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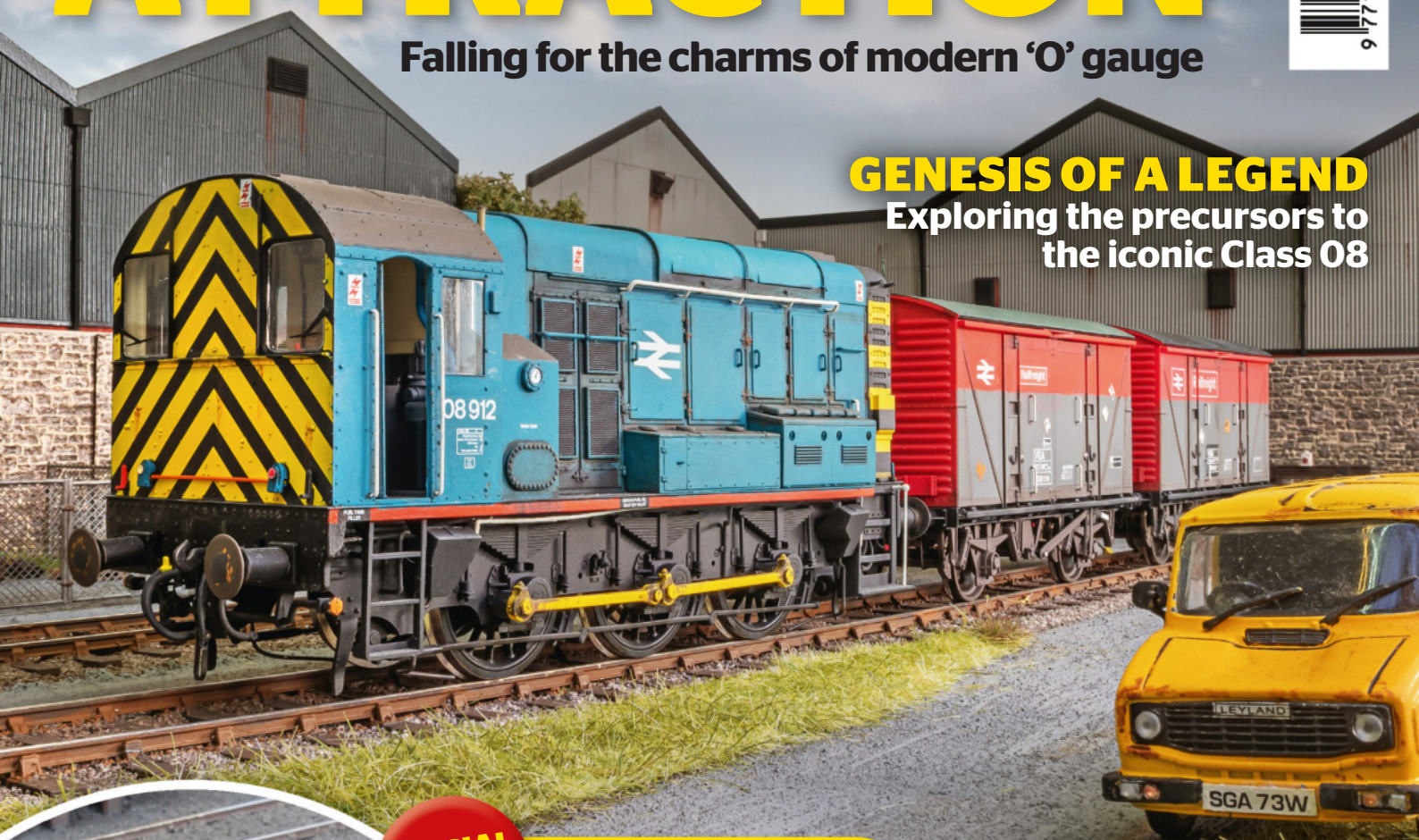
THE BIG ATTRACTION

Falling for the charms of modern 'O' gauge



GENESIS OF A LEGEND

Exploring the precursors to the iconic Class 08



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READER
OFFER**

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WAGONS & TENDERS

WALK THE LINE
Create a lifelike
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**REVIEWED
THIS MONTH**

DAPOL HIA



HORNBY 'W1'



HORNBY HST



Latest News



O Gauge Stroudley 4 Wheel Coaches

Decorated samples under review



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O Gauge Class 121/122 - With improved drive train



DC, DCC & DCC Sound options available to pre-order at your preferred Dapol stockist - Production samples under review

OO Gauge Class 68



DC, DCC & DCC Sound options available to pre-order at your preferred Dapol stockist - Decorated samples under review

N Gauge Class 59



Arriving at stockists very soon!



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● Overseas customers should call **+44 1858 438884**.

This month's cover image



Dapol's Class 08 tempted Nick Gurney to take up 'O' gauge modelling. Turn to page 28 for a tour of his wonderful 'Cripple Corner' layout. CHRIS NEVARD

Welcome

Phew, what a month!

While the announcement that last year's Warley NEC show would be the last was no great surprise – rumours to that effect were circulating during the event – everyone at *Model Rail* was shocked and saddened by the news that Hattons Model Railways was to close. This bombshell arrived just as we sent last month's issue to the printers, so we could only manage a 'Breaking News' story in MR322. In truth, it has taken a few weeks for the news to really sink in.

Like my dad before me, I've been a Hattons customer from the very beginning of my model railway journey. The earliest purchase I can recall is a second-hand Tri-ang Class 31, bought from founder Norman Hatton himself, in the original store at 180 Smithdown Road in the early 1980s. Even when I moved away from Merseyside, Hattons' excellent mail order service retained my custom. I'll never forget the days of Hattons parcels arriving wrapped in brown paper and string!

Becoming a real institution within Merseyside and (far) beyond, Hattons has also been a valued advertiser within *Model Rail* from the very first issue. Accordingly, on behalf of the *Model Rail* team, I'd like to thank all the staff at Hattons for their generous support over the years – they have always been a pleasure to work with. We wish them well for the future.

Looking on the brighter side, *Model Rail*'s exclusive Class 11s were arriving into stock as this issue was completed. To celebrate, this month's Masterclass takes a deep dive into the history of these landmark diesel



We'll soon be bidding farewell to Hattons Model Railways, a supporter of *Model Rail* since our debut issue, and George's first local model shop.

shunters – see page 40 – while we also offer a few handy customising tips.

Furthermore, excitement is building for Model Rail Scotland, which takes place at the SEC Glasgow a week after this issue hits the shelves. One of my personal highlights of the exhibition calendar, I'm looking forward to spending a few days north of the border.

George Dent Editor

Meet the team behind the UK's best modelling magazine

Chris Leigh

Active in the hobby for over 60 years, but still learning new tricks!



Chris Gadsby

The smaller the detail, the more interested he is.



This month's contributors



Chris Nevard



Peter Marriott



Ben Jones



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.

Q: Want to order one of our bookazines?

A: Go to www.greatmagazines.co.uk or call 01858 438884.

Q: Have a problem or query about our digital magazines?

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

Q: Subscription issue not arrived?

A: Call our Subscriptions Department on 01858 438884.

Contents March

Cover Stories

- 40 Genesis of a legend
- 54 King Coal
- 60 Painting figures and livestock
- 64 Walk the line
- 71 Improve the look of set track

Opening the box

- 6 The Big Picture**
This month's big picture comes from Colin Chisem's 'Laughton'.
- 8 News**
The latest news in railway modelling, straight from the manufacturers.
- 21 News Real**
Ben Jones brings you the latest news from the real railways.
- 22 Staff Show & Tell**
The *Model Rail* team show you what they have been working on this month.
- 25 Inside Track**
Ben Ando ponders the end of the Warley exhibition and the closure of Hattons.

Inspiration

- 28 Layout: Cripple Corner**
How Nick Gurney succumbed to the lure of 'O' gauge while keeping costs down.
- 40 Masterclass: Class 11s & 12s**
A history of the Class 11s and Class 12s, plus how to customise your *Model Rail* exclusive.
- 72 Layout: Eardley Mor Halt**
After helping a friend with a layout, Chris Morris has now built one of his own.



72 Layout: Eardley Mor Halt

Regulars

- 3 Contact *Model Rail*
- 18 Exhibition Diary
- 26 Subscribe to *Model Rail*
- 108 Next Issue
- 129 Present Your Case
- 130 Backscene



28 Layout: Cripple Corner

83 Reviews

Kernow MRC's GWR steam railmotor, Hornby's LNER Class W1 'Hush-Hush 4-6-4, Class 43 HST Power Cars, Class 110 three-car DMU, Class 31 and Class 50 (upgraded chassis) and BR Mk 1 BSK staff coach, Dapol's Freightliner HIA and TTA tank wagon, Bachmann's Gloucester bogie coach and Peco's 'O' gauge concrete sleeper track, BR 16t and RCH 7-plank mineral wagons.



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reader offer
see p26

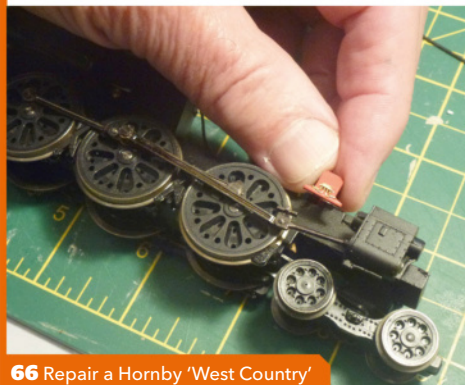
Looking for a previous article?

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



Know Your Stuff

- 66** Repair a Hornby 'West Country'
- 68** Know Your Liveries: Ex-LNER steam
- 70** Declump static fibres
- 71** Train set track on a 'proper' layout



66 Repair a Hornby 'West Country'

Workbench

54 Create realistic coal loads

George Dent shares his tips for loading wagons with authentic loads.

60 Paint figures and animals

George Dent demonstrates ways to make figures and animals look realistic.

64 Create a woodland path

Peter Marriott creates a scene redolent with the West Highland Way.

READER OFFER



54 Create realistic coal loads



60 Paint figures and animals



64 Create a woodland path

Model Rail exclusive models

Order yours today!

Browse our entire range of exclusive models, including GWR '16XXs', LNER 'J70s', SR 'USA' tanks, R&H/BR 'PWMs' and LMS/BR Class 11s.



104

Opening the box

The latest happenings from the world of model railways

The Big Picture

A model railway may go through many iterations in its lifetime, with trackplan alterations or a change of era. When you've had a layout for 20 years, it's natural to make changes as the years go by, and that is precisely what Colin Chisem has done with his delightful layout, 'Laughton'. With the idyllic rural scenery taking centre stage, Colin's inspiration has come from studying other layouts, including those by Barry Norman. You can read more about how Colin built 'Laughton' in an upcoming issue of *Model Rail*.

Photography:
CHRIS NEVARD







SHOW PREVIEW: MODEL RAIL SCOTLAND

One of the undoubted highlights of the exhibition calendar, Model Rail Scotland will take place from February 23-25 at Glasgow's Scottish Event Campus (SEC).

Organised by the Association of Model Railway Societies of Scotland, the show is supported by Accurascale, Bachmann

Europe, Hornby and Peco. Over 50 layouts will be on show, featuring all scales from 'N' to 'G', including some that have appeared (or will soon appear) in *Model Rail*. The late Iain Rice's 'P4' masterpiece 'Trerice' will also be operational.

A host of leading manufacturers will be in attendance, along with plenty of



'Wellpark' (Coming soon to *Model Rail*).

'Rolvenden' (MR209)



retailers, prototype societies and heritage associations, while visitors can also watch practical modelling demonstrations and gain free expert advice.

The SEC is easy to access by road and public transport, with a vintage bus service running between the exhibition and Glasgow Queen St/Central stations.

Times: Fri & Sat 1030-1800, Sun 1030-1700

Admission: Adult £15, Child £5, Family (2+2) £35

Web:

www.modelrail-scotland.co.uk



WARLEY NEC SHOW BOWS OUT...

One of the big stories of the past month concerned the cessation of the Warley National Model Railway Exhibition for the foreseeable future. Despite last year's event at the Birmingham NEC – the second since the Covid pandemic – being deemed a success, Nigel Smith, the current Exhibition Manager said: "We are an ageing membership and we have to be realistic about what we can deliver in the future. Many of our existing team have been involved for over 30 years and would like to retire gracefully".

Steve Flint, Warley MRC member and former *Railway Modeller* editor added: "The hobby is alive and well at grass roots level, but the commercial boom period of recent decades has probably run its course, having been slowed by the effects of the pandemic, the cost-of-living crisis and the ever-increasing age of enthusiasts.

"It would be folly for an organisation like the Warley Model Railway Club – itself a charitable organisation – to continue taking further financial risk in the current climate."



Alan Turner, interim Club Chairman, expressed thanks to all who supported and attended the NEC exhibition over the years and reassured members that: "Warley club is in very good health and has plenty of exciting plans for the future".

... BUT MANCHESTER SHOW IS SET TO CONTINUE AS PLANNED

Manchester Model Railway Society (MMRS) offered thanks to the Warley Club for all its hard work over the years, offering understanding and sympathy for the reasons cited in ceasing the annual national exhibition. However, MMRS was seeking to reassure modellers that its annual pre-Christmas exhibition will still take place over the weekend of December 14-15, at Sugden Sports Centre, in the heart of Manchester city centre (M1 7HB). Furthermore, plans for the 2025 show have also been confirmed, which will celebrate MMRS' centenary.

♦ For more details, see www.mmrs.co.uk

HELJAN'S HIGH-SPEC '47' ALMOST HERE

Due to land on our shores in February, the all-new Class 47 is Heljan's most complex and sophisticated 'OO' model to date, with an incredible number of detail variations catered for. Re-designed from the wheels up, the '47' promises to be light years ahead of Heljan's original model, released way back in 2001.

Along with a highly detailed body and underframe, with prototype-specific features, the new Class 47 features a powerful five-pole motor and twin flywheels, transmitting power to the outer axles of each bogie, with the centre wheelsets allowed to 'float', thus providing smoother running qualities. Finescale 'OO' wheelsets are installed, and the illuminated



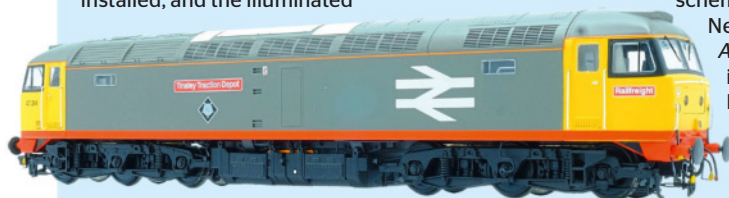
cab interiors are fully detailed and decorated.

For the first time, Heljan is offering factory-fitted sound options for each '47', featuring ESU LokSound V5 decoders and two high-quality speakers, with sound files created by the renowned expert Legomanbiffo.

The first batch of Class 47s consists of BR green and early Rail blue liveries, which will be followed by the bulk of production in the next few months, featuring later BR blue and Sectorisation-era colour

schemes, including Network SouthEast 47596 *Aldeburgh Festival*, which is part of the Gaugemaster Exclusive range.

Look out for a full review of Heljan's all-new Class 47 in a future issue.



What's available

BATCH 1 - Arriving imminently

- ♦ 4710 Class 47, D1526 BR two-tone green, small warning panels
- ♦ 4711 Class 47, D1969 BR two-tone green, full warning panels
- ♦ 4712 Class 47, 47137 BR blue

BATCH 2 - Arriving April

- ♦ 4720 Class 47, 47316 BR blue
 - ♦ 4721 Class 47, 47450 BR 'Large Logo' blue
 - ♦ 4722 Class 47, 47214 *Tinsley Traction Depot*, Railfreight grey
 - ♦ 4723 Class 47, 47125 *Tonnidae*, Railfreight Petroleum Sector
 - ♦ 4724 Class 47, 47555 *The Commonwealth Spirit*, InterCity 'Executive'
 - ♦ 4725 Class 47, 47329 Departmental General Grey
 - ♦ 4726 Class 47, 47575 *City of Hereford*, Parcels Sector red/grey
 - ♦ GM4240202 Class 47, 47596 *Aldeburgh Festival*, Network SouthEast (Gaugemaster Collection Exclusive)
- Prices:** £249.95 (DCC-ready), £389.95 (DCC sound-fitted)
Availability: Heljan stockists
Web: www.heljan.co.uk



MODEL RAIL'S CLASS 48 ALSO EN ROUTE

Boasting the same high specification as Heljan's '47', our exclusive Class 48s are also on their way to the UK and will be available to pre-order now.

Replicating four of the Brush Type 4s with experimental Sulzer V12 power units, the models feature a specially re-tooled bodyshell, with revised exhaust and engine room panels, plus modified ventilation grilles.

Produced in strictly limited quantities, the Class 48s are only available from *Model Rail*, with a choice of pristine and weathered versions.

What's available?

- ♦ 4820 Class 48, D1702 BR two-tone green, small warning panels
- ♦ 4821 Class 48, D1704 BR two-tone green, small warning panels, weathered
- ♦ 4822 Class 48, D1706 BR two-tone green, full warning panels
- ♦ 4823 Class 48, D1703 BR two-tone green, full warning panels, weathered

Prices: Pristine £230.00 (£207.00 for MR subscribers)

Weathered £245.00 (£220.50 for MR subscribers)

Availability: Exclusive to *Model Rail*

Tel: 01209 705459

Web: www.modelrailoffers.co.uk



BR/ELECTRO-MOTIVE DIESEL CLASS 66 LOCOMOTIVE

1:76.2 SCALE/OO GAUGE
DUE IN STOCK Q1 2024

accurascale

DC/DCC READY

£169.99

DCC SOUND

£259.99



All models shown are pre-production samples
and are subject to refinement and alteration

SHED HEAVEN!

Accurascale have build the ultimate 'Shed' – the Class 66 in 1:76.2 scale. Our first colourful run consists of ten liveries including four special limited editions. The refined tooling suite enables a level of precision, finesse and detail that matches rest of our range. Future productions runs will ensure that our models will cover all the major and some of the more subtle variations of the class, over their successful 25 year career.



Both DC silent (DCC ready) and
DCC sound versions are available
for all our locomotives.



LOK SOUND
EST. 1999

Scan the QR Code or visit:
www.accurascale.com
to view the full range of
Class 66 locomotives
available to order.



All Class 66 models feature

- High level of detail
- Die-cast chassis
- Five-pole motor with twin flywheels
- DCC ready & DCC sound (ESU loksound v5) options
- Details specific to individual prototypes
- High fidelity metal and plastic parts
- Rotating axle box hubs
- Helical gears for maximum performance
- Comprehensive lighting functions
- Enhancing the model with redesigned axle boxes for the smoothest running
- Easier decoder access with a lift off roof section upgrading the PCB to eliminate wiring
- Revised lighting to give access to day, night and yard mode under DCC
- Hall sensors added to DCC sound models

- Cab access step and handrails have been moved from body mount to chassis mount to allow for breakage free access to chassis
- Cab Front Handrails now have the option of 5 point or 7 point mounting with correct round profile handrail mounts
- And other typical Accurascale features.

www.accurascale.com



JOIN THE GREEN REVOLUTION

Revolution Trains has announced a limited edition of its forthcoming 'N' gauge Class 59 locomotive, in the striking green livery of Heidelberg Materials. Previously in Hanson house colours, 59101 was unveiled in its new livery in December, with the Revolution team invited to Whatley Quarry to see it re-enter service.

This special production run can only be ordered direct from Revolution Trains, with delivery expected later this month or early March, along with the rest of Revolution's Class 59 models.

Price: £154.95 (DCC-ready),
£259.95 (DCC sound)

Availability: Revolution Trains

Web: www.revolutiontrains.com



ANDO-VER A CHEQUE FOR CHARITY

The Revolution Trains team recently raised £3,840 for the Railway Children charity, following a raffle for various 'N' gauge models from the manufacturer's inventory. A presentation to the charity was held at Crewe station, hosted by staff from Avanti West Coast.

The Railway Children charity aims to help vulnerable children, and Revolution's Ben Ando said: "We're always looking for ways we can partner with our friends in the railway industry in supporting the charities they promote, and we are delighted that the proceeds of our raffle will benefit such a worthy cause."

A similar raffle event is planned for this year, with prizes consisting of hard-to-find or sold-out models from Revolution's 'OO' gauge range.



SUPPORT OUR FORCES WITH '66' TWIN-PACK

Revolution Trains has teamed with Trains4U of Peterborough to produce a special twin-pack of 'N' gauge Class 66s in GB Railfreight's military-themed liveries. Featuring 66723 *Chinook* and 66775 *HMS Argyll*, all sales will include a donation to The Royal Air Force Association (RAFA) and The Royal Navy and Royal Marines Charity (RNRMC.) Trains4U owner Gareth Helliwell said: "I am keen to recognise our

debt to the armed forces and we are guaranteeing a minimum donation of at least £1,500 to each of these good causes."

The models feature an ESU E24 Nano interface and come with a factory-fitted speaker. Orders can be placed now, with delivery expected later this year.

Price: £325.00 (DCC-ready)

Availability: Trains4U

Tel: 01733 895989

Web: www.trains4u.com



MORE NEW ARRIVALS

A host of exciting new models arrived as this issue was being completed, including EFE Rail's SR 'Booster' electric locomotive and a set of PCA Alumina tank wagons from Revolution Trains. We also have one of Hornby's limited edition 'Big Four' centenary special locomotives, in the form of LMS Fowler 2-6-4T No. 2300.

Look out for our unrivalled, in-depth reviews in next month's *Model Rail*, on sale March 14.



NEW W&M RAILBUSES TRUNDLE IN



Back by popular demand, Heljan's new batch of BR Waggon & Maschinenbau diesel railbuses was due to arrive in the UK as we closed for press. Out of production for over a decade, Heljan has taken the opportunity to tweak the specification of this new batch, with improved LED lighting and improved decoration, with a 21pin DCC socket retained.

Seven versions are on offer, featuring BR green (pristine and weathered), RTC red/blue and a BR Research Track Recording Lab in yellow/brown.

Meanwhile, Heljan's new production run of Class 57s has already arrived in the UK, with multiple Virgin and GWR identities, plus Northern Belle and Network Rail versions. There's also a special limited run of LSL's 57311 in its current LNWR-style lined black scheme.

Prices: £179.00,
£189.00

(weathered)

Availability:

Heljan

stockists

Web: www.heljan.co.uk



MORE GWR WAGONS FROM RAPIDO

00
GAUGE

Two new wagons have been added to the roster of Rapido Trains UK, in the form of the GWR O18 five-plank open and N19 Loco Coal iron-bodied wagon, both of which share a common underframe design.

As the GWR owned a number of collieries in South Wales, the railway company operated a constant flow of coal to engine sheds across its network.

Introduced in 1913, the N19 coal wagons were a development of preceding designs, but featured distinctive rolled corners to the bodywork and slightly larger side doors to speed up unloading. Many examples continued in use under British Railways and



Rapido will produce ten different versions across GWR and BR eras.

The O18 five-plank open, built in large numbers from 1914, also lasted into BR days and 19 different versions are being produced.

As well as GWR and BR liveries, a Rhymney

Railway version will also be on offer, along with a few private owner liveries, including that of the Port of Bristol Authority. Parts will be provided to install a sheet support bar in either the raised or 'resting' position.

Undecorated samples of both



wagon types have been revealed and pre-orders can be placed now at your preferred Rapido stockist.

Price: £32.95 each

Availability: Rapido stockists

Web: www.rapidotrains.co.uk



NEW '08' BREAKS COVER

TT:120
GAUGE

Although Hornby's 2024 'TT:120' product launch is scheduled for April, news of a new Class 08 emerged in January.

Adding to the Rail blue, DB red and GBRf blue '08s' released last year (see review in MR318), the popular combination of BR green with 'wasp' stripes will feature on D3986, lending it to the 1960s era. Equipped with a 6pin DCC decoder, the model is expected to arrive in late autumn.

Meanwhile, Rails of Sheffield has begun stocking Hornby's 'TT:120' range, with pre-orders for previously announced models now being taken.

Product: Hornby TT3028 Class 08, D3986, BR green

Price: £136.99

Availability: Selected Hornby stockists

Web: www.hornby.com



LEGENDARY AMBULANCE JOINS CLASSICS RANGE

N
GAUGE

The latest addition to the British Commercial Classics range is an Austin K2 Ambulance, which was produced in huge numbers during the Second World War for use in the UK and abroad. The 3D-printed model comes fully finished in Army green with Red

Cross markings and is designed and manufactured in the UK.

Product: A3D149

Austin K2 Ambulance

Price: £10.00

Availability: Osborn's Models

Tel: 01237 423453

Web: www.osbornsmodels.com

CAVALEX '56' MAKES AN ENTRANCE

00
GAUGE

Cavalex Models' hotly anticipated Class 56 arrived with stockists in late January, marking the manufacturer's first RTR locomotive release. The project allows for a vast range of detail variations to be captured, across the entire Class 56 fleet, with a host of BR and privatisation era liveries to

choose from in this first production batch.

Models are available in DCC-ready and DCC sound-fitted format and we'll have a full review of the '56' in next month's issue. They're likely to sell fast, so check out the Cavalex website to find your local stockist.

Web:

www.cavalexmodels.com





PERFECT COUPLE

The Port of Par 'twins' *Alfred* and *Judy* are available in OO Gauge ready-to-run. The double pack sets are presented in a lovely box with illustrated booklet and an exclusive print by artist Jonathan Clay!

DC/Silent £279.95

DCC Sound-Fitted £499.95



Pre-production sample

Available to order NOW from [RapidoTrains.co.uk](https://www.RapidoTrains.co.uk) or your local Rapido Trains UK stockist

RAPIDO TRAINS UK



CHRIS NEVARD

'TITFIELD' UP FOR SALE - AND IT COULD BE YOURS!

In a bid to create space for his next project, *Model Rail*'s Chris Leigh has decided to dispose of his 'Titfield' diorama, which was featured in the December 2023 issue (MR320). The diorama is contained within a high-quality 4ft by 2ft by 2ft display baseboard (from the renowned Tim Horn range), but it could be integrated into a layout with a little ingenuity.

The track is Peco bullhead 'OO', and the majority of the structures and scenic features

have been scratchbuilt by Chris. The sale will not include the Rapido train pack or any road or rail vehicles.

You can make Chris an offer by emailing him at chris.leigh@bauermedia.co.uk

If you let Chris know why you would like the module for a model railway club or charity, then you might just get it for



nothing - yes - FREE to a deserving cause!

All applications/offers are subject to you collecting it from the East Midlands and Chris is not committed to accepting the highest or any offer.

STROUDLEY COACHES ENTER PRODUCTION



Dapol's Stroudley four-wheel coaches have entered production at its Chirk facility, with delivery expected mid-way through the year. The 'O' gauge range will consist of Composite, All Third and Brake Third vehicles, depicting Southern Railway stock with electric lighting (with battery boxes mounted below the chassis).

Perfect for running behind one of Dapol's 'Terrier' O-6-OTs, the coaches will feature a die-cast metal chassis with compensated axles and there's a choice of unlit, lightbar-fitted and DCC lightbar-fitted versions.

Images of painted samples were shared in



late January, revealing an impressive level of decoration. Models can be pre-ordered now at your local Dapol stockist.

Prices: £129.96 each (unlit), £150.96 (lightbar-fitted), £184.43 (DCC lightbar-fitted)
Web: www.dapol.co.uk



HORNBY COLLECTORS' BIRTHDAY BASH - EVERYONE WELCOME!

To celebrate its 55th anniversary, The Hornby Railway Collector's Association will host a special exhibition on Sunday April 7 at Newark Showground. Open to non-members, the show will feature over 20 operational layouts, plus a dozen static displays, all featuring products from the former Meccano factory in Binns Road, Liverpool.

Until 1964, Hornby-Dublo, Hornby O Gauge, Dinky Toys and Meccano was manufactured in Liverpool, and the HRCA was founded in 1969 to help members keep their trains rolling, providing support and regular events to provide running facilities.

Where? Lady Eastwood Hall, Newark Showground, Nottinghamshire NG24 2NY

When? Sunday April 7

Time: 1000-1600

Price: Adults £5, Children free

Web: www.hrca.net



The most anticipated OO gauge model ever to be announced.

WD Austerity 2-10-0 (1943)

The War Department (WD) "Austerity" 2-10-0 is a type of heavy freight steam locomotive that was introduced during the Second World War in 1943, and is a powerhouse of an engine. The Austerity 2-10-0 commands respect wherever it roams, its presence on the rails could not be ignored. The Austerity 2-10-0 was based on the Austerity 2-8-0, and was designed to have interchangeable parts by R.A. Riddles. It was built cheap, but it was built powerful. It had the same power output as the 2-8-0 but a lighter axle load, making it suitable for secondary lines. 100 were built for the war effort, with 150 being built in total. Even now after 90 years, the Austerity still makes appearances on the rails, proving that the old guard won't be put down easily.

Prices from:

DCC Ready £240.00

DCC Sound £340.00

DCC Sound & Smoke
£370.00

Options include; **DCC Ready, DCC Sound**
and **Smoke unit installed.**



Available in Longmoor Railway Blue, Olive Drab Green, Khaki Sand, and BR Black early crest.

Order book is Open Now

Take advantage of our payment plan

www.krmodels.net

NEW FIGURE PACKS FROM MODELU

One of the latest bespoke figure packs from 3D-printing specialists Modelu caters for the Wisbech & Upwell tramway cars, recently produced by Rapido Trains UK. The pack provides seven figures, most of whom are seated, which fit perfectly onto the longitudinal bench seats, along with a pair of standing male figures. All are clad in styles suitable for the late Victorian era up to the 1930s. With the roof of Rapido's tramcars being a simple clip-fit, installing the figures is an easy job.

Another interesting pack comprises five male Bluebell Railway station staff, each wearing LBSCR-style uniforms. The stationmaster stands out in his long frock coat, while the lowly porter rests on a sweeping brush.

Shifting species, a set of dairy cows presents a handsome bovine trio in a variety of standing



and seated poses, while the Horned Bull is impressive in all departments! The anatomy of each animal lends them to a wide range of breeds, so they can be painted accordingly (see page 60).

While '00' samples are featured here, each pack is also available in other scales.

Products: • 12205-076 Rapido W&U Tramcar pack (£18.00)
• 12280-076 Bluebell Railway LBSCR Station Staff (£18.00)

• 31220-076 Dairy Cattle (£10.80)

• 31223-076 Horned Bull (£4.50)

Availability: Modelu

Web: www.modelu3d.co.uk



LINESIDE DETAILS FROM PECO

A new range of plaster-cast 'O' gauge accessories has emerged under the Peco brand, featuring whisky and beer barrels (and half-barrel planters), oil drums, tyres and hay bales. Each is supplied pre-painted and weathered and feature impressive surface relief. A couple of the oil drums had been damaged in transit, but these are attractive and useful items for loading lorries and wagons or posing by the lineside.

Products: • LK-770 Oil Drums on Side • LK-771 Oil Drums • LK-772 Large Barrels • LK-773 Medium Barrels • LK-774 Small Barrels • LK-775 Barrels on side • LK-776 Half Barrels • LK-777 Hay Bales • LK-778 Pile of Tyres

Price: from £11.00 per pack

Availability: Peco stockists

Web: www.peco-uk.com



Modeller's Bookshelf

With the Model Rail Scotland show on the horizon, we present a quartet of books with a Scottish flavour.



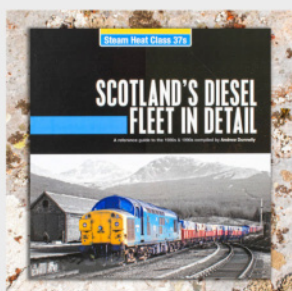
SCOTCH 'GRONKS'

Anyone with an interest in modelling Scottish Class 08s from the late 1970s to the early 2000s should consider this photo album. Plenty of prototype information and nearly 200 previously unpublished images are provided, showcasing these workaday shunters performing on a vast range of duties around the Scottish Region. Invaluable for identifying detail differences, the images also feature plenty of other useful information, in terms of rolling stock and lineside detail.

Book: *Class 08 Locomotives in Scotland*, by Colin J. Howat (Amberley)

Price: £15.99

Availability: www.amberley-books.com



STEAMY '37s'

Produced on a not-for-profit basis by the Scottish Diesel & Electric Group (SDEG), this series of books is aimed at modellers, providing essential reading for fans of 1980s/90s BR operations north of the border. This title concentrates on steam heat Class 37/0s and is packed with prototype information on individual '37s', backed up by high-quality colour images. Usefully, detail about the Class 25 'ETHEL' conversions is also provided. Highly recommended.

Book: *Scotland's Diesel Fleet in Detail - Steam Heat Class 37s*, compiled by Andrew Donnelly (SDEG)

Price: £33.00 plus p&p

Email: sdeg.books@gmail.com



CLASS 26 IN FOCUS

This was the first title produced by SEDG, consisting of a detailed guide to Class 26s in the last decade of BR service. The first two print runs sold out, but a third was produced recently and the information provided for each individual locomotive - as well as a general overview of the Type 2s - is perfect fodder for detail freaks wanting to customise their RTR models. Images and reproduction are excellent. Grab a copy while you can!

Book: *Scotland's Diesel Fleet in Detail - Class 26s*, compiled by Andrew Donnelly (SDEG)

Price: EPOA

Email: sdeg.books@gmail.com



EIGHTIES HITS

This collection of colour images offers a window into BR loco-hauled operations throughout the 1980s. Various locations along the East Coast, Midland, Western, South Western and Great Eastern main lines are covered, along with trans-Pennine operations and a few excursions into Scotland, portraying a diverse range of traction types at work on passenger and freight duties. Reproduction is excellent, with many photos looking like they were taken yesterday, but closer scrutiny reveals how much the railway has changed.

Book: *British Rail through the 1980s*, by Stephen Dance (Amberley)

Price: £15.99

Availability: www.amberley-books.com



ON THE WORKBENCH

What new items have appeared in **George's** workshop this month?

A TOOL THAT SUCKS

This helpful little tool is ideal for precision assembly work, with three interchangeable suction pad tips provided (30mm, 60mm and 90mm diameter). The tool works by creating suction on the pad as the handle is squeezed, allowing small parts to be picked up and positioned accurately. Releasing pressure in the handle releases the suction, dropping the component in place.

At just 90mm long, the tool is light and easy to handle, and I found it especially useful when fitting flush glazing panels into locomotive window frames, with much less risk of causing scratches compared to tweezers. A surprising amount of suction is created, especially when using the larger tips, creating a sure grip.

Product: Model Pal Suction Tool

Price: £16.99

Availability: Squires Model & Craft Tools

Web: www.squirestools.com



SERVICING ESSENTIALS

Hornby has launched a range of new tool sets this year, designed to help with various facets of model railways. First to arrive at the Dent workshop is the Servicing Tool Set, aimed at maintaining locomotives and rolling stock.

Contents include a pair of fine-nosed pliers, standard tweezers and a special plug-pulling set of tweezers (for removing loco-tender power connectors). Also, a multi-tipped screwdriver is provided, with built-in torch and sockets for connecting rod bolts (two sizes are provided), plus a pair of Torx-type bits. Finally, a precision oil lubricator pen completes the set.

The set is presented in a handy flip-up plastic tool case, with foam padding, providing a convenient one-stop package.

Product: Hornby AG9164 Servicing Tool Set

Price: £20.99

Availability: Hornby stockists

Web: www.hornby.com



NEW SPECIMEN LIME TREE FROM BUSCH



This latest professional quality tree from Busch is an impressive Lime specimen, standing 170mm tall. In 'OO', that makes the tree a scale 11 metres tall and it's ideal for planting in a prominent position on any layout.

The foliage is convincing, but the trunk is perhaps not quite as good as

Busch's previous top-quality trees.

However, this can be remedied in a few minutes by adding a little fine sand with acrylic paint and applying the coating to the plastic trunk. (PM)

Product: Busch 3797

Lime Tree

Price: £32.45

Availability:

Busch stockists

Web: www.goldenvalleyhobbies.com



GREAT BALLAST - BY MAGIC!

Deluxe Materials' innovative powder adhesive has been relaunched in stylish packaging, with this kit providing 125g of the water-activated adhesive (with optional applicator tip), plus a handy spray bottle, mixing jar and spatula.

The dry powder is designed to be mixed with loose scatter materials, such as ballast, coal or sand. Once the material has been applied to the landscape and shaped accordingly, a fine

mist of water can be sprayed to activate the adhesive. The glue forms a rapid bond and the surface will dry to a matt finish. Adding a little isopropyl alcohol to the water improves the action of the glue further. Full instructions are supplied with the kit.

Product: AD76 Ballast Magic Kit

Price: £19.96

Availability:

Deluxe Materials stockists

Web: www.deluxematerials.co.uk



ON THE WAGON

Busch's pre-painted Action Sets are quick and easy ways to create a cameo scene, and this latest set depicts a workman pushing a tipping wagon, the hopper of which can be tilted to either side.

The wagon is designed to run on 6.5mm narrow gauge track (original gauge 600mm), which is referred to as 'Hof' (for field railways) or 'HOI' (for industrial railways), on a scale of 1:87. The worker's clothing is a little bland, so repainting into a more convincing set of overalls would improve realism. (PM)

Product: Busch 12450 Pushing a Tipper Wagon Action Set

Price: £21.50

Availability: Busch stockists

Web:

www.goldenvalleyhobbies.com



HOUSING MATTERS

Peco has expanded its range of laser-cut wood kits with the addition of Victorian semi-detached houses, offered as a complete kit, or in low-relief front or back form. Kits can also be combined to create authentic rows of terraced housing, and there's an extra option to add bay windows to the front elevation and dormer windows to the rear.

The kits use tab-and-slot construction, with chimneypots provided, along with parts to form an outhouse and yard with walls.

Products: Peco Victorian Houses

• LK-206 Low Relief Fronts (£14.50),

• LK-207 Low-Relief Backs (£15.95),

• LK-207 Complete (£27.95)

Availability: Peco stockists

Web: www.peco-uk.com



EXHIBITION DIARY - FEBRUARY-APRIL 2024

February 17

READING, BERKS. Kenavon Railway Society in support of the Chosley & Wallingford Railway. The Warehouse, 1a Cumberland Road, Reading RG1 3LB. **Admission:** Adults £4.50, Children £2.50, Family (2+2) £10. Full disabled access.

RISBOROUGH, BUCKS. Risborough & District Model Railway Club. Risex 2024 Model Railway Exhibition. Community Centre, Wades Park, Stratton Road, Princes Risborough HP27 9AX. **Time:** 1000-1700. **Admission:** Adults £6, Under-17s £1. Disabled access. **Web:** www.rdmrc.org.uk **Email:** risexmanager@rdmrc.org.uk

TONBRIDGE, KENT. Tonbridge MRC. The Angel Centre, Angel Lane, Tonbridge, Kent TN9 1SF. **Time:** 1000-1700. **Admission:** Adults £7, Children (10-16) £1, Under-10s. **Tel:** 01959 523840. **Web:** www.tonbridgemrc.com **Email:** tonbridgemrc@yahoo.co.uk

February 17-18

YORK. Ebor Group of Railway Modellers. Holy Trinity Church Hall, Melrosegate, Heworth York YO31 0RP. **Time:** Sat 1000-1700. **Admission:** Adults £4, Children £1, Under-5s free. **Tel:** 07538 677540.

PORTSMOUTH, HANTS. Portsmouthrailex. Barton Cross, Horndean Technology College PO8 9PQ. **Times:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adults £6, Children £3. **Web:** www.portsmouthrailex.wixsite.com/website

March 2 & 3

ABINGDON, OXFORD. Abingdon & District Model Railway Club. Abingdon & Witney College Wooton Rd, Abingdon OX14 1GG. **Times:** Saturday 1030-1700, Sunday 1030-1630. **Admission:** Adults £9 (prebooked), £12 (on the day), Accompanied children free. **Web:** www.ticketsource.co.uk/abingdon-district-model-railway-club **Email:** www.admrc.org.uk

BIRTLEY, TYNE AND WEAR. Birtley Model Railway Engineers. Birtley Community Centre, Ravensworth Road, Birtley, Gateshead, Tyne and Wear DH3 1EN. **Times:** 1000-1600 both days. **Admission:** Adults £6, Children free. **Tel:** 07806 323860. **Email:** michaelnhedley@gmail.com

SWINDON, WILTS. Swindon Model Railway Club. STEAM Museum of the Great Western, Fire Fly Avenue, Swindon, SN2 2EY. **Time:** 1000-1630. **Admission:** Adults £7, Accompanied children free. **Tel:** 07880 654755. **Web:** www.swindonmodelrailwayclub.com **Email:** imburbidge@btinternet.com

RAINHILL, MERSEYSIDE. Rainhill Model Railway Club - Model Rail 2024 Exhibition. Rainhill Village Hall, Weaver Avenue, Rainhill, Merseyside L35. **Times:** Saturday 1000-1700, Sunday 1000-1630. **Admission:** Adults £7, Children £4, Families (2+2) £18. **Tel:** 01925 226266. **Web:** www.rainhillmrc.org.uk

REDDITCH, WORCS. Redditch Model Railway Exhibition. Trinity High School, Grove Street, Redditch Town Centre B98 8DS. **Times:** Saturday 1000-1700, Sunday 1000-1630. **Admission:** Adults £6, Children free. **Tel:** 01527 540289. **Web:** www.redditch-mrc.com **Email:** enquiry@redditch-mrc.com

March 9

YATE, BRISTOL. Sodbury Vale MRC Exhibition. Yate Community Hall, Yate Parish Hall and Yate YMCA, Station Road, Yate, Bristol BS37 4PQ. **Time:** 1000-1630 (9.30 for Blue Badge and disability visitors). **Admission:** Adults £5, Children (under 16) free. **Web:** www.sodburyvalemrc.co.uk

MARCH, CAMBS. March & District Model Railway Club. Westwood Community School, Maple Grove, March, Cambs PE15 8JT. **Time:** 1000-1630. **Admission:** Adults £6, Children (under 16) free. **Web:** manddmrc@gmail.com **Email:** manddmrc@gmail.com

March 23

BECKENHAM, KENT. Beckenham and West Wickham Model Railway Club. Vintage Model Railway Show. Forest Hill Boys School, Dacre Road, Forest Hill, London SE23 2XN. **Time:** 1000-1630. **Admission:** Adults £10, Children (under 15) free. **Tel:** 07545 469610. **Web:** www.bwwmrc.co.uk

BELPER, DERBYS. Strutt's Centre, A6 Derby Road, Belper DE56 1UU. **Time:** 1000-1600. **Admission:** Adults £5, Children (5-16) £2. **Web:** www.bmrg.coffeecup.com **Email:** BelperModelRailwayGroup@outlook.com **Facebook:** www.facebook.com/BelperMRG

March 23-24

NAILSEA, N. SOMERSET. Nailsea & District MRC. Nailsea School, Mizzymeard Road, Nailsea BS48 2LE. **Times:** Sat: 1000-1700, Sun: 1000-1600. **Admission:** Adults £8, Children (5-16) £2, Family (2+2) £18. **Web:** www.nailsea-district-mrc.co.uk

CREWE, CHESHIRE. Modern Image O Gauge show. Crewe Heritage Centre, Vernon Way, Cheshire CW1 2DB. **Times:** Sat: 1000-1630, Sun: 1000-1530. **Admission:** Adults £10, Accompanied children (0-15) free, Unaccompanied children £5. **Web:** www.modernimageogauge.co.uk/exhibition-2024.html

April 6

CHELMSFORD, ESSEX. Chelmsford & District Model Railway Club. St Augustine of Canterbury Church, St Augustine's Way (off Beardsley Drive), Springfield, Chelmsford, Essex CM1 6GX. **Time:** 1000-1630. **Admission:** Adults £3, Children (under 16) £1. **Tel:** 01245 264028. **Web:** www.cdmrc.co.uk/

pages/exhibitions/small-layouts-exhibition.php **Email:** secretary@cdmrc.co.uk

LEICESTER, LEICS. Railway Gala Day with Model Railways. Abbey Pumping Station, Corporation Road, Leicester LE4 5PX. **Time:** 1130-1600. **Admission:** Free. **Email:** enquiries@abbeypumpingstation.org

NORWICH, NORFOLK. Norwich Railway Heritage & Model Society. Hellesdon High School, Middletons Lane, Norwich NR6 5SB. **Time:** 1000-1600. **Admission:** Adults £6, Accompanied children free (under 16). Free parking and disabled access. **Web:** www.norhams.org.uk

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

April 6-7

COTGRAVE, NOTTS. Bingham Model Railway Club. Cotgrave Welfare Scheme 25 - 37 Woodview, Cotgrave Nottinghamshire, NG12 3PJ. **Times:** Sat: 1000-1630, Sun: 1000-1600. **Admission:** Adults £5, Children free (under 16), Mobility impaired free. **Web:** www.bingham-model-rail.co.uk

...and finally



Unusual scenes captured by the lens of Chris Nevard

One hundred years ago today, the final construction train departed from Glastonbury Tor, with the contractor's narrow gauge train being saluted by the little people on its final run after dropping off the last load of spoil. Sadly, all trace of the railway has now gone, including the spiralling circular route up to the top of the tor. This is a shame, because it would be a popular way for elderly sightseers, goddesses and wizards to avoid what is rather a steep walk.

Photographer: Chris Nevard

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Redditch March 2nd & 3rd

Monmouth February 11th
London March 16th & 17th

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R30221	The Railway Children Return 4F.....£125.99
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R3635	BR Lord Nelson 'Lord Rodney'£152.95
R3681	LMS Duchess.....£184.00
R3728	BR PUG.....£63.00
R3781	K&ESR Terrier.....£80.75
R3833	LNER A2/3 Chamossaire£171.00
R3839	BR Standard 2MT Green£196.20
R3993	LNER A4 Empire of India£196.20
R30126	LNER W1 (Smoke Lifting Cowl)£229.05
R30134	LMS Turbomotive G202£239.85
R30317	Railroad M&GNJR 0-4-OT£49.50

Train Packs/Sets	
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HORNBY Diesel Electric Locomotives	
R3373	Class 71 BR Green w/panel.....£134.95
R3374	Class 71 BR Blue £134.95
R3376	Class 71 BR Green£134.95
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R30013	R&H 48DS Gower Princess£98.10
R30026	GBRf Class 60.....£206.09
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R30073	CI. 56 BR Blue.....£196.19
R30083	Sentinel 0-6-0 P o B£98.09
R30084	Sentinel 0-6-0 M.S.C.£98.09
R30099	East Coast Trains HST£326.69
R30115	CI08 Blue 604 Phantom£167.40
R30121	BR CI.08 Black (NRM)£185.99
R30178	CI. 67 DB Royal Diamond (RR plus).....£87.30
R30180	BR CI.37 Intercity ..£87.30
R30181	Class 57 GWR Tintagel Castle.....£87.30
R30184	CI. 67 Colas (RR plus)£87.30
R30185	BR Class 37 Large Logo£87.30

R30187	Class 47 Network Southeast.....£87.30
R30191	BR Departmental Class 40(97).....£87.30
R30203	Class 121 Coca-Cola£87.30
R30152	GBRf Class 66 Retro Sector.....£87.30
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R600	Straight.....£2.15

R601	Double Straight.....£1.85
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R605	Double Curve 1st Rad.£3.25
R606	Curve 2nd Rad.....£2.15
R607	Double Curve 2nd Rad.£3.25
R608	Curve 3rd Rad.....£2.55
R609	Double Curve 3rd Rad.£3.25
R610	Short Straight.....£1.65
R614	LH Diamond Crossing£13.95
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R617	Uncoupling Ramp.....£3.95
R618	Double Isolating Rail £9.90
R620	Railer Uncoupler.....£6.95
R628	Half Curve 3rd Rad. £2.80
R643	Half Curve 2nd Rad. £2.25
R8072	LH Point.....£11.85
R8073	RH Point.....£11.85
R8074	LH Curved Point.....£18.85
R8075	RH Curved Point.....£18.85
R8076	Y Point.....£13.90
R8077	LH Express Point.....£18.85
R8078	RH Express Point.....£18.85
R8261	4th Radius Curve.....£2.80

HORNBY Track Accessories	
R076	Footbridge.....£16.20
R169	Junction Home Signal£16.85
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R171	Single Home Signal£12.90
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R189	Single Brick Bridge £12.80
R406	Colour Light Signal.....£9.90
R574	Trackside Accessories£14.90
R626	Point Underlay.....£6.90
R636	Double Level Crossing£28.80
R645	Single Level Crossing£18.85
R658	Inclined Pier Set.....£9.90
R659	High Level Pier Set.....£8.10

HORNBY Trackside	
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R462	Large Curve Platform£4.00
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R464	Platform Ramp.....£3.00
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HORNBY Control Equipment	
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R046	Two Way Switch.....£10.75
R047	On/Off Switch.....£10.75
R602	Power Connecting Clip£2.80
R8014	Point Motor.....£9.45
R8015	Point Motor Housing £6.60
Hornby TTS sound decoders. £37.80	

BACHMANN Steam Locomotives	
31-002	Robinson BR Early Crest£94.99
31-117	BR 4MT tender loco£178.45
31-127	CL3000 BR ROD.....£118.45
31-128	BR ROD Weathered£102.45
31-136	DC D11/2 BR.....£115.90
31-442	LMS Ivatt 2mt tank£140.20
31-443	BR Ivatt 2mt tank.....£140.20
31-462A	C Class BR Early.....£106.20
31-481	Class G2A BR Early£114.70
31-617	LNER V3 Tank loco£144.45
31-635B	GWR 64xx.....£118.95
31-639	BR 64xx lined green£118.95
31-932	DC BR Compound£127.75
31-932	BR Compound Early£169.95
31-933A	BR Compound Late£169.95
31-976B	BR 3mt green.....£140.20
32-131A	GWR 4575.....£140.20
32-132	BR 45xx green.....£140.20
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35-026A	BR 94xx BR Early 9481£140.20
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32-415	BR Class 24 green£152.45
32-416	CI24 BR Blue.....£152.95
32-444	BR Class 24 RTC.....£152.95
32-491	Class 40 BR Green SYP£195.45
32-613SF	Class 90 Intercity Sound£280.45
32-620SF	Class 90 Freightliner Sound.....£280.45
32-755A	CI57 Arriva Wales.....£157.20
32-908	CI108 Blue/Grey.....£203.95
35-312	Class 37 BR Blue Thornaby TMD.....£212.45
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35-419	BR Class 47 Rft Distribution.....£203.95
35-526	CI 121 Blue/Grey.....£131.70
35-527	CI 121 Network Southeast.....£131.70
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News Real

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.

▣ Immaculate '4-VEP' EMU 3417 *Gordon Pettitt* returned to familiar ground on January 27, becoming the first Mk 1 'slam door' EMU to visit London Waterloo for more than 18 years. The ex-BR unit is being restored to operational condition by the Southern Electric Traction Group (SETG) at Strawberry Hill depot in south-west London. **BEN JONES**



▣ Leasing company Eversholt Rail has signed a deal with Transport Design International to fund the construction of three pre-series Revolution Very Light Rail (VLR) vehicles. The lightweight zero-emission trains will be ready for passenger service in 2026. **EVERSHOLT RAIL/TDI**



▼▲ To celebrate the 1,000th issue of our sister magazine *RAIL*, LNER's 91105 has been renumbered '91000' and was unveiled at a special event to mark the milestone at London King's Cross on January 10. **RAIL**



▲ Locomotive Services Ltd's 37409 *Loch Awe* now carries mid-1980s style ScotRail livery, similar to that carried by the push-pull Class 47/7 fleet. The former DRS machine was outshopped from Eastleigh Works on January 11 and is seen heading north to LSL's base at Crewe the following day with 20107/096 in tow. **GRAHAM NUTTALL**



Staff Show & Tell

Railfanning in The Peak District

George Dent's sojourn in the Peak District provided plenty of inspiration, spurring him to create an unusual wagon load.

Being away from home for much of the past month has meant that my practical output has been minimal. However, an impromptu stay in the Peak District meant that I had plenty of inspiration to keep me motivated.

A ride south over the Settle-Carlisle line on a snowy January morning is always a treat, but so too was the run from Sheffield to Chinley. Since I moved away from the Hope Valley in 2019, CAF-built Class 195s have replaced Northern's 'Pacers' and Class 150s on Sheffield-Manchester stopping services. As fond as I am of those old BR DMUs, the rapid acceleration and quieter ride of the '195s' is impressive.

My trek wasn't over, though, as I faced a six-mile hike into the hills. While taking

a breather at Chinley East Junction, I watched a few trains pass in short order, including GB Railfreight's 66701 on a loaded stone train.

Between trains, I noticed a pair of unusual self-propelled fans parked within the engineers' compound. After a little rumination, I wondered if they were intended to aid ventilation for track workers within a tunnel. I sent a photo to my colleagues and Chris Leigh had the same thoughts. The following day, I walked up to the western portal of Cowburn tunnel and noticed lengths of new rail in the 'four foot', along with what appeared to be rolls of waterproofing material in the cress, stockpiled ready for renewal work, which seemed to confirm the purpose of the mobile fans.

Funnily enough, I'd been thinking about lineside details recently, inspired by Steve

A very dusty 66701 restarts the 6E51 Peak Forest-Selby limestone hoppers at Chinley East Junction on January 16. GEORGE DENT



Nail's Workbench feature in last month's issue. We often see track components, cables and signalling equipment beside the line on model railways, but similar rolls of waterproofing material would add something a little different,



1

Foil-backed paper from biscuit wrappers is ideal for modelling, being thin and flexible. The rolls I saw in Derbyshire looked to be just longer than the sleepers, so I used an offcut of track as a rough guide, cutting the wrapper into strips.



2

To help form the paper wrapper into consistent rolls, I salvaged the shafts of used cotton buds, cutting them slightly narrower than the paper with a set of shears. A strip of double-sided tape was applied to the foil side of the paper.



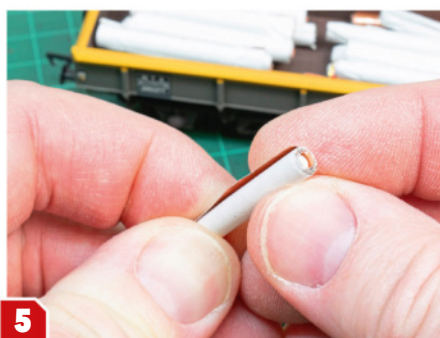
3

The shaft was placed onto the double-sided tape, at the end of the strip. I began rolling and the paper automatically formed itself over the shaft. A little care was needed to keep the paper under tension as it was being rolled up.



4

It's tempting to rush the process, but shaping the paper slowly on a flat surface ensured that it rolled evenly and kept the edges concentric. It doesn't have to be perfect - minor variation is welcome - but the rolls need to be fairly neat.



5

After a few attempts, I could achieve consistent results. Cutting the double-sided tape a millimetre or two short of the end of the paper allows the end of the roll to flap loose. This foil-backed paper has a useful texture.



6

After fine-tuning the appearance of each roll, distressing the ends slightly with the edge of a fingernail, they were fixed into stacks with cyanoacrylate, aided by an accelerator fluid. I purposely made the stacks a little ragged.



Below: Near the western portal of Cowburn tunnel, on a bitterly cold afternoon, rolls of what appears to be waterproofing material have been stockpiled in the cess, while long lengths of new rail have been dropped ready for renewal work. GEORGE DENT



especially in the vicinity of a tunnel mouth or viaduct. They're easy to replicate, as shown here, and they also make for an interesting load for an engineers' wagon.

Now, how to replicate those mobile fans...?

Right: Not a great image, thanks to the vegetation, but these mobile fan units would make for an interesting model. Operated by Marta Rail Services, each carries a 'Thunderbird' identity, inspired by the 1960s sci-fi series. GEORGE DENT



The stacked rolls were painted with a blend of aerosol-based primers. A black shade was applied first, followed by a light misting of brown and grey, ensuring the paint reached into the open ends of the rolls.



I almost forgot to add retaining straps to each stack, using copper jewellery-making wire, which is available from craft stores. After twisting the ends of the wire together below the stacks, the excess was trimmed away.

Easy access

After a few months of crawling underneath his layout to get in and out of his garden cabin, Chris Gadsby has finally summoned the courage to cut through the rails, allowing the hinged access gate to operate once again.



The waterproof membrane sheeting makes for an interesting load for an engineers' wagon.

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Inside track with Ben Ando

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

“ Maybe now it is time for the wider model railway world to come together and create an all-new, national showcase event ”

Below & Right: While the Warley show has remained popular, the strain of organising such a huge event rested on the shoulders of an ageing group of volunteers. CHRIS NEVARD

Events, dear boy, events... Regular readers may recall that I ended last month's column with the thought that in model railways, as in many cases, things both change and remain the same.

Written at the tail end of 2023, I had no idea these words would prove so prophetic: barely a week into 2024 came two seismic events – the decision by the Warley Model Railway Club to draw a curtain on its NEC exhibition after three decades, and the closure of Hattons Model Railways, one of the UK's largest and best loved retailers, after 77 years.

To judge by the online response, you could be forgiven for thinking that the model railway world was coming to an end.

The national press was quick to jump on board too, with a predictable succession of 'hitting the buffers' type headlines spreading yet more doom and gloom.

Familiar tropes of an ageing demographic, the impact of computer games, modern trains being somehow less exciting than their steam-era forebears, and (of course) 'higher-prices-killing-the-hobby' lines were all rolled out.

To be fair to my former employers, I felt that the BBC coverage, and that of ITN, was more measured, with an excellent live report from the Market Deeping MRC showing lots of activity and featuring the next generation of younger modellers.

So, what is the truth?

I'd argue (with apologies to Mark Twain) that reports of the death of model railways have been exaggerated.

The closure of Hattons, while surprising, is hardly unprecedented: after all, remember Beatties, The Signal Box or even W&H Models? All gone, and the hobby survived.

The end of the Warley show – a national showcase for the hobby – is potentially more worrying.

The Warley club has been clear that the problem was not ticket pricing, or visitor numbers, or even the cost of parking and food at the NEC.



Above: Major shows like Warley and Model Rail Scotland enable manufacturers to meet their customers. This is the Revolution Trains team at Warley last year. CHRIS NEVARD

It was simply that organising a national show on such a scale is an enormous undertaking, and with an ageing profile there are too few younger members to take on the mantle.

This may be a societal issue – as we know retirement ages are being pushed up and final-salary pension schemes are, for most, a distant memory. The sprightly 55 to 65-year-old retirees of yesteryear just don't exist, at least not in large enough numbers to make a difference.

And this is likely to have an impact on village halls, parish councils, bowls clubs and volunteer groups that also rely on those with experience and time to spare.

However, there is a commercial NEC show taking place this April, and taking inspiration from large continental shows will feature not just trains but other modelling disciplines, including aircraft and military.

And the overall health of the hobby is robust: there are more manufacturers producing more, and better, models in more scales than ever before.

Even the tone of media coverage has moved, in the main, from sarcastic to supportive.

The Warley club members have done an amazing job for many years, and I salute them. No one can control events; what counts is how we respond to them.

Maybe now it is time for the wider model railway world to come together and create an all-new, national showcase event.

I say it is both what this growing hobby needs, and what it deserves.



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Second-hand, **first-rate**

Experienced modeller Nick Gurney succumbed to the lure of 'O' gauge, but found a way to scale down the costs substantially.

Words: **Chris Gadsby** Photography: **Chris Nevard** Artwork: **Andrew Macintosh**



What makes this layout great?

This is the sort of layout that makes you go, 'Ooh, I'd like to do something like that', and if it's inspiring enough to make you part with your hard-earned money to try and emulate it, then it must be good. We might pick Nick's brains a bit more in the coming weeks!

I will not buy any 'O' gauge models. I will not buy any 'O' gauge models! Ooh that Dapol Class 08 looks really nice though. Darn it, the money seems to have left my account! Many of us will be able to recall a story of how a single model inspired the construction of a new layout, and this isn't the first time that the *Model Rail* team have heard of the Dapol Class 08 triggering a switch in scale. Nick Gurney had been modelling in 'OO' gauge for more than three decades before his eye was caught by Dapol's 'Gronk' and he's never looked back.

"There was a lot of resistance, but after buying the locomotive and a couple of wagons on the second-hand

market, I was impressed with the level of detail that 'O' gauge provides and needed a scene to run them on. It needed to be small and manageable so that it could fit in a small van with the trestles for exhibitions and so that it wouldn't take me several years to build. It took a while to come up with a suitable scene as I originally thought about some coal sidings, then about a Ministry of Defence location. When a series of attractive wagons came onto the market, I thought a specific type of siding would restrict me too much in what I could buy. That was when I had the idea of a wagon repair installation, as anything could be sent there for maintenance. This would allow me to buy whatever took my fancy and not worry about realism." ►





3 things we like



1

Spare wheelsets, with a coating of fresh rust on the tyres, lie in wait at the end of a siding.



2

Pallets of wagon parts and drums of lubricating oil are neatly stockpiled, ready for use.



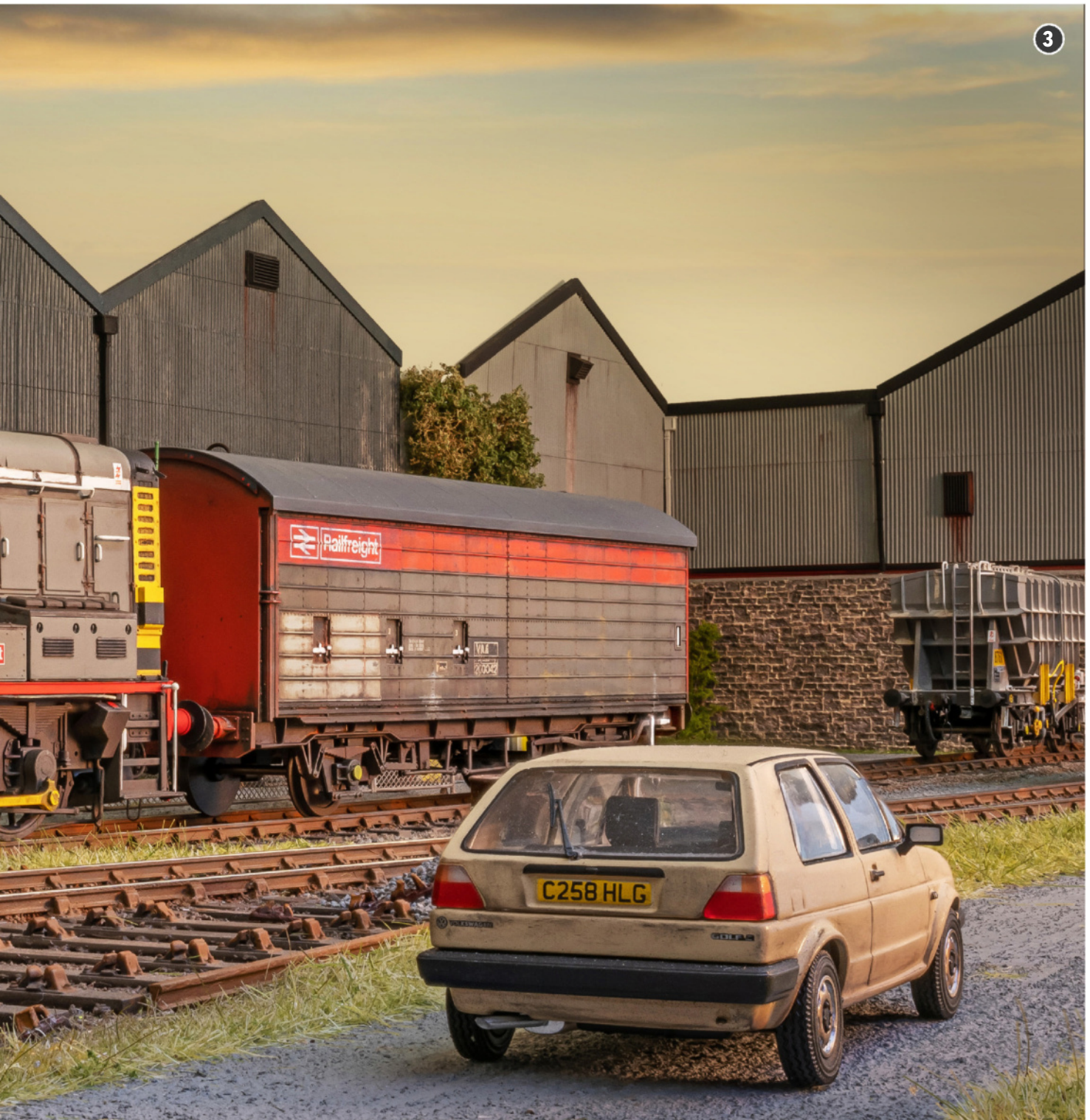
3

Encroaching vegetation adds visual interest to the layout's periphery.

2



3



There is a common misconception about 'O' gauge model railways in which people think that a lot of space is needed to build anything, but Nick has challenged this and says people are regularly surprised by what he has achieved.

"The space and the price are the two things that people get hung up on the most when it comes to the larger scale but, to be honest, I have found that prices are comparable to 'OO' gauge if you are willing to go onto the second-hand market. You can get some good 'O' gauge wagons for around £40, which is only a few pounds more than some new 'OO' models. Buying items second-hand has never bothered me because not only does it make the hobby more affordable, but as ►

“Prices are comparable to 'OO' gauge if you are willing to go onto the second-hand market. You can get some good 'O' gauge wagons for £40”

Above: Nick has used textured 'light Tarmac' paint from Greenscene to create the heavily concreted area around the sidings. He's paid less attention to the finish as the area would not have been well maintained, and any dips and bumps just add to the realism.





All of the trees used at 'Cripple Corner' are from previous layouts and created from seafoam, sprayed with photo mount adhesive and sprinkled with Gaugemaster leaf material.

I have become more interested in doing my own weathering in recent years, any small marks or scuffs are soon hidden. You would never be able to tell the difference."

SETTING THE SCENE

With his stock all ready to go, Nick began work on the environment and built a 6ft by 2ft baseboard in May 2022. Set in the early 1990s, somewhere in the north-west of England, Nick has made sure there are no location-defining features on the layout, allowing as much freedom as possible with the stock. Peco bullhead rail track and a single Peco point have been used, making the layout very easy to operate.

"I was going to have a second point on the layout for a switchback siding but that would have meant adding another point a foot long onto the scenic section. This would have resulted in a very short switchback and a truncated siding at the toe of the point. Instead, I elected to model the sleepers without rail, suggesting that the line had been deemed surplus to requirements.

"Chris Nevard put me on to using Halfords matt brown 'camouflage' aerosol paint for the track, with the rails picked out with various Humbrol enamels. However, even on a small layout like mine, this is a job best done in short bursts. For ballast, I used 'OO' grade stone chippings and added a diluted, generic 'grime' paint shade over the top, just to take the edge off it." ►



"One of the things I get asked about the most is the wall, which runs around two sides of the layout and frames the scene nicely. I spent a long time searching for something that would look right until I stumbled across an eBay seller who had exactly what I wanted. What's unusual about that? He was in Greece! Delivery was prompt, however, and after cutting the embossed paper to size I mounted it onto some thin plywood and fixed it to the back of the layout. The stones are raised, which gives a nice effect, and I rounded the wall off with some Scale Model Scenery coping stones. Above the wall, I've used generic Intention laser-cut regular warehouses that I've weathered to suit the scene."

As Nick has a layout with so little track, he has been able to spend more time on the finer details and making it more attractive for people to view. Not one to shy away from modern ideas and technology, Nick has used it as much as possible at 'Cripple Corner'.

"3D printing has revolutionised the hobby. The wheelbarrow, rake, a couple of shovels, oil drums, brake blocks, vacuum cylinders, pallets and the forklift truck have all been 3D-printed, and most of them came fully assembled. All I needed to do was paint and weather them. The pile of used sleepers are laser-cut and the rail chairs are 3D-printed, as well as a pile of house bricks. It has reached the point where if you can think of it, somebody has done it already or can do it relatively easily. I have an Ellis Clark Wickham trolley that didn't come with lamp irons, so I asked on Twitter if anyone could make them for me. Within ten minutes, I had sent photographs to somebody, and within an hour the CAD drawings were returned to me. They looked superb so I bought eight for just £4! I really do believe that 3D printing is the way to go."

Nick was keen to give thanks to a number of fellow modellers and friends, especially those who have provided help at exhibitions: John Humphries, Geoff Griffiths and John Hughes. ➤





8 Nick uses strips of LED lights in the roof of the layout's enclosure. A mix of warm white and cool white lights are fitted and, with the aid of dimmer switches, Nick can move through a sunrise-to-sunset cycle, which is always popular at exhibitions.





See
**'Cripple
Corner'** in March at
the Rainhill Exhibition
Rainhill MRC presents
Model Rail 2024,
March 2-3, at Rainhill
Village Hall, Weaver
Avenue, Rainhill
L35 4LU

Last, but by no means least, is Nick's grandson Noah.

With so many fabulously detailed 'O' gauge models coming onto the market, at increasingly competitive prices, it wouldn't surprise us if many people start dipping their toes into the larger scale. Moreover, these models invariably end up on the second-hand market, making them even more attractive. A warning from Nick though: once you start with 'O' gauge, you may never model in any other scale again! **MR**



Above: Nick can control 'Cripple Corner' with either a handheld device or with his mounted Sig-naTrak control, which displays all the functions on its screen so you don't have to remember them. He also operates the lone point from the same unit by pressing the 'accessory control' button. This would normally open up all the potential accessory controls, but as the point is the only accessory, a single press does precisely what Nick needs it to do.



FACTFILE: 'CRIPPLE CORNER'

Gauge and scale: 7mm:1ft, 16.5mm scale, 'O'

Time to build: Seven months

Size: 6ft by 2ft

Track: Peco bullhead

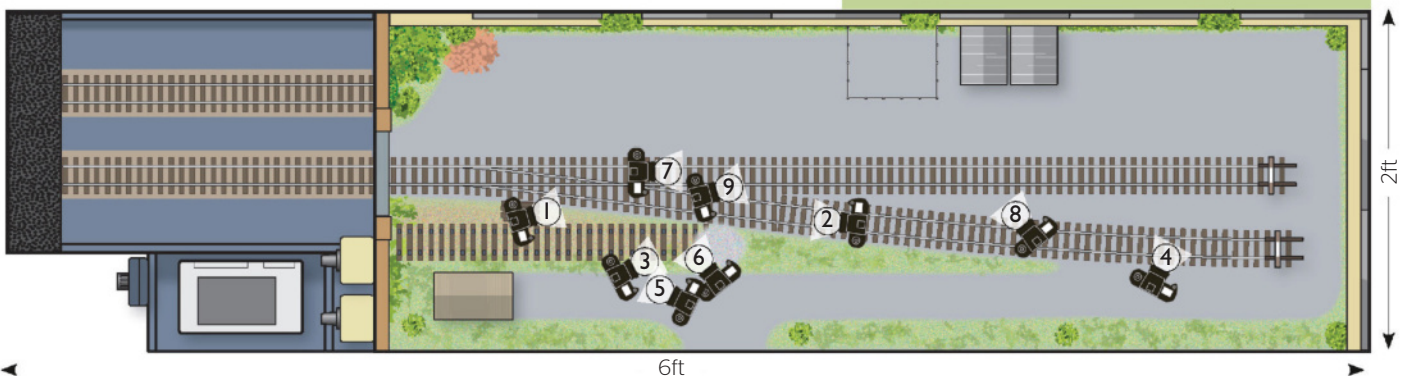
Power and control: DCC

MODELLER CV: NICK GURNEY

"If it's a model, it's my hobby. I own four radio-controlled tug boats with working lights and rotating radar, and I'm a member of Colwyn Bay model boat club. Most of my hobbies are to do with models, however I also have an interest in Japanese cars and I'm partial to the odd craft beer!



Artwork: Andrew Mackintosh



DIESEL STALWARTS

Precursor to the ubiquitous Class 08, the English Electric Class 11s and the closely related Class 12s are part of a family story stretching back almost a century. **Ben Jones** discovers how the early diesel shunters developed into one of the most dependable and long-lived locomotives the railways have ever seen.

War heroes, film stars, globetrotters, pioneers of diesel traction, direct ancestor of Britain's most numerous

diesel type: the LMS-designed 350hp diesel shunters which later became Class 11 can justifiably lay claim to all these titles. Not bad for a class of humble diesels that lived most of its life out of the public gaze.

As internal combustion engine technology developed in the first three decades of the 20th Century, the potential for larger and more powerful machines grew and they gradually attracted the attention of railway operators all over the world.

Events such as the global economic depression of the 1930s and the steady growth of competition from road transport, which ate into the dominance of railway companies, forced the latter to find ways to cut costs and find more efficient ways of working.

As well as reducing staff costs by

eliminating the fireman, diesel shunters offered the potential for working almost 24 hours a day, whereas small steam locomotives needed to stop much more regularly for water, coal and servicing.

“Early prototypes quickly proved that diesel traction could deliver much greater efficiency for shunting duties”

Although the principles of internal combustion had been known for centuries, it was not until the late 1800s that engineers such as Gottlieb Daimler and Rudolph Diesel created successful lightweight, fast-running and powerful engines running on petroleum, kerosene or, in Diesel's case, heavier fuel oil.

The world's first oil-engined railway locomotive was built by Priestman Brothers of Hull in 1894. This small four-wheel standard gauge vehicle had a vertically mounted, twin-cylinder 12hp marine engine driving the wheels via a crankshaft and large flywheel. It was tested by the Hull & Barnsley Railway at Hull's Alexandra Dock, although it was restricted to hauling just one wagon.

Class 11s 12075 and 12074 have come a cropper at Willesden shed, as staff ponder how to remedy the situation, in March 1961. Beneath the grime, both locomotives are wearing plain BR black livery and BR standard electric head/tail marker lights have been installed. COLOUR RAIL



Over the next two decades, internal combustion engine technology improved and locomotives steadily increased in size and power. Richard Hornsby & Sons of Grantham built the first commercially successful locomotives – for military use – between 1896 and 1903, with development accelerating during the First World War. Throughout the 1920s, many experimental machines were proposed and built, although they remained relatively small and low-powered by modern standards. However, they proved useful for narrow gauge, industrial and export applications.

By 1932 the Diesel Traction Department of Armstrong-Whitworth in Newcastle upon Tyne had constructed what could be considered the joint precursor (with

Left: Built at Derby in 1947, 7128 wears post-war LMS black livery, eventually being renumbered by British Railways as 12041 in March 1952. Note the early twin electric lamps below the radiator grille and three-link couplings. RAIL ARCHIVE STEPHENSON





Right: Built by the LMS for the War Department, WD878 Basra stands at Longmoor shed on April 30 1966. War Department versions of the 350hp 0-6-ODE carried large electric headlamps at each end. RAIL ARCHIVE STEPHENSON

English Electric demonstrator No. 7079 of 1936) of a vast fleet of 0-6-0 diesel-electric shunters for British Railways. A-W started building Sulzer and Saurer engines under license in 1931 and bought in electrical equipment from the likes of English Electric, Crompton-Parkinson and Brown-Boveri.

The demonstrator, works number D8, was operated by the LNER in Newcastle goods yards but, despite its capabilities, the company showed no interest at the time. After a brief period with the Southern Railway, it was obtained by Preston Corporation and survived until 1968. However, the London Midland & Scottish Railway (LMS) bought ten ➤



Detail variations

As a relatively successful and reliable design, the Class 11s remained largely unchanged throughout their lives, although external modifications were made from around 1960 onwards to improve staff safety when working on or near electrified lines.

Early LMS locomotives were delivered without any form of external lighting, relying instead on traditional oil lamps. The first six LMS machines also had single, rather than twin brake blocks.

WD locomotives were designed to act as stationary generators when required and electrical connections and jumper cables were housed in a box on the cab end, along with a rotary hand pump.

As more experience was gained with the operation of the class, the arrangement of lamp irons and marker lights developed either side of nationalisation in 1948.

No. 7126 was the first to have marker lights, consisting of one red and one white light housed in a single unit centrally above the bufferbeam at each end. In 1950, starting with 12069, this changed to the more familiar BR pattern with the marker lights mounted at each corner. Between June 1951 and December 1956 12033-068 were brought into line with the rest of the fleet. In the 1960s, a third marker light was fitted centrally above the bufferbeam, while many Eastern Region Class 11s ended up with four marker lights at each end, in a similar arrangement to the Class 08s.

Other notable variations included two different sizes of fuel gauge on the side tanks, rectangular lifting slots in the bufferbeams (WD locomotives) or cruciform slots and two designs of cab door handrail. From new these were mounted using pillars (handrail knobs) on all locomotives, but many ER and NER later received handrails fitted directly to the cabside.

An auxiliary fuel filler cap positioned in an awkward location on the top of the sloping side tanks was removed from the mid-1950s onwards – alternative fuel filler pipes were provided under the cab.

From the late-1950s, deflectors were added over the lower three slots on each side of the radiator housing.

With the advent of 25kV AC overhead electrification on the London Midland Region, it was no longer safe for staff to climb on the upper areas of locomotives to undertake maintenance or repairs. From around 1960, the nose-end ladders were removed from either side of the radiator on all Class 08/09/10/11 and overhead line warning flashes were added to remind staff of the dangers. Although the two modifications were often made at the same time, that was not always the case and some '11s' retained their ladders until withdrawal. Exceptions included 12051/077/081/098, 12115/118/123.



similar locomotives from A-W in 1935-36, really kickstarting the diesel revolution in Britain.

The LMS pioneered the use of diesel locomotives for shunting work, testing a variety of experimental and production machines from several suppliers. Its first experimental diesel shunter was a unique 1932 Derby Works rebuild of a Midland Railway '1F' 0-6-0T No. 1831. Although not regarded as a success, it provided useful experience for the further development of diesel shunter designs. Nine more prototype diesels were procured by the LMS from Drewry, Hunslet and Belfast shipbuilder Harland & Wolff in the mid-1930s to compare different types of transmission and power units.

SETTING THE STANDARD

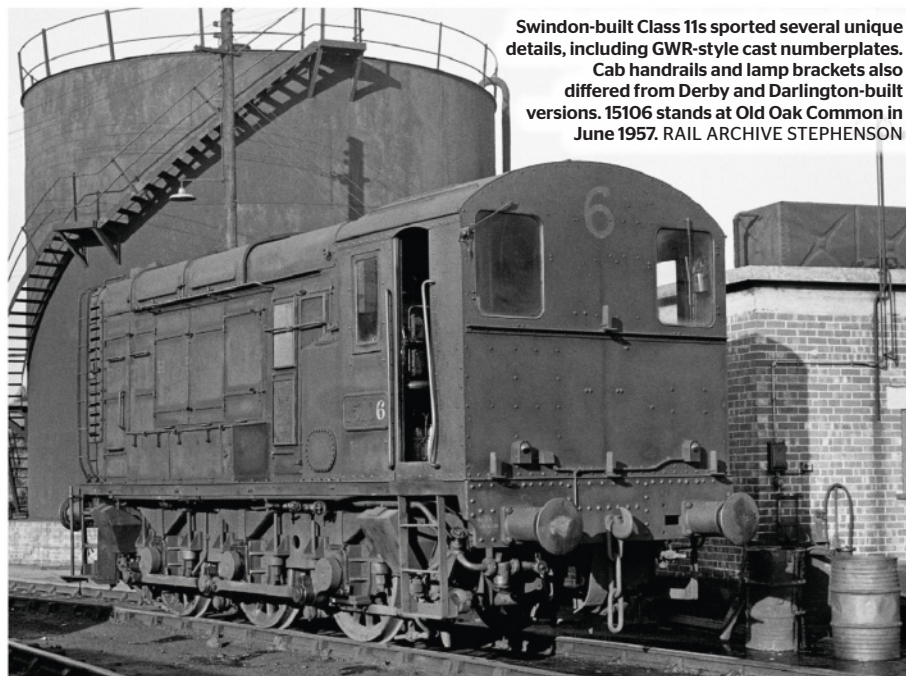
The early prototypes quickly proved that diesel traction could deliver much greater efficiency for shunting duties and the LMS placed orders for more 0-6-0DEs in the mid to late 1930s.

Above: Just a few months old, 12051 is seen at Crewe in 1949, bedecked in early British Railways black livery, with cream lettering and numbers. LMS-style twin light units can be seen on the lower cab end. RAIL PHOTOPRINTS

Nos. 7059-68 were similar to D8, but fitted with a more powerful 350hp Armstrong-Sulzer engine. However, the next batch of locomotives, built by English Electric, set the standard for future production. Nos. 7069-79 were the first 0-6-0DEs to use the EE 6K 350hp engine and two axle-hung traction motors, rather than a jackshaft drive.

Ten LMS locomotives plus an EE demonstrator which became No. 7079 were built. Nos. 7074/76/79 stayed with the LMS and later became BR Nos. 12000-002, while the others were sold to the War Department in 1940. Remarkably, No. 7069 survived the war and went into industrial use in France. It was repatriated in 1988 and is currently being restored at the Vale of Berkeley Railway in Gloucestershire.

By now, the LMS shunters were starting ➤



Swindon-built Class 11s sported several unique details, including GWR-style cast numberplates. Cab handrails and lamp brackets also differed from Derby and Darlington-built versions. 15106 stands at Old Oak Common in June 1957. RAIL ARCHIVE STEPHENSON

Liveries

WD locomotives were delivered in olive drab with white identification markings, while those allocated to the Longmoor Military Railway gained the railway's famous blue/red livery and nameplates. After 877 *Bari* was written off, its nameplates were transferred to 876, while 878 was originally named *Chittagong* (later *Basra*).

Nos. 7120-25 were delivered in plain LMS black with vermilion bufferbeams, cranks and coupling rods and yellow serif 'LMS' letters and numbers shaded in vermilion. By the time Nos. 7126-29 were delivered, the standard had changed to the simpler 1946 style sans serif lettering/numbers in pale straw with inset maroon lining.

M7130/31 and at least 12045-053 were delivered with sans serif 'BRITISH RAILWAYS' on the upper bonnet. The next ten or so locomotives were delivered with no indication of ownership but 12065 is believed to have been the first delivered with the BR early emblem applied, after which standard BR early emblem black was applied across the fleet.

From 1956 onwards, BR green was introduced, enhanced by a mid-grey roof and red coupling rods, bufferbeams and buffer housings. Initially, the early lion and wheel emblem continued to be applied but repaints from 1957 onwards had the later style BR crest. Although many locomotives carried the crest in the standard position on

the engine compartment doors, they were applied to the battery boxes on some LMR repaints.

Pale cream numbers in the Gill Sans typeface were applied until 1960, after which the BR condensed diesel style with white numerals was used until withdrawal. In many cases, a 'D' prefix was added to the number. Around the same time, yellow/black 'wasp' warning stripes and overhead line warning flashes started to appear, and the locomotives gradually lost their radiator end ladders for safety reasons (although these changes did not always happen at the same time). At least 12046/055 gained warning stripes while still in BR black, with the latter retaining this livery until withdrawal in 1969.

As lowly shunting locomotives that often



Above: Stratford depot forms the backdrop for plain green 12105 in July 1959. The Class 11s destined for BR's Eastern Region (12103-38) were built at Darlington Works in 1952. COLOUR RAIL

went many years between works visits, livery changes were infrequent and many Class 11s retained pre-1956 BR black without warning stripes well into the 1960s.

After 1966, the few Class 11s to receive works attention were outshopped in BR Rail blue with double arrow logos and black or yellow bufferbeams. As with many early BR blue repaints, there were myriad small non-standard variations on the theme, including the treatment of handrail colours, worksplates, red or yellow coupling rods and different arrangements of numbers, BR arrows and data panels. Officially, bufferbeams should have been yellow, but photographs show that they varied between black, yellow and red. None of the '11s' lasted long enough to receive TOPS numbers, although at least three erroneously gained 'D' prefixes to their '12XXX' numbers.

In contrast, Western Region 15101-106 spent their entire careers in dark green, evolving from a GWR style livery with cast cabside numberplates and 'BRITISH RAILWAYS' in classic 'Egyptian' typeface to a relatively standard BR green with 'wasp' warning stripes by the early 1960s.

The Class 12s were delivered in plain BR black, often without emblems, with red bufferbeams and unpainted steel coupling rods. In their early years, some also had their numbers repeated on the front bufferbeam. By the early 1960s, BR green with condensed style cabside numbers was the standard livery, with 'wasp' warning stripes gradually added.

None of the Western Region EE 350hp diesels survived long enough to be painted BR Rail blue, although at least one of the Southern's Class 12s (15212) did receive the new livery before withdrawal.

Above left: On most Class 11s, a section of the radiator side vents was covered and access ladders removed during the 1960s. Still wearing plain black livery, 12049 is at Old Oak Common in this 1967 view. COLOUR RAIL

Left: Sold to the National Coal Board in 1971, 12099 is seen at Booth Rowe scrapyards, Rotherham in May 1989. Happily, it was preserved. RAIL PHOTOPRINTS



Masterclass

to take on a look that remains familiar to modern eyes. Nos. 7080-7119 were two batches of 20 single motor, jackshaft drive 350hp 0-6-0DEs built by EE between May 1939 and July 1942.

The final LMS design was the direct predecessor of BR's standard, twin-motor large diesel shunter. Nos. 7120-29 were built in 1945 and construction eventually ran to 120 examples under BR ownership. Externally very similar to the later Class 08s, the LMS/BR Class 11s were withdrawn in 1967-72, but many continued in industrial use with the NCB and ICI, and some survive in preservation.

Almost 100 near-identical locomotives were sold to Netherlands Railways by EE between 1950 and 1957, with 16 broad gauge (5ft 3in) versions going to the Australian state of Victoria. Some of the Dutch locomotives are still earning their keep on the main line in 2023, while a few have been repatriated and preserved by British heritage railways.

Although it was an enthusiastic and early adopter of diesel traction for passenger railcars, the GWR only acquired two diesel shunters before nationalisation in 1948. A further seven locomotives were ordered by the GWR, but not delivered until 1948/49. No. 501 (BR No. 15107) was a Brush-Petters 360hp 0-6-0DE, while Nos. 502-507 (BR Nos. 15101-106) were English Electric machines, virtually identical to Class 11. The six EE machines were initially based at Swindon Works after



Derby-built 12100 has only recently gained a coat of BR green with 'wasp' ends. The coupling rods are unpainted. COLOUR RAIL

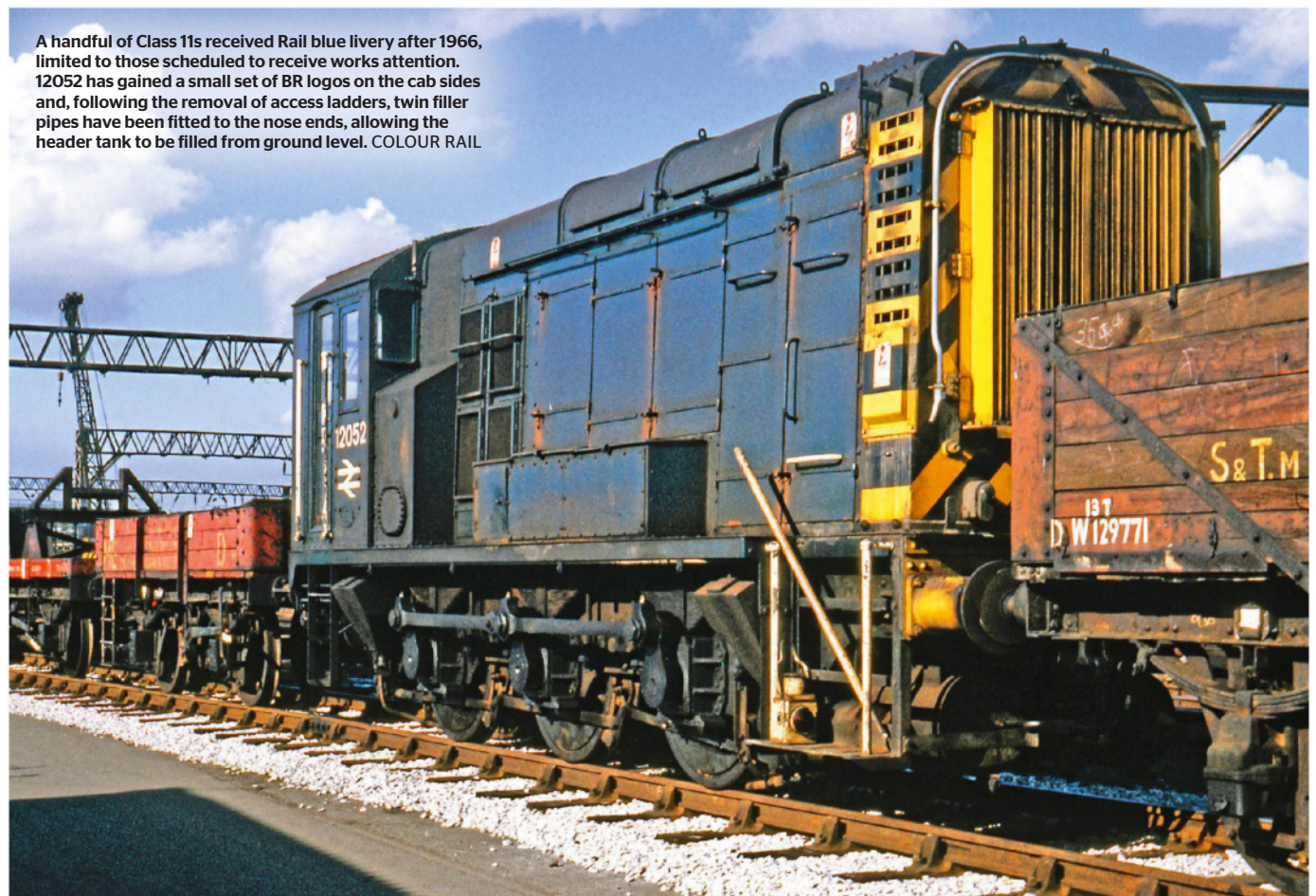
completion, before moving to their long-term homes. Allocations included Old Oak Common for use in Acton Yard before moving to South Wales for shunting around Cardiff until August 1967. No. 15107 had a shorter life, being delivered to Bristol in 1949 and withdrawn at Swindon Works in June 1958.

WARTIME PRODUCTION

Production of the locomotives that would become Class 11 started under difficult wartime conditions on behalf of the War

Department. In 1943, the Ministry of Supply (MoS) placed orders with the LMS for 40 twin-motor diesel shunters, but with the conflict coming to an end, just 14 locomotives (70260-273) had been built when the order was cancelled in April 1945. Six machines were diverted to LMS stock in May-December 1945, becoming Nos. 7120-25.

A further ten locomotives, using EE power units built for the WD order, were authorised in 1945, followed by ten more in 1946 and another ten in 1947, for delivery in 1947-49, but just four had been completed



A handful of Class 11s received Rail blue livery after 1966, limited to those scheduled to receive works attention. 12052 has gained a small set of BR logos on the cab sides and, following the removal of access ladders, twin filler pipes have been fitted to the nose ends, allowing the header tank to be filled from ground level. COLOUR RAIL

Want To Know More?

- *LMS Locomotive Profiles No.12 - The Diesel-Electric Shunters*, David Hunt & John Jennison, Wild Swan Publications, 2009, **ISBN: 9781905184613**
- *The Allocation History of BR Diesel Shunters*, Second Edition, Heritage Shunters Trust
- *The Diesel Shunter: A Pictorial Record*, Colin Marsden, OPC, 1981, **ISBN: 9780860931089**

(Nos. 7126-29) by the end of 1947. The remainder arrived in the early months of British Railways, with Nos. 7130/31 initially gaining an 'M' prefix to their numbers before being renumbered 12033-044 in the new BR series between June 1948 and September 1953.

Nos. 7120-25 were initially allocated to Toton and Crewe South, with Nos. 7126-29 and M7130/31 going to Saltley for duties at Washwood Heath sidings.

Of the 14 WD twin-motor locomotives, Nos. 70262/263/268-270 briefly worked at Toton in late 1944/early 1945 but otherwise remained in military service. Nos. 70271/272 were allocated to the Longmoor Military Railway in Hampshire, gaining the famous blue/red livery and LMR numbers 43 and 44 (WD 877/878 from 1952).

In 1956, 43/877 was written off in a severe collision and scrapped, but it was replaced by 70270, which became WD 876. The latter was scrapped after the LMR closed in 1969, while 878 moved from Longmoor to Bicester MoD depot in 1965, subsequently finding employment at Shoeburyness, Thatcham and USAF Welford Park before being sold to the Lakeside & Haverthwaite Railway in 1980.

Of the other WD locomotives, 70273 worked briefly at the LMR before spells in the Netherlands and Germany and eventual sale to Danish State Railways (DSB) in 1957 – where it was used in Copenhagen until 1973. Between October 1944 and May 1945, 70260-270 were dispatched to the Netherlands via France and Belgium and were sold to Netherlands Railways (NS) in 1946, paving the way for a much larger fleet of similar machines built by EE in 1950-57. As NS 501-510, the ex-WD shunters survived until 1971-74.

CONTINUITY

From 1949-52, construction continued at Derby Works for the London Midland Region, eventually running to 58 locomotives (12045-12102). Saltley, Crewe South and Toton were again the recipients of the earliest deliveries, followed by Cricklewood in north London from December 1949, Kingmoor and Canal sheds in Carlisle, Speke Junction in Liverpool in December 1950 then Aston, Bescot, Bushbury in Birmingham and Nottingham in 1951. As the fleet grew, other locations started to benefit from diesel operation, including Willesden in north London, Rugby and, from 1954, the ex-GWR shed at Tuseley in Birmingham.

A month before the construction of 12102 ➤

Southern Sisters: Class 12



BR green Class 12 15232 is seen at Ashford in August 1970, less than a year before withdrawal. COLOUR RAIL

Southern Railway Chief Mechanical Engineer O.V.S. Bulleid was keen to modernise many aspects of the company's operations and built 25 close relatives of the LMS 0-6-0 diesel-electrics at Ashford Works in 1949-52.

Mechanically and electrically, 15211-236 shared many standard components with the Class 11s but had larger, 4ft 6in diameter cast wheels to the Bulleid-Firth Brown 'Boxpok' design. Originally delivered without train vacuum brakes or external lighting, they were later fitted with electric marker lights and three (15230-232) received Westinghouse air brake equipment for shunting ferry wagons in Dover.

However, their main duties were shunting the large goods yards at Norwood Junction and Hither Green in south London, where they spent much of their working lives. They were also used as works pilots at Eastleigh, Ashford and Brighton.

In common with the Class 11s, the class was withdrawn between 1968 and 1971 and replaced by Class 08s and 09s. Three were sold for further use in industry; 15222 was used as a generator at a quarry in South Wales; 15224 passed into NCB service at Betteshanger and Snowdown Collieries in Kent and 15231 moved north to work at Tilcon's Grassington Quarry near Skipton. Only 15224 survives and is currently stored out of use and awaiting overhaul at the Spa Valley Railway.



COLOUR RAIL



Below: 15221/212 stand at Hither Green in June 1970. Electric lamps were a later addition, with 15223 (above) showing the original layout of lamp brackets. 'Boxpok' wheels (above left) were a distinctive feature of the Class 12s.



RAIL PHOTOPRINTS (2)

Masterclass

was completed at Derby, Darlington Works outshopped the first of an additional 36 locomotives for the Eastern and North Eastern Regions. Delivered between March and December 1952, 12103-138 were initially allocated to Stratford, Hornsey, Hull Dairycoates, King's Cross and March (for Whitmoor Yard).

Other homes included Cambridge, Doncaster, Finsbury Park, Hull Alexandra Dock, Mexborough, Immingham and Harwich Parkeston Quay. Some were also used from LMR depots such as Bescot, Cricklewood, Normanton, Royston and Saltley.

For the next 15 years, the Class 11s and close relatives did their job efficiently and reliably, largely ignored by all except those who worked with them. BR's 1967 National Traction Plan cleared out many older and non-standard diesel classes, including the earlier ex-LMS designs, but the Class 11s were not slated for withdrawal.

However, a collapse in goods traffic, coupled with changes to how freight was moved and the wider decline of traditional heavy industry, led to the rapid closure of hundreds of goods yards and sidings. Finding itself with far too many shunting locomotives for the work available, BR logically chose to retain the newer, vacuum-brake-fitted Class 03s and 08s over types without train brakes.



A rarity, in terms of livery, is seen here with 12108 in BR green livery with 'double arrow' logos, seen at Stratford in March 1968. Another interesting feature is the plain cab handrails, which lack the steam-era mounting knobs employed on many other Class 11s. COLOUR RAIL

Stratford's 12104 was the first Class 11 to be withdrawn in May 1967 – a working life of just 15 years. LMS-built 12033-042 were gone by January 1969, although 12038 gained the honour of being the last LMS

locomotive in BR service, working from Allerton, Edge Hill, Northwich and Wigan Springs Branch until December 1969, despite being officially withdrawn 11 months earlier!

Survivors

By the time Derby-built 12063 was withdrawn from Wigan in January 1972, just seven Darlington machines remained in traffic. Stratford's 12109/110/134 were the final trio on BR's books – their retirement in November 1972 marked the end of the story... or did it?

Uniquely, 12107 ended its career on the Scottish Region in May-December 1967, on loan to National Coal Board (NCB) Seafield Colliery in Fife, but based at Edinburgh Haymarket. The move was a foretaste of a new life in industry that would prolong the lives of 21 Class 11s.

Between 1969 and 1972, 12060/061/063/071/074/084/088/098/099, 12119/120/122/131/133 were sold to the NCB, working at collieries in the North East of England (12060/074/084/088/098, 12119/120/133), South Wales (12061/063/099, 12122), Kent (12131) and Yorkshire (12099, 12122).

Other industrial purchasers were Day & Son's Brentford roadstone terminal in west London (12049), Derek Crouch Mining Ltd in Northumberland (12052/093), Shellstar – later UKF Fertilisers – at Ince Marshes in Cheshire (12082) and Tilcon's Grassington Quarry in North Yorkshire (12083). In 1971, 12054 was sold to A.R. Adams in Newport, from

where it was hired to various NCB sites in South Wales over the next decade.

One other industrial 'Class 11' merits a special mention; in 1948 ICI purchased one locomotive from EE (works number 1553) for use at its Wilton Works on Teesside. Named *Redcar*, it was sold to the North Yorkshire Moors Railway in 1984, where it now carries BR livery and the number 12139, although it was never part of the main fleet.

Most of the industrial survivors were used well into the 1980s, although the rapid rundown of the coal industry in the late 1980s left many NCB locomotives without work and heading for the scrapheap.

One locomotive to survive a trip to the scrapyard was 12077, sold to John Cashmore's yard in the West Midlands in 1973 and used to shunt the site until it was sold again in 1978, this time for preservation at the Midland Railway Centre.

Fortunately, eight other ex-BR locomotives also survived to enjoy second, or third, careers in preservation (12049/052/082/083/088/093/099, 12131). Even in preservation, the class maintains a low profile, with the NYMR's 12139 arguably the most prominent as

Goathland depot pilot, and 12099 undertaking a similar role at Bridgnorth on the Severn Valley Railway.

Unfortunately, 12049 was scrapped after being destroyed in a fire at the Mid-Hants Railway in 2010. The MHR's insurance company purchased 12082 from Harry Needle Railroad Co. (HNRC) as a replacement and it now masquerades as the lost 12049.

Prior to its sale, 12082 was part of HNRC's active shunter fleet and from the mid-1990s it worked at various locations, including the Cobra Steel Terminal in Wakefield, Doncaster Works and Hope Cement Works in Derbyshire. In the early-2000s it was briefly re-registered for main line operation with the TOPS number 01553 and painted in HNRC's distinctive white/orange livery.

The legacy of these early machines can still be seen on the British rail network today in the form of scores of surviving Class 08s and 09s still earning their keep, providing unfussy, reliable and dependable service at depots, yards and preserved railways. And with at least one company experimenting with a battery-powered Class 08, the story may yet continue into its second century.

ORDER YOUR OWN CLASS 11

Model Rail's exclusive Class 11s are available to order now! Keep reading for a close look at this exciting new range of 'OO' gauge models, follow our customising guide and take a peak at our forthcoming Class 12s.



Formerly BR 12052, this Class 11 – like many of its classmates – found gainful employment after withdrawal by BR, operating at Widdrington open cast mine, Northumberland, during the 1970s and 1980s.



HOW TO

CUSTOMISE YOUR CLASS 11

George Dent provides an overview of *Model Rail*'s latest exclusive locomotive model and tries his hand at weathering a pair of industrial versions for his colliery-themed layout.

No matter how good a new model locomotive looks straight out of the box, seeing it 'in the wild' of a scenic model railway, preferably with a bespoke weathered finish, can offer a more thorough test of its appearance.

Having put *Model Rail*'s most recent releases (Ruston & Hornsby 'PWM' and Hawksworth '16XX') to this test over the past couple of years, the same treatment has been handed out to a couple of our new Class 11s.

The development of these exclusive models has been a fascinating journey, seeing them progress from CAD artwork, through various engineering prototypes and decorated samples. Now that the production models are here, it's a thrill to see them running on a layout. And even more exciting



Wearing National Coal Board orange, ex-BR 12099 worked at British Oak Disposal Point, near Wakefield. Adding a weathered finish really brings these new models to life.

to get my hands dirty – literally – by applying suitably grimy weathering to a pair of post-BR industrial versions.

The use of enamel washes serves to highlight all of the exquisite surface detail, while adding footplate crew provides the icing on the cake. While the LMS and BR livery versions look incredibly smart, and the WD options offer something a little different, I have a particular soft spot for the two industrial schemes, based on real ex-BR Class 11s that worked at open cast mining



operations in Northern England during the 1970s and 1980s.

Out of the 15 different versions on offer, three feature high-quality factory-applied weathering. But if you fancy tackling the weathering yourself, here's a rundown of how I treated my models, along with tips for removing the bodysheet and adding a few extra details. ➤

STEP BY STEP



1 Only simple tools are required to access the interior of the Class 11, to install a DCC decoder or to add crew. A small bag of extra details is supplied, plus a set of tension lock couplings to slot into the NEM sockets below the chassis.



2 Grip the battery boxes on each running plate firmly between finger and thumb and gently prise away from the body. This will reveal a small screw on each side, which need to be removed with a crosshead screwdriver.



3 A set of plastic clips holds the cab against the footplate. Gently twisting the cab from side to side will release them. Note the small packing pieces behind the cab footsteps. I recommend leaving these in place while handling the model.



4 Small clips also keep the nose end snug against the footplate, so a little jiggling of the bonnet will release them. The clips are designed to keep the gap between the body and chassis as neat as possible.



5 Lift the body away, and be gentle - there are cables within the bonnet. The cab and bonnet may come apart, but this is normal - just clip them back together. Be careful to not bend the sprung copper contacts inside the bonnet.



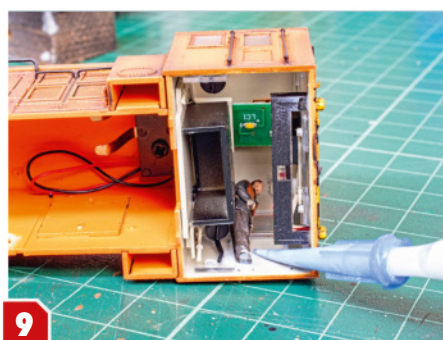
6 The supplied details include a cross brace that fits between the bottom corners of the front footsteps, plus a pair of cosmetic screw couplings which can be installed if dispensing with the tension locks. I used Glue 'n' Glaze.



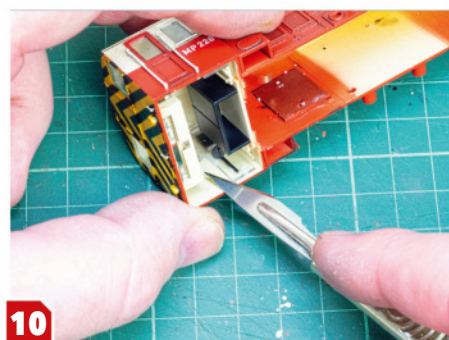
7 Radiator filler pipes are provided for some later versions. To save on costs, mounting holes are not provided, so you may want to drill some. Instead, I cut the lugs away from the pipes and glued them to the nose, aligning them by eye.



8 Having painted the pipes yellow before fixing them in position, I then touched in the black areas to match the 'wasp' online. Following prototype images found online, these pipes are only required on Class 11s without side ladders.



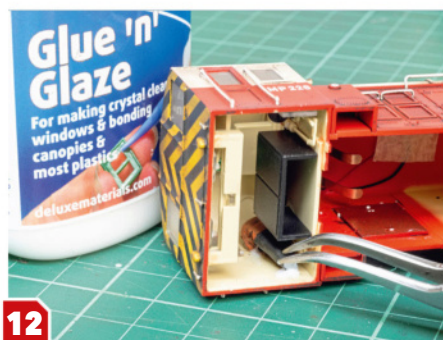
9 With the body removed, now's a good time to add a crew to the cab interior. Having painted some Modelu cab body, they were fixed to the inside of the cab body with Glue 'n' Glaze adhesive, and left overnight to cure.



10 For those wishing to have crew members leaning out of the side windows, gently prise the glazing out with the edge of a fresh blade. Don't force it, or damage may result, but it should be easy to break the glue bond.



11 The cab side glazing panel can be cut with repeated passes of a sharp scalpel blade along the plastic. Once weakened, the parts can be broken apart. Retain the redundant panel in case you want to refit it at a later date.



12 Having re-affixed the door glazing panel using Glue 'n' Glaze, a suitable crew member is also fixed in position. The glue dries clear, so a generous blob around the feet and lower legs will provide a strong, discreet bond.

What George used

SHOPPING LIST

- ◆ Modelu figures 9011-076
Coal Miners Bundle (five figures)
Price: £18.00
Availability: www.modelu3d.co.uk
- ◆ Glue 'n' Glaze (£8.26), Roket Rapid cyanoacrylate (£7.50)
Availability:
Deluxe Materials stockists
Web: www.deluxematerials.co.uk
- ◆ AMMO by MIG enamel Dark Brown wash and thinners
Availability: Scale Model Shop
Web: www.scalemodelshop.co.uk
- ◆ RailMatch Paints 402 Frame Dirt, 412 Weathered Black, enamel thinners
Availability: Fox Transfers
Web: www.fox-transfers.co.uk

TOOLS

- ◆ Miniature screwdrivers
- ◆ Tweezers
- ◆ Scalpel and spare blades
- ◆ Fine-nosed pliers
- ◆ Cocktail stick
- ◆ Cotton swabs
- ◆ Paintbrushes
- ◆ Airbrush and equipment (optional)



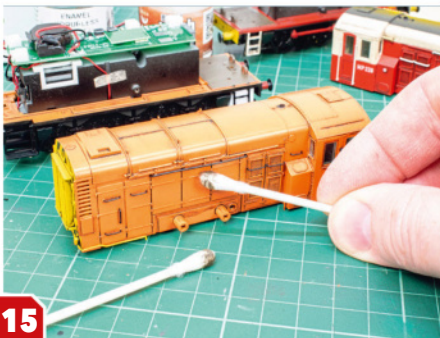
13

After checking the figure's position, leave the bodysell overnight to dry. To suit these colliery-based locomotives, I chose a pack of coal miner figures from Modelu, trimming away the lamps from the hard hats.



14

If you intend to weather your Class 11, it helps to treat the body and chassis separately. Make sure you've test-run your model first, especially if fitting a DCC chip. I began with an all-over coating of a dark brown enamel wash.



15

The wash coat was left for an hour or so before wiping most of it away with cotton swabs, leaving the dark pigment within the door and panel seams. Vertical strokes create authentic streaking, in line with gravity.



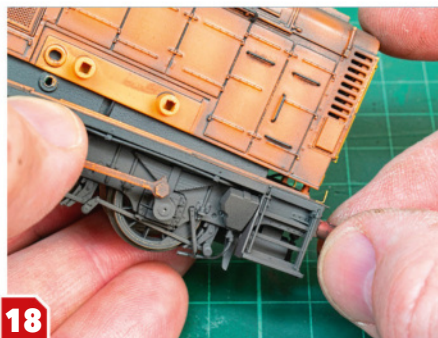
16

As much or as little of the weathering wash can be removed to suit your taste, dipping a swab into a small amount of thinners (use a brand tailored to suit the wash) if necessary. Don't forget to treat the battery boxes too.



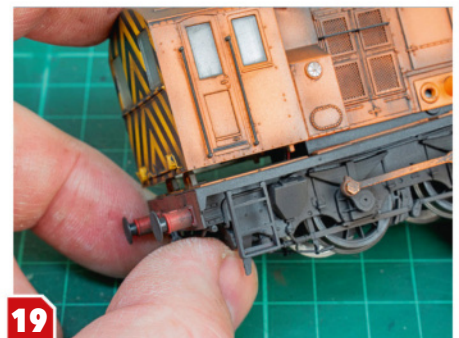
17

Careful use of the washes alone can produce great results. An airbrush can also be used to mist layers of grime over the body and chassis. I used two shades of RailMatch enamels, thinned and sprayed at a low pressure.



18

When the weathering paints are fully dry and the wheels have been cleaned, the model can be reassembled. Sliding the body back over the chassis block, ensuring no wires are trapped, and clip the nose end lugs into the footplate.



19

Check that the nose end remains snug with the running plate while clipping the cab end into place. Take care handling the model at this stage, as the fine underframe detail is at risk of breakage, especially the cab footsteps.



20

Replace the screws in each side of the bonnet and gently push the battery boxes back into place. Note that each box is handed, so ensure they're fitted to the correct side. These two industrial Class 11s are now ready for service!



Model Rail's new Class 11 has been produced in conjunction with Heljan, recreating an important prototype in British diesel locomotive development.

OVERVIEW *Model Rail*/Heljan LMS/BR Class 11 0-6-0DE

As Ben Jones has pointed out on the preceding pages, the Class 11 holds an important place in railway history, emerging in the steam era, offering sterling service to the Allied cause during the Second World War, and helping to rebuild Europe in peace time.

Marking the first RTR model of the Class 11, our exclusive product has been several years in the making and is based on exhaustive research by the *Model Rail* and Heljan teams, along with detailed measurements of preserved locomotives.

To reflect the long and varied careers of the real Class 11s, we have produced 15 different versions, each limited to just 300 pieces. The tooling has been carefully designed to allow several key variations to be observed across LMS, War Department and British Railways locomotives, while the handful of locomotives built at Swindon have also been included, these having been ordered originally by the GWR.

Alternative cab and nose ends, with and without electric marker lamps, are the most obvious differences, but plenty of smaller fittings have also been reproduced, to match different batches and periods. Horizontal or vertical lifting brackets in the bufferbeams, different size fuel tank gauges and LMS or BR pattern handrails are fitted where appropriate. We've even included hand pumps for priming the fuel system on the War Department version.

A mix of wire and moulded plastic handrails are installed, along with metal lamp brackets and etched ventilation grilles. The cab interior is fully detailed and illuminated with a tiny LED in the roof, which can be activated by the supplied magnetic 'wand'. Where the prototype dictates, working head/tail marker lights are provided, which feature a white and red lamp at each end, recreating the typical shunting display.

In terms of technical specification, the model features a high-quality motor and brass flywheel, with power transferred via a flexible linkage to a brass worm, driving high-reduction nylon gears to the rear axle. This transmission produces smooth running characteristics, optimised for slow-speed running (the prototypes being limited to 20mph).

Each axle turns within individual brass bearings and the extensive use of die-cast metal for the main chassis block provides plenty of weight to aid adhesion. All models boast a Next18 decoder and are pre-fitted with a 10mm by 15mm speaker, making DCC sound installation a doddle.

Remember that *Model Rail* subscribers are entitled to 10% off orders of all our exclusive models, so if you're not already signed up, see the latest subscription offers on page 26.

Prices:

- ◆ **Pristine models** £169.00 each
(*MR* subscribers pay just £152.10)
- ◆ **Weathered versions** £179.00 each
(*MR* subscribers pay just £161.10)
- ◆ UK Postage FREE

MODEL RAIL/HELJAN LMS/BR CLASS 11 0-6-0DE

OVERVIEW	Chassis: Metal with plastic parts	DIMENSIONS	PROTOTYPE	1:76 SCALE	MODEL
Manufacturer: Heljan	Weight: 215g	Length	29ft 11½in	116mm	116.7mm
Scale/gauge: 1:76 scale, 'OO' gauge	Min. curve radius: 385mm (first radius)	Height	12ft 5½in	50mm	50mm
Body: Plastic with metal parts	Wheel back to backs: 14.3mm	Width	8ft 5in	34mm	34.4mm
		Wheel diameter	4ft 0½in	16mm	16mm
		Wheelbase	31ft 6in	46mm	46mm
ELECTRICS	MECHANISM	SERVICING			
Electrical system: 12V DC two-rail	Drive system: Motor drives rear axle via gears	How to dismantle: Body unscrews from chassis			
Motor type: Five-pole, skew-wound	Flywheel(s): Yes	Where to oil: Axles, crank pins - see instructions			
Lights? Head/tail lights, cab interior lights	Traction Tyres: No				
DCC-ready? Next18 interface					

Class 11 factfiles



◆ **MR-501**
War Department 350hp 0-6-0DE, 70271, WD olive green
Built: LMS Derby
Entered traffic: 1945
Renumbered: WD 877 (1952)
Withdrawn: 1956 (collision damage)
Fate: Scrapped



◆ **MR-502**
War Department 350hp 0-6-0DE, 878 Basra, Longmoor Military Railway blue/red
Built: LMS Derby
Entered traffic: 1945
Renumbered: AD601 (1968)
Withdrawn: 1980
Fate: Preserved, Lakeside & Haverthwaite Railway



◆ **MR-503**
LMS 'OF' 350hp 0-6-0DE, 7120, LMS pre-war black
Built: LMS Derby
Entered traffic: April 1945
First depot: Toton
Renumbered (BR): 12033 (July 1948)
Withdrawn: January 1969 (Longsight)
Fate: Scrapped, May 1970

◆ MR-504

LMS 'OF' 350hp 0-6-0DE, 7128, LMS post-war black
Built: LMS Derby
Entered traffic: October 1947
First depot: Saltley
Renumbered (BR): 12041 (March 1952)
Withdrawn: October 1968 (Saltley)
Fate: Scrapped June 1969



◆ MR-505

BR Class 11, 12043, BR black, BRITISH RAILWAYS lettering
Built: BR Derby
Entered traffic: February 1948
First depot: Saltley
Withdrawn: October 1968 (Saltley)
Fate: Scrapped, November 1969



◆ MR-506

BR 350hp 0-6-0DE, 15101, BR/WR green, BRITISH RAILWAYS shaded lettering
Built: BR Swindon
Entered traffic: April 1948
First depot: Old Oak Common
Withdrawn: August 1967 (Bescot)
Fate: Scrapped, October 1969





MR-507

BR 350hp 0-6-0DE, 15106, BR/WR green, BRITISH RAILWAYS shaded lettering, weathered
Built: BR Swindon
Entered traffic: July 1948
First depot: Old Oak Common
Withdrawn: August 1967 (Bescot)
Fate: Scrapped, September 1969



MR-508

BR Class 11, 12125, BR black, early emblem
Built: BR Darlington
Entered traffic: October 1952
First depot: King's Cross
Withdrawn: June 1969 (Immingham)
Fate: Scrapped, October 1969



MR-509

BR Class 11, 12131, BR black, early emblem, weathered
Built: BR Darlington
Entered traffic: November 1952
First depot: March
Withdrawn: April 1969 (Stratford)
Fate: Preserved, North Norfolk Railway

MR-510

BR Class 11, 12105, BR green, late emblem
Built: BR Darlington
Entered traffic: April 1952
First depot: Stratford
Withdrawn: January 1971 (Stratford)
Fate: Scrapped, June 1972



MR-511

BR Class 11, 12100, BR green with 'wasp' stripes, late emblem
Built: BR Derby
Entered traffic: April 1952
First depot: Toton
Withdrawn: March 1969 (Wigan Springs Branch)
Fate: Scrapped, December 1969



MR-512

BR Class 11, D12062, BR Rail blue with 'wasp' stripes
Built: BR Derby
Entered traffic: December 1949
First depot: Saltley
Withdrawn: April 1970 (Crewe North)
Fate: Scrapped, December 1971



MR-513

BR Class 11, 12052, BR Rail blue with 'wasp' stripes, weathered
Built: BR Derby
Entered traffic: March 1949
First depot: Crewe South
Withdrawn: June 1971 (Crewe North)
Fate: Sold to Derek Crouch (Mining) Co. - see MR-514



MR-514

BR Class 11, MP228 (ex-12052), Derek Crouch Mining Co. red/cream
Built: BR Derby
Entered traffic: March 1949
First depot: Crewe South
Withdrawn: June 1971 (Crewe North)
Fate: Sold to Derek Crouch (Mining) Co., a Peterborough-based group of companies operating open-cast mining operations at various locations, under contract to the NCB. MP228 operated at Widdrington in Northumberland. Currently preserved at the Caledonian Railway.



MR-515

BR Class 11, (ex-12099), National Coal Board orange
Built: BR Derby
Entered traffic: March 1952
First depot: Toton
Withdrawn: May 1971 (Bletchley)
Fate: Sold to National Coal Board, March 1972, British Oak Disposal Point, Wakefield. Currently preserved at the Severn Valley Railway.

Class 12 to follow

We're also working on five versions of the similar BR Southern Region Class 12, complete with Bulleid 'Boxpok' wheels. Again, we've designed the tooling to allow for original and later versions to be replicated, with and without electric head/tail marker lamps.

Delivery is expected later this year. Look out for more updates over the coming months.

What's planned?

- ♦ MR-520 BR/SR Class 12, 15220, BR black, early emblem
 - ♦ MR-521 BR/SR Class 12, 15224, BR green, early emblem
 - ♦ MR-522 BR/SR Class 12, 15221, BR green with 'wasp' stripes, late emblem
 - ♦ MR-523 BR/SR Class 12, 15212, BR Rail blue with 'wasp' stripes
 - ♦ MR-524 BR/SR Class 12, (ex-15231) Tilcon blue with 'wasp' ends
- Price:** Pristine models £169.00 each (MR subscribers price £152.10)



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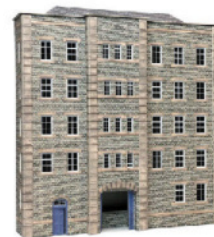


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54 Create realistic coal loads

Workbench

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



60 Paint figures and livestock



64 Create a woodland footpath

Meet the *Model Rail* Expert modellers



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



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



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

CREATE REALISTIC COAL LOADS

George Dent shares his tips for loading wagons and tenders with authentic loads of coal – and you can save ££s with our exclusive reader offer...

Coal really did make the steam world go round. Until the 1960s, it provided the main fuel source for the railways, allowing it to transport even more coal across the entire UK network. Consumed in vast quantities by industrial and domestic customers, British coal also powered the National Grid and was exported to all corners of the world.

Coal traffic went into a steep decline from the 1980s, but movements could still be seen until relatively recently, as power generators, steelworks and remaining industrial customers began seeking alternative energy sources.

For many modellers, therefore, coal is likely to appear in some form on most layouts, whether it be in loaded wagons or locomotive tenders. Steam-era layouts will obviously need coal by the barrowful, but even modellers of



today's railways may want to run the odd main line steam charter.

Nothing beats the appearance of real coal, with its distinctive texture and oily sheen. Various brands have offered coloured stone, wood bark and other materials, but it seldom looks realistic. So why not use the real thing?!

Geoscenics provides a great source of natural minerals, such as limestone ballast, but it also offers a range of coal grades to suit various modelling scales. For a limited time, *Model Rail* readers can benefit from an exclusive bundle pack, at a special price, to help create authentic loads for your wagons and locomotive bunkers, using real coal.

The pack provides two grades of coal, plus sheets of stout, corrugated cardboard with which to form false floors within wagons and tenders, onto which the coal can be loaded. A 500ml bottle of adhesive is also supplied, giving you the option of fixing the coal in place permanently.

Not all modellers will want fixed loads, as it can be fun to load and discharge wagons off-scene. Be warned though, this approach carries the risk of spillages if wagons or locomotives are knocked over or derailed. Sod's law dictates that this often happens in far-flung areas of a layout – ask me how I know!

If you do decide to bond the coal, a fine-tip glue applicator bottle is recommended, with suitable packs available from Metcalfe Models (www.metcalfe-models.com). A bottle of



STEP BY STEP

WAGON LOADS



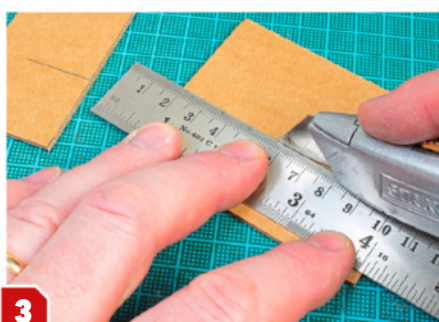
1

Take a sheet of the insert board and mark out the required size, using the wagon for reference. The board needs to slot easily into the wagon without being too tight, nor should there be a large gap around the edges.



2

A set square is handy for marking out the dimensions of the insert. Our exclusive bundle provides enough material to treat 12 typical 'OO' 12-16ton mineral wagons or a combination of six 20/21ton and three 12-16ton wagons.



3

With a fresh blade and a steel rule, cut the insert boards to the required size. If treating several similar wagons, cut one board and check the fit before cutting the others to the same dimensions.



4

Depending on the height of the wagon and the required depth of load, it may be more economical to add shims below the insert. I used offcuts of foamboard and a few scraps of the insert board.

What you will need



TOOLS

- ◆ Knife and spare blades
- ◆ Straightedge
- ◆ Cutting mat
- ◆ Spatula
- ◆ Miniature screwdrivers
- ◆ Fine-tip glue applicators
- ◆ Paintbrushes
- ◆ Black marker pen

isopropyl alcohol is also handy, allowing the Geoscenics glue to be thinned to a water-like consistency, thus helping it to penetrate piles of coal more effectively while speeding up the drying process

The glue can also be thinned with water, but it will take longer to dry. Additionally, it's important to avoid wetting the card inserts excessively, which may lead to expansion and distortion.

As the demonstrations show, adding real coal to locomotives, wagons - and lineside bunkers - is a cheap and simple way to add extra realism. Each of our exclusive coal load bundles provides enough material to create around a dozen 'OO' gauge wagon loads (with card inserts), with enough coal to treat twice as many locomotives as well.



5

For these 'OO' mineral wagons, I shimmed the insert boards to sit about 8mm below the top edge of each wagon body. After marking the boards to identify which wagon they're destined for, I ran a black permanent marker over most of the upper faces.



6

I found no need to add shims inside this hopper body, as the internal ridge provided the perfect base on which the insert could sit. The black marker will prevent the brown card showing through if any coal is dislodged around the edges over time.



7

As the coal will be deeper in the middle of the wagon, there's no need to colour that area. Acrylic paint will suffice too, but that will need to dry fully before continuing. With the insert board in place, the coal was poured in.



8

Once the insert has been covered, use a flat tool such as a spatula or screwdriver blade to shape the coal into a mound. Ensure the coal fills any gaps, adding more material if necessary.



9

Study prototype images to see how coal loads appeared in different wagon types in your chosen era. I formed two distinct mounds within this 1970s/80s-era hopper, mimicking how it had been filled from an overhead loader.



10

Now to secure the coal. The glue supplied with the MR exclusive bundle packs is ideal, but it helps to thin it slightly with water or, preferably, isopropyl alcohol, which is available from pharmacies. The thinned glue was poured into a pinpoint applicator bottle.



11

Begin by applying a small amount of the thinned adhesive onto the centre of the mound, watching how the white fluid penetrates the coal. It will naturally find its way towards the edges of the wagon as more fluid is decanted.



12

Once the fluid can be seen towards the perimeter of the wagon, pause for a moment to see if it fills all the gaps between the chippings and bodyshell. If gaps do remain, apply a little more glue where needed.

13 It's easy to overload a wagon with excess glue, so be patient and apply a small amount at a time, allowing gravity and capillary action to disperse the thinned adhesive through the coal. If the profile of the coal load has been disturbed, gently reinstate it while the glue is wet, using a fingertip or spatula, then place the wagon to one side, on a flat surface and in a warm room, to allow the glue to cure fully (around 12 hours).



Some modellers may prefer not to secure the coal into their wagons, allowing them to be loaded/unloaded 'off-scene'. However, spillages are a constant risk!



STEP BY STEP

LOADING LOCOMOTIVE BUNKERS & TENDERS



1

Model steam locomotives feature moulded coal within bunkers, which is invariably the least realistic element. It's easy to add real coal, but we need to make sure we don't cause any damage.



2

Applying penetrating glue may lead to seepage, harming electrical or mechanical components. The '16XX' on the left, for example, features a speaker within the bunker. Treating the bodysides separately is recommended.



3

In a slightly different approach, I brushed a little of the Geoscenics glue (neat, straight from the bottle) onto the moulded coal bunkers of this *Model Rail* 'Y3' Sentinel, working it around the cab bulkhead too.



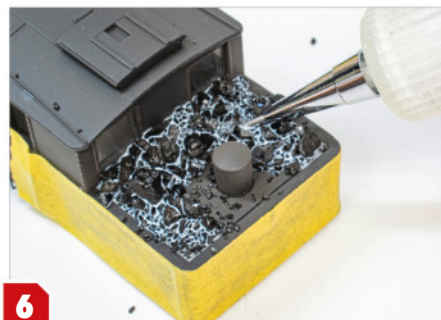
4

Starting with the coarser grade of coal chippings, I added a small amount onto the wet glue using a teaspoon, moving it into place with a brush.



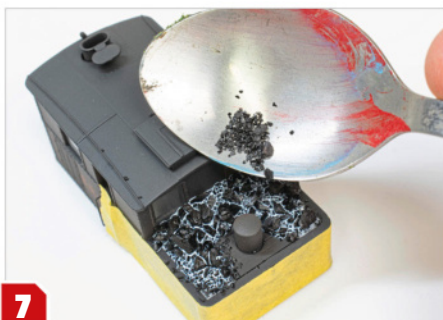
5

The coal was compacted with the edge of a plastic spatula, ensuring that the material was worked into all corners of the twin bunkers and arranged against the bulkhead, inspired by several prototype images.



6

After thinning the glue with isopropyl alcohol, the applicator was used to apply a small amount to the mound. Masking tape protects the bodysides from spillage. Again, work slowly and watch the fluid penetrate the coal.



7

Only minimal glue is required so, as soon as you see the thin fluid reach around the coal, stop the application. For extra variety, I sifted out some of the finer particles from the bag of mixed grade coal and sprinkled it over the wet glue.



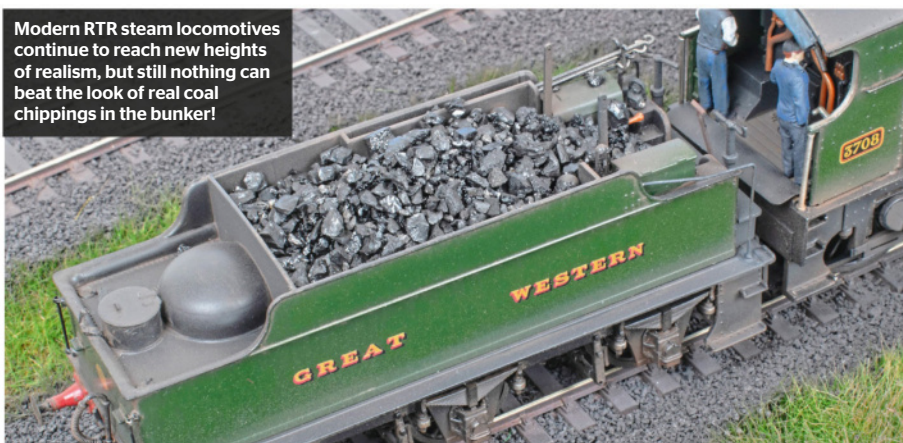
8

A similar process was employed on this conventional locomotive bunker, brushing on neat glue over the moulded 'coal' and arranging the real chippings to sit within the framework. A little extra coal was then piled up against the rear of the cab.



9

Using the thinned glue in the pinpoint applicator bottle, a small amount was run onto the top of the pile, watching it seep throughout the entire load and settle within the bunker frame. Apply just a few drops at a time to prevent flooding the model.



Modern RTR steam locomotives continue to reach new heights of realism, but still nothing can beat the look of real coal chippings in the bunker!



10

After an overnight rest, the coal loads were fully dry. To disguise any visible traces of glue on the surrounding area, a little dry weathering powder was brushed around the bunker.

Treat your lineside bunkers too!

The Geoscenics coal load bundle isn't just for locomotives and wagons, with the real coal chippings suitable for all manner of uses, especially loading lineside coal bunkers.

This plaster-cast coaling platform, from Ten Commandments, features mounds of 'coal', but no matter how well the model is painted, it's impossible to recreate the real material effectively. Instead, I poured real coal chippings over the cast mounds (and around the track and surroundings), securing it with thinned glue.

When the glue had set, a little work with dry weathering pigment - applied with a soft, dry brush - created a suitably dusty sheen to the platform and walls.



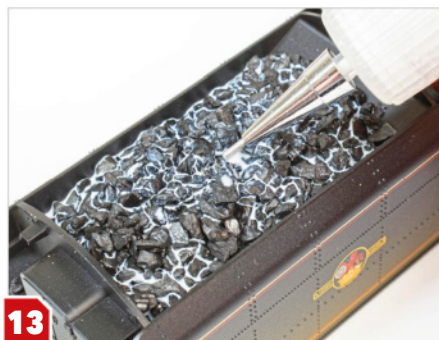
11

With tender locomotives, we have the choice of removing a moulded 'coal' load (where possible) or simply covering it. This Hornby 'Black Five' load was retained, as it still allowed plenty of room for real coal.



12

After a brushed coat of neat glue, which will help secure the loose plastic former in place, the coarse grade of coal was applied and shaped into a suitable mound. Again, prototype images show how bunkers were filled.



13

The mix of glue and isopropyl alcohol was applied, in the same manner as when loading wagons. Working from the top of the pile, the glue seeped down through the chippings. A surprisingly small amount of glue is required.



14

On this Hornby BR '2MT', the moulded load was too full, so it was removed and replaced with insert board, cut to fit the internal profile, and shimmed to sit horizontal, just under halfway within the sloped bunker.



15

Coal was then loaded, shaped into a suitable mound and secured with the thinned glue mixture. When the coal load is likely to be a few millimetres deep, it's not essential to treat the brown card with the black marker.



16

Extra realism can be achieved by applying neat glue onto the coal ledge, then sprinkling some of the mixed grade chippings onto the wet adhesive. When the glue is dry any loose material can be swept away.



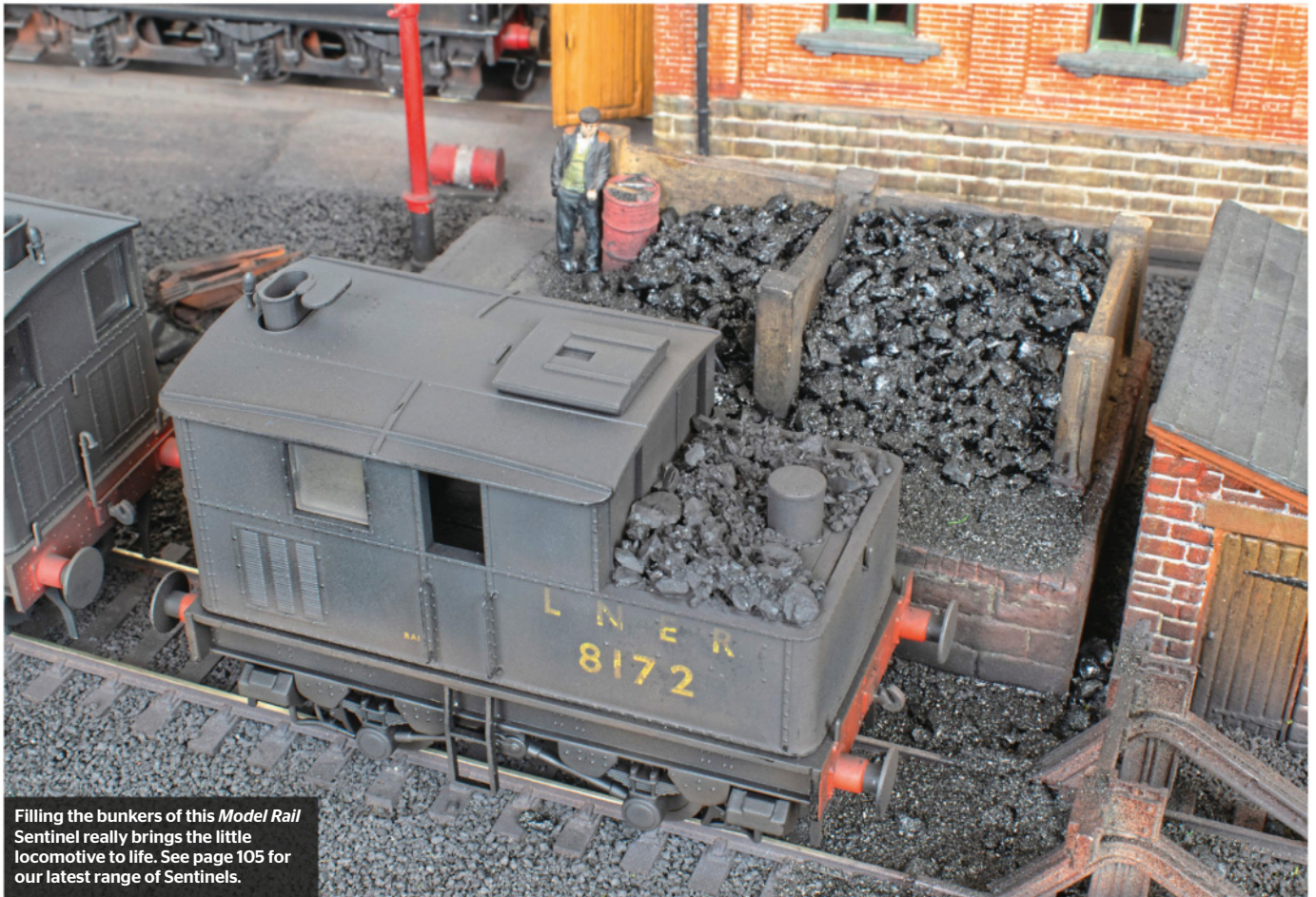
17

A similar approach can be followed, adding spilled coal onto the rear tender decking. If, when dry, any visible glue residue remains around the coal deposits, they can be tempered with a little dry weathering powder.



18

The final touch to a tender is a selection of fire irons, painted and weathered before fixing in place with a little of the neat Geoscenics glue. Springside whitmetal tools are being fitted here (www.springsidemodels.com).



Filling the bunkers of this *Model Rail* Sentinel really brings the little locomotive to life. See page 105 for our latest range of Sentinels.



Models featuring removable plastic loads allow us to tailor the amount of real coal in our tenders.



Exclusive reader offer

In partnership with Geoscenics, we have created a Coal Tender/Wagon Load bundle pack for 'OO' gauge, exclusively for *Model Rail* readers, available at a discount price for a limited time only.

It consists of two 150g bags of real coal chippings, plus four sheets of insert board, a 500ml bottle of Ballast and Scenery glue, and instructions. Two grades of coal are supplied: coarse, which is ideal for locomotive tenders and wagons, plus

mixed - perfect for wagon loads.

Each bundle costs just £27.48, including postage, when ordered direct from the Geoscenics website (under the Special Offer and Promotions section).

The offer is available until April 12 and open to web orders only - simply add the discount code **MRcoal24** at the checkout stage and start filling your wagons and tenders with the real thing!

Web: www.geoscenics.co.uk



3D-printing has revolutionised modelmaking in many ways, especially with the proliferation of ultra-realistic figures.



HOW TO

PAINT FIGURES AND LIVESTOCK

George Dent sets about painting a range of figures and animals for various upcoming projects, sharing hints and tips for gaining the best results.

Figure painting is a job I really enjoy, as it offers an absorbing process and allows one to be imaginative when deciding what colours and styles of clothing to portray. That said, I do have to be in the right frame of mind, so it's a job that's often undertaken in fits and starts.

In fact, it's been a while since I've had the need to paint more than a handful of figures at a time. But with several upcoming projects requiring footplate crews, a host of seated passengers and a couple of livestock herds, I had to get myself 'into the zone' and set aside some time to tackle the job.

For the most part, I use 3D-printed figures these days, due to the greater choice of individual characters and poses from the likes of Modelu and, until recently, Hardy's Hobbies which has now ceased trading. Like many readers, I suspect, my previous experience consisted of painting injection moulded plastic or cast whitmetal/pewter figures, which also remain freely available today. Dart Castings offer plenty of options in metal, while Dapol's (ex-Airfix) plastic railway workers and platform

ANY GAUGE | 30 mins per figure |

figures are easy to customise and feature plenty of detail, despite the age of the moulds.

Regardless of the materials involved, most figures require a degree of preparation before painting, with plastic and metal miniatures invariably in need of fettling to remove imperfections left by the moulding process. With 3D-printed figures, a support framework must be cut away and any remaining 'nibs' trimmed. For larger scale figures, it may be a case of simply snapping the framework away, but for smaller models and those with delicate appendages, such as shovels, tools and baggage, there's a risk of breaking the figurine.

With this in mind, the following demonstration offers some tips for avoiding damage, along with an overview of how I go about adding colours, shades and highlights with the aim of bringing these little people (and beasts) to life.

Useful sources for figures in multiple scales

- ♦ **3D-printed**
Modelu
Web: www.modelu3d.co.uk
Osborn's Models
Web: www.osbornsmodels.com
- ♦ **Cast metal**
Dart Castings
Web: www.dartcastings.co.uk
Scale Link
Web: www.scalelink.co.uk
- ♦ **Plastic**
Dapol **Web:** www.dapol.co.uk

TOOLS

- ♦ Knife and fresh blades
- ♦ Soft grip tweezers
- ♦ Paintbrushes

STEP BY STEP

WORKING WITH HUMAN FIGURES



1

As part of the 3D-printing process, a framework is required to support the figures, which needs to be carefully cut away with a sharp scalpel blade. In the most part, the material will break away easily enough.



2

Bending or crouching figures, especially those wielding tools, are the trickiest to prepare, as it's easy to snap away appendages, so work patiently and dismantle the framework one section at a time.



3

Having freed the figure from the supports, there's bound to be residual excess material, which can be tidied up with the edge of a blade. Plastic and metal figures can be treated in the same way to remove mould seams.



4

It's important to remove any loose debris before painting begins. An old toothbrush or a stiff-bristled paintbrush are perfect for dusting the figures clean. Take care around outstretched limbs and tools.



5

Depending on the figures and their poses, you may be able to retain part of the support below their feet, which will not interfere with painting. The temporary bases can be tacked to a scrap of wood with a drop of glue.



6

I prefer to tack figures to thin scraps of foamboard or wood, using a small amount of cyanoacrylate glue. This holds them securely enough for painting, but the bond can be broken later with the edge of a scalpel blade.



7

A light primer coat, using an aerosol, is recommended, to ensure good adhesion. This is especially important on metal and plastic figures. I've started using a black primer, as it helps create a greater depth of shading.



8

Light colours are added first, often using an undercoat of pale grey, to relevant elements of clothing, followed by skin tones to exposed areas of flesh. I like to use a range of skin tones across my figures for added variety.



9

Once the skin shades have dried, a much finer brush can be used to pick out the hair (and facial whiskers!). If you have a good eye and steady hand, eyebrows can also be added, along with off-white added to the eyes.



10

A sharpened wooden cocktail stick is a great device for adding small blobs of paint with greater precision than a brush, so it's possible to pick out the iris in each eye



11

The rest of the clothing is then treated. The primer creates shading within creases, which can be softened by adding extra layers of the topcoat colours. Even at this stage, the wealth of detail in the figure is apparent.



12

This is the bit I enjoy the most, bringing all the clothing to life, with different colours and shades, picking out details. I also find worker figures the easiest to paint, as their clothing need not be pristine.



13

Metal shovels and other tools can be enhanced by the use of metallic paint shades, which will need to be shaken and/or stirred more thoroughly than regular paints to ensure the pigment is dispersed correctly.



14

When happy with the clothing, allow the paints to dry fully. I prefer acrylics for painting figures, but even so, an overnight rest is recommended before applying a coat of grey-brown enamel weathering wash, wiping away the excess with cotton swabs.



15

The weathering wash will sit in the creases of the clothing, further exaggerating shadows. Multiple applications will build up more of the pigment, creating a much grubbier appearance, which is perfect for the overalls of this colliery worker.



16

Allow the wash coats to dry completely (preferably another overnight rest), which will give the figures a nice matt sheen. The finishing touch for these chaps was a subtle dry-brushing of a mid-grey shade of acrylic, highlighting the texture of the clothing.



TOP TIP

Wrap masking tape around the tips of your tweezers to stop them from scratching the figures during handling.

Above: Taking the time to paint figures as carefully as possible brings out the best in the detail.

Right: Applying highlights and shading ensure that all that lovely detail in the clothing doesn't go to waste!

Below: Painted footplate crew add the finishing touch to a locomotive, especially when they've been painted in muted tones, rather than bright blocks of colour.



STEP BY STEP

LIVESTOCK



1

These cows and bull from Modelu have also been treated to a black primer coat, before applying the base coat of a pale red/brown shade. Here, the udders are being detailed with a pink/cream shade.



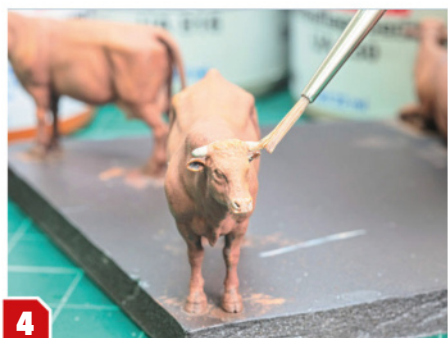
2

A number of slightly different shades of light brown were created and applied in layers, working darker shades around the underside and into the body folds, with lighter shades dry-brushed over the upper areas.



3

This layered approach brings light and shade to the animal's body, enhancing the texture in the original 3D-printed model. I was aiming to replicate a herd of limousin cattle, working from photographs of my neighbour's herd.



4

Once I was happy with the body tones, smaller details were picked out, such as the muzzles, inner ears, hooves, horns and the little tufts of hair atop their heads, which remind me of Frankie Howerd's toupee!



5

Another useful tip for painting cows is to add a drop of gloss paint or varnish to the nose, as this area tends to contrast with the rest of the cow's fur, especially on darker breeds (see below right).



6

Like human figures, a grey/brown overall wash helps to take away the pristine appearance of cattle, which adds realism for those grazing out in the fields. I use a blend of Neutral and Brown enamel washes.



7

These sheep have been treated in a similar way, building up multiple tones in the fleece, before adding an overall coat of the same enamel washes. The deposited pigment adds depth to the fleece's texture.



8

Identifying marks are a common feature of sheep herds, so I added random patches of diluted acrylic paint.



Cows come in all shapes, sizes and colours, with mixed herds a common sight around the UK, especially on smaller farms. Ear tags are an essential detail for modern scenes.



The Modelu cows can be painted in a variety of colours to suit a wide range of breeds. I opted for a limousin breed to replicate my neighbour's herd!



Lambs are often much brighter and cleaner than ewes, while patches of coloured dye provide identifying marks for the farmer.



HOW TO

CREATE A WOODLAND FOOTPATH



Top: Peter's slice of the West Highland line features a realistic woodland walking trail beside the track.

Above: Taking inspiration from real locations, Peter aimed to recreate the uneven terrain, exposed tree roots and layered vegetation.

Recently, **Peter Marriott**'s imagination has been captured by the West Highland line, with a new Scottish-themed layout under way. Here, he recreates a footpath scene, redolent of parts of the West Highland Way.

Out in the countryside, footpaths are a common feature of the landscape and, in areas of outstanding natural beauty, such as the Scottish Highlands, large numbers of visitors lead to paths being much more distinct than simply well-trodden ways through grass fields.

Heavy levels of human traffic results in ground erosion, leading landowners and national park authorities to lay stone trails, especially in areas likely to become boggy in wet weather, such as woodland or riverbanks.

00 GAUGE | 3 hrs |

In modelling terms, the easiest way to mimic a footpath is to lay a trail of brown scatter material through planted grass fibres and bushes. However, on this project, I am trying to elevate my modelling to create something much more authentic and visually interesting.

The foundation for my path was created from mounting card, supported with offcuts of foam to create rising and falling gradients,

with plaster bandage providing the contours on either side. Adding colour and texture with a variety of scenic fibres, stone, scatters and natural materials, helped to produce results that I'm very happy with.

Bracken, fallen branches, tree stumps and other vegetation added the final touches, while a few figures were modified to enhance the scene further. My scene depicts a stretch of the popular West Highland Way, but the techniques can be adapted to create a similar woodland walking route in other parts of the country.

STEP BY STEP



1

The winding path's foundation was cut from mounting card and mounted to the foam landscape contours with PVA glue, held with foam nails until dry. Small offcuts of foam were placed underneath to create rolling gradients.



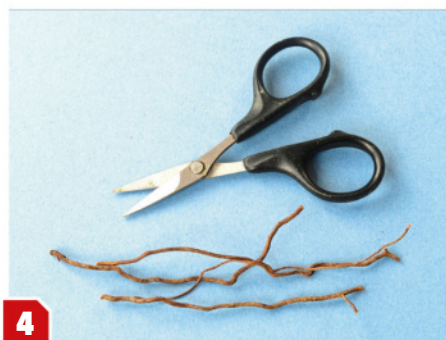
2

When the glue was dry, the nails were removed and the surrounding area covered with wet plaster cloth, creating undulations. Having smoothed out the joints of the plaster cloth with a wet fingertip, it was left overnight to dry.



3

After painting the area with acrylics, PVA glue was brushed liberally over the landscape and scatter was sprinkled on top. When dry, the route of the path was brushed with more glue and WW Scenics Desert Sand was applied.



4

While the glue and scatter material dried, I cut up some twigs from the garden to represent fallen branches. I also intended to use short pieces of the natural material to create the edges of steps on the steeper areas of the path.



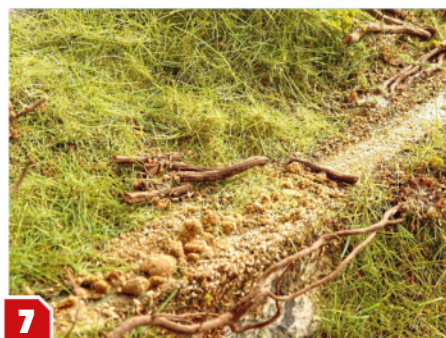
5

After a couple of layers of static grass fibres, pieces of green foam were added to represent plants, plus various laser-cut plants by Model Scene, Noch, Scale Model Scenery and Walthers. The twigs were fixed in place with PVA.



6

Fine sand and coarser stones were harvested to create greater variation in the path's texture, building up certain areas with rougher material.



7

Twigs were used to create rustic supports for the rougher areas of gravel and rocks, especially on gradients where rock would likely be dislodged by walkers or heavy rain. They can also be used to model exposed tree roots.



8

Thicker twigs from the garden were cut to form tree stumps in areas where vegetation has been cleared. Mounting holes were punched into the plaster base with an old screwdriver and the stumps secured with PVA glue.



9

Choosing twigs with a distinct texture adds to the realism of the tree stumps, drying them out for a few weeks beforehand. A mix of brown and green fine foam scatter was sprinkled on any excess glue around the stumps.



10

Walking/hiking figures are offered by many manufacturers, but the pre-painted figures in my collection appeared too brightly coloured, so I toned them down with a thin wash of medium brown acrylic paint.



Above: The trees within Peter's scene are from the Primo Models range (www.primomodels.co.uk).

Know your stuff

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



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



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



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



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



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

HOW TO

REPAIR A HORNBY 'WEST COUNTRY'



Having amassed a large collection of 'OO' gauge locomotives, most of them have remained in their boxes for years. Although I've been careful to avoid storing them in an attic or other locations prone to temperature and humidity fluctuations, a few models have suffered from parts coming loose, presumably from boxes being bumped or dropped. One such model is a Hornby un-rebuilt Bulleid 'Pacific'. Do you have any idea how to reattach the slidebars, which appear to lack any screw mounts?

Trevor Pearce



MODEL Hornby un-rebuilt Bulleid 'Pacific' (2001-era tooling)



1 hour



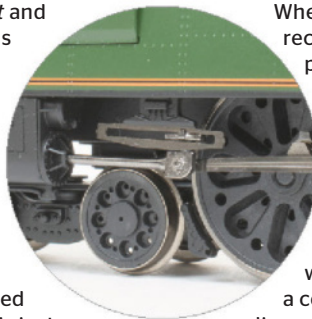
Chris Leigh says: Bulleid 'Pacifics' have always been top of my list of favourite locomotives. The first steam locomotive I remember seeing, when aged about four, was 'West Country' No. 34030 *Watersmeet* and from that moment I was hooked. I received the Hornby-Dublo rebuilt 'West Country' No. 34005 *Barnstaple* as a Christmas present some years later and I still have it, although somewhere along the line it has been repainted and renamed. Sadly, it is just an ornament as its Ringfield motor failed many years ago.

I have several more Hornby Bulleid 'Pacifics', based on Hornby's 2001 tooling, and I'm also guilty of keeping them in their boxes on a shelf for some years. Recently, I decided to extract one of the un-rebuilt 'West

Country' 4-6-2s (R2282 No. 34091 *Weymouth*) for a re-numbering and re-naming job but, upon opening the box, several parts fell out, including the slidebars from one side.

Whether the box had received a knock at some point over the years, or the parts had worked loose during a previous running session, I can't be sure. However, a quick inspection showed that any repair was going to require a certain amount of dismantling and that this crucial working part is held on with a spot of cyanoacrylate adhesive – better known as Superglue.

When the model is running, the metal slidebars are 'worked' back and forth by the movement of the connecting rod, putting pressure on this glue joint. A locating pin forms



part of the plastic mounting bracket, which ought to absorb these fore and aft loads from the rod motion, with the glue joint ensuring that the parts stay tightly together.

There's nothing wrong with this idea if the parts are assembled currently. However, if they're poorly fitted or the glue has been weakened by an unfortunate impact, then the strength of the bond will be significantly reduced. The location of the brackets may also play a role, as an errant finger or thumb may be responsible for exerting pressure on the parts while handling the locomotive. I'm assuming one or all factors are to blame on my model, which may well apply to Trevor's too.

As this issue was being prepared, we received a sample of Hornby's latest 'West Country', No. 34046 *Braunton*, which features the same slidebar bracket arrangement. Close inspection revealed that the parts were installed neatly and securely, with the locomotive running extremely well under test. Unless other readers have experienced issues with previous batches, our problems may well be isolated cases.

Anyhow, here's how I fixed my Hornby 'West Country' – at the second attempt – which may offer useful advice when repairing models with similar arrangements.



Hornby's 'West Country' and 'Battle of Britain' tooling dates back to 2001, retaining the same method of mounting the metal slidebars onto the plastic bracket.



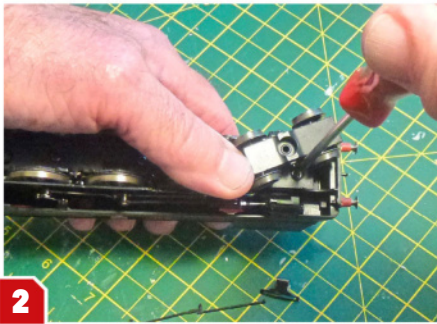
**STEP
BY
STEP**

1



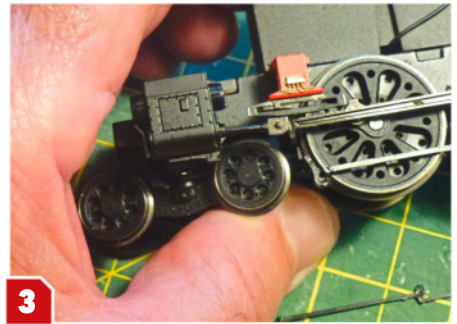
The brake rods are made of a tough plastic that is difficult to glue, so it's perhaps no surprise that one has fallen off. However, the metal slidebar is a crucial component and will have to be refitted before the model can run.

2



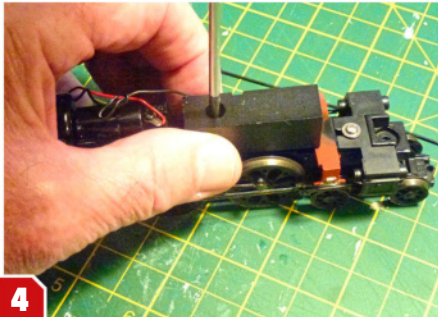
One good thing about the model is that it is a 'traditional' dismantling job with just one screw above the front bogie. Remove the screw and the body lifts off, with two locating pegs at the rear.

3



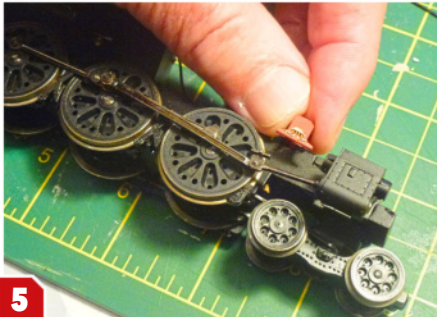
A check of the 'good' side shows how the blackened metal slidebar fits behind the red moulded plastic bracket detail. The metal part locates onto a pin on the plastic moulding and is held in place by glue.

4



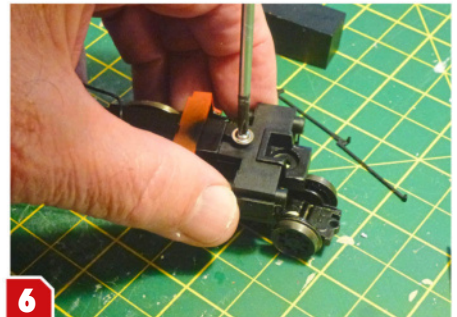
In order to refit the slidebar and crosshead it is necessary to release the red plastic moulding. This is held in place by a metal weight which is released by undoing one screw in the top. A magnetised crosshead screwdriver is handy.

5



There's a reassembly sequence which is a tad fiddly. The piston rod needs to be inserted in the cylinder, and the crosshead relocated between the slidebars. It will immediately be found that more dismantling is needed.

6



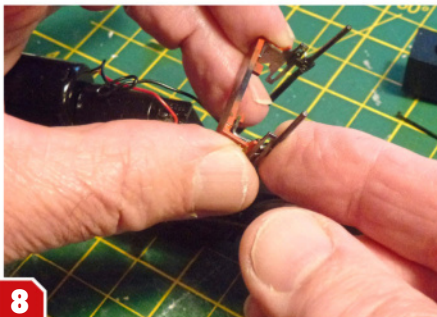
It is important to avoid forcing or bending any of the metal parts, so the best approach is to keep loosening chassis components until the smaller parts can be manoeuvred into place. A single screw holds the cylinder block in place.

7



Start by gently manipulating the crosshead into place between the slidebars. There's no obvious way to do this but just 'fiddle it' carefully back into place without bending either component.

8



The nearer right-angled bracket was not a good fit in the red moulding, compared to the other one, which may account for the poor glue bond. I refitted it with cyanoacrylate, but the joint failed almost immediately.

9

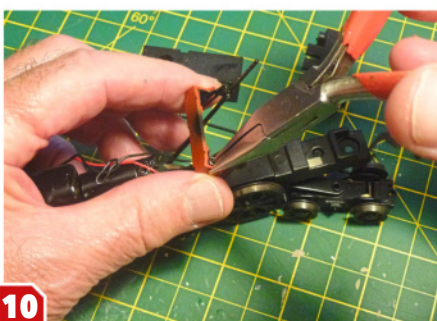


Time for a rethink and ask an expert. George recommended two-part epoxy for a more durable joint, so (after I had dismantled and reassembled the whole job a second time) I mixed some Araldite and that did the trick.



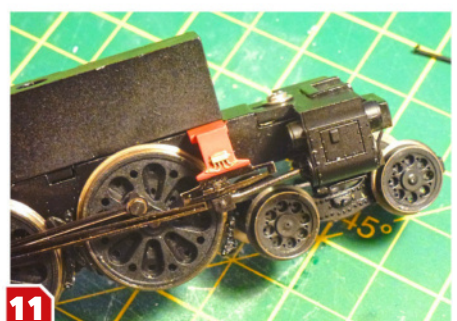
A sample of No. 34046 Braunton was kindly supplied by Hornby, illustrating one of its latest Bulleid 'Pacific' releases.

10



Using a pair of pointed-nose pliers, I squeezed the metal and plastic parts together and held them while the Araldite cured. It is important to ensure that the moving parts remain in their right places and don't get adhesive on them.

11



Once the Araldite has cured, the chassis can be reassembled, starting with the cylinder block and checking that the crosshead and slidebars are located correctly. In view of the amount of handling, check that there is clearance between the connecting rod and the leading crankpin.



Above: All of the ex-LNER 'Pacific' tender classes were recipients of the new BR emblems. Wearing a set of smoke deflectors, Gresley 'A3' No. 60037 *Hyperion* displays Standard Locomotive green, lined out in orange and black. This view dates from May 30 1962. D. WILSON/COLOUR RAIL

Below: A small number of Eastern Region 'Pacifics' carried the yellow diagonal stripes on the cab sides, denoting that they could not work south of Crewe on the newly electrified West Coast route - a somewhat unlikely occurrence by 1964, when the stripe was introduced. At least one Polmadie-allocated 'A2', No. 60535 plus 'A3' No. 60052 and 'A4' No. 60031, were so adorned. D.R. KING/COLOUR RAIL

KNOW YOUR... LIVERIES

PART 27: Ex-LNER steam traction

Paul Chancellor looks at former LNER locomotives during the later days of steam, taking note of how the second style of BR emblem was applied.

The later style of British Railways emblem, nicknamed the 'ferret and dartboard', emerged initially at a launch event in 1956. Application began in earnest the following year, with the new logos appearing on locomotives as they emerged from works visits.

Former LNER locomotives were generally overhauled at three main BR works: Doncaster, Darlington and Glasgow. Application of BR's various liveries appears to have been relatively consistent with the British Railways Board instructions, in contrast to some of the deviations witnessed elsewhere.

Not all locomotives received the new BR emblems, however - even those that survived long after its introduction. Unless scheduled for repairs and a repaint, many steam locomotives soldiered on until withdrawal carrying the early 'cycling lion' logos.

That's quite a contrast from the modern railway, where new corporate identities are often zealously applied soon after being launched.

Right: Away from the 'Pacifics', only two other classes appear to have gained the later emblem while wearing lined green livery: the 'B17/B2' 4-6-0s and the 'V2s'. The latter had, until 1957, worn BR mixed traffic lined black, but they suited lined green much better. I've yet to see any evidence of a lined black 'V2' with the later BR emblem. No. 60818 is seen at Carlisle Canal shed in 1963, complete with overhead line warning panels on the tender and boiler. COLOUR RAIL

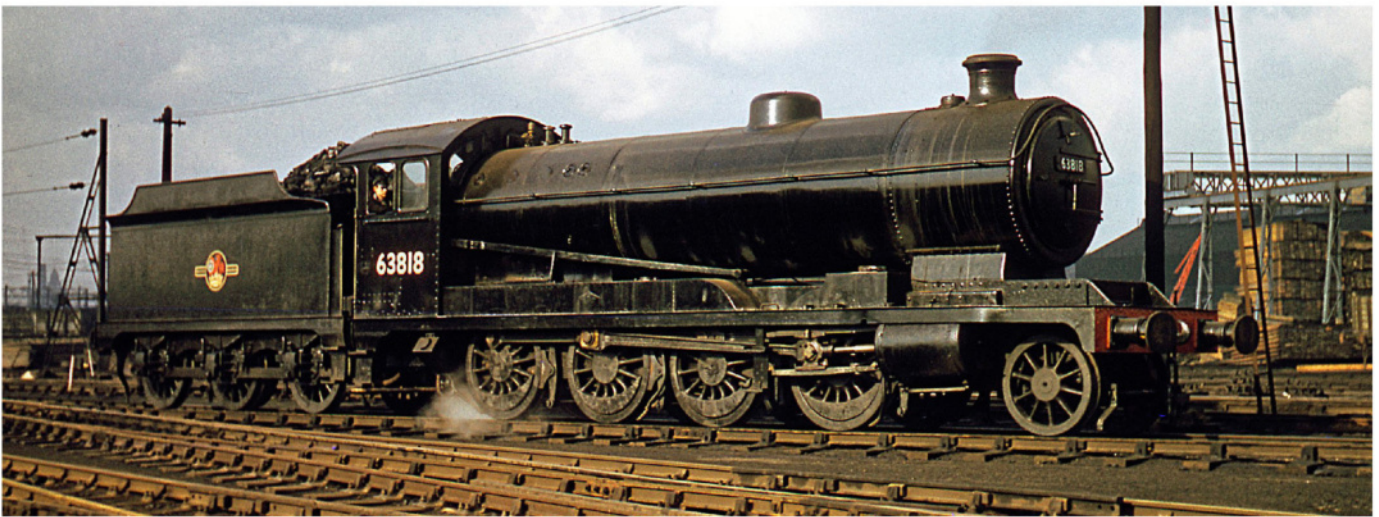




Above: Thompson 'B1' 4-6-0 No. 61013 *Topi* is seen at Darlington shed in May 1962, resplendent in BR mixed traffic lined black, with the later BR emblem prominent on the tender side. Classmates could still be seen carrying the early BR crests well into the 1960s. Other 'large' ex-LNER tender locomotives to carry the same livery included 'B16s', 'K1s' and 'K3s'.
TREVOR OWEN/COLOUR RAIL



Passenger tank locomotives also gained the later BR emblems, including Great Central 'A5/1' 4-6-2T No. 69820, which sports a fresh coat of lined black, in May 1958. COLOUR RAIL



Above: Another locomotive with Great Central heritage is 'O4/8' No. 63818, wearing the plain black livery applied to freight locomotives. Even with such a simple scheme, minor variations abounded, concerning the application of the route availability (RA) classification, overhead electric wires flashes, and the painting of the shed allocations and class designation on the bufferbeam. P. HUGHES/COLOUR RAIL

Right: Even some of the more geriatric locomotive classes gained the later BR emblems, including former North British Railway Class D34 No. 62467 *Glenfinnan*, seen at Thornton Junction, Fife. Ex-Great Eastern 'B12' 4-6-0 No. 61572 was another example. COLOUR RAIL



Above: Although the number of ex-LNER 0-6-0 tank locomotives dwindled rapidly from the late 1950s, the later BR emblem did find its way onto numerous examples, including 'J50/3' No. 68943. COLOUR RAIL



Left: Heritage has been an important element of the railway for generations and staff have often taken the opportunity to produce commemorative liveries that have departed from more 'corporate' schemes. On the Eastern Region, several station pilot locomotives gained special liveries in BR days, including 'J72' No. 68736, which gained North Eastern Railway lined green, with NER and BR crests either side of the number. The 'J72' worked pilot duties at York and Newcastle in this condition. P. HUGHES/COLOUR RAIL

HOW TO

DECLUMP STATIC FIBRES



I've followed the various demonstrations in *Model Rail* regarding static grass, with some great results. But one of the most

frustrating things about the process is the tendency for the fibres to clump together in tight balls, clogging up my applicator. Is there an easy way to separate the fibres?

Christopher Dawson

Peter says: I sympathise, as I also find this incredibly frustrating, especially when working with longer static grass fibres. Unless they're separated, they won't fall through the apertures in the applicator tool. Over the years, I've found that some brands of grass fibre seem to be more prone to clumping than others, but there are a few easy ways to ensure that fibres are free to flow through the applicator, including a special 'D-Baller' tool from WW Scenics, which acts like a filter. Supplied in kit form, the laser-cut wood parts simply required glueing together before use.

Product: WW Scenics D-Baller

Price: £8.99

Availability: WW Scenics

Tel: 01792 815841

Web: www.wwscenics.co.uk



STEP BY STEP



1 Taken directly from their packaging, these clumps of grass fibres will be ineffective if placed into an electrostatic applicator in this form.



2 It's often possible to separate the fibres by placing them in the palm of one hand and gently rubbing them with the fingers of your other hand.



3 For more stubborn clumps, they may need to be teased apart more vigorously with your fingers. It's an onerous task, but essential for successful results.

4 The D-Baller tool from WW Scenics offers an alternative method of de-clumping fibres. Supplied in laser-cut kit form, the parts simply slot together and can be fixed with PVA glue.



5 Once assembled (allow the glue to set overnight), the D-Baller can be filled with clumped fibres and shaken until the fibres drop through the holes. I applied masking tapes to the larger holes to ensure the fibres were fully separated.



6 The loose fibres are then ready to be loaded into the electrostatic applicator tool. It's best to use the fibres straight away, before they clump back together again in storage!

HOW TO

CAN I USE TRAIN SET TRACK ON A 'PROPER' LAYOUT?



Peter says: The simple answer is yes! All 'OO' gauge track employed in train sets from Hornby and Bachmann is compatible with Peco Set Track, as it all features Code 100 rail. This is a little over-scale, especially for steam-era modelling, but the taller rails reduce the risk of derailments, especially on curves and points. Code 75 rail is also available for 'OO' gauge, which looks more authentic, but you'll need special joiners to allow it to mate with Code 100 rail.

I've achieved good results with train set track on numerous layout projects (see left). Once the track is ballasted, it blends into the scenic landscape, so its origins are not important. Just as long as the track is in good condition (not bent or twisted) and the metal rail joiners are tight to ensure electrical continuity.

Painting the sides of the rails also helps with the appearance. An earthy or reddish brown shade of paint can be brushed along the rails, built up over a couple of coats if necessary. Take care to clean the top of the rails thoroughly and keep paint away from the inside faces of point blades (which need to conduct electricity).

I recommend painting and ballasting the track before any surrounding scenery is added, making it easier to access the track and allowing for thorough cleaning and testing afterwards.

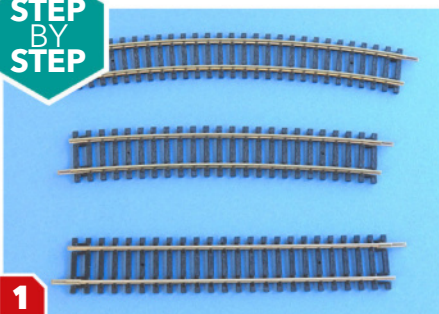


Having returned to the hobby after several decades, my grandchildren and I have enjoyed building a few train sets. But I want to take the leap and build a more permanent layout. As the kids are getting older, they've expressed an interest in making things look more realistic. Is it possible to achieve good results using the track we've amassed from our Hornby and Bachmann train sets?

Marge Whittaker

**STEP
BY
STEP**

1



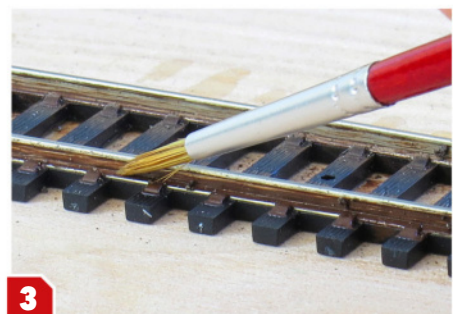
There's no reason why track salvaged from train sets cannot be used on more permanent layouts, provided that the rails and sleepers are in good condition and the track panels lay flat on the baseboard. Rail joiners will also need to be in good order, although replacements are readily available.

2



These straight and curved track sections are from an old Bachmann Branchline train set. Once fixed to the baseboard and tested, the track can be enhanced by painting the rails in a brown shade. Craft acrylic paint is suitable, especially when building a layout with the help of younger modellers, as it has little odour.

3



Brush the paint carefully along the sides of the rails. It may take two or more coats to build up the desired shade. Keep paint away from the inside of point blades, where they contact the 'stock' rails, to maintain electrical continuity. When dry, use a track cleaning block to clear paint from the tops of the rails.

4



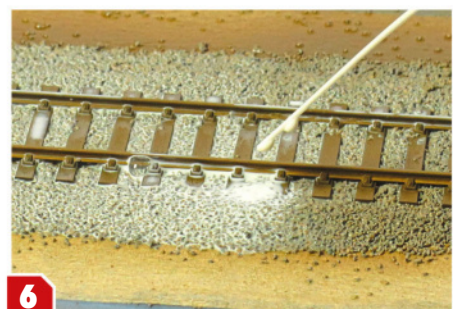
After painting, the track is ready for ballasting. Using a wide, soft, flat brush to spread the loose stone chippings between the sleepers. Ideally, the stone should sit just below the tops of the sleepers. Taking the time to get the ballast neatly arranged now will create far superior results.

5



Sweep ballast clear of moving points blades and tie-bars, to make sure everything moves freely. Check that any metal contacts below the point blades are free to move and contact the adjacent rails too.

6



When you're happy with the ballast, mist the track with water and apply a suitable glue. Special penetrating ballast glues are available from Geoscenics, Deluxe Materials and other brands, while regular PVA glue can be thinned with water, and a drop of washing-up liquid to help it flow. Allow the glue to dry for a few days.

Branching out

After helping a friend to operate his layout, **Chris Morris** caught the railway modelling bug and decided it was time to build his own.

Words: **Chris Gadsby** Photography: **Chris Nevard** Artwork: **Andrew Macintosh**





“ What makes this layout great? ”

You wouldn't be able to tell from looking at Mark's creation that this is the first layout he's built. The scenery blends nicely with the backscene, he hasn't overcrowded the layout and the overall view is very believable.

Building a model railway is arguably one of the widest ranging hobbies, with so many different scales and eras from which to choose. It also demands a wide range of skills, from woodworking and electronics to using delicate building materials. For somebody new to the hobby all of this can seem daunting and, as a result, a layout may never really get off the ground. Diving right in with something small can be a great way to start, and if you have friends in the hobby, helping them can give you some idea of how things work before trying them for yourself.

Mark Greenland decided that both of these options were for him. After helping Chris Morris operate his layout 'Dawlish Warren' (MR314) for several years, including at last year's Warley exhibition, he decided that the time was right for him to build his own layout.

"After a few years of assisting Chris on the

exhibition circuit, I decided that the time had come to build a layout of my own in my garage. Concerned that something too complicated would make me lose interest before it was finished, I went with a simple end-to-end layout based around Eardington station on the Severn Valley Railway. I wanted to get trains running as quickly as possible but I needed to learn all aspects of laying track, wiring and doing the scenery, so I thought that an end-to-end would give me the best chance of having a go at doing all of it in a short space of time, rather than spending five years doing the track."

Mark has tried to keep 'Eardley Mor Halt' as faithful to Eardington as possible, including modelling his favourite place to sit and watch the trains go by.

"The small station building is very similar to the one at Eardington, and this is just a resin, ready-to-plant building that I painted and ➤

2 Mark has used LED lighting on the lamps, but on the prototype there is no electricity at the station, so all the light comes from oil lamps lit by volunteers.

"I needed to learn all aspects of laying track, wiring and doing the scenery, so I thought that an end-to-end would give me the best chance of having a go at doing all of it in a short space of time"





3 things we like



The classic car meet at the station features replicas of real cars Mark has owned over the years.



The ducks and swans are really enjoying the station garden pond.



People watching the trains from the top of the bank.



The Midlands Electricity Board van is a nod to Mark's father, who used to work for the company.

embellished with signs to make it a bit more interesting. Setting the building back into the hillside was straightforward as the hillside has a polystyrene base and was easy to carve away. The bridge is from Metcalfe and is similar to the bridge at the prototype location. The one at the other end is also from Metcalfe, but I have added some Peco girders to make it look as close as possible to the real thing. There are also two small huts, made out of resin, and a card kit goods office.

"I found that card was by far the easiest material to work with. The signal box, which is a Ratio plastic kit, was a little fiddly, but I'm glad I persevered. My feeling of accomplishment improved when Chris Nevard came to take the photographs and told me that he also found the kit hard to build. Not bad for a first-timer then!

"The steps up the bank from the platform are from Scale Model Scenery. These are quayside steps that I adapted. In real life I like to climb up those stairs and watch the trains go by. The figure I placed there is not me though!"

TURNING THINGS AROUND

Eschewing the 'easy option', Mark decided to change his design part of the way through and embark on what he describes as the most challenging part of the entire build.

"Originally, I built the scenic section and the standard fiddleyard on the left-hand side, with the plan being that I could bring a train out of the fiddleyard, go down the other end, uncouple, run around and couple up again at the rear before leaving. It became apparent that while that would work, it would make the layout like a terminus station and severely limit what I would be able to do, ➤



While Eardley Mor station building is a ready-made, pre-painted structure, Mark assembled the signal box from a Ratio plastic kit. The sandstone embankment was carved from waste polystyrene foam, coated in plaster and painted with suitable colours.

7 The station garden is filled with ready-to-plant vegetables, flowers and bushes from various sources.



'OO' GAUGE LAYOUT **EARDLEY MOR HALT**



so I decided to build a sector plate at the other end to allow models to turn through 180° and come back again. The turntable was my own design and there is a little plug to connect the power. When the train has travelled onto the sector plate, you unplug it, spin the plate, and plug it in again with the train facing in the other direction. As the plate has no power when it is being turned and the train is stationary, there is no risk of a short circuit or damage to the model. There is also a rotary switch that diverts the power only to the line that needs it at that time."

Mark uses analogue control for 'Eardley Mor Halt', which is why his rotary switch – and diverting the power only to the line that needs it – works so well. Since some of his models are older and would not suit a digital decoder without some rewiring, Mark decided to go down the analogue route not just for ease of use but also for the sake of cost.

"Quite a number of my locomotives and wagons were bought second-hand to keep the cost down, so not having to then spend £40 per model putting a DCC chip in it or £100 for DCC sound was a real ➤

MODELLER CV: CHRIS MORRIS



I do a lot of walking, visiting National Trust sites around the country. In the summer I go for drives in my little Mercedes sports car that takes up the rest of the garage. I also sing in a male voice choir.

FACTFILE: 'EARDLEY MOR HALT'

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

Size: 14ft by 1ft 9in

Track: Peco Code 100

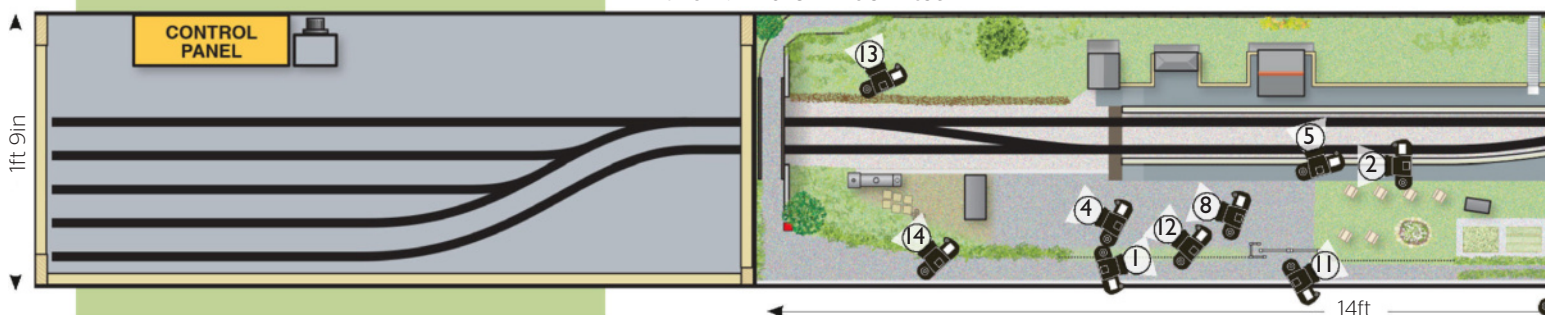
Power and control: Analogue

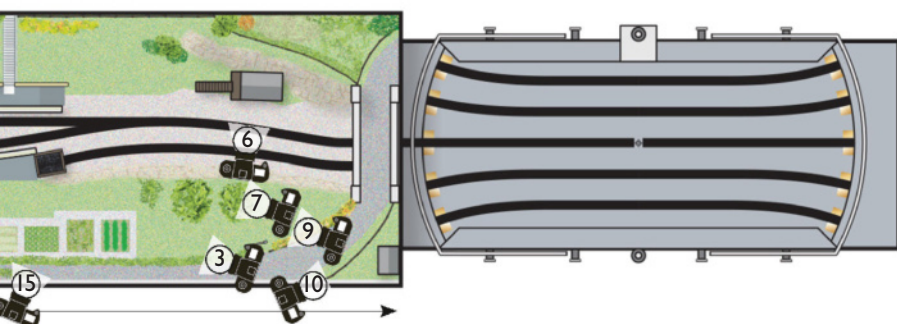
Time to build: 18 months



8 The scenic element was Mark's favourite part of the build, along with adding the fine details. He has also enjoyed collecting rolling stock and locomotives, and is now moving into weathering and adding more detail to the stock.

Artwork: Andrew Mackintosh





'OO' GAUGE LAYOUT **EARDLEY MOR HALT**

bonus for me. I run anything in steam and diesel up to the 1970s since the line is a heritage line, so a wide variety of locomotives find their way to 'Eardley Mor Halt'. I'm regularly adding more stock and details to the layout, so it looks a bit different from how it did when the photographs were taken.

"Although the layout wasn't built with exhibitions in mind, I have been invited to take it along to the 'Spring Model Railway Weekend', which is being held in the Engine House on the Severn Valley Railway on Saturday May 4 and Sunday May 5 2024."

Most of us dream of elaborate track plans and massive stations on a wonderful model railway, but trying to run before you can walk can quickly end up in frustration, resulting in a layout that never really gets off the ground.

Mark has done things the right way, starting small and with a layout that he has been able to complete. With 'Eardley Mor Halt' now done, we shall end with his piece of advice for any aspiring new modellers who are reading this and contemplating building their own layout: "Don't be afraid to have a go." **MR**





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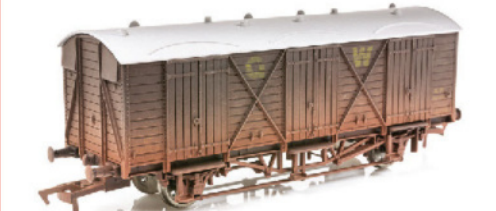
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Reviews

In-depth and unbiased reviews of the latest products

- 84** **KMRC GWR
Steam Railmotor**
- 88** **Hornby LNER Class
W1 'Hush-Hush' 4-6-4**
- 92** **Hornby Class 43
HST Power Cars**
- 96** **Dapol Freightliner
HIA hopper**
- 98** **Hornby Class 110
three-car DMU**



- 99** **Hornby Class 31 and
Class 50 (upgraded chassis)**
- 100** **Hornby BR Mk 1
BSK staff coach**
- 101** **Bachmann Gloucester
Bogie Coach**
- 102** **Dapol TTA
tank wagon**
- 102** **Peco 'O' gauge
concrete sleeper track**
- 103** **Peco BR 16t & RCH
7-plank mineral wagons**



Our reviewers

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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!

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KMRC GWR Steam Railmotor

◆ **GAUGE** 'OO' ◆ **MODEL** Kernow MRC K2305 GWR Steam Railmotor Diagram 'O', No. 61, GWR Chocolate/Cream ◆ **PRICE** £189.99

◆ **AVAILABILITY** Kernow Model Rail Centre **Web** www.kernowmodelrailcentre.com

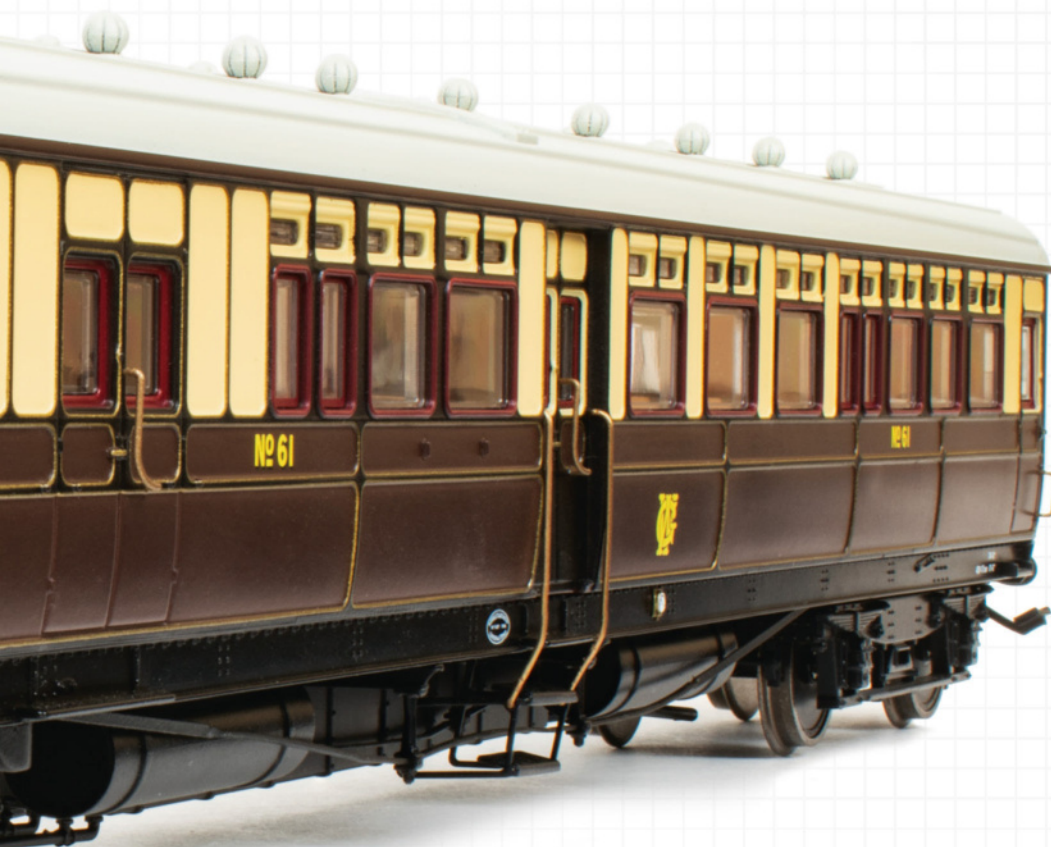
The 70ft steam railmotor from Kernow Model Rail Centre has probably been longer in development than almost any other 'OO' gauge model, having first been mooted nearly ten years ago, in autumn 2014. Kernow rescued it from the hiatus surrounding DJ Models and took the development under

the control of the Camborne organisation. The project was, it seems, never a high priority, which is hardly surprising, there being a limited market for a vehicle that enjoyed its heyday before the First World War.

I had been fascinated by the GWR steam railmotors ever since I first encountered them through

their role on the Much Wenlock branch, where the engine shed was especially long in order to house one. In my youth I built one out of Plastikard with a Tri-ang 'Nellie' mechanism as a power bogie. Later, when it looked like the Kernow model might not happen, I got Dave Lowery to build me the Blacksmith Models etched brass kit and Dave finished





“The underframe detailing is among the most comprehensive I’ve seen in a long time”

it in the GWR maroon livery in which Kernow’s model is also offered. However, received for review is the GWR chocolate and cream version of Diagram ‘O’ car No. 61, and what a stunner it is!

FIRST IMPRESSION

On first sight of the unusually long black and white box it is clear that this is going to be something a bit special. Packaging is the usual foam lining and a clear clamshell from which the model needs to be lifted with care. Detail fittings, particularly on the roof and ends of this very long vehicle, will be vulnerable to careless handling.

It is, however, the livery and finish that immediately impresses. Decked out in the full early GWR chocolate and cream with the bolections and raised panelling picked out in black and the predominantly brown ends relieved by the large red lamps, it is immediately impressive. The

overall length at just a shade under 1ft over the buffers certainly contributes to that first impression.

Kernow’s tooling allows for both the Diagram ‘O’ and ‘R’ versions and the model received for review represents Diagram ‘O’ car No. 61.

Immediately apparent is the attention to the very prominent roof detail, there being pipe runs to the nine gas lamp tops, and no fewer than 20 separately fitted shell ventilators. Above the power bogie are a separate copper-capped chimney and whistle, the recess which (I assume) was an access for coaling, and a sliding cab shutter. The chimney on our sample was loose, and fell out. Unfortunately it cannot be glued in place as it is necessary to take

the chimney out in order to remove the body.

The character of this early Edwardian carriage body has been well captured, with some 20 toplights above the assortment of varied windows and droplights that were characteristic of these vehicles. The clear glazing – which suffers from a prismatic effect around the edges – reveals tantalising glimpses of the separately fitted seats, crying out for a suitable

3 things we like



1

Working, directional head and tail lamps.



2

Interior detail, including vertical boiler.



3

Superb livery application.

complement of passengers in Edwardian dress.

The underframe detailing is among the most comprehensive I’ve seen in a long time, with gas and water tanks, pipe runs and brake rigging. The power bogie, with its chemically blackened





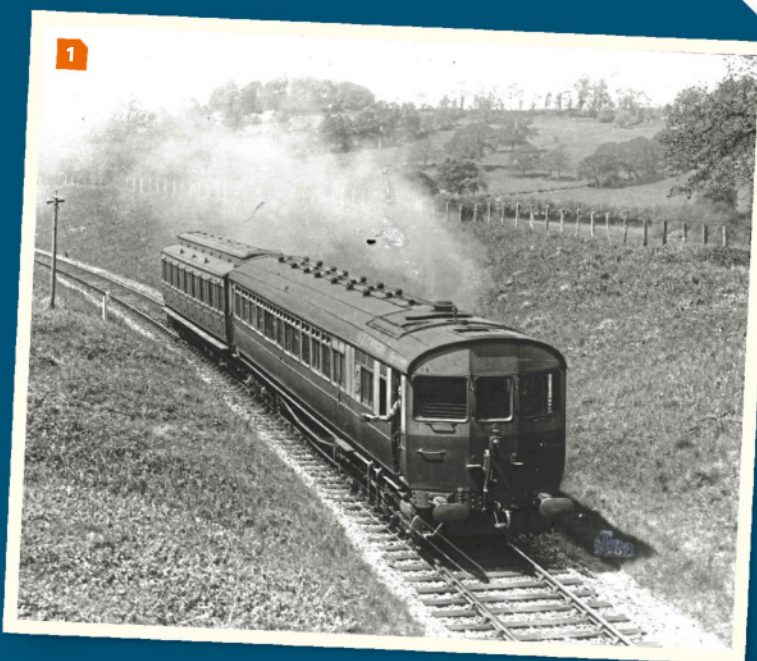
KMRC GWR Steam Railmotor - in detail

Factfile: GWR Diagram 'O' and 'R' steam railmotor

Towards the end of the Victorian era main line railway companies had been seeking cheaper methods of operating lightly used branch lines and local passenger services. In particular, it was felt that a frequent service provided by a more economical vehicle might be more beneficial than an infrequent service offered by a normal locomotive and coaches. By the turn of the 19th Century various methods of providing such a vehicle had been tried, including internal combustion-engined rail cars such as the North Eastern Railway's diesel-electric Autocar (as modelled by Heljan for Rails of Sheffield) and even a battery vehicle.

The Great Western had limited experience of a steam railmotor owned by the Port Talbot Railway, which the GWR operated. The GWR sought a suitable site for trials and it was not difficult to find. In the 'Golden Valley' between Stonehouse and Chalford in Gloucestershire with a population of 40,000, GWR local services carried some 68,000 passengers per year. Local omnibus services were chalking up 540,000 passenger journeys per annum and the GWR was keen to cut itself a slice of that action, especially as local interests were calling for the construction of an electric tramway to parallel the GWR line. Two steam railmotors, to a G.J. Churchward design, were built at Swindon and the service commenced on October 12 1903 with four new ground level halts to allow a bus-stop service to the succession of mills and villages down the valley. To serve the ground level stops, the flat-sided, matchboard railmotors were provided with folding steps to a vestibule positioned at the mid-point.

The railmotors had a vertical boiler 0-4-0T at one end of the coach and a conventional bogie at the other end. Both ends had a driving cab to simplify reversal. Following their successful introduction, more cars were built to Diagrams up to 'G' and car No. 28. The design then changed to the more familiar panelled cars, at first to 59ft 6in length, diagrams up to 'J' and car No. 36. The first 70ft cars appeared to Diagrams 'K' and 'K1' in April 1905 and were intended for branch line use. Despite the troublesome nature of the power bogies and the difficulty of maintaining clean carriage interiors while the power bogie was serviced on



locomotive depots, construction of railmotors continued, with Gloucester RC&W building them alongside Swindon.

Diagrams 'O' and 'R' covered 35 cars of the standard 'branch line' type, Nos. 53-8, 61-72, and 84-99 with power units built by Kerr, Stuart. Diagram 'O' covers the Kerr, Stuart-built cars and Diagram 'R', those built at Swindon. The main external difference was that Kerr, Stuart's cars had a pair of double doors to the passenger accommodation while Swindon employed a wide single door. The Swindon-built cars also had a larger coal bunker. Both diagrams were delivered between 1905-8 and when withdrawn and rebuilt as auto-trailers they resulted in an almost standard 'class' of trailer. It was one of these auto-trailers which found its way into departmental service and from there to the Great Western Society at Didcot. It has since been restored to its original state as a steam railmotor and it was this vehicle which served as the subject from which the Kernow 'OO' gauge model has been derived.

rods and outside Walschaerts valve gear is very fine and really looks the part.

GWR vehicles of this period were fitted with very long buffers. Those on the model have sprung blackened metal heads in plastic stocks. The springing is very light and on our sample two of the four did not function correctly, one being completely jammed.

CHASSIS AND OPERATION

On test, the steam railmotor proved smooth and quiet throughout the speed range. The lamps fitted at both ends illuminate, warm white at the front, red at the rear, in the direction of travel and together with the saloon interior lights, are

permanently illuminated when under power on analogue control. DCC users can operate them independently.

I tend not to associate the railmotors with hauling any sort of tail-load, but evidently they were able to do so and the model has a tension-lock coupler fitted at the trailing end to facilitate this. This is in a pivoted NEM pocket and can be removed if desired. Some additional end details can be fitted if the coupler is removed.

I had decided not to bother with a haulage test but the railmotor had other ideas and picked up two stray Bachmann Mk 1s on its first circuit of the test track. It handled them with ease and would therefore have no

problem with the odd extra single coach that it might be called upon to haul.

It was smooth and almost silent throughout the speed range, while the movement of the outside motion was quite captivating.

Access to fit a PluX22 decoder requires removal of the body (a clip fit, with instructions provided) and a socket allows the decoder to be fitted within the saloon roof. A speaker is mounted discreetly in the guard's compartment.

A small detail bag provides cosmetic screw couplers, optional solebar pipes and a range of destination boards, including Plymouth, Saltash, Cambourne and Redruth, among others.

A set of spare valve gear scrolls is also supplied, of more prototypical dimensions, which offer reduced clearance for the powered bogie, so they're only suitable for use on layouts with gentle curves.

Has the wait been worthwhile? Yes! This is a lovely model, in terms of looks and performance. Available also in GWR crimson lake and brown liveries, it's bound to be popular with modellers of pre-Grouping GWR branch lines. (CJL)

KMRC GWR STEAM RAILMOTOR

OVERVIEW

Manufacturer:

Kernow MRC Exclusive

Ref. No:

K2305

Unit No:

61

Scale/gauge:

4mm:1ft 'OO'

Body:

Plastic with metal parts

Chassis:

Plastic with metal parts

Weight:

279g (9.81oz)

Min. curve radius:

432mm

Wheel back-to-backs:

14.5mm

DIMENSIONS

Length over headstocks

PROTOTYPE

70ft

1:76 SCALE

280mm

MODEL

278mm

Height (to roof)

12ft 6in

50mm

50mm

Width

9ft 0in

36mm

36mm

Wheel diameter (driving)

4ft 0in

16mm

16mm

Wheel diameter (trailing)

3ft 7½in

14mm

14mm

SERVICING

How to dismantle? Body unclips from chassis - see instructions

Where to oil: See instructions

ELECTRICS

Electrical system: 12V DC two-rail

Motor type: Coreless

Lights? Directional front and rear lamps, interior

DCC-ready? PluX22 socket

MECHANISM

Drive system: Vertical motor with worm and gears to one coupled axle

Flywheel(s): Yes

Traction tyres: No

SUMMARY

PROS

- Fine plastic details.
- Near-silent mechanism.
- High-quality finish.

CONS

- Nothing of note.

FINAL VERDICT

Magnificent!





Hornby LNER Class W1 'Hush-Hush' 4-6-4

◆ GAUGE 'OO' ◆ MODEL Hornby R30126 LNER Class W1 'Hush-Hush' 4-6-4 (with smoke lifting cowl), LNER grey/silver ◆ PRICE £254.49

◆ AVAILABILITY Hornby stockists **Web** www.hornby.com

Nigel Gresley's 'Hush-Hush' Class W1 was added to Hornby's range in 2022, with several renditions of the unique 4-6-4 appearing in original and rebuilt guise. Built as an experimental locomotive, originally with a marine-style water tube boiler and compound cylinders, the prototype received various alterations during its short operating life, prior to being rebuilt as a

conventional steam locomotive.

To gain maximum potential from its tooling suite, the Hornby design team has done a great job of facilitating these modifications and this latest release depicts No. 10000 after the fitting of a smoke lifting cowl. Installed during 1935, the cowl was needed to remedy drifting smoke from the recently fitted Kylchap double blastpipe and chimney

which, it had been hoped, would improve performance.

However, the LNER decided to withdraw No. 10000 the following year for a full rebuild with a conventional boiler and cylinder arrangement, emerging with an 'A4'-style streamlined casing.

STRANGE BREW

Looking unlike any other steam locomotive from the period, the 'W1' makes for an eye-catching

presence, with the all-over grey livery adding to the strangeness, compared to the LNER's contemporary Apple green and Garter Blue 'Pacifics'.

Hornby's model certainly captures the bulbous yet elegant appearance of the boiler casing, with its aerodynamic lines and curved lower edges. The split forward cowl of the original design has effectively been filled in on this version, thanks to the smoke lifting panels and double chimney. The new parts, like the rest of the body, fit together



“An upgrade from earlier ‘W1’ releases is the use of a push-fit, conductive coupler between locomotive and tender”



neatly, with no unsightly gaps or moulding seams.

Another key feature of No. 10000 during this late stage in its original form is the exposed smokebox door, which is tiny compared to that of a conventional locomotive. Other, smaller differences can also be discerned from earlier versions, such as the revised equipment atop the running plates, showing an impressive attention to detail.

Fine wire handrails adorn the

body, painted silver to match the decorative boiler bands and cylinder covers. Combined with the brass-colour safety valves nestling in recessed pockets and the diminutive whistle, the overall appearance is classy and convincing.

The cab interior is fully detailed, including the ‘W1’s’ unusual control arrangement, with pipework, valves, gauges and seats all picked out in appropriate colours (the gauges feature legible dials). The roof is equipped with sliding vents and there’s a hinged fall plate, but no firebox glow effect.

The grey livery serves to highlight the finesse in the spoked wheels and brake gear, along with the relief in

the frames, including the Cartazzi truck and suspension for the forward trailing axle.

Supplied with flangeless wheels for both trailing axles, the model comes with a replacement set of flanged wheels for display purposes. Beware of over-tightening the screws in the retaining plate, as it may restrict the movement of the axles.

Also supplied for optional fitment is a set of footsteps, which need to be glued into slots in the running plate, just behind the cylinders. These are pre-painted to match the grey livery, complete with silver handrails. Vacuum hoses and cylinder drainpipes are also provided.

A set of cosmetic headlamps is pre-fitted, displaying the full ‘Royal’ headcode – a little baffling, as No. 10000 is not known to have hauled the Royal train.

The corridor tender is equally

3 things we like



1

Highly detailed cab interior, featuring the ‘W1’s’ unique control arrangement.



2

Push-fit, close-coupling unit between locomotive and tender.



3

Overall profile of boiler casing.

well rendered. Again, the grey paintwork helps the chassis detail to be appreciated. The fine wire handrails are also painted silver and the moulded plastic coal load can be removed to reveal an empty bunker.

COUPLER TWEAKS

An upgrade from earlier ‘W1’ releases is the use of a push-fit, conductive coupler between locomotive and tender, which pivots for a closer union on straight track, while compensating on curves. (As seen on the Hornby-Dublo ‘A4’ reviewed last month). Hopefully, Hornby will roll this feature out to more of its tender locomotives, as it’s far more user-friendly than a semi-fixed coupler bar. ➤



Hornby LNER Class W1 'Hush-Hush' 4-6-4 - in detail



Factfile: LNER Gresley 'W1' 4-6-4

Designed by Nigel Gresley, No. 10000 was an experimental steam locomotive featuring a high-pressure, marine-style water tube boiler. Encased in a radical, streamlined casing, the locomotive employed the 4-6-4 wheel arrangement (unique for a UK tender locomotive) in order to accommodate the long boiler.

Emerging from Darlington Works in 1929, it had been built to determine whether greater efficiencies could be achieved with this type of boiler. The pressure vessel had been fabricated by a private contractor in Glasgow, which fed a compound four-cylinder arrangement (two high, two low pressure cylinders).

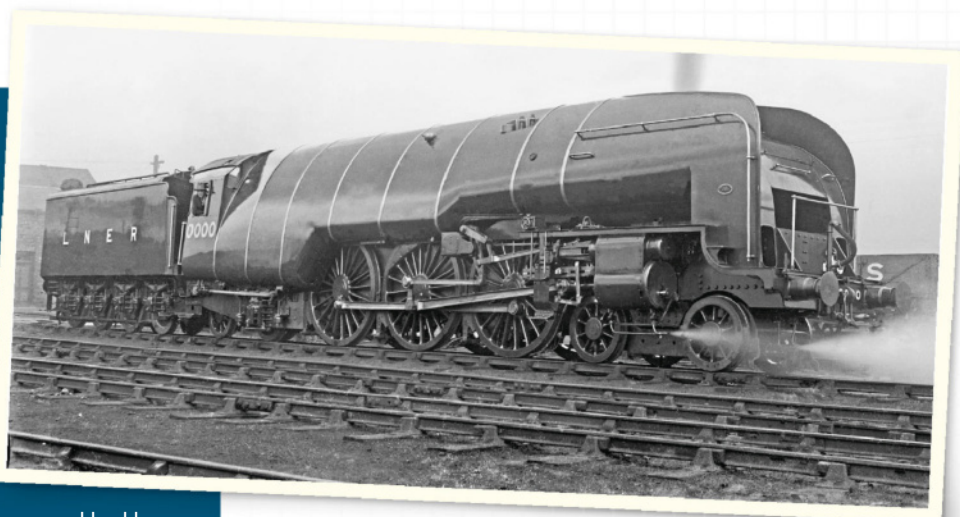
Nick-named the 'Hush-Hush' locomotive, apparently owing to the secrecy surrounding its development, the 4-6-4 was tested on the East Coast route, eventually entering passenger service, and entrusted with prestige Anglo-Scottish expresses.

Performance figures were somewhat mixed, leading to the fitting of a Kylchap double blastpipe in 1935, followed by a smoke-lifting cowl to improve visibility for the footplate crew.

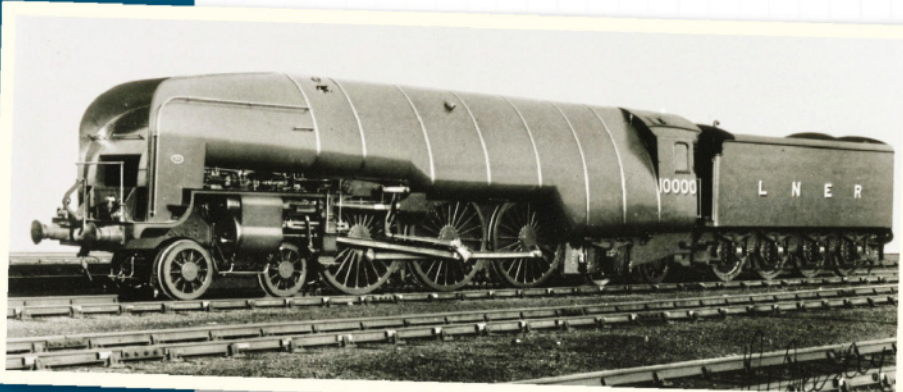
Once the evaluation phase was complete, No. 10000 was moved to Doncaster Works in 1936 for a major rebuild. A conventional boiler was installed and the locomotive emerged clad in a streamlined casing, similar to Gresley's contemporary Class A4 'Pacifics'.

After nationalisation, the 4-6-4 was renumbered as No. 60700 and continued in service until 1959, when it was withdrawn and scrapped. Its original corridor tender survived and was preserved with 'A4' No. 60009 *Union of South Africa*.

Right: Emerging from Doncaster Works in 1937 with a conventional superheated boiler and 'A4'-style streamlined casing, No. 10000 retained its 4-6-4 wheel arrangement, although the frames were shortened during the rebuilding phase. It is seen here at King's Cross in 1938. RAIL PHOTOPRINTS



Above & below: Pictured soon after entering service, Gresley's 'Hush-Hush' Class W1 4-6-4 would undergo extensive tests and modifications over the following six years before the marine-style water tube boiler was replaced with a more familiar design. RAIL PHOTOPRINTS/ALAMY





STRETCHING ITS LEGS

Out on the rails, the 'W1' performed supremely well, with the powerful five-pole motor purring away quietly and effectively. The capacious boiler allows a decent brass flywheel to be accommodated, which provides plenty of inertia and encourages smoother running.

Power is collected from each of the driving wheels, plus all eight tender wheels via wiper pickups.

A 21pin DCC decoder socket resides in the tender, where there's ample room for a speaker and access is straightforward. As is often the case these days, the locomotive

and tender must be connected to complete the circuitry before the motor will run.

While the front bogie operates well, minimal side-play is permitted for the twin trailing axles, making the flangeless wheels a necessity, especially when coping with curves. Despite the plastic bodyshell, the locomotive features plenty of mass, thanks to the die-cast metal chassis. Haulage capability was impressive, with a 14-coach train hauled and propelled without difficulty.

SAY IT LOUD

This is the first of Hornby's 'Hush-Hush' locomotives that I've tested, and I've been mightily

impressed by its looks, overall specification and performance. The finish is excellent, as is the quality of assembly, so there's very little with which to find fault.

I'd prefer the headlamps to be provided separately, or at least arranged in a more appropriate 'express passenger' display, and there are no brackets supplied to replace the lamps if removed.

Capturing the prototype during its final months before rebuilding, this is an impressive rendition of a landmark steam locomotive. **(GD)**

FACTFILE: HORNBY LNER CLASS W1 'HUSH-HUSH' 4-6-4

OVERVIEW

Manufacturer: Hornby
Ref. No. R30126
Unit No. 10000
Scale/gauge: 1:76 scale, 'OO' gauge
Body: Plastic with metal parts
Chassis: Metal with plastic parts
Weight: 465g
Min. curve radius: 438mm (second radius)
Wheel back to backs: 14.3mm

DIMENSIONS

Length 75ft 3 7/8in 302mm
 Height 12ft 11in 51.8mm
 Width (over cylinders) N/A 38.8mm
 Wheel diameter (bogie) 3ft 2in 12mm
 Wheel diameter (driving) 6ft 8in 27mm
 Wheel diameter (trailing) 3ft 2in 12mm
 Coupled wheelbase 7ft 3in x 7ft 3in 29mm x 29mm

SERVICING

How to dismantle: Body unscrews from chassis
Where to oil: Axles, crank pins – see instructions

PROTOTYPE

1:76 SCALE

MODEL

ELECTRICS

Electrical system: 12V DC two-rail
Motor type: Five-pole, skew-wound
Lights? No
DCC-ready? 21pin socket in tender

MECHANISM

Drive system: Motor drives centre coupled axle via worm and gears
Flywheel(s): Yes
Traction tyres: No

SUMMARY

PROS

- Looks and performance.
- Top-notch finish.
- Build quality.

CONS

- Not a lot.

FINAL VERDICT

Superb.



Hornby Class 43 HST Power Cars

◆ GAUGE '00' ◆ MODEL Hornby R30219 Class 43 HST Train Pack, East Midlands Trains ◆ PRICE £362.99 ◆ AVAILABILITY Hornby stockists Web www.hornby.com

In many ways, the HST is becoming Hornby's modern image equivalent of LNER 'A3' *Flying Scotsman* – an iconic train recognised by everyone, with an endless choice of liveries and detail configurations, with a seemingly constant demand, especially now that the surviving prototypes are on borrowed time.

It's been over 15 years since Hornby's HST power cars were re-tooled from the wheels up, which says a lot about how good the resulting model was. But time marches on and certain elements were in need of an upgrade to meet current expectations. A revamped version was announced in 2022, with the first raft of models arriving last year, featuring enhanced circuitry and a number of modifications to the bodyshell and chassis.

WAITING GAME

This is my first chance to test one of the enhanced HST power cars, as I'd been hoping to start with the BR era packs, as the blue/grey and original InterCity schemes are the closest to my heart. Alas, these have been subject to delay and are now expected to arrive in the autumn.



In the interim, Hornby kindly sent me a pair of East Midlands Trains (EMT) Class 43s, in the Stagecoach-style livery, which brings back more recent memories of my regular commutes to *Model Rail* HQ, as I always aimed to catch an HST for a run down the East Coast Main Line rather than the usual '91' and Mk 4s. Invariably, my chosen services featured hired-in EMT power cars, rather than LNER traction, which added to the excitement. Indeed, the EMT

Class 43s featured the Valenta VP185 diesel engines, which were much louder than LNER's MTU-powered HST fleet.

Other post-privatisation liveries were released last year, including GWR green, First Great Western 'fag packet', Rail Charter Services green, Rail Adventure grey, and East Coast grey/white liveries, along with the retro-style Midland Pullman blue/white scheme.

The pack under review features 43049 *Neville Hill* plus 43060, the latter being the

unpowered car. Both vehicles now feature 21pin DCC sockets and pairs of 15mm by 11mm speakers pre-installed. Indeed, much of the improvements over the 2008 tooling lie within the bodysells, with the main circuit board redesigned.

Additionally, the directional head/tail lights are significantly improved, both in terms of appearance and function, with cab interior lighting retained (but which can only be toggled on/off via DCC).





A major uplift concerns the addition of powered roof fans, two of which are installed on each of these Valenta-powered EMT Class 43s. Small additional electric motors provide power to the fans of both cars, and the rotation speed can be controlled by adjusting a variable resistor atop the circuit board, although DCC users can achieve this at the touch of a button.

BODY MATTERS

Hornby's existing tooling really 'nailed' the look of the HST and already allowed for numerous detail variations between BR and privatisation eras, including the peculiarities of those re-engineered with Valenta or MTU prime movers. Additionally, roof-mounted headlights have been factored in for some contemporary versions.

The most notable change to the bodysell is the loss of the sprung, opening cab doors which, in some respects, ensures a neater appearance, but I thought they offered something a little extra. Besides, I found them to be a consistently good fit on the models I came across, but I gather this feature is one of those 'Marmite' elements – you either love it or hate it.

The overall level of detail relief is excellent, with admirable depth to the moulded grilles and louvres, while the etched mesh over the radiator roof fans is fine, yet resilient. I guess we've come to expect separate wire handles on roof panels these days, but the mouldings are effective and fine wire is employed on the cab and luggage compartment handrails.

In comparison to older HST power cars in my collection, the quality of the glazing looks to have been improved, especially the cab side panels which are far more translucent around the edges.

The bogies and underframe are largely unchanged. Again, the existing tooling provides plenty of surface relief, with nice detail touches, such as the protective mesh behind the footsteps, battery isolation switches and air compressor mouldings. What is different is the installation of sprung, kinematic close-coupler units, equipped with NEM pockets. Low-profile tension lock couplings come pre-fitted, but these can be swapped for the supplied magnetic, knuckle-style couplers.

A section of the air cylinder has been sacrificed to allow room ➤

3 things we like



1

Upgraded lighting units look much better, with greater control for DCC users.



2

All-new circuitry in both cars, with powered roof fans and pre-fitted speakers.



3

New close-coupler units are a big improvement.



Factfile: BR Class 43 HST

British Rail's mission to revolutionise express passenger services on non-electrified routes led to the development of the diesel-powered High Speed Train concept. Initially, a prototype set was created, featuring streamlined power cars at each end of a rake of Mk 3 coaches.

The concept eventually gained approval, but not before the prototype (Class 41) power cars underwent a makeover, with renowned product designer Sir Kenneth Granger creating a more dynamic, attractive profile.

A total of 197 Class 43 power cars were assembled at Crewe between 1975-82, destined for East Coast and Great Western main lines, as well as cross-country services from the North East to the South West, replacing many traditional locomotive-hauled services.

BR bestowed the new trains with 'InterCity 125' branding, as part of an aggressive marketing drive aimed at changing the popular perception of railways as slow and old-fashioned. Television commercials led with the slogan: 'This is the age... of the train!'

The power cars were equipped with 12-cylinder Paxman Valenta engines, each developing 2,250hp, providing the HSTs with rapid acceleration and prolonged high-speed running. Indeed, a new world speed record for diesel traction was set by 43102/159 in 1987, the HST set reaching 148.5mph - a record that still stands today.



1: In a nod to the past, GWR repainted 43002 into its original BR livery in 2016. Named after Sir Kenneth Grainger, 43002 stands at Westbury in September 2017 on a Paddington-bound service. After withdrawal, 43002 was handed over to the National Railway Museum. GEORGE DENT

As the engines became life-expired, replacements were installed from the mid-1990s in the form of the Paxman VP185 or MTU V16, both of which improved performance and reduced noise and emissions.

The spread of electrification and introduction of a new generation of diesel multiple units, especially the Class 220/221/222 'Voyagers' and 'Meridians' led to the HST being displaced from its traditional routes and, in more recent years, declining drastically in numbers. One by one, train operating companies have withdrawn their fleets, with only ScotRail and GWR, plus a couple of charter operators, still operating HSTs, with GWR aiming to remove the last examples this year.

A modest fleet of power cars have found a new career operating test trains for Network Rail and others have been exported to Mexico and Nigeria. Plenty of power cars and Mk 3 coaches have also been preserved, including 43002 and 43102 as part of the National Collection.



2: East Midlands Trains 43048 T.C.B. Miller MBE, forms part of a 40th anniversary display of HSTs at Bristol St Philip's Marsh depot in May 2016. COLOUR RAIL

3: Midland Mainline 43054 heads an HST set at Sheffield in September 2007, awaiting departure to London St Pancras. Although much of the Midland Mainline HST fleet was displaced by Class 222 'Meridians', a number of sets were retained and operated until 2021. BEN JONES/ MODEL RAIL



for the pivoting coupling mounts, but this arrangement is far superior to the bogie-mounted brackets on older versions. When coupled to Hornby's new Mk 3 stock, the effect is superb, with a minimal gap between the gangways when running on straight track. The cars are then pushed apart slightly when curves are encountered.

Picking out the orange electric

System builder

Other items to complement this model...

EAST MIDLANDS TRAINS Mk 3s

A full set of matching Mk 3 stock has been produced by Hornby, using the recently updated Mk 3 tooling, featuring TGS, TS, TF and TFKB buffet cars.

Price: £44.99 each

Availability:

Hornby stockists

Web: www.hornby.com



LNER Mk 3s

LNER hired-in power cars from East Midlands Trains for several years, mainly on King's Cross-Hull services, top-and-tailing LNER-liveried coaches. Suitable Mk 3s are also available from Hornby.

Price: £44.99 each

Availability:

Hornby stockists

Web: www.hornby.com



DCC DECODERS

With a 21pin socket and speakers pre-fitted in each car, all you need is a pair of

suitable decoders. Hornby's own HM7000-21TXS Bluetooth decoders can be programmed with three-channel sounds of your choice, downloaded via Hornby's HM7000 app.

Price: £69.99 each

Availability:

Hornby stockists

Web: www.hornby.com



jumper cable sockets under the bufferbeam is also a small but effective enhancement over previous models. For each set of power cars in the current range (and those in the pipeline), Hornby is also offering matching Mk 3 coaches, with individually numbered versions allowing prototypical rakes to be created.

FINISHING REMARKS

The paint finish on both power cars is excellent, featuring shades that match the real livery well.

Each of the logos, nameplates, numbers and instruction panels are printed crisply, although the TOPS numbers on the front valances look a fraction too small. The 'MAINTAINED and AVAILABLE' notices on the luggage compartment doors are a welcome addition and are fully legible.

Importantly, all the livery colours perfectly match those on Hornby's latest East Midlands Trains Mk 3 stock, creating a harmonious appearance.

The powerful five-pole motor drives each axle of the powered car via cardan shafts and gears, with a pair of hefty brass flywheels smoothing the output considerably. After running-in, with the two power cars coupled back-to-back, testing was undertaken with a full rake of eight Mk 3s. Performance was superb when running in both directions, with ample power on tap.

I'm still looking forward to the new BR-liveried HSTs arriving later this year, especially after

putting this EMT set through its paces. Hornby has done a good job of tweaking the tooling to improve the appearance, while offering greater functionality, tempting me to try out a couple of sound decoders.

After all, I miss the dulcet tones of the Valenta-powered HST. (GD)

FACTFILE: HORNBY CLASS 43 HST POWER CARS

OVERVIEW

Manufacturer: Hornby
Ref. Nos. R30219
Unit Nos. 43049/060
Scale/gauge: 1:76 scale, '00' gauge
Body: Plastic with metal parts
Chassis: Metal with plastic parts
Weight: 510g (power car), 200g (trailing car)
Min. curve radius: 438mm (2nd radius)
Wheel back-to-back: 14.3mm

DIMENSIONS

Length
 Height
 Width
 Wheel diameter
 Bogie wheelbase

PROTOTYPE

58ft 5in
 12ft 9in
 8ft 11in
 3ft 4in
 8ft 7in

1:76 SCALE

233.6mm
 51mm
 35.6mm
 12mm
 34.3mm

MODEL

234mm
 52mm
 36.2mm
 13.2mm
 34mm

ELECTRICS

Electrical system: 12V DC two-rail
Motor type: Five-pole, skew-wound
Lights? Directional head/tail lights, cab interior lights
DCC-ready? 21pin socket and twin speakers in each car

MECHANISM

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

SERVICING

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

SUMMARY

PROS

- Looks and finish.
- Excellent performance.
- Welcome tooling tweaks.
- Build quality.

CONS

- Not a lot.

FINAL VERDICT

Excellent.





Dapol Freightliner HIA hopper

◆ GAUGE 'O' ◆ MODEL Dapol 7F-026-002 Freightliner Heavy Haul HIA hopper ◆ PRICE £80.00 each

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

Introduced by Freightliner in 2005, 122 HIA hoppers were constructed by the Polish wagon builder Wagony Swidnica, designed specifically

for aggregate traffic. Each is capable of carrying almost 67 tons of material (creating a gross weight of 90t per wagon), with three discharge chutes provided below the hopper.

The wagons are a regular sight around the current rail

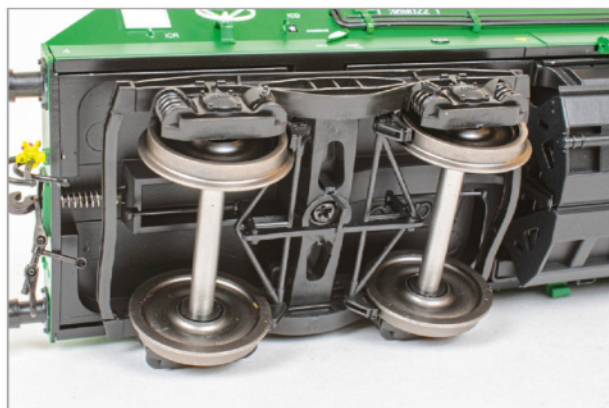
network, most notably carrying limestone from the Peak District to terminals across northern and southern England. Most were painted in Freightliner's former house colours of green with yellow lettering, although some were also finished in white. Out in

the real world, the majority now seem to be covered in graffiti.

Having produced a superb 'OO' version of the HIA - a Model of the Year winner in 2016 - Dapol has put its expertise to good use with this new 'O' gauge model. Available in green and white liveries, with several individually numbered versions of each, all feature a heavy die-cast metal chassis and hopper body, giving an impressive overall weight of 762g.

The wagons certainly have a solid feel about them, reminding one of a top-notch metal kit. Helpfully, the axles turn freely within the plastic bogie frames, creating a super-smooth running wagon.

The HIA is one of the better looking modern wagons, with a distinctive profile that Dapol has captured perfectly, even





“The discharge doors and operating levers feature plenty of detail, while the bogies are superb, with real wire employed to mimic coil springs”



down to the discreet welded panel seams of the bodywork. There's a slight gap where the hopper sides join the outer ends, but this is only noticeable at close quarters.

The hopper exterior is embellished with separately fitted air pipes, control levers and fine plastic brake handwheels, along with position indicators, while the ends feature a convincing rendition of the corrugated panels which protect the air brake and door operating gear.

Inside the hopper, a rusty brown shade has been applied and the triple chutes and internal strengthening beams are well

rendered. Below the frames, the discharge doors and operating levers feature plenty of detail, while the bogies are superb, with real wire employed to mimic coil springs. A full rendition of the brake gear adds the final touch.

Sprung buffers, air brake hoses and screw-link couplings (with sprung drawhooks) complete the picture. The paint finish is flawless, with the Freightliner motifs, TOPS panels and instructions all printed perfectly.

This has to be up there with the best 'O' gauge wagons to date and, like its 'OO' cousin, certainly a contender for Model of the Year! (GD)

SUMMARY

PROS

- Looks the part.
- Build quality.
- Excellent finish.
- Smooth runner.

CONS

- Nothing.

FINAL VERDICT

Superb.

3 things we like



1

Bogie detail is fantastic, complete with coiled wire springs.



2

Plenty of authentic small details, including door operating gear.



3

Intricately detailed discharge doors.

Hornby RailRoad Plus Class 110 three-car DMU

◆ GAUGE 'OO' ◆ MODEL Hornby RailRoad Plus R30170 Class 110 three-car DMU, BR lined green

◆ PRICE £179.99 ◆ AVAILABILITY Hornby stockists **Web** www.hornby.com



Featuring in last month's reviews was the RailRoad Plus Class 110 diesel multiple unit (DMU) in two-car formation, with a three-car version now also available. Again, the model is based on Hornby's 1982 release, with an upgraded power unit providing smoother, more reliable performance and superior wheels.

The three-car unit is offered in original lined green livery, complete with speed 'whiskers', and off-white cab roofs. The shade of green looks to be accurate, but the lining is perhaps veering towards yellow rather than the cream employed on the real thing.

The four-character headcode

boxes are adorned with alphanumerical displays, one of which – 2B98 – looks to be a typical secondary passenger service, suiting the Huddersfield/York of the destination blinds. The other driving car sports 0202, which is not a headcode one usually associates with a DMU working.

There's not much else to add to last month's review, other than to examine the centre car, which is virtually unchanged from Hornby's original tooling, save for a superior set of wheels.

The interior moulding is rendered in a light buff colour, and would benefit from painting

in more appropriate colours to depict the seating fabric, and No Smoking stickers adorn every window panel, which isn't strictly accurate for a '110' in this livery, unless in the preservation era.

The revised motor unit works well, with no issues encountered by the addition of a centre car, thanks to the presence of a pair of traction tyres. Like the blue/grey two-car version featured in MR322, the resurrection of Hornby's venerable Class 110 makes for a great addition to the RailRoad Plus range, offering plenty of potential for customisation. *(GD)*

SUMMARY

PROS

- Improved mechanism and DCC provision.
- Quality finish.
- Budget-friendly option.

CONS

- 1980s-era tooling.
- Some minor decoration errors.

FINAL VERDICT

Good to see the '110' again.





Hornby Class 31 & Class 50 (upgraded chassis)

◆ GAUGE 'OO' ◆ MODEL Hornby • R30153 Class 50 50044 *Exeter*, Network SouthEast • R30158 Class 31 31139, BR Rail blue
◆ PRICE £223.99 each ◆ AVAILABILITY Hornby stockists Web www.hornby.com

Hornby's upgrading of its existing locomotive tooling continues, with modifications rolled out to the internal circuitry of the Class 31 and Class 50 to provide greater DCC functionality, with 21pin decoder interfaces replacing the 8pin sockets of older releases.

Hornby has also tweaked other elements, such as the lighting circuits, with plug-in connectors linking the LED units fixed to the bodysell and the main circuit board atop the chassis. This replaces the sprung copper contacts, which could be prone to damage when opening up and reassembling models, providing a welcome improvement.

Received for review is Class 31 31139 in BR Rail blue, portraying a Brush Type 2 in mid-1970s, un-refurbished condition, with raised waist-level beading, bufferbeam cowling, and

operational steam heat boiler. The headcode panels are illuminated according to direction of travel, with alphanumeric codes displayed for unfitted freight services, one of which is headed for the Western Region.

The level of finish is excellent, with the shade of Rail blue looking spot on. Immingham depot stickers are applied below the TOPS numbers and the black beading printed around the individual glazing panels and the silver handrails above the boiler access footsteps are welcome touches.

Also upgraded to the new specification is Class 31 pioneer D5500, in original green livery.

The two latest iterations of Hornby's Class 50 feature 50042 *Triumph* in 'large logo' blue with a black roof, and 50044 *Exeter* in the original Network SouthEast (NSE) livery, which it carried during 1986-87, before receiving the revised NSE scheme.

On the whole, the finish is excellent,

although the edges of the radiator grille apertures have been missed by the spray gun on this sample, with the bright white base colour showing through. The printed nameplates could do with greater opacity, but superior etched 'plates and crests are provided for customer fitment.

Also supplied is a small detail bag featuring a set of miniature three-piece snowploughs (for one end only), plus brake hoses and cosmetic screw couplers, although most of the mounting holes required opening out with a drill before the parts could be installed. As the headstocks are cast metal, this is a job that requires a little care.

Accessing the interiors reveals the new circuitry, with the plugs for the lighting cables having to be gently unclipped before the bodysells can be lifted away.

The same motor, twin flywheel and transmission arrangements are retained from previous releases, but the drive system for the roof fans has been omitted, presumably to provide space for a speaker.

While the Class 31 and '50' toolings hark back to the mid-2000s, the models still stand up well today, and the enhanced specification will be especially welcomed by those who favour DCC operation. Performance of

both samples was exemplary, with quiet, smooth operation, while the Class 50's new lighting unit offers a marked improvement over the earlier versions in my collection.

On the other hand, the Class 31's twin tail lamps erroneously switch to white when running forwards and there's excessive light 'bleed' around the headcode panels.

The enhanced specifications of Hornby's '31' and '50' are a welcome development for two of the company's most enduring diesel-outline models. Indeed, the choice of prototypes should also prove popular, as both ended up in preservation (the latter in its post-refurbishment guise of 31438). (GD)

SUMMARY

PROS

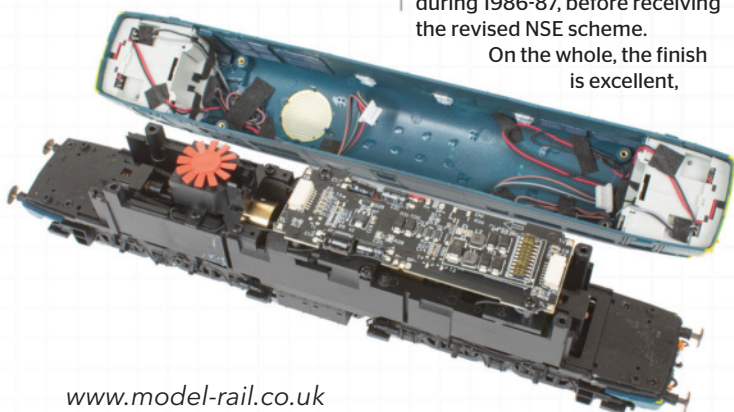
- Improved circuitry.
- Build quality and finish.
- Excellent performance.

CONS

- Minor lighting issues on the '31'.

FINAL VERDICT

Welcome arrivals.



Hornby BR Mk 1 BSK staff coach

◆ GAUGE 'OO' ◆ MODEL Hornby R40213 Mk 1 BSK staff coach, BDC977165 ◆ PRICE £44.99 ◆ AVAILABILITY Hornby stockists [Web www.hornby.com](http://www.hornby.com)

The joy of having the BR Mk 1 coach in a manufacturer's arsenal is the seemingly infinite number of livery options available, along with a multitude of vehicle types. Departmental schemes have proven popular with Hornby recently, with several BR and privatisation era examples depicted.

Coaching stock cascaded into Departmental use underwent all manner of modifications to suit the needs of the operator. Windows may be panelled over, seating accommodation replaced with test equipment or machinery, and underframes may carry fuel tanks, gas bottles or extra battery boxes.

Understandably, it would be

expensive to create exact replicas of these one-off conversions, so Hornby has been recreating them as best it can, using its existing tooling. One of the latest versions is Staff and Generator coach BDC977165, portrayed during its stint with Balfour Beatty.

Built originally as a Brake Corridor Standard coach (BSK) at Wolverton in 1963, E35408 was converted in June 1984 to form part of British Rail's 'Project Mercury' infrastructure upgrade work. While it retained most of the passenger compartments for on-site engineering staff, a generator was also installed in the former guard's compartment.

Coded as QPW under TOPS, the carriage retained vacuum

brake gear but also featured a through air pipe.

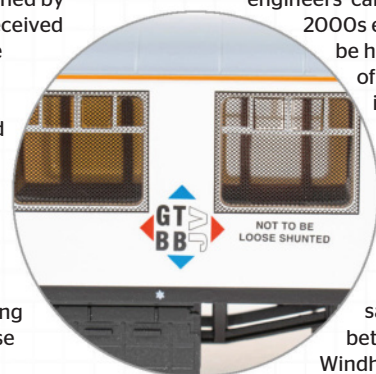
Following privatisation, the coach was retained by Railtrack and received a livery of white body and yellow ends, before it passed to Balfour Beatty and eventually into preservation in 2013 at the West Somerset Railway, returning to passenger use as W35408.

Hornby's model features painted-out glazing panels to mimic the plated-over window apertures, complete with printed ventilation louvres in the generator compartment. The protective mesh that covers the windows is replicated by printing the glazing and window surrounds. The effect is very convincing.

The overall level of finish is excellent, with logos, lettering and cant rail stripe printed cleanly. Correctly, the coach rides on Commonwealth bogies, but there are several areas that are not representative of the real thing. For example, the gangways should be plated over, while the underframe equipment and roof vent arrangement are incorrect.

That said, for the price, the modeller gets a good representation of a useful engineers' carriage for the 2000s era, which can be hauled as part of a modern infrastructure train. Indeed, a little research threw up an interesting image of the real carriage sandwiched between a pair of Windhof MPVs, as produced by Bachmann.

Furthermore, exacting modellers always have the option of corrective surgery. (GD)



SUMMARY

PROS

- Useful 2000s prototype.
- Great value.
- Quality finish.

CONS

- Not 100% accurate.

FINAL VERDICT

Good stuff.



Bachmann Gloucester Bogie Coach

◆ GAUGE '009' ◆ MODEL Bachmann Narrow Gauge 394-026 Gloucester Bogie Coach, Lincolnshire Coast Light Railway blue/cream
 ◆ PRICE £59.99 ◆ AVAILABILITY Bachmann stockists Web www.bachmann.co.uk

Narrow gauge modellers will be pleased to see that Bachmann's Gloucester bogie coach has now arrived, having been in the pipeline since 2018. Built for the Ashover Light Railway (ALR) by the Gloucester Railway Carriage & Wagon Co. Ltd in the 1920s, two examples were later sold to the Lincolnshire Coast Light Railway (LCLR).

Bachmann's model is offered in ALR and LCLR liveries, with the handsome LCLR blue and cream version received for review. Consisting of a heavy die-cast metal chassis and plastic bodysell, the model has the

feel of a quality product, weighing in at over 50g.

The boxy body resembles a tramcar in many respects, including the longitudinal bench seats visible within. The vertical plank detailing is well executed and is even repeated internally, on the walls, floor and roof, which is an impressive touch.

It's a shame that internal lighting is not provided in order to show off this detail, although the body is easy to remove via four tiny screws, one in each corner of the underframe.

The chassis features an integrally cast truss frame, embellished with plastic brake cylinder and actuating rods,

while the plastic bogie frames are equipped with brake shoes and coupler mounts. Handbrake standards are fitted to each bogie, although one had come adrift in the packaging on our sample.

The glazing panels are neatly installed and the overall finish is superb, with crisp separation between the blue and cream elements. The only printed legends are the famous 'Big G' builder plates of the Gloucester Railway Carriage & Wagon Co. on each solebar.

Running smoothly on my '009' test track, the coach provides a high-quality, authentic option for narrow gauge modellers. (GD)

SUMMARY

PROS

- Looks and performance.
- Build quality.
- Attractive livery.
- Detailed interior.

CONS

- Not a lot.

FINAL VERDICT

Lovely.



Dapol TTA tank wagon

◆ GAUGE 'O' ◆ MODEL Dapol 7F-064-005 TTA 45ton Class A tank wagon, Shell grey ◆ PRICE £91.80 each ◆ AVAILABILITY Dapol stockists Web www.dapol.co.uk

While we reviewed an advance sample of Dapol's TTA in MR320, I couldn't resist taking a close look at another version of the popular tank wagon, now that the first batch of models have landed with retailers.

I ordered myself a Shell grey version, with vibrant red/yellow horizontal stripes, to suit the late 1980s/early 1990s period, complete with Railfreight Petroleum sub-sector logos. With modern image modelling especially popular in 'O' gauge, Dapol has chosen a suitable

range of prototypes, although several late 1960s and 1970s-era options are also on offer. In all, 11 different versions have been produced, encompassing Esso, Gulf, BP, Shell, Regent, and Texaco liveries.

As stated in our original review, this is a highly impressive model,

recreating the prototype faithfully. Running is smooth and build quality is high, with the underframe and tank boasting a wealth of detail, the latter crowned by a finely etched catwalk and ladders.

In terms of finish, the paintwork is excellent, although the shade of grey looks a little dark for this particular livery. That said, the colourful stripes, logos and lettering are all immaculately printed. Expect more versions to follow in due course. (GD)



SUMMARY

PROS

- Overall fidelity.
- Excellent level of detail.
- Smooth running chassis.

CONS

- Not a lot.

FINAL VERDICT

Excellent.

Peco 'O' gauge concrete sleeper track

◆ GAUGE 'O' ◆ MODEL Peco SL-702FB concrete sleeper, flat-bottom rail flexible track ◆ PRICE £12.50 per yard
◆ AVAILABILITY Peco stockists Web www.peco-uk.com

By popular demand, Peco has released lengths of flexible track featuring flat-bottom rail and concrete sleepers, catering for the recent upsurge in modern image 'O' gauge modelling. Produced in standard yard lengths (914mm) and featuring Code

143 nickel silver rail, the track is fully compatible with Peco's existing flat-bottom rail flexible track with wooden sleepers.

Produced to the usual high standards, the moulded detail of the Pandrol rail clips and DOW-MAC lettering cast into the top of the sleepers add extra realism.

To allow flat-bottom rail to marry up with Peco's bullhead rail track and turnouts, a pack of Transition Tracks is available (SL-713, £24.95). The pack provides four transition sections, complete with wood-effect sleepers, plastic fishplates and soldered continuity wires below each rail, which can be cut to create isolated sections.

Once laid, ballasted and weathered (pictured left), the track components look superb and operate reliably. (GD)



PROS:

- Fills an important gap.
- Impressive detail on sleepers and rail clips.
- Useful Transition Track packs.

CONS: Nothing.

FINAL VERDICT: Excellent.



Peco BR 16t & RCH 7-plank mineral wagons

◆ GAUGE 'N' ◆ MODEL • Peco NR100B BR 16t MCO mineral wagon, unfitted grey • NR-7010P RCH 7-plank open wagon, Huntley & Palmers red

◆ PRICE £17.50 each ◆ AVAILABILITY Peco stockists Web www.peco-uk.com

Another new 'N' gauge wagon has been added to the Peco range, in the form of the once-ubiquitous BR 16ton steel-bodied mineral.

The model utilises the new 9ft wheelbase underframe created for the fleet of seven-plank open wagons released last year – and employed on the BR 27t iron ore tippler – as reviewed in MR314/321. The all-new injection-moulded plastic body depicts one of the countless

variations of the 16t mineral family, without top flap doors on each side.

Wearing TOPS-era panels and branded MCO, the unfitted wagon is ideal for the 1970s and 1980s era. The detail relief of the body strengthening ribs and door frames is impressive, although the hinge detail below the side doors is missing.

The overall thickness of the sides and ends is kept to a minimum, thus giving the model a refined appearance, aided by

the light rust-brown paint applied to the wagon's interior. More variations of the BR 16t mineral design are set to appear in future.

Another new arrival is a further seven-plank open wagon, representing a typical Railway Clearing House (RCH) design, bedecked in the branding of Huntley & Palmers Ltd. The famous biscuit manufacturer employed a fleet of privately owned mineral wagons to transport coal to its factory in Reading, so a load of

fine coal chippings will add the finishing touch to this model.

Paintwork is equally good on both samples, with the UV-printed markings neatly applied, and featuring a good level of opacity. As mentioned in previous reviews, the underframe sports a fine rendition of Morton brake gear and the metal-tyred wheels spin freely within the inside bearings. Disc wheels grace the steel-bodied wagon, while the RCH seven-plank sports a more appropriate set of spoked wheels. (GD)



SUMMARY

PROS

- Looks and performance.
- Build quality.
- Underframe detail.
- Made in England.

CONS

- Not a lot.

FINAL VERDICT

Great.

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'16XX' 0-6-0PT

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GAUGE

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Specification list

Made by: Rapido Trains

Motor: Five-pole

DCC socket: Next18

Features: NEM coupler

pockets, factory-fitted

speaker, sprung buffers,

firebox glow, 'Busby'

spark arrestor chimney.

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- ◆ MR-301D: No. 1657
- ◆ MR-301E: No. 1664
- ◆ MR-301F: No. 1658
- ◆ MR-301G: No. 1668
- ◆ MR-302A: No. 1646

LAST
FEW

BR BLACK, EARLY EMBLEM (WEATHERED)

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

BR BLACK, LATE EMBLEM (PRISTINE)

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

BR BLACK, LATE EMBLEM (WEATHERED)

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

GWR GREEN

- ◆ MR-306: GWR green No. 1638

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READER OFFER MR-309A reduced **£130** (No further discount for subscribers)

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Ruston 'PWM' 0-6-0DE

CHOOSE FROM EIGHT VERSIONS

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GAUGE

Specification list

Made by: Heljan

Motor: Coreless

DCC socket: Next18

Features: Cab interior lights, NEM coupler pockets.

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MR-403 PWM653
BR light green



MR-405A PWM 97651
BR yellow



MR-405B PWM 97652
BR yellow



MR-404 PWM652
BR Rail blue



MR-402 PWM651
BR green, 'wasp' ends



MR-400A PWM651
BR green



MR-400B PWM652
BR green



MR-401 PWM654
BR green, 'wasp' ends

LNER Sentinels - the new batch

00
GAUGE



MR-018 LNER Class Y3
Sentinel, No. 8172,
LNER black with Gill Sans
lettering/numerals



MR-021 LNER Class Y1
Sentinel, No. 45,
LNER black with shaded
lettering/numerals



MR-019 BR Class Y1
Sentinel, No. 68144,
BR black, early crest



MR-020 BR Class Y3
Sentinel, No. 68162,
BR black, early crest

Specifications

Made by: Dapol

Motor: Five-pole 'Super-Creep'

DCC socket: Eight-pin

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DCC socket: Six-pin

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£114.75 price for Model Rail subscribers



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

00 GAUGE



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No. 68225, BR early emblem, no skirts



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



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



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



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



MR-210 No. 7139, LNER lined livery

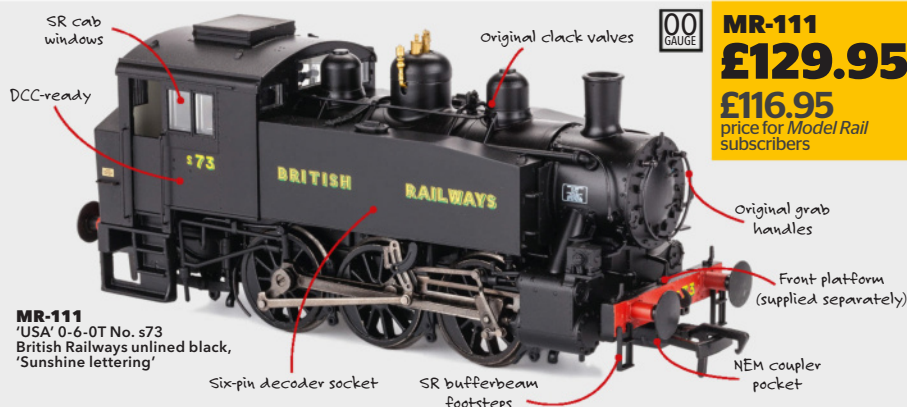
'USA' 0-6-0Ts

Made by: Bachmann/Kader

Motor: Three-pole

DCC socket: Six-pin

Features: NEM coupler pockets, two types of cab, different smokeboxes, different footsteps, separately fitted hinged platform.



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

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MR-107 No. 36, National Coal Board black



MR-110 No. DS237 Maunsell, BR Departmental green



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

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subscriber price

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Produced by Heljan

00 GAUGE BR Class 31 31116
Rail Celebrity in BR
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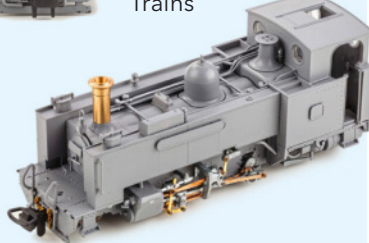


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2-6-2T

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Trains



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Class 12
0-6-0DE
Produced by Heljan



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Specification list

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Motor: Five pole

DCC socket: Next18

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ADVERTISERS' INDEX

3 Millimetre Society	126
Accurascale	10
AC Models	126
Alton Model Centre	125
Dapol	2
Digitrains	24
Durham Trains Of Stanley	124
Ellis Clark Trains	20
Gaugemaster	132
Golden Valley Hobbies	124
Harburn Hobbies	125
Heljan	119
Howes Models	124
Isinglass Models	126
Kent Garden Railways	125
Kernow Model Rail Centre	81
KJB Models	120
KR Models	15
Megapoints Controllers	118

Metcalfe Models	52
Modelrailwayscenery.com	124
Peter's Spares	125
Rails Of Sheffield	109-113
Rapido Trains	13
Revolution Trains	122
Scalescenes.com	126
S&J Models	121
Smart Models	124

The Airbrush Company	82
The Hereford Model Centre	19
TMC	114-117
Tower Models	123
Trains4U	124
Warwick & Warwick	131
York Modelmaking	125
YouChoos	126

CLASSIFIED INDEX

Classified advertisers on pages 127-128

C&M Models	127	John Dufield For	P&D Marsh	127
Colour Rail	127	Model Railways	Recreation21	127
Crafty Hobbies	127	Mark's Trains	Roxey Mouldings	128
Crane Sheds &		Model Scenery	The Hobby Goblin	128
Summerhouses	128	Supplies	The Sports And	
Dave Angell Trains	127	Nick Tozer	Model Shop	127
East Somerset Models	127	Railway Books	Trident Trains	128
Hobby Rail	127	Orwell Model Railways	Upstairs Downstairs	128

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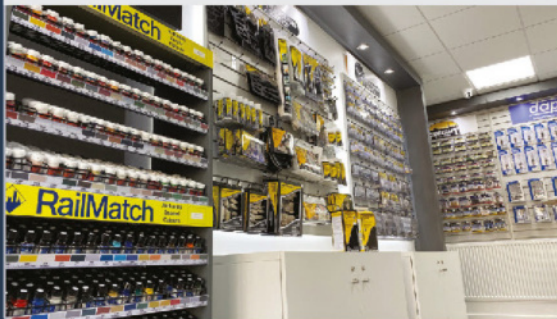
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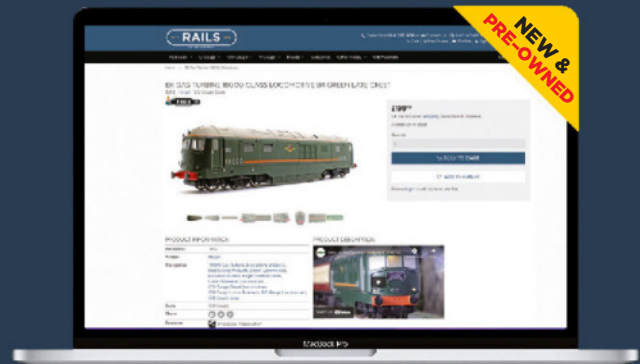
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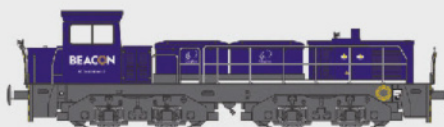
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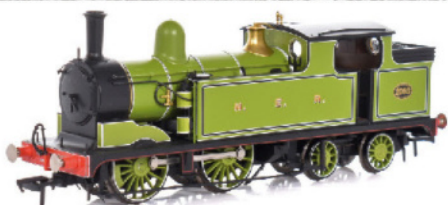
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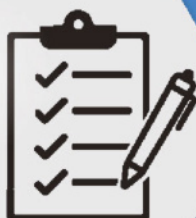
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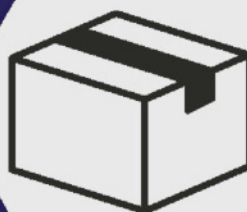
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Images of Pete Watermans Milton Keynes Station for Making Tracks 3, extensively controlled by MegaPoints System2.

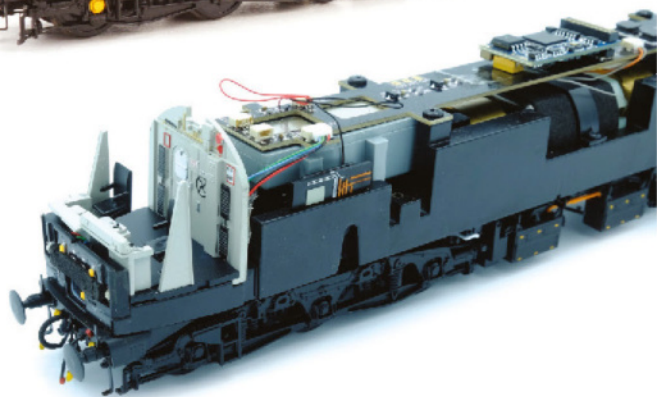


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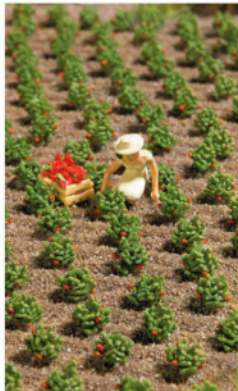
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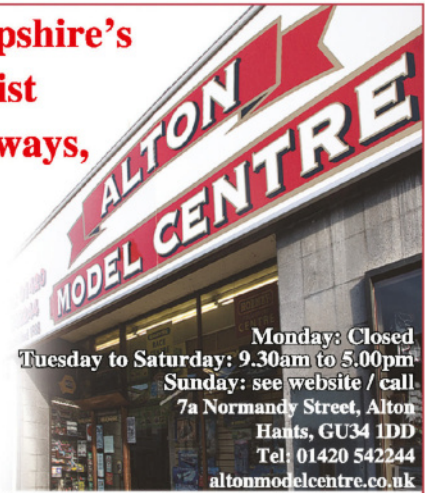


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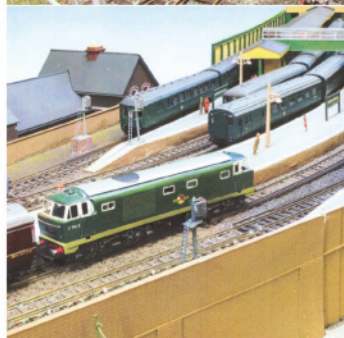
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If there's a prototype that you think needs to be offered ready-to-run, here's the place to voice your opinion...

Locomotive: CIÉ C Class (later B/201 Class)

Bo-Bo diesel locomotives

Gauge: '00'

Proposed by: Charlie Buckler

What is it?

Built by Metropolitan-Vickers and exported from Manchester to the Republic of Ireland in the mid-1950s, the C Class Bo-Bo provided Córas Iompair Éireann (CIÉ) with a fleet of small, lightweight mixed traffic locomotives.

A total of 34 examples had entered service by 1957 and remained a key element of CIÉ's traction fleet well into the 1980s, despite many of the branch lines for which the locomotives were designed having closed during that time.

The original V8 Crossley power units were found to be unreliable, and the entire fleet was re-engineered with General Motors diesel engines from 1969, although the original generators and traction motors were retained. When the re-engineering programme was complete, the locomotives were re-classified under the B power category, thanks to the increase in output, but were soon referred to as the 201 Class.

Employed on freight and passenger traffic, the class also regularly hauled push-pull suburban services around the Dublin area and it was the eventual electrification of these routes under the DART scheme that brought the withdrawal of the last examples by CIÉ.

Six examples were sold to Northern Ireland Railways in 1986, forming the NIR 104 Class,

but this small fleet enjoyed just a few more years of service, mostly on infrastructure work, with the last withdrawn in 1995.

What would make it viable?

Although this may be the first Irish prototype to appear in Present Your Case, the great work being done by Irish Railway Models (sister company of Accurascale) is helping to raise the profile - and quality - of Irish-outline modelling. It may lag behind UK-outline subjects in popularity, but there has long been a demand for CIÉ locomotives and rolling stock, as evidenced by Hornby and Lima offering models in the past. Furthermore, pre-owned CIÉ stock from Bachmann Branchline and Murphy's Models command ever-higher prices.

Previously available as '00' gauge kits, from No Nonsense Kits and Silver Fox, the C/201 Class would be a logical ready-to-run development for IRM, following its wonderful Metro-Vick A Class in 2021. Bo-Bo diesels are perfectly suited to smaller layouts, so the C Class would appeal to modellers replicating rural branch lines in their twilight years.

With several CIÉ and NIR liveries to cover, plus a few detail variations across their 40-year career, there are plenty of potential versions that a manufacturer could produce.

Can I see a real one?

Yes, three locomotives survive in preservation, including one of the ex-NIR examples.

Have your say

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COLOUR RAIL



Backscene



Prompted by a request for advice, **Chris Leigh** searches his cupboards and finds a project and investment started 20 years ago.

I guess any hobbyist will hear a lot of catchphrases from those within and outside the hobby, seeking to either justify their peculiar interest or to take the Mickey out of it. I'm thinking of the ones that my mum would have used – "They're a funny lot. It takes all sorts. There's nowt so queer as folk."

While the vast majority of us railway modellers would profess to be 'normal', we do have to admit that we have stumbled across the occasional 'oddball.' I recall one chap whom I met through my local club many years ago. He would bring his latest purchases to the club in order to run them. He had a 'thing' against valve gear and would take a pair of tin-snips to his latest Hornby purchase and hack off all the valve gear! His obsession with the 'B12' that had that 'sound system' involving a cam and a piece of sandpaper caused a lot of dissension in the camp, too!

Then there are those I call the 'butterfly' modellers. They flit from one area of interest to another. I've known several over the years. One week they'll be into 'N' gauge GWR in Wales. Two weeks later the 'N' gauge has been sold (usually at huge financial loss) and it's 'O' gauge modern image that's the fascination.

I can sympathise with the 'butterflies'. My railway interests are many and varied and often, with magazine articles and 'variety of content' in mind, I switch from one subject to another. It was 'Titfield' for several months last year. Now I'm looking at Class 153s.

For me, the Christmas-New Year

holiday usually means taking stock of the past months, making a resolution to get more organised, and thinking about where I might go and what I might do in the coming months. This year, I intend to have a clear-out and I've already prepared for a sell-off of models, kits and bits which I hope will take place as a garage sale sometime in the spring.

The largest item on the list for disposal is 'Titfield', the diorama on a 4ft by 2ft Tim Horn baseboard, that was featured in *Model Rail* 320 (December).

My holiday time re-think coincided with a bizarre problem on my 'HO' Canadian layout, on which some wiring work had recently been completed. It all worked well on test, but the next day when I switched it on there was a curious fault, a short which would only become apparent after about ten seconds. I suspected a faulty controller, but on test elsewhere it worked as it should.

At the time of writing, most of the stock has been removed, a search has been made for stray track pins or other objects which might find their way into the wrong place, but the problem persists. It has caused a degree of frustration which this 'grumpy old man' doesn't handle very well these days, especially when it coincides with a dose of Covid.

However, distraction was provided when a former colleague on *Steam Railway* magazine asked if he could have a chat. His son (who I haven't seen for some years and must now be in his late teens) wants to go to Alaska to 'do' the celebrated White Pass & Yukon Route. I spent a week in Skagway, Alaska,



Above: This was the result of a back-of-cupboard search for one locomotive. My 'butterfly' interest in the White Pass came to an abrupt end when the only maker of decals ceased trading.

in 2007 on an enthusiast tour which gave us some spectacular photo opportunities on the railway which is a World Heritage Site and dubs itself 'the scenic railway of the world.'

It had been on my bucket list for years before I plucked up the courage to actually go! His enquiry, however, prompted me to delve into the back of one of my cupboards to find the White Pass & Yukon locomotive that I built from a kit, probably 20 years ago. What I found was not one but three locomotives (none quite finished), several boxes of freight cars, coach bogies, road vehicle kits and even figures!

The kits came from a manufacturer in New Zealand and cost a lot to import. Quite why I had made such a large investment and such a lousy job of finishing and painting them I'm not sure, but it's nothing that can't be put right. The models are to 1:64 or 'S' scale which is an unusual imperial scale. It is actually one of the oldest model railway scales, dating from the beginning of the 20th Century, and is half the gauge of Gauge 1, or $\frac{3}{16}$ in:1ft scale.

I find my interests diverging again and I've just spent an enjoyable evening assembling cast whitmetal kits. Remember those?

● Look out for more of Chris' 'S' scale model building in our Staff Show & Tell pages in future.

Below left: Almost finished except for glazing and decals. The White Pass carried containerised aluminium ore before it became a tourist operation.

Below: With a cruise liner in the background, WP&YR No. 91, built in 1956, leads a set of three GE 1,450hp sisters on the railroad dock at Skagway, Alaska, waiting to take a train of cruise ship passengers up to White Pass.
ALL: CHRIS LEIGH



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FREE VALUATIONS - We will provide a free, professional valuation of your collection, without obligation on your part to proceed. Either we will make you a fair, binding private treaty offer, or we will recommend inclusion of your property in our next public auction.

FREE TRANSPORTATION - We can arrange insured transportation of your collection to our Warwick offices completely free of charge. If you decline our offer, we ask you to cover the return carriage costs only.

FREE VISITS - Visits by our valuers are possible anywhere in the country or abroad, usually within 48 hours, in order to value larger collections. Please phone for details.

ADVISORY DAYS - We are staging a series of advisory days and we will be visiting all areas of England, Scotland, Wales and Ireland during the coming months. Please visit our website or telephone for further details.

EXCELLENT PRICES - Because of the strength of our customer base we are in a position to offer prices that we feel sure will exceed your expectations.

ACT NOW - Telephone or email Richard Beale today with details of your property.



Get the experts on your side!



Warwick & Warwick

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GAUGEMASTER

Analogue Control



Choose a controller for life with our Gaugemaster Lifetime Guarantee. We have been producing Model Railway Controllers for over forty years. Our analogue controllers have stood the test of time and so has our lifetime guarantee:

"We undertake to replace, free of charge, any parts found defective within the lifetime of the unit providing that the item has not been tampered with."



It's the only controller you'll ever need to buy and they are all made here in the United Kingdom.

Mains Powered Controllers

Our Mains Powered Cased Controllers come complete with transformer and can just be plugged in, connected to the track and away you go. The controllers also feature additional outputs for powering a variety of accessories.



BEST FOR
Beginners

GMC-COMBI

Single Track Controller/Transformer

Most Suitable For: OO, HO, and N Scale
Fantastic for small layouts or beginners upgrading a starter set, the Combi has both a 12V DC output to run one track and a 16V AC output for accessories.



BEST FOR
Twin Tracks

GMC-D

Twin Track Controller

Most Suitable For: OO, HO, and N Scale
Our best selling controller! Runs a two track railway with minimum of fuss. The Model D Controller has two 12V DC track outputs, as well as a 16V AC output for accessories.



BEST FOR
Four Tracks

GMC-Q

Four Track Controller

Most Suitable For: OO, HO, and N Scale
The best selling four track controller available today. It offers impressive value for money with its four 12V DC track outputs and two of 16V AC and 12V DC outputs for accessories.

Panel Mounted Controllers

Our Panel Mounted Controllers are designed to be able to be set into a control panel of your choice. They require a separate transformer and can be flush mounted too.



BEST FOR
Control Panels

GMC-100

Single Track Panel Mount Controller

Most Suitable For: OO, HO, and N Scale

Requires 1x GMC-M1/GMC-WM1 transformer

The panel mount controllers are designed to fit snugly into a control panel of your choice. A flush fit fascia results in a clean finish.



BEST FOR
Realistic Running

GMC-U

Single Panel Mount with Simulation

Most Suitable For: OO, HO, and N Scale

Requires 1x GMC-M1/GMC-WM1 transformer

With the brake knob controlling the 12V DC track output, this controller allows you greater realism when running locomotives.



BEST FOR
Flexibility

GMC-W

Single Track Walkabout Controller

Most Suitable For: OO, HO, and N Scale

Requires 1x GMC-M1/GMC-WM1 transformer or GMC-100M

Fitted with 1.5m of cable, this controller allows you the freedom to move around while still controlling your layout.

Also in the Gaugemaster Analogue Range

Cased Controllers

GMC-100M	Single Track Controller
GMC-P	Single Track Controller with Simulation
GMC-100MO	Single Track Controller for O Scale
GMC-10LGB	Single Track Controller for G Scale
GMC-10LGB5F	Single Track Controller for G Scale with Fan
GMC-DS	Twin Track Controller with Simulation
GMC-TS	Three Track Controller with Simulation

Panel Mounted Controllers

Orange text shows transformer required

GMC-100.O	Single Track Controller for O Scale 1x GMC-M2
GMC-UF	Single Track Controller with Feedback 1x GMC-M1 or GMC-WM1
GMC-UO	Single Track Controller with Simulation for O 1x GMC-M2
GMC-UD	Twin Track Controller 1x GMC-M1 or 2x GMC-WM1
GMC-UDS	Twin Track Controller with Simulation 1x GMC-M1 or 2x GMC-WM1
GMC-UQ	Four Track Controller 2x GMC-M1 or 4x GMC-WM1

Cased Transformers

GMC-M1	2x 16v AC Outputs at 1A
GMC-M3	1x 24v AC Outputs at 1.25A

Wall Mounted Transformers

GMC-WM1	1x 16v or 12v DC Output at 1.1A
GMC-WM2	1x 9v DC Output at 1.6A
GMC-WM5	1x 12v DC Smoothed Output at 2A

This is only a selection of our analogue controllers. For the full range please see our website or visit your local Gaugemaster stockist.



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These products are available from your local model shop, or, in case of difficulty, direct from ourselves.
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