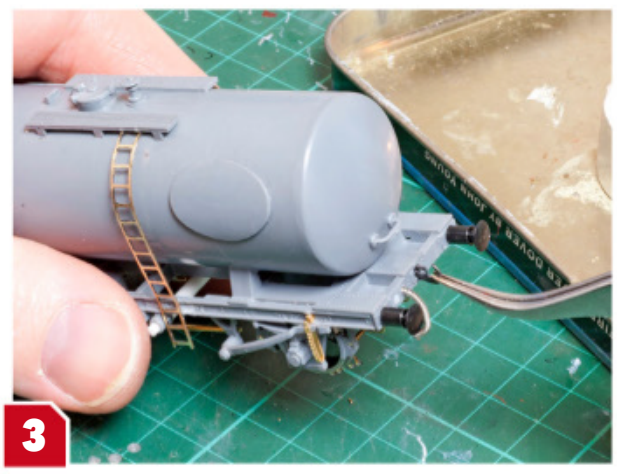
STEP BY STEP



This Dapol tank wagon kit features heftily moulded headstocks. The parts can be modified during assembly, but this requires work to ensure adequate strength. I've already cut and filed away the original mounting brackets for the old-style couplings.



A set of Smiths three-link couplings is to be installed. A deep slot is tricky to form into the thick plastic, so the tail end of the drawhook was heated over a flame for a few minutes. Work in a well-ventilated space in case any harmful fumes are emitted.



While the hook is hot, push it firmly into a shallow guide hole drilled beforehand. Be sure to keep the hook straight and true while pushing it into the plastic, up to the hook's shoulders, just behind the hole for the coupling link.



When the plastic cools, the hook will be retained securely enough to test the operation of the couplings. If the hooks aren't held securely, gently remove with pliers, file away any carbon deposits and re-fix with cyanoacrylate glue.



The generous size of the Smiths drawhooks and chain links ensure there is plenty of clearance between coupled vehicles. The addition of sprung buffers has the effect of reducing any shocks, minimising the risk of derailments.



A new way to **sell your models**

A hopeless hoarder by nature, **George Dent** had been considering trimming his model collection, so it felt like the perfect time to trial a new online trade-in scheme.

Most of us model railway enthusiasts are hoarders. Oh, sorry, I mean 'collectors', squirrelling away models, kits and accessories for use on some future layout. With a diverse range of modelling 'tastes', I know how guilty I am of picking up models here and there with possible projects in mind, not all of which come to fruition.

Now and again, often via a little encouragement from my better half, I'll undertake a purge and dispose of certain items, usually in a charity sale at a local club. Other times, if I feel a need to procure different stock for a more viable undertaking (or just to feed my current obsession), I'll trade them in with a retailer for cash or a credit note.

Unlike many modellers, I've never sold via internet auction sites as, frankly, I can't be bothered with the hassle of packaging up individual models and posting them out to multiple addresses.

For those of us who crave convenience, surely there's an easier way to get a decent price for our models? A one-stop service that can be accessed from the comfort of home…?

PRE-OWNED PEDIGREE

Hattons' pre-owned service has been in operation in one form or another for well over half a century. Indeed, most of my childhood models were bought second-hand from the retailer's original Smithdown Road store in Liverpool. Temperamental Tri-ang Class 31s, Lima Mk 1 coaches and the odd Hornby '37' stand out as early purchases, with anything new coming only on very special occasions. My dad has also been a customer since his youth, growing up just a stone's throw away from that famous old store.

The pre-owned market has been booming over the past decade, and a visit to Hattons' current premises over summer revealed the sheer volume of stock currently being bought and sold by the retailer. In fact, a substantial amount of extra space had recently been

created within the building, simply to cope with the volume of incoming and outgoing stock. New testing areas allow recently arrived models to be assessed, while rows of photo booths are employed so that each individual model can be pictured on the website. All very slick and impressive.

I've traded models with Hattons on a number of occasions in the past. Previously, I would spend time drafting an email with a list of unwanted stock, adding details about condition and any modifications I may have made to each model. Depending on how much stuff I was looking to dispose of, this could take quite a bit of time, especially if the original boxes were missing. I always tried to give as much information as possible, to make the valuer's job easier and – hopefully – ensure a better deal for myself.

After the email had been sent, a reply would appear within a day or two, making me an offer which often seemed fair. Sure, I could probably have earned more if I'd sold them direct to customers on a certain internet auction site, but spare time is something I seldom have, so the prospect of receiving a lump sum without having to put in the legwork was usually enough to persuade me to accept.

But what if I changed my mind? There was nothing lost, as the valuation service has always been free, with no obligation, like many other retailers who deal with pre-owned models. I have often changed my mind, but altering a list was never a problem either, with a bit of back-and-forth between me and the valuation team eventually reaching a happy conclusion.

The models would be packaged up and, if I was visiting Merseyside, they'd be dropped off in person. Alternatively, Hattons would arrange delivery via a courier, meaning all I needed to do was deposit the box at my nearest Collect+ drop-off point (usually a local newsagent). Payment would follow within a few days of the models being received, paid directly into my bank account, ready to be 're-invested' in my hobby.

As you can imagine, the system was easy enough to navigate. However, Hattons' pre-owned service has developed further in recent years, with Hattons Model Money offering even greater convenience. Now, modellers can input details of their models direct into the online portal, ticking boxes to signify the model's condition, generating an illustrated list that can be added to, or modified, at leisure.

There's also a search facility, allowing access to a huge database, making it easy to identify any mystery products you may have in your stash. You can even upload your own images. Once your list is complete, a valuation is only a click away.

Eager to try this new system for myself, I had a quick rummage through my collection and brought out a handful of items at random, made myself a cuppa and set to compiling my list… MR

Step 1: A few hours spent in the attic revealed a number of models I'd forgotten about. Some were definite 'keepers', but others had been bought for layout projects that have yet to get off the ground. Should I hold onto them indefinitely, or trade them in and re-invest the proceeds on models I know I need? Decisions, decisions...

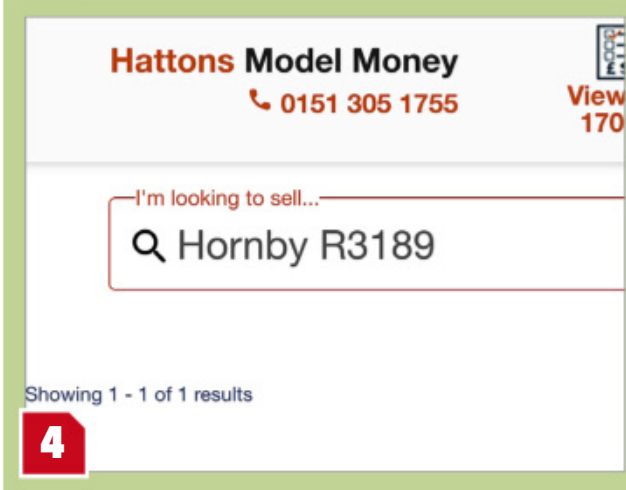
Step 2: My searches initially turned up about a dozen models. Thankfully, most were in their original boxes, which makes creating a valuation list so much quicker. One model, however, had been modified significantly from factory condition – and was unfinished – so I was unsure if this would be accepted.

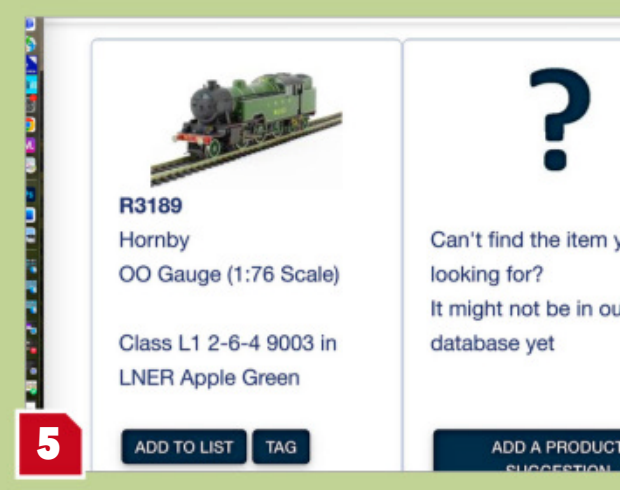
STEP BY STEP

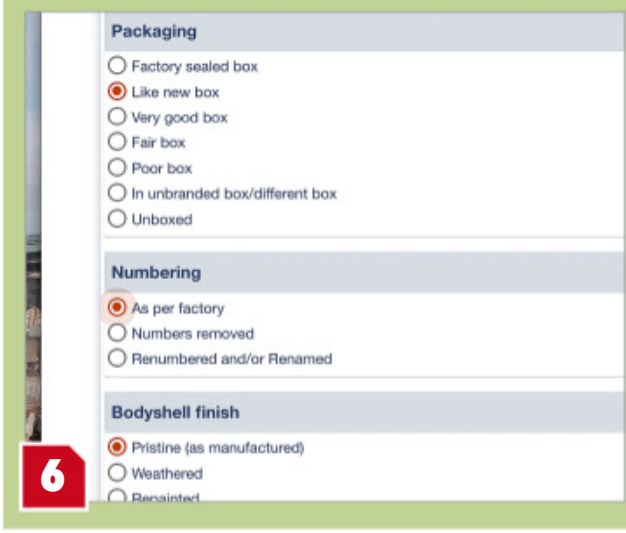


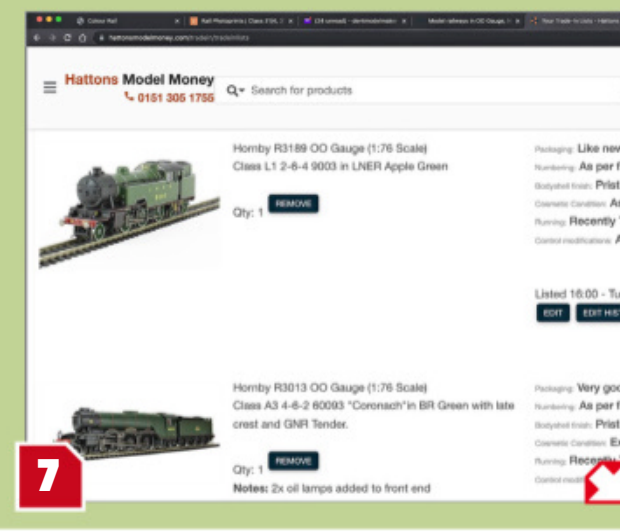












Step 3: The Hattons Model Money interface proved really simple to navigate on my computer. So much so that I was tempted to add more models to the valuation list, leading to a second rummage through the attic.

Step 4: The process begins by entering the product code or a description of each model, one at a time. Simply type it into the box on the *www.hattonsmodelmoney.com* homepage.

Step 5: An image of the Hornby 'L1' 2-6-4T appeared straight away, mirroring the exact version in my collection, so that was a good start! I clicked 'ADD TO LIST'.

Step 6: This generated a series of simple questions about the general condition of the model and its packaging. Also, it asked whether the model has been modified in any way, such as re-numbering, weathering or if DCC has been installed. Simply click on the appropriate descriptions.

Step 7: With the questions answered, the model can be added to your list at the click of the mouse. Repeat the process with the rest of your models or, if you're only looking to trade a single model, you can skip the next few steps. You can view your list at any time and, if any of the information needs changing, click on the 'EDIT' button.

Step8: If you have unboxed models or don't know the product code, simply type in a description. Entering 'Bachmann Class 04' brought up a bunch of possible product versions.

Step 9: After scrolling through the suggested Bachmann Class 04s, I found the right colour and number combination, thus providing the original Bachmann Branchline product code.

Step 10: This Hornby 'A3' had been fitted with an unusual array of parts to represent the LNER's experimental feed water heating pump (see MR270), although I never did get around to painting and finishing it. As the model is fairly unique, I uploaded a photograph to give the valuer a clearer idea of what it was.

Step 11: There's also space on the model's profile for any further information that may be useful, so I explained the nature of the part-finished conversion project. The model was accepted for valuation.

Step 12: With my list fully populated, I double-checked that all the information was correct for each entry. The list is automatically saved, so I then left it overnight in case I changed my mind about any of the models. Indeed, I did have a change of heart and removed several items, adding a few new ones in their place.

Step 13: When happy with the list, the 'SUBMIT FOR VALUATION' button can be clicked. You don't have to register in order to get a valuation, but I logged in with my existing customer details. I received an email confirmation within seconds, containing a unique list number. This allowed me to access my list and check the status of the trade in future.

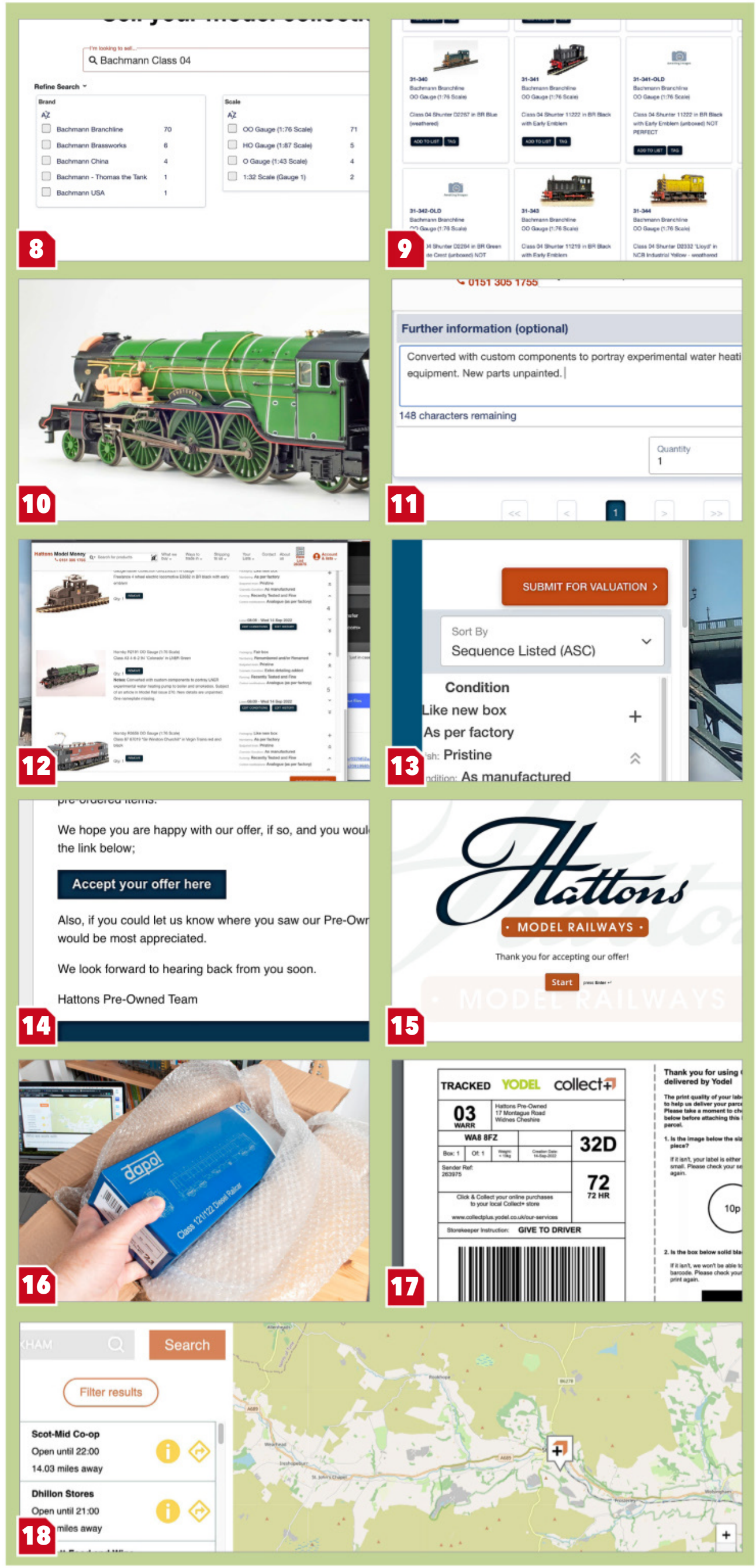
Step 14: My valuation came through, via email, in less than an hour, which was impressive. The offer was made in either cash or store credit (the latter for a slightly higher value). There's no obligation, but if you want to accept, simply click on the link within the email.

Step 15: Next, you can upload your personal information, choose whether to accept the cash or credit offer and, if taking the money, decide how you'd prefer to be paid (cheque, bank transfer, or PayPal).

Step 16: While I waited for an email containing the address labels for the courier, the models were packed carefully into a parcel, protected with plenty of bubble wrap.

Step 17: When the labels were received, they were printed off and affixed to the parcel, as per Hattons' instructions.

Step 18: Next task was to find a convenient outlet to drop the parcel at. I live in a remote area, but I found a Collect+ outlet within a 30-minute drive, using the web link provided by Hattons. Closer to towns and cities, there are countless drop-off options, usually within local newsagents or convenience stores. The parcel took a few days to reach Hattons but, once the contents had been checked, I received notification that all was well. Payment was made swiftly, direct into my bank account.





Frequently asked questions

WHAT KIND OF MODELS CAN I TRADE IN?

Virtually all brands of model railway products can be offered for a valuation, whatever the scale or era, while Continental-outline models are also considered. As well as locomotives and rolling stock, die-cast road vehicles, buildings and unbuilt kits are also welcomed. And it's not just trains either – I trialled the system with various plastic aircraft and vehicle kits.

CAN I TRADE ON THE GO?

The Hattons system is also easy to use on a smartphone so, as you rifle through boxes in the attic, you can enter the details from there!

I PREFER AN OLDER METHOD...

Lists for valuation can still be submitted via email (*preowned@hattons.co.uk*) or by post to 17 Montague Road, Widnes WA8 8FZ Alternatively, you can speak to one of the pre-owned team by calling 0151 305 1755

HOW WOULD I DISPOSE OF A LARGE COLLECTION?

For larger collections in the UK, a free private courier service is available that will come direct to wherever your collection is based.

WHAT ABOUT COLLECTIONS OUTSIDE THE UK?

As well as the Widnes headquarters, Hattons also has facilities in the USA and Netherlands, to cater for pre-owned trade-ins in North America (including Canada) and Europe respectively.

George's verdict

As this began as a trial, I listed quite a diverse array of locomotives, rolling stock and kits, some of which I hadn't really intended selling. However, having been impressed by the ease and speed with which a valuation could be generated, I eventually settled on a handful of models that I was happy to dispose of.

It's hard to resist anticipating the valuation, although it's not easy to reckon up how much the models would be worth to a dealer who must transport them from my locality, unpack and test them, photograph, list and then re-sell them, all with a view to making a profit. When the valuation did arrive, it wasn't too far away from the figure I'd imagined. Given that the main effort on my part was to drop the parcel off at a collection point, it felt like a fair amount, and I accepted it.

There's every chance I could have raised more funds by selling them individually via eBay or other such auction sites, but that would have entailed so much more effort on my part. And I would still have had to give the auction site and payment provider a cut of the proceeds. So if, like me, you're looking for a trade-in service that offers convenience and efficiency, this system is worth checking out.

Now I have some funds in the bank, it's now a question of how to spend it…



Hattons marketplace

Another recent venture from Hattons is its Marketplace auction site. Here, a wide range of pre-owned models can be bid for, with prices starting at just 99p. I'm a complete novice at auction sites, having only purchased from the likes of eBay occasionally, using the 'Buy Now' function. However, once I'd read the information on the website and checked out what was available, I soon bagged myself a rather nice Bachmann Branch-line private owner mineral wagon for just over £7.00 – a real bargain!

There was quite a mix of stuff available during my trial, from die-cast road vehicles to older locomotives and rolling stock from Hornby, Mainline, Wren and Lima, plus more recent products from Bachmann and a few Skaledale buildings.

The auction is run on the 'second price' principal, whereby the highest bidder wins, yet pays the second highest price.



Proxy bids are possible, by setting a maximum bid for a certain item and leaving the website to automatically bid up to the price as the time runs down. This is how I 'won' my Bachmann wagon, having set a maximum bid of £8.00 and eventually paying £7.17.

Unfortunately, I did lose out on a Hornby PDA cement tank wagon, a model I've been trying to get hold of recently, with a flurry of last-minute bids taking the final price above my maximum. I'm far too thrifty to get into bidding wars!

If you're successful in bidding for a model, you'll receive an email with a payment link, and the model is placed in a virtual 'trunk', where it remains until you ask for it to be delivered. In this way, you can save on postage costs by waiting until you have a few items to dispatch at once.

Registering for the Marketplace is free, with just an email and a username.

GEORGE'S VERDICT?

As I mentioned, I'm not usually a fan of online auctions, but I did find Hattons Marketplace easy to use and I'm very pleased with my bargain wagon. It looks like there's plenty of opportunity to bid for all sorts of stuff on there, so I'll certainly check it out again in future.

A corner of **Dorset**

Michael Bragg demonstrates how you don't need a vast amount of space in which to model in 7mm scale narrow gauge, in this lovingly scratchbuilt Dorset-themed layout with fictional connotations.

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



1

What makes this layout great?

"Achieving the correct balance between scenery and railway can be tricky, but with the single line and siding squeezed between the buildings and the water, Michael has done a great job of making it look as though it came second, and that is something we all want to achieve."

'Life finds a way'. Having recently watched the latest *Jurassic World* film, this line from the very first blockbuster in 1993 resonated with us when viewing 'Hookton & Lipp Vale', but since gaining the genomes of the Reed Frog and changing gender doesn't particularly apply to model railways, we should perhaps change the line to 'modellers find a way'. That's certainly what's happened for Michael Bragg, who has managed to build his 7mm scale narrow gauge layout in the corner of a small shed in his garden.

We're used to seeing 7mm scale layouts taking up entire rooms and being transported to exhibitions in the backs of vans, but Michael's creation has a scenic section of just 4ft by 3ft with a 2ft fiddleyard. What's even more impressive is that he's managed to achieve this without making the railway overpower the scene.

"For me, it's all about the backstory to the scene. I develop that first then make the railway fit, which is how it was in real life, and backwards to how we normally build model railways. The decision was made early to set the layout on the south coast of Dorset, and this came from losing myself in one of Bernard Cornwell's best-selling books *Harlequin*. Within the book, Hookton and the Lipp are both mentioned, so I replaced Bradstock in Dorset with Hookton and the River Bride with the River Lipp. Before beginning construction I contacted Bernard to check that he would ➤



2



Michael is currently building a new layout which would be the terminus of this railway. It will be standalone, but could be connected to the existing layout via the fiddleyard.

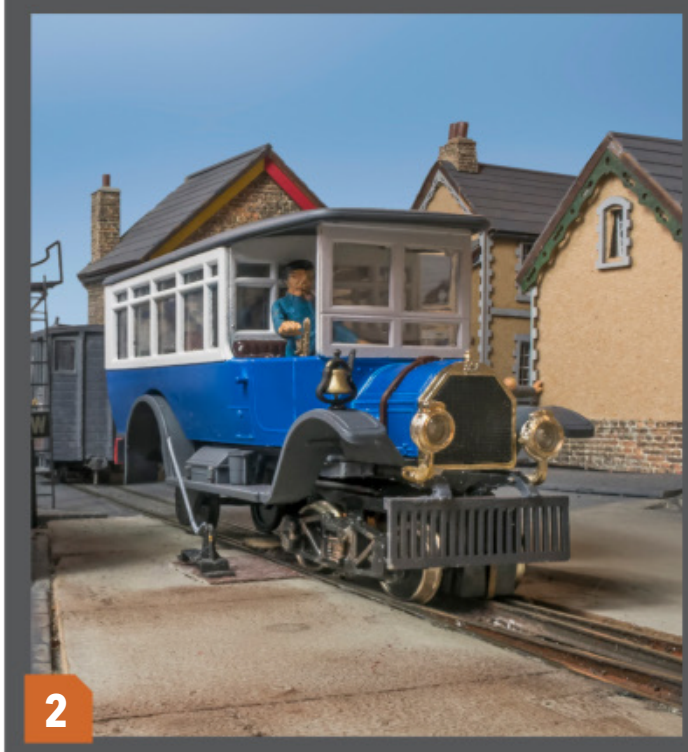


3 things we like



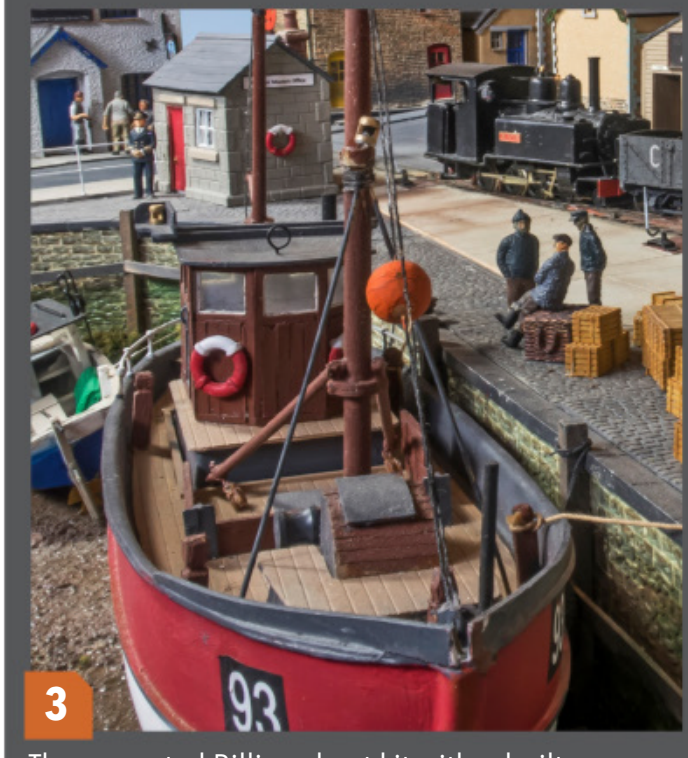
1

The man working on a Pulsons Fulminator drawing.



2

The striking blue rail bus.



3

The converted Billings boat kit with rebuilt cabin and deck.

3



4



be happy with me using his book as the inspiration. He was thrilled."

Michael claims that calling himself a railway modeller would be a bit of a push, but we have to strongly disagree because almost everything here has been built from scratch, including some of the buildings, all of the track and the locomotives. He's also been modelling his whole life.

"I began reading *Model Railway News* that my father used to buy, when it was 1s 6d, and I got my first train set almost immediately after the war. It was a Hornby-Dublo three-rail set, consisting of an oval of track, a locomotive and three wagons. I remember it appeared on Christmas morning and I was able to play with it for about ten minutes before my uncle and cousin





5


6


7


8

came and took over. My uncle told me that 'train sets aren't for little lads – they're for adults!' He must have realised I was a bit upset as I came down the next morning to find a board covered in small figures that I could use on the railway. He and my dad had spent most of the night putting them together for me."

Back to the present day and Michael's biggest and longest task was building his track.

"I didn't want to use off-the-shelf 'OO' gauge track as it is slightly out of scale at 16.5mm (for authentic 2ft 3in narrow gauge), so I built my own to a gauge of 16mm, soldering Code 100 rail onto copper-clad sleepers and using the push/pull lever method for the point work. Since almost all of the locomotives have been kit-bashed there is barely any room inside for a DCC chip, so the ➤



layout is purely analogue-controlled. Every time I think about trying to get a chip in one I remind myself of what else I can buy with the money!"

Built throughout lockdown, Michael is a modeller who never considers his layout to be finished and is continually finding things to tweak, but why did he set out to build 'Hookton & Lipp Vale' in the first place?

"This is a tribute to a very dear friend of mine called Barrie Watkins who has a great passion for all things narrow gauge. Yes, it has been an interest of mine as well but I have been modelling in standard 'O' gauge for the vast majority of my life (four of Michael's layouts have appeared in *Model Rail* over the years). Unfortunately, Barrie is unable to enjoy his passion any more as he is unwell, so as he can't create layouts I decided to pick up the mantle. My starting point was a scratchbuilt 'Watkins and Potts' drawing office made from plastic card and a couple of semi-detached cottages created from thin plywood, which I wanted to get done first to create the scene before the railway, and avoid the trap of making it look secondary to the track."

With such limited space available for 7mm scale, Michael was limited in what he could do, but there was enough room for an Inglenook shunting puzzle that would give him a bit of operational interest and make him think hard throughout the operation.

"I've created a number of videos for the Gauge O Guild from 'Hookton & Lipp Vale' but a 15-minute video can take much, much longer than that to film as it's so easy to make mistakes in the operation. I find that I end up with the brake van at the wrong end or the locomotive in the middle somehow. One time I even managed to send a railcar off the end of the scenic section and crashing onto the floor because the traverser fiddleyard wasn't connected. Safe to say, I've made sure ➤








"ESTABLISHED 1848"
WATKINS & POTTS
CHANDLERY. HOOKTON

I don't do that again! My eldest son models in 'HO' American and has an Excel spreadsheet to help him with all the moves. To avoid driving myself crazy I've now adopted the same system to speed the process up."

In keeping with the style of many Dorset coast towns, 'Hookton & Lipp Vale' is on four levels, leading down to sea level, and Michael spent a long time working out the precise gradients to use, to avoid it looking too steep.

"To give it some interest, the highest point is the chapel and the landscape gradually works its way down. To help with the perspective on such a small layout I've used a mixture of 1:48 and 1:43 scale figures, placing the larger ones at the front to trick the eye."

It's clear that Michael is a modeller who has 'found a way' to create an interesting layout in a tiny space for 'O' gauge. As we see more and more layouts redefining the rules of what you can and can't do with 'O' gauge and the models become more varied and affordable, there's no better time to follow in Michael's footsteps and try your own micro 7mm scale narrow gauge layout. MR



MODELLER CV: MICHAEL BRAGG

I enjoy playing golf, although I'm nowhere near as good as I used to be and consider it a good walk spoiled nowadays. My other passion is genealogy, and my family tree keeps getting bigger!

FACTFILE: 'HOOKTON & LIPP VALE'

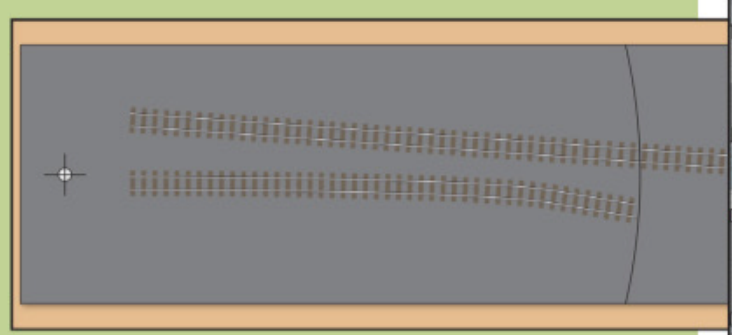
Gauge and scale: 7mm:1ft, narrow gauge (16mm)

Size: 4ft by 3ft

Track: Handbuilt

Power and control: Analogue

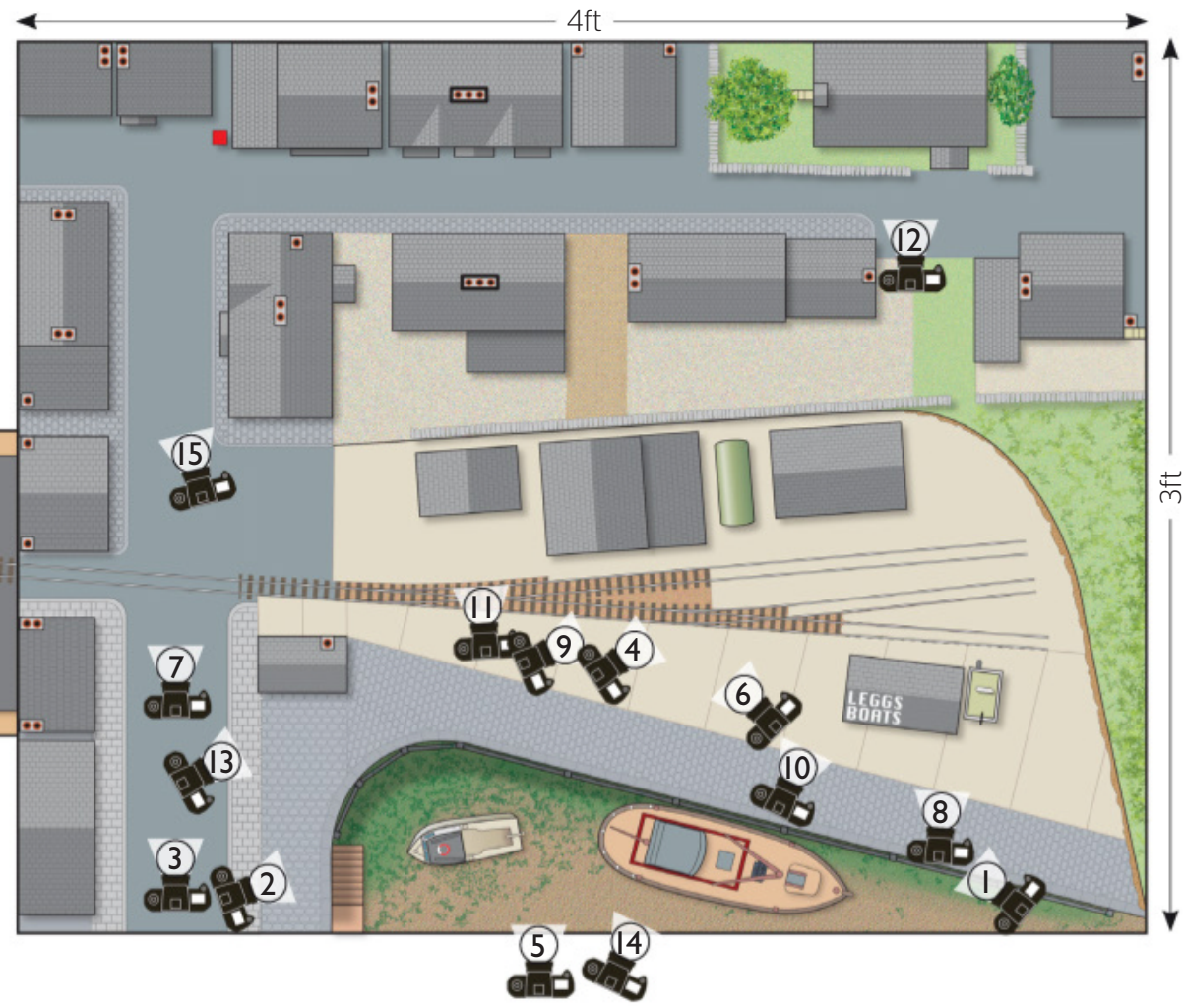
Time to build: 9 months



Artwork: **Andrew Mackintosh**







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COMPRESSION by design

Illustrating how a real location can be compressed effectively into a manageable space, **Paul A. Lunn** offers three different layout plans, based on the former Skipton-Colne line and its Barnoldswick branch.

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

Recently, I've had an urge to return to some of Masterplan's roots, looking at an entire route, or at least some of it, rather than just one particular location. This allows trains to pass through a landscape, rather than appearing briefly, only to quickly move on to one or two possible non-scenic sections.

It's not an easy process, because no matter how much space you have, there'll be a need for substantial compression. Let me show you what I mean. This month, I'm going for one of the shortest branch lines in the country, the Barnoldswick-Barnoldswick Junction line.

The branch was 1.64 miles long, which means



Push-pull fitted BR Standard '2MT' 2-6-2T, No. 84015, has just arrived at the Barnoldswick terminus in October 1962. COLOUR RAIL



BARNOLDSWICK TO EARBY JUNCTION AND BEYOND

My first and largest plan is in one single 16ft by 10ft layout, intended to fill a garage or large room. Let's identify the most important 'must have' elements – a terminus station, junction and fiddleyard. Then consider the scenic sections in between, with one including the Leeds and Liverpool Canal – a vital element of the real location.

LET THE PLOTTING BEGIN

The branch veered off, on a 20 chain radius curve, from the former Skipton to Colne line at Barnoldswick Junction, near Earby in the West Riding of Yorkshire. The line then continued in an almost straight line to the terminus at Barnoldswick.

Try looking at Google Maps and 'walk' as much of the disused line as possible. Much of the disused track bed can be followed from immediately west of Skipton station, all the way to Barnoldswick and Colne. Stay with the internet and search for as many archive images as you can find, making notes as you go on details such as track layout, structures, topography and so on.

Once you've amassed all the information, you can transfer this to a drawing pad. With a gridded sheet made up of squares each representing 1ft, I commence by adding what I call the 'givens'. In Barnoldswick's case, these include the terminus and a run-round loop sufficient to handle your longest train.

Ex-LNER 'K4' Class No. 3442 *The Great Marquess* has just run round its train at Barnoldswick in May 1963. Note how I've changed the track arrangement on both my large and small plans, over the crossing and in the throat of the coal yard, so as to have longer sidings for the latter in what are tight spaces. I've also used a double slip for entry to Barnoldswick goods yard, again for space-saving reasons.

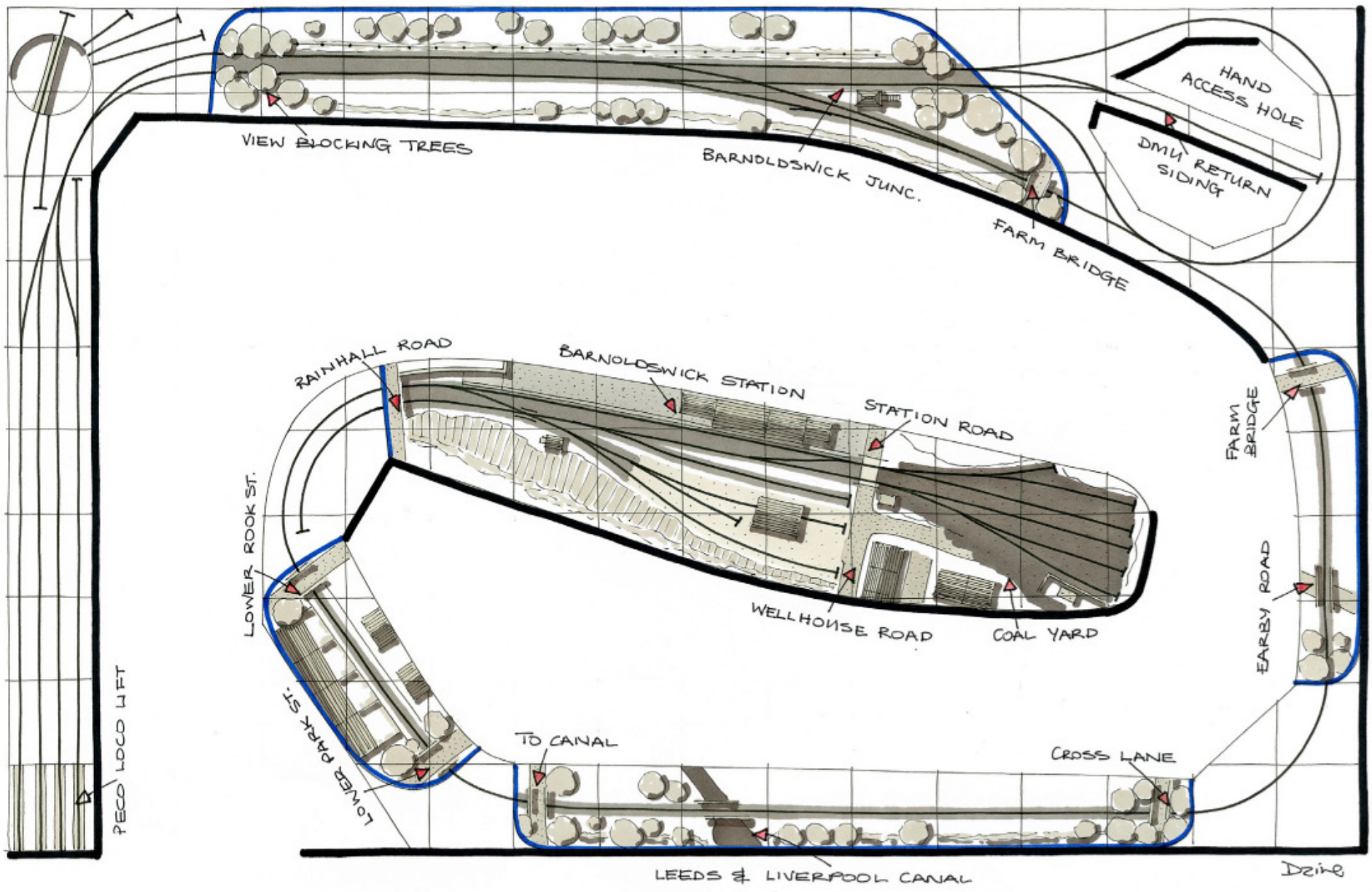


you'd need 120ft for 'OO' gauge if you were to model it faithfully throughout in a linear fashion. Alternatively, it could be arranged with two long straight sides at 56ft each, plus one scenic end and one fiddleyard end, both 8ft long.

Clearly, the longer the prototype, the larger the space required and, unless you have a cathedral or exhibition hall at your disposal, recreating an entire route – even such a short branch – is impractical.

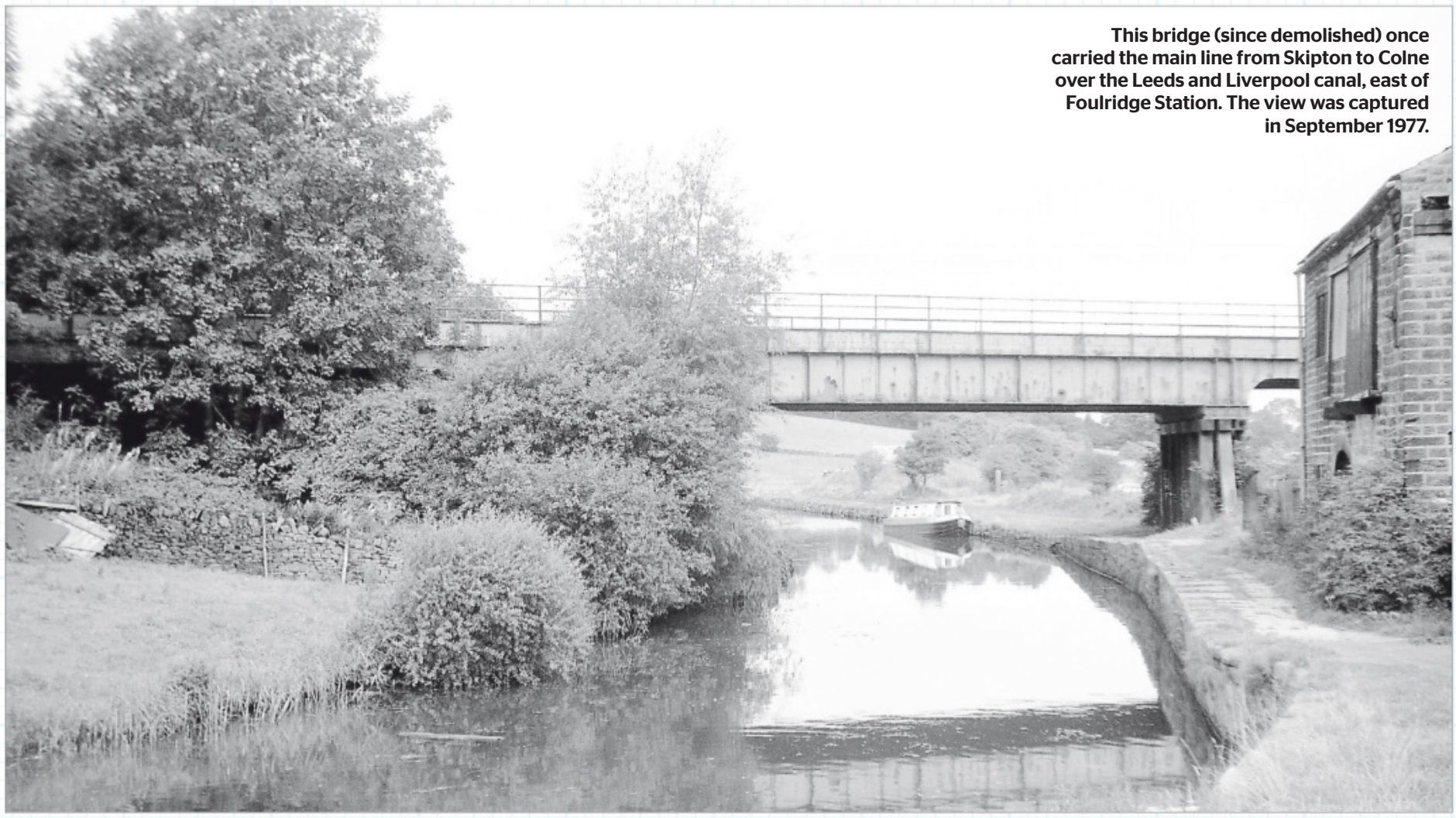
This is where compression comes into play, and this is a planning device I use in just about every design I undertake. Edward Beal, the famous modeller and writer of yesteryear, described compression as "an art in itself". The plans offered this month serve to highlight how effective compression can be, preserving the feel of a real location, while allowing it to be recreated in a realistic amount of space.

Masterplan Compression



Next, add on fiddleyards, on the left and right-hand ends, each with at least one equivalent length loop and one with a turntable. Design onwards between both fiddleyards, including Barnoldswick Junction, and then complete the track plan for the entire branch. Remember what I said about it being virtually straight, so you might want to give up curved corners as non-scenic sections. It means you lose a bit, but all your scenic sections appear to be on the straight for the sake of authenticity.

If you decide to leave out a prototype section or sections, choose one between a pair of bridges, or trees, for view-blocking purposes. Note how I've positioned the terminus on this plan, giving all-round access.



This bridge (since demolished) once carried the main line from Skipton to Colne over the Leeds and Liverpool canal, east of Foulridge Station. The view was captured in September 1977.

● Each square represents 1ft.

GOING SMALLER

It was a squeeze to fit as much into the initial plan, even with a footprint of 16ft by 10ft. But now let's see just how small we can go, yet still retain a sense of the real location.

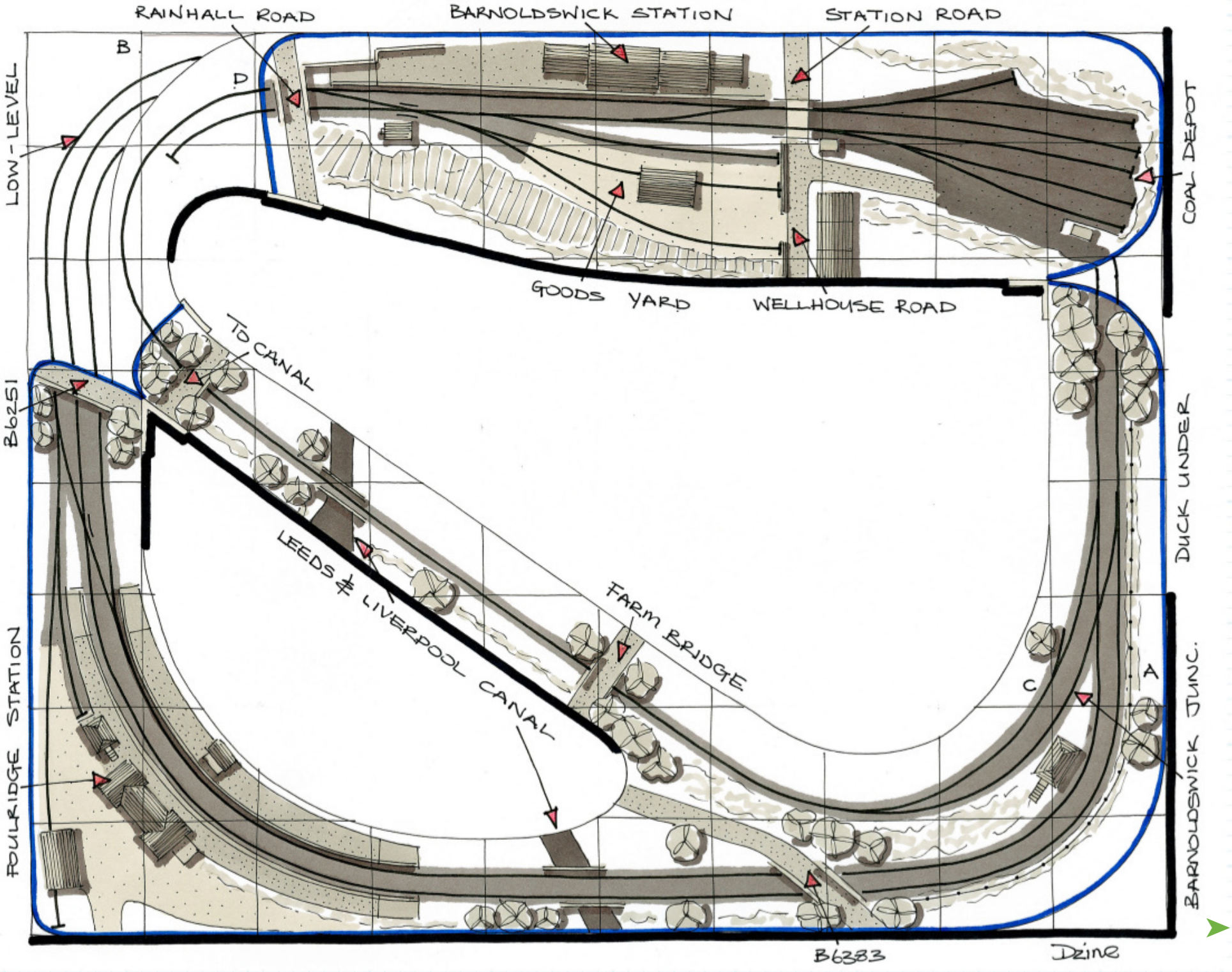
Here, I'm using a 10ft by 8ft area, more akin to an average bedroom or large shed. I've managed to increase line capacity by positioning the main line fiddleyard underneath Barnoldswick Station. As a result, there are gradients involved: A to B, on the main line falling at 1:50 (a height reduction of 3.5in); C to D, on the branch, rising at 1:50 (a height increase of 2.5in), giving a total clearance between the two levels of 6in, excluding framing on the underside of the upper level baseboard. It might be possible to increase clearance by changing gradients to 1:40, depending on the lengths of train you intend to run. Despite being a smaller size than the previous plan, there's space to model more of the main line, including another section of the Leeds and Liverpool canal and Foulridge Station, albeit on a tighter curve.



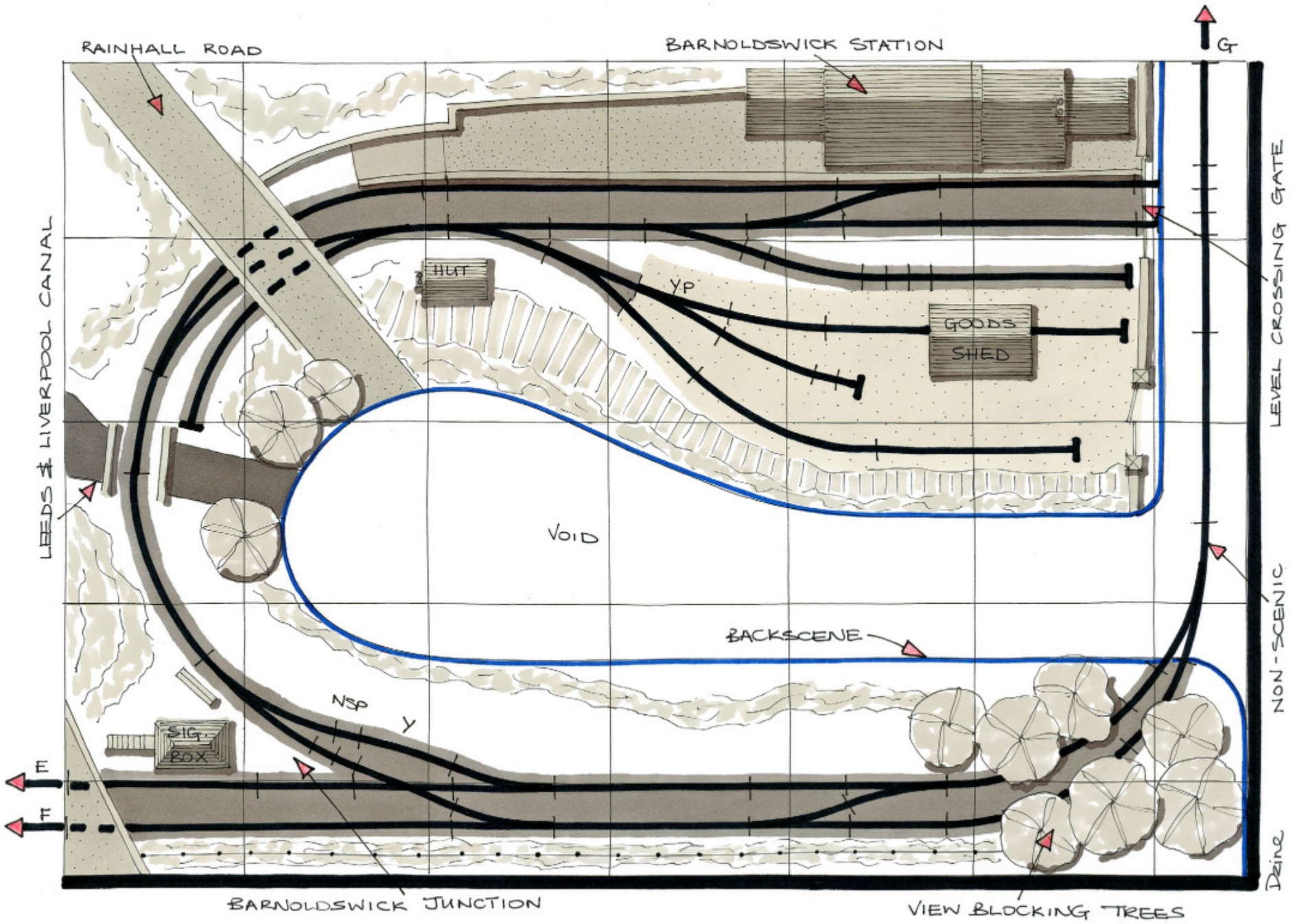


Above right: The remains of Foulridge Station, looking towards Earby, in September 1977.

Right: Looking towards Colne from the former trackbed, here's the B6251 road overbridge in 1977. Note that a wider bridge will be required to accommodate the three tracks on my plan.



Masterplan Compression



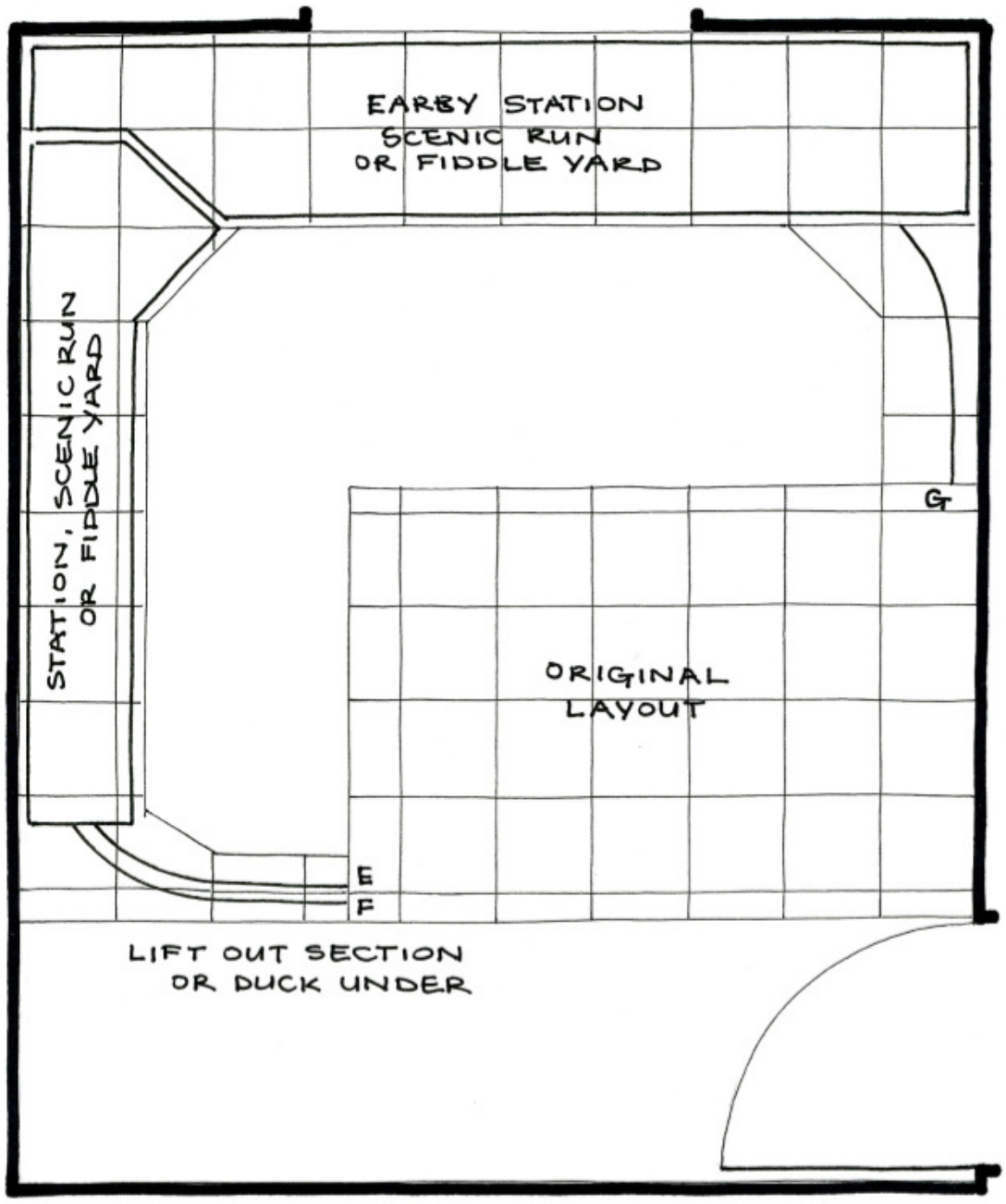
STARTER PLAN

Here's a semi-realistic layout plan (above), inspired by the Barnoldswick branch, designed with Peco Setrack components in mind. As you can see, it features non-prototypical curves but includes some of the key features of the real location, including the terminus station, canal crossing, junction and signal box. The branch line is clearly a short run, but there's operational interest thanks to the goods yard (complete with headshunt), while two-car branch trains (or two-car DMU) and light engines waiting on either of tracks E and F, are periodically sent along the main line and removed/changed using a Peco Loco Lift, near G.

Please note: 'NSP' indicates a non-standard length piece of track, 'Y' a curve to match a 'Y' point and 'YP' a 'Y' point.

While the Setrack plan (right) is designed as a self-contained unit, I'm always one for factoring in possible expansion from the off rather than 'bodge' it later on. Here are two variations on the same schematic plan, the first with Earby station added and tracks E/F to G extended to create a complete oval with a fiddleyard situated at the left-hand end.

Alternatively, a second example could include any station on the Barnoldswick Junction to Colne line, left, with a fiddleyard situated along the top side. You don't have to add a station on either side if a rural scenic treatment is your preference.



● Each square represents 1ft.

FACTFILE: THE BARNOLDSWICK BRANCH

Opened 1871, taken over by the Midland Railway in 1899. Closed by British Railways in 1965.

A single-road locomotive shed was built at Barnoldswick, in what later became the coal yard. It closed in 1912.

Coal drops were installed in Barnoldswick goods yard in 1913.

Key freight traffic included coal, Whittle jet engines (components and finished products) by Rolls-Royce from 1943 onwards, cloth, mill equipment and parcels.

Although a signal box controlled Barnoldswick Junction, no cabin was provided at the branch terminus. A ground frame hut in the coal yard and a solitary signal sufficed, located at the end of the platform, by the level crossing gate.

Push-pull operations were introduced by the LMS in 1932.

Unless on specials, most branch passenger trains consisted of two coaches, with the two nearby grammar schools providing a key source of traffic.

Barnoldswick goods shed was demolished in the 1950s.

SAMPLE MOTIVE POWER

- MR Johnson '1F' 0-4-4T, Nos. 1347, 58040, and 58061
- MR '2F' 0-6-0, No. 3473
- MR/LMS '3F' and '4F' 0-6-0
- LMS Ivatt '2MT' 2-6-2T, Nos. 41273, 41327
- LMS Ivatt '4MT' 2-6-0
- LMS Fairburn 2-6-4T, No. 42271
- LMS Fowler 2-6-4T, No. 42394
- LMS Stanier 2-6-4T, No. 42546
- BR Standard '2MT' 2-6-2T, No. 84015
- BR Standard '2MT' 2-6-0, No. 78036, RCTS Mid Lancs Railtour, Earby-Barnoldswick-Skipton North Junction
- LNER 'K4' No. 3442, RCTS 'Dalesman' Railtour, Bradford Forster Square-Hellifield-Bradford Forster Square
- BR Cravens Class 113 DMU (introduced c1959)



Right: Ex-LMS 'Crab' 2-6-0 sports an M932 headcode as it arrives at a bustling Earby Station, in September 1956. Note the station sign, announcing that this is the junction for Barnoldswick.

Below: No. 3442 *The Great Marquess*, restored to LNER livery, is on a RCTS 'Dalesman' railtour at Earby in May 1963. Note the interesting track arrangement and the 'standard' style of Midland Railway signal cabin.



Tartan tanks...

'Alcan' PCA alumina dry powder wagon

OO gauge



EP 1 sample

The 'Alcan tanks' have carried alumina to the UK's last remaining aluminium smelter at Fort William in the Scottish Highlands for more than three decades, passing through some of the most spectacular scenery in the British Isles, with traction including Classes 26, 37, 47, 56, 66 and even, on occasion, a Class 55 *Deltic*.

These models are available only from Revolution Trains in packs of four, with different numbers, in Alcan original and debranded, Rio Tinto Alcan, Liberty/Lochaber and Alvance liveries priced at **£149.95** for a limited time. *(Full price £159.95)*



Alcan original - 1988-2000 **Alcan debranded - 2000-8** **Rio Tinto Alcan - 2008-17** **Liberty/Lochaber - 2016-present** **Alvance 2020-present**

Stone love...

HOA aggregate hoppers

OO gauge

Introduced in the early 2000s, the HOA hopper fleet is used across the network.

Revolution's models are available in EWS, Cemex, DB, Ermewa/Tarmac and VTG/Mendip Rail liveries and feature prototypical variations in body and brake detail.

Available to order in twin packs of differently numbered wagons priced at **£71.95** for a limited time.





Decorated pre-production samples



EWS Construction **Cemex** **DB Schenker** **Ermewa Tarmac** **VTG Mendip Rail**

Reserve your models on our website to take advantage of lower pre-production price before the order book closes.

See us at THE GREAT ELECTRIC TRAIN SHOW ***Milton Keynes Oct 8/9***

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Reviews

In-depth and unbiased reviews of the latest products

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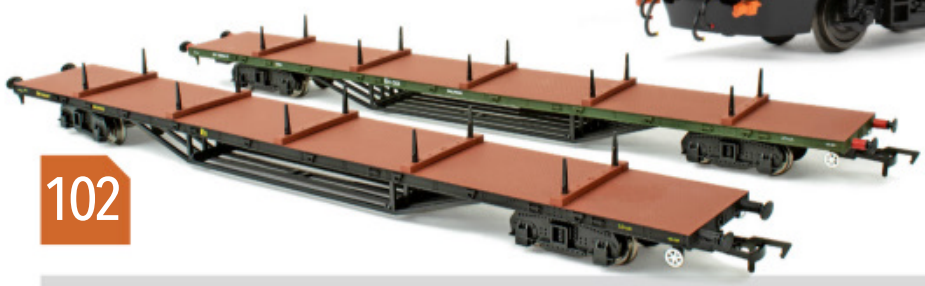

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100

Our reviewers

George Dent
Model Rail’s modern image expert.

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

How we test

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





Bachmann Branchline Class 37/0

◆ **GAUGE** 'OO' ◆ **MODEL** 35-301 Bachmann Branchline Class 37/0, 37034 BR blue ◆ **PRICE** From £244.95 ◆ **AVAILABILITY** Bachmann stockists **Web** *www.bachmann.co.uk*

Like most of the modelling community, Bachmann's recent reveal of a fully retooled Class 37 took me by surprise. However, with the guys from Barwell having already had several attempts at mastering the English Electric Type 3, it was inevitable that they would try again.

As with Bachmann's all-new Class 47, which superseded a model I thought was already pretty good, so too does the '37'. It's funny how a model's flaws only really become apparent once something superior comes along and placing the new '37' beside previous releases reveals a marked improvement in many departments.

After the pair of centre headcode Class 37/4s from Bachmann's initial launch, we now have a pair of original split headcode Type 3s, in the form of 37034 in Rail blue and 37043 *Loch Lomond* in 'large logo' blue.



“The cab windscreens – the Achilles heel of so many previous iterations – really look the part, aided by the superb flush glazing”

Two further ‘37/4s’ are also in this new batch, offering a choice of Intercity ‘Mainline’ livery or the Railfreight Metals sub-sector scheme.

Our sample depicts 37034, a Stratford-allocated Type 3, with details that place the model between 1975 and sometime around 1983. The split headcodes are adorned with ‘domino’ markers, while the bufferbeam cowls are still in place and the steam heat boiler in use. This ‘37’ was a stalwart of the Eastern Region throughout this time, working from London to Norwich but also seen as far north as Tyneside on freight work. Chosen as a candidate for major refurbishment in the mid-1980s, the locomotive emerged from Crewe in 1987 as a Class 37/7 (37704) and went on to work with EWS until withdrawal in 2005, eventually being cut up in 2009.



HOW GOOD IS IT?

The uplift in fidelity and all-round quality from previous Class 37s is immediately apparent. The bodyshell features far more definition in the moulded detail and, finally, the character of these venerable machines has been ‘nailed’. It looks every inch an EE Type 3 and the cab windscreens – the Achilles heel of so many previous iterations – really look the part, aided by the superb flush glazing.

The roof fan grille sports a very fine (yet robust) mesh, with a separate retaining ring adding a touch of class. Panel seams, fastener head detail, grilles and louvres are all impressively rendered. Fine wire handrails are installed at the cab doors and on the nose ends, and the profile of the lamp brackets is impressive.

Through the glazing can be viewed the detailed cab interiors, with bulkheads featuring painted and printed adornments, while the controls and consoles are all present and correct. As with Bachmann’s other recent diesel releases, part of the cast metal chassis block includes a section of the power unit and internal detail, which is visible through the engine room windows.

Below the running plate, the fabricated bogie frames are fantastic, with brake and suspension detail far superior to previous ‘37s’. Mesh foot treads on the cab steps would have been the icing on the cake, but you can’t have everything.

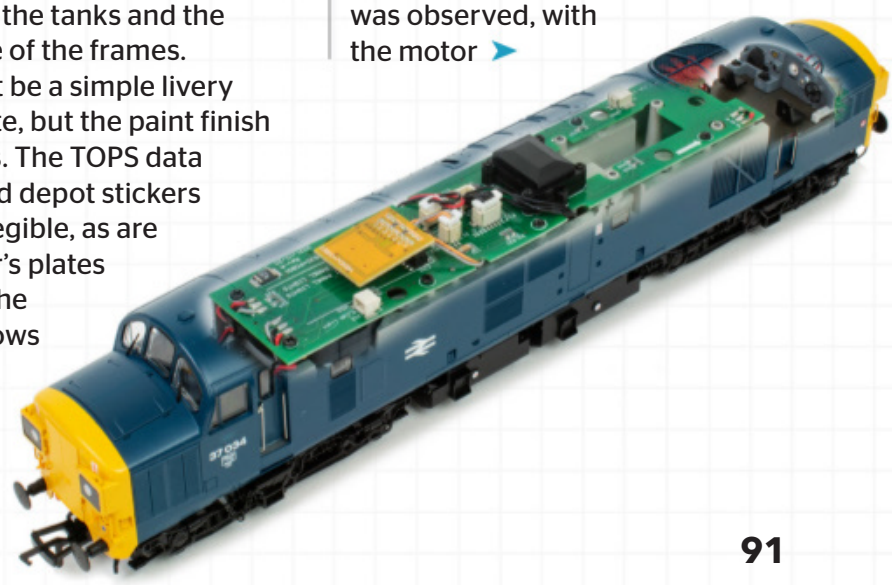
The gap between the bogies and body is pleasingly narrow and fine chains link the bogies with the chassis frame in a more user-friendly manner than Accurascale’s recent ‘Deltic’, allowing the body of the ‘37’ to be lifted away easily without disturbing them. Furthermore, the levers allow for plenty of swing in the bogies.

The underslung tanks also feature plenty of detail, with pipes, valves and gauges (with visible needles) and an authentic shaft of daylight visible between the top of the tanks and the underside of the frames.

It might be a simple livery to replicate, but the paint finish is flawless. The TOPS data panels and depot stickers are fully legible, as are the maker’s plates beneath the cab windows and the black rubber seals around the windows are neatly applied.

SMOOTH AS SILK

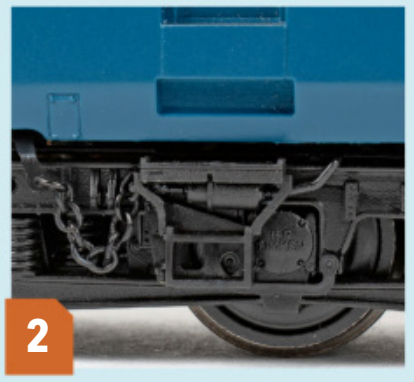
On the rails, the ‘37’ ran as well as it looks. The manual suggests the usual running-in period, which was observed, with the motor ➤



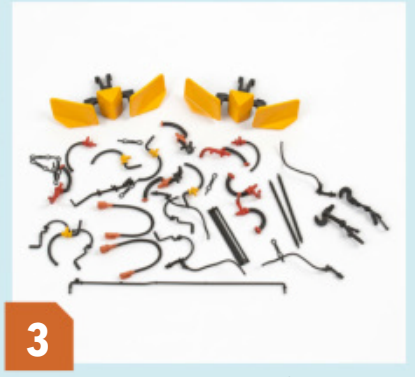
3 things we like



1 Roof fan has correctly shaped vanes and the ultra-fine grille and retaining ring are excellent.



2 The bogie frames feature plenty of refined detail, but the fine chains and levers are a highlight.



3 An impressive array of extra detailing parts is provided, with installation instructions.

Bachmann-Branchline Class 37/0 – in detail



Factfile: BR/English Electric Type 3/Class 37

While BR's Modernisation Plan of 1955 had specified lots of new diesel locomotives in the Type 2 and Type 4 categories, provision for a mid-powered Type 3 was a little late to arrive. However, what would become the Class 37 turned out to be one of the most successful of BR's diesel designs, with a number of examples still in frontline, main line use today.

The majority of the class was built at English Electric's Vulcan Foundry in Newton-le-Willows, beginning in 1960, with batches also built at Robert Stephenson & Hawthorns, Darlington. Early examples were allocated to the Eastern Region for general passenger and freight work, taking them to London, East Anglia, the North East, Midlands and North West, while later batches were built for the Western Region, becoming synonymous especially with freight traffic emanating from the South Wales area.

A total of 309 locomotives were constructed, with examples eventually working to virtually all corners of the network, from the Scottish Highlands to Cornwall and most points in between. Their reliability and versatility set them apart from other diesel designs from the period and subsequent refurbishment and life-extension programmes followed.

Numbers dwindled after privatisation, with the bulk of the remaining '37' fleet operated by English, Welsh & Scottish Railway (EWS). A small fleet was sent to mainland Europe for work on engineers' trains, although EWS retained a stock of Class 37/4s for use on passenger contracts as well as freight work.

Direct Rail Services amassed a fleet of Class 37s, ostensibly to haul atomic flask trains, but the fleet has declined in recent years, while charter train operator West Coast Railway Company maintains a healthy number of EE Type 3s on its books. Network Rail test trains keep several Type 3s busy to this day and plenty of examples have made it into preservation, thanks to the locomotive's versatility and enduring popularity with enthusiasts.







1: The Eastern Region's 37088 stands in Platform 13 at a snowy Manchester Piccadilly, possibly having arrived with a service from Harwich, on Christmas Eve 1981. COLOUR RAIL

2: With the distinctively cross-eyed 'domino' headcode panels typical of 1970s Class 37s, 37007 is seen at Norton (Teesside) with a train of loaded coal hoppers, in September 1978. COLOUR RAIL

3: Still carrying its four-character headcodes, 37001 is at the head of a Class 8 mixed goods train, in 1974. COLOUR RAIL

System builder

Other items to complement this model...

BR Mk 1 COACHES

The staple passenger coach for Class 37-hauled services during the 1970s and '80s' was the humble Mk 1. Suitable models are available from Hornby and Bachmann.
Price: from £42.95 each
Availability: Hornby & Bachmann stockists
www.hornby.com
www.bachmann.co.uk



BR COAL HOPPERS

Class 37s were regular performers on coal traffic from North East England, hauling various types of hopper. Accurascale's 24.5T HUO is ideal, with a new batch of models currently available.
Price: £69.95 triple-pack
Availability: Accurascale stockists
www.accurascale.com



TTA TANK WAGONS

Eastern Region Class 37s handled all manner of freight work, including oil traffic, usually in the form of TTA tank wagons. Bachmann's TTA has come in all manner of liveries over the years.
Price: £37.95 each
Availability: Bachmann stockists
www.bachmann.co.uk



providing smooth, quiet operation throughout the speed range. The twin flywheels help provide some welcome inertia, and the haulage capabilities are impressive.

The marker and tail lights boast an authentic glow and the cab and engine room lighting can be switched on and off via DCC control. Available in DCC-ready, DCC sound-fitted and DCC sound-fitted Deluxe format, the latter includes a powered roof fan and tinted windscreen effect.

A comprehensive, optional detail kit is supplied, consisting of miniature snowploughs, a full array of brake and control hoses for the bufferbeams, dummy screw-link couplings and various bits of extra plumbing for the chassis (much of which I found too fiddly to install), with static display in mind.

Without doubt, this is the best 'OO' Class 37 we've had so far, raising the bar ever higher in terms of accuracy, finesse and build quality. The high specification comes at a premium price but, considering the level of detail and overall quality, I have to say that the finished product is worth it. A very strong Model of the Year contender. ***(GD)***

SUMMARY

PROS
- Superb level of detail.
- Top-notch finish.
- Super-smooth performance.
- Build quality.

CONS
- Nothing.

FINAL VERDICT

A hard act to follow.

BACHMANN BRANCHLINE CLASS 37/0

OVERVIEW
Manufacturer: Bachmann Branchline
Ref. No. 35-301
Unit No. 37034
Scale/gauge: 1:76 scale, 'OO' gauge
Body: Plastic with metal parts
Chassis: Metal with plastic parts
Weight: 522g
Min. curve radius: 438mm (second radius)
Wheel back-to-back: 14.3mm

DIMENSIONS	PROTOTYPE	1:76 SCALE	MODEL
Length	61ft 6in	245mm	245mm
Height	12ft 9in	51mm	51mm
Width	8ft 10 3/8in	35mm	36mm
Wheel diameter	3ft 9in	15mm	14mm
Bogie wheelbase	6ft 9in + 6ft 9in	27mm + 27mm	26.5mm + 26.5mm

SERVICING
How to dismantle: Body unscrews from chassis.
Where to oil: Axle bearings – see instructions.

ELECTRICS
Electrical system: 12V DC two-rail
Motor type: Five pole
Lights: Head/tail lights, interior lights
DCC ready: Yes, PluX22 socket

MECHANISM
Drive system: Motor powers all six axles via cardan shafts and gears
Flywheel(s): Yes, two
Traction tyres: No





KR Models Fell diesel-mechanical 4-8-4 No. 10100

◆ **GAUGE** 'OO' ◆ **MODEL** Fell 4-8-4 ◆ **PRICE** £149.00 DCC-ready, £249.00 DCC sound-fitted ◆ **AVAILABILITY** KR Models **Web** *www.krmodels.net*

While I never saw, nor took any interest in the real thing, I do recall seeing the LMS/EE diesel-electric No. 10000 when I was a child, and I was a fan of the WR gas turbines, though I never saw them. The Fell, on the other hand, only came to my notice much later, largely through the famous A.N. Wolstenholme poster depicting BR's 1950s motive power.

It was, to me, an ugly thing reminiscent of a basking shark with its huge open mouth! However, despite being a technological dead-end, it was perhaps more successful than other novel traction of the 1950s and it clearly has its fans among modellers. I suspect that, like me, most of them never saw it, either.

The sample, supplied direct from KR Models in Canada, is a DCC sound-equipped model finished in the final livery of lined BR green with the later-style crests. It is well packaged in a standard, clear, 'ice cube' pack within a stout, foam-lined, lidded box. As a result, there was no damage in transit and no loose parts. The package includes a leaflet giving prototype information, a listing of decoder functions, a small bag containing dummy couplings, bufferbeam hoses and some black discs, plus a metal lapel badge.

The model cannot fail to impress on first sight, the finish being a semi-gloss that I would call 'showroom finish' although by the time the real locomotive received green livery it was not on any show list. The lining and the BR crests are very neat and the vivid orange flycranks certainly give the locomotive a splash of colour which, with black bufferbeams, it would not otherwise have.

PROTOTYPE FIDELITY

In choosing to model the obscure, odd-ball railway equipment that other manufacturers wouldn't touch, KR Models have set themselves a high bar. Modelling mainstream locomotives should be pretty straightforward. Yet manufacturers have taken decades and sometimes several attempts to produce a model to the standards the





“The lining and the BR crests are very neat and the vivid orange flycranks certainly give the locomotive a splash of colour”

buying public expect today.

KR Models is a newcomer. It's entire projected range features obscure oddballs and one-offs and that, at least, ensures that it is unlikely to be troubled by the duplications which afflict other manufacturers'. However, KRM's choice of 'minority' locomotives almost invariably means that what they choose to model is long gone, and that pictures and information are hard to come by. So, do you go with what you know or can find out easily and hope to produce a model that is good enough to please your customers? The problem with that approach is that, however obscure your chosen prototype might be, there is always someone for whom it was not obscure, who knew it, or has studied it, intimately and for whom your 'good enough' model simply won't be.

To my inexpert eye, based on study of photographs only, it certainly looks like the Fell. In particular, the 'open' bonnet ends with the subtly curved vanes of the radiators, capture that 'basking shark' look particularly well. There's a high degree of finesse about the whole model, whether it is the fine nature of the grilles or the crisp lining and paint finish.

The Fell had a bulky, but 'smooth', body shape so there is no need for lots of extra details. What's there are separately fitted lamp irons, windscreen wipers and lightly sprung oval buffers which must be removed when taking the body off. Cab door handrails are white plastic mouldings and those on the bonnet tops are body-coloured. There appear to be one or two hand-holds and bodyside steps which have been omitted but overall, the model looks 'right'.

However, my limited research (and I really hope I've understood this correctly) into the real thing suggests that the internal layout of the equipment was symmetrical about the longitudinal centre-line of the locomotive and that, accordingly, both sides of the locomotive were identical. I assume, therefore, that any alterations made during its career would have affected both sides in the same way. Indeed, I have heard it said that the only way to tell the two sides apart was that No. 10100 was a rare recipient of the left and right-facing late crests. Ironically this is one feature of the model which ➤

3 things we like


1

'Classy' gloss finish.


2

Pre-installed sound speaker.


3

Finesse of fine grille areas.

Performance

The DCC sound system controls the locomotive, and begins with a fairly lengthy start-up process for all four engines. Once the engines are 'running' the decoder imposes its own rate of acceleration. Start-up and initial movement was smooth and impressive.

However, once the locomotive reached points or curves it became erratic. Of course, momentary current interruptions will stop a decoder-fitted model and each time the Fell stopped, it had to go through the sound start-up sequence again before it would move. While my North American diesels have no issues with current collection, none of them has a rigid chassis of this type. It soon became apparent that the problem lay with the Fell's pick-ups and the need for the coupled wheelsets to move sideways on the curves.

On one side, three of the four phosphor-bronze wiper pick-ups were out of contact with the wheel when the wheelset was at its maximum sideways movement. Indeed, one of those four pick-ups was not in contact with the wheel at any point in its movement. Successful adjustment of the pick-ups would require removal of the keeper plate and, having had a bad experience once before when attempting to tweak a review sample, that was something I was not prepared to do.

I did manage a successful test in the end by turning off the sound so that, when the locomotive stalled, it would move off again without having to wait for all the engine sounds. In this instance, I had a mixed rake of ten coaches behind the Fell, running at speed, and it was certainly capable of taking more. However, what was even more impressive was that, without the DCC sound, the mechanism itself is silky smooth and silent. Indeed, if it wasn't for the pick-up issue, this would have been one of the best chassis I've ever tested.

Factfile: Fell diesel-mechanical 4-8-4 No. 10100

Louis Frederick Rudston Fell had progressed through aviation engineering to work for Rolls-Royce, switching to railway engineering as assistant to H.A. Ivatt at a time of modernisation. Fell had been working privately on a means of using diesel traction without either hydraulic torque converters or electric traction motors.

Through his own company, Fell Developments, he had come up with a gearbox drive system which used the principle of an automotive differential (as used in the rear axle of a car) to vary the drive to the wheels from four identical diesel engines. At that time there was an awareness among railwaymen and their unions that locomotive construction was passing out of railway workshops and into the hands of private industry. It was a source of concern and one of the advantages of the Fell locomotive was that, not only could it be built in railway workshops, it could actually take advantage of that by the use of such features as wheels which were larger than those which could be made or turned by the private factories.

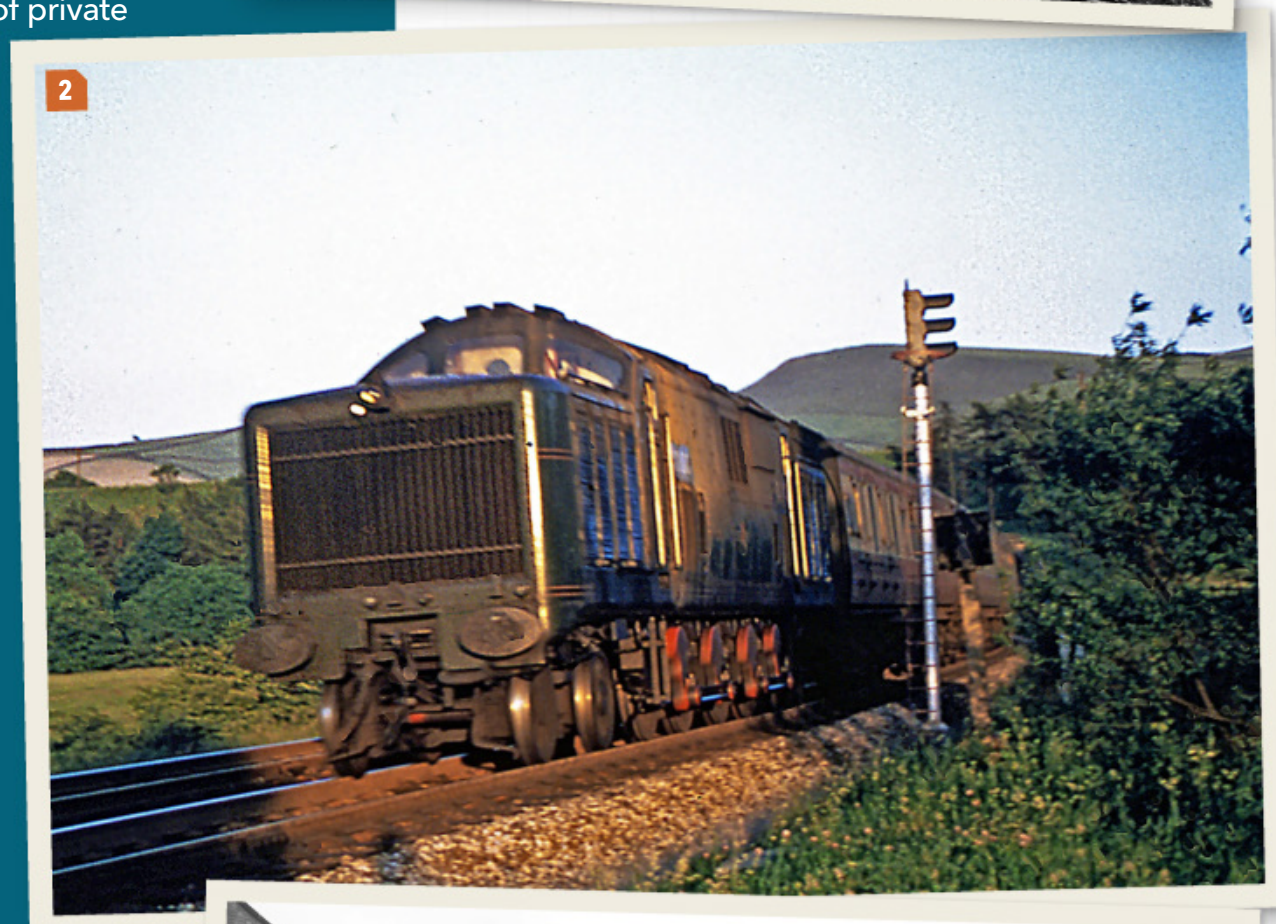
In concert with Paxman, BR took on Fell's project and a locomotive was designed and built at Derby works. Unusually, the use of larger wheels resulted in a fixed arrangement of four coupled axles with a two-axle bogie at each end. Though unusual in the UK, it was not unlike some European diesel and electric locomotives and was classed as a 4-8-4. The Fell system employed four 500hp diesel engines which provided propulsion, while a further two smaller engines provided power for auxiliaries. In particular, these engines powered the blowers which supercharged the main engines to provide maximum power on start-up and at low speed, something which was not possible on the turbocharged engines of the diesel-electrics. Though the main engines were running continuously, they were brought into the drive system one at a time, as the requirement for power and propulsion increased.

Numbered 10100 in the diesel series, the Fell locomotive worked mainly on the Midland main line between St Pancras and Manchester. Though most of the data seems anecdotal, the Fell appears to have worked well. It reportedly rode like a motor car and had an exemplary record for on-time performance. Set against that, with all its six engines running constantly it was said to be murderously noisy while standing in stations, a fact which the diesel-electric contract engineers would mark by exaggeratedly covering their ears!

Also owing to the way it exhausted large volumes, it had a reputation for stripping a century of steam age soot from tunnel linings and redistributing it over the coaching stock, leading to criticisms of the 'dirty railway' just at a time when BR was trying to prove how clean the diesels would be.

Nevertheless, apart from a spell out of traffic for repairs following a severed bolt getting into the gearbox, the Fell seems to have performed a good deal more reliably than some of the other novel traction being tested on BR at the time, and it served from 1949 until suffering a serious fire in its train heating boiler in 1958. It was withdrawn, dumped at Derby works and eventually cut up in the early 1960s.







1: The Fell locomotive strikes a sorry air at Derby works, on March 15 1959 after withdrawal. M.J. READE/COLOUR RAIL

2: Wearing the handsome lined green livery, the Fell is seen approaching Chapel-en-le-Frith (Central) in June 1957. The unique locomotive was a regular sight on the former Midland route from Derby to Manchester. W. OLIVER/COLOUR RAIL

3: With one of the side panels removed, No. 10100 awaits attention at Derby works, on August 29 1954. At this time, the locomotive was running as a 4-4-4-4, thanks to the removal of the central section of the coupling rods. TREVOR OWEN/COLOUR RAIL

System builder

Other items to complement this model…

LMS 'PORTHOLE' COACHING STOCK

Stanier-era coaching stock was still in frontline service during the Fell's years of operating Derby-Manchester services. Bachmann's Period III 'Porthole' stock is exquisite. **Price:** £64.95 each **Availability:** Bachmann stockists **Web:** *www.bachmann.co.uk*



LMS PERIOD III COACHES

Hornby's excellent LMS Period III Stanier coaches are also suitable for LMR secondary services, in either BR maroon or crimson and cream liveries. **Price:** £60.49 each **Availability:** Hornby stockists **Web:** *www.hornby.com*



BR Mk 1 COACHES

The Fell also hauled BR Mk 1 stock, in crimson and cream and maroon liveries. Both Hornby and Bachmann offer suitable models. **Price:** From £48.49 each **Availability:** Hornby and Bachmann stockists **Web:** *www.hornby.com* *www.bachmann.co.uk*



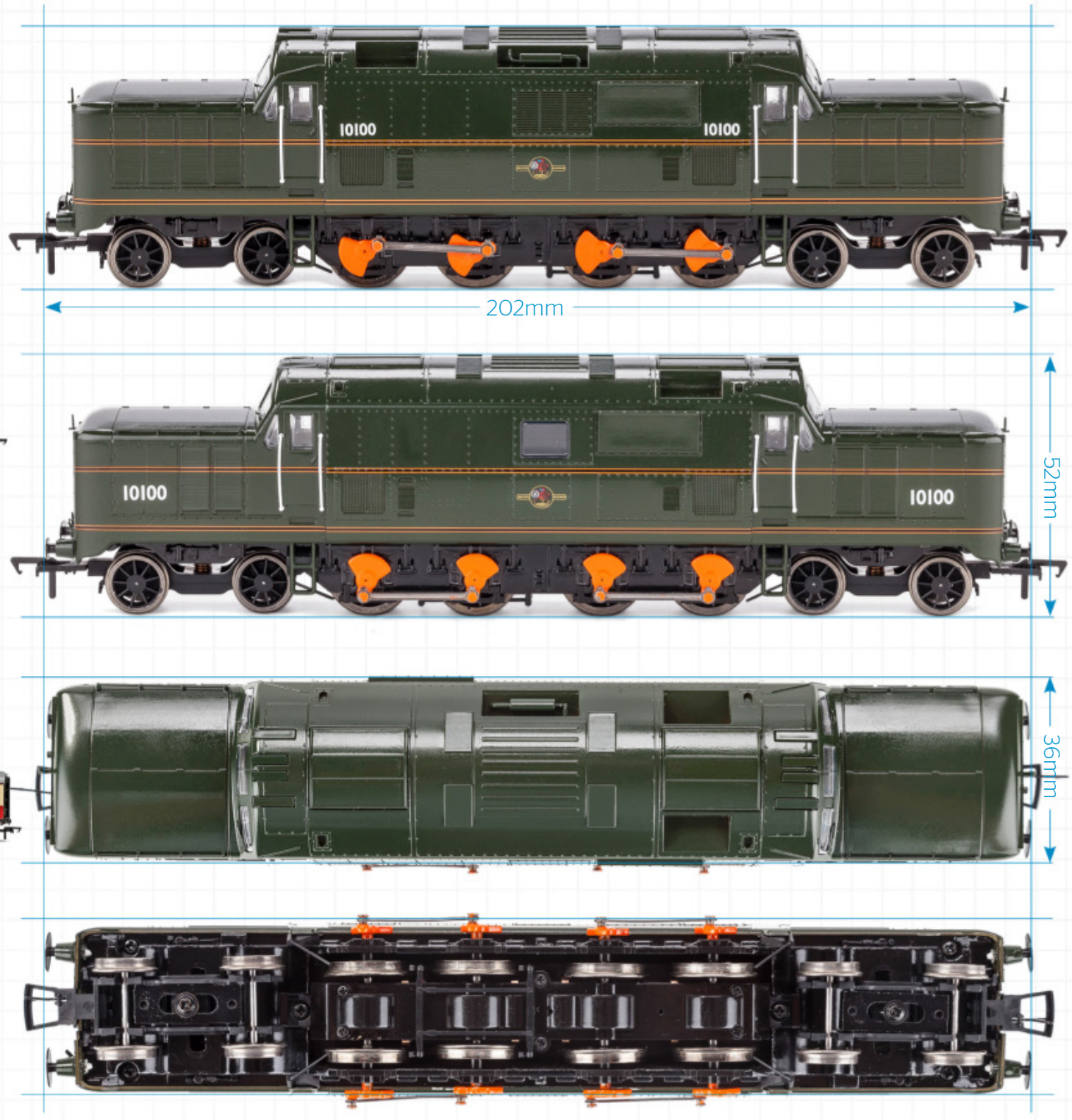
is the same on both sides, both lions facing left.

So what's different? Well, one side has a centrally placed rectangular grille, and four side grilles on the bonnets and appears to be correct for the locomotive's final condition. The other side appears to represent earlier condition and has a centrally placed window and only two bonnet side grilles at each end. This compromise has presumably been done to bring tooling costs within reasonable limits and it means that the earlier liveried locomotive will be correct when viewed from one side and the later liveried locomotive correct when viewed from the other side. It also appears that, in green livery, the number should be inboard of the doors on both sides.

Originally a 4-8-4, by the time it received green livery the centre section of the coupling rods had been removed to create a 4-4-4-4 and this is the version depicted by the review sample. The cast metal chassis is fitted with blackened metal wheels and tension-lock couplings are housed in non-pivoting mountings on each bogie.

CONCLUSIONS

KR Models' Fell is like the proverbial curate's egg, 'good in parts'. Get the pick-ups sorted and the running is superb. The DCC sound is loud and impressive. I've no idea whether the sounds are authentic or not and I suspect that there is no historical recording to work from. As to the body detail being era-specific on one side only, well it's a novel approach and it might just have been the only way that tooling this particular 'oddball' could ever be viable. It will be the buyer's decision as to whether they can live with that compromise or not. One thing is for certain, if you want a ready-to-run Fell, this is the only one you're likely to get. ***(CJL)***



SUMMARY

PROS

- Classy gloss finish.
- Fine grille detail.
- Superb smooth, silent mechanism.

CONS

- Pick-ups.
- Non-matching, era-specific side detail.

FINAL VERDICT

Not perfect, but impressive.

KR MODELS FELL DIESEL-MECHANICAL 4-8-4 No. 10100

OVERVIEW
Manufacturer: KR Models
Ref. No. N/A
Unit No. 10100
Scale/gauge: 4mm:1ft '00'
Body: Plastic
Chassis: Metal/plastic
Weight: 633gm (22oz)
Min. curve radius: R2 (438mm)
Wheel back-to-back: 14.5mm

DIMENSIONS	PROTOTYPE	1:76 SCALE	MODEL
Length over buffers	50ft	200mm	202mm
Height	13ft	52mm	52mm
Width	9ft	36mm	36mm
Wheel diameter (driving)	4ft 3in	17mm	16mm
Coupled wheelbase	5ft 6in+6ft 6in+5ft 6in	72mm	72mm

SERVICING
How to dismantle: Four buffers and screws on underside.
Where to oil: Rods and cranks.

ELECTRICS
Electrical system: 12V DC two-rail
Motor type: Five pole
Lights: Markers front and rear
DCC ready: DCC-fitted sound sample supplied

MECHANISM
Drive system: Worm and gearbox to two axles
Flywheel(s): 1 **Traction tyres:** No



Bachmann SR Bulleid coaches

◆ **GAUGE** 'OO' ◆ **MODELS** • Bachmann Branchline 34-727A Bulleid Brake Third Semi-open, BR crimson and cream • 34-750 Bulleid Composite corridor, SR Malachite green
◆ **PRICE** £74.95 each ◆ **AVAILABILITY** Bachmann stockists **Web** *www.bachmann.co.uk*

As a trainspotter on the Southern Region, south-western main line, in the 1960s I have long felt that my preferred location and era for modelling has been poorly served for RTR coaching stock. True, over the years we've had BR Mk 1 coaches in SR green from Hornby and Bachmann and, more recently, we've had Maunsell stock from Hornby. By the time I was trainspotting, however, the majority of Maunsell coaches had been downgraded to secondary services.

The bulk of the trains worked in and out of Waterloo by rebuilt Bulleid 'Pacifics' were formed of Bulleid coaching stock and, for the past nearly 50 years, all we've had in RTR 'OO' has been a pair of Bulleid coach types, the tooling for which dates from the 1970s, and more recently a three-car 'secondary' set from Hornby.

Bachmann has now come through on its promise to replace those elderly Bulleid models with all-new toolings for a Brake Third, Third Corridor, Corridor Composite and Brake Composite. Received for review is a Brake Third in BR carmine and cream, and a Corridor Third in Southern Railway malachite.

Like most of the 'Big Four' carriage designs, Bulleid coaches were distinctive and, for their time, were modern in both appearance and construction. Detail variations existed, giving a 13-coach train of Bulleids a very distinctive appearance, and Bachmann has gone to great lengths to accommodate many of these differences. One of the most obvious is the two different depths of window vent, at 10in and 15in deep, plus the strengthening ribs added to the exterior of some vehicles in BR days.

These models are light years ahead of the previous Bulleids, with flush-glazed windows, detailed underframes and insulated metal wheels running in blackened metal bearings, which will allow easy installation of lighting. The body sides capture the character – the distinctive Bulleid curve – and the doors with their small oval toplights. The droplights even have the silver-coloured top strip representing the Beclawat window catch.

Other side details, notably the door handles, grab handles and handrails are moulded on and picked out in 'brass' colour. While this does not detract significantly from the model and doubtless brings a saving in manufacturing cost, it's surprising that a model with this price point does not have separate fittings for these details. There are, however, plenty of other separate fittings, including the roof vents, bogie steps, lamp irons and even a lifting hook on the toilet water tank.

Unlike Bachmann's earlier Bulleid models, the window vents are part of the flush-glazing, picked out in the body colour.





“These models are light years ahead of the previous Bulleids”

This allows an easy accommodation of the two different vent depths, as it involves only different tools for the glazing. Interior detail comprises the corridor and compartment partitions, as appropriate, and the seats, in dark red in Third class and green in First class. It appears that the body is a clip-fit to the chassis and that access for installing passengers and lighting should be straightforward.

The 8ft wheelbase bogies are well detailed and fitted with step boards where appropriate.

A small pack of extra detail parts includes a corridor blanking plate for use on the outer end of a set of coaches, an optional additional vacuum cylinder, and a rigid coupling to fit in the NEM pockets. There are also a number of bufferbeam details and pipes which can only be fitted if the supplied tension-lock couplings are not being used. Painting and lettering are to Bachmann’s usual high standard on both the green and BR carmine and cream models.





Bachmann has shown no fears in its pricing of new models in recent years and with a routine steam-era coach without lighting or special features reaching a £75 price point, a basic eight-coach train is going to set you back £600. I have long become accustomed to North American coaching stock costing up to £100 per vehicle, so these prices don’t come as a particular surprise. They do, however, make the branch layout with a two-coach train a rather more attractive proposition than a main line with 12-coach expresses.

Personally, I await the BR green versions, incorporating the later external strengthening ribs, which were not yet available at the time of writing. Some ‘skirted’ Bulleids and a tavern car set would be good, too! ***(CJL)***



SUMMARY

PROS

- Level of detail and vent depth variants catered for.
- Underframe and bogie details.
- Excellent finish.
- Care to enable correct sets to be assembled.

CONS

- A little pricey.

FINAL VERDICT

Very nice, very welcome.



Revolution Trains JNA/MMA box wagons

◆ **GAUGE** 'N' ◆ **MODELS** Revolution Trains JNA-T & MMA-A 'Ealnos' box open wagons ◆ **PRICE** £44.95 each (£47.95 with tail lights)
◆ **AVAILABILITY** Revolution stockists **Web** *www.revolutiontrains.com*



Released initially in 'OO' in 2019, Revolution Trains has now produced these important modern wagons in 'N' gauge. The first examples of the JNA/MMA wagon family were introduced into the UK in 2016, with around 1,000 examples now at work across the network on a diverse range of traffics. With multiple, colourful liveries to choose from, they make for an attractive prospect for a model manufacturer and enthusiasts alike.

Built in Romania and designed for loading and unloading by mechanical grab, these wagons allow cargoes to be transported without the need for expensive trackside infrastructure, making short-term freight contracts much more viable. DB was the first operator to employ the MMAs, their vibrant red livery bringing a splash of colour to the stone trains emerging from Peak Forest. Mendip Rail operates a fleet of similar JNAs on aggregate traffic from Somerset, while GBRf carries stone, gypsum and sand in its fleet. The striking blue Cappagh JNA wagons are currently being used on HS2 construction traffic and other wagons are available for spot hire from a variety of wagon leasers.

As with Revolution's 'OO' wagons, the 2mm scale versions capture the profile of the real wagons faithfully, with the key differences between the MMA and JNA types correctly observed. A wealth of under-frame detail is present, with three distinct types of brake gear catered for, to suit different wagon batches, with hand brake wheels mounted on the frame or the bogies accordingly.

I was especially impressed by the daylight visible between sections of the chassis frame-work and the body – a distinct feature of the prototype. This attention to detail extends to the upper corners of the body, where the moulded shell features tiny cut-out slots, as per the real thing.

The bogie frames are well observed, with brake shoes aligning precisely with the fine-profile wheels. Sprung, kinetic coupler mounts are installed, with standard Rapido-style couplings slotted into NEM pockets. The wagons ran extremely well under test, with all axles rolling freely and the couplings working without issue. A bunch of different livery versions were examined, and the





“The wagons ran extremely well under test, with all axles rolling freely and the couplings working without issue”



standard of finish is universally high. As well as the operators’ and leasing companies’ logos, all data and instruction panels are crisply printed and legible.

Wagons are supplied with a moulded plastic load, which can be easily removed. There’s also an option for a powered, flashing tail lamp-fitted wagon in each livery – perfect for the tail end of your rake. Powered by a pair of button cell batteries, the circuit board is neatly hidden beneath the removable wagon load. Note that Revolution has pointed out an error in the instruction sheet concerning the type of batteries employed – it should read 2 x CR927 batteries, not those specified in the text.

Providing the ideal load for a Class 60 or 66, these are an essential wagon for anyone with a 2mm scale layout based during the past decade. ***(GD)***

Yellow special

With deliveries of new wagons still ongoing, Revolution acted quickly to replicate Network Rail’s new fleet of JNAs, leased from Wascosa. A limited run of NR yellow wagons has been produced, which are only available direct from Revolution’s website. With stocks limited, they’re expected to sell fast.

Web:
www.revolutiontrains.com



SUMMARY

PROS
- Build quality and superb finish.
- Attractive liveries.
- Attention to detail.
- Crucial modern prototype.

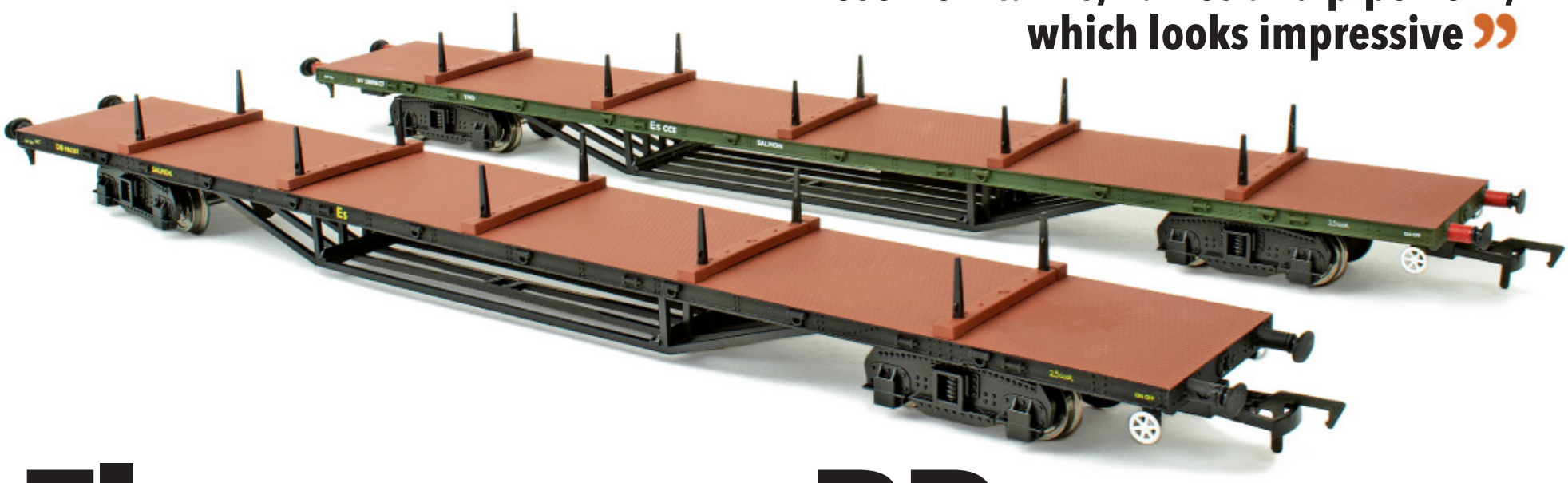
CONS
- Nothing.

FINAL VERDICT

Superb.



“The air-braked wagons feature reservoir tanks, valves and pipework, which looks impressive”



Flangeway BR ‘Salmon’ flat wagons

◆ **GAUGE** ‘OO’ ◆ **MODELS** • Flangeway BR ‘Salmon’ SA003-DB996127 Olive green • SA007-DB996272 Engineers yellow • SA009-DB996307 Engineers black ◆ **PRICE** £49.95 each ◆ **AVAILABILITY** Footplate Models **Tel** 01562 750076 **Web** *www.flangeway.com*

Although Flangeway initially released its BR ‘Salmon’ wagons in 2021, an error during development meant that the models were rendered almost 20mm too short. At the time, a contact confided in me that this was the sort of event that he and fellow model manufacturers dread happening on their watch. Such things can occur all too easily; we’re all human, after all. Thankfully, the error was spotted and Flangeway offered existing customers either a refund or a free model when a new batch of corrected wagons was produced.

The promised revised batch has now appeared, manufactured by Dapol, and we’re pleased to confirm that they match the prototype’s 62ft long body perfectly. Developed from a LMS design, the BR-built ‘Salmon’ wagons first appeared in the early 1950s and over 200 examples eventually worked across all of BR’s regions, often carrying 60ft long prefabricated track panels. A common sight on track re-laying trains, they were usually backloaded with recovered track panels or lengths of rail, offering modellers plenty of potential in terms of loads.

The models feature a sturdy die-cast metal chassis, albeit with plastic underframe trussing, giving each wagon a total mass of 120g. These are very long wagons and, when they enter a curve, there’s quite a degree of ‘swing’ at the outer ends. The effect is exacerbated by the short-wheelbase bogies being mounted a fair distance from the headstocks, as per the real thing. Happily, the sprung kinematic couplers performed very well under test, with each of our samples running extremely smoothly.





All models come equipped with the original 5ft 6in wheelbase, plate-sided bogies, which feature excellent rivet head and suspension detail. The solebars are similarly attired, with load shackle points and hand brake wheels at each corner (which appear a little undersized). Naturally, there’s no underslung brake gear on the unfitted versions, but the air-braked wagons feature reservoir tanks, valves and pipework, which looks impressive. Storage boxes for load shackles and chains are present, amid the underframe trussing.





The oval buffers are not sprung and a set of bolsters is provided with each wagon, slotting into holes in the wagon deck, which is adorned with a pleasing diamond chequer plate texture. The packaging dictates that the models can’t be accepted back into their boxes with these bolsters installed, which is a little annoying.

Three liveries have been produced: original black, olive green and post-1980s yellow (with air brakes). The paintwork and printing is excellent throughout, making for a range of impressive wagons, portraying a vital vehicle type that served BR well for half a century. ***(GD)***

SUMMARY

PROS
- Looks, accuracy.
- Smooth runners.
- High-quality finish.
- Useful prototype.

CONS
- Not a lot.

FINAL VERDICT

Excellent.

West Edge 3D figures and memorials

◆ **GAUGE** 'N', 'OO', 'O' ◆ **MODEL** Colour 3D-printed figures and memorials ◆ **PRICE** Various ◆ **AVAILABILITY** West Edge 3D **Web** *www.westedge3d.com.au/shop*

Readers may associate crisp white wines with the Hunter Valley region of New South Wales, but this corner of Australia is also home to an innovative 3D printing company. Owned and operated by Lindsay O'Reilly, co-founder of Ixion Model Railways, and electronics engineer Moss West, West Edge 3D is developing a new range of products for sale worldwide.

Received for review is a collection of figures and memorials in 'N', 'OO' and 'O', created using a state-of-the-art Stratasys J55 Prime colour polyjet 3D printer, which not only allows for the creation of extra-fine detail, but also prints in a variety of colours, removing the need for painting.

Rendered in polyester resin, the figures are created from the company's own colour scans and, initially, the range consists of contemporary characters, such as the young skateboarder and aspiring musician featured here. Indeed, these 'O' gauge figures feature a fantastic array of tones and shading in their skin, hair and clothing, including patterns on T-shirts, skateboard – even logos on the footwear!







The 'OO' figures are equally impressive, with patterned shirts and crisp detail. Unsurprisingly, the tiny 'N' gauge figures are less distinct, but the shape and colouration are discernible, nonetheless. The colours have a slightly washed-out look, compared to the vividness of many hand-painted figures. However, when placed within a miniature scene and viewed from a normal distance, they look very convincing.

All figures can be printed in any scale from 'N' through to 'G', naturally with more detail and realistic colouration possible in the larger scales.

As well as figures, we also received a variety of cemetery headstones and memorials, and the colour printing process really comes into its own with the weathered marble effects of the stonework. Based on real structures in Sydney's Rookwood cemetery, the statuettes, plinths and carved details (including legible inscriptions!) are exquisite and a collection of these within a churchyard would look amazing.

The range is expanding, with historical figures, structures and railway-themed architectural details in development. Like all 3D-printed items, they can be a little delicate and a few items had been slightly damaged in transit (the skateboard was missing a couple of wheels, for instance). Care is needed when handling, therefore.

Products can be ordered via the West Edge 3D website, with worldwide shipping available via AusPost parcel 'satchels' These satchels can contain up to 0.5kg and are charged at a rate to the UK of AUS$29.40 (approx. £17.00 at the current exchange rate).

This range is definitely worth a look, especially if you're not a fan of having to paint your own miniature figures! ***(GD)***



SUMMARY

PROS

- Exquisite detail.
- Amazing fabric patterns and skin tones.
- Memorials and headstones are superb.

CONS

- Some smaller parts easily broken.

FINAL VERDICT

Fantastic!



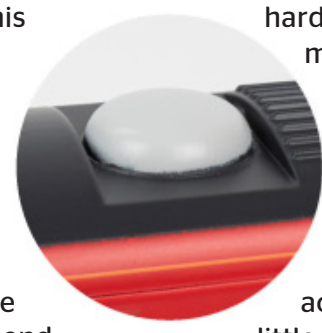
Hornby Mk 4 DVT

◆ **GAUGE** 'OO' ◆ **MODEL** Hornby R40158 Mk 4 Driving Van Trailer 82212, LNER red/grey ◆ **PRICE** £84.99 ◆ **AVAILABILITY** Hornby stockists **Web** *www.hornby.com*

As part of Hornby's drive to create an InterCity 225 set worthy of the 21st Century, the Class 91 (MR301) and Mk 4 coaches (MR303) have now been followed by the Mk 4 Driving Van Trailer (DVT).

Available in original BR InterCity Executive livery, GNER blue/red, Transport for Wales grey/red and, as featured here, in LNER red/grey, the tooling has been designed to allow the DVTs to be rendered in pre and post-2003 condition, with roof and side grille detail differing between the two.

Our LNER-liveried sample sports the key features of GNER's 'Mallard' refurbishment programme, in the form of a rooftop WiFi dome and various transponders, plus a revised grille layout on the left-hand side of the body. As with the Class 91 and revamped Mk 4 coaches, the DVT offers a significant improvement over Hornby's previous iteration, with a much-improved overall profile and finish. In common with the new coaches, the overall specification may be described as 'modest' (depending on your viewpoint) in order to keep the cost reasonable, which is something this reviewer appreciates.



A pivoting, kinematic NEM coupler pocket is fitted to the rear end, allowing the valances to be moulded as part of the chassis, and the nose end now features working LED head and tail lamps, with a switchable day/night function. The lights look great on DC and DCC control, with no discernible light 'bleed' on our sample.

The cab interiors feature a welcome array of console, seat and bulkhead detail, and the bufferbeams can be adorned by a full suite of brake hoses, which are supplied in a small bag for customer installation. The lack of any functioning coupling at the nose end improves the appearance considerably and is unlikely to inconvenience many modellers. The wipers are neatly rendered and, although the handrails are part of the body, they're so well painted that it's hard to tell that they're moulded rather than separately fitted.

The one-piece moulded bogies feature well-defined suspension detail, although the cab access steps are a little clunky. Power is collected from all eight wheels via discreet wiper pick-ups, and a 21-pin DCC socket is located within the body.

The attractive LNER livery has been applied well, although there are noticeably fuzzy edges to the WiFi dome and dark grey roof. Other than that, this is an impressive rendition of the Mk 4 DVT, which has been an unsung staple of East Coast Main Line operations for decades, completing Hornby's upgraded range nicely. ***(GD)***





SUMMARY

PROS
- Much improved looks.
- Smooth runner.
- Effective lighting.

CONS
- A few finish imperfections.

FINAL VERDICT

Great stuff!



Bachmann SECR ‘Dance Hall’ brake van

◆ **GAUGE** ‘00’ ◆ **MODEL** Bachmann Branchline 38-918 SECR ‘Dance Hall’ brake van ◆ **PRICE** £49.95 ◆ **AVAILABILITY** Bachmann stockists **Web** *www.bachmann.co.uk*

Originating from a South Eastern & Chatham Railway (SECR) design from 1918, the Southern Railway also built a small batch of these 25t brake vans during 1926-27. Offering commodious accommodation for the guard (hence the ‘Dance Hall’ nickname), they proved popular with staff, with much of the fleet remaining in everyday use well into the 1950s.

They also proved ideal for use by permanent way teams, with many vans enjoying second careers as part of British Rail’s Departmental fleet, working far and wide (even as far north as Scotland), until their withdrawal in the 1970s.

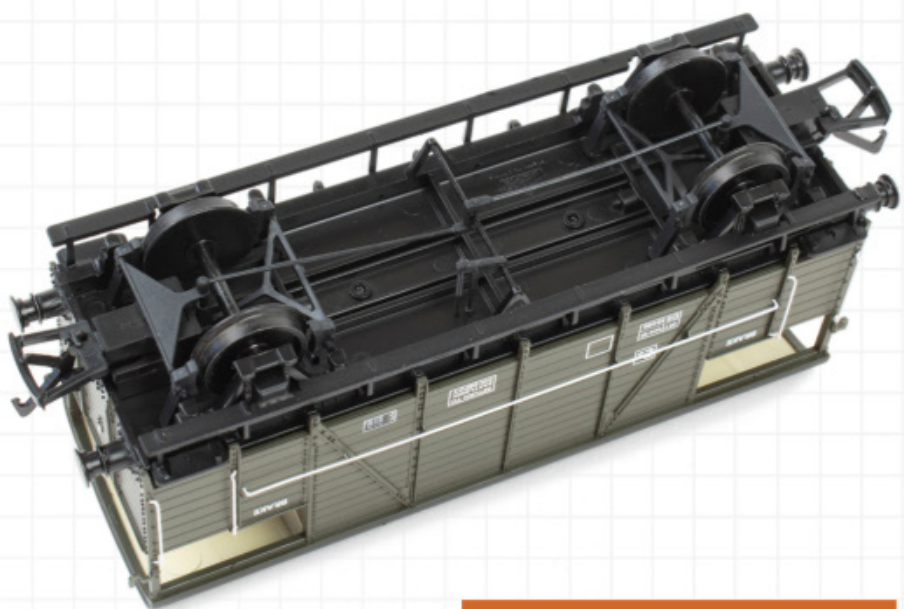
Marking the first time that these popular brake vans have been available in ready-to-run ‘OO’, Bachmann’s new model has plenty to admire straight from the box. Four versions are being offered initially, encompassing original SECR grey, Southern brown (with red ends), early BR unfitted grey and BR Engineer’s olive green; the latter being under review here. Impressively, the tooling reflects a minor change between pre and post-nationalisation versions, with a pair of waist-level lamp brackets adorning the ends on the SECR and SR models. In contrast, the BR versions feature just a single bracket.

All key dimensions are correctly scaled, including the 16ft wheelbase, and blackened disc wheels are fitted to the BR versions, with the earlier types riding on spoked wheels. As well as capturing the prototype’s character, the bodyshell features excellent detail relief, with the planks, framework and fastener heads all crisply moulded.

Fine wire handrails are fitted throughout and the sense of relief in the solebars is impressive, as is the rendition of the suspension and axleboxes. The footboards retain a delicate visual appearance and, looking underneath, the brake yokes and cross shafts are included. A longitudinal crank is provided as a separate part for customer fitting, and installation is simple (instructions are provided). It would have been nice to have a set of lamps and cosmetic three-link couplings supplied within the detail bag, however.

The buffers are not sprung and two of the metal heads fell out of the shanks and had to be glued back into place. Other than that minor issue, it’s hard to find fault. The veranda bulkheads are painted in contrasting colours, including the floorboards and underside of the roof, while the interior moulding features a stove, bench and desk.

Overall, the paintwork and printing are immaculate, presenting a very attractive – and authentic – model. ***(GD)***



SUMMARY

PROS
- Immaculate finish.
- Smooth runner.
- Interesting prototype.

CONS
- Loose bufferheads.

FINAL VERDICT

A dance hall classic!



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Made by: Rapido Trains

Motor: Five-pole

DCC socket: Next18

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

£149.00

£134.10 price for subscribers





BR BLACK, EARLY EMBLEM (PRISTINE)

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

BR BLACK, EARLY EMBLEM (WEATHERED)

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

BR BLACK, LATE EMBLEM (PRISTINE)

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

BR BLACK, LATE EMBLEM (WEATHERED)

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

GWR GREEN

- MR-306: GWR green No. 1638

‘BUSBY’ CHIMNEY

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

NCB GREEN

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

PRESERVED GREEN

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





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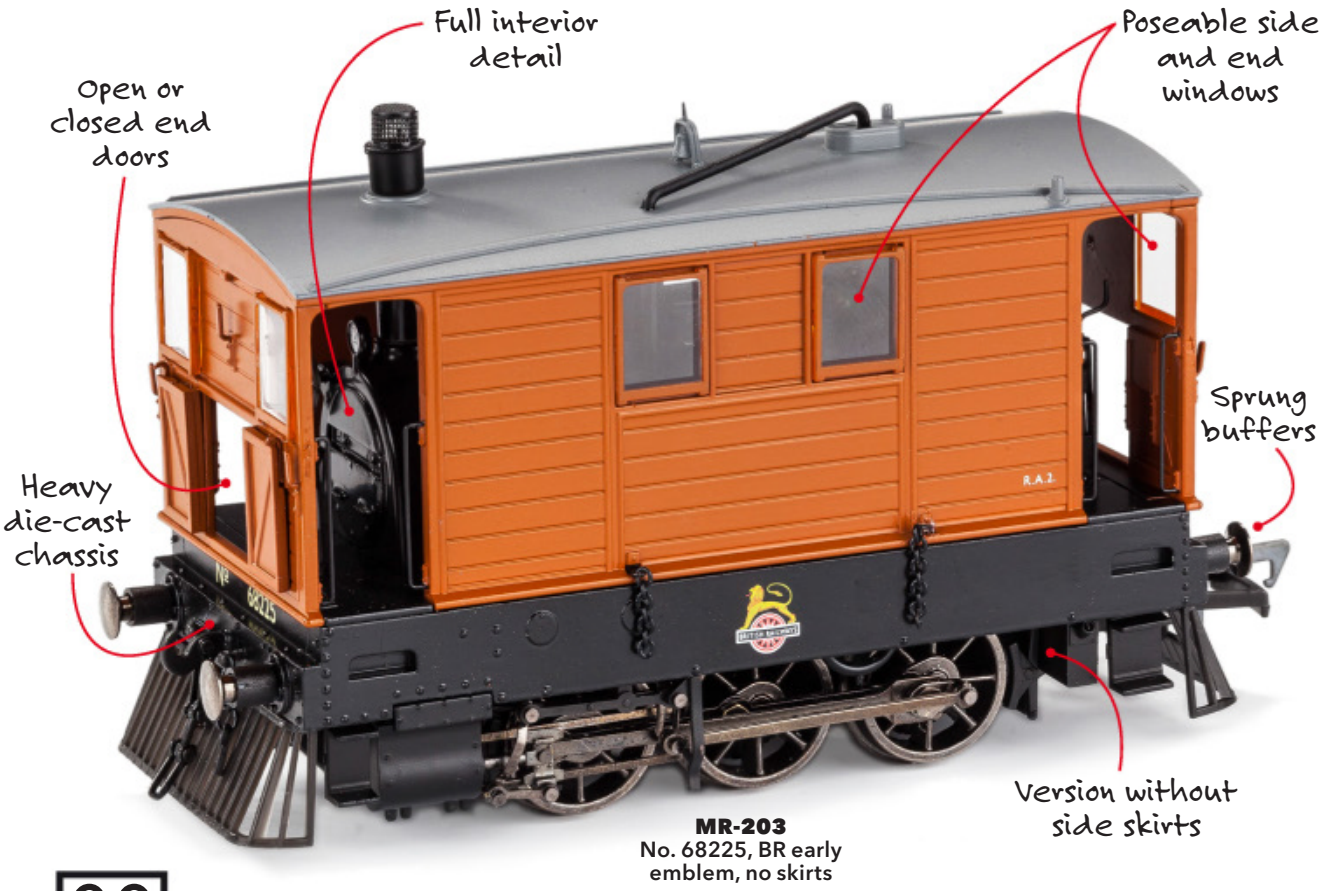

MR-203
No. 68225, BR early emblem, no skirts

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.

£127.50

£114.75 price for subscribers

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MR-201 No. 68219, BR early emblem



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



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



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



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



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



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



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



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



MR-210 No. 7139, LNER lined livery

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00 GAUGE



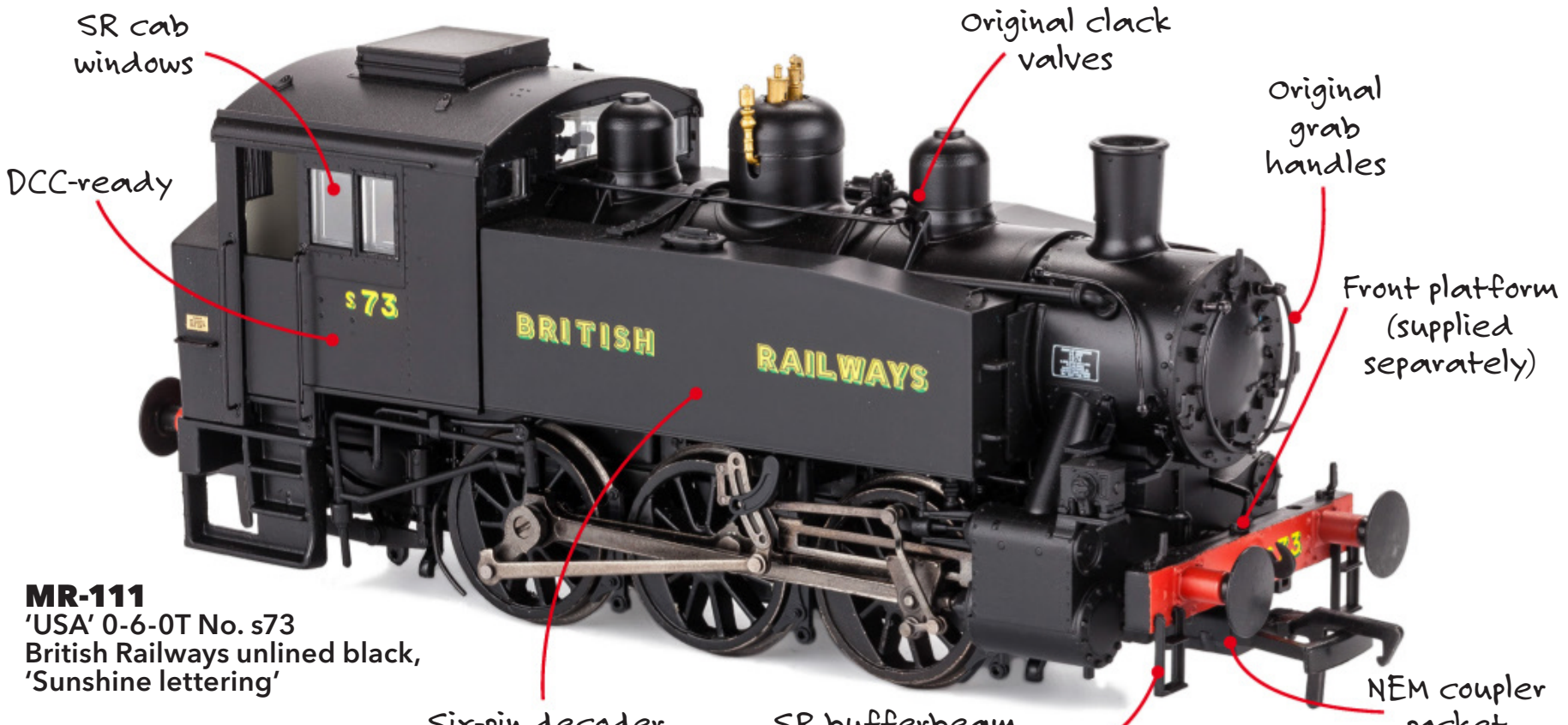
MR-104A
‘USA’ 0-6-0T
No. 30064, in BR lined green

Specification list

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

MR-111
£129.95

£116.95 price for subscribers



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

We’ve frozen the original 2017 price on these models

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

£124.95

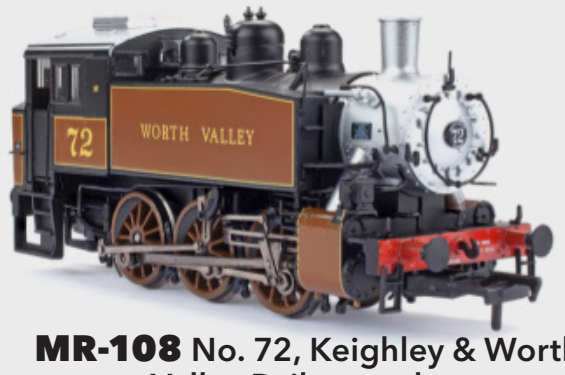
£112.46 price for subscribers



MR-101 No. 1968, USATC black



MR-107 No. 36, National Coal Board black



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



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



Price: £235.00
£211.50 price for subscribers

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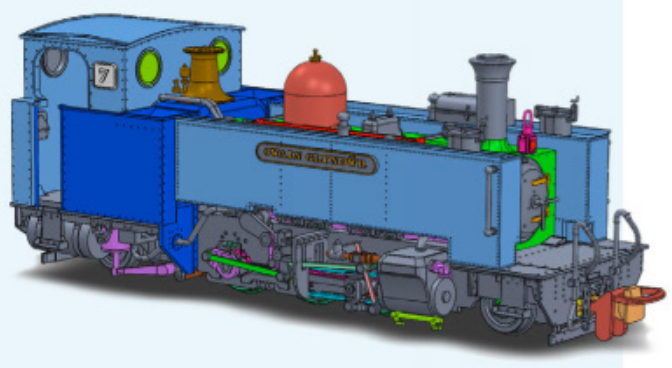

009 GAUGE **Vale of Rheidol 2-6-2T**



00 GAUGE **Ruston 'PWM' 0-6-0DE**
Produced by Heljan in partnership with Kernow MRC



00 GAUGE **BR Class 11 0-6-0DE**
Produced by Heljan

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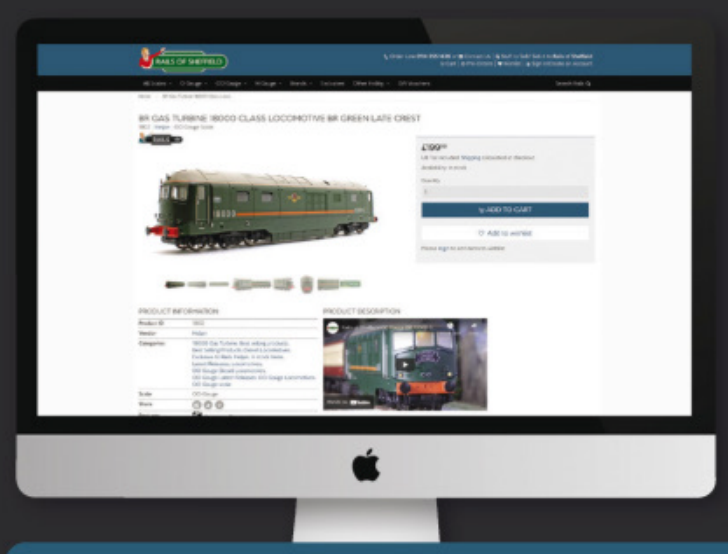

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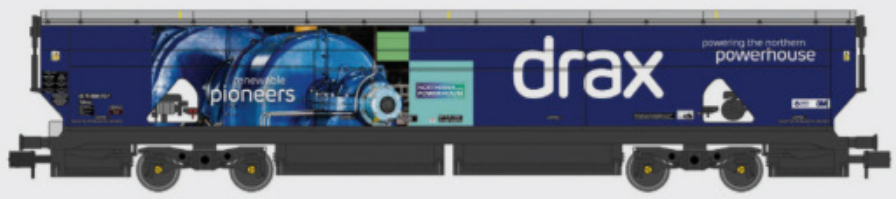

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Class 45 Peak
Stage: Deco Samples **Due:** Oct 2022
Price: from £143.65 **Digital:** 21-pin



Class 59
Stage: Painted Samples **Due:** Late 2022
Price: from £136.31 **Digital:** 21-pin



BR NBL Prototype 10800
Stage: Engineering Sample **Due:** 2023
Price: from £199.71 **Digital:** 21-pin

OO Gauge Multiple Units



Class 104 DMU
Stage: Engineering Samples **Due:** 2023
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OO Coaches & Wagons



Genesis 4 & 6 Wheel Coaches
Stage: Deco Samples **Due:** 2022/ 23
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BR Mk2B Coaches
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GWR 'Toplight City' Coaches
Stage: Deco Bodyshells **Due:** 2023
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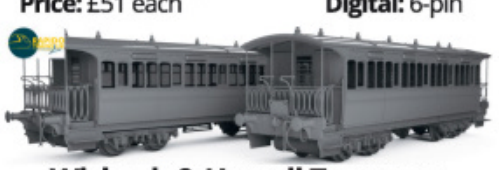

Wisbech & Upwell Tramcars
Stage: CADs **Due:** 2023
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Siphon G Vans
Stage: Deco Samples **Due:** Q4 22/ Q2 23
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SECR 6-wheel Brake Van
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14t Air Ministry Tank Wagons
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Price: £29.75 each **Digital:** N/A



SR 8-Plank Wagons
Stage: Engineering Samples **Due:** 2023
Price: £28.01 each **Digital:** N/A



VIX Ferry Vans
Stage: Engineering Samples **Due:** Q4 2022
Price: £39.06 each **Digital:** N/A



GWR 10t Iron Mink Vans
Stage: Engineering Samples **Due:** Q4 2022
Price: £28.01 each **Digital:** N/A



45t OAA Wagons
Stage: CADs **Due:** Q4 2022
Price: £33.96 each **Digital:** N/A

N Gauge Steam Locos



LSWR Class M7 0-4-4T
Stage: Prototype **Due:** Q4 2022
Price: £83.21 **Digital:** Yes - PCB swap



SR 'Light Pacific' 4-6-2
Stage: CADs **Due:** Q1/2 2023
Price: from £175.91 **Digital:** 18-pin

N Gauge Diesel Locos



Class 28 Co-Bo
Stage: Early sample **Due:** TBC 2022
Price: from £101.96 **Digital:** 18-pin



Class 44 'Peak'
Stage: CADs **Due:** 2023
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Class 59
Stage: Engineering Samples **Due:** Q4 2022
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N Gauge Wagons



JHA 102t Hopper Wagons
Stage: Engineering Samples **Due:** Q3/ Q4 2022
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SECR Wagon Packs
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O Gauge Steam Locos



Class J94 Austerity 0-6-0ST
Stage: CADs **Due:** 2023
Price: from £212.50 **Digital:** 21-pin



Class B4 0-4-0T
Stage: Deco Samples **Due:** Q4 2022
Price: from £195.50 **Digital:** 21-pin



Class 3MT 2-6-2T
Stage: CADs **Due:** Q3 2023
Price: from £488.75 **Digital:** 21-pin

O Gauge Diesels/ Electrics



Class 26
Stage: Deco Samples **Due:** Q4 2022
Price: from £509.15 **Digital:** ESU XL



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



Class 45 'Peak' Re-Tool
Stage: Early sample **Due:** Q3 2023
Price: £534.65 **Digital:** ESU XL



Class 55 'Deltic'
Stage: Early sample **Due:** 2023
Price: from £594.15 **Digital:** ESU XL



Class 66
Stage: Engineering Sample **Due:** Q4 2022
Price: from £285.92 **Digital:** 21-pin

Class 73 'Electro-Diesel'
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GWR Streamlined Railcar
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Class 117 2/ 3-car DMU
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O Coaches & Wagons

Stroudley 4 Wheel Coaches
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Mk2 & Mk2A Coaches
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Price: from £237.15 **Digital:** N/A

Mk1 Covered Carriage Trucks
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LMS 50ft Inspection Saloon
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Price: TBC **Digital:** TBC

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LBSCR Class E1 0-6-0T
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Class 02 Shunter
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Class 26/1
Stage: Engineering Sample **Due:** Q2 2023
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Class 31
Stage: Engineering Samples **Due:** Q2 2023
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Class 37/0, 37/4 & 37/6
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Class 45 Peak
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Price: from £143.65 **Digital:** 21-pin



Class 59
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Price: from £136.31 **Digital:** 21-pin



BR NBL Prototype 10800
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Price: from £199.71 **Digital:** 21-pin

OO Gauge Multiple Units



Class 104 DMU
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Price: from £296.65 **Digital:** 21-pin

OO Coaches & Wagons



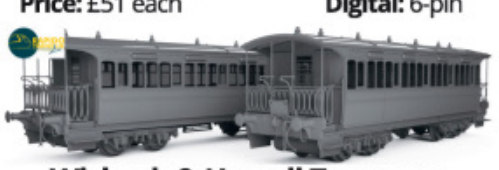
Genesis 4 & 6 Wheel Coaches
Stage: Deco Samples **Due:** 2022/ 23
Price: from £33 **Digital:** 18-pin



BR Mk2B Coaches
Stage: Deco Samples **Due:** Q4 2022
Price: £59.95 each **Digital:** Yes



GWR 'Toplight City' Coaches
Stage: Deco Bodyshells **Due:** 2023
Price: £51 each **Digital:** 6-pin



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GWR 10t Iron Mink Vans
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Price: £28.01 each **Digital:** N/A



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Price: £33.96 each **Digital:** N/A

N Gauge Steam Locos



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N Gauge Diesel Locos



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Class 44 'Peak'
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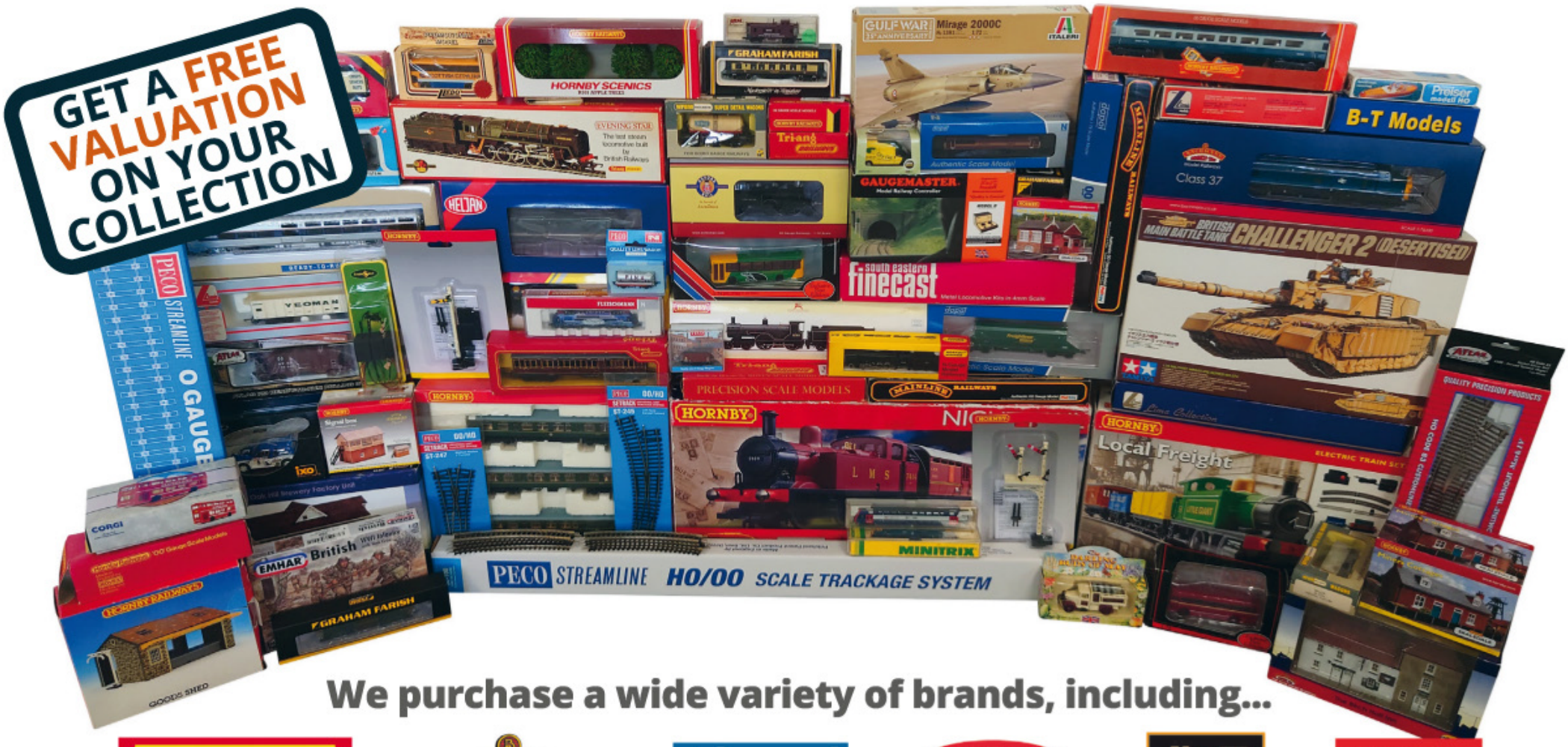

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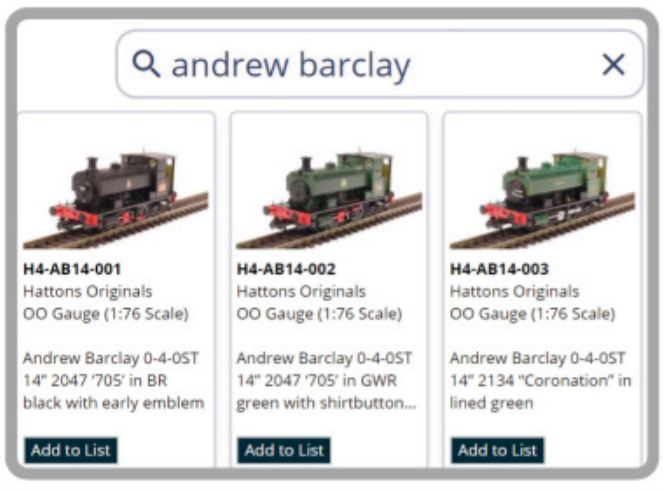

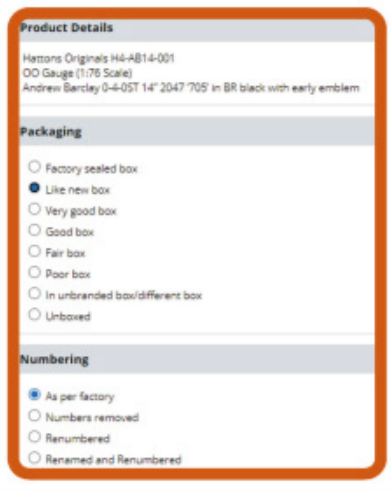

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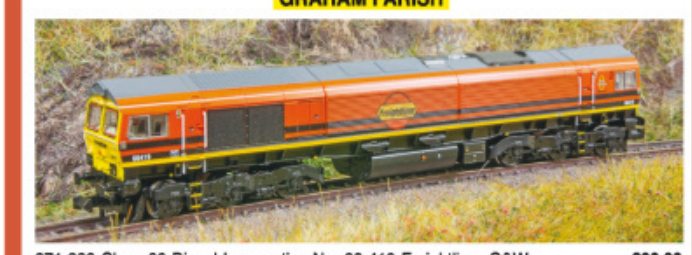

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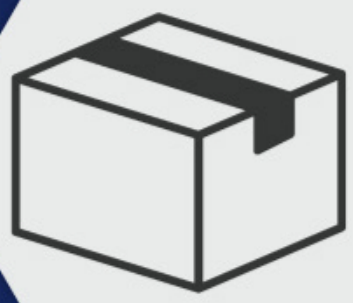

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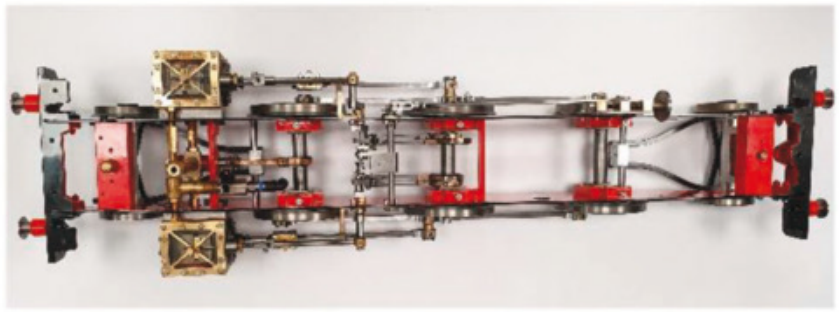





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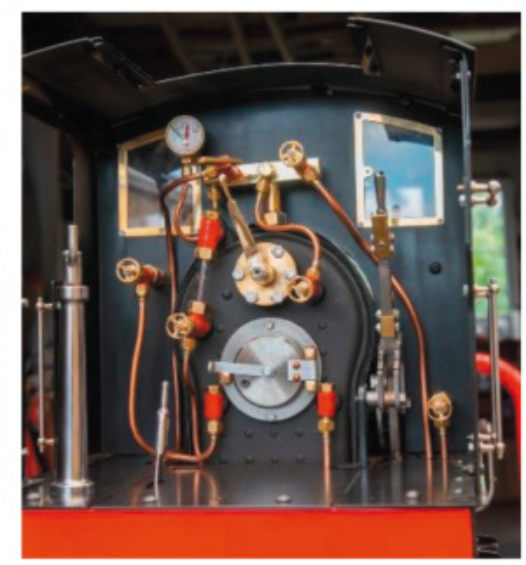





Supplied fully machined, assembly requires hand tools only – no riveting, soldering or other complex processes. Kit includes **British** made boiler UKCA & CE stamped and accepted under Australian AMBSC regulations.

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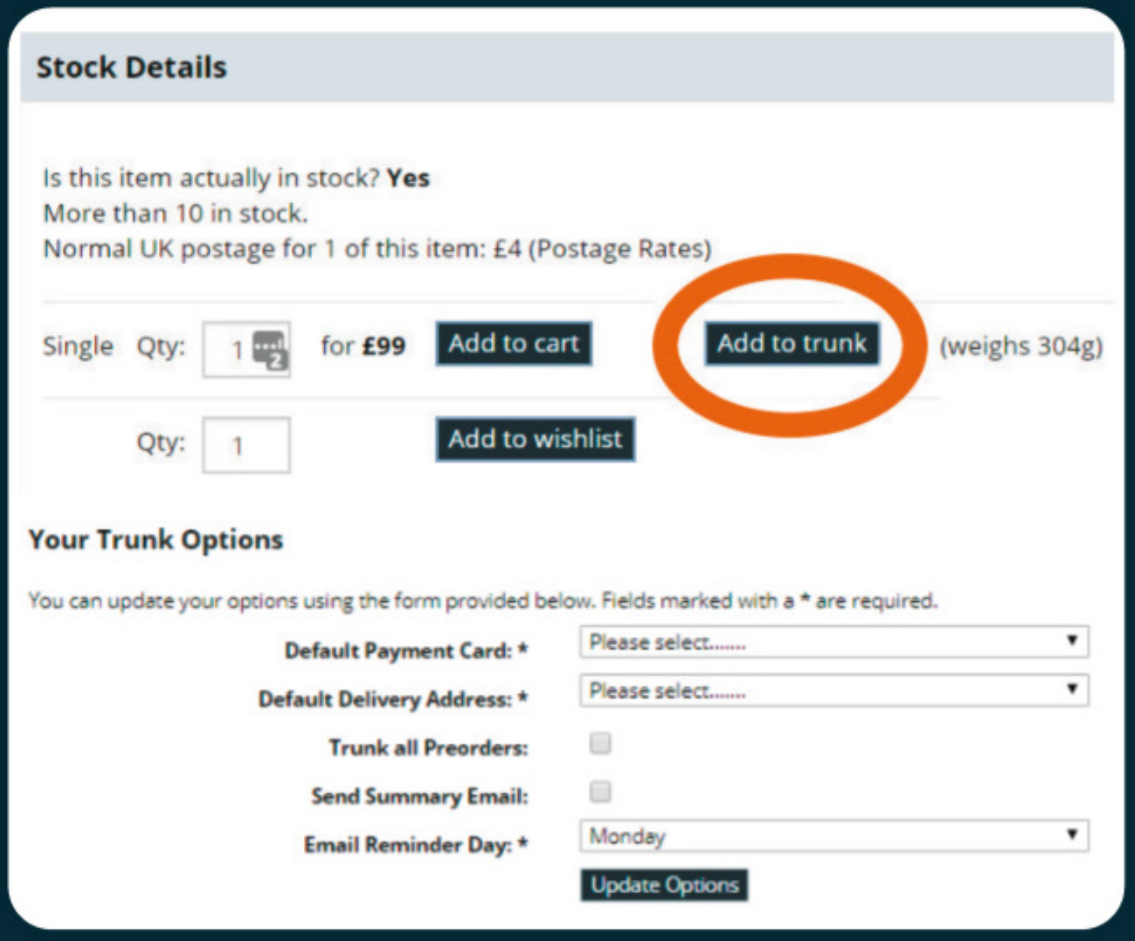

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GMC-U	Single Track Controller with Simulation (GMC-T1/M1/WM1)	£60.00
GMC-UF	Single Track Controller with Feedback (GMC-T1/M1/WM1)	£55.00
GMC-UO	Single Track Controller with Simulation for O (GMC-T2/M2)	£80.00
GMC-UD	Twin Track Controller (GMC-T1/M1/WM1)	£70.00
GMC-UDS	Twin Track Controller with Simulation (GMC-T1/M1/WM1)	£100.00
GMC-UQ	Four Track Controller (GMC-T1/M1/WM1)	£110.00

Walkabout and Hand Held Controllers
(All GMC-T1/M1/WM1)

GMC-W	Single Track Walkabout Controller	£45.00
GMC-HH	Single Track Handheld Controller with Feedback	£50.00

Transformers

GMC-M1	Cased Transformer 16V AC	£65.00
GMC-M2	Cased Transformer 18V AC 2.5V	£65.00
GMC-M3	Cased Transformer 24V AC	£65.00
GMC-M4	Cased Transformer 12V AC	£65.00
GMC-T1	Open Transformer 2x 16V AC 1a	£35.00
GMC-T2	Open Transformer 18V AC 2.5a	£35.00
GMC-T3	Open Transformer 24V AC	£35.00
GMC-T4	Open Transformer 2x 12V AC 1a	£35.00
GMC-WM1	Wall Mounted Transformer 16V or 12V DC 1.1a	£25.00
GMC-WM2	Wall Mounted Transformer 9v DC (1600mA) 1.6A	£25.00
GMC-WM3	Wall Mounted Transformer Kato Unitrack UK Power Supply	£25.00
GMC-WM4	Wall Mounted Transformer 12v DC Smoothed for Lighting	£25.00
GMTFK1	Transformer Fitting Kit for T1/T3/T4	£15.75
GMTFK2	Transformer Fitting Kit for T2	£15.75

See the **GM365** Gaugemaster Catalogue (£5.00) for more details

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All the buildings shown in this beautiful diorama are available in both 00 Scale & N Scale.
The complete Diorama measures just 50cm x 50cm which demonstrates the quantity of Metcalfe Buildings that fit into a small space.





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00 SCALE PO373 / N SCALE PN973



LOW RELIEF No 7 HIGH ST. SHOP
00 SCALE PO374 / N SCALE PN974

RAILWAY STRUCTURES
(used in the Diorama)



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STONE 00 SCALE PO245 / N SCALE PN144
BRICK 00 SCALE PO244 / N SCALE PN145



TUNNEL ENTRANCE SINGLE TRACK
00 SCALE PO243
N SCALE PN143



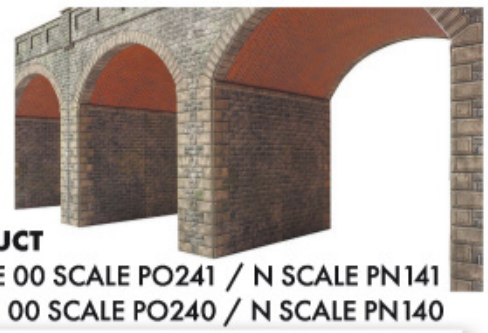
LOW RELIEF CINEMA & SHOPS
00 SCALE PO206 / N SCALE PN170



STONE FOUNTAIN SET
00 SCALE PO522 / N SCALE PN823



FOOTBRIDGE
00 SCALE PO236
N SCALE PN136



VIADUCT
STONE 00 SCALE PO241 / N SCALE PN141
BRICK 00 SCALE PO240 / N SCALE PN140



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00 SCALE PO262 / N SCALE PN104
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00 SCALE PO261 / N SCALE PN103



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00 SCALE PO263 / N SCALE PN116

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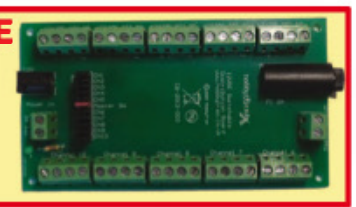


Following the success of our original 12VDC switchable distribution board we have improved the design and it's now even easier to wire and features 10 independently switchable channels plus a master control switch.

Cobra Cable baseboard wiring system



Building an exhibition layout? Then you need our Cobra Cable! Two terminal boards fit either side of a baseboard joint and our ingenious cable connects the two. Unlike off-the-shelf cables we make ours from 16/02 cable capable of carrying 3A per terminal meaning it can carry all your electrical signals across a baseboard joint including **point motor wiring** and **DCC bus** connections. When it's time to dismantle, simply unplug the cable at either end. Comes as a complete kit with two easy wire terminal boards, 1m Cobra Cable and full instructions.
9 way £22.95 15 way £26.95 25 way £36.95

Warm white 12VDC LED modules



Our own design! These tiny 12V LED modules easily fit inside a building and create a warm white glow to simulate incandescent bulbs. Simply connect to any 12VDC supply or our 12VDC distribution board.
Just **£2.99 each** or **£9.99 for a pack of 10**.
Also available in modern cool white.

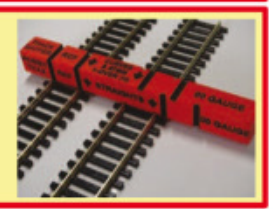


LOCO GO! - Wheel AND pickup cleaner - 200ml just £6.99



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

NEW PRODUCT – Track Gapper 00 gauge



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

ANNOUNCING THE EYE-CHOO CAMERA WAGON!

Ideal for YouTube



Ever wondered what your layout looks like from the drivers eye view? Well now you can film it using our brand new camera wagon! Simply couple our wagon to the front of your loco, press the record button and send it round your track. **Our camera will** record the view for you to play back on your computer. You can edit your footage for use on YouTube. It even records sounds too, so use a sound equipped loco for even more realism. Records at full 1080p at 30fps. Comes complete with camera wagon, SD Card, USB cable and full instructions. 00 Gauge only. For DC & DCC. **Only £89.95**

Hobby Trax Scenic range



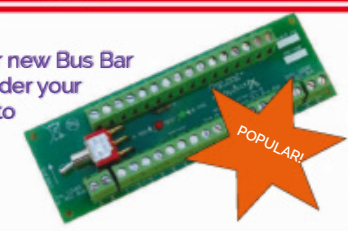
We have a rapidly expanding range of scenery products covering all seasons and gauges! Ballast from £7.99 per kg. Huge 50g lichen bag £4.99.
Coal (various grades) 250g £2.99 All very clean and not dusty!

NEW PRODUCT – Light upgrades for Hornby Intercity 125



We have developed a new range of products to improve the lighting on the original Hornby Intercity 125's. Fix those faulty lights with our new kit comprising new brighter bulbs and reflective foil to remove the light spill around the drivers cab window. Supplied with detailed fitting instructions **Just £2.95**
Now available LED version with red and white LED's changing according to the direction of travel. DCC only.
Just £10.95 per pair. Full instructions supplied.

DC and DCC Bus Bar with isolate function



Struggling to wire bus connections under your layout? Our new Bus Bar makes it easy! For DCC use simply fit one of our boards under your layout every few feet or so and connect all your droppers to the nearest board. 16 easy screw terminals give up to 5A per board. Got a short circuit somewhere? Use the unique isolate function to help you find out where. Also ideal for DC use to split a PSU output. **£5.95 each**

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5/01 ultra-fine cable for wiring models etc	£4.95 / N/A
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6 core 7/02 cable	£3.75 / £24.99
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Tyson CDU (std/xtra) £10.95 / £14.95

New Product – Track Wand tester for DC and DCC

Traditional track testers are great for proving you have power on straight and curved sections of track. But what about all those fiddly little bits around the points? How can you be sure the point blades and frogs are actually live?? Well the answer is to use a Hobby Trax Track Wand! Simply clip the end to one rail and use the tip to test individual rails. The de vice automatically shows a DCC signal or DC voltage (and even the polarity!) You can even wiggle* the point blades whilst testing to see if you have a loose connection. No batteries required. Works with all gauges and controllers.
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* technical term!

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New from Hobby Trax: NCE Programming track switch

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

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



NCE CONTROLLER CADDY



Keep your control panel neat with this controller holder for the NCE. Why not also buy our exclusive curly cable too? You can use ours without the power booster!

NEW - DCC Decoder Putty Just £2.59

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

New Product – DC Stay alive capacitor



A stay-alive capacitor for DC (analogue) locomotives??? Yes it's possible! These are only small so don't expect it to power your loco half way around the track, but they should get you over a dodgy set of points. Two different sizes available either as hard-wired or with 8 pin DCC plug. **Prices from just £3.99**
Coming next month: Stay-alive for all Hornby DCC decoders!

Hobby Trax are hiring!



We are currently looking for an experienced electronics engineer with DCC experience and a sound understanding of EMC requirements to work with us on some exciting new projects. This position would be ideal for someone self-employed and working from home with their own PCB design software. If you are interested please either send us an email to sales@hobbytrax.co.uk or call us on 0345 065 4472 and we will provide you with more details.

New Product – Curly controller cables!



Getting tied up with your flat cables, well try our NEW curly cables! For NCE or Gaugemaster controllers (all types) 0.5 to 1.5m extended.
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"Tripping over your flat controller cable? Try our NEW curly ones!"

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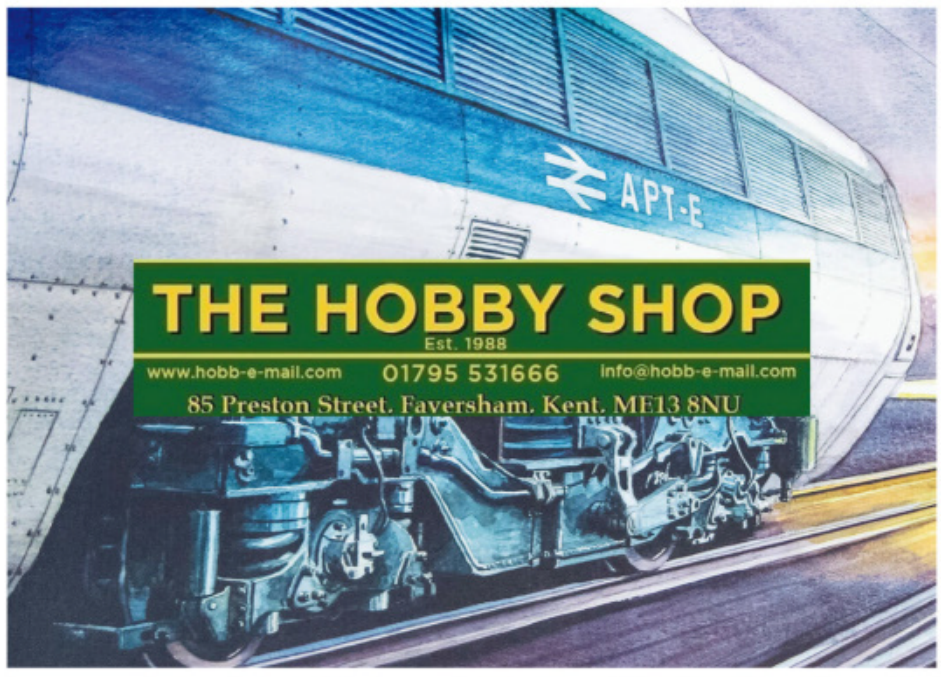



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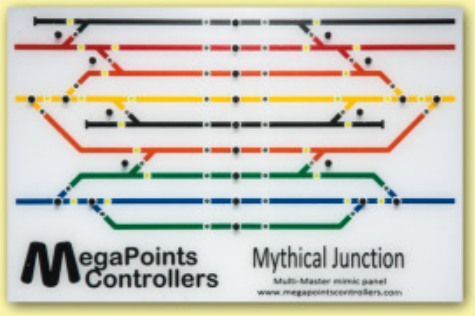

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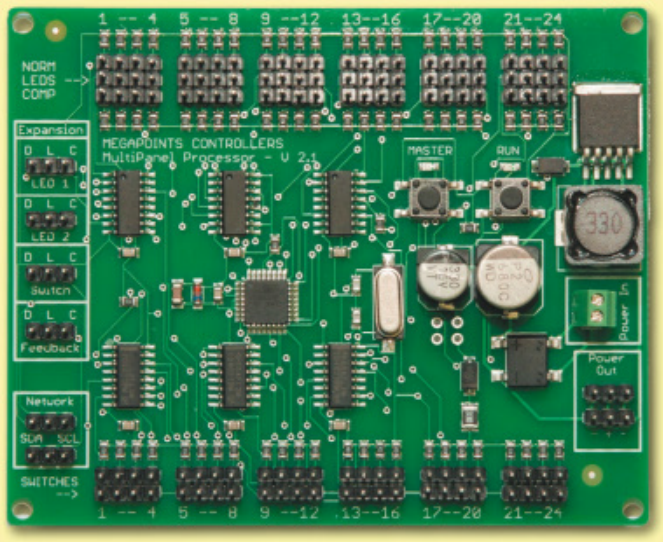

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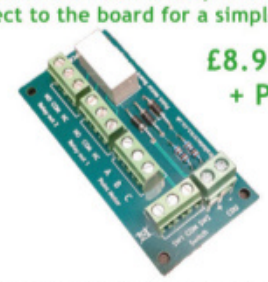

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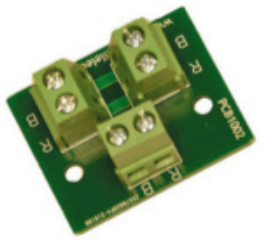

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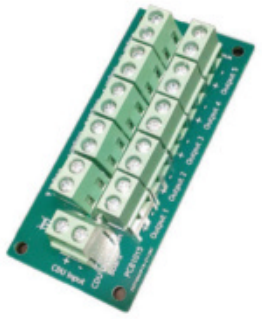

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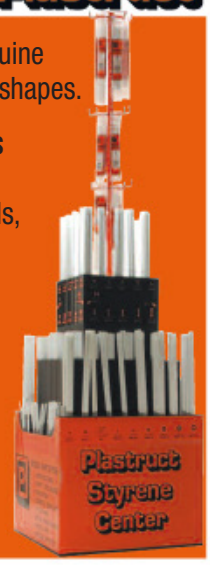

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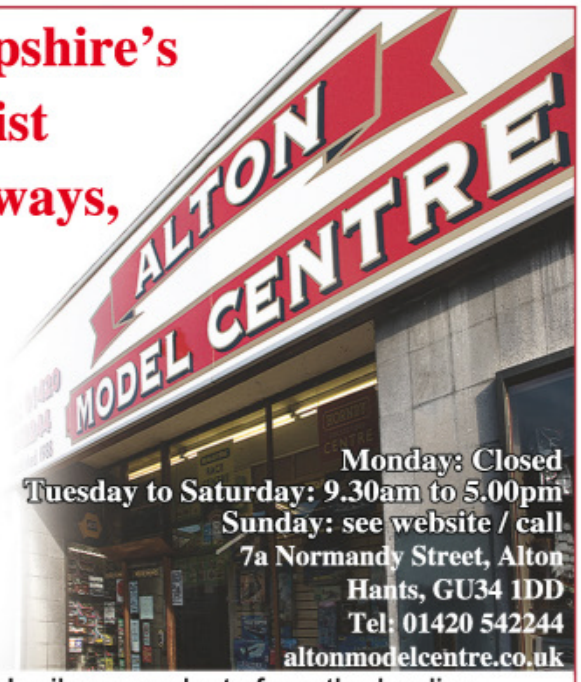

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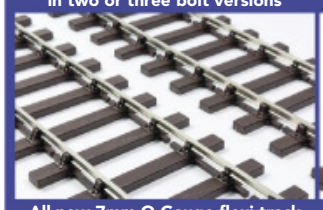
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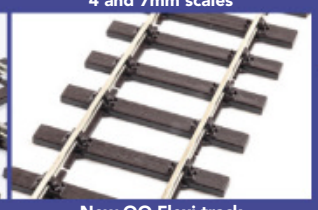
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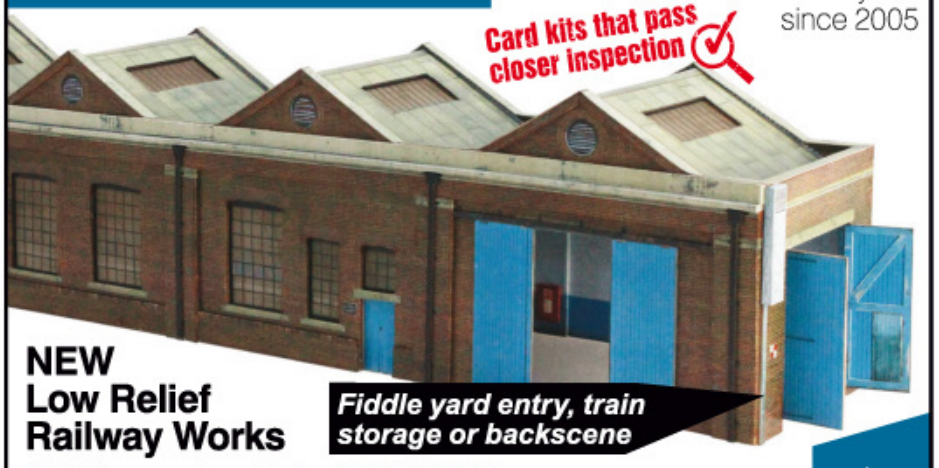

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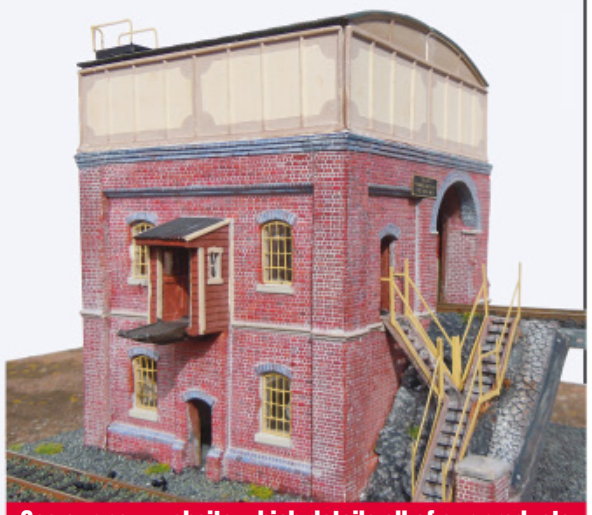

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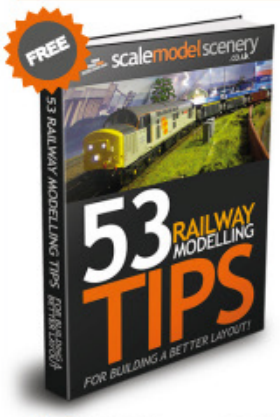

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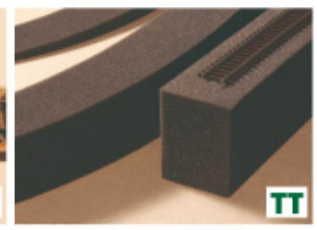
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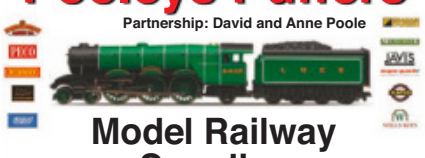

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COLOUR RAIL

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…

Locomotive: LMS un-rebuilt 'Royal Scot' 4-6-0
Gauge: '00'
Proposed by: W.D. Jackson

What is it?

Designed under the auspices of Sir Henry Fowler and introduced in 1927, the first batch of these 4-6-0s (No. 6100-6149) was built by the North British Locomotive Works, Glasgow, owing to LMS works being at full capacity. NBL had recently built 'King Arthur' 4-6-0s for the Southern and, consequently, some similarities exist between the two types.

From the offing, the 'Royal Scots' became a mainstay of LMS main line passenger services and performed extremely well, with a second batch of locomotives (Nos. 6150-6169) being duly built by the LMS at Derby in 1930. Of note is that LMS-built No. 6152 permanently swapped identities with the first NBL locomotive to become the new No. 6100 *Royal Scot*, heading to the USA in 1933 to be displayed at the World's Fair in Chicago.

With the introduction of Stanier's 'Princess Royal' and 'Coronation' 4-6-2s in the 1930s, the 'Royal Scots' were moved onto other passenger work, such as Leeds-Carlisle Fast services. Rebuilt by Stanier from 1943, with tapered boilers and double chimneys, the performance of the 'Scots' was markedly improved, with the entire class being so treated by 1955.

What would make it viable?

We have had a splendid rebuilt 'Royal Scot' in Hornby's range since 2007 and Bachmann Branchline also produced original and rebuilt 'Scots' for many years. Bachmann/Kader Industries improved the 1980s tooling and relaunched the original 'Royal Scot' in the mid-1990s, but the model has been out of production for few years now.

While a newly tooled body would likely be necessary for today's market, Bachmann's existing 'Jubilee' or 'Patriot' chassis could be adapted without too much difficulty and suitable Fowler and Stanier tenders already exist within the current Bachmann range.

Can I see a real one?

Not in original condition. The entire class was rebuilt with Stanier's tapered boilers between 1943-1955, although two of those rebuilds were subsequently preserved.

COLOUR RAIL



Have your say

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

How to join in

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

Backscene



Chris Leigh offers some thoughts on prototype fidelity and asks just how far the model manufacturers should go…

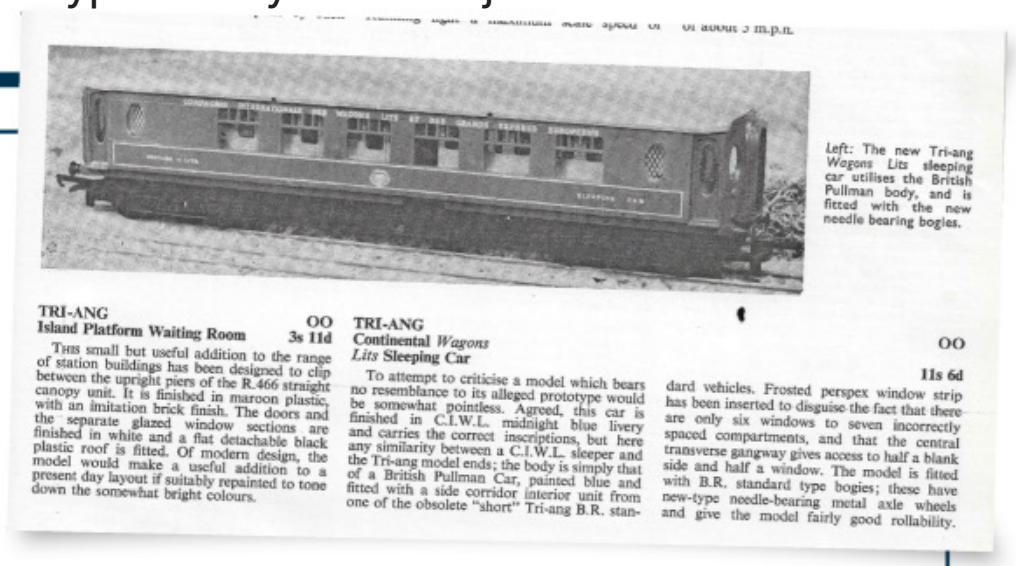
What do we want?

Back in 1963, shortly before I joined the editorial team on *Model Railway Constructor*, this review (right) appeared in the magazine. It was written by Alan Williams, the magazine's editor and my first boss. I believe it was Alan's reviews which set new standards and which contributed to the pressure to improve ready-to-run models.

In those days, many modellers were intent upon driving up the standards of ready-to-run models with regard to such basics as scale length, accurate proportions and running qualities. We've come a long way in the intervening 60 years. Indeed, we've probably come further than we expected. Developments in toolmaking have meant that we can now have alternative slides which fit into the main tools in order to change details. This has enabled era-specific details to be changed so that we can have very precise models of individual locomotives, for instance, at a particular moment in their career.

Of course, such sophisticated tooling has a cost and it also has physical limitations. In short, you can't necessarily incorporate every detail variation into a single suite of tools. Sometimes a complete suite of tools will be needed for a particular detail variation and then, the projected sales for that particular variant will dictate whether tooling it up is viable or not.

In some cases there's little doubt that even the most complex tooling arrangement will be viable. I imagine, for instance, that the latest 'OO' Class 55 'Deltic' was an ideal candidate for tooling all the necessary variations. It was a small class of largely standard locomotives with a huge enthusiast following and earlier offerings all left something to be desired. Produce a new, state-of-the-art model that avoids all the previous shortcomings and you can expect to sell enough of any variant .



Left: The new Tri-ang *Wagons Lits* sleeping car utilises the British Pullman body, and is fitted with the new needle bearing bogies.

TRI-ANG OO
Island Platform Waiting Room 3s 11d

THIS small but useful addition to the range of station buildings has been designed to clip between the upright piers of the R.466 straight canopy unit. It is finished in maroon plastic, with an imitation brick finish. The doors and the separate glazed window sections are finished in white and a flat detachable black plastic roof is fitted. Of modern design, the model would make a useful addition to a present day layout if suitably repainted to tone down the somewhat bright colours.

TRI-ANG OO
Continental *Wagons Lits* Sleeping Car 11s 6d

To attempt to criticise a model which bears no resemblance to its alleged prototype would be somewhat pointless. Agreed, this car is finished in C.I.W.L. midnight blue livery and carries the correct inscriptions, but here any similarity between a C.I.W.L. sleeper and the Tri-ang model ends; the body is simply that of a British Pullman Car, painted blue and fitted with a side corridor interior unit from one of the obsolete "short" Tri-ang B.R. standard vehicles. Frosted perspex window strip has been inserted to disguise the fact that there are only six windows to seven incorrectly spaced compartments, and that the central transverse gangway gives access to half a blank side and half a window. The model is fitted with B.R. standard type bogies; these have new-type needle-bearing metal axle wheels and give the model fairly good rollability.

That applies equally to such models as the Class 37 and Class 47s, where revamps of existing products will be likely to satisfy demand, but what of the need to broaden the field? The market for Class 37s, 47s and even 'Deltics' becomes saturated, as Lima found to their cost. This, despite a range of keenly priced locomotives which lent themselves to specific detailing projects for which an eager cottage industry provided all the necessary bits.

Heljan proved that there was a market for one-off prototypes with its models of *Lion* and *Kestrel*. Rails of Sheffield joined Heljan to add the Western Region gas turbines to the growing list of ready-to-run 'odd-balls'.

The balance of the odd-ball market has been taken up by announcements from KR Models, whose unique aim is make available those locomotives that none of the other manufacturers have yet touched. KRM began with the gas turbine GT3 and has just released the Fell diesel-mechanical, ahead of a raft of attractive oddities ranging from *Bellerophon* to Bulleid's double-deck EMU. However, the overall model railway market is shrinking and the industry is becoming more adept at making short runs that can be viable. What it can't do is to reduce the costs of that sophisticated tooling to make very short runs viable where the changed detail is not of great significance and where the likely demand is insufficient to justify the cost.

So KRM just threw us a curve ball. The Fell has one side detailed to suit the original, black-liveried version, and the other side detailed to suit the final late crest, lined green version. To be fair, the difference is a window and two plated-over grilles compared to three separate grilles. It does not really affect the look of the model and if you didn't know and were not told, would you be likely to spot it? More importantly, how many modellers would have been willing to pay the extra costs of tooling two different bodyshells? Or, conversely, how many potential buyers will be put off by the fact that it does not represent, precisely, the locomotive at a particular point in its career?

On many layouts, mine included, you can only see one side of a model, so does it matter if the other side is not precisely correct in some details? We no longer have those compromises where a model is under scale length or where the wrong bogies or underframe are used for the sake of convenience because they already exist.

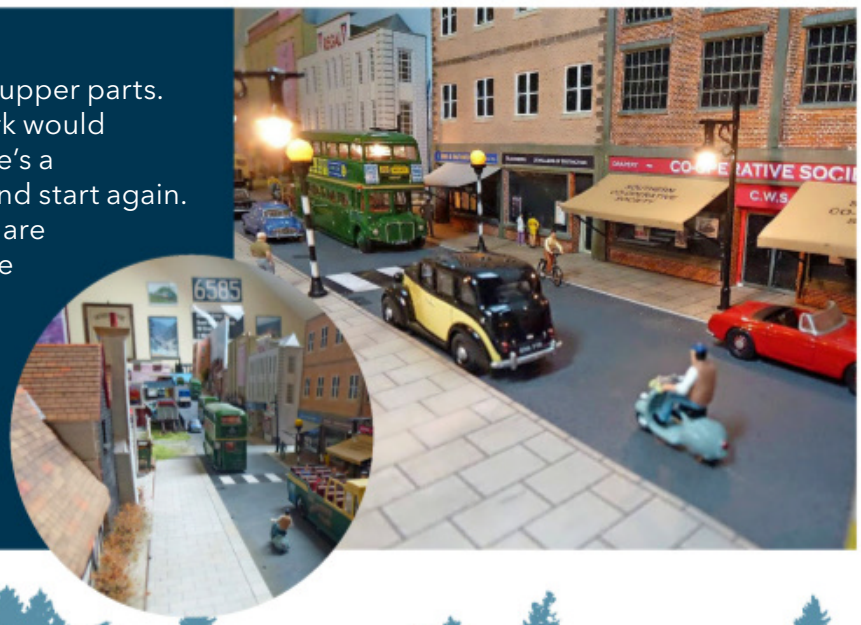
Such compromises made those models viable when they might otherwise have not appeared. Would we have preferred to go without the Lima 'Deltic' with its undersize bogies, or the Tri-ang Hornby Class 37 with its Class 47 bogies, to name but two? Maybe the answer lies in 'horses for courses' – some models will always justify the expensive tooling variations and others won't. Maybe we have to re-learn how to compromise a little in those cases where any half-decent model is preferable to no model at all?



Never finished?

There's an old saying in the hobby, that a layout is never finished. In my case, I think that's true, but it is probably because my layouts seem to take one step forwards and two back. This photograph, for instance, was taken to mark completion of St Petrock High Street several years ago and a similar viewpoint taken recently shows that the street lights no longer work (the whole lot needs re-wiring) and although the left side of the street has now been completed, the sky backscene has gone missing and the theatre has suffered considerable damage to its upper parts.

To be fair, a half-day's work would probably restore it, but there's a temptation to tear it down and start again. I have several dioramas that are taking storage space and are no longer of use – the Worcester vinegar works and a New York subway station being two of them. I could scrap them, recover the buildings and use them on the layout…



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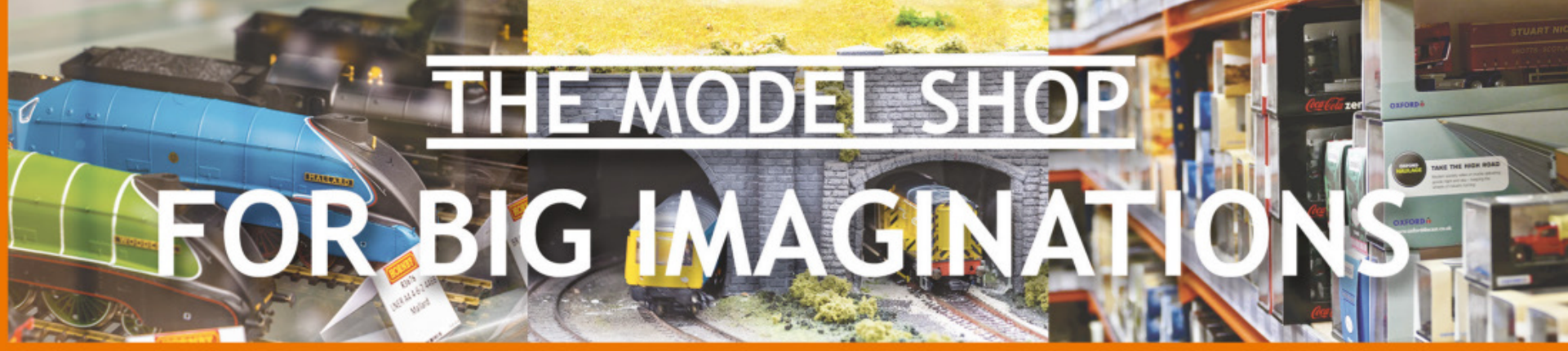

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25 YEARS OF LANDMARK MODELS

Celebrating 25 years of Model Rail 1997 - 2022








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Celebrating 25 years of Model Rail 1997 – 2022

WELCOME

Way back in the very first standalone issue of *Model Rail* magazine, in Autumn 1997, our review pages featured a raft of new livery versions of existing models. Reflecting the state of Britain's recently privatised railways, manufacturers suddenly had a greater range of colour schemes to choose from. Great Western Trains colours were rolled out for Lima's 'OO' gauge High Speed Train, GNER blue/red adorned Hornby's Mk 3 coaches, while the soon-to-be obsolete Loadhaul black/orange livery was offered for the Graham Farish Class 56.



These re-livery jobs also revealed how the appearance of an all-new model was something fairly momentous, happening a few times a year if we were lucky. Contrast that to today's market, where new locomotives and rolling stock are hitting the shelves every couple of weeks. We're certainly spoiled these days!

I can clearly recall buying myself an all-new Lima Class 101 DMU, from Hattons' original Smithdown Road store, in 1997. It sticks in the mind not only because it marked my return to the hobby after a few teenage years away, but also because it felt like the quality of production had improved dramatically. In contrast to my older, 1980s-vintage models, the '101' sported high-tech features such as flush glazing and impressive moulded bogie and underframe detail. It also really did look like a Class 101 too – something that was not always a given with modern image models of the past.



Just a couple of years later, at the turn of the Millennium, Hornby's super-detailed Rebuilt 'Merchant Navy' marked a drastic sea change in the Margate company's output. Raising the bar in terms of authentic looks and, just as importantly, performance, things began to snowball from there. Bachmann's Class 08, also from 2000, was equally transformative for diesel fans, offering a reliable and authentic 'OO' diesel shunter for the first time.

Although Lima fell by the wayside, we would soon have Heljan offering high-quality models for the UK market and, briefly, Vi-Trains. The resurgence of Dapol, along with Bachmann Branchline's consistent efforts, saw customers offered even greater choice among 'high-spec' models for 'OO' gauge. Graham Farish and Dapol raised the benchmarks of realism in 'N' gauge considerably while, in 'O' gauge, Heljan sparked an ongoing transformation of the RTR market, moving the larger scale closer to the mainstream.

Model Rail began commissioning exclusive models from day one, notching up well over 100 individual models over the past 25 years, including all-new toolings. The humble Sentinel 4wVBT, produced in association with Dapol, marked our first steps into the realms of manufacturing, followed by the 'USA' 0-6-0T (with Bachmann), and the LNER 'J70' and GWR/BR '16XX' with Rapido Trains. And we've more to come too!

This supplement presents a year-by-year overview of some of the most notable RTR models produced over the past 25 years. We're not necessarily billing them all as the 'best' models, but each has its own place in the history of UK model railways. Lima's Class 67 is a good example – marking the Italian company's final new UK-outline product, and probably its best, before it went out of business. Revolution Trains' 'N' gauge 'Pendolino' is also notable for heralding the emergence of crowd-funded models for the first time. Narrow gauge steam in 'OO9' and an authentic, working model of Stephenson's *Rocket* also provided watershed moments in our hobby.



We hope you enjoy this supplement, and the content will provide food for thought – and perhaps even subject for debate. But the pages clearly show how this wonderful hobby has changed over the past quarter century. I wonder how things will look in the year 2047?

Finally, I would like to thank the team at Hattons Model Railways for producing this supplement, especially Richard Davies and Jack Morgan.

Happy Modelling!

George.



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

BR BLACK, EARLY EMBLEM (WEATHERED)

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

BR BLACK, LATE EMBLEM (PRISTINE)

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

BR BLACK, LATE EMBLEM (WEATHERED)

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

GWR GREEN

- MR-306: GWR green No. 1638

'BUSBY' CHIMNEY

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

NCB GREEN

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

PRESERVED GREEN

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





‘USA’ 0-6-0Ts

00 GAUGE



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

Specification list

Made by: Bachmann/Kader

Motor: Three-pole

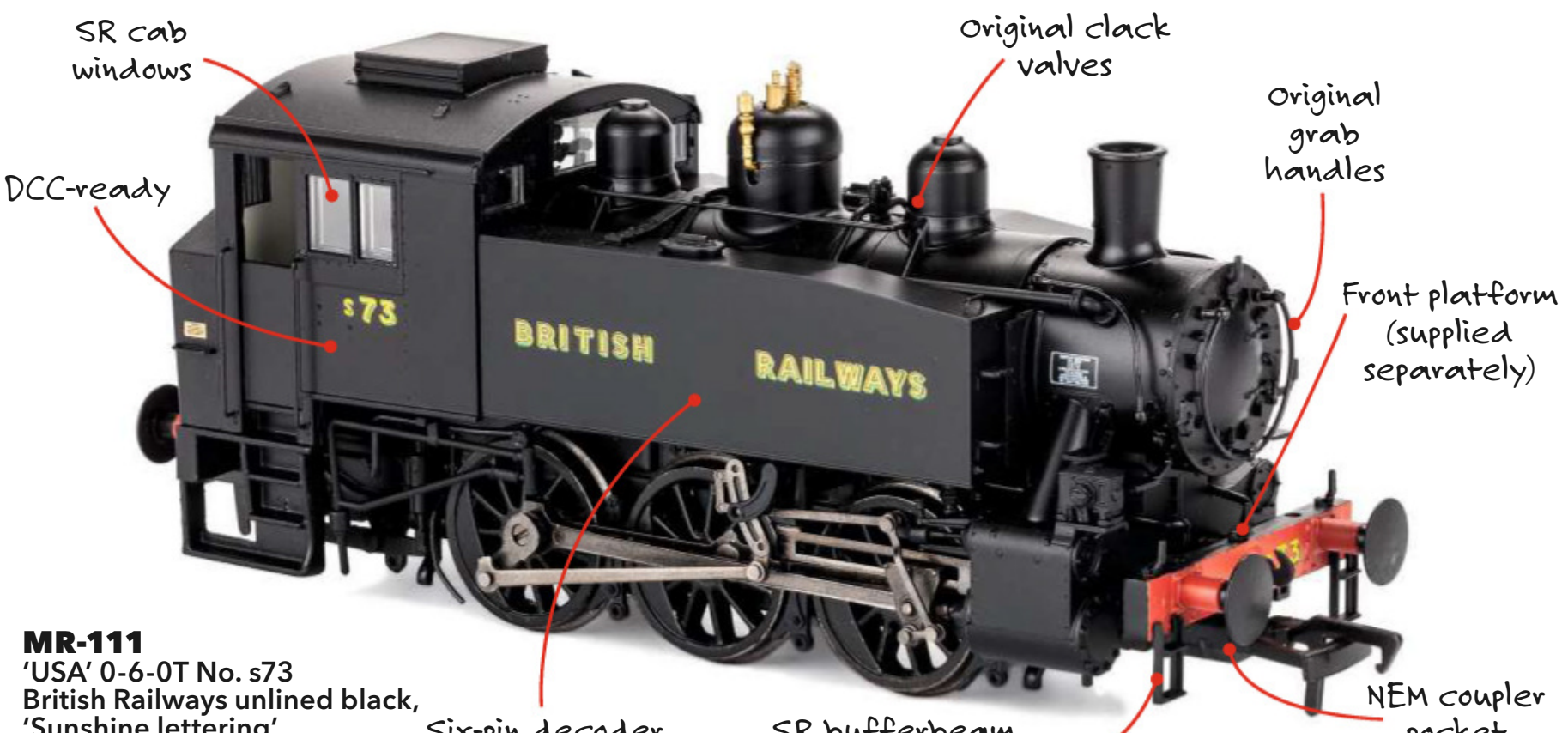
DCC socket: Six-pin

Features: NEM coupler pockets, two types of cab, different smokeboxes, different footsteps, separately fitted hinged platform.

MR-104A

£129.95

£116.95 price for subscribers



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

We’ve frozen the original 2017 price on these models

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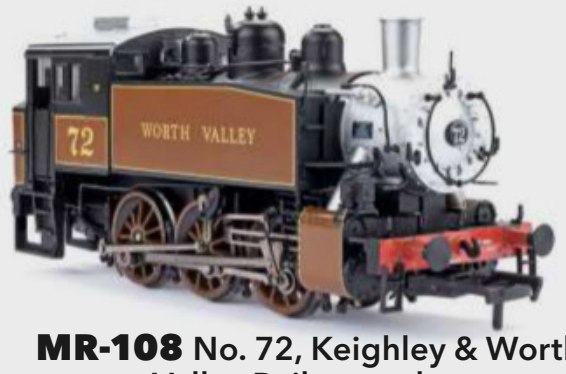
MR-101 No. 1968, USATC black



MR-107 No. 36, National Coal Board black



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



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

1997 Releases

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HORNBY

Class 373 ‘Eurostar’ EMU

Scale: OO **RRP:** £120.50 **Era:** 1992 to Present **Use:** Express Passenger

1997 saw the release of the iconic ‘Eurostar’ EMU in model form. Aimed at the train set market, the model has basic detail by today’s standards but has stood the test of time well and remains in the range to this day.

Liveries Covered

Other OO Toolings

- First of its kind!

MODEL RAIL REVIEW

Looks: 6/ 10
Performance: 7/ 10
Features: 5/ 10
Decoration: 8/ 10
Value for Money: 7/ 10

\+ Body shape, smooth mechanism, now DCC ready, ideal for younger modellers

\- No lights, not possible to model a complete set



Lima

Class 101 DMU

Scale: OO **RRP:** Not available
Use: Regional Passenger
Era: 1958 to 2003

Lima produced this model of the popular ‘Met-Cam’ Class 101 unit. This model was later re-released under Hornby’s brand.

Liveries Covered



Other OO Toolings

- Tri-ang 1958
- Hornby 2008 (Lima DCC Upgrade)
- Bachmann 2014



HORNBY

Class 466 ‘Networker’ DMU

Scale: OO **RRP:** Not available
Use: Regional Passenger
Era: 1992 to Present

Hornby made their first foray into modern 3rd rail electric units with this tooling of the Class 466 Networker unit.

Liveries Covered



Other OO Toolings

- First of its kind!

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1998 Releases

25 Years of Model Rail 1997 to 2022

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HORNBY

LNER Class A3 4-6-2

Scale: OO **RRP:** Not available **Era:** 1922 to 1965 **Use:** Express Passenger

The LNER Class A3 4-6-2 has always been a must have for most model railway collectors and has been an integral part of Hornby's range. This 1998 tooling was the first time it was produced in China for Hornby.

Liveries Covered



Other OO Toolings

- Trix 1968
- Tri-ang 1968
- Hornby 1981
- Hornby 2005 > 2022

MODEL RAIL REVIEW

Looks: 8/ 10
Performance: 8/ 10
Features: 8/ 10
Decoration: 7/ 10
Value for Money: 7/ 10

\+ New super detail features, improved tender ringfield motor, impressive deco

\- ringfield motor still limits performance, mould seam on boiler



HORNBY

LNER Class A4 4-6-2

Scale: OO **RRP:** Not Available
Use: Express Passenger
Era: 1935 to 1966

At the same time of producing their new A3 in China, Hornby also had a new version of the A4 tooled.

Liveries Covered



Other OO Toolings

- Hornby Dublo 1938
- Trix 1970 > Bachmann 1995
- Hornby 1979
- Hornby 2003 Live Steam
- Hornby 2004
- Hornby Railroad 2008
- Golden Age Models 2010
- Dapol Black Label 2016



GRAHAM FARISH by BACHMANN

Class 87

Scale: N **RRP:** Not available
Use: Mixed Traffic
Era: 1979 to 2008

This was one of Graham Farish's last new models before they were taken over by Bachmann Europe. The tooling made a reapparance in 2006.

Liveries Covered



Other N Toolings

- First of its kind!



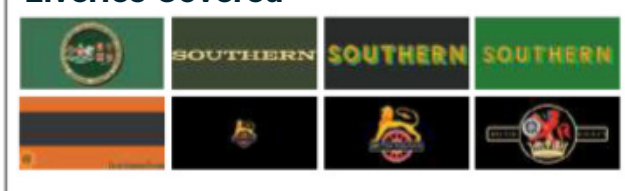
BACHMANN BRANCH-LINE

SECR N Class 2-6-0

Scale: OO **RRP:** Not Available
Use: Mixed Traffic
Era: 1917 to 1966

This new model of the SECR N Class is so well modelled and characterful, that it still stands up compared to more recent locos.

Liveries Covered



Other OO Toolings

- First of its kind!

1999 Releases

25 Years of Model Rail 1997 to 2022

Produced by Hattons



BR Mk3/ Mk3A Coaches

Scale: OO **RRP:** Not available **Era:** 1985 to Present **Use:** Mixed Traffic

1999 saw the release of all new highly detailed British Rail Mark 3 coaches (both HST and loco hauled variations) from Hornby. This proved to be a very useful tooling for Hornby with models still produced to this day!

Liveries Covered

Too many to mention here! Visit **www.hattons.co.uk/directory** to see the entire range.

Other OO Mk3As

- Hornby 1977/ 1985
- Jouef 1977
- Lima 1982 > Hornby 2006
- Oxford Rail 2017

Other OO Mk3 (HSTs)

- Hornby 1977/ 1985
- Lima 1982 > Hornby 2006
- Hornby 2022 (TBC)

MODEL RAIL REVIEW

Looks: 7/ 10
Performance: 8/ 10
Features: 7/ 10
Decoration: 8/ 10
Value for Money: 8/ 10

\+ Vehicle and livery options, decoration, free running metal axles

\- Hornby & ex-Lima models dont quite match, deco flaws



Class 166 DMU

Scale: OO **RRP:** Not available
Use: Regional Passenger
Era: 1992 to Present

This new model of the 'Networker' DMU had a high specification 'Spectrum' chassis with a 5-pole motor, flywheels, lighting and impressive detail for the late 90s.

Liveries Covered

Other OO Toolings

- First of its kind!



Class 66

Scale: OO **RRP:** Not available
Use: Freight
Era: 1942 to 1966

The OG model of the Class 66! This model is fairly basic by today's standards but has stood the test of time and remains as a fantastic budget offering in Hornby's range today.

Liveries Covered

Other OO Toolings

- Bachmann 2005/ 2007
- Hornby 2007/ 2022 (Upgrades of this Lima tooling with new DCC sockets)
- Hattons Originals 2019



GWR Class 57xx 0-6-0PT

Scale: OO **RRP:** Not available
Use: Mixed Traffic
Era: 1929 to 1971

A beautiful model of this highly popular GWR pannier tank design. It was produced for many years covering various detail options and in many liveries.

Liveries Covered

Other OO Toolings

- Hornby 1971
- Mainline 1985

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2000 Releases

25 Years of MODEL RAIL 1997 to 2022

Produced by Hattons



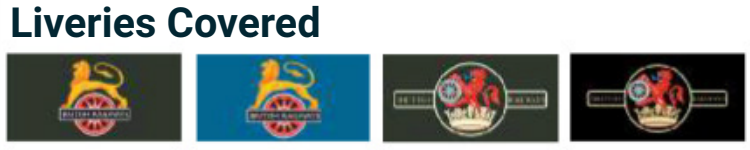
HORNBY

Rebuilt 'Merchant Navy' 4-6-2

Scale: OO **RRP:** £179.99 **Era:** 1956 to 1967 **Use:** Express Passenger

The 'Merchant Navy' was Hornby's first 'super detail' locomotive produced in China, and it set standards for OO steam locomotives for many years to come. It was accurately proportioned, well detailed and had great performance to match.

Liveries Covered



Other OO Toolings

- Hornby Dublo/ Wrenn 1961

MODEL RAIL REVIEW

Looks: 9/ 10
Performance: 9/ 10
Features: 8/ 10
Decoration: 8.5/ 10
Value for Money: 9/ 10

\+ Looks, detail, DCC ready, performance to match its looks and size

\- Boiler split line, printed nameplates



BACHMANN BRANCH-LINE

Class 08

Scale: OO **RRP:** £124.95
Use: Shunting
Era: 1952 to Present

Bachmann's all-new Class 08 was the first ever super-detail diesel loco manufactured in China.

Liveries Covered

Too many to mention here! Visit **www.hattons.co.uk/directory** to see the entire range.

Other OO Toolings

- Tri-ang 1956
- Hornby Dublo/ Wrenn 1961
- Hornby 1976
- Lima 1978
- Hornby 2005/ 2010



GRAHAM FARISH by BACHMANN

GWR Class 6000 'King' 4-6-0

Scale: N **RRP:** Not available
Use: Express Passenger
Era: 1924 to 1967

The GWR King Class was Graham Farish's last model produced before they were taken over by Bachmann Europe.

Liveries Covered



Other N Toolings

- First of its kind!



BACHMANN BRASSWORKS

Class 122 DMU

Scale: O **RRP:** Not available
Use: Rural Passenger
Era: 1958 to 1998

Bachmann Brasswork's model of the Class 122 'Bubble Car' was one of the first real attempts at ready-to-run O gauge.

Liveries Covered

Other O Toolings

- Dapol 2022
- Heljan 2022 (TBC)

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2001 Releases

25 Years of MODEL RAIL 1997 to 2022

Produced by Hattons



HORNBY

LMS Princess Coronation 4-6-2

Scale: OO **RRP:** Not available **Era:** 1938 to 1964 **Use:** Express Passenger

Hornby filled a major gap in the express steam sector with their new highly detailed Princess Coronation locomotives, covering both streamlined and unstreamlined variations. It was eventually replaced with new toolings in 2017/ 2019.

Liveries Covered

Other OO Toolings

- Hornby Dublo 1948
- Hornby 1970/ 1977
- Wrenn 1983
- Hornby 2017/ 2019

MODEL RAIL REVIEW

Looks: 8/ 10
Performance: 9/ 10
Features: 8/ 10
Decoration: 7/ 10
Value for Money: 7/ 10

+ Smooth, powerful performance, overall good looks, excellent decoration, correct length
- Daylight visible above rear pony truck, poor front bogie



HORNBY

LMS Princess Royal 4-6-2

Scale: OO **RRP:** Not available
Use: Express Passenger
Era: 1933 to 1962

Another popular LMS loco appeared from Hornby in 2001, catering for the Prinvess Royal 4-6-2 loco. This remained in the range for several years and was replaced in 2019.

Liveries Covered

Other OO Toolings

- Tri-ang 1950
- Hornby 1984
- Hornby 2005 (DCC upgrade)
- Hornby 2019 (New tooling)



BACHMANN BRANCH-LINE

Class 170 DMU

Scale: OO **RRP:** Not available
Use: Regional Passenger
Era: 1997 to Present

Bachmann's well received model of the 'Turbostar' covered a wide range of livery options as well as both 2 and 3 car variations.

Liveries Covered

Other OO Toolings

- Bachmann have indicated they may produce a newly tooled model



dapol

Class 390 'Pendolino'

Scale: OO **RRP:** Not available
Use: Express Passenger
Era: 2002 to Present

Aside from Peco, this was the last model to be manufactured in the UK before most factories moved overseas. Designed to launch in tandem with the real life trains!

Liveries Covered

Other OO Toolings

- Hornby 2007

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2002 Releases

25 Years of Model Rail
1997 to 2022
Produced by Hattons



Class 47

Scale: OO **RRP:** Not available **Era:** 1962 to Present **Use:** Mixed Traffic

This newly tooled Class 47 locomotive marked Heljan's entrance into the UK model railway market. This model was produced in many guises over the years and is now set to be replaced by a newly tooled offering.

Liveries Covered

Too many to mention here! Visit **www.hattons.co.uk/directory** to see the entire range.

Other OO Toolings

- Hornby 1975/ 1983
- Lima 1987 > Hornby 2006
- Bachmann 2007
- Bachmann 2008
- ViTrains 2009
- Bachmann 2021
- Heljan 2022 (TBC)

MODEL RAIL REVIEW

Looks: 7/ 10
Performance: 9/ 10
Features: 7/ 10
Decoration: 8/ 10
Value for Money: 7/ 10

\+ Quality mechanism, huge range of liveries, multiple detail versions

\- Body too wide, bogies too narrow, lack of etched grilles



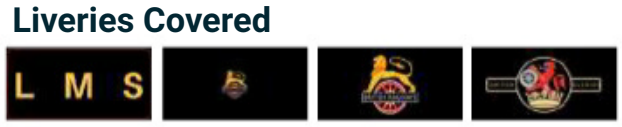
HORNBY

LMS 'Black 5' 4-6-0

Scale: OO **RRP:** £169.99
Use: Mixed Traffic
Era: 1934 to 1968

The 'Black 5' has always been an integral part of Hornby's range. The current version first released back in 2002.

Liveries Covered



Other OO Toolings

- Hornby 1973
- Hornby 1987/ 2009
- Hornby 2004 (DCC upgrade)
- Hornby 2023



Lima

Class 67

Scale: OO **RRP:** Not available
Use: Mixed Traffic
Era: 2000 to Present

Perhaps a bittersweet release - this was Lima's last model before they went out of business. It was the first Lima loco to feature lights, a 5 pole motor, all-wheel drive and a PCB.

Liveries Covered



Other OO Toolings

- Hornby 2006 (Upgrade of Lima model)
- Hornby 2012 (New Tooling)



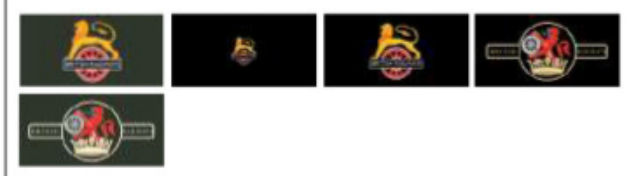
BACHMANN BRANCH-LINE

BR Class 5MT 4-6-0

Scale: OO **RRP:** £174.95
Use: Mixed Traffic
Era: 1951 to 1968

This all new model from Bachmann was a fine interpretation of this widespread class, releasing back in 2002.

Liveries Covered



Other OO Toolings

- Trix 1959

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2003 Releases

25 Years of Model Rail 1997 to 2022

Produced by Hattons



* 2006 retool shown

Class 37

Scale: OO **RRP:** Not available **Era:** 1985 to Present **Use:** Mixed Traffic

2003 saw the first of Bachmman's newly tooled Class 37 locomotives release, which led on to be retooled in 2006, becoming a major part of the Bachmann range. A totally new version was released in 2022, finally replacing this model.

Liveries Covered

Too many to mention here! Visit **www.hattons.co.uk/directory** to see the entire range.

Other OO Toolings

- Hornby 1966/ 1980
- Lima 1987 > Hornby 2008
- Bachmann 2004 (Upgrade)
- Bachmann 2006 (Retool)
- Bachmann 2008 - 2011 (DCC)
- ViTrains 2007
- Bachmann 2022
- Accurascale 2022

MODEL RAIL REVIEW

* 2006 retool

Looks: 9/ 10
Performance: 9/ 10
Features: 10/ 10
Decoration: 9/ 10
Value for Money: 9/ 10

\+ Performance, looks, decoration, body, options, sounds, lights

\- Avoid 'Version 1' models if you want an accurate shape



LNER Class A4 4-6-2 (Live Steam)

Scale: OO **RRP: Not available**
Use: Express Passenger
Era: 1935 to 1966

In 2003, Hornby released an unusual special version of the popular LNER Class A4, featuring working live steam effects!

Liveries Covered

LNER | LNER | LNER | BR

Other OO Toolings

- Hornby Dublo 1938
- Trix 1970 > Bachmann 1995
- Hornby 1979/ 1998
- Hornby 2004
- Hornby Railroad 2008
- Golden Age Models 2010
- Dapol Black Label 2016



SR Class Q1 0-6-0

Scale: OO **RRP:** Not available
Use: Freight
Era: 1942 to 1966

A fantastic model of what is a divisive but well loved prototype. Hornby's new Q1 featured great detail levels and was an admirable performer to boot.

Liveries Covered

SOUTHERN | BR | BR | BR

Other OO Toolings

- First of its kind!



LMS Class 5MT 'Crab' 2-6-0

Scale: OO **RRP:** £144.95
Use: Mixed Traffic
Era: 1998 to Present

Bachmann perfectly recreated the 'ungainly' design of the LMS Crab 2-6-0 for their OO gauge model. This was one of the first models with a diecast running plate.

Liveries Covered

LMS | LMS | BR | BR | BR

Other OO Toolings

- Lima 1980

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2004 Releases

25 Years of Model Rail 1997 to 2022

Produced by Hattons



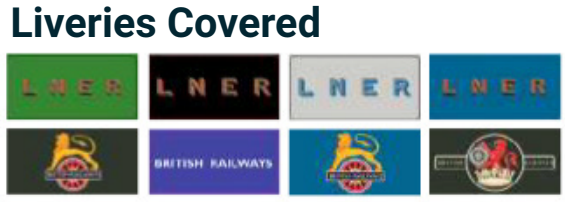
HORNBY

LNER Class A4 4-6-2

Scale: OO **RRP:** £217.99 **Era:** 1935 to 1966 **Use:** Express Passenger

The LNER Class A4 is one of the UK's most iconic locomotives and has always been popular in model form. Hornby started producing their definitive version of this model from 2004 onwards, with incredible detail levels.

Liveries Covered



Other OO Toolings

- Hornby Dublo 1938
- Trix 1970 > Bachmann 1995
- Hornby 1979 / 1998
- Hornby 2003 Live Steam
- Hornby Railroad 2008
- Golden Age Models 2010
- Dapol Black Label 2016

MODEL RAIL REVIEW

Looks: 9/ 10
Performance: 9/ 10
Features: 9/ 10
Decoration: 9/ 10
Value for Money: 8/ 10

\+ Generally excellent shape, a great model of a popular prototype

\- Slightly too high/ long



HORNBY

Class 50

Scale: OO **RRP:** £223.99
Use: Mixed Traffic
Era: 1967 to Present

Hornby's Class 50 is still regarded today as one of the finest diesels available in OO gauge.

Liveries Covered



Other OO Toolings

- Lima 1984
- Hornby 2022 (DCC upgrade)



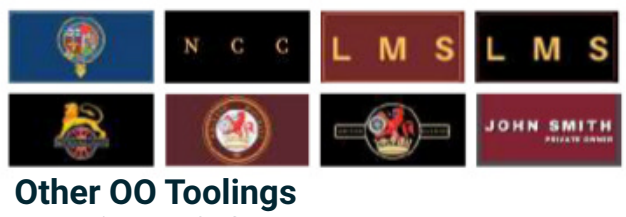
BACHMANN BRANCH-LINE

LMS Class 3F 'Jinty' 0-6-0T

Scale: OO **RRP:** Not available
Use: Mixed Traffic
Era: 1924 to 1967

Bachmann's new super-detail Jinty captures the look of the prototype almost perfectly and was still avaialble up until the late 2010s.

Liveries Covered



Other OO Toolings

- Tri-ang 1953
- Hornby 1978 > Hornby 2009
- Bachmann 2011/ 2018 (DCC Upgrades)



BACHMANN BRANCH-LINE

Class 20

Scale: OO **RRP:** Not available
Use: Freight
Era: 1957 to Present

In 2004, Bachmann introduced their first super detail Class 20, which has gone on to become a perennial part of their range.

Liveries Covered

Too many to mention here! Visit **www.hattons.co.uk/directory** to see the entire range.

Other OO Toolings

- Hornby Dublo/ Wrenn 1958
- Lima 1984 > Hornby 2008
- Bachmann 2008 (DCC Upgrade)
- Bachmann 2021/ 2022 (New versions)

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2005 Releases

25 Years of Model Rail
1997 to 2022
Produced by Hattons



dapol

GWR Class 14xx 0-4-2T

Scale: N **RRP:** Not available **Era:** 1932 to 1965 **Use:** Rural Passenger

Dapol's 14xx was their first entry into the N gauge market, setting new standards for the scale with much improved detail and other features. This led onto a hugely successful range of other N gauge products from Dapol.

Liveries Covered



Other N Toolings

- First of its kind!

MODEL RAIL REVIEW

Looks: 7/ 10
Performance: 6/ 10
Features: 6/ 10
Decoration: 7/ 10
Value for Money: 9/ 10

\+ Essential locomotive for minimalist GWR branch line layouts

\- 'Solid' spoked wheels, not DCC ready



HELJAN

Class 35 'Hymek'

Scale: O **RRP:** £495
Use: Mixed Traffic
Era: 1961 to 1975

Heljan's first entry into the UK O gauge market was a game changer and the Class 35 still holds its own against more recent products to this day!

Liveries Covered



Other O Toolings

- Heljan 2020 (DCC upgrade)



HORNBY

Class 08

Scale: OO **RRP:** £152.99
Use: Shunting
Era: 1952 to Present

Possibly one of Hornby's most important models of the 21st century. This super detail 'Gronk' was impressive for its time but still stands up today.

Liveries Covered

Too many to mention here! Visit **www.hattons.co.uk/directory** to see the entire range.

Other OO Toolings

- Tri-ang 1956
- Hornby Dublo/ Wrenn 1961
- Hornby 1976
- Lima 1978
- Bachmann 2000/ 2005



BACHMANN BRANCH-LINE

Class 66

Scale: OO **RRP:** £159.95
Use: Heavy Freight
Era: 1998 to Present

Another major tooling from the early 21st century is Bachmann's super-detail Class 66. Produced in a huge range liveries and still available in the range to this day.

Liveries Covered

Too many to mention here! Visit **www.hattons.co.uk/directory** to see the entire range.

Other OO Toolings

- Lima 1999 > Hornby 2007/ 2022
- Bachmann 2007 (DCC upgrade)
- Hattons Originals 2019

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2006 Releases

25 Years of MODEL RAIL
1997 to 2022
Produced by Hattons



HORNBY

Class 60

Scale: OO **RRP:** £228.99 **Era:** 1989 to Present **Use:** Heavy Freight

Hornby's Class 60 has been widely regarded as the best diesel locomotive on the market in OO gauge for many years, a testament to its design! Many variations have been produced, with new ones still available to this day.

Liveries Covered



Other OO Toolings

- Lima 1990
- Hornby 2022 (DCC Upgrade)

MODEL RAIL REVIEW

Looks: 10/ 10
Performance: 9.5/ 10
Features: 10/ 10
Decoration: 9/ 10
Value for Money: 8/ 10

+ Superb looks, smooth, powerful performance, lights, DCC ready
- Fragile finer details, stiff coupling arm can drag wagons off the track



BACHMANN BRANCH-LINE

Class 108 DMU

Scale: OO **RRP:** £249.95
Use: Regional passenger
Era: 1958 to 1993

Bachmann's all new Class 108 was the first 'super detail' model of a diesel multiple unit to be produced in the 2000s.

Liveries Covered



Other OO Toolings

- First of its kind!



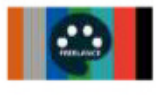
BACHMANN BRASSWORKS

Class J94 0-6-0ST

Scale: 1 **RRP:** Not available
Use: Shunting
Era: 1943 to 1984

The Bachmann Brassworks J94 marked a short lived entry into the RTR Gauge 1 market, alongside some other locos & coaches.

Liveries Covered



Other Gauge 1 Toolings

- First of its kind



HORNBY

LSWR Class M7 0-4-4T

Scale: OO **RRP:** Not available
Use: Departmental
Era: Late 90s to Present

Hornby's all-new M7 replaced the aging Tri-ang model, showcasing this popular class in super detail for the first time.

Liveries Covered



Other OO Toolings

- Tri-ang 1967

2007 Releases

25 Years of MODEL RAIL
1997 to 2022
Produced by Hattons



HORNBY

Class 390 ‘Pendolino’

Scale: OO **RRP:** £302.49 **Era:** 2002 to Present **Use:** Express Passenger

Hornby has always been the go-to for iconic express passenger trains, and in 2007 they brought us the definitive model of the Class 390 ‘Pendolino’ EMU, which still provide top line express services on the West Coast Main Line.

Liveries Covered



Other OO Toolings

- Dapol 2001

MODEL RAIL REVIEW

Looks: 8/ 10
Performance: 9/ 10
Features: 8/ 10
Decoration: 9/ 10
Value for Money: 8/ 10

\+ Shape, decoration, tilt, lights, performance, extra cars available, DCC option

\- Black glazing, but otherwise little of note.



ViTrains models

Class 37

Scale: OO **RRP:** £84
Use: Mixed Traffic
Era: 1960 to Present

Risen from the ashes of the original Lima brand, ViTrains produced a hunge number of lower cost Class 37s featuring many liveries and detail variations.

Liveries Covered

Too many to mention here! Visit **www.hattons.co.uk/directory** to see the entire range.

Other OO Toolings

- Hornby 1966 > 1980
- Lima 1987 > Hornby 2008
- Bachmann 2003 > 2004/ 2006 - 2014
- Accurascale 2022
- Bachmann 2022



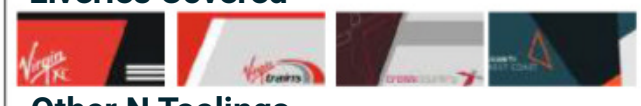
dapol

Class 220/ 221 ‘Voyager’ DEMU

Scale: N **RRP:** £225
Use: Regional Passenger
Era: 2002 to Present

Modern image units were in vogue in the mid-2000s and Dapol provided a fantastic model of both the standard Voyager and tilting ‘Super Voyager’ for N gauge collectors.

Liveries Covered



Other N Toolings

- Graham Farish 2007 (220 only)



dapol

SR Class Q1 0-6-0

Scale: N **RRP:** Not available
Use: Heavy Freight
Era: 1942 to 1966

Dapol’s N gauge Southern Railway Q1 was the first of their ‘new generation’ tender locos, complete with impressive detail levels and a robust chassis.

Liveries Covered



Other N Toolings

- First of its kind!

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2008 Releases

25 Years of MODEL RAIL
1997 to 2022
Produced by Hattons



HORNBY

Class 43 'HST'

Scale: OO **RRP:** £362.99 **Era:** 1976 to Present **Use:** Express Passenger

The HST has always been a perennial part of Hornby's range, and a must-have item for OO collectors. In 2008, they brought their model bang up-to-date with impressive detailing and features. Many variants have been made, with more to come!

Liveries Covered



& More!

Other OO Toolings

- Hornby 1978
- Lima 1982 > Hornby 2008
- Hornby 2022 TBC (Upgrade)

MODEL RAIL REVIEW

Looks: 9.5/ 10
Performance: 9.5/ 10
Features: 9/ 10
Decoration: 9/ 10
Value for Money: 8/ 10

\+ Shape, attention to detail, performance, DCC, detail options

\- Couplings, loosely glued windows

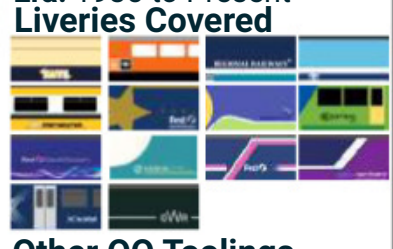


BACHMANN BRANCH-LINE

Class 150 DMU

Scale: OO **RRP:** £299.95
Use: Regional Passenger
Era: 1985 to Present

Liveries Covered



Bachmann chose to model the enduring Class 150 DMU in 2008. This hugely popular model is still available today & has been produced in all sorts of liveries.

Other OO Toolings

- Dapol 1992
- Bachmann 2014 (Upgrade)



BACHMANN BRANCH-LINE

IR Class 141/ 181

Scale: OO
RRP: Not Available
Use: Mixed Traffic
Era: 1962 Onwards

Liveries Covered



Murphy Models teamed up with Bachmann to produce the first ever super-detail Irish outline locomotive, paving the way for more Irish rolling stock in the future.

Other OO Toolings

- First of its kind!

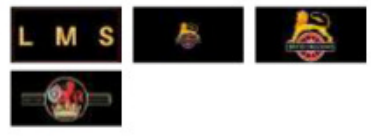


BACHMANN BRANCH-LINE

LNWR 'Super D' 0-8-0

Scale: OO
RRP: Not available
Use: Heavy Freight
Era: 1921 to 1964

Liveries Covered



The LNWR Class G2A Super D was the first model to use Bachmann's new style packaging.

Other OO Toolings

- First of its kind!

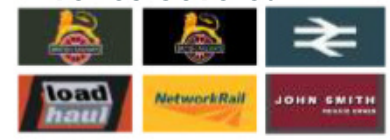


dapol

Track Cleaning Unit

Scale: OO
RRP: £73
Use: Maintenance
Era: N/A

Liveries Covered



Cleaning your track is an important task, but it isn't always fun! Dapol changed that with the release of their freelance track cleaner, with motorised pads.

Other OO Toolings

- First of its kind!

2009 Releases

25 Years of MODEL RAIL
1997 to 2022
Produced by Hattons



Class 14

Scale: OO **RRP:** £179 **Era:** 1964 to 1980s **Use:** Light Freight

Hattons teamed up with Heljan, for what was the first retailer/ manufacturer partnership tooling. The Class 14, or 'Teddy Bear' is still available today, now as part of Heljan's general release range.

Liveries Covered

Other OO Toolings

- Heljan 2022 (DCC upgrade)

MODEL RAIL REVIEW

Looks: 8/ 10
Performance: 9/ 10
Features: 9/ 10
Decoration: 9/ 10
Value for Money: 7/ 10

+ Looks, performance, useful for smaller layouts, DCC ready
- Bright copper pickups, some minor detail niggles.



Class 37xx 'City' 4-4-0

Scale: OO **RRP:** Not available
Use: Express Passenger
Era: 1903 to 1931

Another retailer/ manufactuer partnership for 2009 brought us the GWR's iconic City Class, produced by Bachmann for the National Railway Museum.

Liveries Covered

Other OO Toolings

- First of its kind!



LMS Princess Coronation 4-6-2

Scale: O **RRP:** Not available
Use: Express Passenger
Era: 1937 to 1964

2009 saw the incredibly unusual offering of a UK locomotive from a US manufactuer, in this case - MTH models. This release covered the later unstreamlined version.

Liveries Covered

Other O Toolings

- ACE Trains 2013



GWR Class 64xx 0-6-0PT

Scale: O **RRP:** £400
Use: Mixed Traffic
Era: 1932 to 1965

Dapol's newly tooled 'pannier tank' featured impressive looks and specification and provided a fantastic entry point into O gauge modelling.

Liveries Covered

Other O Toolings

- First of its kind!

Got one of these models to trade-in? Get a great cash offer from Hattons at www.hattonsmodelmoney.com

2010 Releases

25 Years of Model Rail
1997 to 2022
Produced by Hattons



DP1 'Deltic' Prototype

Scale: N **RRP:** Not available **Era:** 1955 to 1961 **Use:** Prototype loco

Following on from Bachmann's previous, and popular, OO gauge model. The DP1 made its first appearance in N gauge, showcasing the precursor to the Class 55 'Deltic' with outstanding levels of detail.

Liveries Covered

Other

Other N Toolings

- First of its kind!

MODEL RAIL REVIEW

Looks: 9.5/ 10
Performance: 10/ 10
Features: 10/ 10
Decoration: 9/ 10
Value for Money: 9/ 10

\+ Looks, detail, high specfication, superb decoration, DCC ready

\- Nothing of note



GCR/ LNER Class O4 2-8-0

Scale: OO **RRP: Not available**
Use: Heavy Freight
Era: 1911 to 1966

This brilliant model of the Robinson's heavy freight O4 made a welcome addition to the OO range alongside other LNER classmates.

Liveries Covered

LNER

Other OO Toolings

- First of its kind!



Class 86

Scale: N **RRP:** £113.80
Use: Mixed Traffic
Era: 1966 to Present

Dapol's first AC electric for N gauge certainly proved itself and is still available in a wide range of different liveries.

Liveries Covered

INTERCITY
Freightliner
EWS
NetworkRail

Other N Toolings

- Lima 1967
- Dapol 2019 (DCC upgrade)



JJA Autoballaster Wagons

Scale: OO **RRP:** Not available
Use: Departmental
Era: Late 90s to Present

Bachmann's new Autoballaster wagons set the benchmark for modern image OO rolling stock and sparked a new wave of interest.

Liveries Covered

RAILTRACK
JOHN SMITH

Other OO Toolings

- First of its kind!

2011 Releases

25 Years of Model Rail
1997 to 2022
Produced by Hattons



dapol

Class 43 'HST'

Scale: N **RRP:** £189.28 **Era:** 1976 onwards **Use:** Express Passenger

Arguably one of the most important toolings in N gauge, Dapol released this super detail model of the HST in 2011. It was awarded Model of the Year and continues to be released to this day in a huge variety of liveries.

Liveries Covered



Other N Toolings

- Graham Farish 1981 > 2001
- Dapol 2020 (DCC Upgrade)

MODEL RAIL REVIEW

Looks: 9/ 10
Performance: 9/ 10
Features: 9/ 10
Decoration: 8/ 10
Value for Money: 9/ 10

\+ Looks, attention to detail, roof and end variations, DCC ready

\- Minor detail and decoration errors



HORNBY

R603 World Record Track Pieces

Scale: OO **RRP:** Not available
Use: Featured on TV!
Era: 2011

In 2011, as part of his 'Toy Stories' TV show, James May tried once again to build the world's longest model railway line - between the towns of Barnstaple and Bideford.

The attempt was successful and following the event, many of the R603 long straight track pieces used were sold at Hattons and other retailers, to allow modellers to own a piece of model railway record history!



Bachmann Branch-Line

Derby Lightweight 1st-Gen DMU

Scale: OO **RRP:** £239.95
Use: Passenger
Era: 1954 to 1969

Bachmann continued their success with new super-detail DMUs, releasing the first ever RTR model of the Derby Lightweight in OO.

Liveries Covered



Other OO Toolings

- First of its kind



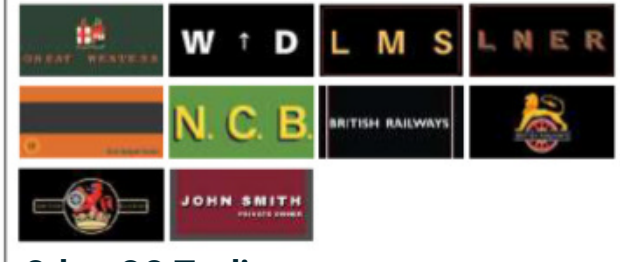
dapol

Class Y1/ Y3 'Sentinel' 4wVB

Scale: OO **RRP:** Not available
Use: Shunting
Era: 1927 to 1964

This highly detailed model of the unusual Sentinel steam shunter was Model Rail magazine's first exclusive commission.

Liveries Covered



Other OO Toolings

- First of its kind!

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2012 Releases

25 Years of Model Rail
1997 to 2022
Produced by Hattons



Bachmann Branch-Line

Class 251 'Blue Pullman'

Scale: OO **RRP:** £807.46 (Train set w/ Sound) **Era:** 1960 to 1973 **Use:** Luxury Passenger

Bachmann's newly tooled 'Blue Pullman' DMU was eagerly anticipated and it certainly didn't disappoint. The models featured a wealth of detailing parts and advanced lighting & digital features. Later packaged with a Dynamis system & sound.

Liveries Covered



Other OO Toolings

- Tri-ang 1963

MODEL RAIL REVIEW

Looks: 10/ 10
Performance: 10/ 10
Features: 9/ 10
Decoration: 10/ 10
Value for Money: 10/ 10

+ Outstanding looks and detail, lighting, DCC fitted

− Nothing.

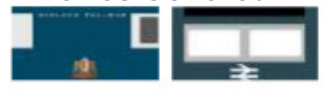


Graham Farish by Bachmann

Class 251 'Blue Pullman'

Scale: N
RRP: £399.95
Use: Luxury Passenger
Era: 1960 to 1973

Liveries Covered



Alongside the OO model, Graham Farish released an all-new highly detailed N gauge model of the Blue Pullman.

Other N Toolings

- First of its kind!

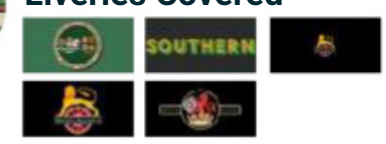


Bachmann Branch-Line

SECR C Class 0-6-0

Scale: OO
RRP: £199.95
Use: Mixed Traffic
Era: 1900 to 1966

Liveries Covered



Bachmann ventured back to the pre-grouping era to bring OO modellers this highly detailed representation of the SECR/ SR C class goods engine.

Other N Toolings

- OO Works 2002



Ixion Model Railways

Hudswell Clarke 0-6-0ST

Scale: O
RRP: Not available
Use: Shunting
Era: 1890s to 1970s

Liveries Covered



This diminutive Hudswell Clarke shunter was Ixion's first venture into O gauge and was a very early RTR steam offering.

Other O Toolings

- First of its kind!



Bachmann Branch-Line

Class 85

Scale: OO
RRP: £189.95
Use: Express Passenger
Era: 1961 to 1992

Liveries Covered



The Class 85 marked Bachmann's first foray into 25kV AC electrics. Three variations covered 1960s, 1970s and final body conditions.

Other OO Toolings

- First of its kind!

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2013 Releases

25 Years of MODEL RAIL
1997 to 2022
Produced by Hattons



REALTRACK

Class 144 'Pacer' DMU

Scale: OO **RRP:** £180 **Era:** 1985 to 2020 **Use:** Local/ Regional Passenger

Realtrack Models impressed with their first-ever powered model, showcasing the 144 'Pacer' with incredible attention to detail. Realtrack went on to produce its sibling (the Class 143) in 2014, and plan to produce a 142 in the future too!

Liveries Covered



Other OO Toolings

- First of its kind!

MODEL RAIL REVIEW

Looks: 10/ 10
Performance: 9/ 10
Features: 9/ 10
Decoration: 9/ 10
Value for Money: 10/ 10

- \+ Looks, attention to detail, low-profile chassis, lights & DCC
- − Tricky to access decoder socket, fragile parts



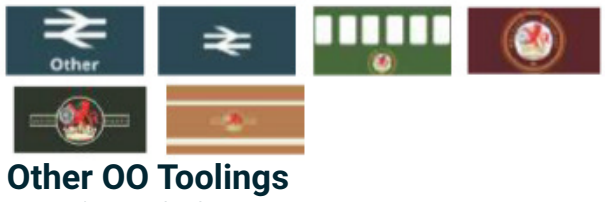
dapol

Class 52 'Western'

Scale: OO **RRP:** £157.27
Use: Mixed Traffic
Era: 1961 to1 977

2013 saw many new models of the 'Western'! Dapol's OO offering finally provided modellers with a highly detailed version of this complex locomotive.

Liveries Covered



Other OO Toolings

- Lima 1979
- Hornby 1980 > 2005
- Heljan 2005



dapol

Class 52 'Western'

Scale: N **RRP:** £134.50
Use: Mixed Traffic
Era: 1961 to 1977

2013 saw many new models of the 'Western'! Dapol produced a new version for N gauge modellers, with faultless looks and perfor-mance.

Liveries Covered



Other N Toolings

- Graham Farish 1985 > 2004



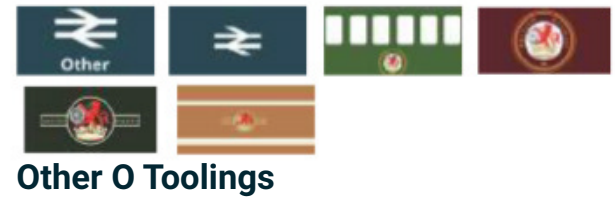
HELJAN

Class 52 'Western'

Scale: O **RRP:** £619
Use: Mixed Traffic
Era: 1961 to 1977

2013 saw many new models of the 'Western'! Heljan filled in this gap for O gauge modellers with this high-spec example, which is still produced today.

Liveries Covered



Other O Toolings

- First of its kind!

Got one of these models to trade-in? Get a great cash offer from Hattons at www.hattonsmodelmoney.com

2014 Releases

25 Years of Model Rail
1997 to 2022
Produced by Hattons



LMS Beyer Garratt 2-6-0 0-6-2T

Scale: OO **RRP:** £221 **Era:** 1955 to 1967 **Use:** Heavy Freight

Hattons teamed up with Heljan to deliver this iconic articulated LMS locomotive. A wide variety of models have been produced in LMS and BR colour schemes, and the model is now available as part of the general Heljan range.

Liveries Covered

L M S | L M S | British Railways | | |

Other OO Toolings

- First of its kind!

MODEL RAIL REVIEW

Looks: 9/ 10
Performance: 10/ 10
Features: 9/ 10
Decoration: 9/ 10
Value for Money: 9/ 10

+ Good value, good shape, high specification, superb performance

− Plasticky finish, poor representation of canvas coal cover, some QC issues



LNER Class P2 2-8-0

Scale: OO **RRP:** £209.99
Use: Express Passenger
Era: 1934 to 1937

Hornby's first ever tooling of this unique LNER prototype locomotive. A newly tooled model is expected in 2023.

Liveries Covered

L N E R

Other OO Toolings

- Hornby 2023 (TBC)



Class 37/4 & Class 37/5

Scale: N **RRP:** £139.95
Use: Mixed Traffic
Era: 1985 onwards

Graham Farish updated their popular Class 37 chassis and provided the option of 37/4 and 37/5 bodyshells.

Liveries Covered

Regional Railways | Direct Rail Services | West Coast | Colas Rail

Other N Toolings

- Graham Farish 1981 > 2003
- Graham Farish 2007 > 2009



Class 40

Scale: OO **RRP:** £188.95
Use: Mixed Traffic
Era: 1958 to 1988

Bachmann responded to their original 2003 model with this much improved 2014 tooling, with many detail & technical improvements.

Liveries Covered

Southern | | | |

Other OO Toolings

- Jouef 1977
- Lima 1988 > Hornby 2010
- Bachmann 2003
- Bachmann 2022 (2014 model upgraded to Plux22 decoder socket)

2015 Releases

25 Years of Model Rail
1997 to 2022
Produced by Hattons



BR Class 9F 'Crosti' 2-10-0

Scale: OO **RRP:** £154.99 **Era:** 1955 to 1968 **Use:** Heavy Freight

Hornby surprised us with their model of this unconventional 9F variant, complete with distinctive 'Franco-Crosti' boiler. Regarded as a great performer, this model covered much of the lifespan of this unusual class of 10 locos.

Liveries Covered



Other OO Toolings

- First of its kind!

MODEL RAIL REVIEW

Looks: 9/ 10
Performance: 10/ 10
Features: 7/ 10
Decoration: 8/ 10
Value for Money: 9/ 10

+ Nails the unique character, moulded detail is surprisingly crisp, price
- A couple of detail inaccuracies

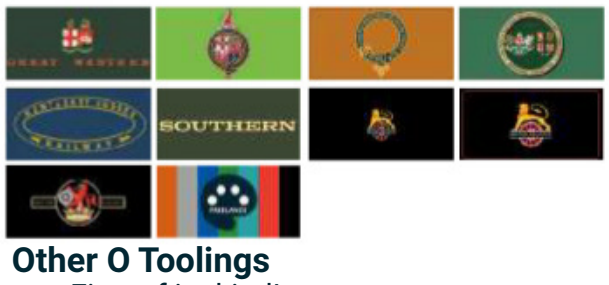


Class A1/ A1X Terrier 0-6-0T

Scale: O **RRP:** £XXX
Use: Mixed Traffic
Era: 1872 to 1963

Dapol's highly regarded Terrier was awarded 'Model of the Decade' for O gauge steam. It opened up doors for accessible 'O' modelling.

Liveries Covered



Other O Toolings

- First of its kind!



LSWR Adams Radial 4-4-2T

Scale: OO **RRP:** £109.95
Use: Passenger
Era: 1882 to 1961

Oxford Rail brought their first locomotive to the table in 2015, in the form of the beautiful LSWR Adams Radial.

Liveries Covered



Other OO Toolings

- Hornby 2016



SR Class 8P 'Merchant Navy' 4-6-2

Scale: N **RRP:** £169.95
Use: Express Passenger
Era: 1941 to 1956

Graham Farish's beautifully detailed model of the Merchant Navy was also voted N gauge steam Model of the Decade.

Liveries Covered



Other N Toolings

- First of its kind!

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2016 Releases

25 Years of MODEL RAIL
1997 to 2022

Produced by Hattons



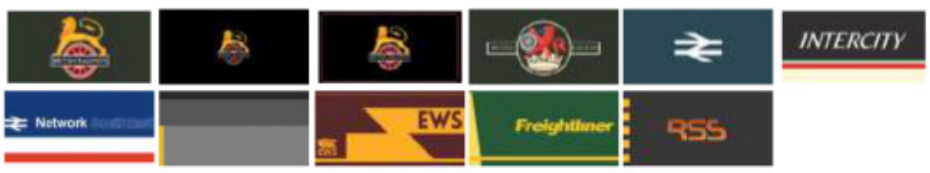
dapol

Class 08

Scale: O **RRP:** £225 **Era:** 1952 to Present **Use:** Shunting

Dapol created further opportunities for affordable O gauge modelling with their new release of the Class 08 shunter. Available in a huge range of liveries.

Liveries Covered



Other O Toolings

- First of its kind!

MODEL RAIL REVIEW

Looks: 8/ 10
Performance: 9/ 10
Features: 8/ 10
Decoration: 9/ 10
Value for Money: 10/ 10

\+ Value, looks, performance

\- Some minor detail issues



RAPIDO TRAINS UK

BR APT-E Gas Turbine Unit

Scale: OO **RRP:** £379.95
Use: Prototype
Era: 1970 to 1976

One of Rapido's first models for the UK market and it certainly impressed. It was also the first RTR model of a gas turbine unit.

Liveries Covered



Other OO Toolings

- First of its kind!



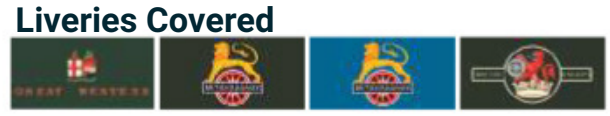
HORNBY

GWR Class 6000 'King' 4-6-0

Scale: OO **RRP:** £182.99
Use: Express Passenger
Era: 1927 to 1962

Hornby produced a definitive model of the GWR's iconic 'King Class' locomotive for 2016, setting new standards.

Liveries Covered



Other OO Toolings

- Graham Farish 1951
- Lima 1978
- Hornby 1978 & 1980
- Hornby 2003 > Hornby 2005



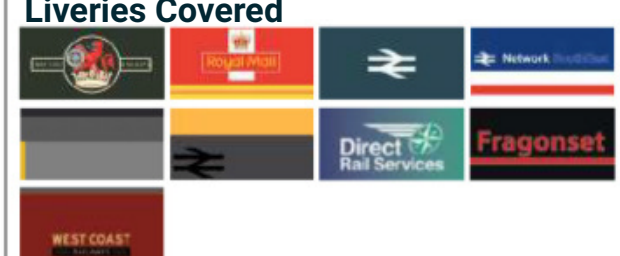
dapol

Class 33

Scale: N **RRP:** £132.64
Use: Mixed Traffic
Era: 1960 to Present

Dapol's new 'N' Class 33 has been a hugely popular part of their range since release and is still available in a number of liveries.

Liveries Covered



Other N Toolings

- Graham Farish 1987 > 2004

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2017 Releases

25 Years of MODEL RAIL 1997 to 2022

Produced by Hattons



HORNBY

Peckett Class W4 0-4-0ST

Scale: OO **RRP:** £127.49 **Era:** 1890s to 1960s **Use:** Shunting

Hornby sparked a renaissance for industrial steam modelling with their model of the diminutive Peckett & Son's Class W4 locomotive. It has been reproduced in a staggering range of liveries since the initial release in 2017.

Liveries Covered

JOHN SMITH

Other OO Toolings

- First of its kind!

MODEL RAIL REVIEW

Looks: 10/ 10
Performance: 9/ 10
Features: 8/ 10
Decoration: 10/ 10
Value for Money: 10/ 10

\+ Superb detail and decoration, excellent value

\- Nothing of note.



dapol

Class 68

Scale: OO **RRP:** £160

Use: Mixed Traffic

Era: 2014 to Present

Dapol set high standards for modern image modellers with their new Class 68 in 2017. Several batches have been produced.

Liveries Covered

Direct Rail Services

Other OO Toolings

- First of its kind!



HELJAN

Class 45 'Peak'

Scale: O **RRP:** £699

Use: Mixed Traffic

Era: 1959 to 1988

Heljan's newly tooled O gauge 'Peak' really captured the look of this popular class and was avaialble with high quality weathering.

Liveries Covered

Other O Toolings

- Heljan 2023 (Revised version of the 2017 model covering new variations)



GRAHAM FARISH by BACHMANN

GWR 'Castle' Class 4-6-0

Scale: N **RRP:** £XXX

Use: Express Passenger

Era: 1923 to 1965

Graham Farish's all-new model of the Castle Class was a welcome addition the range, filling a major gap for GWR modellers.

Liveries Covered

Other N Toolings

- First of its kind!

Got one of these models to trade-in? Get a great cash offer from Hattons at www.hattonsmodelmoney.com

2018 Releases

25 Years of Model Rail
1997 to 2022
Produced by Hattons



SECR P Class 0-6-0T

Scale: OO **RRP:** £99 **Era:** 1909 to 1961 **Use:** Short Passenger/ Shunting

The P Class was the first loco produced under the Hattons Originals brand (alongside the Andrew Barclay 0-4-0ST). This beautiful model of this small class recreated a fantastic range of SECR, SR, BR, wartime and industrial liveries.

Liveries Covered

Other OO Toolings

- First of its kind

MODEL RAIL REVIEW

Looks: 9.5/ 10
Performance: 9/ 10
Features: 9/ 10
Decoration: 8.5/ 10
Value for Money: 10/ 10

\+ Flawless running, beautiful looks, costs under £100

\- Little of note.



Baldwin 10-12-D

Scale: OO9
RRP: £159.95
Use: Mixed Traffic
Era: 1915 to 1950

Liveries Covered

Bachmann's 'Baldwin' sparked off renewed interest in narrow gauge modelling, leading to many new toolings over the next few years.

Other OO9 Toolings

- First of its kind!



Class 390 'Pendolino'

Scale: N
RRP: £389.99 - £434.99
Use: Express Passenger
Era: 2002 to Present

Liveries Covered

An incredible first release from Revolution Trains saw them recreate this iconic West Coast express unit. Still available to this today in fresh liveries.

Other N Toolings

- Revolution 2022 (Upgrade)



Class 800 Bi-Mode Unit

Scale: OO
RRP: £477.99
Use: Express Passenger
Era: 2014 to Present

Liveries Covered

Hornby produced the first ever model of a bi-modal unit, with their Class 800. Dervied from the A-Train platform, these units are now seen across the UK.

Other OO Toolings

- First of its kind!



Stirling Single 4-2-2

Scale: OO
RRP: £N/A
Use: Express Passenger
Era: 1870 to 1907

Liveries Covered

Rapido produced this wonderfully detailed model of the Stirling Single, catering for an era not often replicated in RTR.

Other OO Toolings

- First of its kind!

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2019 Releases

25 Years of MODEL RAIL
1997 to 2022

Produced by Hattons



MODEL RAIL MODEL OF THE YEAR 2020

Hattons ORIGINALS

Class 66

Scale: OO **RRP:** £150 **Era:** 1998 onwards **Use:** Freight

The Hattons OO gauge Class 66 set new benchmarks for modern image diesel locomotives, including impressive detailing, immense weight and pulling power, and even a recreation of working rotating axleboxes.

Liveries Covered

Other OO Toolings

- Lima 1999 > Hornby 2007
- Bachmann 2005/ 2007

MODEL RAIL REVIEW

Looks: 9.5/ 10
Performance: 9/ 10
Features: 9/ 10
Decoration: 9/ 10
Value for Money: 9/ 10

+ Superb detail, sophisiticated lighting, powerful, excellent value
- Supplied tension locks poor, loose parts on our samples



HELJAN

Lynton & Barnstaple 2-6-2T

Scale: OO9 **RRP:** £209.95
Use: Mixed-Traffic
Era: 1910s to 1930s & Preservation

The popularisation of narrow gauge modelling continued, as Heljan brought out the first of their Lynton & Barnstaple themed locos.

Liveries Covered

Other OO9 Toolings

- First of its kind



OXFORD RAIL

BL Howitzer Railgun

Scale: OO **RRP:** £59.95
Use: Wartime
Era: 1920s to 1940s

Oxford Rail took the modelling world by storm with their unique Howitzer Railgun model. Also won Model of the Decade.

Liveries Covered

W D R O D

Other OO Toolings

- First of its kind



BACHMANN BRANCH-LINE

Class 90

Scale: OO **RRP:** £229.95
Use: Mixed-Traffic
Era: 1987 to Present

Bachmann's all new Class 90 set new standards for electrics, with novel features including a servo-operated pantograph.

Liveries Covered

Other OO Toolings

- Hornby 1988 (Upgraded 2004/ 2008)

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2020 Releases

25 Years of Model Rail
1997 to 2022
Produced by Hattons



‘Stephenson’s Rocket’ 0-2-2

Scale: OO **RRP:** £199.99 **Era:** 1829 to 1840 **Use:** Passenger

Hornby marked their centenary year with an all-new version of this classic product, representing the earliest days of passenger travel on the UK railways. This release sparked of a range of ‘pioneering’ era Liverpool & Manchester products.

Liveries Covered

Other OO Toolings

- Tri-ang/ Hornby 1963

MODEL RAIL REVIEW

Looks: 10/ 10
Performance: 9/ 10
Features: 10/ 10
Decoration: 9/ 10
Value for Money: 10/ 10

\+ Fabulous detail, beautifully engineered, wonderful touches.

\- Fragile coach steps.



45t Ransomes & Rapier Steam Crane

Scale: OO **RRP:** £249.95

Use: Departmental
Era: 1940 to 1989

Bachmann released the first premium quality rail-mounted steam crane and it went on to win OO Rolling stock of the year.

Liveries Covered

G W | S R

Other OO Toolings

- Hornby Dublo 1962



Class 41 Prototype HST

Scale: N **RRP:** £150 (Power Cars)

Use: Express Passenger
Era: 1987 to Present

There has been a surge of interest in prototype HSTs, with Dapol catering for the Class 41 and matching coaches in N gauge.

Liveries Covered

Other N Toolings

- First of its kind!

©Dapol



Class 50

Scale: O **RRP:** £699

Use: Mixed Traffic
Era: 1967 to 1993

The Class 50 will always be a popular prototype and Heljan’s model provides a beautifully detailed variation for O gauge modellers.

Liveries Covered

GBRf

Other O Toolings

- First of its kind!

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2021 Releases

25 Years of Model Rail
1997 to 2022
Produced by Hattons



KATO
PRECISION RAILROAD MODELS

Class 800 Bi-Mode Unit

Scale: N **RRP:** £209.95 **Era:** 2014 to Present **Use:** Express Passenger

The Class 800 marked one of Kato's first major entries into the UK market. This hugely popular release has catered for both GWR and LNER variations of this now common UK bi-modal unit.

Liveries Covered

GWR | LNER

Other N Toolings

- First of its kind!

MODEL RAIL REVIEW

Looks: 8/ 10
Performance: 9/ 10
Features: 7/ 10
Decoration: 8/ 10
Value for Money: 9.5/ 10

\+ Accurate shape, smooth running, very fine mouldings, crisp livery application

\- Error with interior, minimal end detail, simplified markings, no provision for Digital sound



BACHMANN BRANCH-LINE

Class 20/3

Scale: OO **RRP:** £164.95
Use: Freight Traffic
Era: 1998 to Present

Bachmann's all-new Class 20, focusing on the 20/3 subtype, marked a major improvement over previously released models.

Liveries Covered

Direct Rail Services | HNRC

Other OO Toolings

First-ever 20/3. Other subclasses made by:

- Hornby Dublo 1958
- Lima 1984 > Hornby 2008
- Bachmann 2004/ 2008
- Bachmann 2022



Model Rail Model of the Year 2021

BACHMANN BRANCH-LINE

Ffestiniog 'Double Fairlie' 0-4-4-0T

Scale: OO9 **RRP:** £234.95
Use: Mixed Traffic
Era: 1869 to Present

Bachmann chose to model the highly unusual 'Double Fairlie' as their latest OO9 gauge loco, which went on to win Model of the Year.

Liveries Covered

Other OO9 Toolings

- First of its kind
- Peco/ Kato model planned for 2023



Model Rail Model of the Year 2021

HELJAN

GWR AEC Railcar

Scale: O **RRP:** £549
Use: Rural Passenger
Era: 1940 to 1962

Heljan expanded opportunities for GWR modellers in 'O', with their newly tooled 'razor edge' GWR AEC Railcar.

Liveries Covered

Other O Toolings

- First of its kind

Got one of these models to trade-in? Get a great cash offer from Hattons at www.hattonsmodelmoney.com

2022 Releases

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Produced by Hattons



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accurascale

Class 55 ‘Deltic’

Scale: OO **RRP:** £160 **Era:** 1961 to 1981 **Use:** Express Passenger

The Class 55 ‘Deltic’ marks Accurascale’s first entry into OO gauge locomotives - and what a first attempt! This highly detailed model beautifully represents one of the UK’s best loved diesel designs.

Liveries Covered

Other OO Toolings

- Hornby Dublo 1960
- Lima 1977 > Hornby 2007
- Bachmann 2003

MODEL RAIL REVIEW

Looks: 10/ 10
Performance: 9.5/ 10
Features: 9.5/ 10
Decoration: 9/ 10
Value for Money: 9.5/ 10

\+ Perfect looks, detail specification, supreme performance, flawless finish, excellent value

\- Nothing of note.



PECO KATO PRECISION RAILROAD MODELS

Ffestiniog ‘Small England’ 0-4-0TT

Scale: OO9 **RRP:** £150

Use: Mixed Traffic

Era: 1888 to Present

Kato teamed up with Peco to produce this wonderful OO9 narrow gauge model of the diminutive ‘Small England’ locomotive.

Liveries Covered

Other OO9 Toolings

- First of its kind!



GRAHAM FARISH by BACHMANN

Class 319 EMU & Class 769 BiMU

Scale: N **RRP:** £349.95

Use: Local Passenger

Era: 1987 to Present

Now well into their 3rd decade of use and with some being converted for bi-mode use, the time was right for a new model in N.

Liveries Covered

Other N Toolings

- First of its kind!

©Bachmann Europe



dapol

Class 78xx ‘Manor’ 4-6-0

Scale: OO **RRP:** £165.55

Use: Mixed Traffic

Era: 1938 to 1965

The ‘Manor’ class was in need of an updated OO model for some time, and Dapol have answered this with their fantastic new version.

Liveries Covered

Other OO Toolings

- Mainline 1980
- Accurascale 2022

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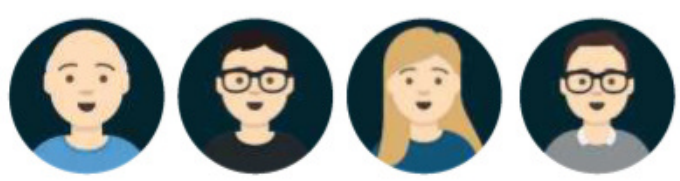

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