



MODEL OF THE YEAR - THE RESULTS ARE IN! ♦ GLASGOW SHOW REPORT

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New Class 60 and 66
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N Gauge Class 121

Chiltern Green SYP 121034



DCC Ready / DCC Fitted Options Available
2D-009-DC1 (D)

OO Gauge Mogul 6308

Lined Green - BR Early Crest



DCC Ready / DCC Fitted & DCC Sound Fitted Options Available
4S-043-007 (D/S)

N Gauge Class 50

Civil Engineers Dutch Livery 50015



DCC Ready / DCC Fitted & DCC Sound Fitted Options Available
2D-002-DCC1 (D/S)

OO Gauge Class 121

Chiltern Green SYP 121034



DCC Ready / DCC Fitted & DCC Sound Fitted Options Available
4D-009-DCC1 (D/S)

N Gauge Class 50

Thunderer 50008 BR Blue Refurb



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2D-002-DCC3 (D/S)

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Welcome

I write this the day after returning from a week-long stay in Scotland, basing myself near Partick in order to attend the Model Rail Scotland exhibition, but also to facilitate exploring the local rail network. Partick boasts an impressive modern transport interchange, with the famous Glasgow Subway passing under the main line railway station, while a bus terminal stands outside.

With extremely frequent ScotRail services towards places like Helensburgh, Dumbarton and Balloch in the west, eastward trains head through either Glasgow Central or Queen Street and on towards Edinburgh. It's a great base from which to explore and it also struck me as the perfect basis of a model railway. As well as the endless ScotRail EMUs, I also saw a Class 37 hauling a freshly refurbished unit towards Yoker depot, which was an unexpected surprise.

I certainly made good use of the local network, with the highlight being a ride to Wemyss Bay – a station I've long wanted to visit. The Class 380 electric units offer a superb ride and the station's Arts & Crafts style architecture was a real joy to behold. An impromptu ride on the ferry over to Rothesay on the Isle of Bute couldn't be resisted, especially as the weather was fair, and it's such a long time since I last travelled by boat.

As detailed on page 8, Model Rail Scotland proved to be an excellent exhibition, with visitor numbers appearing to be very healthy over the three days. As always, it was



Wemyss Bay station is a real gem. Built by the Caledonian Railway in 1903, it links with the hourly ferry service to Rothesay.



a pleasant, welcoming, family-friendly event, with countless layouts on show and excellent trade support. I'd like to thank everyone who stopped me for a chat and for the positive feedback and ideas for the

magazine – they're always welcome!

And a special thanks goes to everyone who voted in our Model of the Year awards for 2022. The full breakdown of the polling is explained on page 28 and there were some very interesting results across each of the categories. We really do appreciate you taking the time to cast your votes and the winners of our bumper prize draw will be hearing from us soon.

George Dent Editor

This month's cover image



Inspired by the landscape and structures of the 'S&C', Colin Fisher has built an evocative 'OO' layout, featuring BR Rail blue traction. See page 32 for the full story. **CHRIS NEVARD**

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

The smaller the detail, the more interested he is.

This month's contributors



Nick Brodrick



Chris Nevard



Peter Marriott



Ben Ando



Paul Chancellor

Model Rail essential information

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

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

Q: Want to order one of our exclusive models?

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

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As winter ebbs away, Peter Marriott makes good use of a new kit for spring.



58 Building Hemyock: Pt 3



64 Build a 'Salmon' wagon



68 Model spring trees

Model Rail exclusive models

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



100

Opening the box

The latest happenings from the world of model railways

The Big Picture

There are a few reasons why modellers choose to model in 7mm:1ft scale. Some do it because their eyesight is not as good as it once was, while others love the potential for adding extra details, which can be tricky in the smaller scales. This was the case for Dave Stone, who got frustrated with not being able to see the brake detail he'd spent hours working on in 'EM' gauge. He decided that the time was right to make the jump to 'O' gauge finescale for his next layout. You can read more about his creation, 'Sherton Abbas', in the next issue of *Model Rail*.
Photography: CHRIS NEVARD







SHOW REPORT: MODEL RAIL SCOTLAND

GEORGE DENT WRITES:

On February 24-26, Model Rail Scotland took place for the second year following the pandemic. In 2022, Scotland was still under strict protocols surrounding vaccination certificates and facemasks and, unsurprisingly, visitor numbers were down on pre-Covid levels.

This year, in contrast, the large hall at Glasgow's Scottish Event Campus was extremely busy over all three days, as enthusiasts from all over the UK – and further afield

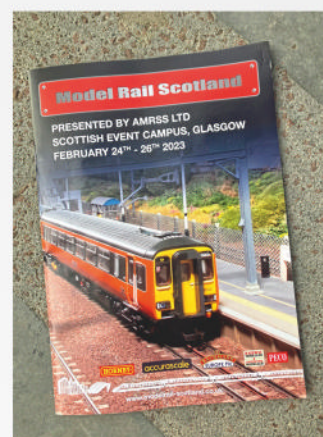
– came together for what many of us regard as one of the best shows in the calendar.

Over 50 layouts were on display, across many scales, and the overall standard was really impressive. Most of the leading manufacturers were in attendance, with Accurascale and Cavalex using the event to announce some exciting new diesel locomotive projects, while the Peco stand featured examples of its forthcoming West Highland Railway laser-cut station and signal box kits.

Model Rail's forthcoming

Ruston & Hornsby 'PWM' and Class 11 locomotives were featured on Heljan's stand, while Hornby's large display attracted plenty of traffic, with an eye-catching range of 2023's *Flying Scotsman* centenary models on show. Trade support was also extensive, with retailers offering all manner of wares, from detailing parts and kits to complete train sets.

Attending Model Rail Scotland is always a pleasure, so we take our hats off to the organisers, exhibitors and traders who helped make it such an enjoyable weekend.



BREAKING NEWS! MODEL RAIL'S 'PWM' ARRIVING SOON

Just before we closed for press, Heljan informed us that our exclusive Ruston & Hornsby 'PWM' 0-6-ODE locomotives were in transit from the factory

to Denmark. From there, they will be shipped to the UK for distribution. Therefore, by the time this issue hits the shelves, you'll be able to place

your orders.

We're offering eight different versions, while Kernow Model Rail Centre has also commissioned

an exclusive range of weathered versions.

For full details, see www.modelrailoffers.co.uk or call 01209 705459.



ACCURASCALE TAKES ON THE CLASS 66

Accurascale chose the first day of the recent Model Rail Scotland exhibition to announce its latest 'OO' diesel locomotive project, the EMD Class 66. Having procured the highly regarded Hattons '66' tooling, the Accurascale team has been working to upgrade the electronics and enhance a number of detail elements, including refinement of the rotating axlebox covers.

DCC provision has been improved, thanks to a lift-off area of the roof and twin speaker arrangement.

While the Hattons tools

allowed for a wide range of prototype versions to be created, further modifications have been carried out to broaden the scope even further.

Six versions have been announced so far, depicting EWS red/gold, original Freightliner green, DB Traffic red, Direct Rail Services blue, GB Railfreight blue and DB's striking green 'Climate Hero' livery.

Production is set to begin soon, with extra liveries likely to be announced in the coming months.

When's it due? Q1 2024

Price: £169.99 DCC-ready,



£259.99 DCC sound

Availability:

Accurascale stockists

Web: www.accurascale.co.uk



ANOTHER Mk 2 VARIANT TO COME

Having already announced a run of British Rail Mk 2b coaches, Accurascale will also offer a variety of Mk 2c vehicles in BR liveries, in addition to Irish versions.

Like the Mk 2b, the Mk 2c was a stop-gap design, pending the procurement of air-conditioning equipment for later Mk 2 variants. Initially, the plan had been to retro-fit 'air-con' gear to the Mk 2c fleet, but this never happened. Five different vehicle types were turned out from Derby Litchurch Lane between 1969-70, consisting of TSO, FK, FO, BFK and BSO and they initially supplemented (or replaced) rakes of Mk 1 stock.

Operated by both the London Midland and Western Regions, they were the first coaches to wear InterCity branding from new. As air-conditioned stock came on stream in the 1970s, the Mk 2c fleet

was dispersed onto regional and secondary services across the BR network, while 30 TSOs were converted to mini Buffet cars with a small counter at one end, and First class cars were de-classified to Standard accommodation in the 1980s.

Examples lasted in regular main line use well into the privatisation era, while both Northern Ireland Railways and Irish Rail acquired Mk 2c vehicles, which were operated into the early 2000s.

The Accurascale models promise a high level of detail, plus interior lighting with 'stay alive' circuitry. Several BR and post-privatisation liveries are on offer, from blue/grey, Network South East, InterCity and Regional Railways to West Coast Railways maroon. Production will follow the Mk 2b run and delivery is expected in Q4 2023, with all coaches priced at £59.95 each.



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BR BRUSH/ABB CLASS 92

1:76.2 SCALE /OO GAUGE

accurascale

DC/DCC READY

£189.99

DCC SOUND

£279.99

MANUFACTURER OF THE YEAR
WINNER
2022
HORNBY MAGAZINE



Imagine; a British outline electric locomotive with a specification equal to top-of-the-line European models, but with a price point that won't break the bank...

Welcome to our Class 92, featuring DCC operated raising and lowering pantographs, extensive levels of detail and pulling power, DCC sound via ESU Loksound 5 and lighting features that are unrivalled among ready-to-run models. **In stock now** direct from us at [accurascale.co.uk](https://www.accurascale.co.uk) or via your local supplier. Available in limited quantities.



All Class 92 models feature

- High level of detail
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- DCC ready & DCC sound (ESU loksound v5) options
- Details specific to individual prototypes
- High fidelity metal and plastic parts
- Sprung metal buffers
- Helical gears for maximum performance
- PowerBank line of capacitors
- Comprehensive lighting functions
- DCC operated raising and lowering of both pantograph
- And other typical Accurascale features!

Scan the QR Code
or visit:
www.accurascale.co.uk
to view the full range of
Class 92 locomotives
currently available
to order.



EXCLUSIVE COLOUR SCHEMES FOR '31' & '50'

00 GAUGE

A pair of extra livery options for Accurascale's forthcoming Class 31 has been announced, which will be available exclusively direct via the manufacturer's website. The sole Brush Type 2 to receive EWS' red/gold livery was 31466, a livery that the prototype continues to wear in preservation. The handsome Mainline Freight aircraft blue is also offered on a Class 31/4, namely 31407.

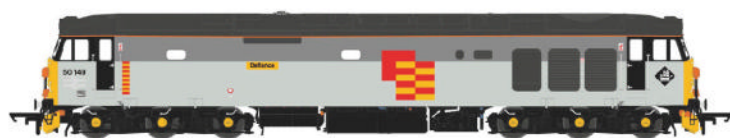
Another exclusive duo is being offered in the Class 50 range, depicting two of the most eye-catching members of the BR 'Hoover' fleet. Sporting a lined GWR green livery, 50007

Sir Edward Elgar was repainted in 1984 as part of the GWR150 celebrations and the model depicts the prototype during the 1988-91 period, after a few subtle tweaks had been made to the original scheme.

The unique Class 50/1, 50149 *Defiance*, forms the other Accurascale Exclusive edition, in Railfreight General sub-sector livery - a popular, if short-lived, colour scheme for this re-gear Class 50.

All models are expected in early 2024 and are priced at £169.99 in DCC-ready format, or £269.99 with DCC sound.

Web: www.accurascale.co.uk



BRUSH CLASS 60 NEXT FROM CAVALEX

The Cavalex team caused a stir at Model Rail Scotland by revealing its intention to offer a high-fidelity 4mm scale Class 60. A 3D-printed prototype was available for scrutiny at the Glasgow event, boasting plenty of detail and a very convincing appearance, especially around the front ends.

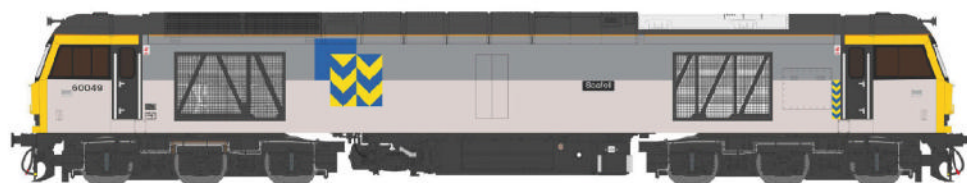
Based on original works drawings and extensive surveys of prototypes at Toton depot, the model has entered the tooling stage and a broad range of detail differences are being catered for, to allow any of the 100 '60s' to be accurately reproduced across their entire working lives to date.

Plenty of livery options will be offered, from BR Railfreight sub-sector schemes, through to EWS, DB and more up-to-date schemes. Prices are yet to be announced, although delivery is expected towards the end of 2024.

As production of the Cavalex Class 56 draws closer, a special GBRf Farewell Raitour twin-pack has been announced, featuring 56081 in Rail blue and 56098 in 'large logo' blue. This pair operated a special raitour in January to mark the end of operations with GBRf, before the last of the fleet is converted to Class 69. These packs will be available only from selected Cavalex stockists, with prices starting at £379.90 for DCC-ready versions. See the Cavalex website for more details. Web: www.cavalexmodels.com



00 GAUGE





CDA CHINA CLAY HOPPERS FROM KERNOW



Despite samples being glimpsed at the Warley show last November, Kernow Model Rail Centre has finally officially announced its exclusive range of CDA china clay hoppers in 7mm scale. Produced for the retailer by Dapol, the models portray a long-lasting wagon type that has been synonymous with Cornish china clay traffic since the late 1980s. Based on BR's HAA family of Merry-go-Round hoppers, the CDA variants were equipped with retractable canvas roofs and associated equipment.

Boasting the same impressive level of detail as Dapol's HAA models, the CDAs are available in 14 different number and livery versions, including English China Clay, EWS and DB branding, as well as unbranded options.

Kenrow MRC's Chris Trerise said: "With the CDA hoppers being an integral part of the Cornish china clay scene since 1987, it was an obvious gap in the 'O' gauge market for KMRC to fill." The models are available now, at £74.95 each.

Web:
www.kernowmodelrailcentre.com



'SCOTSMAN' SPECIALS FROM LOCOMOTION



As the nation celebrates the centenary of LNER 'A3' *Flying Scotsman*, the prototype's custodian, the National Railway Museum, has joined with Hornby to offer a special 'OO' model, depicting the locomotive as it appeared at the British Empire Exhibition in April 1924.

It was this event that made *Flying Scotsman* famous, the

exhibition showcasing Gresley's 4-6-2 as an iconic symbol of British design and engineering. By this time, the locomotive had been named after the daily 10am departure from London King's Cross to Edinburgh Waverley and went on to appear at many more publicity events for the LNER, cementing itself in the public consciousness.

The special 'Scotsman' model will be part of the National Collection in Miniature Series and is available to pre-order, with the models expected to arrive over the summer. Models can be secured for a £30 deposit, or the full £250 price can be paid up front.

Also on offer - and available now - is a range of souvenir

'Conflat' wagons and containers, offered in four different colours to represent the liveries worn by *Flying Scotsman* throughout its career, namely LNER Apple green, wartime black, BR blue and BR green. The special wagons are priced at £25 each.

Web:
www.locomotionmodels.com



L.B.S.C.R. 'E1' 0-6-0T



- Stroudley, BR and Isle of Wight versions tooled!

- Highly-detailed 'OO' gauge model

- **FIFTEEN** to choose from

Order
TODAY!



Images are coloured CAD renders

Rapido's golden oldies!

H.R. 'Jones Goods' 4-6-0

- Highland and LMS versions tooled!

- Highly-detailed 'OO' gauge model

- **SIX** to choose from including No. 103 in 1960s yellow livery!

- Order yours **TODAY!**



Image of first Engineering Prototype

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News Real What's happening on Britain's railways...

Our full-size railways are constantly evolving, providing fresh inspiration for modelling projects. BEN JONES looks at a few of the latest developments that could soon be appearing on our layouts.

❑ The first Class 93 tri-mode locomotive for Rail Operations Group (ROG) is almost complete at Stadler's Valencia factory in Spain. ROG expects 93001 to arrive in the UK for testing and approval in April. Developed from the Class 88, this new design features an improved cab, more powerful diesel engine and battery pack for improved performance away from electrified lines. Revolution Models is already well advanced with design work on a 'OO' gauge Class 93. RAIL OPERATIONS GROUP



❑ Transport for Wales (TfW) is in the process of completely renewing its train fleet. In recent weeks, it has introduced two new classes of DMU into public service as part of an £800m investment. Class 197 (77 units) is built by CAF in Newport and closely related to Northern's Class 195 and West Midlands Railway's Class 196, while the Swiss-built Stadler Class 231 (11 units) is a diesel-only variant of the Greater Anglia Class 755 FLIRT. The '231s' will soon be joined in South Wales by 24 tri-mode (electric/diesel/battery) Class 756 FLIRTs for regional services around Cardiff. TRANSPORT FOR WALES



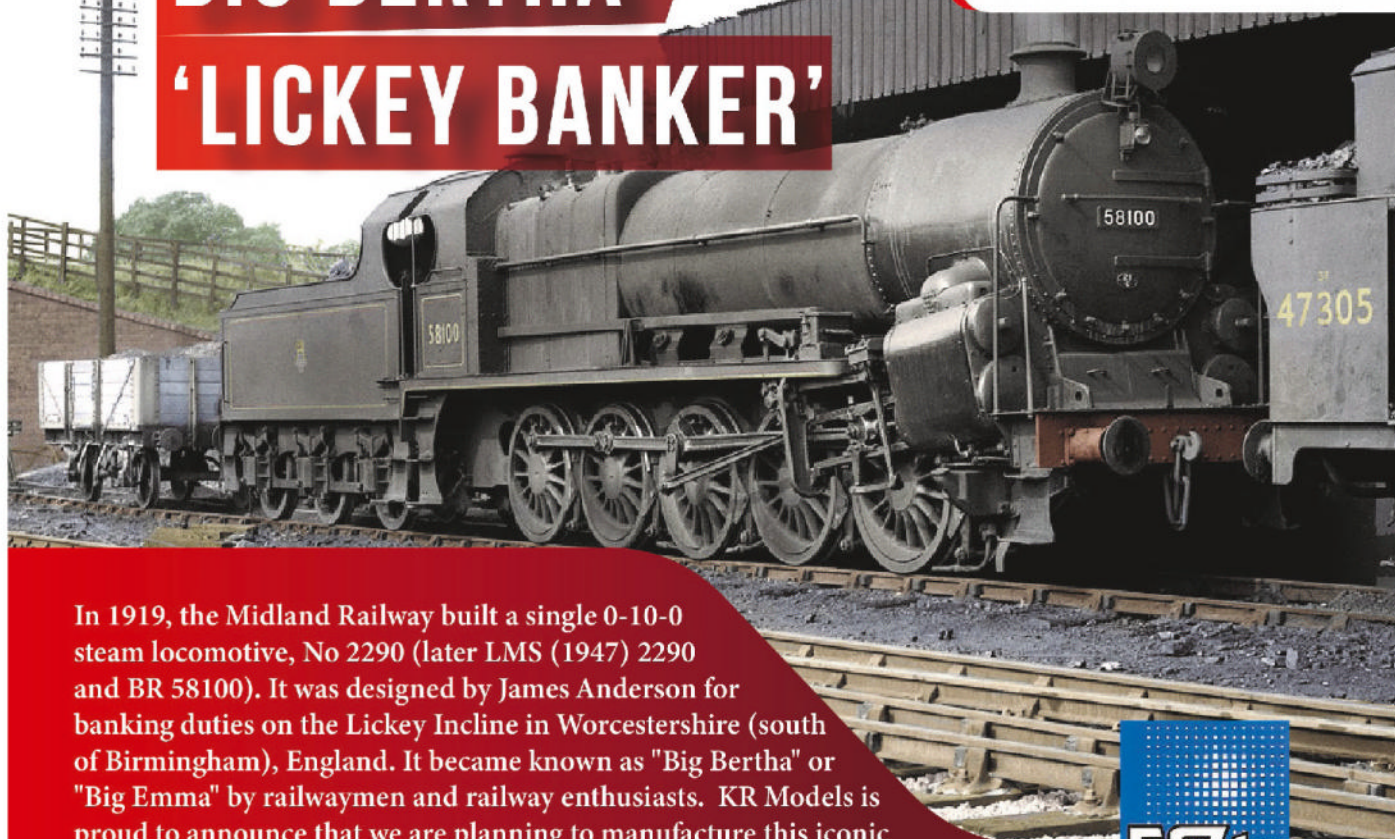
❑ The latest variant of Hitachi's Class 80x bi-mode family made its first main line outing on February 10. After two months of testing at Network Rail's Rail Innovation & Development Centre (RIDC) in Leicestershire, 805001 ran from Oxley Depot to Glasgow Central and return. Avanti West Coast has 13 Class 805s on order to replace its ex-Virgin Class 221 'Super Voyagers', plus ten electric-only Class 807s to augment its Class 390 fleet. Hornby recently announced a 'OO' model of the five-car Class 805s in its 2023 range. AVANTI WEST COAST



❑ Despite the recent collapse of UK train builder Vivarail, some of its Class 230 trains created from upcycled former London Underground 'D78' stock look set to enter service in 2023. As well as five sets owned by Transport for Wales, GWR has purchased battery demonstrator 230001 and fast-charge equipment for trials on the Ealing-Greenford branch in west London. The future of three sets used by London Northwestern is currently unknown. GWR



BIG BERTHA 'LICKEY BANKER'



In 1919, the Midland Railway built a single 0-10-0 steam locomotive, No 2290 (later LMS (1947) 2290 and BR 58100). It was designed by James Anderson for banking duties on the Lickey Incline in Worcestershire (south of Birmingham), England. It became known as "Big Bertha" or "Big Emma" by railwaymen and railway enthusiasts. KR Models is proud to announce that we are planning to manufacture this iconic 0-10-0 loco in OO gauge.



- ▶ Cast chassis
- ▶ Firebox flicker
- ▶ Stay alive
- ▶ LokSound V5.0 sound decoder
- ▶ Working front light
- ▶ Fine detail
- ▶ OO gauge

LMS Crimson, LMS Black,
BR Black Early Crest



DCC Ready £220
DCC Sound £320

NEW KITS DUE FROM METCALFE

Due to hit the shelves this month is an interesting range of new card construction kits from Metcalfe Models. The modern platform shelter provides an airy waiting room plus a self-service ticket machine, so your passengers can enjoy the frustration of hunting for cheaper off-peak tickets that are often the hardest to find!

A low-relief, Tudor-style hotel offers something quirky and would be a perfect setting for a 'whodunit' cameo, while the water wheel kit will be useful for a range of mill structures, including several of Metcalfe's existing factory and workshop kits. Supplied in bare laser-cut fibreboard, the walls of the mill race could be covered in stone or brick effect sheet (as offered by Metcalfe), while the wheel, steps and equipment can simply be painted.

All three kits are available for 'OO' and 'N' gauges.

Products: • Water wheel



£5.50 ('N')/£7.00 ('OO')

• Hotel Wednesday

£10.00 ('N')/£16.50 ('OO')

• Modern Platform shelter

£8.50 ('N')/£12.00 ('OO')

Availability: Model shops

Web: www.metcalfe-models.com

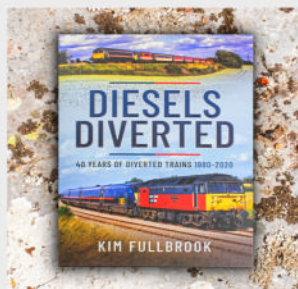


OO
GAUGE

N
GAUGE

Modeller's Bookshelf

A quartet of new books that will be useful for modellers and general railway enthusiasts alike.



This compact hardback offers a visual overview of diverted trains over the past 40 years. Although not so common these days, diversions owing to engineering work would offer the excitement of unusual traction and passenger workings through railway backwaters. With over 200 quality colour images, there's a pleasing variety of geographical coverage and an array of diesel locomotives and multiple units, as well as a fair number of electrics (many being 'dragged'). The captions are informative and some of the featured services may inspire modellers to run something a little different on their layouts!

Book: *Diesels Diverted*, by Kim Fullbrook (Pen & Sword)

Price: £25.00

Availability:

www.pen-and-sword.co.uk



An ongoing shortage of diesel multiple units blessed Norfolk with various loco-hauled passenger services right up until 2019. This book provides an overview of rail operations around Norfolk, from 1994 until the introduction of Stadler multiple units.

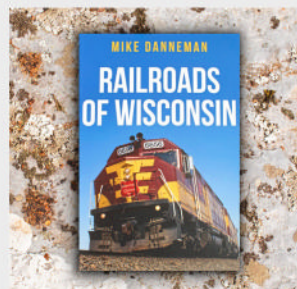
Presenting a wide range of traction in various locations, the captions provide plenty of information, while a map and overview of the Wherry Lines are helpful. Countless liveries are on show, including BR InterCity, Anglia, One and Greater Anglia, plus DRS' schemes. Useful for anyone with an interest in recent East Anglian operations.

Book: *Norfolk Rail - 25 Years of the Wherry Lines* by Chris Boon (Key Books)

Price: £15.99

Availability:

www.pen-and-sword.co.uk



This new book paints a fascinating picture of the railroads of Wisconsin, famed for its dairy produce, beer and Harley Davidson motorcycles. The image quality is excellent throughout, revealing a diverse range of freight traffic from 1979 to 2005, along with a few Amtrak services. A brief historic overview reveals the importance of the railways in Wisconsin's development and a map of rail routes in use in 1990 testifies to an intriguing local rail scene. There are plenty of colourful liveries on show too, including the red/gold of Wisconsin Central, familiar to UK enthusiasts as parent company to EWS.

Book: *Railroads of Wisconsin* by Mike Danneman (Amberley)

Price: £15.99

Availability:

www.amberley-books.com



Respected author Paul Shannon presents a photographic survey of UK rail freight operations since the year 2000, revealing a staggering level of change over the past 20+ years. Not only have traction types and colour schemes changed, but many freight flows have been lost and new business gained. The wagons and infrastructure have changed too and, although image reproductions are a little grainy, lots of visual information is provided for modellers, especially from those images captured at freight terminals and yards. Plenty of vital detail is included in each caption too.

Book: *Rail Freight in the 21st Century*, by Paul Shannon (Amberley)

Price: £15.99

Availability:

www.amberley-books.com



ON THE WORKBENCH

A couple of new modelling aids have appeared on George's workbench this month.

CRANKY PANKY

This stylish and effective tool is designed for removing the small nuts holding steam locomotive connecting rods to the wheels. These crank pins can be tricky to remove with regular spanners and can be easily damaged by pliers, so tools such as this are an essential addition to any modeller's toolbox. At 70mm in length, it's a compact tool, but it's comfortable to use and does the job without fuss. Perhaps a knurled finish on the exterior would afford extra grip, but connecting rod nuts should never be overtightened, so that's probably a moot point.

The tool is double-headed, allowing two sizes of nut to be handled, lending it to a wide range of Hornby models - new and old - as well as locomotives from other manufacturers. Highly recommended.

Product: Hornby R913 Con Rod Nut Spanner

Price: £5.25

Availability: Hornby stockists

Web: www.hornby.com



CLOG-FREE PRECISION

Applying glue neatly and accurately can be key to achieving the best results when building kits or modifying and repairing models. Cleaning up excess glue can be tricky, especially with solvent-based adhesives. This pack of steel pinpoint applicator needle tips has been designed to fit onto the plastic nozzles of many glue bottles, but especially those produced by Deluxe Materials.

Six needles are included, of two different diameters, to suit thinner or more viscous glues, along with safety covers that help prevent glue from drying inside the tips. A handy cleaning pin is also supplied, just in case a blockage does occur, thus prolonging the life of the needles. Perfect for working with a range of glues, from cyanoacrylate to laser-cut kit glue, PVA-type adhesives and certain plastic cements. See page 64 to see the tips in action.

Product:

Deluxe Materials
AC28 Pin Point
Applicator kit

Price: £5.99

Availability:
Model shops

Web: www.deluxematerials.co.uk



SKATEPARK ACTION

An eye-catching new addition to the Noch range of scenic accessories is the micro-motion skate park. Six different skater characters are supplied, each performing various tricks on the ramps and obstacles, which are rendered as laser-cut, self-assembly parts. With a built-in micro-motion drive system, the champion skater rides and jumps over the halfpipe ramp, landing safely every time! A 16V AC/DC power source is required and the kit is limited to only 1,000 pieces so, if you fancy adding a striking scenic feature to your modern image layout, you'd better get your skates on!

Product: Noch 66834

Micro-Motion Skate Park kit

Price: €159.99

Availability: Noch stockists

Web: www.noch.com



SUPERIOR SILO

This attractive laser-cut kit is rendered in wood and card and, although designed to the European scale of 1:160, it could be equally suitable for UK 'N' gauge layouts. It would certainly make for an eye-catching background feature, representing all manner of industrial premises.

Made in France, the assembled kit requires a footprint of 90 by 80mm and stands 160mm tall. A version in 'HO' is also available, along with other similarly impressive kits. Illustrated instructions can be downloaded for free from the Minifer website, so you can see what you're getting before committing to a purchase. Definitely worth a look!

Product: Silo de Pont-sur-Yonne

Price: €59.00

Availability: Minifer

Web: minifer.fr/en

...and finally



Unusual scenes captured by the lens of Chris Nevard

The yard foreman, in an attempt to speed up the emptying of the coal wagon, is trying a little bribery in the form of a crate of beer. If they empty the wagon by lunchtime, they'll be given a couple of bottles each to imbibe during their break. However, Doug and Douglas (who's lost his shovel) know that the ale is a homebrew, made from turnips owing to a shortage of proper malt and hops, so they're unlikely to be easily won over.

EXHIBITION DIARY - MARCH-MAY 2023**March 25**

BURY ST EDMUNDS, SUFFOLK. Bury St Edmunds MRC, The Guild Hall, Guild Hall Street, Bury St Edmunds, Suffolk IP33 1NX. **Time:** 1000-1600. **Admission:** Adult £5, accompanied under-14 free. **Tel:** 07858 253812.

NEWTON AYCLIFFE, CO DURHAM.

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

March 25 & 26

CREWE, CHESHIRE. Modern Image O Gauge Exhibition 2023, Crewe Heritage Centre, Vernon Way, Crewe, Cheshire CW1 2DB. **Times:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £10, accompanied under-15 free. **Web:** www.modernimagegauge.co.uk/exhibition-2023.html

HOWDEN, GOOLE. Carlton Railway Society, Howden School, Derwent Rd, Howden DN14 7AL. **Times:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult: £5, concessions for minors. **Email:** thomaszagic@gmail.com **Tel:** 07795 831494

NAILSEA, SOMERSET. Nailsea & Dist. MRC Model Railway Exhibition. MRC, Nailsea School, Mizzyrn Road, Nailsea BS48 2LE. **Times:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £8, Child £2, Family £16. **Web:** www.nailsea-district-mrc.co.uk

April 1

BECKENHAM, KENT. Beckenham and West Wickham Model Railway Club, Vintage Model Railway Show, St John's Church, Eden Park Avenue, Eden Park, Kent BR3 3JN. **Time:** 1000-1700. **Admission:** Adult £8, accompanied under-15 free. **Web:** www.bwmrc.co.uk **Tel:** 07545 469610.

HILLINGDON, LONDON. Hillingdon Railway Modellers - Test Track Open Day, Viewless Baptist Church Hall (side entrance), 74 Colham Avenue, Viewless, Hillingdon, London UB7 8HF. **Time:** 1000-1500. **Admission:** £5. **Tel:** 02083 684090. **Web:** www.hillingdonrailwaymodellers.co.uk

UCKFIELD, EAST SUSSEX. Uckfield Model Railway Club, Open Day, Luford Centre, Library Way, Uckfield, East Sussex TN22 1AR. **Time:** 1000-1500. **Admission:** Free (donation). **Email:** trevdeecj@btinternet.com

April 1 & 2

CHELTHENHAM, GLOS. Cheltenham Great Western Modellers Group, Spring Model Railway Exhibition, St Margaret's Hall, Coniston Road, off Windermere Road, Hatherley, Cheltenham, Gloucestershire GL51 3NU. **Times:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adult £5, Child £2.50, Family (2+2) £10. **Web:** www.cheltmodrail.org.uk **Tel:** 01242 517788.

COTGRAVE NOTTS. Bingham MRC South Notts Show, Cotgrave Welfare

Scheme, Woodview, Cotgrave Notts NG12 3PJ. **Times:** Sat 1000-1630, Sun 1000-1600. **Admission:** Adult (16 and over) £5, accompanied under-16 Free. **Web:** www.bingham-model-rail.co.uk

April 5

TAUNTON, SOMERSET. Taunton Model Railway Group, Bishops Lydeard Station, Platform 1, West Somerset Railway, Taunton TA4 3BX. **Time:** 1000-1630. **Admission:** Small charge applies. **Web:** www.tauntonmodelrailwaygroup.co.uk

April 12

TAUNTON, SOMERSET. Taunton Model Railway Group, Bishops Lydeard Station, Platform 1, West Somerset Railway, Taunton TA4 3BX. **Time:** 1000-1630. **Admission:** Small charge applies. **Web:** www.tauntonmodelrailwaygroup.co.uk

April 14 & 15

SUTTON COLDFIELD, BIRMINGHAM. Sutton Coldfield Railway Society, Model Railway Exhibition 2023, Trinity Centre, Church Hill, Mill Street, Sutton Coldfield B72 1TF. **Times:** Fri 1300-1830, Sat 1000-1630. **Admission:** Adult £5, Accompanied under-16 Free. **Web:** www.ukmodelshops.co.uk/scrs/exhibition.html

April 15

BIRCHINGTON, KENT. East Kent Model Railway Society, The Centre, Alpha Road, Birchington CT7 9EG. **Time:** 1000-1600. **Admission:** Adult £4, accompanied under-16 free. **Email:** ekrmrwhitstable@gmail.com

BUSHEY, HERTS. Southwest Herts Model Railway Society, Queens School, Aldenham Road, Bushey, Herts WD23 2TY. **Time:** 1000-1630. **Admission:** Adult £8, Child £4, Accompanied under-15 free. **Email:** jhdavy1@virginmedia.com **Tel:** 07783 823457. **Web:** www.southwesthertsmrs.org.uk

EWELL, SURREY. Epsom & Ewell Model Railway Club, Open Day, Ruxley Church, Ruxley Lane, Ewell, Surrey KT19 0JG. **Time:** 1000-1700. **Admission:** free (donation). **Web:** www.eemrc.org.uk

HATFIELD, HERTS. Mini Train Adventures at the Mill, Mill Green Museum, Hatfield, AL9 5PD. **Time:** 1000-1700. **Admission:** Adult £5, Child (2-16) £1.50, under-2 free. Includes entry to museum and mill. Advance booking recommended. **Web:** www.millgreenmuseum.co.uk

IPSWICH, SUFFOLK. Ipswich Railway Modellers Association, IRMA Open Day events. Welton House, 40a Norfolk Road, Ipswich, Suffolk IP4 2HB. **Time:** 1000-1600. **Admission:** Free. **Web:** www.irma.org.uk

LEIGH-ON-SEA, ESSEX. South East Essex Railway Society (SEERS), 'SEERS@70' - anniversary exhibition. Leigh Road Baptist Church, Leigh Road, Leigh-on-sea, SS9 1NN. **Time:** 1000-1600. **Admission:** £3, under-18 free. **Email:** seers.rail@gmail.com **Web:** www.seers-rail.org/exhibitions.html

NORWICH, NORFOLK. Norwich Model Railway Exhibition 2023, Helleston High School, Middletons Lane, Norwich, NR6 5SB. **Time:** 1000-1600. **Admission:** Adult £6, accompanied under-16 free. **Web:** www.norhams.org.uk/wordpress/exhibition

April 15 & 16

CALNE, WILTS. Bentley Model Railway Group, Calne Model Railway Show 2023, Calne Community Campus, White Horse Way, Calne, Wiltshire SN11 0SP. **Times:** Sat 1100-1700, Sun 1000-1600. **Admission:** Adult £6, Child (5-17) £3, Group (2+3) £15, under-5 Free. **Web:** www.calnemrs.org.uk

EDINBURGH, SCOTLAND. The Lothians Model Railway Show, St Marys Church Hall, Dalmahoy, Edinburgh EH27 8EB. **Times:** Sat 1000-1630, Sun 1130-1600. **Admission:** Adult £4 Child £1. **Email:** lothianmodelshow@gmail.com **Web:** www.lothianmodelrail.co.uk

REDRUTH, CORNWALL. Helston & Falmouth MRC's Spring Exhibition, Pool Academy, Church Road, Pool, Redruth, Cornwall TR15 3PZ. **Times:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £6, under-16 £3, Family £14. **Web:** www.hfmrc.com

SCARBOROUGH, NORTH YORKS. Scarborough Model Railway Show, Newby & Scalby Community Hall, YO13 0RA. **Times:** Sat 1000-1700, Sun 1000-1530. **Admission:** £6, accompanied child free. **Web:** www.sdrmrweb.co.uk/scarborough_show.php

April 22

BAWDESWELL, NORFOLK. 32a Model Railway Club - 7th Annual Model Railway Show Bawdeswell Village Hall, Reepham Road, Bawdeswell, Norfolk. **Time:** 1000-1630. **Admission:** Adult £5, Concession £4, Child £2 Family £12 (cash only). **Email:** alanscarpets@yahoo.co.uk **Tel:** 07717 502597.

HIGH WYCOMBE, BUCKS. High Wycombe MRX 23 Model Rail Exhibition, Cressex Community Centre & Social Club, 203 Cressex Road, High Wycombe HP12 4PZ. **Time:** 1030-16.30. **Admission:** Adult, £4.50, accompanied child (6-16) £1; under-6 free. **Tel:** 07929 905502. **Email:** dcfryer@hotmail.com **Web:** www.hwdmrs.org.uk/exhibition/

April 29

CRAWLEY, WEST SUSSEX. Crawley Model Railway Society, Milton Mount School, Grattons Drive, Pound Hill, Crawley RH10 3AG. **Time:** 1100-1600. **Admission:** Adult £2, accompanied under-16 free. **Email:** cmrs.secretary@gmail.com

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

April 28, 29 & 30

TAUNTON, SOMERSET. Taunton Model Railway Group, Bishops Lydeard Station, Platform 1, West Somerset Railway, Taunton TA4 3BX. **Times:** 1000-1630. **Admission:** Small charge applies. **Web:** www.tauntonmodelrailwaygroup.co.uk

April 29 & 30

BARKBY THORPE, LEICS. Syston Model Railway Society, The Leicester Model Railway Exhibition, Thorpe Farm, Barkby Thorpe, near Syston LE7 3QE. **Times:** Sat 1000-1630, Sun 1000-1630. **Admission:** Adult £5, accompanied

child free. Family (2+2) £10. **Tel:** 0116 260 5760. **Web:** www.systonmrs.org.uk

May 1

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

May 7 & 8

BRADFORD. Bradford Model Railway Club, Model Railway Show - **CANCELLED** owing to unforeseen circumstances.

May 13

LANCING, WEST SUSSEX. Sompting and District Model Railway Club, St Peter The Apostle Church, Bowness Ave, Sompting, Lancing BN15 9TS. **Time:** 1000-1630. **Admission:** Adult £3.50, Child £1. **Web:** www.somptingdistrictmrc.co.uk

May 13 & 14

HAYLE, CORNWALL. Hayle Railway Modellers May Exhibition, Hayle Day Care Centre, Commercial Road, Hayle, Cornwall TR27 4DE. **Times:** Sat 1000-1700, Sun 1000-1600. **Admission:** £5, accompanied under-14 free.

IMMINGHAM, NORTH EAST

LINCS. Immingham Model Rail Show, Immingham Museum, Civic Centre, Pelham Road, Immingham DN40 1QF. **Times:** 1000-1700, Sun 1000-1600. **Admission:** Adult £4, Child £1, Family £9. **Email:** admin@imminghammuseum.org **Web:** www.imminghammuseum.org

KIRKALDY, FIFE. Glenrothes Model Railway Club Annual Model Railway Exhibition, Templehall Community Centre, Kirkaldy KY2 6EX. **Times:** Sat 1000-1600, Sun 1030-1600. **Admission:** Adult £5, Child £2, Family (2+2) £10. **Email:** angus@glenrothesmrc.org.uk

MARKET DEEPIING, LINCS.

Market Deeping Model Railway Club Exhibition, Stamford Welland Academy, Green Lane Stamford PE9 1HE. **Times:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adult £7.50, Child £3.50, Family £20.00 (max. five). **Web:** www.mdsmrc.org/

YORK, NORTH YORKS. N Gauge Society, National Railway Museum Conference Centre, Leaman Road, York YO26 4XJ. **Times:** Sat 1000-1700, Sun 1000-1600. **Admission:** Members free, Adult £5, Senior Citizen & Child £3, Family (2+3) (£15). **Email:** areagroups@ngaugesociety.com **Web:** www.ngauesociety.com **Facebook:** www.facebook.com/NGaugeSociety

May 20 & 21

ORPINGTON, KENT. Orpington & District Model Railway Society Pratts Bottom Model Railway Exhibition 2023, Pratts Bottom, Orpington, Kent BR6 7PQ. **Times:** 1000-1700 both days. **Admission:** Adult £5, Child £1, under-3 free. **Tel:** 07885 270437.

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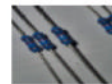
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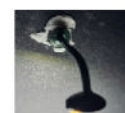
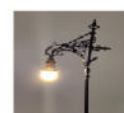
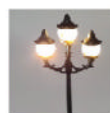
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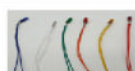


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Staff Show & Tell

Farmhouse (and workshop) tales

As well as working on a GWR 'Manor' for Mr Leigh and an ex-LMS 'Salmon' wagon for himself, **George Dent** also found time to finish a 'OO' farmhouse kit.

After a relatively lean few months, February involved quite a bit of fruitful activity in my modelling workshop. One of my new year resolutions was to get my workspace organised more effectively, as it's sometimes hard to find tools, materials and kits that I know I have lurking in store, but they're not easily accessible.

This is a job that will take time, but I feel satisfied with the progress I've made so far. Indeed, my most recent projects have been that little bit speedier thanks to less wasted time searching through my store cupboard for an elusive part or pot of paint!

Something I've been particularly happy to finish is a plaster-cast farmhouse kit, from the Townstreet Models range. Assembled last autumn, and featuring briefly in *Model Rail*, issue 306, the naked structure has been sitting on a shelf over my desk as a constant reminder to get the job done.

The sight of an unfinished model often bugs me, and I finally completed the painting stage. These models feature plenty of relief, so they can be very satisfying to paint and weather. Just a few 30-minute sessions here and there over the course of a week brought the model to a state of completion. All that's lacking is glazing, while I also have an urge to trail some flowering clematis over that front porch.

But that will have to wait until the structure is installed into its final resting place...

What George used

◆ Kit: Stone farmhouse with rear kitchen extension

Price: £29.75

Availability: Townstreet Models

Tel: 01768 88456 (Mon-Fri 2-8pm)

Web: www.townstreetuk.co.uk

◆ Paints: LifeColor acrylics, various shades

Price: £2.99 per 22ml jar

Availability: Model shops or

The Airbrush Company

Tel: 01903 767800

Web: www.airbrushes.com

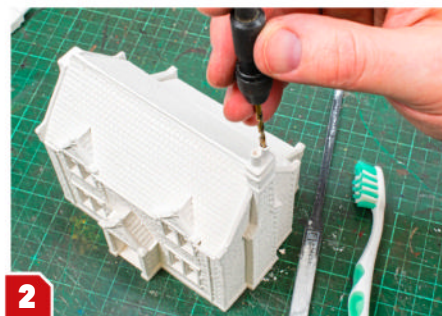
Although still not 100% complete, the charms of Townstreet Models' Farmhouse can be better appreciated now that it has been painted. Once 'planted' into its final surroundings, George intends to plant up a colourful front garden, with clematis climbing over the front porch.



STEP BY STEP



1 As mentioned back in MR306, the parts of this Townstreet Models kit needed to be fettled to ensure a square fit. The walls were bonded with a fast-drying PVA-style glue, checking the corners with a set square. Excess glue was wiped away, using damp cotton swabs.



2 Drilling out chimneypots was risky, as plaster is not very resilient. I did manage to open out three of the pots, drilling to a depth of around 6mm. One pot broke and the wreckage was cut away completely, suggesting that one of the fireplaces has been removed.



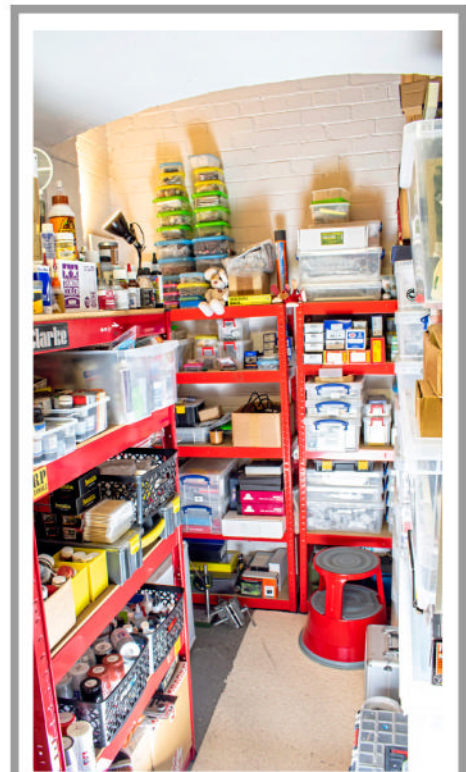
3 A few gaps around the joints were filled with plaster, which was tidied as much as possible before the plaster dried. It's impossible to achieve perfection, so a little sanding was needed, followed by reinstatement of the mortar courses using a fine bradawl tool.



4 The scribing of the mortar courses takes time and is, unsurprisingly, rather tedious. But it's worth the effort. An old, clean toothbrush was used to clear away any dust and debris from the walls, which is vital before the painting stages begin.



5 I find that acrylic paints work best on porous material. An initial grey undercoat, applied with a flat brush, sealed the plaster and highlighted any areas where extra filler was needed. When dry, an overall coat of a pale cream/stone shade was applied, to form the final mortar colour.



A semblance of order amid the chaos! George has been striving to tidy up his workshop recently, with the store cupboard now arranged in a more user-friendly manner.



6 The stonework was picked out by dry-brushing the walls with a flat brush. Most of the paint was wiped onto tissue before stroking the brush over the walls. In this way, subtle variations in tone can be achieved, while retaining the mortar colour within the recessed courses.



7 Around eight different paint shades were combined, built up gradually in dry-brushed layers. Various shades of brown, terracotta, tan and grey were used, as I was aiming for a reddish/brown sandstone colour, as found in parts of northern Cumbria.



8 The slates were picked out using various shades dry-brushed over dark grey. A little Olive Drab was mixed in, as roofs often feature staining from algae and moss. Brush strokes were kept to vertical movements, ensuring that all stains were consistent with gravity.



9 Only when the masonry and roof elements were complete were the window frames, doors and other details treated. The layout for which this structure is intended will portray the late 1960s to the early 1980s, so the woodwork was treated to a suitably murky colour.



DIGGING FOR POWER

Chris Gadsby writes: I am nearly there with the installation of the electrics to my model railway room in the garden, having begun the arduous tasks of digging a deep trench for the mains cable and Ethernet line down to it. After getting a few quotes for a trenching machine to do the work for me, it became clear that doing it manually was the financially viable way.

All was going swimmingly until I came across remnants of a concrete path, buried under the lawn, which has necessitated a lot of extra toil. At the time of writing, I'm about halfway there. Once the heavy work is done, I can employ my neighbour for a day to install the electrics and sign off the work. Then I can start running the trains!

Show & Tell

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



KIT-BASHING 'ANNIE' AND 'CLARABEL'

Mark Pretious

converted a couple of 'toys' into a convincing four-car, close-coupled set of Stroudley carriages.

These coaches started out life as children's toys but they do lend themselves very easily to be kit-bashed into authentic-looking coaches. This is the fourth set of these that I have done and they make an ideal accompaniment to the Gauge 3 LBSCR 'Terrier' 0-6-0T I described in last December's issue (see MR307).

As well as the cosmetic element, the four coaches had to be re-gauged from 45mm (LGB) to 63.5mm (Gauge 3). All the coaches come as four-compartment vehicles with a moulded nose at one end for the face of each coach. The first thing I did was pull each coach apart and start re-gauging the wheel sets to Gauge 3.

The dummy springs and axleboxes were razor-sawed off and put to one side. All the moulded noses, solid buffers and draw hooks were also removed. The four coach ends were then re-skinned with plastic card. The chunky roof vents were also razor-sawed off and then re-skinned with a sheet of 30thou' plastic card. All the compartments had moulded grab handles and T-shaped door handles so these were also removed and later replaced with proper handles grab rails.

The coaches, as built, have external bearings mounted through the floor and secured in place with small self-tapping screws on the top side of the floor pan. The location of the metal bearings is exactly where the wheels needed to go. The floor pan was suitably modified on all the coaches and a section of the floor pan removed using a disc cutter. I was then able to reattach the dummy axleboxes and springs. The brake ends had a set of buffers fitted, as well as the draw hook and screw link from GRS (Garden Railway Specialists).

The four underframes later received a spray of Halfords grey plastic primer and then matt black. The stepping boards were picked out in a wood colour. On three of the four coaches I had to carry out major surgery. The fourth coach remains as a four-compartment coach, so the only work on this bodyshell was the re-skinning of the former face end of the coach, filler work and applying microstrip.

With the coaches that required major surgery, I removed the six complete coach sides off the three body shells so all I had was a floor and two ends to support the roofs.

The five-compartment coach has received the most work. On the four-compartment coach, as bought, there are five panels between each compartment window and the extreme ends. The removal of all these panels permits just enough room to get the five compartments on each side. The two end compartments mouldings where the compartment meets the end of the coach had no rounded ends for the raised beading. I had to graft sections very carefully from the panels that I had removed.

STEP
BY
STEP



The two brake coaches are identical, so I did these simultaneously. I approached Marston Models to use two of the doors that I had saved from the cutting up process to make 3D-printed resin double doors. This kept the panelling and detailing uniform and less likely to be seen as different. For the end of the coach I took an imprint of my own Stroudley coach and used this as a template for the distinct end windows of the LBSC coaches which was made up from 30thou' plastic card, as were the duckets and the luggage panels. The end beading was added to complete the window frames and to give a good level of detail. The drum vents and the oil fillers are, in fact, 3D-printed again by Marston models and applied to the roofs as per technical drawings.

Painting of the roofs was done by using Halfords white plastic primer and then appliance gloss white. The close coupling is achieved by using a 90mm long plate of brass with one end secured to a pre-existing hole in the floor of the first coach. The next coach has a 6BA bolt down facing and the bolt fits through the corresponding hole thus holding the coach at a set distance from the first vehicle.



4



5



6

The four coach bodies all received a spray of Halfords red plastic primer and Halfords Ford Radiant red for the brake ends only. The topcoat was brush-painted. I was trying to replicate the 'Painted Mahogany' that the LBSC used around 1899-1906, which is easier than doing a wood stain effect. After chatting to some helpful people from the Brighton Circle someone suggested the Vallejo range of paint and a colour called red leather.



7

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Inside track with Ben Ando

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

'THEY'RE HERE... OH NO!'

The model was announced a while ago; research took many weeks and development feels like it's taken forever.

There have been misunderstandings, mistakes and even well-meaning meddling but, finally, notification comes that the container has cleared customs and the pallets are on their way.

'Yay!' you might think. 'The hard work is all over! All we have to do is send them out to the hordes of happy, grateful customers and we can relax and gloat about how great we are.'

Wrong! In fact, this is only the beginning of the potential headaches.

The practical reality is that during any development process not every eventuality can be predicted, and of course not every model will be tested.

Like most manufacturers, Revolution Trains uses both quality assurance to try to 'design out' the possibility of models being assembled badly, and a degree of quality control to check models are OK before they are sent out.

However, testing for powered models usually comprises just a couple of laps round a simple circle or oval of track – enough to check the motors and lights work, but not much more.

Of course we *could* exhaustively run every single model before delivery, but this would add significantly to the final price in both time and money.

For this reason it can be that it's only when large numbers of models reach customers, and are taken out of their boxes and given a full running session, that we will learn of any systemic problems.

For example, about this time last year we received a batch of 'N' gauge freight wagons. These were sent out, but it wasn't long before we began receiving emails alerting us to the fact that some models did not run at all well.

And this was where social media took over.



One sign of a successful new model is a muted level of chatter on social media.

Within days Facebook, chat forums and even Twitter seemed to be awash with comments about the poor running of these models.

We investigated and found that some of the axles did not have proper pin-points and were binding in the bogies. It transpired that the factory involved had itself received a batch of wheelsets with over-long axles that were not to specification – and rather than simply return them and wait for replacements they'd decided to grind off the excess.

In most cases this was an acceptable solution, but clearly one worker had had a bad day at the office with the result that some models had axles with rounded axle ends and prominent burrs that made smooth running impossible.

In due course correct wheelsets were sent from China and sent out to any customers who needed them and the problems were sorted out.

An unfortunate but simple enough problem with a straightforward solution.

Yet in the days after we sent the models out, social media posts repeated across platforms – often by the same small number of writers – tended to create a narrative that the whole thing was a complete disaster.

Some even went so far as to ask whether there would have to be a full 'product recall'.

The writers of these posts – understandably annoyed that a model they've waited many months for is flawed – are entirely justified in airing their concerns.

However, for manufacturers it is always important to maintain a sense of perspective while working hard to address specific issues.

Paradoxically, other recent models in 'OO' and 'N' – where there are no reported issues – have generated barely a whisper on social media.

The internet is a wonderful and powerful tool, and we wouldn't be without it, but it is a truism that when a new model arrives we tend to hope it won't go viral on the web for all the wrong reasons!



“We could exhaustively run every model before delivery, but this would add significantly to the final price in both time and money”

Web forums and social media are helpful tools for manufacturers to learn about issues with their products.



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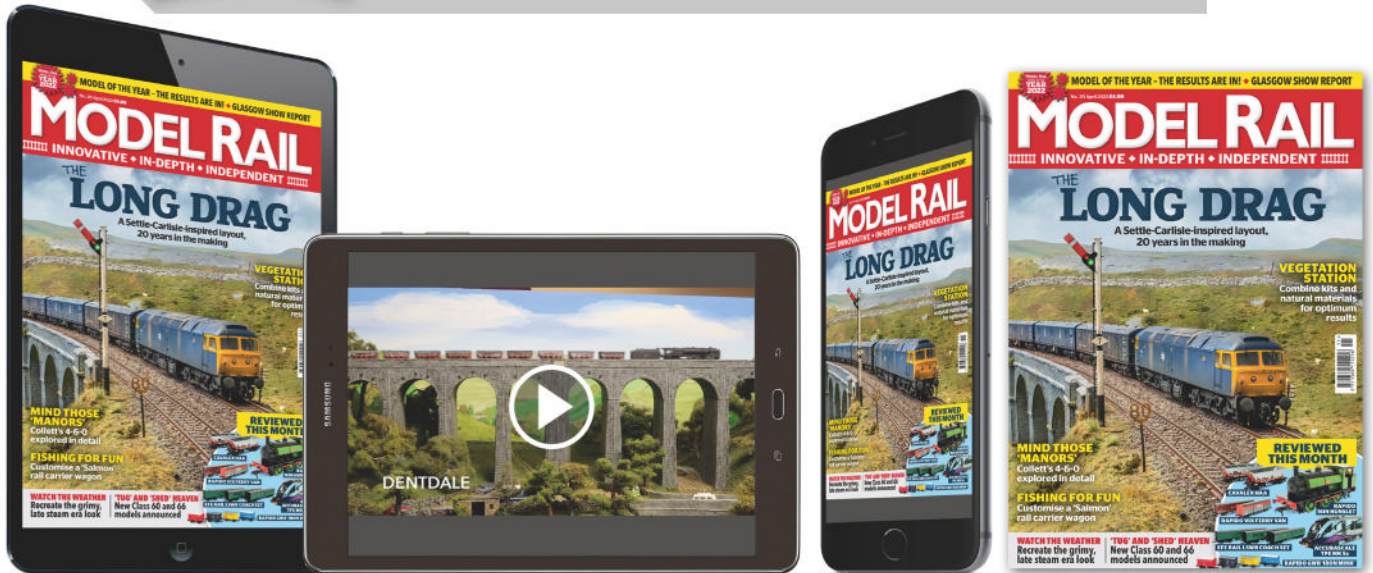
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George Dent, Editor



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MODEL RAIL MODEL OF THE YEAR 2022

The RESULTS

You've had your say – and the thousands of votes have been counted – in our annual awards for the best new models in each scale. **George Dent** presents the winners and the runners-up... and reveals your favourite retailers too.

Despite all the global repercussions of the Covid-19 pandemic, 2022 proved to be another strong year for new model releases. As Revolution Trains' founder Ben Ando stated in last month's issue, it's a wonder that so many models have made it to market in the past couple of years, considering the massive disruption experienced in overseas factories and the associated materials, labour and logistics problems caused by Covid, many of which are still ongoing.

In my recent conversations with model manufacturers, each has outlined the various challenges that have been faced and, as eager consumers, it's hard to avoid frustration at continued delays to new product schedules.

But, let's salute the hard work and dedication shown by model manufacturers in getting so many of the products we crave onto the shelves. After all, our Model of the Year awards are about recognising and celebrating excellence in the design and manufacture of model railway locomotives

and rolling stock. As always, it has been you – the reader – who decides where the plaudits should go, across a range of categories.

And thousands of you took part in the voting, with 22 lucky readers being chosen at random to receive a prize from our bumper Model of the Year stash!

Almost a third of you voted Accurascale as your favourite manufacturer overall, some way ahead of Hattons in second place. After a solid showing last year, Hornby finds itself in third place, ahead of Bachmann by only 9 votes! Meanwhile, Rapido Trains UK, in its first full year of production, was rated sixth out of 23 contenders, fewer than 100 votes behind Dapol.

Although we're only a short way into 2023, there have already been some amazing new releases, with more promised over the coming months. That's a very promising sign for the model railway industry – and the hobby as a whole. And it's bound to make 2023's Model of the Year awards even more fascinating!

'OO' gauge

The 'OO' steam locomotive field was rather limited this year, with just a half-dozen contenders. That said, all six models were impressive, and it proved to be a close-run contest for the top three places, separated by fewer than 200 votes. Planet Industrials' Kerr, Stuart 'Victory' – the first ever RTR locomotive model from this manufacturer – polled a very respectable 12% of the votes, close behind Dapol's 'Large Prairie'.

Modern image modellers were better served in 2022, with a host of top-notch diesel and electric locomotives. Accurascale's 'Deltic' was a runaway winner, way ahead of the second-placed NER 'Autocar' from Rails of Sheffield and Heljan. The 'Autocar' offers decent proof that something unusual, attractive and completely new is likely to pique the interest of modellers – something we've seen repeatedly over the 17 years of *MR*'s Model of the Year awards.

Perhaps that explains why Bachmann's all-new Class 37 and '20/0' – both superb products – garnered a smaller share of the votes, as they replaced previous iterations that were still regarded as decent models.

In the rolling stock stakes, Hattons' huge array of four and six-wheel 'Genesis' carriages proved immensely popular, while the enduring attraction of Southern Railway models was confirmed by the Bachmann and Hornby models in second and third places, respectively. Hornby's re-tooled 'slam door' Mk 3 HST stock wasn't far behind in fourth, while the significantly improved Mk 4 coaches and DVT also garnered a respectable response. Interestingly, if both Mk 4 vehicles had been classed as a single

'OO' STEAM LOCOMOTIVE

1st – Hornby BR Class 9F 2-10-0 – 24%

2nd – Rails of Sheffield/Bachmann McIntosh '812' 0-6-0 – 22%

3rd – Dapol GWR 'Large Prairie' 2-6-2T – 14%

◆ Dapol GWR 'Manor' 4-6-0 – 19%

◆ Planet Industrials Kerr, Stuart 'Victory' 0-6-0T – 12%

◆ Hornby L&MR No. 57 Lion 0-4-2 – 9%



category, they may well have toppled the Maunsell's out of third place!

Accurascale released plenty of 'OO' wagons last year, accounting for half of the top 10 models in the category (25 models were nominated in total). The wide-ranging merry-go-round hopper packs grabbed first place, with a tenth of the total votes. Rapido Trains UK was a very close second place, though, just over 50 votes behind. The GWR Gunpowder vans were Rapido's first models to appear under its UK-based operation, so that's surely a satisfying result for the team.

And a set of dumb-buffered, timber chaldron hoppers reaching fourth place? Again, something a little out of the ordinary does seem to be a popular choice for modellers and Accurascale's models have sold well enough to warrant a second production run.

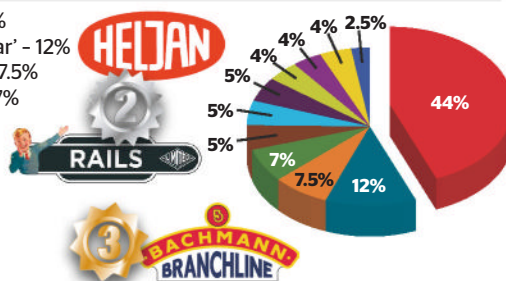
For the second year running, Accurascale scoops the 'OO' Manufacturer of the Year award, powered by the success of the 'Deltic' and various wagon projects. Despite the 'Genesis' coaches being Hattons' only new models in 2022, the Merseyside-based retailer beat Hornby into second place, while Bachmann Branchline, Rapido Trains UK and Dapol each narrowly missed out on a spot in the top three. Irish Railway Models ranking seventh (out of 15 manufacturers) is an impressive achievement.



accurascale

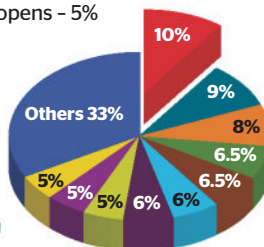
'OO' DIESEL/ELECTRIC LOCOMOTIVE OR MULTIPLE UNIT

- 1st** - Accurascale BR Class 55 'Deltic' - 44%
2nd - Rails of Sheffield/Heijan NER 'Autocar' - 12%
3rd - Bachmann Branchline BR Class 37 - 7.5%
 ◆ Bachmann Branchline BR Class 20/O - 7%
 ◆ EFE Rail 1938 Tube stock - 5%
 ◆ Heijan BR Class 45 'Peak' - 5%
 ◆ Hornby LNER Class 800 'Azuma' - 5%
 ◆ Hornby Sentinel O-6-ODH - 4%
 ◆ Hornby BR Class 91 - 4%
 ◆ KR Models 'Fell' 4-8-4 - 4%
 ◆ Heijan BR Class 86/4 - 2.5%



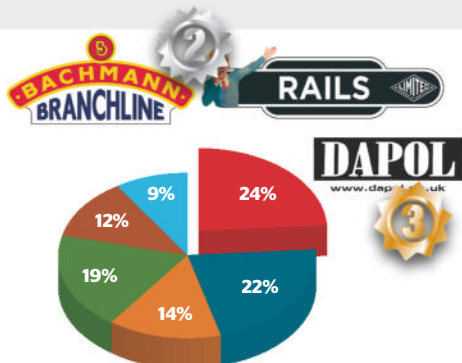
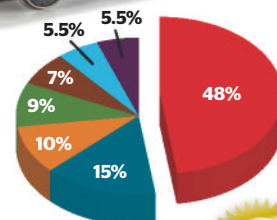
'OO' FREIGHT ROLLING STOCK

- 1st** - Accurascale HAA/HBA/HCA/HDA/HFA/HMA MGR hoppers - 10%
2nd - Rapido Trains UK GWR Gunpowder vans - 9%
3rd - Accurascale PFAs with nuclear waste containers - 8%
 ◆ Accurascale Chaldron hoppers - 6.5%
 ◆ Oxford Rail BR 'Pilchard' - 6.5%
 ◆ Accurascale HYA/IIA hoppers - 6%
 ◆ Bachmann Branchline SR 'Dance Hall' brake van - 6%
 ◆ Rapido Trains UK SECR 5 and 7-plank opens - 5%
 ◆ Oxford Rail GER vans - 5%
 ◆ Hornby LMS/NCB 20T brake van - 5%
 ◆ Others - 33%



'OO' COACHING STOCK

- 1st** - Hattons Genesis 4 and 6-wheel coaches - 48%
2nd - Bachmann Branchline SR Bulleid coaches - 15%
3rd - Hornby SR Maunsell dining cars - 10%
 ◆ Hornby re-tooled HST Mk 3s (slam door) - 9%
 ◆ Hornby BR Mk 1 BCK - 7%
 ◆ Hornby Mk 4s - 5.5%
 ◆ Hornby Mk 4 DVT - 5.5%



'OO' MANUFACTURER OF THE YEAR

- 1st** - Accurascale - 36%
2nd - Hattons - 13.5%
3rd - Hornby - 10%
 ◆ Bachmann Branchline - 8.5%
 ◆ Rapido Trains UK - 8%
 ◆ Dapol - 7%
 ◆ Rails of Sheffield - 5%
 ◆ Irish Railway Models - 3%
 ◆ Revolutions Trains - 3%
 ◆ Others - 6%



'N' gauge

'N' MODEL OF THE YEAR

A quiet year for 'N' gauge, in 2022 just the one all-new powered model arrived on the scene, hence why we were forced to combine all the releases into the same category. Unsurprisingly, the Graham Farish Class 319 won hands down, with Farish also scooping the manufacturer's award, with Revolution Trains and Dapol polling less than 100 votes apart.

Dapol's Mk 3 Sleeper coaches proved a popular release, answering the calls of many who model the later BR and privatisation eras. Peco's much-improved open wagons were only around 30 votes shy of the Sleepers, easing into third place in the rankings.

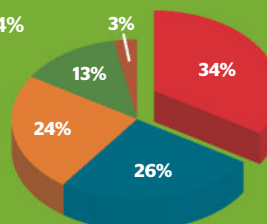
It's worth pointing out that almost half of all respondents skipped the 'N' gauge categories without registering votes, resulting in by far the lowest level of interaction compared to all other sections.

- 1st** - Graham Farish Class 319 EMU - 46%
- 2nd** - Dapol Mk 3 Sleepers - 17%
- 3rd** - Peco 9ft wheelbase 7-plank open wagons - 15%
- ◆ Revolution Trains MMA & JNA box open wagons - 10%
- ◆ C-Rail Intermodal KTA intermodal wagon - 6%
- ◆ Revolution Trains IWA 'Holdall' vans - 6%



'N' MANUFACTURER OF THE YEAR

- 1st** - Graham Farish - 34%
- 2nd** - Revolution Trains - 26%
- 3rd** - Dapol - 24%
- ◆ Peco - 13%
- ◆ C-Rail Intermodal - 3%



'009' gauge

'009' MODEL OF THE YEAR

It was no great surprise to see Bachmann's 'Mainline' Hunslet cementing its place at the top of the (albeit small) pile. Like the 'N' gauge segment, there was only a handful of new models in 4mm:1ft scale narrow gauge last year and the two locomotives stood head and shoulders above the rolling stock entrants. Bachmann's 'Mainline' Hunslet still managed to score almost twice as many votes than the Kato/Peco 'Small England'.

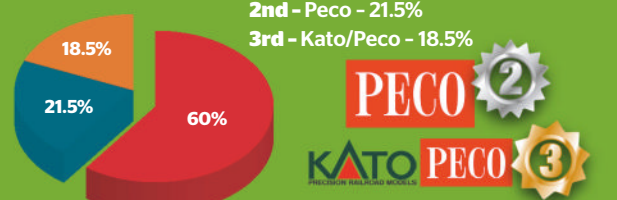
No surprise either that Bachmann took first place in the '009' Manufacturer category. Even if we'd combined the Peco/Kato partnership with Peco's sole projects, the folks from Barwell would still have prevailed. In fact, Bachmann Narrow Gauge has now scooped first place as a manufacturer for the fourth time since we added a '009' category in 2018. Heljan, the only other winner in previous years, offered no new '009' models in 2022.

- 1st** - Bachmann 'Mainline' Hunslet - 52%
- 2nd** - Kato/Peco FR 'Small England' - 27%
- 3rd** - Peco FR Quarryman's coaches & brake vans - 10%
- ◆ Others - 11%



'009' MANUFACTURER OF THE YEAR

- 1st** - Bachmann Narrow Gauge - 60%
- 2nd** - Peco - 21.5%
- 3rd** - Kato/Peco - 18.5%

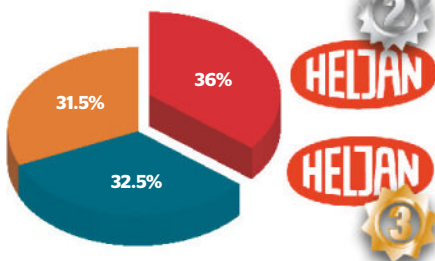


'O' gauge



MASTERPIECE
Models

'O' GAUGE LOCOMOTIVE



- 1st** - Masterpiece Models Class 52 'Western' - 36%
2nd - Heljan BR Class 47 - 32.5%
3rd - Heljan BR Class 56 - 31.5%

It was also a relatively quiet year for all-new RTR 'O' gauge locomotives, with only three diesels coming our way for review throughout 2022, and nothing in the way of steam traction. It was a tight race between the diesels, with just over 100 votes separating first and third place.

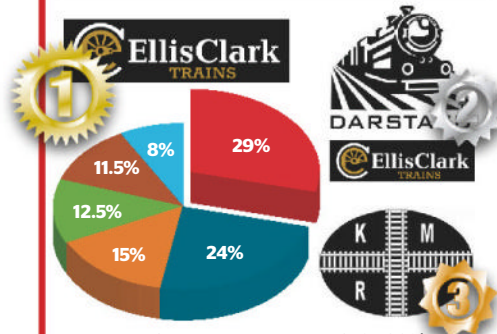
It proved to be a great year for Ellis Clark Trains, taking its first steps into RTR 'O' gauge, with the 'Presflo' and Thompson coaches proving highly popular. Furthermore, Ellis Clark Trains found itself gaining third place in the manufacturer's award. Great news for Kernow Model Rail Centre, as its LSWR box van was rated above Dapol's BR

banana vans and 'Vanwide'/VEA.

Despite Dapol's rolling stock models missing out on the top three spots, first place was secured in the 'O' gauge manufacturer's award for the third year in succession. With its servo-operated semaphore signals and plenty of existing locomotives and rolling stock available, the Welsh manufacturer continues to offer plenty for 7mm scale.



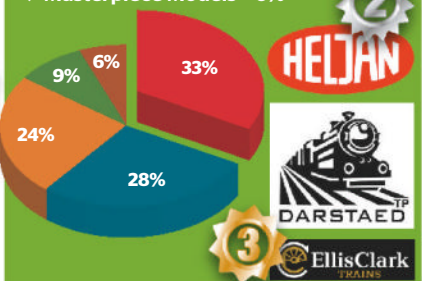
'O' GAUGE ROLLING STOCK



- 1st** - Ellis Clark Trains BR 'Presflo' - 29%
2nd - Darstaed/Ellis Clark Trains Thompson coaches - 24%
3rd - Kernow MRC LSWR van - 15%
 ♦ Dapol BR banana van - 12.5%
 ♦ Dapol BR 'Vanwide'/VEA - 11.5%
 ♦ Dapol 14T Class A/B tanks - 8%

'O' MANUFACTURER OF THE YEAR

- 1st** - Dapol - 33%
2nd - Heljan - 28%
3rd - Ellis Clark/Darstaed - 24%
 ♦ Kernow MRC - 9%
 ♦ Masterpiece Models - 6%



Retailer of the Year

For the first time in several years, we asked you to vote for your favourite retailers, across two categories: 'Large' and 'Local'. In today's retail

environment, we recognise it's not easy to differentiate between the two, not least as many of us no longer have a local model shop. Or we may just happen to live close to one of the larger retailers' premises!

This was not an easy element to create, therefore, but we were curious to gauge your responses and compare them to how you voted last time around.

Just under 10% of voters entered replies along the lines of 'no local retailer' but, on a more positive note, we did receive nominations for hundreds of different retailers across the UK, Ireland and further afield. Branchline Hobby Shop in Victoria, Australia and British Model Trains in Ontario, Canada were the furthest flung outlets mentioned.

Another heart-warming feature was that some readers took the opportunity of adding a brief endorsement for their nominee, such as "great customer service".

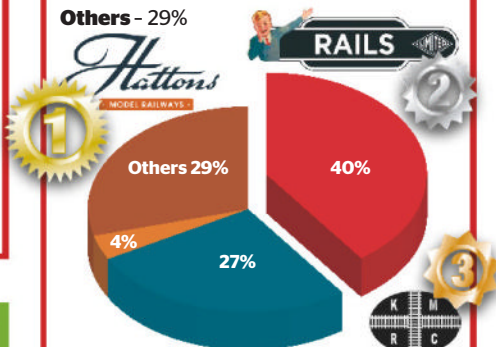
An interesting development, compared to previous years, was a significant number of voters listing manufacturers' websites as their favoured retailer, particularly Accurascale, Hornby and Rapido Trains UK.

While Hattons and Rails of Sheffield were way ahead in terms of 'Large' retailers, Kernow MRC stood just ahead of the rest of the field.

In the 'Local' category, Great Eastern Models of Norwich came out on top, the family-run store also recently winning Bachmann Europe's Retailer of the Year award. Derails of Coleford, in the heart of the Forest of Dean, came in second, followed by Marks Models of Dublin and Cork.

RETAILER OF THE YEAR - LARGE

- 1st** - Hattons - 40%
2nd - Rails of Sheffield - 27%
3rd - Kernow Model Rail Centre - 4%
Others - 29%



RETAILER OF THE YEAR - LOCAL

- 1st** - Great Eastern Models, Norwich
2nd - Derails, Coleford
3rd - Marks Models, Dublin & Cork



OVERALL MANUFACTURER OF THE YEAR

- 1st** - Accurascale - 31%
2nd - Hattons - 11%
3rd - Hornby - 10%
 ♦ Bachmann Branchline - 10%
 ♦ Dapol - 7%
 ♦ Rapido Trains UK - 6%
 ♦ Revolution Trains - 4%
 ♦ Others - 21%



Going to **great lengths**

Colin Fisher has managed to pull off the trick of running prototypical-length trains on a layout where the landscape is the defining feature.

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





What makes this layout great?

Layouts which aren't filled with track always catch our eye and 'Mossdale' is no different. Colin has done a great job in making the railway look almost insignificant within the context of 'Mossdale' with the landscape taking centre stage. ▶



ne of the challenges we face as model railway builders is creating the impression that the railway is part of a much wider world.

This is a difficult trick to pull off, particularly when the tracks are close to the edge of the baseboard. Numerous techniques have been employed by modellers to try and overcome this. Bringing the layout up to eye level can be effective, while 'boxing' the layout into a frame helps to immerse the viewer's gaze into the scene, filtering out any surrounding clutter.

Each of these modelling 'tricks' have their advantages, plus a few drawbacks. Often, making the railway appear secondary to the scenery is the

key, and when your layout is based in the stunning part of the world that is 'Settle and Carlisle' country, that task is made a lot easier.

That's what 'S&C' enthusiast Colin Fisher has done with his 'OO' layout 'Mossdale', based loosely on several places along the line, and after two decades of work he's still finding things to improve.

"I began the build in 2000, but in the first iteration it wasn't as scenically decorated as it is now, with just one side (Mossdale station) and a fiddleyard modelled. About two years ago, I decided that I didn't like the fiddleyard, so ripped it up, added scenery to that side as well and added two very long sidings against the edge of the baseboard to allow me to load and unload trains. Running trains of ►



“Running prototypical-length trains was an absolute must for me”



3 things we like



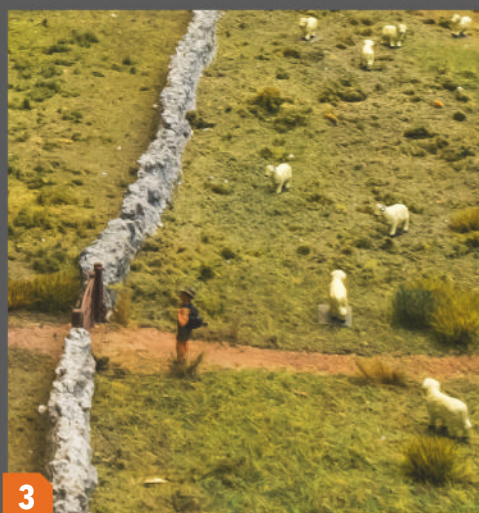
1

The layout features a mixture of signals, some from Ratio and some working semaphores from Dapol.



2

The dry stone walls are made from cat litter, moulded to fit the landscape.



3

Let's hope this walker remembers to close the gate after him!



Originally, the backscenes were painted, but they were replaced with photographic backdrops from ID Backscenes. Colin is always improving things at 'Mossdale' as useful new products appear on the market.

prototypical length was an absolute must for me, so I had to have a layout that would accommodate that. Fortunately, with a large loft, I was able to build a layout 24ft long by almost 10ft wide, allowing me to run trains of over 20 wagons. I've taken a lot of photographs on the 'Settle & Carlisle' line and freight trains aren't just a few wagons long!"

Colin's vast array of stock means that he can run 'Mossdale' in any one of three eras, BR green, BR blue and Sectorisation. While this means he has

plenty to choose from, it also takes digital control out of the equation.

"Around 60 locomotives feature on the layout, so to convert them all would just be too expensive. I feel that the hobby is now pricing its way out of a lot of people's pockets and although I do have a couple of models on pre-order, I've had to cut back significantly. Most of the models are from Bachmann and Hornby, with a couple made by Heljan and one Realtrack Class 156, all weathered by me. Careful



observation of prototype pictures is key when doing this, but after a career driving with British Railways I have a good understanding of where the dirt builds up on locomotives and wagons. I've recently acquired a rake of MGR wagons from Accurascale, starting the weathering process with brown and then adding a coat of anthracite which gives a realistic effect."

As with any skill, practice is key, and Colin decided to weather a few cheap models and ➤

8 Colin enjoys weathering his locomotives and rolling stock. He's even re-worked factory-weathered models to make them unique.





wagon kits before letting the airbrush loose on more valuable subjects.

"Working on something so expensive doesn't bother me anymore, but finding cheap bodies is the best way of getting to grips with airbrushing. I built quite a few Parkside box vans for less than £10 because it meant if the painting and weathering went wrong I hadn't lost a lot of money. I still think some of those are the best weathering jobs I've done to date."

The 'Settle and Carlisle' line is one of the more popular lines in the UK and, as a result, many buildings along the line have been the subject of models, be it a ready-to-place resin building or a kit. But there is still plenty of scope for adding modifications to existing products to make them your own. Colin has done exactly this, and his modifications range from replacement cladding to a complete cut-and-shut project.

"I based my Nettle Hill station on Crosby Garrett, and the goods yard is as it was but a lot shorter, as ➤



'OO' GAUGE LAYOUT **MOSSDALE**



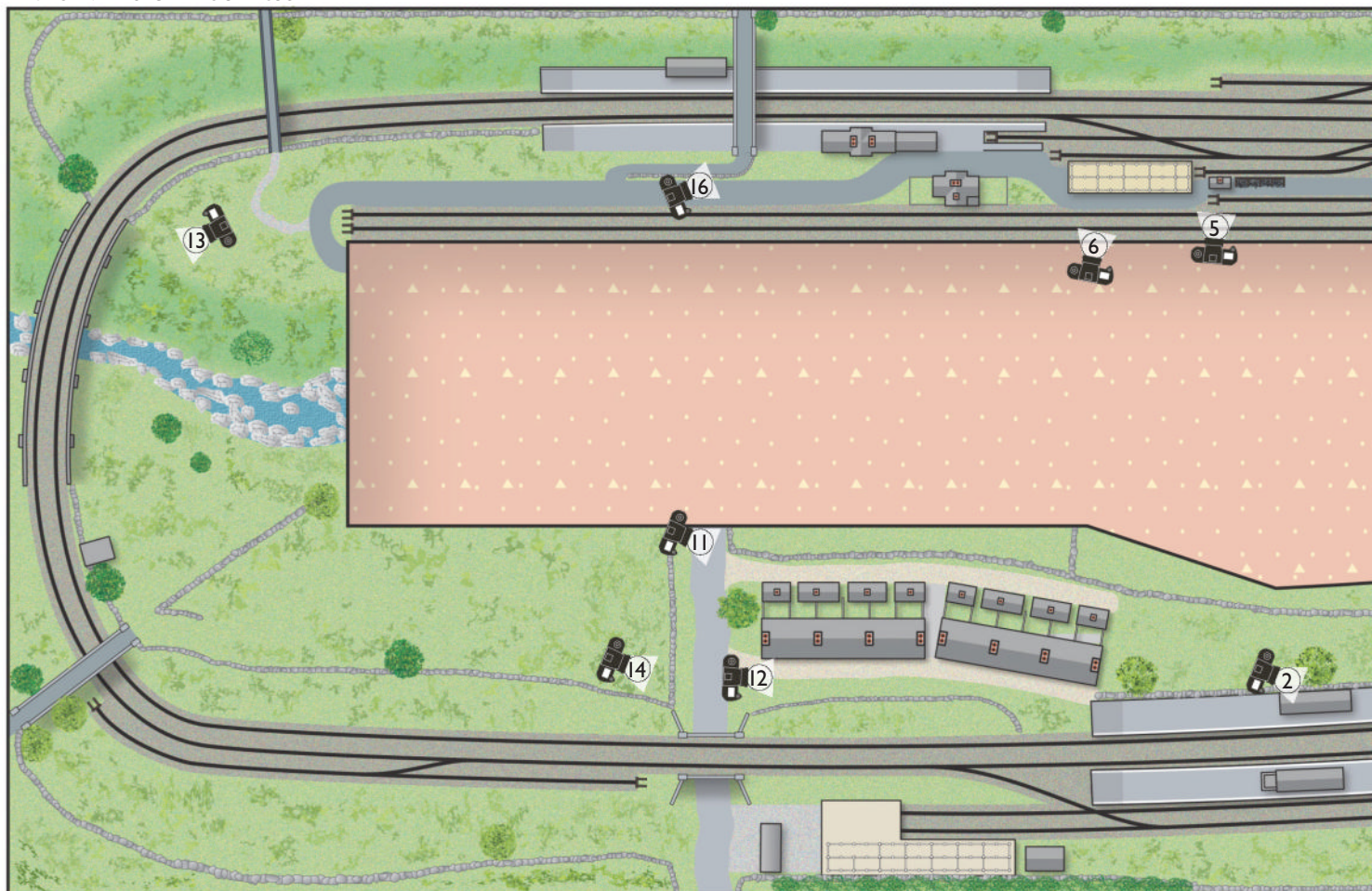
I just don't have the room. The signal box there is a Ratio kit but I had to make it smaller, like the one at Crosby Garrett, as the 'box there is tiny. Midland Boxes were in kit form, and the number of levers required determined how many panels were needed. A quiet area needing only a few levers meant a very cosy signal box. At Mossdale, the signal box is right up against the platform so I had to adapt the kit to change the side of the locking windows to make the box of any use to the signalman."

All of the buildings at 'Mossdale', with the exception of the signal boxes, are scratchbuilt, but on the row of houses leading up to Nettle Hill station, Colin has used a base of Metcalfe kits, improving them during the build.

"Not wanting the buildings to look too flat, I only used the carcass of the Metcalfe kits and covered the outside in Slater's embossed plastic ➤



Artwork: **Andrew Mackintosh**





FACTFILE: 'MOSSDALE'

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

Time to build: 20 years

Size: 24ft by 9ft 6in

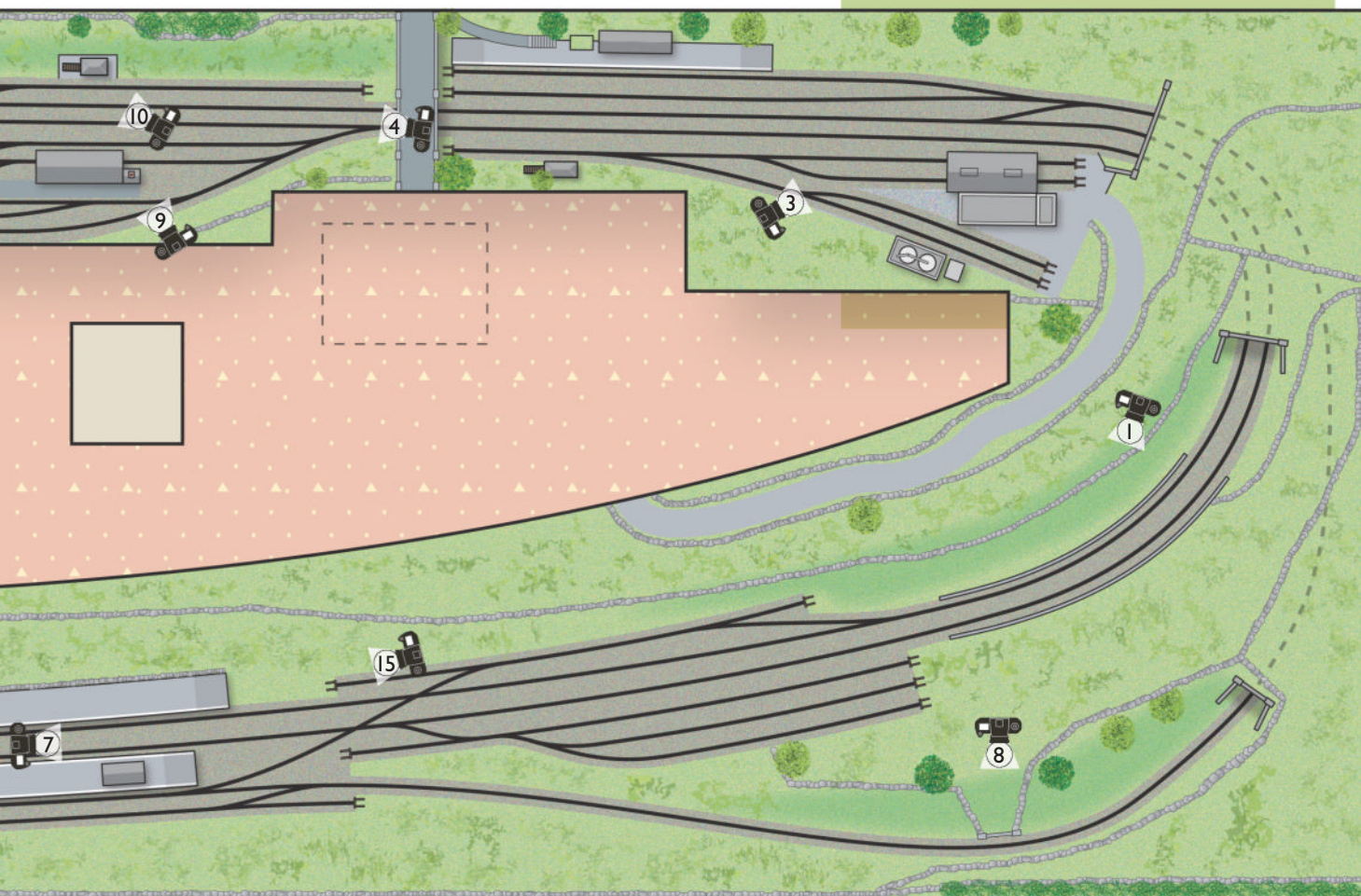
Track: Peco Code 100

Power and control: Analogue



MODELLER CV: COLIN FISHER

"I like to take the dogs out walking and still do a fair bit of railway photography. As I used to work for British Railways I get free travel, so I use that to go to the more scenic areas of the railway for photographs. My picture of an HST was on the front cover of RAIL a couple of months ago."



24ft

9ft 6in

13



sheet and the roof in Wills' sheeting, as not only does this give a better effect on the outside of the buildings but the plastic is a lot easier to paint and weather than the card."

As technology has improved somewhat over the last 20 years, Colin has had to make improvements to 'Mosssdale' to keep it looking as fresh as possible.

"The biggest change was the introduction of static

grass. I've gone over the whole layout with that, but I've also altered the smaller of the two viaducts from being on a flat baseboard to an open-top one, allowing the scenery to drop and make that area generally more interesting. Looking ahead, there's nothing major left to do – they're all small niggly bits such as putting washing out at the backs of some of the houses and buying more cars to represent the



different eras more realistically. I'm also tempted to have another go at doing the river and adding another waterfall."

Recreating the north country landscape could keep Colin busy for another 20 years, but as some of the baseboards are starting to warp he is considering building a new layout i-n place of 'Mosssdale'. We're glad we were able to see it before that happens. 

LORDS OF THE 'MANOR'

Although not built in the numbers originally planned, the GWR 'Manor' eventually proved a big success, thanks to a few BR-era tweaks. **Nick Brodrick** examines the history of these handsome 4-6-0s.

What do you get when you put a Churchward '43XX' and Collett 'Grange' in a blender? A 'Manor'!

Of all 'Big Four' companies, the Great Western Railway was arguably the most resourceful of all, especially when it came to locomotive construction. By 1936, Charles Collett had finally acted upon his predecessor's turn-of-the-century vision for a medium-size, all-round 4-6-0 featuring 5ft 8in driving wheels and Swindon's 'Standard No. 1' boiler (as eventually fitted to the '28XX', 'Saint', 'Star' and 'Hall').

By the time of the 'Grange's' inter-war introduction, they were considered to be a timely replacement for the ageing Victorian double-frame 4-4-0s and Edwardian '43XXs'.

Effectively, a 'Hall' with 2in smaller diameter wheels, the 'Granges' were

popular: powerful, free-steaming and quick off the mark. By leaning on well-versed Standardisation practice, Collett effectively built his '68XXs' using 'Hall' drawings and a number of second-hand parts from the '43XXs'.

The snag was that they were heavy... 'Red Route'

availability heavy. This precluded the 'Granges' from venturing down the 'Blue' route branch lines which remained the domain of the older machines.

The answer was typically Great Western; to tweak the design to incorporate lighter parts and create

a second new class of engine: the '78XX'. The first 20 of these new machines

(Nos. 7800-7819) emerged from the famous 'A Shop' between January 1938 and February 1939 under GWR Lot No. 316.

Better known to most as the 'Manor', the mechanical outline was almost

“ Even after BR began rolling out its own fleet of Robert Riddles designed locomotives, the Western Region was intent on building a further ten 'Manors' and suitable names were even put forward ”

Aberystwyth was a 'Manor' hotspot during BR (WR) steam days and No. 7819 *Hinton Manor* – the final GWR-built example – simmers away in the shed yard in 1964. Note the addition of overhead warning symbols. COLOUR RAIL



identical (other than being 15 inches shorter at the cab end).

Like their big sisters, the 'Manors' recycled components from the '43XXs' and although there is no definitive evidence that pinpoints every salvaged piece, the wheels and motion were certainly reused – as well as reconditioned 3,500-gallon tenders from GWR capital stock (the oldest Churchward-built donor dating to 1903). These economies were reflected in the modest £3,896 construction cost – around £200,000 in today's money.

Copper caps on the chimneys and ornamental brass beading that arched over the wheel splashers didn't suggest an overly

Pioneer 'Manor' No. 7800 *Torquay Manor* has Churchward 2-6-0 No. 6335 for company at Welshpool in the early 1960s. COLOUR RAIL



Right: A well-kept No. 7809 *Childrey Manor* is piloting 'King' No. 6013 *King Henry VIII* over Hemerdon bank, in June 1958, on a Perranporth-Paddington express. COLOUR RAIL

frugal attitude, but it is notable that the front cab beading sported by earlier named classes was missing.

A more fundamental difference that marked the 'Manors' apart from the 'Grange' was the marriage of an all-new design boiler – the 'Standard No. 14' – which would remain unique to the class. Although very much in the Churchward/Collett school of boiler design, the 'No. 14' was readily identified by the exaggerated slope of the firebox, rising at a more pronounced angle from the cab than its 4-6-0 relatives.

The boiler was narrower and shorter



With a London Midland Region four-character headcode board – and ex-LMS coaching stock in tow – No. 7808 *Cookham Manor* is seen at Tilehurst on July 22 1963. It must be a hot summer day, as the fireman has his handkerchief over his head. COLOUR RAIL



in its principal dimensions, cutting more than a ton off the restrictive axle load of the 'Grange' – and 5 tons 2cwt overall. While this allowed the 'Manors' to venture where no other 4-6-0 'namers' could, they were throttled by their reduced ability to 'breathe', bringing complaints from crews accustomed to the free-steaming abilities of the 'Granges'.

PAUSE AND RE-START

The onset of war shortly after the 'Manor's' introduction curtailed production and just 20 examples were built, in addition to the 80 'Granges', leaving the GWR considerably short of its target to replace more than 300 of the '43XXs' and other geriatric William Dean-era machines. Plans for a second batch of 20 'Manors' were therefore shelved.

Wartime restrictions also likely explains why there was no testing and subsequent modifications made to cure poor steaming, and this remained their Achilles heel through the 1940s.

One simple cosmetic, yet critical, modification was to plate over the brass rimmed cab side windows to reduce the likelihood of their firebox glow advertising the 'Manor's' presence to the Luftwaffe during night-time bombing sorties (as well as provide wraparound canvas sheets).

Given that the 'Granges' continued to receive rave reviews from crews and operating departments, it was perhaps surprising that the GWR's nationalised successor chose not to increase their number, but rather build ten more '78XXs' in 1950 (Nos. 7820-7829).

These were, for the first time, built from scratch rather than using second-hand '43XX' parts. Despite the passage of 12 years, the new

Right: The 'Manors' also worked their fair share of freight trains over the Cambrian lines, such as this fitted goods, consisting of vans and milk tanks. The scene is captured at Machynlleth in August 1965, featuring No. 7827 *Lydham Manor*. COLOUR RAIL



engines were identical to their GWR forebears.

Even after BR began rolling out its own fleet of Robert Riddles-designed locomotives, the Western Region was intent on building a further ten (in the number sequence 7830-7839) and suitable names were even put forward.

That wish was not granted by the BR Board. Their intended role was instead taken up by Riddles' modern breed of 4-6-0 – the Standard '4MT', nine of which were seconded to the Cambrian routes (see page 46).

Tests to finally determine the root cause of the 'Manor's' inability to reliably produce steam were belatedly undertaken in January 1952, on instruction from BR(W) Chief Mechanical Engineer R.A. Smeddle. Experiments using Swindon's rolling road were carried out using No. 7818 *Granville Manor* as the guinea pig.

The simplicity in fixing the problem by simply reducing the diameter of the blastpipe,

removing its associated 'jumper ring' and increasing the air space across the fire grate, begs the question how and why it took 14 years to achieve!

Regardless, the transformation in performance was truly outstanding; boiler output increased from 10,000lbs per hour to 20,400lbs. From being less than the sum of their parts, the 'Manors' were suddenly turning in performances comparable with the 'Granges'.

These modifications were rolled out across all 30 members of the '78XX' family over the next 2½ years. It represented the most significant visual modification ever made and therefore noteworthy to modellers, but even so, it was relatively subtle: the BR chimney was slightly narrower and straighter than the GWR originals.

The other primary difference between classmates was the ever-changeable tender situation. The classic pairing was

Churchward's low-slung 3,500-gallon type, both with pronounced and flush rivets. It is a minefield though because some were modified by Collett with strengthened frames, and he introduced his own 'Intermediate' 3,500-gallon tender with higher sides, which were variously paired with at least ten 'Manors'.

Only a handful were seen coupled to the 4,000-gallon tender – Nos. 7804 *Baydon Manor*, 7808 *Cookham Manor*, 7810 *Draycott Manor* and 7822 *Foxcote Manor*. As ever, prototype images are your friend to ensure your model is accurate for the chosen period.

SPHERE OF INFLUENCE

From new, Collett's 'slimline' 4-6-0s were widely spread. The numbers of the first ten to be outshopped in the first four months of 1938 appeared in chalk on roster boards at Stafford Road (Wolverhampton), Bristol Bath Road, Old Oak Common (London – though this was short-lived), Neyland (Pembrokeshire), Shrewsbury and Westbury.

First built No. 7800 *Torquay Manor* was run in from Stafford Road, but in March 1938 was reallocated to Banbury. From there it was used for gauging trials on the Cheltenham

Right: BR's attractive lined green livery can be appreciated in this view of No. 7812 *Erlestoke Manor*, as it waits at Cemmaes Road in September 1961. The canvas rain cover and red support bracket on the tender would be interesting additions to a model. COLOUR RAIL

Below: No. 7805 *Broome Manor* is in charge of the 1030 Cardiff-Portsmouth service, passing Bathampton in July 1962. COLOUR RAIL

No. 7825 *Lechlade Manor* proudly carries a 'Pembroke Coast Express' headboard as it calls at Whitland in May 1963. The train is made up of BR Mk 1 stock. COLOUR RAIL





At first glance, No. 7824 *Iford Manor* appears to be wearing black, but traces of orange lining suggest that green livery is applied to the 'Intermediate' tender at least. The scene was captured at Swindon shed in 1960. COLOUR RAIL

'foreign' territory between Plymouth and Exeter, via Okehampton and Tavistock.

As was the case elsewhere on the Western Region, 'semi-fasts' and pick-up goods became a staple diet on West Country main line and secondary routes.

Emphasising their unofficial 'maid of all work' mantra, 'Manors' were (after 1953) also a fixture on the 'Pembroke Coast Express', taking over from a 'Castle' at Carmarthen for the final leg of the journey to Pembroke Dock.

Carmarthen-allocated members were also found on passenger services to Aberystwyth.

CAMBRIAN FAME

The 'Manor's' most famed work was achieved on the Cambrian routes from Oswestry and Shrewsbury in the east to Aberystwyth and Pwllheli in the west, via Welshpool and Machynlleth. It wasn't,



Cheltenham), while they were also seen in neighbouring Portsmouth.

It wasn't until the early 1950s that the South West became a 'Manor' stronghold; as many as nine were spread between Newton Abbot, Plymouth Laira, Truro and St Blazey depots. Their most prominent tasks were to pilot heavy passenger trains over the sawtooth Devon and Cornish banks, and were commonly paired with 'Kings', 'Castles' or 'Granges' as the train engine. Black livery was the order of the day immediately before and after nationalisation, but in 1948 one engine, Plymouth Laira's No. 7804 *Baydon Manor*, was turned out in unlined green especially for its prestigious pilot duty on the 'Cornish Riviera'. It lasted in this unique guise until summer 1951.

Laira 'Manors' formed part of the crew familiarity exchanges with the Southern (Railway and Region), which took them over

Right: BR black No. 7803 *Barcote Manor* is seen at Llanbadarn in April 1954. COLOUR RAIL

Below: It's hard to tell what livery No. 7816 *Frilsham Manor* is wearing in this 1964 view, but there's green paint under all that grime. The GWR-lettered tender was an emergency replacement which had been a sludge carrier at Reading MPD, giving No. 7816 celebrity status in its last years. COLOUR RAIL



route; just as well, as it scraped a couple of platforms, which were suitably trimmed. The 'Manors' were subsequently rostered to the nicknamed 'Ports to Ports', taking over from Eastern Region motive power at Banbury for the westerly leg to Swansea.

If you thought that 'Manors' were the exclusive preserve of ex-Great Western lines, then their common use on inter-regional traffic from Birmingham onto Southern metals at Redhill (via Reading) justifies a model re-creation paired with a rake of green coaches – both in pre and post-nationalisation days.

'Manors' also reached Southampton via the Midland & South Junction Railway (from

Green, black, green, black, green!

The first livery sported by the class was the plain yet modern unlined green with (134-era) 'shirt button' roundel on the tender sides.

Wartime economies meant 'Manors' were turned out in austerity black with 'GWR' on the tender. This style was retained even after hostilities had ceased and the engines returned to green.

Frederick Hawksworth-introduced 'G-crest-W' lettering made a short-lived appearance on some engines in the late 1940s, before British Railways' unlined black with the 'cycling lion' emblem became standard (other than for 'celebrity' green-liveried No. 7804 *Baydon Manor* - see main text).

Name and numberplate backings were painted both red and black.

The post-1950-built batch of '78XXs' emerged in lined, LNWR-style BR black livery, but some eventually succumbed to plain black.

The Western Region saved the most glamorous guise till last when, in 1956, fully lined Middle Chrome Green was selected for the class, with No. 7828 *Odney Manor* first in line. The 'late' BR crest began to appear in 1957, and by February 1960 all members were wearing passenger green with the overhaul of No. 7819 *Hinton Manor*.

however, until 1943 when the Cambrian was upgraded from 'Yellow' to 'Blue' route availability that Oswestry gained its first allocation for regular, dedicated turns westwards into the Principality: Nos. 7807 *Compton Manor* and 7819 *Hinton Manor*.

They would eventually spread. By the time of the boundary change of December 1962, when the Cambrian lines fell under London Midland Region control, there were 13 'Manors' sprinkled around Shrewsbury, Oswestry and Machynlleth. Indeed, all 30 reached the scenic mid-Wales coast at some stage.

The 'York Mails' was a regular turn between Shrewsbury and Aberystwyth, as was the legendary 'Cambrian Coast Express'. The latter was a prestigious turn for the 'Manors' to take over from 'Castles' and 'Kings' at Shrewsbury – a heavy train that would often involve the addition of a second engine (including '43XXs' and 'Dukedog' 4-4-0s) to tackle the climb to Talerddig.

Shrewsbury-allocated engines would also be used on London Midland Region metals to Crewe.

August 10 1963 was, without question, the most famous day for the class when Nos. 7827 *Lydham Manor* and 7828 *Odney Manor* doubled up at the business end of the 'Royal Train',

Right: A work-stained No. 7818 *Granville Manor* is working a Cambrian local passenger service in July 1962, seen at Machynlleth. COLOUR RAIL

Below: Double-heading with 'Grange' No. 6832, No. 7813 *Freshford Manor* is seen crossing St Pinnock Viaduct on the 1000 Newquay-Paddington in September 1958. Both 4-6-0s are wearing black livery with early BR emblems. COLOUR RAIL

with Queen Elizabeth II and the Duke of Edinburgh on board, between Aberdovey and Barmouth. There, the pair were swapped for sister engines Nos. 7819 *Hinton Manor* and 7822 *Foxcote Manor* to Chester (via the now-closed Morfa Mawddach-Ruabon line).

The extended use of six Collett 4-6-0s on Cambrian metals until November 1965 (when they were replaced by '4MT' 4-6-0s) attracted plenty of enthusiast visitors.

With the end nigh, the 'Manors' went out with a real flourish; some polished to near perfection, and adorned with white-painted front-end embellishments by Aberystwyth's passionate shedmaster Danny Rowlands –

a striking visual touch coined 'Danny's Bull'.

Childrey Manor (No. 7809) was the unlucky first casualty, withdrawn in April 1963, but it wasn't until December 31 1965, right at the death knell of Western Region steam, that Gloucester Horton Road's Nos. 7808 *Cookham Manor* and 7829 *Ramsbury Manor* dropped theirs, and the class' fires for the last time.

Happily, that was far from the end of the story. 'Cookham' was immediately rescued by a member of the Great Western Society, ahead of eight more being rescued from the miracle that was Barry scrapyard. All have operated in preservation, on both private lines and 'big railway' railtours. A worthy legacy for a perpetually popular class.





HOW TO

UPGRADE DAPOL'S GWR 'MANOR'

Just stick new nameplates over the old? It's not always quite that simple, as **Chris Leigh** found with the Dapol 'Manor' 4-6-0.

PHOTOGRAPHY: GEORGE DENT AND CHRIS LEIGH

The simplest way to personalise a ready-to-run locomotive is to change its identity. I like to do that because I like my models to remind me of favourites from my trainspotting days. I also like to buy a souvenir when I'm on holiday, so while in Dorset back in the summer, I called in to Model Railway Solutions at Poole and there was the new Dapol 'Manor' 4-6-0 on display.

I came away with No. 7827 *Lydham Manor* in final BR green livery, which is how I remember it from a Talylyn RPS special when it partnered '45XX' 2-6-2T No. 4555 over the soon-to-be-closed Ruabon-Barmouth line. However, while the model *Lydham*

ANY GAUGE **MODEL Dapol GWR 'Manor' 4-6-0** | **AVAILABILITY** Dapol stockists
♦ Price (RRP) £178.79 | Web: www.dapol.co.uk | 14 hrs

Manor would have been a perfect choice, it was not actually the 'Manor' that I wanted.

Back in 1964, just a few weeks before it was closed under the Beeching plan, I travelled from Hereford to Gloucester via Ross-on-Wye. The locomotive was a filthy, Gloucester Horton Road-based 'Manor' No. 7815 *Fritwell Manor* and it was this one that I wanted my model to represent, though I'll freely admit that I have misgivings about making it quite as filthy as the real thing. I'm not sure my weathering ability is up to it.

In many instances a renaming will involve little more than glueing the new etched nameplates over the printed versions on the model. However, from the outset I knew that the Dapol model would not be quite that simple.

The splashers front, beading, nameplate plinth and nameplate are a single brass fitment with the various elements - green paint, lining, black paint and 'brass' lettering printed onto the brass. If the new nameplate is glued over the old, it will stand

'Manor' 4-6-0 No. 7815 *Fritwell Manor* at Gloucester Horton Road in 1964. Chris made his trip in September 1964, and this picture shows why he remembers the 'Manor' as being filthy.
COLOUR RAIL

What you will need

SHOPPING LIST

- ◆ Etched name and cabside number plates **Price:** £12.95 plus p&p
Availability: Fox Transfers
Tel: 0116 319 4950
Web: www.fox-transfers.co.uk
- ◆ LifeColor acrylic paints and dry pigments, paintbrushes, airbrushes and equipment
Availability: The Airbrush Company
Web: www.airbrushes.com
- ◆ Tamiya acrylic paints and thinners
Availability: Model shops or Wonderland Models
Web: www.wonderlandmodels.com

TOOLS

- ◆ Knife
- ◆ Tweezers
- ◆ Pliers
- ◆ Scissors
- ◆ Cocktail sticks
- ◆ Needle files
- ◆ Paintbrushes
- ◆ Cotton swabs
- ◆ Airbrush and equipment (optional)

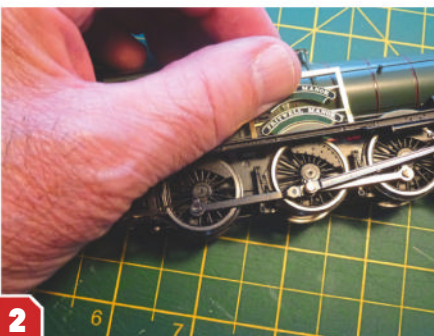
STEP BY STEP

MAKE AN IDENTITY CHANGE



1

The raised beading round the name and around the top arc of the splasher are part of the nameplate and cabside brass fitting. The Fox nameplates carry their own beading.



2

I started by checking that the arc of the Fox nameplate's lower edge matches that of the Dapol splasher. It does, so replacing one with the other should be possible.



3

By levering the nameplate from side to side I was able to break the joint which holds the tab into the slot in the running plate. Even if you are modelling a 'Manor' with missing nameplates, you will need to refit the splasher front.



4

I used a pair of small but stout scissors to cut the redundant nameplate off in several slices, taking care not to cut the splasher beading. I then filed back the cut edge to leave the beading smooth.



5

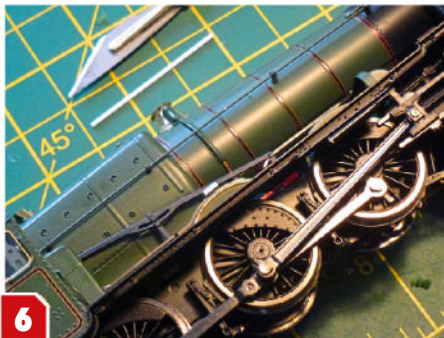
I am not a fan of cyanoacrylate but in this case it's necessary. I applied some to the splasher and slot and refitted the brass front. If modelling a nameless 'Manor' you'll need to improvise brackets that were usually left in place.

proud of the splasher edge and look awful. Similarly, if you cut the plinth off the new nameplate and just fit the lettered part over the old it really won't look very good.

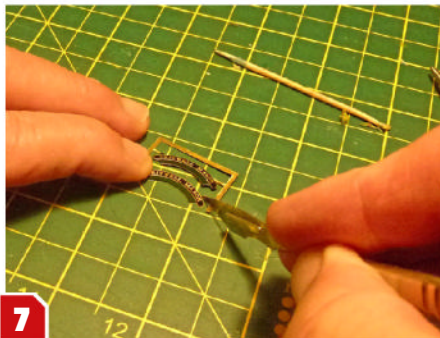
I felt that the best way was to remove the brass splasher front that Dapol uses, cut it and refit it. Then to fit the nameplate in the 'old-fashioned' way. A set of etched brass nameplates and cabside numberplates was obtained from Fox Transfers. The nameplates include plinths and come fully painted, varnished and ready to install. Furthermore, the plinths are available in green or black.

Had I bought the BR-era nameplate set, not the GWR version, it would have come with a smokebox numberplate, too. So that's something I'll have to tackle at some point in the future. First, though, the locomotive needed weathering, so I turned to George...

Masterclass



6 I confess to a 'cheat' to ensure the nameplate stands straight and is firmly fixed. A tiny piece of square plastic strip was glued in place to help support the nameplate. It won't be visible once the plate is in place.



7 If you file etched plates there's a risk of bending them, and they can be tricky to straighten. I use a very sharp craft knife blade and cut the tiny tags as close to the plate's edge as possible.



8 I used Velo-Set quick-setting PVA to glue the plates in place as any misplaced glue can be wiped away easily with a damp cotton bud and the glue dries clear. Tweezers were used to handle and position the nameplate.



9 The etched cabside numbers are a perfect fit. I applied the PVA thinly over the printed plate. Using the point of a craft knife I manoeuvred the etched plate into place over the printed one, making sure that it was straight and level.



10 On the left side, there's no reversing lever to which to attach the supporting plastic rod, so I glued it directly to the splasher top. It needs to be set back by the thickness of the brass nameplate.



11 There's no doubt that etched plates look better than the flat, printed originals and it really is not difficult to do. Whether I dare to weather No. 7815 is another matter, but I know someone who won't be scared!

TOP TIP

If the acrylic paint dries too quickly on the surface, dip a cotton swab into Tamiya's acrylic thinners or isopropyl alcohol and manipulate the paint - or remove it altogether.



A STEP TOO FAR?

George Dent was tasked with adding a grimy, weathered finish to Mr Leigh's personalised 'Manor'.

When Chris passed his re-Christened Dapol 'Manor' my way, it came with a request for a heavily weathered finish, as per No. 7815's lamentable condition, circa 1964. I got the impression that Chris couldn't quite bring himself to recreate such a dismal appearance and, when it came to the crunch, neither could I.

Although I'm a Midland man by nature, I do have a keen appreciation for certain GWR locomotives, especially the 4-6-0s, so I opted to tone things down a little. However, a degree of texture was added to key areas such as the smokebox, cylinders, frames and bunker area, with the help of dry pigments mixed with acrylic paint.

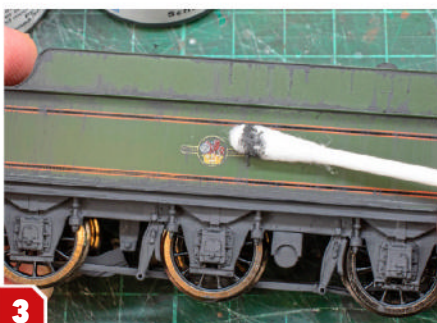
Significant deposits of grime were created across the bodyside, replete with streaking effects here and there, with an airbrush employed only towards the end of the process to blend everything together and create a 'misted' effect. I also took the opportunity to obscure the old smokebox number and shedcode, until Chris gets around to fitting new 'plates'!

STEP
BY
STEP



1

A mix of red/brown, dark grey and matt black acrylic paints were combined with earth brown dry pigments to create a textured coating, which was brushed over the tender chassis, bunker, tender top and footplate area.



3

Before the paint dries, wipe away the bulk of the paint in downward strokes using cotton swabs. Remove as much of the paint as you like, leaving behind streaks of grime in key areas, such as around the bunker and behind the handrails.



2

The same mix of paints, with less of the dry pigment, was brushed liberally over one side of the tender. I prefer to use flat brushes for virtually all aspects of weathering, as they cover a much wider area than round brushes.



4

After treating both sides and the outer end of the tender, attention turned to the locomotive. The paint and pigment mix was brushed carefully over the wheels, frames, footplate, cylinders and motion. Keep it away from power contacts.



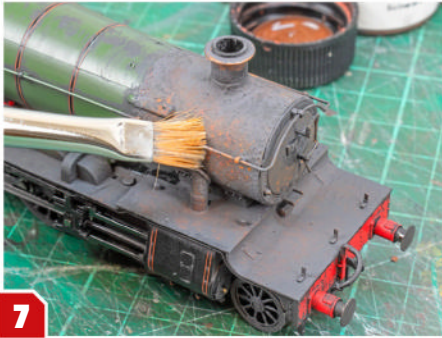
5

The boiler, firebox, cab and splashers were treated to the paint-on-wipe-off technique, again with a mixture of paint and a tiny amount of dry pigment. Remember to use the swabs in vertical strokes as much as possible.



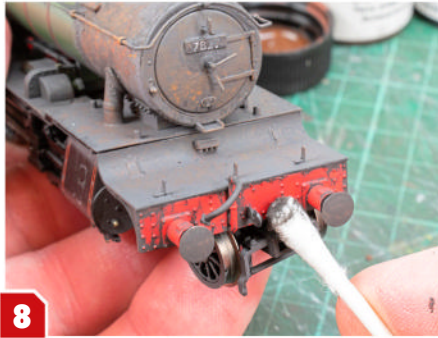
6

With a little care and practice, it's possible to leave deposits of 'dirt' in and around the moulded relief, introducing subtle streaks, mimicking the actions of rain and gravity. The addition of the dry pigments adds an extra degree of matt sheen to the grime.



7

A handful of layers of the paint and dry pigment mixture were stippled onto the smokebox, veering towards a dark grey/black shade. Dark and light 'rust' shades were also stippled over the smokebox and footplate.



8

The bufferheads were stippled with the same textured paint mix, building up a few coats to remove the shiny perfection of the metal parts. The bufferbeam and cylinder covers were covered before wiping much of the paint away.



9

Working with hand brushes alone can produce a rough appearance, but an airbrush – loaded with a mix of red/brown, earth brown and matt black – can tone everything down. Thinning the paint allows a very fine mist to be emitted.



10

This fine mist can be built up over several layers to soften any 'hard' edges and create a more unified, dusty appearance. Altering the blend of these three paint shades allows for a wide palette of tones to be created, avoiding a one-dimensional appearance.

11 Lighter tones are ideal for general track dirt, while darker tones mimic smoke and soot staining around the smokebox, chimney, boiler top and cab roof. Darker tones are also good for adding shading into recessed areas.



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7D-011-005 Streamlined Railcar No. BWW BR Lined Carmine & Cream.....	£321.95
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Landscape and Scenery

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rail carrying wagon



68 Model
spring trees

Meet the *Model Rail* Expert modellers



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



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



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

Project difficulty ratings



Easy: one screwdriver



Very hard:
five screwdrivers.

HOW TO

BUILDING HEMYOCK

PART 3: LANDSCAPE AND SCENERY

Chris Nevard shares his tips for recreating lifelike scenery using, among other things, polystyrene foam, a ball of fur and a set of hair clippers...!



PHOTOGRAPHY: CHRIS NEVARD



Building baseboard kits and laying track can be fun, but wiring and testing the operation can be a tedious business. Getting everything running correctly is essential, however, so it's worth putting the time and effort in at the early stages rather than be faced with tracing faults – and potentially replacing points or track sections – after the ballasting and scenery has been completed.

We left 'Hemyock' last month with the ballasting work under way and plenty of DAS clay being applied as ground cover within the railway and dairy yards. Now's the time to build on these foundations and create the landscape contours and greenery.

The methods and materials I employ are fairly straightforward, and do not require much in the way of expensive tools or



115 hrs



equipment. A decent electrostatic grass applicator tool is the exception, but one of these devices can be viewed as a legitimate investment. They can greatly speed up the creation of scenery and produce lifelike results too.

Like any element of modelmaking, scenic work takes a little practice. Indeed, I'd recommend trying out the various techniques featured here on small dioramas before starting work on your layout. Scraps of wood, thick card and foam can be employed as diorama bases and you can always re-use much of the scenic material afterwards, so there's little investment required, apart from your time and attention!



What Chris used

MATERIALS

- ◆ Insulation foam
- ◆ Hanging basket liner
- ◆ Static grass and scatter material
- ◆ Foliage
- ◆ Emulsion paint tester pots (earth colours)
- ◆ Mod Podge clear gloss
- ◆ Scrap electrical cable

TOOLS

- ◆ Knife and spare blades
- ◆ Tweezers
- ◆ Pliers
- ◆ Electrostatic grass applicator tool
- ◆ Hot glue gun
- ◆ Palette knife/spreader
- ◆ Paintbrushes
- ◆ Scissors
- ◆ Hair clippers

STEP BY STEP

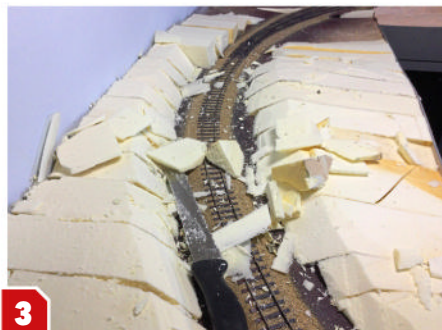
CREATING THE SCENERY



1 The landscape profile was created using strips of insulation foam, which is available from hardware stores (or off-cuts can sometimes be found in skips!). An old bread knife is great for cutting the foam to the required size and shape.



2 I've found that a hot glue gun offers the quickest way to fix the foam into place. PVA can sometimes take days before the glue sets fully. Watch your fingers, though, as the hot resin can scorch your skin.



3 You might want to consider using a dust mask to avoid inhaling fine foam particles - this is a tip from a builder pal of mine. The foam emits more dust than you might imagine, especially when shaving it to a profile.



4 With the foam secure and the glue cured, a layer of plaster provides a more uniform finish and allows for fine-tuning of the contours. Don't worry about spreading it perfectly, as the surface can be sanded when fully dry.



5 Even if using static grass, I always prefer to add a base layer of vegetation, using hanging basket liner material. This is cheap and available from garden centres and DIY stores. Big scissors are useful, such as wallpaper scissors.



6 Gently tease the rough fibres away from the backing material to create random clumps. Choosing a liner material that already boasts a natural green shade gives you a headstart!



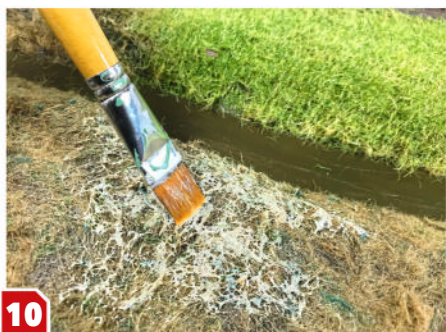
7 After painting the plaster with earth-coloured emulsion paints, apply an even coating of PVA glue to a small area. The hanging basket liner fibres can be fixed into the glue as it turns tacky. Repeat the process across the landscape.



8 I find it easier to cover areas with smaller pieces of the lining material. Experimentation is recommended, on a small diorama perhaps, so you can see how different amounts of the lining material effects the finished scenery.



9 Once the glue has set, you'll probably want to trim off excess hanging basket liner before adding static grass. Plucking with fingers and trimming with scissors works a treat, but so do hair clippers!



10 Brush and vacuum away any loose fibres and debris. The next step is to apply static grass. Apply your chosen glue by brush - I'm using Woodland Scenics Static-Tac in this instance.



11 Alternatively, you can use an old toothbrush dipped into diluted PVA. Rub the bristles with your thumb to emit a fine, random spray. OK, it's messy but you won't crush the fibres. See what works best for you.



12 Use an electrostatic grass applicator to decant a layer of static grass fibres. A mix of different shades and textures is preferable to a single pack of identical fibres. Several layers can be applied if desired, repeating the process.



13

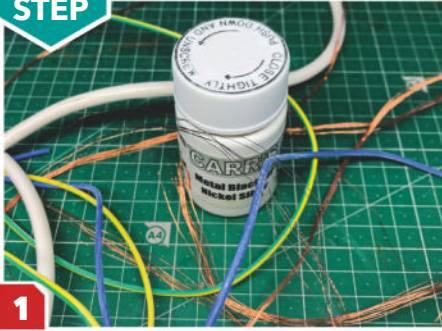
I used Woodland Scenics plastic tree armatures, with the same brand's Poly Fiber draped over the branches. The Static-Tac glue was brushed over this and sprinkled with Woodland Scenics Course Turf and Blended Turf.

14 Plenty of climbing bushes and brambles were created, again using Woodland Scenics Poly Fiber sprayed with cheap hairspray and covered in the same Course Turf and Blended Turf scatter materials. I perform this task in situ.



STEP
BY
STEP

BUILD A WIRE FENCE



1 A vital addition to any lineside is fencing. The archetypal timber post and wire rail fencing was needed. For the wire, I stripped some scrap multi-core cable and treated the copper filament with a metal blackening solution.



2 The filament was then threaded through laser-cut GWR-style wooden posts from Scale Model Scenery (www.scalemodelscenery.co.uk). To age the posts, I pre-soaked them in diluted black poster paint.



3 I found it simpler to thread the wooden parts with the wire prior to planting the posts into the landscape. Holes were punched or drilled into the ground, any debris vacuumed away and a blob of PVA glue applied.



POINT RODDING

Wills' injection-moulded plastic point-rodding was added beside the 'main' line, although I really wish it had been designed with small locating lugs to make it easier to add extra lengths.

CREATING THE RIVER



1 After painting the riverbed with emulsion paints, aiming for murky brown/green shades, the 'water' was created using Mod Podge. This inexpensive, water-based medium is easy to brush out and it sets completely clear, with a glossy sheen, however thick you dollop it on. Thank you to Mike Carter, builder of 'Cheffley' (MR287), for introducing me to it. It's available from all good art and craft stores.





2

Here's the Mod Podge as it continues to set - it will be completely clear after just a few more hours. Dolloping it onto the riverbed with a broad flat brush mimics a current. Oh yes, and it's odour free.



The real River Culm, flowing beside the former site of Hemyock station. CHRIS NEVARD



What's next?

In next month's issue, Chris will explain how Hemyock Dairy was built, as well as other lineside structures.



HOW TO

BUILD AN EX-LMS 'SALMON' RAIL CARRYING WAGON

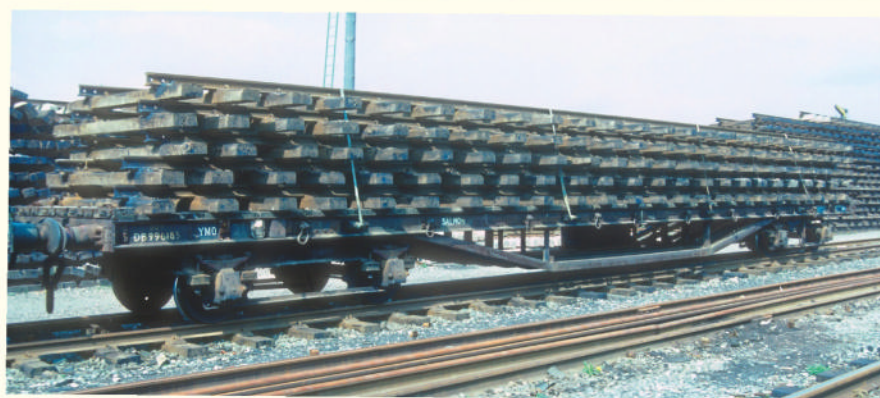
Inspired by last year's release of a RTR model of the BR-designed version, **George Dent** assembled a plastic kit of the ex-LMS 'Salmon', while also creating suitable loads of redundant track panels.

When the Flangeway BR 'Salmon' bogie rail carrier wagons arrived last year (MR305), it reminded me that I had a few Cambrian Models kits stashed away somewhere. Furthermore, whereas Flangeway's RTR versions depicted BR-built wagons, the kits represented the LMS design, with longer wheelbase bogies and timber decking.

Building the kits would provide some welcome variety in my 'P-Way' fleet, not least as LMS-designed examples remained in use into the 1980s, which is perfect for my Rail blue-era stock.

Locating the kits proved more difficult than I'd envisaged, persuading me that a bit of reorganisation of my workshop was needed. As I mentioned in this month's Staff Show & Tell pages, that's an ongoing job, not least as my fine ink pens, with which I apply wagon markings and numbers, seem to have vanished. Hence why my assembled 'Salmon' remains anonymous for now.

Cambrian Models offer a fascinating range of BR-era Departmental wagon kits in 4mm scale and, by and large, they can be fun to assemble. Some require more effort



than others and, while most of the 'Salmon' parts fitted together well, the instructions were not so easy to follow in places. But I'm glad that I persevered, as I'm really happy with the results.

The track panel loads add the final touch and I'd originally planned to replicate new concrete sleeper track. However, painting the rails as neatly as possible proved far too laborious and the task was abandoned. In

Built for BR in 1953, but to an LMS design, DB996183 is seen at Crewe Gresty Lane in 1982, loaded with recovered 60ft track panels. Note the YMO TOPS code and addition of ratchet straps, in addition to the chain securing rings. PAUL BARTLETT

contrast, the grubby track panels were weathered in just a matter of minutes!

With a couple more 'Salmons' - in RTR and kit form - to complete, I'm planning on making use of the optional bolsters to support loads of scrap bullhead rail. I certainly have enough offcuts lying around, showing one of the benefits of being a hoarder!

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

To add a slightly aged and less uniform appearance to the timber decking, I ran a profile cutting tool (available from craft stores) along the moulded plank seams. Just a couple of passes, drawing the tool towards you, is enough to add greater definition.

**2**

A small brass wire brush followed, helping to clear away debris from the seams, but also adding grain texture to the planks. The full benefits of this work will be felt later, during the painting and weathering stage.

**3**

Working with long, slender plastic mouldings can be a challenge when fettling away moulding seams and imperfections. The chassis frames and supports need to be flat and true along their mating faces, so a long file was employed.

**4**

Assembly began by adding the bogie supports at each end, along with the bufferbeams, which butt up against each other. I used a slower curing cement to allow for fine adjustments of the parts. When happy, the supports were clamped in place for a few hours.

**5**

Beginning with one section of the floor, a side frame was installed, tacking it in place at intervals while checking that it was sat truly vertical. The other side frame was then added in the same way, while working on a hard, flat surface.

**6**

The other half of the floor was then positioned and fixed to the side frames, again checking the angles as I went. After a final check, more liquid cement was run into the joints and the unit was clamped to a flat reference surface and left overnight.

**7**

Clamping while glueing up the main chassis frames provided effective resistance to warping or bowing, something I've encountered on similar kits. Further strength was added once the inner trussing strips were installed, using a steel rule to aid alignment.

**8**

Liquid cement was great for adding the main structural parts, which required a rapid bond. But the Precision Plastic Glue proved handy when repairing a broken truss bar. Using the precision tip, a small bead of glue was applied around the break.

What George used

◆ Cambrian Models C27 BR (ex-LMS) 'Salmon' bogie rail wagon plastic kit (£21.95), 10.5mm disc wheels (x4 axles) and 'top hat' brass bearings, Instanter couplings and fine brass chain

Availability: H&A Models

Web: www.hamodels.net

TOOLS

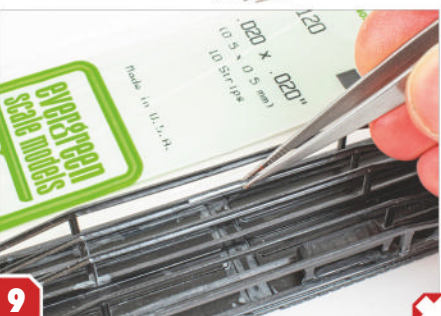
- ◆ Knife
- ◆ Tweezers
- ◆ Profile cutting tool
- ◆ Small brass wire brush
- ◆ Files and abrasives
- ◆ Drill and bits etc
- ◆ Cutting shears
- ◆ Flat surface/sheet of glass
- ◆ Paintbrushes
- ◆ Airbrush and equipment (optional)

GLUES

- ◆ Plastic Magic and Precision Plastic Glue, plus Roket Rapid cyanoacrylate, Roket Blaster accelerator fluid and Pin Point Applicator Kit for precise application

Availability: Model shops or Gaugemaster

Web: www.gaugemasterretail.com

**9**

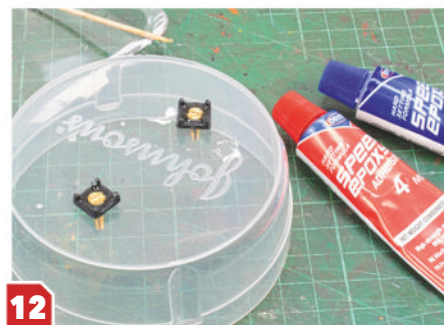
A thin piece of styrene strip was then placed within the angle of the truss, bridging the break and offering plenty of support. The Precision Plastic Glue allowed plenty of time for the patch to be positioned accurately and discreetly.



10 The same glue was employed for the lateral strengthening strips. The kit's parts were deemed inferior, so strips of 2mm angle section styrene were cut and installed instead. They were made a couple of millimetres too long, allowing them to be trimmed flush later.



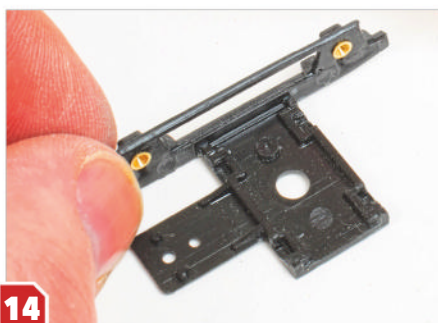
11 I managed to lose one of the bogie mounting bolts from my kit, so I modified the brackets to accept some small brass bolts I had in stock. The holes were simply drilled-out to a slightly larger diameter. The bolts will have to be trimmed to the correct length later.



12 I found that the countersunk bolts didn't locate positively into the brackets so, in order to ensure that they remained perpendicular to the chassis, I secured them with epoxy adhesive. Holes were drilled in a jar lid to allow the bolts to hang while the glue set.



13 After fettling the bogie components, the bearing holes were redrilled to accept a set of brass 'top hat' pinpoint bearings. Wheels and bearings aren't supplied with Cambrian kits, but are readily available from good model shops.



14 After fixing the brass bearings in place with a tiny drop of cyanoacrylate glue, one side frame was bonded to the bogie frame (using poly cement), ensuring a 90° angle. Check with a set square and allow the glue to dry for an hour or so.



15 Add the other bogie side frame, tacking it into place with poly cement and, while the parts are still pliable, insert the axles into the bearings. On a flat surface, check that the frames are square (all four wheels should contact the surface) and the wheels turn freely.



16 Leave the frames to cure fully before adding other parts to the bogies. Cross-braces are supplied for each end, but no brake gear. I found some spare brake parts from other wagon kits and mounted the shoes onto scraps of plastic angle.



17 The bogie mounting brackets can now be bonded to the underside of the floor, using the mounting guides to ensure correct alignment. Check again that the bolts are sitting vertically, using a set square.



18 The buffers were replaced with whitmetal parts which should prove more resilient and look better too. Any gaps around the shanks were filled with plastic putty. A brush dipped in cellulose thinners helps clean up the excess.



19 Chain securing rings are provided, which are a bit fiddly to handle but worth adding. Those rings that will be connected to securing chains were fixed in the raised position. Thankfully, extra parts are provided, as a few of them disappeared into the carpet!



20 After painting with a matt black primer, using an aerosol, the bogies were installed. A drop of Loctite on the threads will ensure the nut doesn't work loose. The excess length of the brass bolt was snipped away with track cutting shears and were painted black.



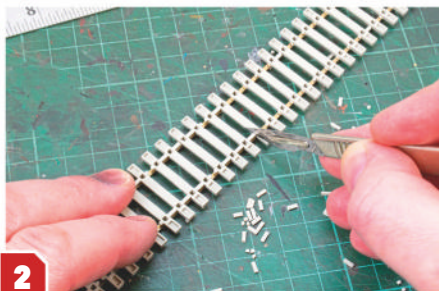
21 The timber decking was dry-brushed with various shades of brown and grey acrylics, applied with a flat brush along the length of each plank. Most of the deck will be obscured by the track load, so the result didn't have to be perfect.


**STEP
BY
STEP**

CREATING THE LOAD


1

Identical loads were created for both the kit-built 'Salmon' and the Flangeway RTR model. Peco Code 75 concrete sleeper track was cut into 60ft scale lengths, using a set of Xuron rail cutting shears. The cut ends were then dressed square with a flat needle file.


2

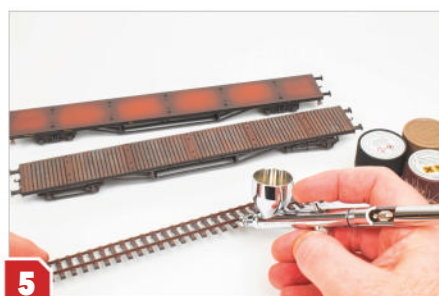
The track load will add extra mass to the plastic kit-built wagon, which is essential for reliable running. The webbing between every sleeper was cut away. This was laborious, especially with four lengths of track to treat per wagonload, but it will add extra realism.


3

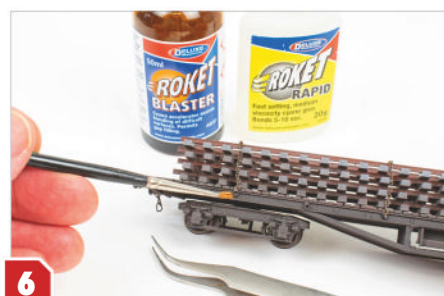
With the webbing removed, the sleepers need to be kept in place, so a thin bead of thin cyano glue was run into each joint, using a pinpoint applicator tip. Work against a straightedge to keep everything aligned and the sleepers spaced evenly.


4

When the cyano glue had cured, the track lengths were sprayed with a mix of grey, brown and black aerosol primers. The underside of each panel was also treated, as these will be visible when the loads are stacked.


5

An airbrush offered the quickest way to paint the rails a rusty red/brown shade. My loads represent used track panels. New panels will need to be cleaner and the rails a more orange-red shade. The wagons were also weathered with the airbrush.


6

The track panels were stacked neatly, each layer being fixed with a thin bead of cyano glue, applied through a precision applicator tip. A drop of accelerator fluid made the bonds instant. Fine brass chain, pre-blackened, was fixed to the securing rings.

7 Any spare lengths of chain were placed into the chain locker beneath the frames, adding a bit of extra visual interest. This wagon has yet to receive numbers and markings, as I've misplaced my super-fine ink pens. So that's a job for another day...



Offering a pleasant contrast with the later style of BR 'Salmon' offered recently by Flangeway, the Cambrian kit provided an enjoyable assembly project. Hornby's plans for a RTR 'Salmon' feature both the LMS and BR designs.

HOW TO

MODEL SPRING TREES

As winter ebbs away, **Peter Marriott** makes good use of a new kit to create trees fit for a springtime scene.



Peter's tips: Working with sea foam

Sea foam is quite fragile, and the main trunks are often bent. However, try soaking the material in a thin water-based solution such as Mod Podge, then hang it out on the washing line, upside-down, to dry. Attach a clothes peg to the base of the tree so that it hangs down in a vertical position and leave to dry overnight. This also gives the sea foam extra strength and resilience to handling.

PHOTOGRAPHY: PETER MARRIOTT



1 hr per tree



WW Scenics has introduced various tree-making kits tailored for use in spring, autumn, winter and summer scenes. Each contains various plastic and seafoam tree armatures, plus a selection of foam foliage scatters.

These ingredients can be employed in all manner of ways, and I decided to experiment by creating a 'hybrid' framework of plastic and sea foam, onto which a variety of scatter materials could be applied.

To suit this time of year, I plumped for the WWScenics Spring Tree kit. It contains eight plastic tree armatures and ten clumps of seafoam. The pack also includes two bags of green scatter (of differing shades and texture), plus fine pink and red foam to depict blossom.

One of the first steps was to prepare the sea foam pieces, removing the large seedpods and any detritus with fingers or a pair of scissors. The seedpods can be crushed between your fingers and employed as natural scatter material for a woodland or forest floor - nothing is wasted here!

Another trial operation was the spraying of the sea foam and tree trunks with matt black paint, using a cheap aerosol. Once the paint had dried, I used hairspray to affix the scatter materials, built up over multiple layers.

Needless to say, working outside or in a well-ventilated area, when spraying paint and hairspray is to be recommended, along with the wearing of a suitable facemask.

After my first few experiments, more trees were assembled in a production line fashion, greatly speeding up the process.

The WWScenics kit provides excellent value for money. If, like me, you make eight trees combining the sea foam with the plastic armature, plus some small trees out of the leftover sea foam, you can get at least a dozen good-looking trees and bushes out of the kit - that works out at around only £2 per tree!

What Peter used

PRODUCT

- ◆ WWScenics WSLF-059 Spring Tree kit **Price:** £22.99
- Availability:** www.wwscenics.com

MATERIALS

- ◆ Extra-hold hairspray
- ◆ Matt black aerosol paint
- ◆ Deluxe Materials R/C Modeller's Canopy Glue
- ◆ Woodland Scenics Fine Turf Weeds

TOOLS

- ◆ Small scissors
- ◆ Sprue cutters
- ◆ Tweezers
- ◆ Knife and spare blades
- ◆ Drill and bits



Workbench

EXPERT MODELLERS SHOW YOU HOW

STEP BY STEP



1

The WWScenics tree kit contains pieces of sea foam, plus plastic tree armatures and bags of fine foam scatter material. This spring tree kit provided two shades of green and a pair of blossom shades (red and pink).

2 The plastic tree armatures can be used two ways: they can be used as they come, being 'painted' in PVA glue before covering with various scatter materials. Or the branches can be cut off and replaced by pieces of sea foam.



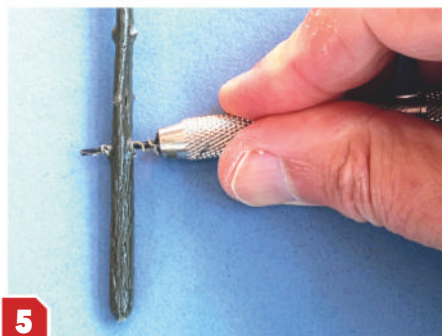
3

I decided to try the latter approach and used a set of plastic sprue cutters to trim away the moulded branches. The offcuts would be kept safe, as they look like they may be useful for creating bushes or shrubs in future.



4

Here's the bare trunk, with just a small area of branches left at the top. I left some of the branch bases protruding slightly from the trunk to avoid an overly perfect appearance.



5

Using a 1mm drill bit in a pin vice, I created six holes in each trunk, working at different angles to ensure a randomness to the new branches when they're eventually installed. Work gently, without applying excess force on the drill.



6

The sea foam pieces are a little rough and ready straight from the box, so I took the time to remove all the seed pods, using a small pair of scissors and fine-nosed tweezers.



7

With the fine scissors, I cut the sea foam to form branches of differing shapes and sizes. I used Deluxe Materials R/C Modeller's Canopy Glue to fix them into the plastic trunk. It dries clear, remains flexible and is great for filling gaps.



8

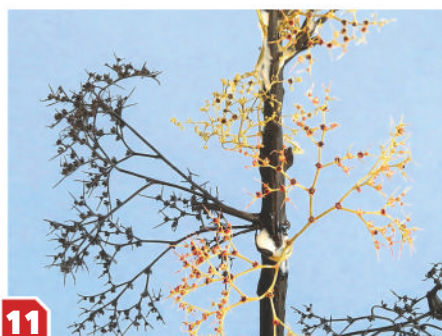
The sea foam branches were added one by one, opening up the drilled holes with a larger bit where necessary. Where the branches came through to the other side of the trunk, they were trimmed when the glue had set.

9 The 'hybrid' tree's form is almost complete. Look at real trees to see how the overall pattern of the branches differ between species. Allow the glue to cure overnight and trim any areas with the scissors as necessary.



10

Having propped up the trees into a block of foam, they were sprayed with a light coating of matt black paint from a cheap aerosol, bought from a bargain store for £2.50. A couple of passes were made to ensure even coverage.



11

After painting, I realised that some of the trees required a few extra branches here and there, so the drilling and installation phase was repeated. When the fresh glue had set, a little more matt black paint was sprayed.



12

I found the two supplied green scatter materials to be a little coarse on their own, so mixed them with a little Fine Turf Weeds by Woodland Scenics. This also helped to add even more tonal variety to the foliage.



13 Any extra-hold unscented hairspray will be a good adhesive for fixing the fine scatter material onto the sea foam branches, with many supermarket own-brands offering a cheaper option.



14 I usually spray the tree with the hairspray, then sprinkle on a layer of scatter material. This process is repeated with a slightly different green scatter, followed by a third waft of adhesive all over the tree to seal it all in place.



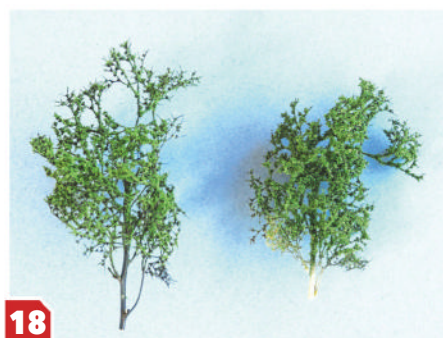
15 Much time can be saved by working on a number of similar trees at the same time. The hairspray creates a surprisingly strong bond, certainly enough to allow the trees to be handled gently before fixing to the layout.



16 If any of the foliage comes adrift, or is in need of a refresh in the years ahead, simply repeat the application of hairspray and some fresh scatter material.



17 For smaller trees and shrubs, or for a simpler project all round, the sea foam can be used on its own. Again, after tidying up each piece of detritus and fine-tuning its shape, I misted it with a coat of matt black aerosol paint.



18 Using hairspray as the adhesive, the mix of fine green scatter material was built up over two layers, generating a nice mix of green tones.



19 The small bags of pink and red foam scatters supplied with the WWS kit can be used to represent blossom for a wide range of bushes and trees, such as magnolia, cherry and apple trees.



20 After another waft of hairspray, I sprinkled the blossoms onto the trees. I varied the amount of light and dark pinks on the trees to ensure tonal variety. To plant the tree, simply punch a hole into the landscape and secure in place with PVA.

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'O' GAUGE LAYOUT **PAYSTOW**



New gauge, new adventures

Jonnie Pay's ordering mix-up ended up prompting him to build a layout in a gauge that he'd never considered. Now he's a firm fan of the 'senior scale'.

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



What makes this layout great?
Although 'Paystow' started as an accident, Jonnie has given us a superb representation of a BR Western location in the twilight years of steam. It makes us want to look for some 'O' gauge bargains online!



Before making a purchase online, how often do you check that what you're buying is exactly what you want? Once? Twice? More than that? Buying online brings with it an increased element of risk as you don't get to see the physical product before buying it. Jonnie Pay had this problem when he bought a Class 08 shunter from eBay for £150 and discovered when it arrived that rather than a 'OO' locomotive, he had purchased an 'O' gauge model. He had two choices: either send it back for a refund or embark on an 18-month journey to build an all-new layout in a different scale. He chose the latter, and now he's hooked for life.

"When it first arrived, I wasn't sure what to do, but after looking at the prices of 'O' gauge track and

seeing what the price of a Tim Horn baseboard would be, I decided to have a go at the larger scale. Not knowing what to expect, I didn't have any goals or ambitions going into the build, just that I wanted to use my skills to make something that looked better than my 'OO' layout 'Paybury' (*Model Rail* issue 290). What I hadn't anticipated was just how large the scale is when you're planning a layout. Your brain automatically assumes that 'O' gauge is virtually twice the size of 'OO', as you are going from 4mm to 7mm, but in fact, it's eight times bigger, as you're doubling the length, width and height. It was only when laying the track that I got an appreciation for just how much detail you can get in 'O' gauge." ►



“It was only when laying the track that I got an appreciation for just how much detail you can get in ‘O’ gauge”

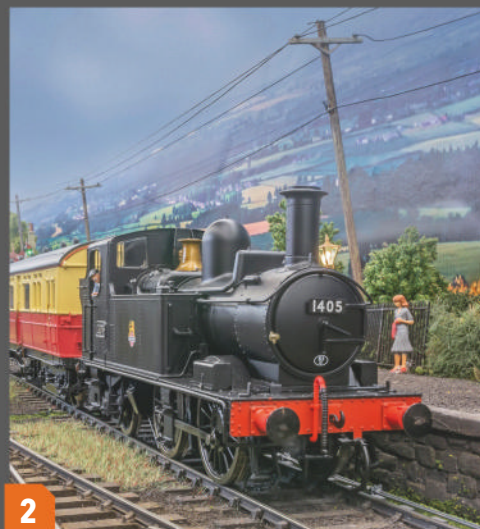


3 things we like



1

Jonnie has made the track look unkempt to better represent a 1960s steam line.



2

Adding telegraph wires is always a challenge!



3

Tiny details such as the sand buckets on the signal box steps.



Laying the track was the first aspect of the build that Jonnie attempted, but it didn't exactly go as planned.

"I got very annoyed with the platform line, which somehow managed to buckle between me laying it and coming to fit the platform. It baffled me at first because everything had worked in the dry run and the buckle wasn't substantial enough for me to see it clearly, but when I wanted to place the wooden platform down it fouled the sleepers. There was only one option – rip the entire line up and start again, but this was easier said than done as, by this point, I had ballasted and glued the track. It wasn't difficult to resolve but it took time, mainly because it annoyed me so much and it took a while before I could be bothered to re-solder the dropper wires."

After this initial setback, another problem loomed on the horizon for Jonnie: a deadline. He agreed to take it to an exhibition at the Spa Valley Railway, where he is the commercial manager, so he had to get 'Paystow' to a stage where it was fit for exhibition.

"The show was far enough away that I didn't have to rush, but it also meant I couldn't afford to slack off for weeks at a time. I'm thankful that I didn't have to buy everything off the shelf and could still make 'Paystow' unique to me, so although the signal box is a Bachmann kit, the station building is completely scratchbuilt. It's been made to look like Cullingham station using an MDF and balsawood frame with a plastic card wrapping, painted in grey and weathered with Phoenix Precision paints and powders. I want to fit an interior to it but ran out of time before its first show and, as you can barely ►



“Although the signal box is a Bachmann kit, the station building is completely scratchbuilt”

The name 'Paystow' is derived from Padstow. Jonnie was reading a book about the Bodmin and Wadebridge line when the idea popped into his head.





The backscene uses the same imagery as Jonnie's previous layout, 'Paybury'. After scaling it up to 16ft in length, it was printed onto banner vinyl and then glued onto a timber panel. The vinyl is easier to print and install, as it can be folded into the corners of the backscene with less risk of ripples or air bubbles.

see into the station, that job was moved to the bottom of the priority list. I was happy with how the first show went, but I wish I'd had the time to add the figures as the layout looked a bit bare without it."

DETAIL OPPORTUNITY

'O' gauge allows you to add much more detail than 'OO' does, and Jonnie has added a full interior to the signal box, point rodding and large trees that dominate the scene.

"Yes, you can add an interior to a 'OO' gauge

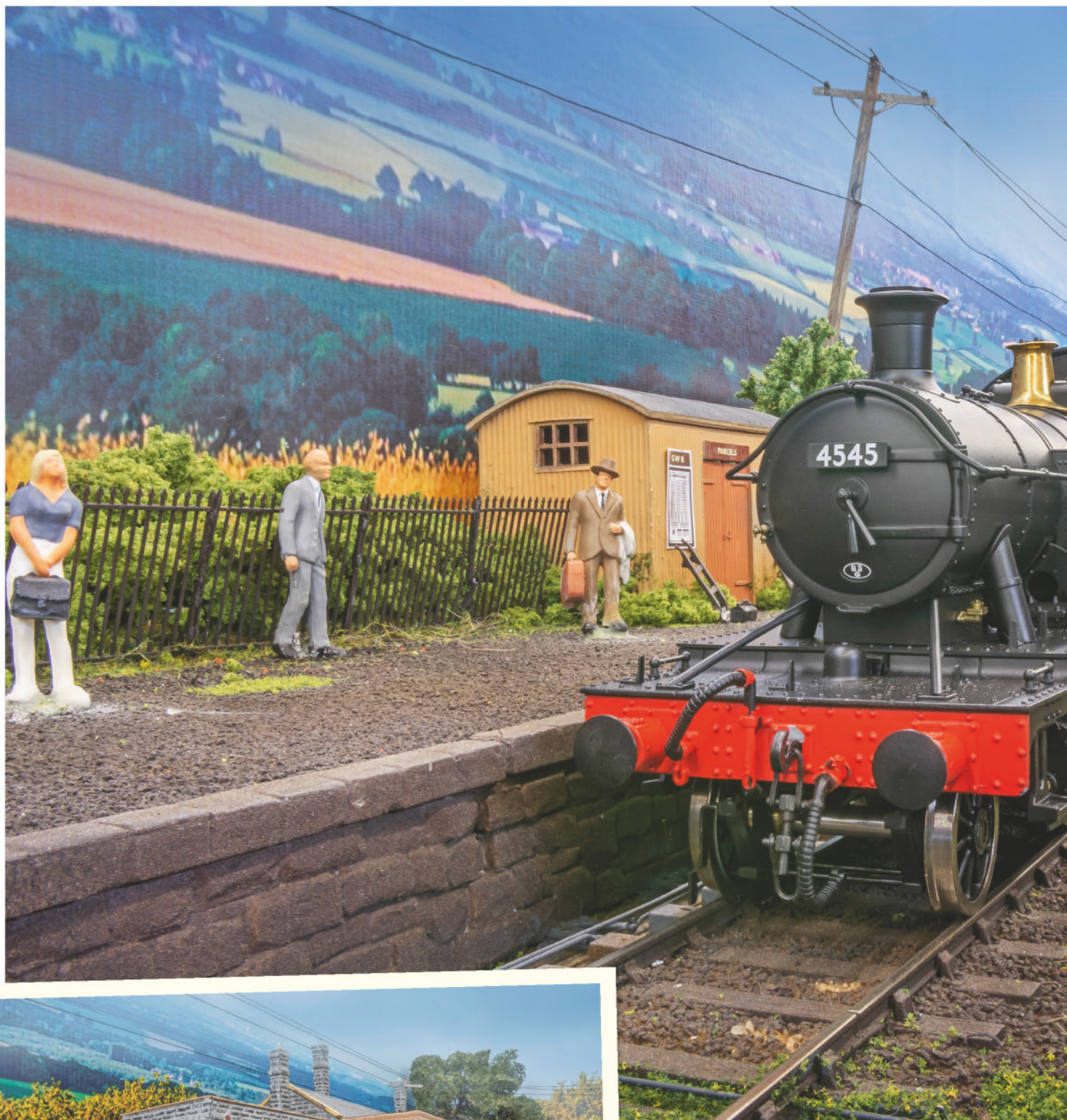
model but it's trickier and to me has less of an impact. The point rodding in 'O' gauge looks more realistic and the trees can dominate the scene, helpful when you are trying to box it in and hide the edges of the layout from view."

Now an 'O' gauge convert, Jonnie doesn't believe he will ever build a 'OO' layout again, at least not for himself. Learning all the time, he is already working on an extension to 'Paystow' which would add to the operational interest of the scene.

"I'm building an 8ft by 2ft country halt that will



allow trains to run a bit more than just in and out of 'Paystow' so that we can hear the sound of the models more. I think the sound is where 'O' gauge comes into its own as the speakers and the decoders are so much bigger than they are in 'OO'. It sounds so crisp and realistic. Watching the models is enjoyable enough, but I can't stand operating it as I get bored out of my mind. The couplings annoy me so if I am at the controls I'll be using a DMU, but I'm even looking at a shuttle so I can automate things and I won't have to do anything. Sometimes my ➤



Things got a little hairy at 'Paystow's' first exhibition, as Jonnie hadn't considered the extra power consumption of multiple sound-fitted locomotives. Learning from this experience, he has since added a power booster to the control system.

'Paystow' doesn't split into smaller sections because it was never meant to go anywhere. Jonnie intended to leave it in the shed so he now needs a long van to fit it in when travelling and two people to lift it.



friends will bring their stock and run that at an exhibition for me, and I get more enjoyment out of watching them than I do working it myself. I'd rather be building a kit!"

We aren't suggesting that the next time you are looking to make an online purchase you buy a model without carefully reading the description, but for Jonnie it opened up a whole new world of modelling that he hadn't considered before. It's now one that he enjoys and that purchase turned out to be a happy accident.

Perhaps, if you do mistakenly order the wrong model, why not consider trying something entirely new before slapping a return label on the box. It may just work out for you as it did for Jonnie. 

FACTFILE: 'PAYSTOW'

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

Time to build: 18 months

Size: 12ft by 2ft

Track: Peco O gauge

Power and control: DCC from an NCE PowerCab



MODELLER CV: JONNIE PAY

"If I'm not working on my model railways, I'm filling my time working with the full-size versions as the commercial manager at the Spa Valley Railway."

See this layout!

'Paystow' will be at the Spa Valley Railway show on September 23/24 2023.

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Our reviewers

George Dent

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

Chris Leigh

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

How we test

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



Rapido Trains UK Hunslet 16in 0-6-0ST

◆ **GAUGE** 'OO' ◆ **MODEL** Rapido Trains UK Hunslet 16in 0-6-0ST, *Jacks Green*, Nassington

Ironstone Quarry lined green ◆ **PRICE** £129.96 ◆ **AVAILABILITY** Rapido Trains stockists

Web www.rapidotrains.co.uk

Although Rapido Trains has produced a couple of British-outline 'OO' steam locomotives in the past – both being exclusive commissions for *Model Rail* – the Hunslet 16in is the first to appear under the manufacturer's new UK arm. Representing an important prototype designed for industrial railways, the Hunslet 0-6-0ST has been developed from original works drawings and thorough surveys of several preserved examples.

Rapido is offering seven different versions, with a range of livery options and a few detail differences to suit specific prototypes. Our sample depicts a locomotive built for the Nassington Ironstone quarries of Northamptonshire in the late 1930s (where it worked until 1970), finished in a stylish lined green livery.

It's certainly an impressive model, with the purposeful yet refined character of the real thing captured to a tee. There's a good level of finesse about the cab and bunker, while the full relief of the boiler – with daylight visible below – meets modern expectations.

Like the real things, there's a sparseness of complex, fancy equipment, yet the model does sport a welcome array of fine detail fittings and subtle touches. The handrails and mounting knobs are extremely fine and those along the saddle tank are especially prone to being misshapen by clumsy handling, so do take care. The smokebox door handle, sanding lever, reversing rod and mechanical lubricator are all separately fitted parts, as are the lamp brackets fitted to the smokebox top and cab rear plate.

The twin safety valves, whistle and water filler hatch are all rendered well, the latter featuring a convincing representation of the hinge and handle detail.



There's a welcome array of 'plumbing' too, emerging from the lubricator housing and running towards the axle bearings and inside motion. A pipe also runs from the dome, down the side of the tank to the running plate, which must also be treated gently to avoid it being dislodged.

The chimney profile looks



“The mechanism is very smooth and quiet, with an impressive haulage capability that’s more than enough for a small industrial prototype”

3 things we like



great, and the cab interior is fully appointed with pipes, dials and gauges. The cab glazing is worth special praise, as the circular spectacles sit flush within the apertures, presenting a tidy appearance whether viewed from the inside or exterior. Indeed, it looks just as good as if it had been fitted with aftermarket laser-cut glazing. Bravo!

Although the cab roof is fixed firmly in position, fitting a footplate crew will be simple thanks to the open doorways on each side. As the bunker hatch is in the open position, adding a small pile of coal on the footplate would be worth the

effort. The moulded coal in the bunker looks pretty good, especially as there's a realistic depression in the middle of the pile, suggesting correctly that the fuel is working its way down the hatch into the cab.

The running plate features a row of fasteners at the front end, where the inside cylinders are accessed, while there are also a couple of flush-fitting sandbox filling caps just discernible. Below the boiler sits an excellent representation of the inside motion, with the chunky reverser balance weight most prominent.

The stubby buffers are sprung and there's plenty of rivet head relief on each bufferbeam. Below the frames, the wheels are finely reproduced, linked with a set of low-profile fluted coupling rods. The brake gear, guard irons,

sandboxes and pipes are all present and correct, while a single set of footsteps is installed below the cab. An extra pair is provided for the front end, should your prototype warrant them (they were not fitted to all 16in Hunslets). No other extra details are provided for customer fitment, although a set of cosmetic three-link couplings would have been nice.



1

Easy access to the DCC decoder interface, simply by removing the top of the saddle tank.



2

Highly detailed cab interior, with separately fitted pipes, gauges and controls. The flush-glazed spectacle plates are also impressive.



3

Cosmetic rendition of the inside valve gear is really convincing.



Rapido Trains UK Hunslet 16in 0-6-0ST - in detail



Factfile: Hunslet 16in 0-6-0ST

Founded in 1864, The Hunslet Locomotive Company built a vast range of steam traction over the years, for use in the UK and many far-flung areas of the world. From the 1920s, the Leeds-based manufacturer was offering a variety of 'off the peg' locomotive types intended primarily for industrial use.

The 0-6-0ST locomotives were offered with a choice of inside cylinder sizes (and power outputs) and were designed to be rugged workhorses, capable of operating efficiently in hostile environments and being maintained by staff with minimal expertise and equipment. Despite the 'no frills' specification, customers could specify additional fixtures and fittings - such as additional lubricators - if desired.

The 16in Hunslet design first appeared in 1923, with a total of 44 examples being built over the following 35 years, mostly for UK customers, although a handful were shipped to Peru and a single locomotive was bought by an Australian customer.

On home soil, the 0-6-0STs were employed mostly in colliery or quarry situations, proving themselves able to shove and haul heavy loads on roughly laid track. After decades of faithful service, nine examples have survived into preservation, providing the same ease of operation and economy for which they were originally designed.



Above: Sporting the handsome lined green livery, former Nassington ironstone quarries *Ring Haw*, now preserved at the North Norfolk Railway. STEAM RAILWAY

Below: Built in 1945 for the Ackton Hall Colliery near Pontefract, Hunslet 16in No. 7 *Beatrice* is seen at the Embsay & Bolton Abbey Steam Railway. STEAM RAILWAY



System builder

Other items to complement this model...

BR IRON ORE TIPPLERS

A staple wagon of post-war ironstone quarries, the BR steel-bodied tippler wagons are available in kit form from the Parkside by Peco range, or RTR from Bachmann Branchline.

Price: From £13.50 each
Availability: Bachmann or Peco stockists
www.bachmann.co.uk
www.peco-uk.com



BR 16T MINERAL WAGON

As well as being essential for colliery coal traffic, BR's versatile 16T mineral wagon designs were also used extensively on ironstone traffic. Bachmann's model remains the best RTR offering in 'OO'.

Price: £25.95 each
Availability: Bachmann stockists
www.bachmann.co.uk

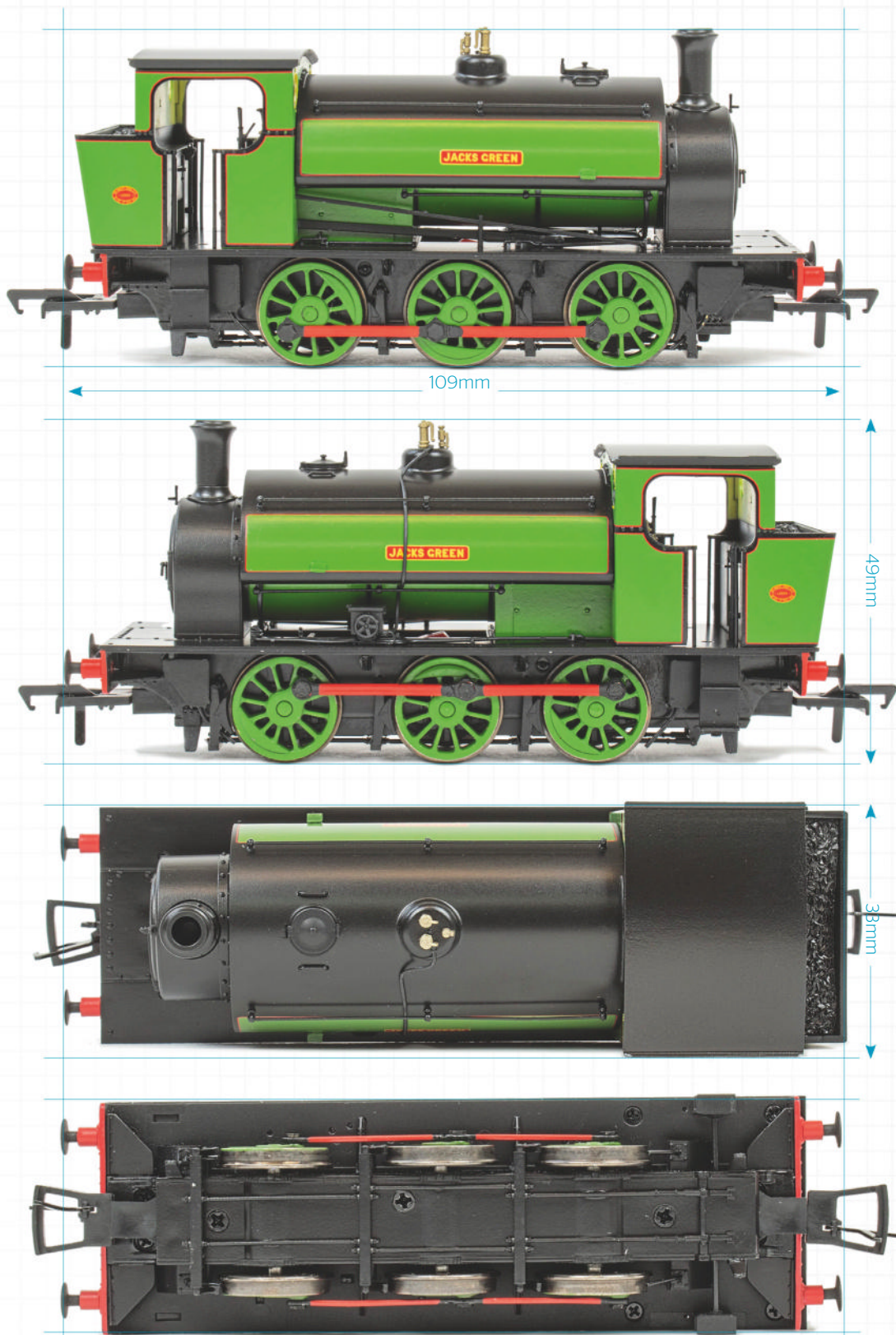


BR 13T HOPPERS

Originally built for coal traffic, these diminutive hoppers later found use on ore trains. The recent Parkside by Peco kit is fun to build. It was featured in MR300.

Price: £17.60 each
Availability: Peco stockists
www.peco-uk.com





Inside the boiler is a stocky, powerful coreless motor and flywheel, mounted towards the smokebox end and linked to the rear driving axle via a cardan shaft and gear tower running down through the firebox. Access to the Next18 DCC socket is simple: just unclip the saddle tank. A 15mm by 11mm speaker is pre-installed into the bunker and Rapido is offering sound-fitted options.

The boiler and chassis block are die-cast metal, providing ample mass. In fact, the model sports a split chassis, which is an unexpected approach. Each axle runs within brass bearings that transmit power through the twin, insulated chassis blocks to the motor, thus avoiding delicate wiper or plunger pick-ups. Accordingly, the use of regular lubricants on the axles should be avoided.

Under test, and following the recommended running-in period, the model has been running faultlessly. The mechanism is very smooth and quiet, with an impressive haulage capability that's more than enough for a small industrial prototype like the 16in Hunslet.

The paint finish can't be faulted, with the ultra-fine red lining applied extremely well and the printed name and builder's plates crisply applied. No etched options are provided, which is a minor shame, as they would be the icing on the cake!

Overall, this is an excellent model, offering a very attractive and long-lived industrial prototype, in a range of handsome liveries. They're bound to appeal to a broad range of modellers, especially as they're being offered at a very reasonable price. **(GD)**

SUMMARY

PROS

- Authentic looks.
- Fine details.
- Excellent finish.
- Smooth, quiet performance.

CONS

- Not a lot.

FINAL VERDICT

Very impressive.

RAPIDO TRAINS UK 16in HUNSLET 0-6-0ST

OVERVIEW

Manufacturer: Rapido Trains
Ref. No. 903005
Unit No. N/A
Scale/gauge: 1:76 scale, 'OO' gauge
Body: Plastic with metal parts
Chassis: Metal with plastic parts
Weight: 170g
Min. curve radius: 438mm
 (second radius)
Wheel back-to-back: 14.5mm

DIMENSIONS

Length (over buffers)
 Height
 Width
 Wheel diameter
 Coupled wheelbase

PROTOTYPE

27ft 0in
 12ft 0in
 8ft 0in
 3ft 9in
 5ft 8in
 + 5ft 3in

1:76 SCALE

108mm
 47.5mm
 32mm
 15mm
 23mm
 + 21mm

MODEL

109mm
 49mm
 33mm
 15mm
 23mm
 + 21mm

SERVICING

How to dismantle: Body unscrews from chassis.
Where to oil: Gears - see instructions.

ELECTRICS

Electrical system: 12V DC two-rail
Motor type: Coreless
Lights? Firebox glow
DCC-ready? Next18 interface, factory-fitted speaker

MECHANISM

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



Accurascale TPE Mk 5a Coach Set

◆ GAUGE '00' ◆ MODEL Accurascale ACC22352 Mk 5a TransPennine Express coach set ◆ PRICE £225.00 ◆ AVAILABILITY Accurascale stockists Web: www.accurascale.co.uk

With the production lines already set up to produce Mk 5 stock for the Caledonian Sleeper franchise, Spanish train builder CAF was able to offer similar vehicles to TransPennine Express at an attractive price. Although the basic shell is similar to the Sleeper stock, TPE's coaches differ markedly in terms of passenger accommodation and are classed as Mk 5a vehicles.

A fleet of 66 coaches was constructed, with a mix of First class and Second class cars, plus Driving Trailers (with Second class provision), which are marshalled at one end of the five-car rakes. Designed for operation with hired-in Class 68 locomotives, the 'Nova 3' sets finally entered traffic in 2019 transforming TPE's Liverpool-Scarborough and Middlesbrough services. A dedicated pool of Class 68s is provided by Direct Rail Services, painted in a matching TPE livery.

Last month's issue featured an in-depth review of Accurascale's Caledonian Sleeper Mk 5 stock, and there are many common

features with the TPE Mk 5a sets, in terms of body profile, bogies, underframe detail, gangways and magnetic couplers. Not wanting to repeat myself too much, we'll concentrate on the TPE stock's unique features here.

The Driving Trailer is the most striking vehicle within this five-car set, with a streamlined outer end topped with a rooftop air conditioning unit. The heavy-duty buffers are sprung and an array of bufferbeam detail is installed. An NEM coupler pocket is moulded integrally with the object deflector, but this can be replaced with a more authentic version supplied in the packaging, if you have no intentions of coupling a locomotive to this end.

The prototype's huge windscreen wiper has been captured well, although the straight blade does not conform to the curved windscreen. Inside, a driver's seat and console are clearly visible, complete with power and brake controls.



At the opposite end of the rake, the non-gangwayed end of the First class car is also equipped with buffers and an impressive array of detail, including separately installed hoses and jumper cable sockets. The small porthole-style window looks the part and is neatly flush-glazed.

The arrangement and nature of

the underframe detail has been well observed, with subtle differences between vehicles to suit the prototypes (I was intrigued by the presence of sanding gear on the Driving Trailer!). Like the Sleeper stock, digital destination panels are provided for customer fitment, with an extra panel fitting above the Driving Trailer cab. A choice of Liverpool Lime Street and Scarborough destinations is supplied.

The inter-coach couplings are magnetic, but of a different pattern to those on the Sleeper cars (as per the real thing). They work extremely well, keeping the substantial gangways extremely close together on straight track, but creating a suitable gap as the train enters a curve. These free-running carriages were tested on second radius (438mm) curves without any issues.

Interior lighting is provided, with a magnetic 'wand' being used to activate the LEDs when running the trains on DC and DCC control. The interior mouldings reflect the layout of the real carriages and non-intrusive 'stay





alive' capacitor units ensure flicker-free operation. Working head and tail lights are installed into the Driving Trailer car, with a 21pin decoder socket located inside to allow DCC functionality (although the interior lighting is not controllable via DCC).

The TPE livery is a real work of art, with the base metallic shade

neatly applied, and the various blue and purple elements look superb, especially at the cab end of the Driving Trailer. The gradations in the colours look very convincing. What's more, it's a close match with Dapol's TPE Class 68, making for a consistent appearance.

Recreating an attractive and

SUMMARY

PROS

- Looks and performance.
- Authentic details.
- Top-notch finish.
- Effective lighting system.

CONS

- Not a lot.

FINAL VERDICT

Superb.

3 things we like



1

Livery application is first class and matches up well with the Dapol TPE Class 68.



2

The 'blunt' end of the five-car set features plenty of detail, including separately fitted jumper cables and sockets, handrails and porthole-style window.



3

The cab air conditioning unit atop the DVT features a fine grille and safety warnings.

“The TPE livery is a real work of art, with the base metallic shade neatly applied, and the various blue and purple elements look superb”





EFE Rail LSWR Cross Country Coach Set

◆ GAUGE 'OO' ◆ MODEL EFE Rail E86015 LSWR Cross Country three-coach pack, BR (SR) green ◆ PRICE £224.95

◆ AVAILABILITY EFE Rail stockists Web www.bachmann.co.uk

The London & South Western Railway built a fleet of 56ft non-corridor coaches, between 1906-10, for a wide variety of 'cross country' services across its network. Marshallled originally into four-car sets, with a four-compartment brake carriage at each end, they were reduced to three-car sets in the late 1930s, with a seven-compartment Composite car forming the central vehicle.

A total of 36 sets were employed, lasting into British Railways (Southern Region) days, before the last examples were withdrawn in the late 1950s.

These three-car sets from EFE

Rail are presented in a plush, foam-lined presentation box, and three livery options are available: Southern Railway green, BR crimson or BR green. The latter is under review here.

Representing a new tooling (with Kernow Model Rail Centre branding on the chassis), the coaches feature some impressive touches. The roof vents are particularly well defined, the panelled sides are crisply moulded and the underframes are well appointed with battery boxes, vacuum cylinders and other fittings.

Door handles, although moulded into the sides, are neatly picked out in a brass-effect paint

and resemble separately fitted parts. The small grab handles are separate parts, however, and the handrails at the ends and along the sides of the brake compartments are formed from fine wire, neatly installed.

Flush-fitting glazing boasts a high level of transparency, although etched droplight frames within the window reveals look like they'd benefit from a touch of paint. The frosted windows of the toilet compartments are nicely done and the luggage compartment bars are subtly rendered (almost too subtle!).

Each carriage end features plenty of moulded detail, along with vacuum hoses and

drawhooks, plus a set of fine metal bufferheads. A small bag of extra details provides steam heat hoses and cosmetic screw couplings.

Beneath the solebars, the chassis and bogie detail features a good level of definition and a welcome feature of the brake cars is the linkages from the guard's handbrake within the coach. Sprung, pivoting close-coupling units are equipped with NEM sockets, which performed faultlessly under test. Indeed, the wagons ran sweetly from the off, with the plain disc wheels rotating freely.

The simple paint finish has been applied well, with a satin/semi-matt sheen that presents





“A welcome feature of the brake cars is the linkages from the guard’s handbrake within the coach”



something of a lived-in appearance befitting such a humble conveyance. Inside, moulded interior units match the layout of the prototypes and seats have been painted in appropriate colours to suit Third and First class compartments. There are even moulded toilet pans in each WC!

Another welcome feature is the interior of the coach bodyshells, which are rendered in a generic light brown shade, mimicking the appearance of varnished wood panelling. Viewed from outside, the appearance is convincing.

While they may lack some of

the finer details found on recent coach releases under Bachmann’s own brand, the LSWR set does provide an attractive all-round package. They will certainly appeal to many modellers with an interest in the former South Western routes, looking at home behind a range of LSWR, Southern and BR (SR) steam locomotive types.

A quick mooch around the internet revealed plenty of retailers offering decent discounts off the RRP, so it will pay to shop around for a good deal. (GD)

SUMMARY

PROS

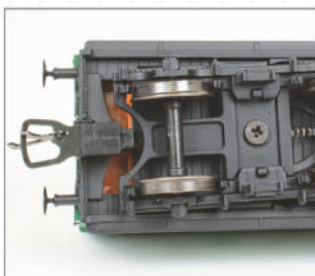
- Looks, finish, good level of detail.
- Smooth runners.
- Useful stock for Southern-based layouts.

CONS

- Not a lot.

FINAL VERDICT

Excellent.



3 things we like



1

Interior mouldings feature painted seats, demarcating First and Third class compartments.



2

Bodyshell interiors feature a 'wood' shade, mimicking the timber panelling of the real things.



3

A good level of detail all round, but the roof vents are particularly well defined.





Rapido Trains UK BR VIX Ferry Van

◆ GAUGE 'OO' ◆ MODEL Rapido Trains BR VIX Ferry Van ◆ PRICE £45.95 each ◆ AVAILABILITY Rapido Trains UK stockists Web www.rapidotrains.co.uk

With a huge fleet of compact 10ft wheelbase, 12T capacity vans, British Railways lagged behind Continental practice when it came to general purpose covered freight wagons. Vehicles running into the UK via the train ferry network were larger and more efficient, prompting BR to look into building a new type of goods van.

BR's Diagram 1/227 van, built from 1961, was certainly bigger, measuring nearly 42ft long, with a wheelbase of 26ft 3in. It also boasted a 20T capacity and a single sliding door on each side revealed a 13ft long aperture, allowing access for forklift trucks and other mechanical handling equipment. In total, 400 wagons were constructed by BR,

ostensibly for cross-Channel freight traffic.

The wagons eventually gained the TOPS code of 'VIX' and were equipped with both vacuum and air brake equipment from new. They were eventually displaced from international traffic, thanks to the introduction of Continental bogie vans, and were used widely on domestic freight traffic well into the 1980s, working with BR's other long wheelbase vans, such as VBAs and VDAs.

As BR's Speedlink network contracted, withdrawal of the ferry vans began, although many found second careers with the Departmental sector or as barrier vehicles, with examples in use into the early years of privatisation. Although they hadn't turned a wheel for two

decades, the final examples were removed (by crane!) from the national network at Peterborough Yard in 2018.

A 'OO' rendition of the VIX ferry van has been around since the 1970s, remaining in the Hornby range today. Although the bodyshell still looks good, the chassis is a little crude by today's standards and Rapido's announcement of an all-new, high-specification VIX was welcomed by many modellers. Rapido has produced a wide range of livery options, with plenty of prototype schemes to choose from. Despite most of the models now being available, Rapido has withheld two versions, owing to numbering errors (SKU91006/7), pending a decision on how they can be corrected.

We have tested three versions in all, an early BR bauxite version received from Rapido, plus a pair of Railfreight red/grey versions that I'd ordered for my own collection. These are striking models, in terms of size, appearance and finish. The level of detail is impressive, from the moulded bodywork features to the well-appointed underframe. And the side doors even slide open!





“The chassis is perhaps the most impressive part of these models, with a full array of brake gear, all linked with rods and pipework”

The slim profile of the body has been captured, with sharp definition to the framework and bolt heads. Super-fine handrails are installed to the doors and ends, along with footsteps and separate lamp brackets. Tie-down cleats are installed along the solebar – a key feature of a ferry wagon and the oval sprung buffers look the part – and they do not rotate out of alignment, which is always a bonus!

The chassis is perhaps the most impressive part of these models, with a full array of brake gear (both air and vacuum), all linked with rods and pipework. The brake shoes are positioned close to the wheels for maximum realism, with just a modicum of

binding experienced on one of our samples which was easily fixed with some gentle bending. The graceful, swan-neck hand brake levers are replicated nicely and the builders' plates are moulded in relief, complete with two raised mounting bolts.

The twin axles are fixed and run within brass pinpoint bearings. Despite the long wheelbase, I encountered no problems with the Second Radius curves on my test track. Indeed, the sprung, pivoting close-coupler units help the wagons to run reliably and, weighing-in at just over 80g each, they're well balanced.

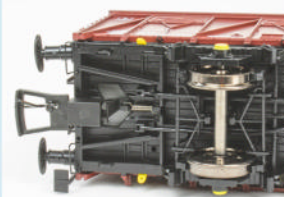
The paint finish is top notch across all our sample models. Even the separation between the

red and grey on the Railfreight examples is sharp and neat – not an easy prospect with so much surface relief. The printed legends are also perfectly applied, with even the smallest markings legible under a magnifier.

The folks at Rapido have done a great job with these ferry vans, offering an unusual prototype that will appeal to modellers of the late steam era as well as modern image enthusiasts. Offering something a little different to the usual short wheelbase wagon, the ferry vans were always distinctive when seen in real life. And I'm chuffed to finally have a few for my 1980s-era Speedlink services. **(GD)**



3 things we like



1

Sprung, pivoting close-coupler units with NEM coupler pockets.



2

Super-detailed underframe, with air and vacuum brake equipment and lots of plumbing!



3

Sliding doors, revealing bare timber-effect interior.

SUMMARY

PROS

- Looks and performance.
- Superb level of detail.
- First class finish.
- Interesting prototype.

CONS

- Not a lot.

FINAL VERDICT

Superb.



Rapido Trains UK GWR 'Iron Mink' van

◆ GAUGE 'OO' ◆ MODEL Rapido Trains UK GWR Dia. V6 'Iron Mink' • 908010 Salvage for Victory • 908014 GWR grey (sand van) • 908016 Ferrocrete yellow 908021

◆ Cambrian GPV red No. 139 ◆ PRICE £32.95 each ◆ AVAILABILITY Rapido Trains UK stockists Web: www.rapidotrains.co.uk

The Great Western Railway began building metal-bodied merchandise vans in the late 1880s. The telegraphic code for a merchandise van was 'Mink' and those built from 1888 to diagram V6 became known as 'Iron Minks'. A similar van was later built for carrying explosives, the most visible

difference being that the 'Iron Mink' had rounded body corners, while those of the 'Gunpowder' van were square. The similarity has meant that for more than 60 years, various manufacturers have produced the former Hornby-Dublo gunpowder van in liveries that were actually carried by 'Iron Minks'.

It was no surprise, given those similarities and the modern penchant among manufacturers for getting things right, that Rapido Trains UK would follow the excellent gunpowder van with an equally good 'Iron Mink', depicting the GWR's diagram V6 variant. Indeed, despite the longstanding popularity of the 'Iron Mink' among GWR

modellers, this is the first 'OO' ready-to-run model.

The GWR built over 4,000 'Iron Minks' by 1901 but, despite this, some customers were frustrated by poor availability of wagons and bought their own from outside manufacturers. These included 300 built for Spiller and Baker (a South Wales flour mill) in 1905 and brought into GWR stock (as Dia. V15) in 1913. The GWR reverted to building timber-bodied vans at the turn of the century. Among the distinctive liveries carried by 'Iron Minks' were the bright yellow of the British Portland Cement Company Ltd and a Second World War scheme applied to a couple of wagons by the GWR to promote salvage (of paper) for the war effort. I am delighted to say that both these liveries have been reproduced by Rapido.

However, it's worth mentioning that the Ferrocrete livery was actually carried on a slightly different type of 'Iron Mink', rather than the Dia. V6 vans modelled by Rapido. This fact is freely acknowledged by the manufacturer, who clearly found the attractive livery too hard to resist!

I have received the three vans which I ordered, the third





“Rapido has taken the opportunity to model the underside of the planked floor and even an impression of the drawbar and its centre spring”

example being a plain grey body lettered as a sand van for Reading West. Feeling in a ‘colourful’ mood, I ordered a fourth model, in bright red Cambrian Railways gunpowder van livery, though I’m not sure what the story behind this particular prototype was.

It has always been a source of fascination to me that the apparently heavy ‘Mink’ body was carried on a chassis which looks quite delicate. The Rapido model captures this well, there being no vacuum brake gear or other ‘gubbins’ to model. Rapido has taken the opportunity to model the underside of the planked floor and even an impression of the drawbar and its centre spring. The ‘Iron Minks’ originally had brakes on one side only, but a third brake shoe was added on the opposite side and some vans received a pair of shoes on this side, too. Two of the samples have the three brake shoes arrangement but the Ferrocrete van has four, with brake levers on both sides. The levers and the brake gear are separate fittings and are remarkably fine. This fine chassis detail leaves a lot of underside ‘daylight’ which means the pivoted NEM pockets with the usual tension-lock couplers, are particularly prominent. At least those who wish to fit scale couplings will be able to do so quite easily, as the NEM pockets

can be unscrewed. Insulated, spoked metal wheels on cone-ended metal axles are fitted and run in brass bearings to give a very free-running model.

The body moulding captures the shape and character very well and, of my samples, the sand van has doors representing planked timber rather than

metal. The roof, sides and ends carry some very fine rivet detail and the very slender GWR wagon buffers have metal heads. I did wonder if their lightness (they weigh just 30g) might be a problem with a heavy train behind them but I ran all three at the head of eight assorted heavier wagons and took them through

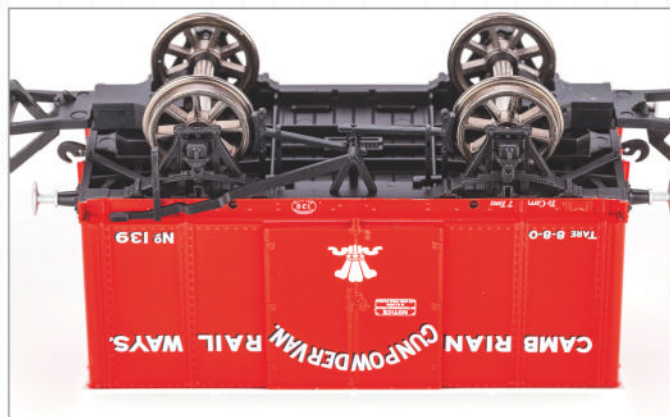
medium radius Peco points at silly speeds with no problems.

The paint and print finish on all the models is to a high standard. The matt yellow of the Ferrocrete van is carried down over the solebars and headstocks. The lettering

printed in dark blue and is fully legible, including the owners’ address.

The ‘salvage’ vehicle is described in my reference book as having ‘yellow’ GWR roundels. Those on the model are gold-coloured.

Altogether another first class job from Rapido. I won’t be surprised to see another production run of these in different liveries and numbers very soon as demand is sure to be high. (CJL)



SUMMARY

PROS

- Fine detail and impressive build quality.
- Correct detail differences.
- Superb quality of finish.

CONS

- Not a lot.

FINAL VERDICT

I need a rusty-brown one!



Cavalex HAA/HDA MGR Hoppers

◆ GAUGE 'OO' ◆ MODEL Cavalex Models/Locomotion Models 'First & Last' HAA/HDA MGR hopper set ◆ PRICE £65.00 (twin-pack)

◆ AVAILABILITY Locomotion Models Web: www.locomotionmodels.com

The Merry-go-Round (MGR) principle transformed the economy of British Rail's bulk freight operation, allowing trains of coal to move seamlessly from colliery to power station. Mechanised loading and unloading facilities meant that trains could keep moving and staffing costs were kept to a minimum.

The HAA family of 32T coal hoppers was developed expressly for MGR traffic, with well over 10,000 examples being built, and examples lasting in use into the late 2000s. Such is the importance of the prototype that

several examples have been preserved, including the first and last-built hoppers which are now part of the National Collection.

Another sign of the HAA's iconic status is that 'OO' modellers can now choose between three different sources for miniature replicas. Hornby has had the HAA in its range for as long as I can remember and the post-2004 version (still in production today) is still a decent model, although it's not perfect. Accurascale recently released a full suite of MGR hoppers, to great acclaim, catering for all the various sub-types that appeared over the years.

Meanwhile, Cavalex Models – in partnership with Trains4U and KMS Railtech – announced its own HAA model in 2020 and the first examples have begun to appear. For my own collection, I'd ordered a special twin-pack, produced exclusively for Locomotion Models and featuring the NRM's two preserved hoppers, HAA 350000 and HDA 368459.

The pioneer HAA was built at Darlington Works in 1964 and has been preserved since 1995, while HDA 368459 – the final MGR hopper to be constructed – was purchased by the Friends of the National Railway Museum in 2010. Presented in Cavalex's usual

orange boxes, wrapped in a stylish Locomotion Models sleeve, the two hoppers display key differences between the early and later designs, revealing an impressive attention to detail.

HAA 350000 sports the lateral strengthening ribs within the hopper, while the later HDA carries the longitudinal reinforcements on the inside of the upper. Hopper discharge operating levers also differ and the HDA has air brake gear mounted atop the running plate.

The chassis frame is a metal casting, adding some welcome ballast, while the red hopper cradles also appear to be metal,



“Both the exterior and interior of the plastic hopper are blessed with a fine array of fastener detail, creating an extremely impressive overall effect”

offering an extremely fine appearance, with rivet head detail included too. Talking of rivets, both the exterior and interior of the plastic hopper are blessed with a fine array of fastener detail, creating an extremely impressive overall effect.

Below the frames, the brake gear and suspension are accurately rendered, with lots of individual plastic and metal parts installed. The brake callipers are a highlight, surrounding the wheels at opposite corners. For added authenticity, etched brake discs are added to

both faces of the wheels.

Alas, a handful of detail parts were loose on each wagon, but they were quickly identified and remedied before falling off and getting lost. On the rails, both wagons ran well. A bit of resistance was felt in the axles to begin with, but they soon freed themselves up and ran sweetly from thereon in. The tension lock couplers sit within pivoting NEM pockets and function reliably.

The paint job is impressive, especially the metallic finish on the hoppers. Indeed, the interiors feature a darker shade than the

exterior, which looks superb. Small details, such as the door gear, axleboxes and even the polished sections of the bufferheads, are all neatly picked out. Printed legends and logos are excellent throughout, with the characteristic ‘stencilled’ look of the lettering captured faithfully.

Completing the package is a small detail bag, supplied with each model, containing air brake hoses and Instanter couplings.

Although Accurascale’s HAAs are highly impressive, the Cavalex version does offer a few areas of extra refinement. For example, the internal hopper strengthening ribs are much neater and the metal hopper cradle looks terrific.

In addition to this Locomotion Models twin-pack, plenty of other packs are available from Trains4U and KMS Railtech (in triple packs), including different livery options for later BR and post-privatisation eras.

Providing the perfect accompaniment for a pair of Class 20s, a Class 56 or a Class 58, these are excellent wagons that capture the look and character of the MGR hoppers perfectly. **(GD)**



3 things we like



1

Slightly darker metallic paint shade applied to hopper interior.



2

Refined profile of hopper cradle, complete with fine rivet detail.



3

Well observed, era-specific details, such as brake gear and hopper levers.

SUMMARY

PROS

- Looks and attention to detail.
- Impressive specification.
- Top notch paint finish.
- Smooth running.

CONS

- A few loose parts.

FINAL VERDICT

Superb.



Hornby RailRoad Plus Class 47

◆ GAUGE '00' ◆ MODEL R30046 BR Class 47 47812 Rail Operations Group ◆ PRICE £96.99 ◆ AVAILABILITY Hornby stockists Web www.hornby.com

Based in Derby, Rail Operations Group operates a range of heritage diesel locomotives, upgraded and adapted to haul modern rolling stock around the national network, as well as hauling charter trains. Initially operating a bunch of Class 37 locomotives, ROG soon also acquired a handful of Class 47s, the first being 47812. After a few years operating in plain blue livery, a striking new scheme was applied, which is the basis for this recent addition to Hornby's RailRoad range.

It marks another run-out for the ex-Lima Class 47 tooling, this time carrying a futuristic, eye-catching livery, which has been applied via printed decal overlays. The standard '47' bodysheet is not wholly accurate for a refurbished Class 47/8, lacking the cutaway bufferbeams, underslung fuel tank, and multiple working sockets on each cab front. Roof top detail is also not

accurate, with a boiler exhaust port still in situ.

That said, it must be remembered that this is offered in Hornby's budget range and, what the Lima tooling may lack in 21st-century finesse, the revamped motor unit and all-wheel power collection (save for the two wheels fitted with traction tyres) provides good performance, while an 8-pin DCC interface and space for mounting an internal speaker means that digital installation is a piece of cake.

The livery is certainly striking, with the decal overlays applied to a very high standard and colour matched closely to the painted cab sides. There's a hint of economy in the fact that the side access steps and engine room doors have been obscured by the decal film, but this is only discernible at close quarters.

The colour gradations and 'glow' effects of the livery are captured nicely, although the overall scheme is not completely accurate, compared to the real thing. Nonetheless, it feels harsh

to criticise a budget model too keenly, as this '47' has

clearly been manufactured to a low price point. And, like the rest of the *Model Rail* team, I'm a firm believer in making this hobby as accessible as possible. In that spirit, the model definitely captures the spirit of the real 47812 in its current guise.

And to put it into context, Rails of Sheffield's exclusive commission of the high-fidelity Bachmann Branchline Class 47 as 47812 in this livery costs over twice as much as the Hornby RailRoad model!

Many modellers will enjoy the model as it comes, but the RailRoad '47' is ripe for some good old-fashioned detailing work. By carefully masking the sides, it ought to be possible to modify the cab ends, roof and underframe without disturbing the key elements of this impressive livery. In fact, I'm tempted to have a go myself, so maybe it will appear in our Workbench pages at some point...

In many ways, the foundations of the old Lima tooling still looks good today, especially when examining the moulded surface relief. Indeed, the grilles and louvres, panel

seams and rivet heads are as crisp as ever. The bogie frames aren't bad either, considering the tooling dates back to 1987.

This is another very welcome addition to Hornby's RailRoad range, offered at a wallet-friendly price and boasting a decent performance and appearance, to boot. **(GD)**

SUMMARY

PROS

- Very striking modern livery.
- Runs well, good haulage power.
- Budget-friendly option.

CONS

- Ex-Lima tooling has limitations.
- Livery not 100% correct.

FINAL VERDICT

For the price, great!



Hornby GWR 'Loriot Y'

◆ GAUGE 'OO' ◆ MODEL R60101 GWR/BR 'Loriot Y' machinery truck, BR grey ◆ PRICE £46.99 ◆ AVAILABILITY Hornby stockists Web: www.hornby.com

Revealed within Hornby's 2022 announcements, the GWR 'Loriot Y' wagons arrived at the turn of the year. Offering something of a niche wagon type – the GWR only built two examples to this design in the late 1930s – the 32ft long vehicles were designed to carry large pieces of machinery, thanks to the dropped centre section between the axles, and a very low floor.

Perhaps the main claim to fame for the 'Loriot Y' is that one example made a starring appearance in *The Titfield Thunderbolt* movie, carrying Dan's ramshackle home as a makeshift carriage. Hornby's new model is available in two versions, depicting GWR and BR liveries, and they certainly offer something a little different.

It's not only suitable for steam-era layouts, however, as one 'Loriot Y' was retained by British Rail for Departmental use into the 1990s, subsequently entering preservation. Our sample depicts that particular wagon, DW41990 with ZXP TOPS codes and overhead warning flashes. The 'Empty to CCE Plant Yard Radyr' legends on the side confirm the wagon's departmental employment. In fact, this model will be a useful companion to one of our forthcoming Ruston & Hornsby 'PWM' locomotives, one of which was based at Radyr engineer's yard.

The Hornby model features a die-cast metal chassis, tipping

the scales at a very respectable 57g, providing plenty of mass to aid reliable running. A set of spoked wheels run on pinpoint axles, bearing directly into the metal frames.

The side frames boast excellent rivet detail, as do the upper platforms, which look to be formed from thin etched metal overlays. The spring and axlebox detail is also exquisitely rendered, with daylight visible between the base of the 'boxes and their retaining strips – a nice touch. DC-pattern brake handles are installed at each corner, with V-shaped mounting brackets and linkages heading between the frames to the brake shoes and yokes, all of which is visible through the open ends of the load bay.

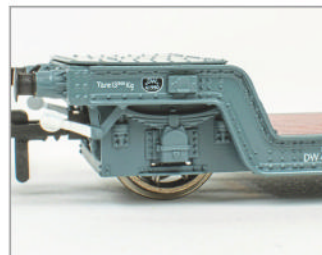
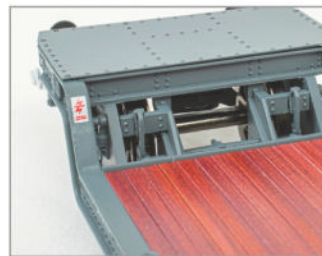
An interesting element of the model is the 'timber' load bed, onto which Hornby has printed a rendition of pristine hardwood planks, featuring an array of tones and shades, which is highly effective. A definite improvement over a block colour of generic brown.

Moulded shackle hoops, with

an impressive definition, are formed into the outer frames and headstocks, while the heavy-duty pattern of buffers is correct, although they're not sprung.

The ubiquitous tension lock couplers are mounted into NEM pockets which pivot from side to side, across a wide arc. However, with no form of self-centring spring, there's no way of ensuring that the couplers remain in the right place, making shunting and coupling up difficult without physical intervention from the 'hand in the sky', especially in hard-to-reach areas of a layout. I did wonder if the coupler mounts were loose, but a check showed that the screws were fully tightened. I'm tempted to replace these mounts or simply glue them in a central position in future.

This is a very fine wagon, offering a premium level of detail and finish. If the coupler mounts could be redesigned, it would be even better. (GD)



SUMMARY

PROS

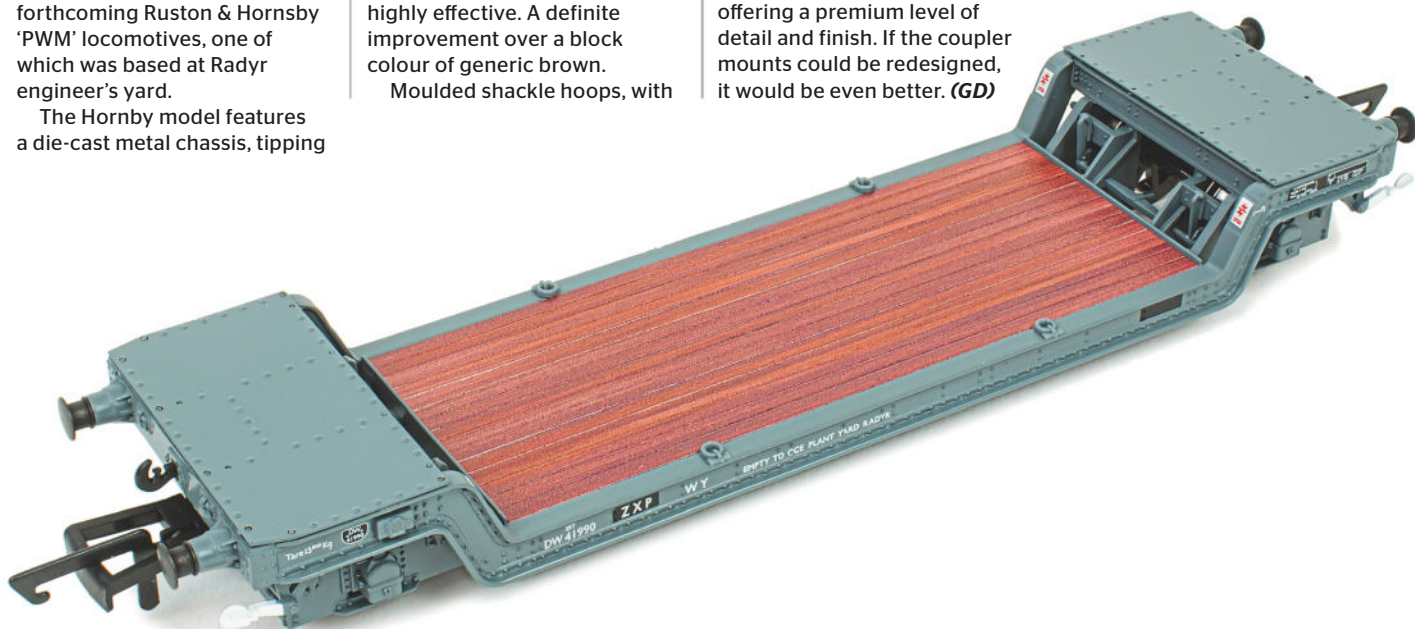
- Looks and smooth performance.
- Plenty of fine detail and surface relief.
- Impressive wood effect.
- Unusual prototype.

CONS

- Wayward coupler units.

FINAL VERDICT

Couplers aside, it's excellent.



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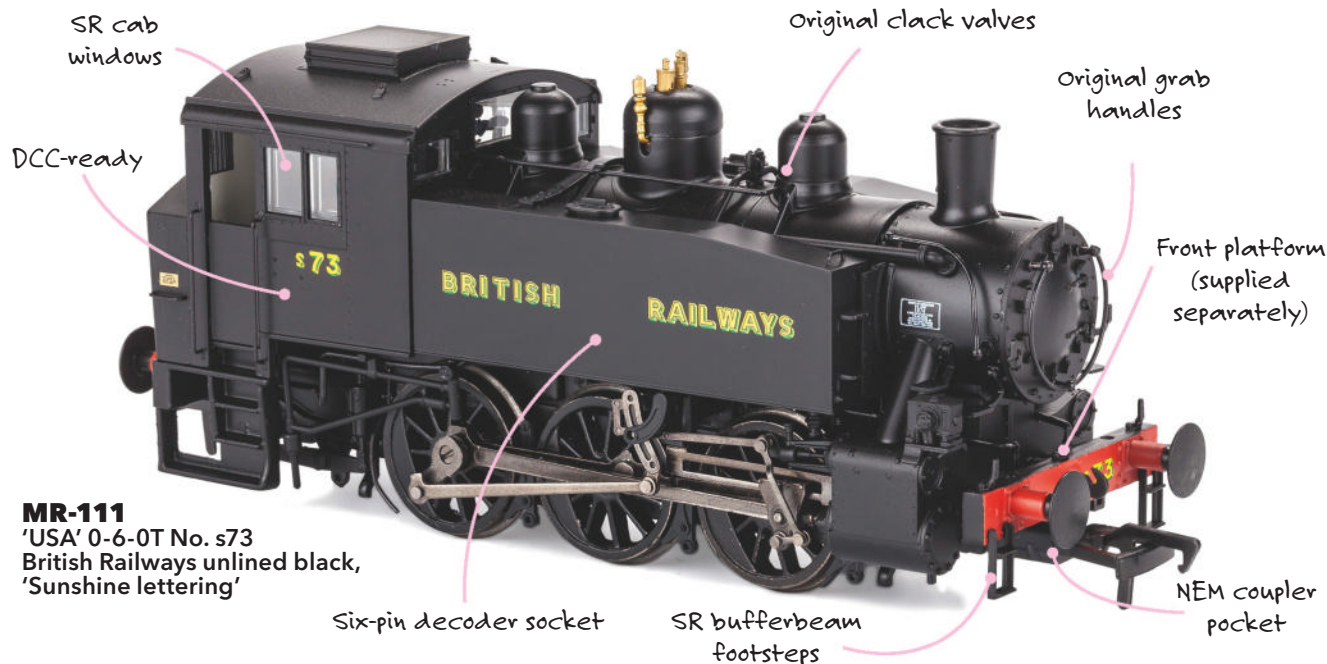
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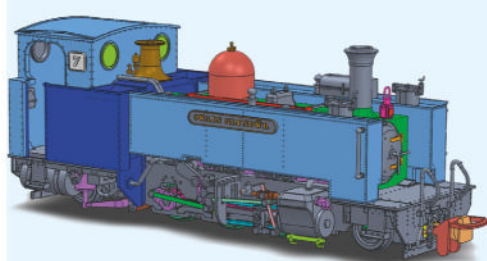


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● Order book for these new models not yet open.
Keep an eye out in *Model Rail* for updates. See page 8 for an update on the PWM.

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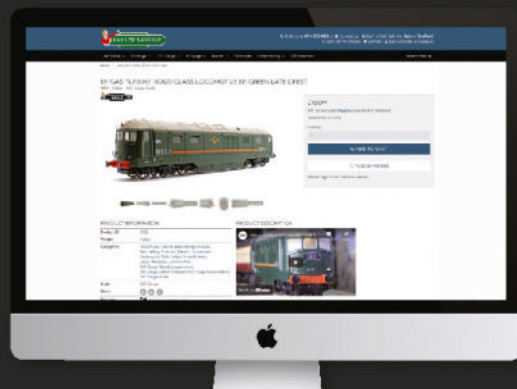


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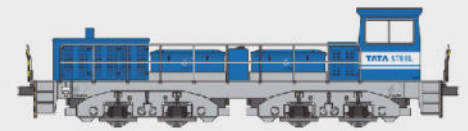
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L&MR 'Lion' 0-4-2

Stage: Engineering Sample Due: Q2 2023
Price: from £152.96 Digital: NEXT-18



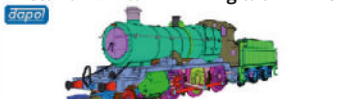
Hawthorn Leslie 0-4-0ST

Stage: Engineering Sample Due: Q2 2023
Price: from £107.41 Digital: NEXT-18



LBSCR Class E1 0-6-0T

Stage: Render Due: TBC 2023
Price: from £140.21 Digital: NEXT-18



Class 43xx 'Mogul' 2-6-0 (Update)

Stage: CADs Due: Q2 2023
Price: from £154.18 Digital: 18-pin



Class 78xx Manor 4-6-0

Stage: In production Due: Q2 2023
Price: from £169.99 Digital: 21-pin



HR Class I 'Jones Goods' 4-6-0

Stage: Engineering Sample Due: TBC 2023
Price: from £186.96 Digital: 21-pin

OO Gauge Diesels & Electrics



Class 02 Shunter

Stage: Decorated sample Due: Q4 2023
Price: from £152.15 Digital: 18-pin



Class 26/1

Stage: Engineering Sample Due: Q2 2023
Price: from £177.65 Digital: 21-pin



Class 31

Stage: Engineering Samples Due: Q2 2023
Price: from £169.99 Digital: 21-pin



Class 47

Stage: Engineering Sample Due: Q1 2023
Price: from £212.46 Digital: 21-pin



Class 50

Stage: CADs Due: Q4 2023
Price: from £189.99 Digital: 21-pin



BR NBL Prototype 10800

Stage: Decorated Samples Due: 2023
Price: from £216.71 Digital: 21-pin

OO Gauge Multiple Units



Class 104 DMU

Stage: Engineering Samples Due: TBC 2023
Price: from £330.65 Digital: 21-pin

OO Gauge Rolling Stock



BR Mk1 Suburbans

Stage: Engineering Samples Due: Q3 2023
Price: £59.95 each Digital: N/A



BR Mk2B Coaches

Stage: Deco Samples Due: Q1 2023
Price: £59.95 each Digital: Yes



GWR 'Toplight City' Coaches

Stage: Deco Bodysells Due: 2023
Price: £55.08 Digital: 6-pin



Wisbech & Upwell Tramcars

Stage: Engineering Samples Due: Q2 2023
Price: £63.71 Digital: N/A



Siphon G Vans

Stage: Deco Samples Due: Q1 2023
Price: £54.95 Digital: N/A



GWR B-Set Coaches

Stage: CADs Due: Q4 23/ Q1 24
Price: £144.45 (2 pack) Digital: N/A



SECR 6-wheel Brake Van

Stage: Early sample Due: Q1 2023
Price: £33.96 each Digital: N/A



14t Air Ministry Tank Wagons

Stage: CADs Due: Q3 2023
Price: £32.13 Digital: N/A



FNA-D Nuclear Flask Wagons

Stage: Engineering Samples Due: Q3 2023
Price: £74.95 (2-pack) Digital: N/A



SR 10t Banana Vans

Stage: Engineering Samples Due: Q4 2023
Price: £84.95 (3-pack) Digital: N/A



NER 20t Coal Hoppers

Stage: Engineering Samples Due: Q1 2024
Price: £84.95 (3-pack) Digital: N/A



JHA P&D Hoppers

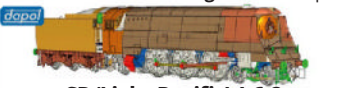
Stage: CADs Due: Q3 2023
Price: from £46.75 Digital: 6-pin

N Gauge Steam Locomotives



LSWR Class M7 0-4-4T Retool

Stage: Deco Samples Due: Q1 2023
Price: from £89.92 Digital: PCB swap



SR 'Light Pacific' 4-6-2

Stage: CADs Due: Q1/2 2023
Price: from £189.98 Digital: 18-pin



Class 63xx Mogul 2-6-0

Stage: CADs Due: Q1 2024
Price: from £156.06 Digital: 18-pin



Class 2MT Ivatt 2-6-2T Retool

Stage: Engineering Sample Due: Q3 2023
Price: from £93.50 Digital: PCB Swap

N Gauge Diesel Locomotives



Class 44 'Peak'

Stage: CADs Due: 2023
Price: TBC Digital: 18-pin



Class 59

Stage: Engineering Samples Due: Q2 2023
Price: from £146.88 Digital: 18-pin



Class 43 HST (Updated Batch)

Stage: Engineering Sample Due: Q2/3 2023
Price: from £156.06 Digital: 18-pin



FNA-D Nuclear Flask Wagons

Stage: Engineering Sample Due: Q3 2023
Price: £32.95 Digital: N/A



SECR Wagon Packs

Stage: CADs Due: 2023
Price: from £59.46 Digital: N/A



LNER Dynamometer Car

Stage: CADs Due: 2023
Price: £84.95 Digital: N/A



OAA Open Wagons

Stage: CADs Due: 2023
Price: £59.45 (3 pack) Digital: N/A

O Gauge Steam Locomotives



Class J94 Austerity 0-6-0ST

Stage: Early Sample Due: Q2 2023
Price: from £229.50 Digital: 21-pin



Class B4 0-4-0T

Stage: Deco Samples Due: Q1 2023
Price: from £213.78 Digital: 21-pin



Class 3MT 2-6-2T

Stage: Early Sample Due: Q2 2023
Price: from £527.85 Digital: 21-pin

O Gauge Diesels/ Electrics



Class 37/0

Stage: Early sample Due: 2023
Price: £568.65 Digital: ESU XL



Class 45 'Peak'

Stage: Early sample Due: Q3 2023
Price: from £568.65 Digital: ESU XL



Class 55 'Deltic'

Stage: Early sample Due: 2023
Price: from £619.65 Digital: ESU XL



Class 66

Stage: Engineering Sample Due: Q1 2023
Price: from £308.80 Digital: 21-pin



Class 73 'Electro-Diesel'

Stage: Deco Samples Due: Q3 2023
Price: from £662.15 Digital: ESU XL



Stroudley 4 Wheel Coaches

Stage: Deco Samples Due: Q1 2023
Price: from £104.52 Digital: Yes TBC



Mk2 & Mk2A Coaches

Stage: Prototypes Due: Q1 2023
Price: from £254.15 Digital: N/A



LMS 50ft Inspection Saloon

Stage: Engineering Sample Due: TBC 2023
Price: TBC Digital: TBC



HIA Hopper Wagons

Stage: Engineering Sample Due: Q2 2023
Price: £68 Digital: TBC



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OO Gauge (1:76 Scale)

Steam locos



R30233 Liverpool & Manchester Railway 0-4-2 No.58 'Tiger' Train Pack three granite wagons (Hor) **NEW** £206.99

Steam train packs



R3956 Stephenson's Rocket 0-2-2 'Royal Mail' train pack three Liverpool and Manchester Railway 4 wheel coaches (Hor) £220

Diesel locos



3368 Class 33/1 33101 in BR blue white cab surrounds (Hel) **NEW** £178.46



3369 Class 33/1 33114 'Ashford 150' in Network SouthEast blue high intensity headlight (Hel) **NEW** £178.46



3366 Class 33/1 33117 in BR blue DCE cabside stripes - weathered (Hel) **NEW** £186.96



3367 Class 33/1 6525 in BR blue (Hel) **NEW** £178.46



3531 Class 35 'Hymek' D7041 in BR green small yellow panels (Hel) £178.46



4D-005-000 Class 59/0 59005 'Kenneth J Painter' in Foster Yeoman (Dap) £147.22
 4D-005-000D Class 59/0 59005 'Kenneth J Painter' in Foster Yeoman - Digital Fitted (Dap) £175.72



4D-005-001 Class 59/1 59103 'Village of Mells' in ARC (Dap) £147.22
 4D-005-001D Class 59/1 59103 'Village of Mells' in ARC - Digital Fitted (Dap) £175.72



4D-005-002 Class 59/2 59206 'John F Yeoman' in DB Schenker (Dap) £147.22



4D-005-003 Class 59/2 59204 'Vale of Glamorgan' in National Power (Dap) £147.22
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4D-022-021 Class 68 68027 'Splendid' in TransPennine Express (Dap) £135.99

HSTs



R30098 Pair of Class 43 HST Power Cars 43004 'Caerphilly Castle' and 43155 'Rougemont Castle' in GWR Green (Hor) £326.69



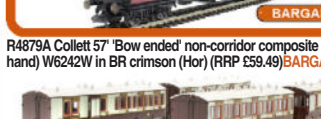
R30096 Pair of Class 43 HST Power Cars 43136 'Railway Heritage Trust' and 43189 in First Great Western Green and Gold (Hor) £326.69

EMUs



R30081 Class 390 'Pendolino' 4 car EMU 390119 'Progress' in Avanti West Coast Pride (Hor) £287.50

Coaches



R4879A Collett 57 'Bow ended' non-corridor composite (Right-hand) W6242W in BR crimson (Hor) (RRP £59.49) **BARGAIN** £25



H4-46Pack-301L Pack of 4 coaches (4BT, 4T, 6C123, 6BT) in LNWR - working lighting (Hat) £150



H4-46Pack-701L Pack of 4 coaches (4BT, 4T, 6CL, 6BT) in SR Olive green - working lighting (Hat) £150



R40054 Stanier Period III 50' RK Kitchen Car D1912 30085 in LMS Coronation Scot blue (Hor) £54.44



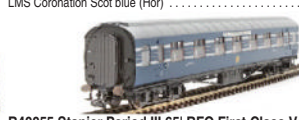
R40054A Stanier Period III 50' RK Kitchen Car D1912 30089 in LMS Coronation Scot blue (Hor) £54.44



R40053 Stanier Period III 57' FK First Corridor D1960 1070 in LMS Coronation Scot blue (Hor) £54.44



R40056 Stanier Period III 57' RTO Third Class Vestibule D1981 9003 in LMS Coronation Scot blue (Hor) £54.44



R40056A Stanier Period III 57' RTO Third Class Vestibule D1981 9004 in LMS Coronation Scot blue (Hor) £54.44



R40055 Stanier Period III 65' RFO First Class Vestibule D1902 7508 in LMS Coronation Scot blue (Hor) £54.44



R60101 Loriot Y well wagon in BR grey - DW41990 (Hor) **NEW** £42.29



OR76PIL002 Pilchard bogie engineers wagon DB990092 in BR grey (Oxf) £19



OR76PIL001 Pilchard bogie engineers wagon DB990099 in BR grey (Oxf) £19



H4-WV-006A Warwell wagon 50t diamond frame bogies M360337 in BR grey (Hat) £33

OO9 Narrow Gauge

Steam locos



51-251-F Ffestiniog 'Small England' 0-4-0TT 1 'Princess' in Ffestiniog Railway green (Pec) **NEW** £135



51-251-B Ffestiniog 'Small England' 0-4-0TT 2 'Princess' in Ffestiniog Railway maroon (Pec) £135



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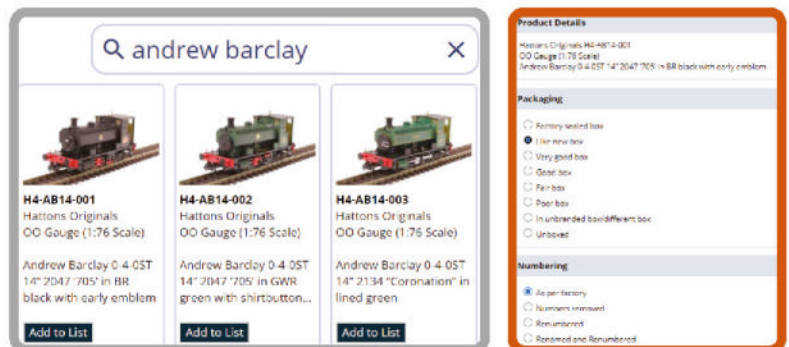


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R30234 Caledonian Single 4-2-2 Train Pack 123 CR blue and two CR coaches £134.99



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R30319 Class 14xx 0-4-2T 1401 in GWR green - Railroad Plus Range £67.49



R30287 Class 21 Pug 0-4-0ST 19 'Prince' in United Glass Bottle Manufacturing maroon £76.49



R30286 Class 2P 4-4-0 46 in S&DJR lined blue £125.99



R30316 Class 3F 'Jinty' 0-6-0T 20 in S&DJR blue - Railroad Range £71.99



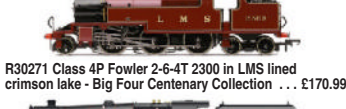
R30325 Class 3F 'Jinty' 0-6-0T 25 in S&DJR black - Railroad Range £72



R30328 Class 4073 'Castle' 4-6-0 4073 'Caerphilly Castle' in GWR lined green £188.09



R30272 Class 4073 'Castle' 4-6-0 4074 'Caldicot Castle' in GWR green Great Western lettering - Big Four Centenary Collection £197.09



R30285 Class 4F 0-6-0 61 in S&DJR lined blue £125.99



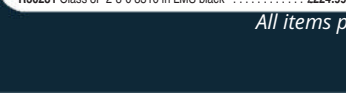
R30271 Class 4P Fowler 2-6-4T 2300 in LMS lined crimson lake - Big Four Centenary Collection £170.99



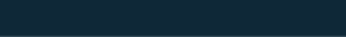
R30226 Class 5MT 'Black Five' 4-6-0 45157 'The Glasgow Highlander' in BR black late crest £206.99



R30224 Class 5MT 'Black Five' 4-6-0 5200 in LMS black £206.99



R30129 Class 7P6F 'Battle of Britain' 4-6-2 34072 '257 Squadron' in SR malachite green British Railways lettering £239.84



R30114 Class 7P6F 'West Country' 4-6-2 34046 'Braunton' in BR green early emblem £239.84



R3997 Class 8P 'Princess Coronation' 4-6-2 46245 'City of London' in BR maroon £217.79



R30228 Class 8P 'Streamlined Coronation' 4-6-2 6222 'Queen Mary' in LMS coronation blue £217.79



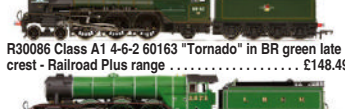
R30135 Class 8P 'Turbotomotive' 4-6-2 46202 in BR black early emblem £239.84



R30134 Class 8P 'Turbotomotive' 4-6-2 6202 in LMS crimson lake £239.84



R3860 Class 8P Merchant Navy 4-6-2 35012 'United States Lines' in SR lined malachite green £196.19



R30132 Class 9F 2-10-0 92002 in BR black early emblem £227.69



R30132TXS Class 9F 2-10-0 92002 in BR black early emblem - Triplex Sound fitted £254.69



R30133 Class 9F 2-10-0 92007 in BR black late crest - Westinghouse Pumps £227.69



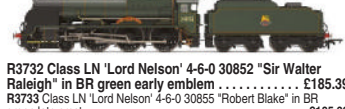
R30270 Class A1 4-6-2 4478 'Hermit' in LNER lined apple green - Big Four Centenary Collection £197.09



R30086 Class A1 4-6-2 60163 'Tornado' in BR green late crest - Railroad Plus range £148.49



R30216 Class A3 4-6-2 2573 'Harvester' in LNER green - diecast footplate & firebox flicker £227.69



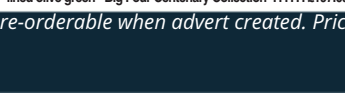
R30268 Class A4 4-6-2 4468 'Mallard' in LNER garter blue without bodyside plaque - 85th Anniversary Edition £176.39



R3993 Class A4 4-6-2 4490 'Empire of India' in LNER garter blue £196.19



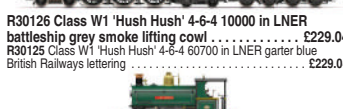
R3992 Class A4 4-6-2 4491 'Commonwealth of Australia' in LNER garter blue £196.19



R3994 Class A4 4-6-2 60030 'Golden Plover' in BR green late crest £196.19



R3984 Class P2 2-8-2 2002 'Earl Marischal' (original bodystyle) in LNER green £229.04



R3983 Class P2 2-8-2 2007 'Prince of Wales' in LNER green £229.04



R30126 Class W1 'Hush Hush' 4-6-4 10000 in LNER battleship grey smoke lifting cowl £229.04



R30125 Class W1 'Hush Hush' 4-6-4 60700 in LNER garter blue British Railways lettering £229.04



R3761 Class W4 Peckett 'Lady Edith' in Earl of Dudley's works Ironworks green £114.74



R3668 Class W4 Peckett 0-4-0ST 490 in Crawshaw Brothers green £114.74



R30317 Freelance 0-4-0T 100 in Midland & Great Northern Railway brown - Railroad Range £49.49



R3763 SECR Class H Wainwright 0-4-4T 1552 in SR black sunshine lettering £142



R3839 Standard Class 2MT 2-6-0 78000 in BR unlined green late crest £196.19



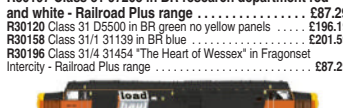
R3882 Standard Class 2MT 2-6-0 78006 in BR lined green late crest £206.09



R3836 Standard Class 2MT 2-6-0 78047 in BR black late crest £196.19



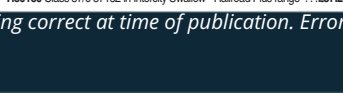
R3981 Standard Class 2MT 2-6-0 78054 in BR black late crest £206.09



R3977 Thompson Class A2/2 4-6-2 60502 'Earl Marischal' in BR green late crest £229.04



R3974 Thompson Class A2/2 4-6-2 511 'Aitome' in LNER apple green £229.04



R30307 0-6-0 'Sentinel' diesel shunter 'Pride of the Fens' in Potter Logistics yellow £98.09

R30306 0-6-0 'Sentinel' diesel shunter DL81 in London Transport green £98.09

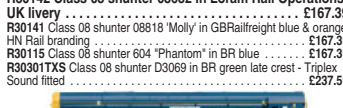
DIESEL LOCOS



R30307 0-6-0 'Sentinel' diesel shunter 'Pride of the Fens' in Potter Logistics yellow £98.09



R30306 0-6-0 'Sentinel' diesel shunter DL81 in London Transport green £98.09



R30142 Class 08 shunter 08632 in Loram Rail Operations UK livery £167.39



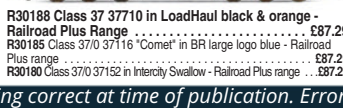
R30141 Class 08 shunter 08818 'Molly' in GB Railfreight blue & orange HN Rail branding £167.39



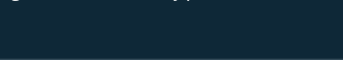
R30115 Class 08 shunter 604 'Phantom' in BR blue £167.39



R30301TXS Class 08 shunter D3069 in BR green late crest - Triplex Sound fitted £237.59



R30318 Class 20 20189 in Loram Rail blue - Railroad Plus Range £69.29



R30197 Class 31 97203 in BR research department red and white - Railroad Plus range £87.29

R30120 Class 31 D5500 in BR green no yellow panels £196.19

R30158 Class 31/1 31139 in BR blue £201.59

R30196 Class 31/4 31454 'The Heart of Wessex' in Fragonset Intercity - Railroad Plus range £87.29



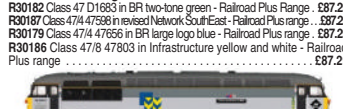
R30191 Class 40 97407 'Aureol' in BR blue - Railroad Plus range £87.29



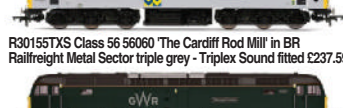
R30192 Class 40 D232 'Empress of India' in BR green small yellow panels - Railroad Plus range £87.29



R30183 Class 43 'Warship' D834 'Pathfinder' in BR maroon full yellow ends - Railroad Plus Range £80.99



R30321TXS Class 47 47188 'Herbert Austin' in Railfreight Distribution Sector triple grey - Triplex Sound fitted - Railroad Plus range £112.49



R30182 Class 47 D1683 in BR two-tone green - Railroad Plus range £87.29



R30167 Class 47/4 47598 in revised Network SouthEast - Railroad Plus range £87.29



R30179 Class 47/4 47656 in BR large logo blue - Railroad Plus range £87.29



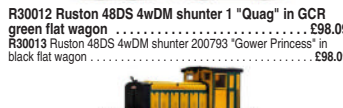
R30166 Class 47/8 47803 in Infrastructure yellow and white - Railroad Plus range £87.29



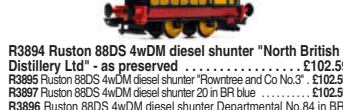
R30155TXS Class 56 56060 'The Cardiff Rod Mill' in BR Railfreight Metal Sector triple grey - Triplex Sound fitted £237.59



R30181 Class 57/6 57603 'Tintagel Castle' in GWR green - Railroad Plus range £87.29



R3950 Class 66 66743 in GBRI/Royal Scotsman £81.89



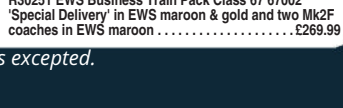
R3950A Class 66 66746 in GBRI/Royal Scotsman £81.89



R30222 Class 68/0 68004 'Canada Hero' in DB Cargo Climate green £88



R30223 Class 66/4 66432 in DBS blue £87.29



R30150 Class 66/7 66748 in GB Railfreight grey £87.29



R30152 Class 66/7 66793 in Railfreight Construction triple grey GB Railfreight markings £87.29

R30151 Class 66/7 66796 'The Green Professor' in GB Railfreight HS2 green and blue £87.29

R30323 Class 67 67005 'Queens Messenger' in Royal Train claret DB logos - Railroad Plus Range £87.29

R30176TXS Class 73 73109 'Battle of Britain' in GB Railfreight blue & orange - Triplex Sound fitted - Railroad Plus range £107.99

R30012 Ruston 48DS 4wDM shunter 1 'Quag' in GCR green flat wagon £98.09

R30013 Ruston 48DS 4wDM shunter 200793 'Gower Princess' in black flat wagon £98.09

ELECTRIC LOCOMOTIVES



R30165 Class 91 91101 "Flying Scotsman" in LNER / Flying Scotsman £201.59



R30166 Class 91 91110 "Battle of Britain Memorial Flight" in LNER / BMBF £201.59

HSTs



R30219 Pair of Class 43 HST Power Cars 43049 "Neville Hill" and 43060 in East Midlands Trains £326.69
R30204 Pair of Class 43 HST Power Cars 43058 and 43059 in Rail Charter Services green £327
R30239 Pair of Class 43 HST Power Cars W43004 & W43002 in BR blue & grey £326.69

DMUs



R30172 Class 101 2-car DMU 101965 in Strathclyde PTE orange & black - Railroad Range £121.49
R30171 Class 110 2 car DMU in BR blue and grey MetroTrain branding £134.99
R30170 Class 110 3 car DMU in BR green speed whiskers £161.99



R30203 Class 121 single car DMU in Coca Cola £87.29
R30193 Class 121 single-car DMU 121020 in Chiltern Railways blue Railroad Plus Range £87.29



R30146 Class 153 single-car DMU 153305 in ScotRail Highlands £137.24
R30011 Class 153 single-car DMU 153377 in ScotRail Highlands £137.24
R30071 Class 153 single-car DMU 153380 in ScotRail Highlands £137.24



R30194 Class 960 (ex-Class 121) single car DMU 977723 in Railtrack orange & white - Railroad Plus Range £87.29

EMUs



R30104 Class 370 APT 5 car pack 370003 & 370004 Intercity APT £430.19
R30229 Class 370 APT 7 car pack 370003 & 370004 in Intercity APT black window surrounds £528.29



R40212 BR, Class 370 Advanced Passenger Train 2-car TF Coach Pack £98.09
R40212A BR, Class 370 Advanced Passenger Train 2-car TF Coach Pack £98.09
R40210 BR, Class 370 Advanced Passenger Train 2-car TRBS Coach Pack £98.09
R40210A BR, Class 370 Advanced Passenger Train 2-car TRBS Coach Pack £98.09
R40209 BR, Class 370 Advanced Passenger Train 2-car TS Coach Pack £98.09
R40209A BR, Class 370 Advanced Passenger Train 2-car TS Coach Pack £98.09
R40211 BR, Class 370 Advanced Passenger Train 2-car TU Coach Pack £98.09
R40211A BR, Class 370 Advanced Passenger Train 2-car TU Coach Pack £98.09
R30105 Class 370 APT Non-Driving Motor coach 49002 £120.14

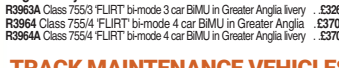


R30107 Class 423 4-VEP 4 car EMU in South West Trains £326.69
R30106 Class 423 4-VEP 4 car EMU in Southern Rail £326.69



R3965 Class 801/2 "Azuma" 5 car EMU in LNER £452.24

BI-MODAL MULTIPLE UNITS



R3963 Class 755/3 "FLIRT" bi-mode 3 car BiMU in Greater Anglia livery £326.69
R3963A Class 755/3 "FLIRT" bi-mode 3 car BiMU in Greater Anglia livery £326.69
R3964 Class 755/4 "FLIRT" bi-mode 4 car BiMU in Greater Anglia £370.34
R3964A Class 755/4 "FLIRT" bi-mode 4 car BiMU in Greater Anglia livery £370.34



R60123 50 Ton Breakdown Crane ADRC96719 in BR engineers yellow - as preserved £64.34
R60077 7 Ton Breakdown Crane RS 108275 in BR red £64.34

TRAIN SETS - ANALOGUE



R1272M Freightmaster Train Set - Class 20 in Railfreight, engineers coach, 3 wagons, oval of track, siding & controller £152.99
R1282M Mallard Record Breaker train set Class A4 4-6-2 in BR blue, three coaches and oval of track siding £224.99

TRAIN SETS - BATTERY



R9355 Duckie The East Coast Flyer - Remote Controlled Train Pack £29.69
R9352M Scotie The Highland Express - Remote Controlled Train Set £58.49
R9354 Star The Express Goods - Remote Controlled Train Pack £29.69

COACHES



R40310 4 wheel full brake in GWR chocolate and cream - 505 £32.84
R40295 4 wheel full brake in LSWR brown and umber - 82 £32.84



R40359 6 wheel departmental crew coach in BR crimson - KDE107E £32.84
R40360 6 wheel departmental tool van in BR crimson - KDE2574E £32.84



R40304 6 wheel first in GWR chocolate and cream - 519 £32.84
R40289 6 wheel first in LSWR brown and umber - 490 £32.84



R40328 6 wheel generator coach in BR blue and grey - DE320104E £32.84



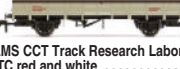
R40306 6 wheel third in GWR chocolate and cream - 2523 £32.84
R40308 6 wheel third in GWR chocolate and cream - 2548 £32.84
R40293 6 wheel third in LSWR brown and umber - 648 £32.84
R40291 6 wheel third in LSWR brown and umber - 821 £32.84



R60081 BR QTV (ex-SR Van C Passenger Brake) Van in BR departmental olive green - 975140 £32.84



R40374 EWS Business Coach Pack four Mk2F coaches in EWS lined maroon - F0, 2 x TSO & BSO £152.99



R60157 ex-LMS CCT Track Research Laboratory RDB 975667 in RTC red and white £26.54



R4829A Gresley 61ft 6in Buffet in LNER Teak - 21608 £60.29
R4826A Gresley 61ft 6in Corridor Composite in LNER Teak - 42873 £60.29
R4827A Gresley 61ft 6in Corridor First in LNER Teak - 81689 £60.29
R4828A Gresley 61ft 6in Corridor Third in LNER Teak - 334 £60.29
R4830A Gresley 61ft 6in Full Brake in LNER Teak - 4247 £60.29



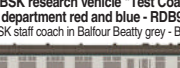
R40357 Liverpool & Manchester Railway coach pack "Wellington" & "Globe" 1st Class coaches and "Queen Adelaide's Coach" £107.99



R40222 Maunsell kitchen dining first saloon S7842S in BR crimson and cream £52.64
R40221 Maunsell third class dining saloon 7841 in SR malachite green £52.64



R40215 Mk1 BCK brake composite corridor in BR crimson and cream - M21034 £40.49
R40215A Mk1 BCK brake composite corridor in BR crimson and cream - M21033 £40.49



R40214 Mk1 BSK research vehicle "Test Coach Mercury" in BR research department red and blue - RDB975280 £40.49
R40213 Mk1 BSK staff coach in Balfour Beatty grey - BDC977165 £40.49



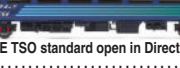
R40348 Mk1 BSO brake second open in BR blue and grey - ADB977135 £40.49



R40342 Mk1 FO research vehicle "Laboratory 2" in BR research department red and blue - 975606 £40.49
R40346 Mk1 FO research vehicle in Departmental grey and yellow - DB977351 £40.49



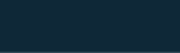
R60091 Mk1 GUV in BR blue - E86327 £43.64
R40347 Mk1 GUV utility van in Coca Cola £27.44



R40217 Mk1 RBR restaurant buffet in BR blue and grey - E1696 £40.49
R40218 Mk1 RBR restaurant buffet in Intercity - 1646 £40.49



R40330 Mk2E TSO standard open in Direct Rail Services blue - 5787 £40.49
R40330A Mk2E TSO standard open in Direct Rail Services blue - 5810 £40.49



R40228 Mk2F RLO restaurant lounge in Caledonian Sleeper - 6701 £41.39
R40228A Mk2F RLO restaurant lounge in Caledonian Sleeper - 6703 £41.39



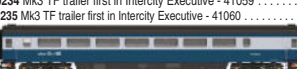
R40331 Mk2F TSO standard open in Direct Rail Services blue - 5919 £40.49
R40331A Mk2F TSO standard open in Direct Rail Services blue - 6001 £40.49
R40331B Mk2F TSO standard open in Direct Rail Services blue - 6008 £40.49



R4896B Mk3 "Sliding door" TGS trailer guard standard in GWR - 49109 £40.49
R4915D Mk3 "Sliding door" TS trailer standard in GWR - 48125 £40.49
R4915E Mk3 "Sliding door" TS trailer standard in GWR - 48127 £40.49
R4895B Mk3 "Sliding door" TSD trailer standard in GWR - 48126 £40.49



R40386 Mk3 TF trailer first in BR blue & grey - W41138 £40.49
R40387 Mk3 TF trailer first in BR blue & grey - W41137 £40.49
R40384 Mk3 TF trailer first in Intercity Executive - 41059 £40.49
R40335 Mk3 TF trailer first in Intercity Executive - 41060 £40.49



R40388 Mk3 TGS trailer guard second in BR blue & grey - W44005 £40.49
R40236 Mk3 TGS trailer guard second in Intercity Executive - 44042 £40.49



R40389 Mk3 TRUB trailer restaurant buffet in BR blue & grey - W40330 £40.49
R40387 Mk3 TRUB trailer restaurant buffet in Intercity Executive - 40793 £40.49



R40391 Mk3 TS trailer standard in BR blue & grey - W42283 £40.49
R40392 Mk3 TS trailer standard in BR blue & grey - W42284 £40.49
R40393 Mk3 TS trailer standard in BR blue & grey - W42285 £40.49
R40394 Mk3 TS trailer standard in Intercity Executive - 42336 £40.49
R40238A Mk3 TS trailer standard in Intercity Executive - 42115 £40.49
R40238B Mk3 TS trailer standard in Intercity Executive - 42116 £40.49
R40238C Mk3 TS trailer standard in Intercity Executive - 42117 £40.49



R40370 Mk4 DVT driving van trailer in LNER Flying Scotsman - 82205 £76.49



R60090 SR gangway luggage bogie van in SR olive green - 2467 £43.64

WAGONS



R60197 100 ton TEA bogie tanker in VTG blue £24.74



R60114 12 ton blue spot fish van in BR light blue - E87261 £22.94
R60115 12 ton blue spot fish van in BR light blue - pack of 3 £66.59



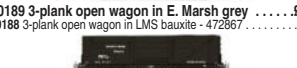
R60102 12 ton vent van in BR bauxite - S49186 £19.79



R60120 14 ton tank wagon "Mex Fuel Oil" - 1244 £19.79



R60111 21 ton steel mineral "Emlyn Anthracite, Swansea" - 5000 £18.89
R60112 21 ton steel mineral in BR grey - P200781 £18.89



R60189 3-plank open wagon in E. Marsh grey £18.89
R60188 3-plank open wagon in LMS bauxite - 472867 £18.89



R60190 4-plank open wagon in Brookes Ltd black - 12 £18.89



R60191 5-plank open wagon in John Barnett Ltd brown - 45 £18.89



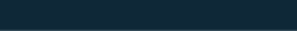
R60192 6-plank open wagon in Hedleys black - 437 £18.89



R60084 6-wheel tank wagon in Hornby 2023 red £19.79



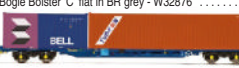
R60193 7-plank open wagon in Challenge Coal Company grey £18.89
R60082 7-plank open wagon Christmas gifts - Hornby Merry Christmas 2023 £21.59



R60105 82 ton Procor pallet van in Shellstar Fertilisers beige & brown £21.59



R60210 Bogie Bolster "Macaw B" flat in GWR grey - 107287 £23.84
R60211 Bogie Bolster "Macaw B" flat in GWR grey - 107292 £23.84
R60212 Bogie Bolster "C" flat in BR grey - W32738 £23.84
R60213 Bogie Bolster "C" flat in BR grey - W32876 £23.84



R60224 KFA Container flat in Touax blue 40' Turkon container & 20' Bell container £44.99



R60164 Liverpool and Manchester Railway 4 wheel coal wagons - pack of 3 £69.29
R60166 Liverpool and Manchester Railway 4 wheel horse wagons - pack of 3 £71.99
R60165 Liverpool and Manchester Railway 4 wheel sheep wagons - pack of 3 £71.99



R60135 Pack of 3 wagons - cattle van, 7 plank wagon and 12 ton van - Railroad Range £32.84



R60214 PGA 4-wheel hopper in ARC beige - 14656 £20.69
R60215 PGA 4-wheel hopper in Tarmac Quarry Products beige & brown - 14655 £20.69



R60231 PTA 102 ton bogie wagon in VTG/Cappagh blue - Railroad Range £17.99



R60217 PVA 4-wheel box van in Campbell's Soups Limited red £25.64
R60216 PVA 4-wheel box van in Railiner yellow £25.64



R60141 SAA 45 ton steel carrier in Railfreight red & grey - 40063 - Railroad Range £17.99



R60183 The Beatles "1962 - 1966 & 1967 - 1970" box van £19.79
R60180 The Beatles "A Hard Days Night" box van £19.79
R60182 The Beatles "Abbey Road" box van £19.79
R60184 The Beatles "Please Please Me & With the Beatles" box van £19.79
R60181 The Beatles "White Album" box van £19.79



R60103 Triple wagon pack B.W. & Co, James & Co and Newcastle Colliery plank wagons £54.44
R60104 Triple wagon pack Denaby Colliery, Leicester Co-Op and Hall & Co plank wagons £54.44
R60116 Triple wagon pack Houghton Main, Thos. Lebon & Sons and Settle Speakman plank wagons £54.44



R60209 TTA tank in BP green - 67765 £31.49
R60208 TTA tank in Esso grey - 56046 £31.49
R60207 TTA tank in Shell grey - 67004 £31.49



R60099 VDA van in Railfreight bauxite - 201304 £28.34
R60098 VDA van in Railfreight red and grey - 210396 £28.34



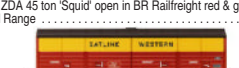
R60202 Salmon bogie flat in LMS livery £34.64
R60203 YMO Salmon bogie flat in BR livery £34.64
R60204 YMO Salmon bogie flat in BR livery £34.64
R60205 YMO Salmon bogie flat in BR livery £34.64
R60206 YMA Salmon bogie flat in BR livery £34.64



R60223 ZBA "Rudd" 4-wheel ballast wagon in BR Engineers blue & grey - DB972606 £22.94
R60222 ZBA "Rudd" 4-wheel ballast wagon in BR Engineers grey & yellow - DB972154 £22.94



R60113 ZCX Ferry Van in BR black - 2140144-3 £27.44



R60230 ZDA 45 ton "Squid" open in BR Civil Link grey & yellow - 100065 - Railroad Range £17.99
R60142 ZDA 45 ton "Squid" open in BR Railfreight red & grey - 100



SELL YOUR MODELS

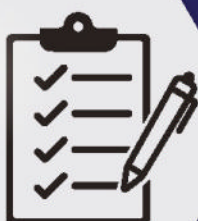
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THE PROCESS

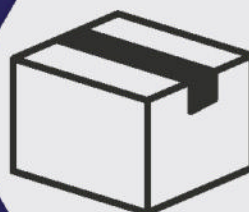
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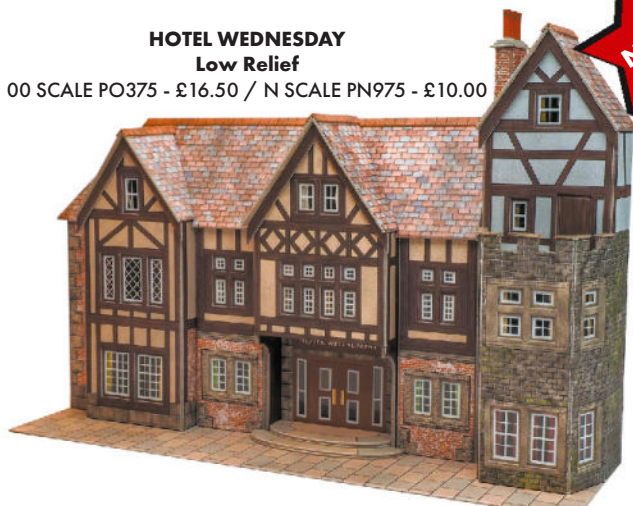
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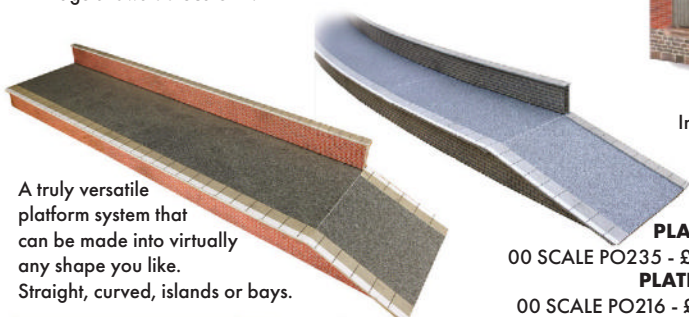
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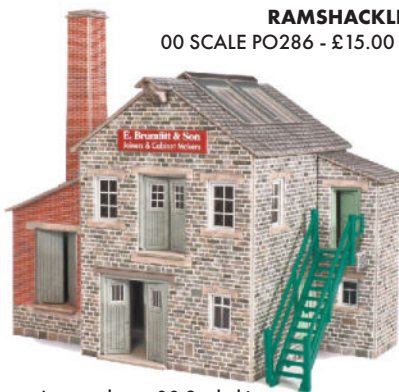


Image shows 00 Scale kit.



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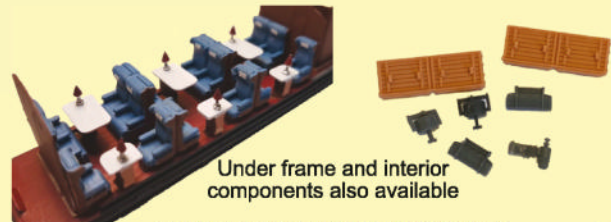
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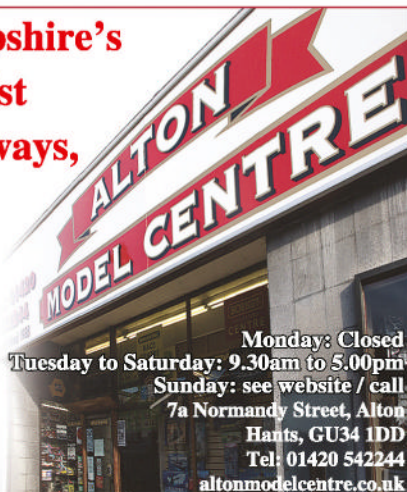
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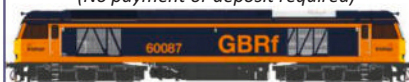
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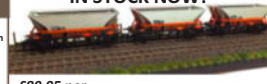
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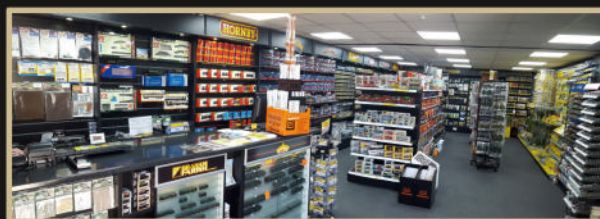
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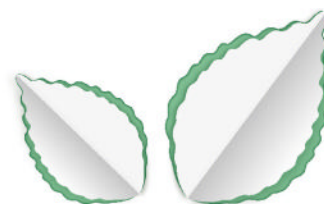
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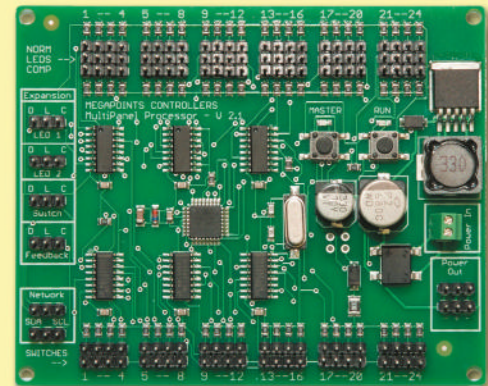
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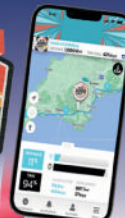
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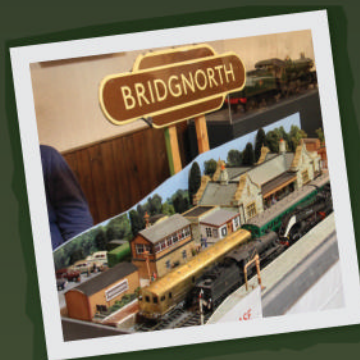
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Present your case

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

Locomotive: GWR 'Iron
Duke' Class 4-2-2, broad gauge

Gauge: 4mm:1ft

Proposed by:
Arran Coleman

What is it?

Will model
manufacturers ever
consider the idea of
ready-to-run
locomotives and stock
depicting the GWR's
7ft 1/4in broad gauge
era? With the
incredible success of
Hornby's Liverpool &
Manchester Railway
Rocket, followed up
recently with the O-4-2

Lion and *Tiger* (plus Rapido Trains UK's
forthcoming version of *Lion*), there's
growing interest in the early years
of Britain's railway history. Indeed,
Hornby continues to expand its range of
Era 1 rolling stock.

A range of 4mm:1ft models employing
Brunel's broad gauge would look stunning,
although a RTR range would also demand
suitable track and points - I doubt
customers would go for a 'fudge' with 'OO'
track and proportions!

The GWR's famous 'Iron Duke' would be
an ideal candidate for a broad gauge
model. Entering service from 1847 and
part of a larger class of 4-2-2 locomotives,
they set new standards on the Great
Western's express services (such as 'The
Flying Dutchman'), with speeds of well
over 70mph reportedly obtained. The 'Iron
Dukes', subsequently known as the 'Alma'
class, remained in service until 1884, with
some examples being rebuilt to form the
first members of the 'Rover' class. One
original example was initially preserved,
Lord of the Isles, but it was scrapped at
Swindon in 1906.

What would make it viable?

OK, I know what you're thinking - RTR
broad gauge would never be economically
viable. Potentially, they would appeal only
to a certain audience, but if interest in Era 1



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modelling continues to grow, surely there'll
eventually be a demand for GWR-themed
subjects? Aspects of the 'Iron Duke' tooling
could also be designed to cater for the
rebuilt 'Rovers' too.

With so many post-1920s main line
locomotive designs now available RTR in
4mm scale, and increasingly obscure
pre-'Grouping' types now being offered,
surely the time has come to explore the
earlier days of railways more thoroughly.
As well as locomotives, suitable rolling
stock would also be necessary, along with
a range of track and accessories. Would any
manufacturers fancy taking on the
challenge of producing mixed gauge track?!

Can I see a real one?

Sort of... when the GWR abandoned its
broad gauge, many locomotives were
scrapped or 'recycled' into standard
gauge, with only a single locomotive
surviving today (South Devon Railway
O-4-0WT *Tiny*). However, several
working replicas have been constructed
over the years, including the National
Railway Museum's 'Iron Duke'. Built in
1985 as part of the GWR's 150th
anniversary celebrations, the replica 4-2-2
currently resides at the Didcot Railway
Centre and could form the subject of
a 3D scanning process.



Have your say

Do you agree with Arran Coleman'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
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Backscene



Sixty years on from the publication of Dr Richard Beeching's infamous report, **Chris Leigh** ponders its influence on our hobby.



Celebrating the centenary of the closed Calne branch with Douglas Lovelock, the only stationmaster to have served at Black Dog halt. He got the job of demolishing his workplace after Beeching closed the line.
CJL COLLECTION

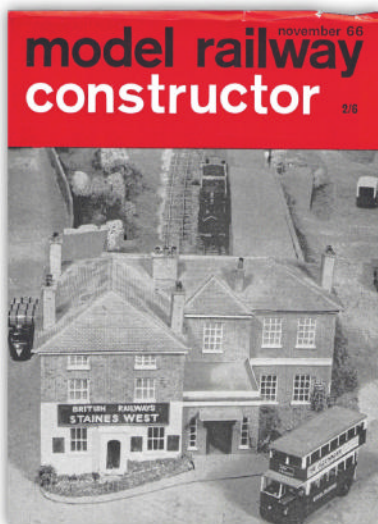
In March 1963 The Reshaping of British Railways, Dr. Richard Beeching's plan to stem BR's enormous annual losses, was made public. Recruited to his post by 'motorway age' Transport Minister Ernest Marples, Beeching is remembered primarily for the thousands of miles of railway and the thousands of stations that he closed. He likened his rationalisation of the rail system to the pruning of a tree. Anyone who has ever done that - often essential - aspect of garden maintenance knows how easy it is to get carried away. "I'll just trim one more branch...and that twig... and now it looks uneven so I'll take that one as well."

So, it was that the mantra that the only solution was closures spread through railway management. I was surprised by how many dyed-in-the-wool railwaymen believed Beeching's way was the only way and who seemed happy to watch their railway and those of their colleagues, disappear. But that's a discussion for another place.

How did the railway transformation of the 1960s, prompted by Beeching affect our hobby? As editorial assistant on *Model Railway Constructor* from 1963-69 at Ian Allan Ltd, I was well placed to see the reshaping of BR take effect and, through being a member of a model railway club, to see how a representative collection of modellers reacted to it.

Of course, Beeching wasn't responsible for the end of BR steam or the introduction of diesels but it

The cover of *Model Railway Constructor* ('weak' lower case mastheads were all the rage in the 1960s) with my post-Beeching 'OO' model of Staines West. It was the first cover photograph we used without a prominent train.



New diesel railbuses served the derelict Culkerton station on the Tetbury branch. My brother built the station and I built the railbus. I still have the remains of both models.
CHRIS LEIGH

did happen concurrently. Nor was he responsible for the wholesale purchases of untried diesel locomotives which proved to be such a disaster. It was that rush to modernise the railway with anything that wasn't steam powered that contributed in large part to BR's losses. However, many of the purchases were politically motivated by the desire to 'buy British' or to keep ailing British companies at work for a little longer. For instance, as a result of the Second World War, the Western Region could not buy the MAN engines for its diesel-hydraulics direct from Germany but was obliged to use the troublesome version built under licence by North British.

As a modeller I was lucky to receive a Hornby-Dublo EE Type 1 (Class 20) for Christmas when the model had just become available. Meccano had chosen a good prototype for its first diesel-outline model. Subsequent choices, the truly dreadful (and ugly!) Metro-Vick Co-Bo, and a strangely short and half-hearted 'Deltic' did the Liverpool company no good at all and even before Beeching's work on BR was over, Hornby-Dublo had become part of Margate-based Lines Brothers' Tri-ang brand. It swiftly disappeared in all but name, much of the tooling being disposed of to G&R Wrenn. Art was reflecting life, miniature losses reflecting real railways.

I'm sure my local model railway club was not alone in rushing to 'preserve' its local railway in model form back in 1965.

I was certainly instrumental in pushing them in that direction and I built the station building for our Staines West layout. It featured on the cover of *MRC* before its first exhibition appearance at Staines Town Hall. I've since built it in 'N' gauge and have an unfinished 7mm:1ft scale version.

In the 60 years since Beeching, countless clubs and individuals have immortalised their closed local station or favourite branch line in miniature. It seems invidious to name one example but who could forget Bodmin, a 1980s exercise in Protofour, creating Bodmin General station correct to a moment in time? *Model Rail* is currently featuring Chris Nevard's splendid re-creation of the Hemyock branch, another 1960s loss, for one of his customers.

Beeching made the fatuous claim that he had made railway preservation possible. I hate to give him credit, but did he also motivate modellers, I wonder? Probably the only positive forward thinking in his report was the proposal for 'liner trains', the forerunner of the container trains which are, today, the mainstay of freight on the railway. Of course, the idea and the engineering will have come to Beeching from within the railway industry and would almost certainly have happened without him, but that has certainly given today's modellers and manufacturers some great prototype inspiration.



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